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Simpson Road Landowners Group Inc.

TRANSPORTATION IMPACT STUDY UPDATE

Proposed Industrial Development

Coleraine Drive and Mayfield Road, Town of Caledon

April 2026

24085

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April 30, 2026

Reference Number: 24085

Simpson Road Landowners Group Inc.
c/o Helen Mihailidi
7501 Keele Street, Suite 200
Vaughan, ON
L4K 1Y2

Dear Helen Mihailidi,

RE: Transportation Impact Study Update
Proposed Industrial Development
Coleraine Drive and Mayfield Road, Town of Caledon

LEA Consulting Ltd. (LEA) is pleased to present the findings of our Transportation Impact Study (TIS) Update for the proposed industrial development located at the northeast corner of Coleraine Drive and Mayfield Road in the Town of Caledon (herein referred to as the "subject site").

By way of background, LEA submitted an original Transportation Impact Study dated November 2023. Comments were received and LEA prepared a TIS Update dated July 2025 to address the Region and City's comments. Since the July 2025 submission, additional comments have been received from the Town of Caledon dated September 26, 2025 and November 10, 2025, and Region of Peel dated September 15, 2025. As such, this TIS Update has been prepared to address the Region and City's comments and provide an update on the development. The comments received are provided below, followed by LEA's response.

1 RESPONSE TO COMMENTS

1.1 TOWN OF CALEDON (SEPTEMBER 26, 2025)

Transportation

Comment 1: *The Block Plan figure prepared by Weston Consulting dated August 2025 shows the proposed extension of Simpson Road as 24m. This needs to be 26m in accordance with the draft official plan and the ROW of Simpson Road.*

LEA Response: Based on correspondence with Tong Wang from Town of Caledon, the 24m ROW has been approved. Correspondence is provided in **Appendix K** of the enclosed TIS Update.

Comment 2: *Provide a schedule within the draft official plan amendment that outlines the recommendations of the pedestrian and cycling circulation plan. The Schedule should illustrate:*

1. *Multi-use path on two sides for all collector roads within the secondary plan including Simpson Road, Parr Boulevard and Pillsworth Road.*
2. *George Bolton Pkwy should be identified to have a MUP on the north side and sidewalk on the south in alignment with the George Bolton Parkway EA to the west.*
3. *Confirm with the Region to show proposed cycling routes on Regional roads in the Secondary Plan.*

LEA Response: Per the approved Wood design drawings, sidewalk is provided along the east side of Simpson Road. A multi-use path (MUP) has been located on the east side of the road, with LIDs provided on the opposite side. Please refer to correspondence provided in **Appendix K** of the enclosed TIS Update.

Comment 3: *The proposed traffic impact study should be expanded to investigate a 2031, 2041, and 2051 scenario for the secondary plan*

LEA Response: Upon correspondence with Town staff dated January 8, 2026, it was confirmed that additional analysis for 2031, 2041, and 2051 is not required. Correspondence can be found in **Appendix K** of the enclosed TIS Update.

Comment 4: *The block plan shows two proposed accesses onto the Simpson Drive extension which are not reflected in the trip distribution.*

LEA Response: The traffic analysis has been updated to show a total of three accesses along Coleraine Drive, one access off Mayfield Road, and three accesses off Simpson Road. The exact locations of these accesses are assumed and these accesses are included in the analysis solely to evaluate the performance of these intersections. As the current submission is for a Master Environmental Servicing Plan (MESP), these site accesses will be reviewed again during the Site Plan Approval process for each individual property. Please refer to the capacity analysis included in the enclosed Transportation Impact Study Update.

1.2 TOWN OF CALEDON (NOVEMBER 10, 2025)

Development Engineering – Engineering Services: General

Comment 1: *The MESP Update, supporting materials reference multiple matters to be addressed at the detailed design (DD) stage, as well as through individual Site Plan Applications. Similarly, the Comment Response Matrix identifies several items that are proposed to be resolved through future Site Plan Applications.*

Development Engineering has significant concerns regarding the facilitation of comprehensive development within the South Simpson Phase Two Secondary Plan area and the implementation of the supporting infrastructure necessary to accommodate future development. As outlined in the MESP Update, properties within the Block Plan area are dependent on the Simpson Road Extension, Channel, and associated works for servicing (storm, sanitary, and water) and access. However, it remains unclear how these works will be advanced through detailed design and constructed prior to Site Plan approvals.

Typically, detailed design, new roads, and infrastructure are implemented through a Draft Plan of Subdivision (DPOS) in accordance with OP Policy 7.9.12.3. Development Engineering understands from Planning Staff that a DPOS may not be required following OPA approval and therefore requires clarification on the planning mechanisms and subsequent development approval processes that will enable the comprehensive development of the area.

Should a DPOS not be pursued, Development Engineering recommends that planning policies be incorporated to ensure all detailed design and other matters are addressed prior to the approval of individual Site Plan Applications. Development Engineering recommends the following Planning Policies are to be included, subject to refinement from Town Planning and Policy Staff:

c) The ultimate Simpson Road Extension is reliant on the Regions Capital Project for the reconstruction and associated services for Mayfield Road and therefore should follow the Regions Mayfield Road

reconstruction. Where full build-out construction of the Simpson Road Extension is not feasible prior to development and agreed upon with Town Staff, the Owner will submit Interim Roadway Designs and associated studies to the satisfaction of the Town. These interim designs must offer comparable connectivity, safety, and capacity and protect for full-buildout conditions.

i. *Temporary cul-de-sacs or interim connections will be provided on roadways to support interim conditions, as requested by Town Staff to facilitate proper traffic circulation during phased development.*

LEA Response: Noted.

e) *Entrances to Simpson Road should be consolidated and shared to reduce access points on Simpson Road and to minimize crossings of the naturalized channel. This is a transportation matter and policy should be confirmed by Town Transportation Staff.*

LEA Response: Noted. In an effort to consolidate access points on Simpson Road and minimize crossings of the natural channel, there are shared accesses provided for Blocks 1 and 2, 3 and 4, 5 and 10, 7 and 11, and 8 and 9. Blocks 6 and 12 maintain their existing accesses. The exact locations of these accesses are assumed and these accesses are included in the analysis solely to evaluate the performance of these intersections. As the current submission is for a Master Environmental Servicing Plan (MESP), these site accesses will be reviewed again during the Site Plan Approval process for each individual property.

1.3 REGION OF PEEL (SEPTEMBER 15, 2025)

General Comments

Comment: *The Region has recently undertaken design for road improvements along Mayfield Road under project #11-4080. The Applicant should contact the Region to clarify specific road improvement requirements prior to preparation of detailed engineering plans and/or reports.*

LEA Response: The Region has not indicated any additional road improvement requirements compared to the last submission of the Transportation Impact Study.

Transportation Comments – Access/Study Requirements

Comment: *Please be advised that the existing access connections along Coleraine Drive and Mayfield Road will be subject to revision as a part of the South Simpson Secondary Plan.*

- *One access is achieved from the future Simpson Road extension, any existing accesses onto Coleraine Drive and/or Mayfield Road shall be closed and boulevard restored and reinstated to the Region's satisfaction.*

LEA Response: Noted.

Comment: *The functional design included in Appendix J of the TIS for Simpson Road accesses only. For clarity, please provide a functional design that depicts the warranted auxiliary turn lanes and geometrics of the future Simpson Road extension and Mayfield Road intersection for our review and approval. Storage and taper lengths as per TAC are to be included.*

- *Through the block plan, functional designs will be required for the future auxiliary right and left turn lanes for the future Simpson Road extension and Mayfield Road intersection.*

- *Please be advised that through the functional design exercise, additional land dedication may be required.*
- *Please provide AUTOturn analysis/turning templates for the largest vehicle type turning in and out of the proposed future Simpson Road and Mayfield Road intersection.*

LEA Response: The functional design has been updated and is provided in **Appendix J** in the enclosed TIS Update. The functional design includes warranted auxiliary turn lanes and geometrics of the future Simpson Road extension and Mayfield Road intersection.

Comment: *Please confirm if the growth rates for Mayfield Road and Coleraine Drive were obtained from the Region's Transportation Planning Data group.*

LEA Response: The growth rates were provided by the Region of Peel's Transportation Planning Department. Please refer to **Appendix C** for the data provided by the Region of Peel.

Comment: *Please provide further recommendations/analysis for mitigation to improve levels of service. Signal timing adjustments are not localized and would require adjustments of an entire corridor along Regional Roads and, as such, we would like to explore additional measures (e.g. additional storage lengths).*

LEA Response: Alternative recommendations for mitigation such as lengthening storage lanes have been included in the analysis, particularly for the Hwy 50 & Mayfield Road/Albion Vaughn Road intersection in the future horizons. However, an analysis including the optimized signal timing adjustments was also included so that different avenues of mitigation can be compared.

Transportation Comments - Block Plan

Comment: *Centreline of roadways with property dimensions reflected.*

LEA Response: Addressed. Centerlines of all accesses and Simpson Road shown on drawings; block dimensions shown on drawings. Please refer to the functional design provided in **Appendix J** in the enclosed TIS Update.

Comment: *Please be advised there appears to be a Regional easement within the subject lands. No encroachments, including crane swings and tie-backs shall be permitted through future site-specific applications.*

LEA Response: Noted.

Transportation Comments – Property Requirements

Through the proceeding development process, the Region requests the gratuitous dedication of lands to meet the Region of Peel Official Plan requirement for:

Comment: *Regional Road 14 (Mayfield Road) which has a right of way of:*

- *50 metres, 25 metres from the centreline of the road allowance, midblock;*
- *55.5 metres; 27.75 metres from the centreline of road allowance, within 245 metres of an intersection to protect for the provision of but not limited to: utilities, sidewalks, multiuse pathways and transit bay/shelters.*

LEA Response: To be addressed by others.

Comment: *Regional Road 150 (Coleraine Drive) which has a right of way of:*

- *36 metres, 18 metres from the centreline of the road allowance, midblock;*
- *41.5 metres; 20.75 metres from the centreline of the road allowance, within 245 metres of an intersection to protect for the provision of but not limited to: utilities, sidewalks, multiuse pathways and transit bay/shelters*

LEA Response: To be addressed by others.

Comment: *The Region requests the gratuitous dedication of a 15 x 15 metre daylight triangle at the intersection of Mayfield Road and Coleraine Drive.*

LEA Response: Addressed. A daylight triangle of 15 m × 15 m is provided at the intersection of Mayfield Road and Coleraine Drive.

Comment: *The Region requests the gratuitous dedication of a 15 x 15 metre daylight triangle at the intersection of Mayfield Road and the future Simpson Road extension.*

LEA Response: Addressed. A daylight triangle of 15 m × 15 m is provided at the intersection of Mayfield Road and future Simpson Road extension.

Comment: *The Region requests the gratuitous dedication of a 0.3 metre reserve along the frontage Regional Road 150 (Coleraine Drive) & Regional Road 14 (Mayfield Road) behind the property line and daylight triangle, except at any approved access point.*

LEA Response: To be addressed by others.

Should you have any questions regarding this letter, please do not hesitate to contact the undersigned.

Yours truly,

LEA CONSULTING LTD.

Zara McCormick, M.Eng., P.Eng.
Manager, Transportation Engineering (Western Canada)

Jorge Ordenes, M.Sc., E.I.T
Project Coordinator

Enclosed: Transportation Impact Study Update – Coleraine and Mayfield Road, Town of Caledon (April 2026)

Disclaimer

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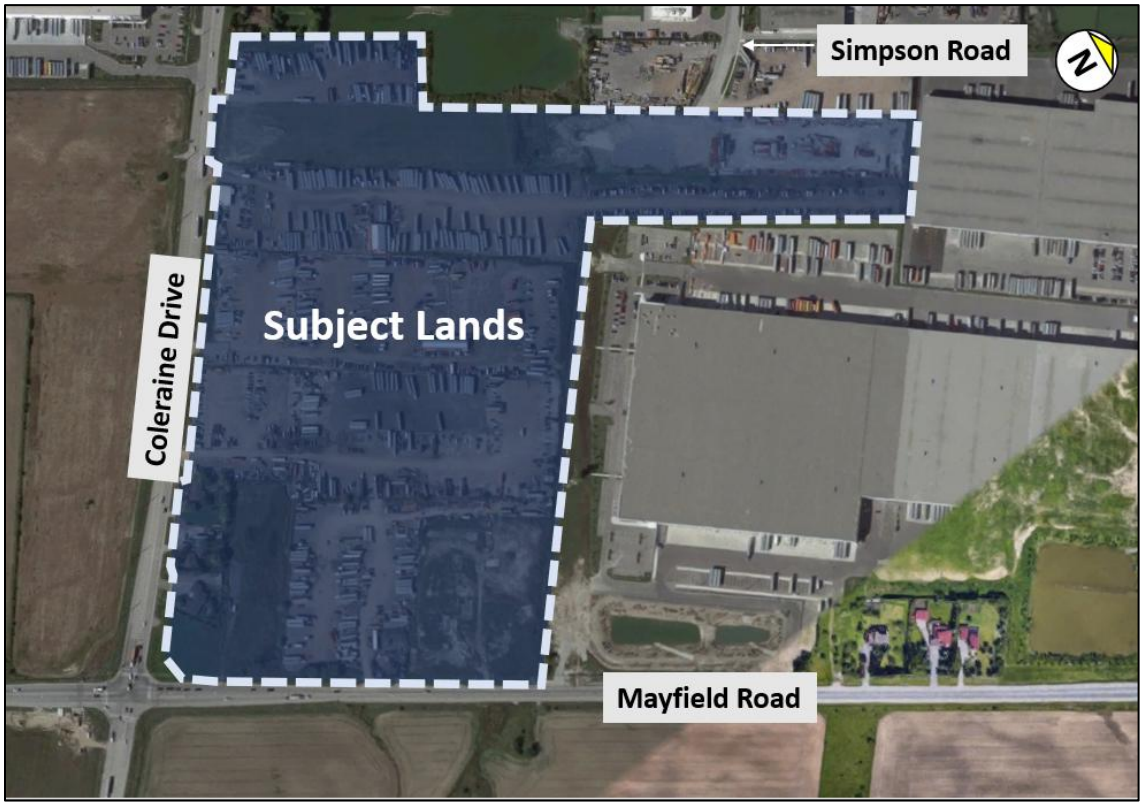
1 INTRODUCTION

LEA Consulting Ltd. (LEA) was retained by Simpson Road Landowners Group Inc. to undertake a Transportation Impact Study (TIS) Update for the proposed development of an industrial block of approximately 23.6 hectares of land located at the northeast corner of Coleraine Drive and Mayfield Road in the Town of Caledon, herein referred to as the "subject lands".

By way of background, LEA previously prepared a TIS dated November 2023 and a subsequent update dated July 2025 in support of the Block Plan Application and Official Plan Amendment (OPA) applications. The following study has been prepared as an update to the previous July 2025 TIS Update to reflect the latest development application and address the comments received by the Region of Peel and the Town of Caledon, in support of the Master Environmental Servicing Plan (MESP).

The subject lands are bounded by Coleraine Road to the west, and Mayfield Road to the south. To the east and north of the site, industrial parcels of land are present. The subject lands are currently occupied by residential use on the southwest corner of the site, open lands, various truck and transportation uses, and a former garden supply store. The location of the subject lands is illustrated in **Figure 1-1**.

Figure 1-1: Subject Lands Location



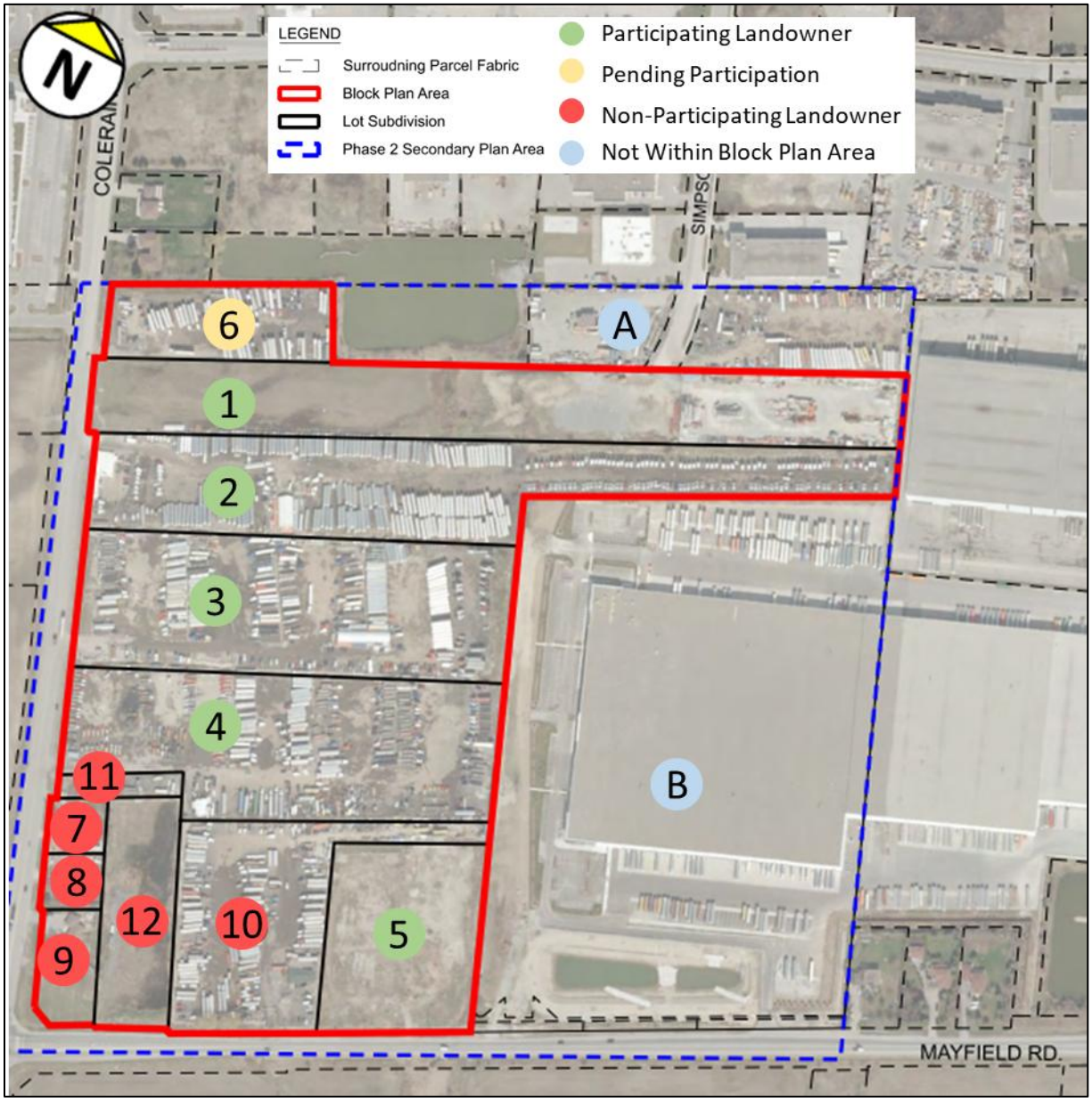
Source: Google Maps, accessed July 2023

The purpose of this study is to assess the proposed redevelopment from a transportation perspective, determine the traffic impacts to the adjacent road network, and identify any required mitigation measures. This TIS will assess a five-year horizon from the existing year 2023 to the year 2028 and a 10-year horizon to the year 2033. The study will be prepared in accordance with the Town of Caledon's TIS Terms of Reference and Guidelines (2017).

1.1 PROPOSED LAND USE PLAN

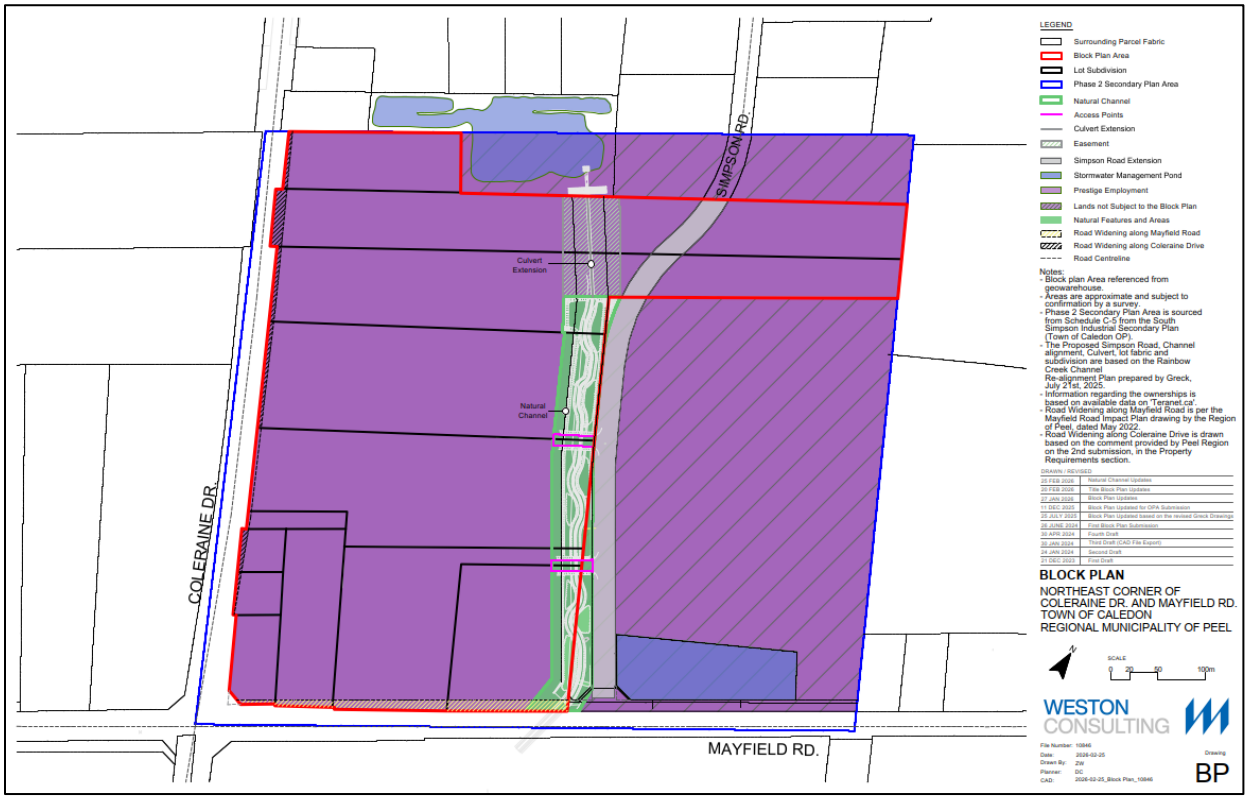
The block plan consists of 12 blocks. It is noted that some parcels in the block plan are categorized as “pending participation” or "non-participating landowners" due to the pending finalization of the development plan. **Figure 1-2** illustrates the current ownership mapping with a breakdown of the parcels, with the proposed block plan illustrated in **Figure 1-3**.

Figure 1-2: Subject Land’s Parcel Mapping



Source: Weston Consulting, July 2023

Figure 1-3: Proposed Block Plan



Source: Weston Consulting, March 2026

As this TIS is for the whole block plan, for the parcels that do not yet have development plans, it was assumed that these sites would occupy 50% lot coverage. Further, the subject lands are planned for warehouse and office uses. A breakdown of the proposed GFA by parcel is summarized in **Table 1-1.** It should be noted that since the previous November 2023 submission, the site statistics have remained the same.

Table 1-1: Proposed GFA

Parcel Number	Address	Land Use	Site Area		GFA	
			m^2	ha	m^2	ft^2
1	0 Coleraine Drive	Warehouse	40111.9 m^2	4.0 ha	3,309 m^2	35,617.78 ft^2
		Office			4,020 m^2	43,270.92 ft^2
2	12155 Coleraine Road	Warehouse	41551.8 m^2	4.2 ha	1,995.57 m^2	21,480.14 ft^2
3	PT LT 1 CON 6 ALBION	Warehouse	39746.4 m^2	4.0 ha	19,873.20 m^2	213,913.34 ft^2
4	0 Coleraine Drive	Warehouse	38278.1 m^2	3.8 ha	19,139.05 m^2	206,011.02 ft^2
5	8602 Mayfield Road	Warehouse	19410.5 m^2	1.9 ha	7,265.92 m^2	78,209.71 ft^2
6	12197 Coleraine Drive	Warehouse	11326.6 m^2	1.1 ha	5,663.30 m^2	60,959.25 ft^2
7	10265 Coleraine Drive	Warehouse	2235.4 m^2	0.2 ha	1,177 m^2	12,669.12 ft^2
8	12045 Coleraine Drive	Warehouse	2360 m^2	0.2 ha	1,180 m^2	12,701.41 ft^2
9	12029 Coleraine Drive	Warehouse	4721.9 m^2	0.5 ha	2,360.95 m^2	25,413.05 ft^2
10	8576 Mayfield Road	Warehouse	23229 m^2	2.3 ha	11,614.50 m^2	125,017.44 ft^2
11	0 Coleraine Drive	Warehouse	2008.7 m^2	0.2 ha	1,004.35 m^2	10,810.73 ft^2
12	8522 Mayfield Road	Warehouse	11,526 m^2	1.1 ha	5,763 m^2	62,032.42 ft^2
		Total	**236,506.3 m^2**	**23.6 ha**	**84,365.8 m^2**	**908,106 ft^2**

2 POLICY CONTEXT & BACKGROUND STUDIES

The study area is guided by the regulatory framework of various policy documents, standards, and guidelines. This section summarizes the various provincial, regional, and local planning policies and guiding documents influencing the study area.

2.1 PROVINCIAL POLICY FRAMEWORK

Several provincial policy documents provide the basis and guidance for the transportation vision for the Transportation Impact Study. Provincial plans are identified and summarized below.

2.1.1 Provincial Planning Statement (2024)

The Provincial Planning Statement (PPS) came into effect on October 20, 2024, issued under the authority of Section 3 of the Planning Act, which states all decisions affecting land use planning matters "shall be consistent with" the PPS. The PPS 2024 in effect revokes the Provincial Policy Statement 2020 and amends regulations (O. Reg. 416/05 and O. Reg. 311/06) under the Places to Growth Act.

The Provincial Planning Statement outlines the strategic vision for land use and development within Ontario. It represents the minimum standards that will guide planning authorities and decision-makers in developing and implementing specific plans, including transportation facilities to support the long-term prosperity and social well-being of Ontario. Transportation policies within the Provincial Planning Statement focus on the safe and efficient movement of people and goods through a multi-modal transportation system and land use pattern that supports transit and active transportation. Proposed policies also recognize that new developments should be compatible with existing or planned corridors and transportation facilities.

Furthermore, the Provincial Planning Statement guides decisions on a wide range of issues including land use, urban form, housing, environment, resource protection, transportation, and infrastructure in the interest of economic prosperity. The PPS addresses specific issues through policy direction, including designating lands within settlement areas located adjacent to major goods movement facilities and corridors (i.e., major highway interchanges) for manufacturing, warehousing, and employment activities.

2.1.2 Highway 413 Transportation Corridor Route Planning and Environmental Assessment Study

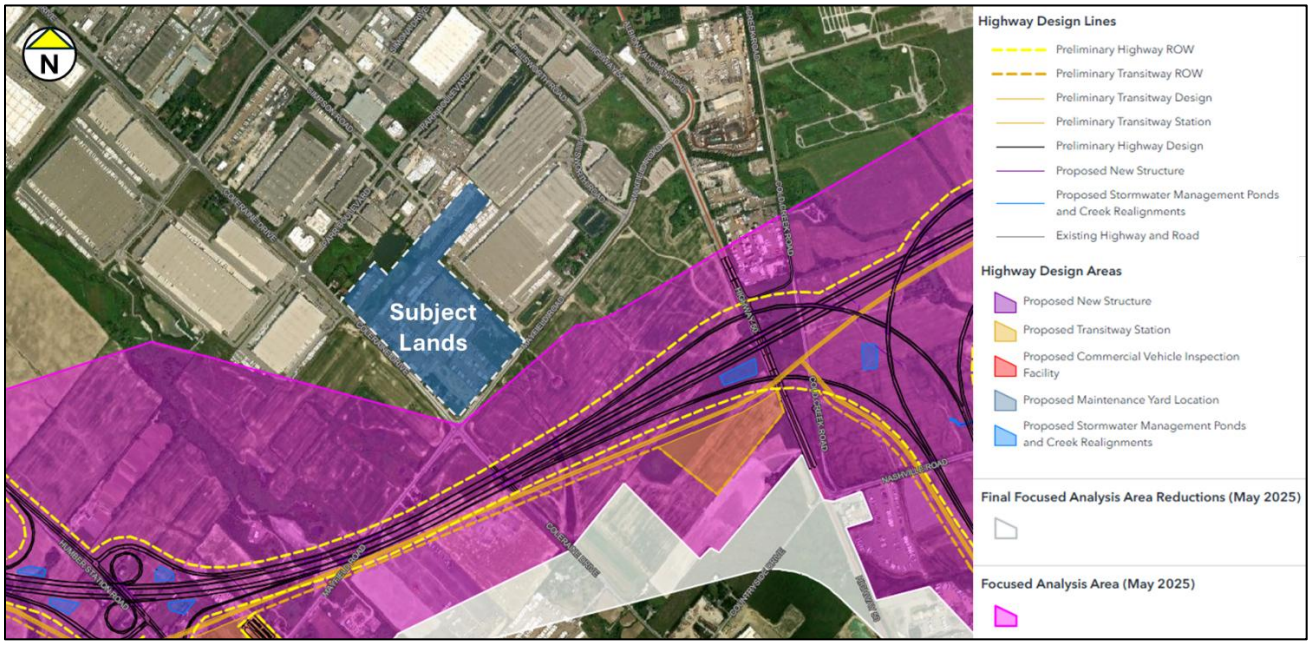
The Ministry of Transportation (MTO) initiated the Highway 413 Transportation Corridor Environmental Assessment (EA) (formerly GTA West Corridor) in 2007 to propose a new 400-series highway and transit corridor across the Halton, Peel, and York Region. A Terms of Reference was prepared for approval by the Ministry of the Environment (MOE) outlining the preliminary transportation problems and opportunities, existing environmental conditions, and the proposed alternatives to the undertaking.

Following approval of the Terms of Reference, Stage 1 of the EA included a Transportation Development Strategy to determine recommendations for transit improvements, transportation demand management measures, and widening of provincial facilities in the western GTA. Stage 2 was initiated in 2014 and completed in 2024. Stage 2 focuses on identifying the route and developing the preliminary design for the new multi-modal transportation corridor. Currently, the preferred route includes 11 interchanges along municipal roads. Within Stage 2 of the project, Highway 413 Act was passed on November 25, 2024. At the current stage, a Draft Environmental Impact Assessment Report (EIAR) is anticipated to be published, which

will include a description of the local environmental conditions and studies. The final EIAR will be published following a 30-day comment review period. Final refinements of the Preliminary Design of the preferred route are also expected.

As illustrated in **Figure 2-1**, the subject lands are located just outside of the route planning study area.

Figure 2-1: Highway 413 Technically Preferred Route and Interchange Locations



Source: Highway 413 project website (May 2025)

2.2 REGIONAL POLICY FRAMEWORK

Several regional policy documents provide the basis and guidance for the transportation vision for the Transportation Impact Study. Regional plans are identified and summarized below.

2.2.1 Region of Peel Official Plan (2022)

The Region of Peel Official Plan provides the long-term strategic policy framework for managing growth and development to create healthy, resilient, equitable, and sustainable regional communities for those living and working in Peel Region. The Regional Official Plan has an overarching theme of sustainable development to enable the integration of the environmental, social, economic, and cultural imperatives throughout the Plan.

Under the Regional Official Plan, the subject lands are included as part of the Pearson Airport Hub (Hwy 50 Corridor), a provincially significant employment zone. From a transportation perspective, the Regional Official Plan includes policies to support goods movement by coordinating the major road network, the provincial freeway network, areas of significant employment activity, and major goods movement corridors. Furthermore, the Regional Official Plan includes policies to strengthen the regional network to accommodate current and projected travel demands of the people who live, work, or travel within the Region. Policies focus on creating a sustainable transportation system by encouraging the development of a safe, attractive, accessible, and integrated network for all travel modes.

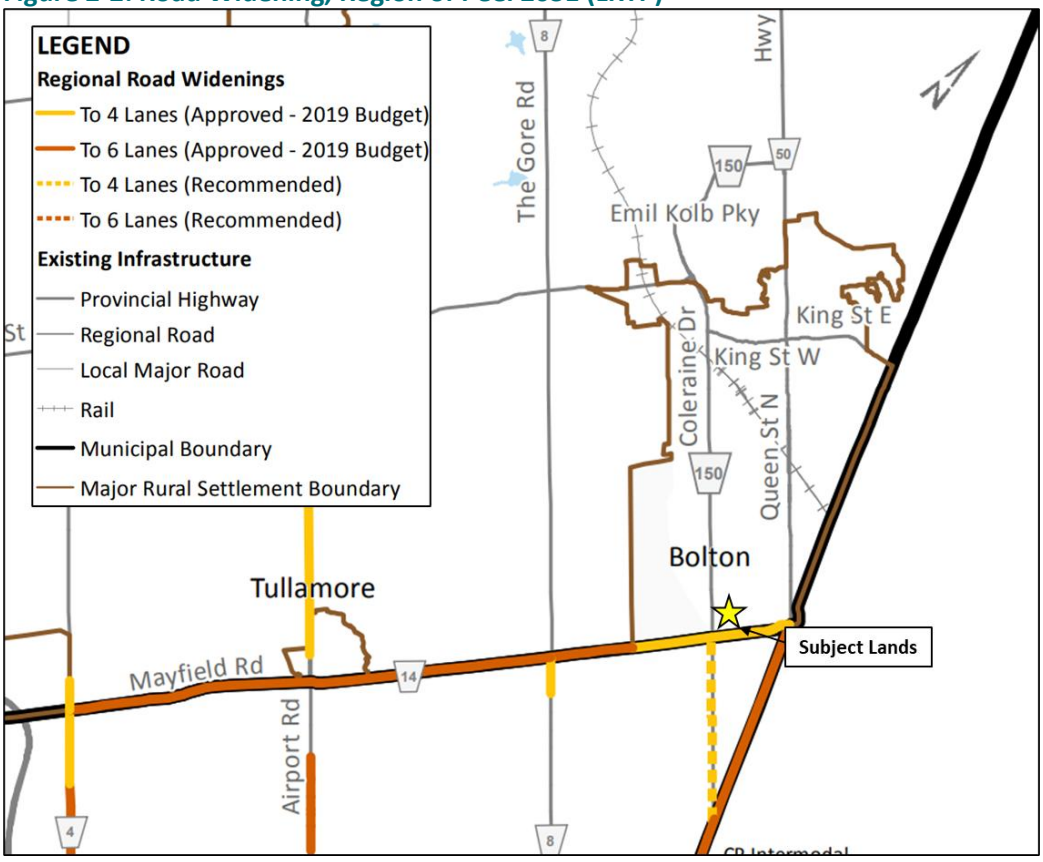
2.2.2 Peel Region Long Range Transportation Plan (2019)

Peel Region's Long Range Transportation Plan (LRTP) is a 5-year plan based on a 2041 horizon that guides transportation planning needs in the Region of Peel. The overarching goal of the LRTP is to establish a transportation network system where 50% of travel is through sustainable modes, such as walking, cycling, transit, and carpooling by 2041. The LRTP includes 3 focus areas including sustainable mobility, safe mobility, and vehicular mobility & goods movement to achieve a safer and more efficient road system.

To allow for growth, the LRTP prioritizes Region-wide strategies that focus on balancing intersection improvements and new infrastructure to facilitate transit, walking, and cycling with road widening and new road development.

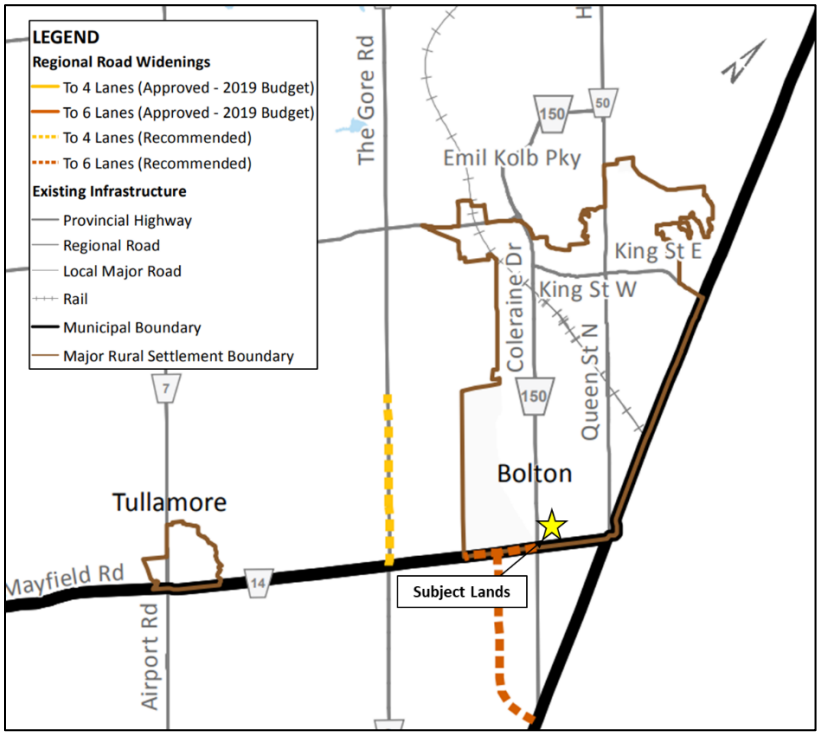
As illustrated in **Figure 2-2**, by the 2031 horizon year, Mayfield Road is proposed to widen to 4 lanes east of Humber Station Road while Coleraine Drive is recommended to widen to 4 lanes south of Mayfield Road to Highway 50. As illustrated in **Figure 2-3**, by the 2041 horizon year, Mayfield Road is proposed to widen to 6 lanes between Humber Station Road and Coleraine Drive. Cycling infrastructure is also proposed along Mayfield Road and Coleraine Drive, as illustrated in **Figure 2-4**.

Figure 2-2: Road Widening, Region of Peel 2031 (LRTP)



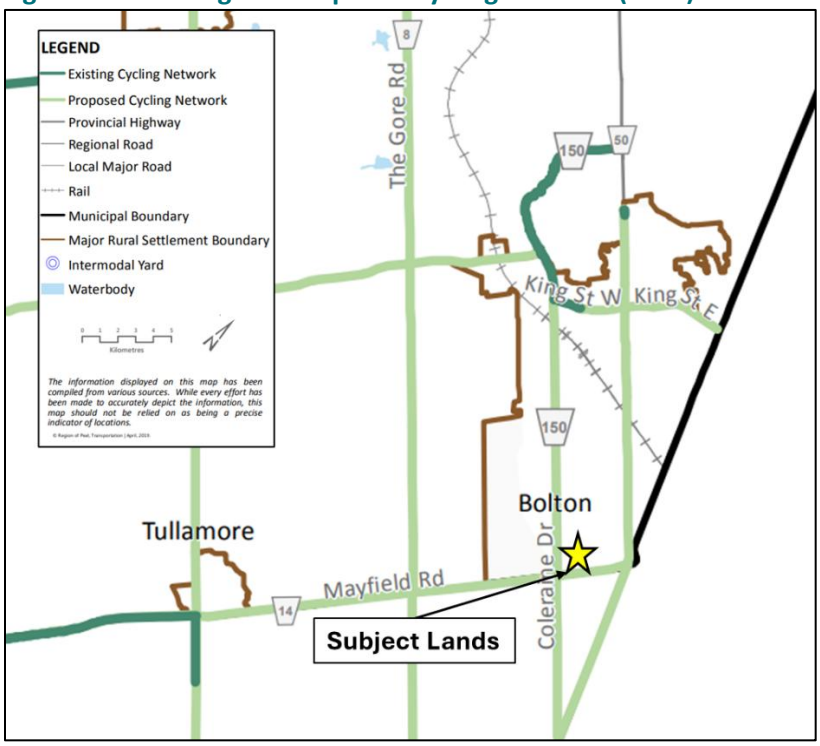
Source: Long Range Transportation Plan (Region of Peel, 2019)

Figure 2-3: Road Widening, Region of Peel 2041 (LRTP)



Source: Long Range Transportation Plan (Region of Peel, 2019)

Figure 2-4: Existing and Proposed Cycling Network (LRTP)



Source: Long Range Transportation Plan (Region of Peel, 2019)

2.3 LOCAL POLICY FRAMEWORK

Several local policy documents provide the basis and guidance for the transportation vision for the Transportation Impact Study. Local plans are identified and summarized below.

2.3.1 Future Caledon - Official Plan (2025)

On October 22, 2025, the Minister of Municipal Affairs and Housing issued a decision to approve the Future Caledon Official Plan. The Plan was prepared to conform with the 2020 Provincial Policy Statement, 2019 Growth Plan for the Greater Golden Horseshoe, and 2022 Region of Peel Official Plan. The Official Plan will be implemented in 3 phases to replace the existing 2018 plan. The adopted Plan provides the Phase 1 framework and policies to guide development and support population and employment growth to 2051.

The new Official Plan envisions a multimodal transportation system for the Town that is safe, efficient, manages future demand and congestion, and is well-integrated with the land use and development within the Town and across the Region. Based on Schedule C1: Town-Wide Transportation Network of the draft Official Plan, a conceptual north-south (Simpson Road Extension) is proposed throughout the subject lands. The feasibility of new collector roads will be conducted through secondary planning to facilitate development, connect future communities and employment lands, and accommodate continuity of transit service and active transportation routes while protecting the natural environmental features.

2.3.2 Caledon Transportation Master Plan (2017)

The Town of Caledon Transportation Master Plan (TMP) addresses the Town's transportation needs for the year 2031. The goals of the TMP include providing a transportation framework that will support economically sustainable and environmentally respectful growth and identifying opportunities for a multimodal transportation network while considering the needs of automobiles and safe and efficient goods movement.

The recommended transportation network identified in Caledon's TMP includes intersection and road improvements, plans for a Transit Implementation Strategy for future public transit service, and recommended active transportation facilities to connect Rural Service Centres to nearby communities, conservation areas, and scenic areas.

2.3.3 Caledon Multi-Modal Transportation Master Plan (2024)

The Town of Caledon's Multi-Modal Transportation Master Plan (MMTMP) has been adopted by Council in June 2024. The MMTMP works in coordination with the Caledon Official Plan to develop the long-term strategy for Caledon's transportation system to accommodate the needs of pedestrians, cyclists, transit riders, and motorists while enhancing connectivity and accessibility. The future collector road identified in the MMTMP would be assessed as part of the secondary or block plan process to connect to the Town's collector and arterial road network.

The recommended MMTMP strategy includes proposing Coleraine Drive and Mayfield Drive as future transit corridors.

2.3.4 Caledon Active Transportation Master Plan (2024)

The Town of Caledon's initiated its Active Transportation Master Plan (ATMP) in April 2022, and has been adopted by Council in June 2024 to promote active transportation, trail development, and sustainable development. The ATMP builds on the Town's Multi-Modal Transportation Master Plan to identify gaps in the existing active transportation network and to prioritize the implementation of a trail system, routes, and

facilities to support a network of active transportation opportunities for people of all ages and abilities. Future planned Regional improvements are proposed along Mayfield Road and Highway 50.

2.3.5 South Simpson Industrial Secondary Plan (2026)

It is understood that the subject lands are located within the southwestern corner of the South Simpson Industrial Secondary Plan lands. The South Simpson Industrial Secondary Plan was approved by the Town of Caledon in April 2018. The Secondary Plan applies to lands north of Mayfield Road, located on the east side of Coleraine Drive.

The subject lands are located in the Phase 2 Secondary Plan Area as identified by **Figure 2-5** below. The *Prestige Industrial* designation permits the following uses:

- Manufacturing, fabricating, printing, processing, assembling and packaging operations;
- Warehousing and wholesale operations;
- Laboratories;
- Computer and data processing;
- Research and development facilities;
- Corporate offices;
- Offices related to permitted industrial uses;
- Complementary uses, such as open space and recreation facilities, public uses and utilities, which do not detract from, and which are compatible with the development and operation of prestige industrial uses;
- Day care facility; and
- Commercial uses (no major retail use).

Figure 2-5: South Simpson Industrial Secondary Plan Schedule C-5

Source: Town of Caledon, February 2026

The proposed Block development will incorporate the Town of Caledon Official Plan and the South Simpson Industrial Secondary Plan policies.

2.3.6 Proposed Block Plan, Master Environmental Servicing Plan and Proposed Development

It is our understanding that a Block Plan and Master Environmental Servicing Plan are being undertaken for the subject lands. It is understood that the policies of the Secondary Plan speak to development which adheres to a Master Environmental Servicing Plan (MESP) which was completed in 2000. In 2013, an Environmental Assessment was undertaken for Simpson Road, which currently terminates at the north end of the subject lands. The EA alters the previously approved MESP for several aspects.

Given the fragmented ownership of the land in addition to changes which have occurred since the MESP was approved and the lack of details on how some of the Secondary Plan lands will be serviced appropriately, an update to the MESP is required. It is understood that Town of Caledon staff are requiring the South Simpson Landowners Group Inc. to prepare and receive approval of a Block Plan for the proposed development and to update the Master Environmental and Servicing Plan to the Town's satisfaction before submitting a development application and site development in the South Simpson Secondary Plan lands identified as the South Simpson Landowners Group Inc. lands.

As part of the studies required as part of the Block Plan and the MESP, it is understood that a Transportation Impact Study is required, which this report serves as.

2.4 MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT

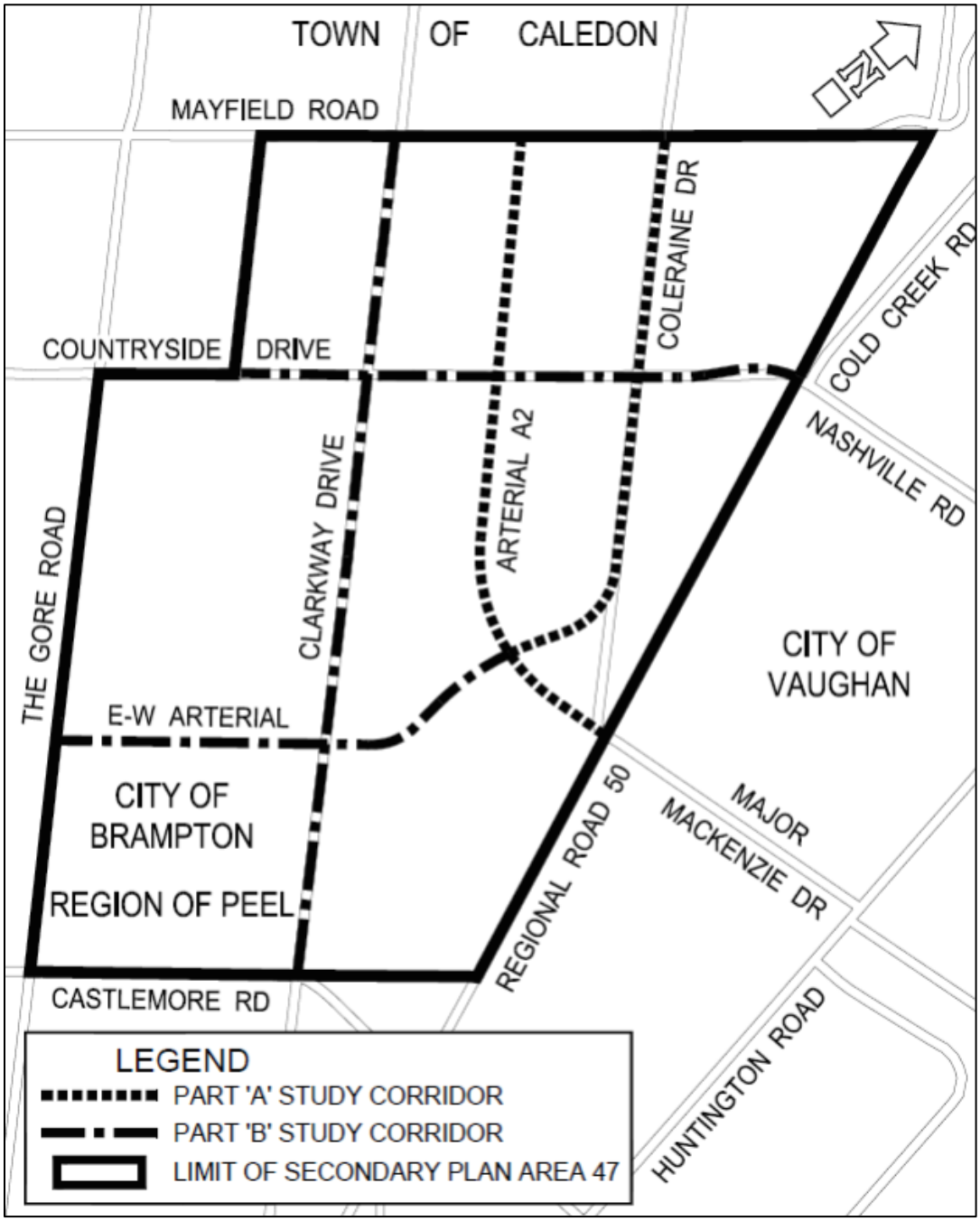
2.4.1 Highway 427 Industrial Secondary Plan Area (Area 47)

The Region of Peel and the City of Brampton undertook two Schedule 'C' Municipal Class Environmental Assessments (Class EA) Phases 3 & 4 study for the arterial roads within the Highway 427 Industrial Secondary Plan Area (Area 47), located south of the subject lands. The purpose of the study was to consider a range of transportation improvements to satisfy future capacity needs. The preferred design identified in the Highway 427 Industrial Secondary Plan Area Class EA includes the following:

- Arterial A2: a new 6-lane north-south roadway that connects Major Mackenzie Drive to Mayfield Road
- Coleraine Drive: an existing roadway that will be widened to 4 lanes and upgraded to include curb and gutter and multi-use pathways (MUP)
- Countryside Drive: an existing roadway which will be widened to 4 lanes and upgraded to include curb and gutter and MUP
- Clarkway Drive: an existing roadway that will have portions widening to 4 lanes and upgraded to include storm sewers, sidewalks, and cycle lanes
- East-West Arterial: a new 4-lane roadway connecting the Gore Road to Arterial A2.

The proposed roadways within the Highway 427 Industrial Secondary Plan Area are illustrated in **Figure 2-6**.

Figure 2-6: Proposed Roads within Highway 427 Industrial Secondary Plan Area (Area 47)



Source: Region of Peel, 2022

3 EXISTING TRANSPORTATION CONDITIONS

This section identifies the existing transportation conditions present in the study area, including the road, transit, cyclist and pedestrian networks. The study area was determined by assessing the size of the proposed development and its anticipated transportation impact. The terms of reference and correspondence confirming the scope and details of this study with the Town are included in **Appendix A**. The study area includes the following intersections:

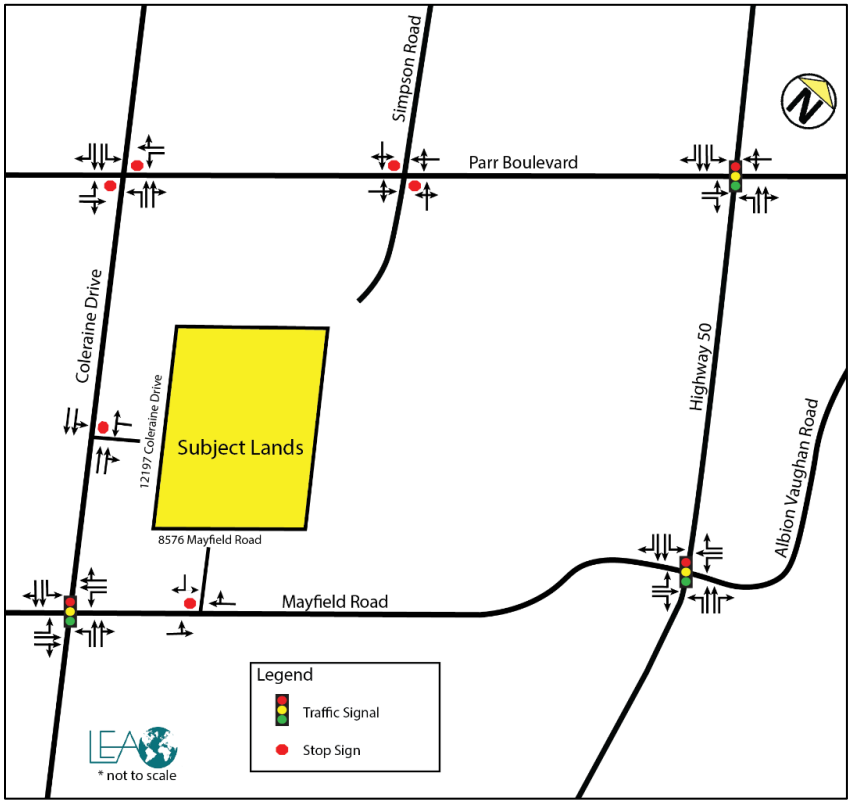
- Mayfield Road and Coleraine Drive (Signalized);
- Parr Boulevard and Coleraine Drive (Unsignalized)*;
- Parr Boulevard and Simpson Road (Unsignalized);
- Parr Boulevard and Highway 50 (Signalized); and
- Mayfield Road/Albion-Vaughan Road and Highway 50 (Signalized).

It is noted that at the time of the traffic data collection (2023), the intersection of Parr Boulevard and Coleraine Drive was unsignalized. However, it is understood that this intersection is now signalized and as such has been reflected as a signalized intersection in the future background and future total scenarios.

3.1 EXISTING ROAD NETWORK

This section will describe the road network with the above-mentioned study area. The existing (2023) intersection controls and lane configuration are illustrated in **Figure 3-1**.

Figure 3-1: 2023 Existing Lane Configuration



Coleraine Drive is a north-south Medium Capacity Arterial roadway with a four-lane cross-section (two (2) lanes per direction) in the vicinity of the subject site. Under the Region of Peel's jurisdiction, the roadway extends from the intersection with Highway 50 in the south in the City of Brampton to the intersection with King Street West/Harvest Moon Drive in the Town of Caledon in the north. The roadway operates with a posted speed limit of 70 km/h within the study area.

Highway 50 is a north-south High Capacity Arterial roadway with a four-lane cross-section (two (2) lanes per direction) in the vicinity of the subject site. Under the jurisdiction of the Region of Peel, the roadway extends north from the intersection with Steeles Avenue (the road continues south of the intersection as Albion Road) in the south in the City of Brampton to the intersection with Highway 9 in the north in the Town of Caledon. The roadway operates with posted speed limits of 60 km/h and 70 km/h within the study area.

Mayfield Road is an east-west High Capacity Arterial roadway with a two-lane cross-section (one (1) lane per direction) in the vicinity of the subject site. Under the jurisdiction of the Region of Peel, the roadway operates between the intersection with Highway 50 in the east (the road continues east of the intersection as Albion Vaughan Road) to the intersection with Winston Churchill Boulevard in the west (the roadway continues west of the intersection as Side Road 17) straddling the border of the City of Brampton and the Town of Caledon. The roadway operates with a posted speed limit of 60 km/h within the study area.

Albion Vaughan Road is a north-south Medium Capacity Arterial roadway with a two-lane cross-section (one (1) lane per direction) in the vicinity of the subject site. Under the jurisdiction of the Town of Caledon, the roadway extends north from the intersection with Highway 50 in the south to the intersection with King Street East/King Road in the north (the road continues north of the intersection as Caledon King Townline). The roadway operates with a posted speed limit of 50 km/h within the study area.

Parr Boulevard is an east-west collector road with a two-lane cross-section (one (1) lane per direction) in the vicinity of the subject site. Under the jurisdiction of the Town of Caledon, the roadway extends from the intersection with Highway 50 in the east to Coleraine Drive in the west. The roadway operates with an assumed speed limit of 50 km/h within the study area.

Simpson Road is a north-south collector road with a two-lane cross-section (one (1) lane per direction) in the vicinity of the subject site. Under the jurisdiction of the Town of Caledon, the roadway extends from the northern property limits of the subject lands in the south to the intersection with Healey Road in the north (the road continues north of the intersection as Holland Drive). The roadway operates with an assumed speed limit of 50 km/h within the study area.

3.2 TRANSIT NETWORK

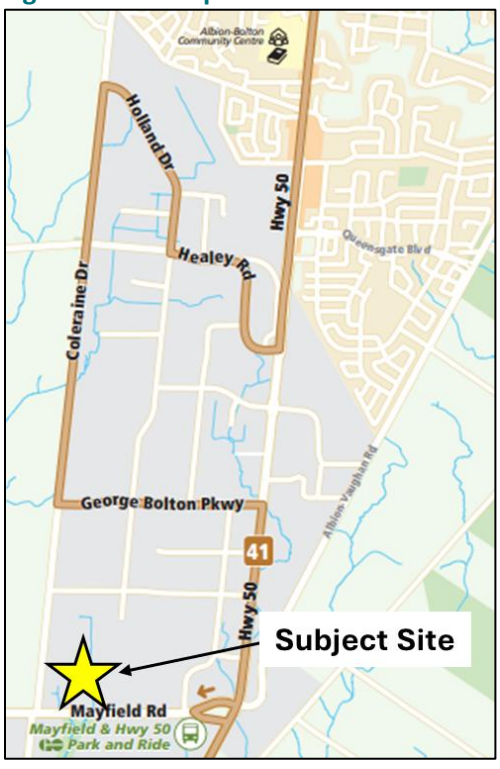
There is currently no Town-wide local public transit service operated by the Town of Caledon. However, following the Town's Transit Feasibility Study in 2019, Voyago was retained to provide local service in the Bolton area. It is understood that as of 2024, service by Voyago has been replaced by Brampton Transit via route 41 which operates along Highway 50 between Queen Street/Highway 7 in Brampton to Columbia Way/Bolton Heights in Caledon. The route operates Monday to Friday during peak commute hours and services the employment lands along Coleraine Drive.

An inter-regional commuter bus service is also available within the Bolton area. The inter-regional route is operated by GO Transit between Malton and the area of Highway 50 and Columbia Way with opportunities to transfer to Metrolinx's GO rail transit. The route operates Monday to Friday during peak hours. The existing transit routes within the Bolton area are illustrated in **Figure 3-2** and **Figure 3-3**. Details of the available services in the area are provided in **Table 3-1**.

Table 3-1: Existing Transit Service

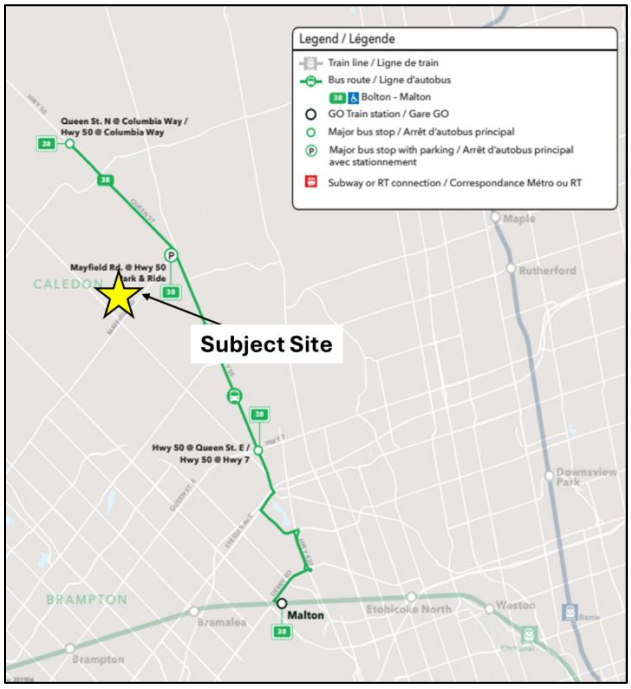
Transit System	Route	Description	Frequency	Accessibility from Subject Site
Brampton Transit	Route 41	Bolton to Brampton (Monday to Friday, 5AM – 9:30AM and 3PM – 6:30PM)	2 Hours	Highway 50 @ Mayfield Road: 1 km
GO Transit	Route 38	Bolton to Malton (Monday to Friday, 5AM – 7:30AM and 3:30PM – 6:30PM)	60 Minutes	

Figure 3-2: Brampton Transit Route



Source: Brampton Transit (2025)

Figure 3-3: GO Transit Route 38

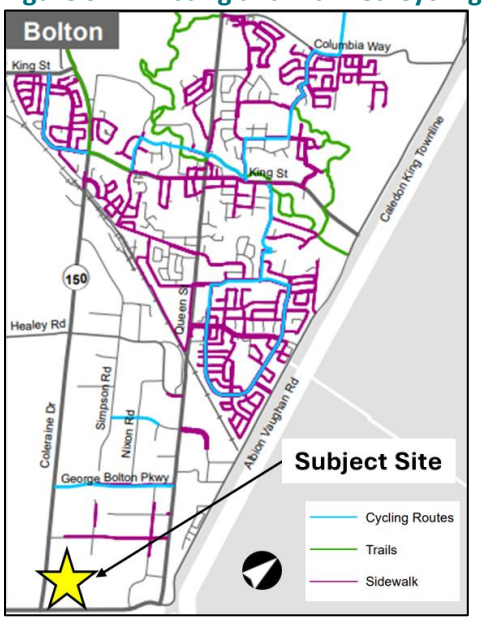


Source: GO Train and Bus Schedule (Metrolinx, July 2025)

3.3 CYCLING NETWORK

The subject site is located in a location with limited access to existing cycling infrastructure. The closest cycling infrastructure to the subject site are Separated On-Road Cycling Route facilities along George Bolton Parkway as illustrated in **Figure 3-4**.

Figure 3-4: Existing and Planned Cycling Network



Source: Town of Caledon, 2025

3.4 PEDESTRIAN NETWORK

Pedestrian facilities are limited within the study area. In the area immediately surrounding the subject lands, the existing pedestrian network consists of sidewalks provided along one side of Parr Boulevard and Simpson Road as well as along parts of Highway 50. Of note, sidewalk infrastructure is largely not provided along the segments of Mayfield Road or Coleraine Drive and is not provided along Albion Vaughan Road within the vicinity of the subject site. Some sidewalk infrastructure is provided along Coleraine Drive and Mayfield Road in the vicinity of the intersection of the two roads.

Despite the lack of sidewalk infrastructure provided on the above-mentioned roadways, pedestrian crosswalks are available on all approaches with protected pedestrian phases at all signalized intersections in the study area. The exception to this is that there is no pedestrian crosswalk infrastructure provided across the south leg of the Highway 50 and Mayfield Road intersection.

3.5 TRAFFIC DATA COLLECTION

Turning movement counts (TMCs) were used as the source of traffic data in the intersection capacity analysis. Traffic counts were collected by LEA Consulting on Thursday, September 14, 2023, and Saturday, September 16, 2023, between 7:00 AM - 9:30 AM and 4:00 PM - 6:00 PM and to capture the weekday and weekend AM and PM peak periods.

A common peak hour of 7:00 AM – 8:00 AM for the AM peak, 5:30 PM – 6:30 PM for the PM peak and 2:00 PM – 3:00 PM for the Saturday peak was used for the existing volume counts. The common peak hour was selected based on the peak hour for the majority of the study intersections.

It is noted that there was construction at the intersection of Mayfield Road and Coleraine Drive during the surveys. The Saturday counts were not adjusted as it is assumed that the construction would not have a significant impact. However, December 2021 counts were obtained and utilized for the weekday AM and PM peak hours, and traffic volume balancing was completed along Coleraine Drive.

Signal timing plans at the signalized intersections were obtained from the Region of Peel. A summary of the TMC data collected is outlined in **Table 3-2** with details of the TMC data collected found within **Appendix B**.

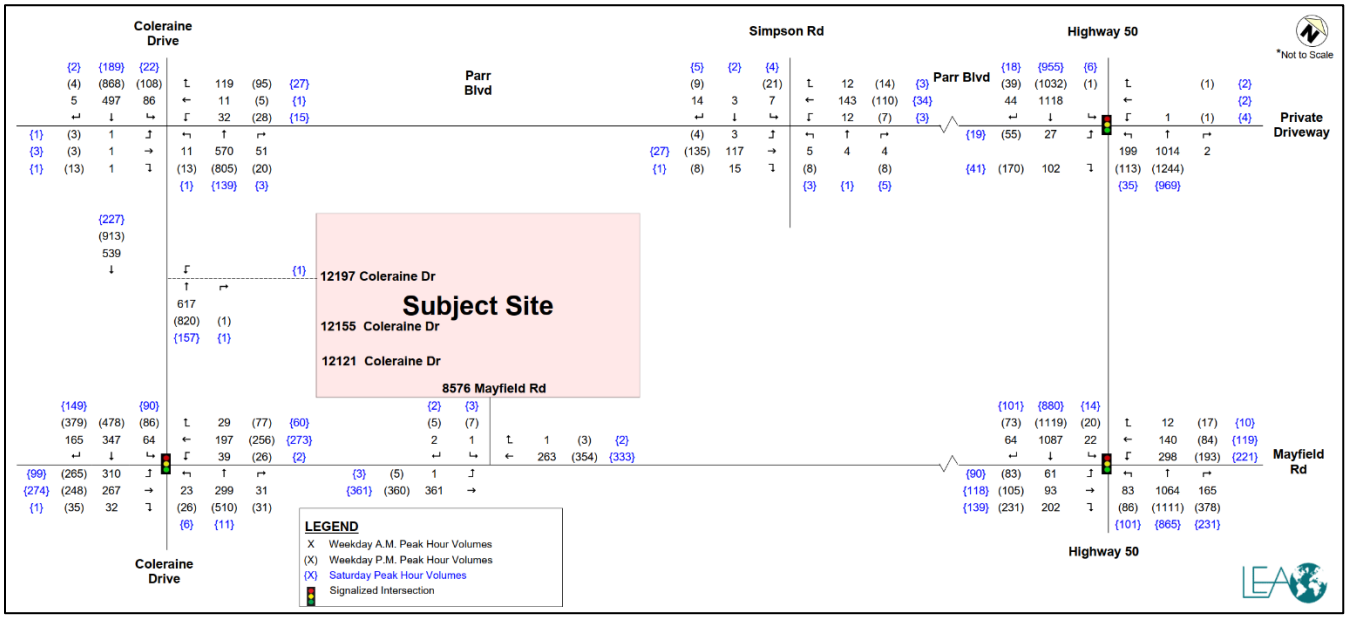
Table 3-2: Data Collection Summary

Intersection	TMC Date	Source
Mayfield Road & Coleraine Drive	Wednesday, December 8, 2021	Spectrum
	Saturday, September 16, 2023	LEA Consulting Ltd.
Coleraine Drive & Parr Boulevard	Thursday, September 14, 2023 Saturday, September 16, 2023	LEA Consulting Ltd.
Parr Boulevard & Simpson Road		
Parr Boulevard & Highway 50		
Mayfield Road & Highway 50		
Mayfield Road & South Site Access		
Coleraine Drive and West Site Access		

3.6 EXISTING TRAFFIC VOLUMES

The existing traffic volumes in the study area during the weekday AM, PM and Saturday peak hours are illustrated in **Figure 3-5**.

Figure 3-5: Existing Traffic Volumes



4 FUTURE BACKGROUND TRAFFIC CONDITIONS

For the analysis of future background traffic conditions, this study considers a five- and ten-year horizon from the existing year 2023 to the future years 2028 and 2033, respectively. Future background conditions include the traffic added to the network from other future developments, corridor growth, and road network improvements. The future background conditions will be used as the baseline for evaluating the impact of the proposed development.

4.1 CORRIDOR GROWTH

The Region of Peel provided growth rates for the study area corridors, which were subsequently applied to all through movements in addition to major movements at the studied intersections. For Parr Boulevard, a conservative 2% growth rate was assumed. Similarly, a growth rate of 2% was applied to Simpson Road for consistency. **Table 4-1** summarizes the applied growth rates, with the details provided in **Appendix C**.

Table 4-1: Corridor Growth

Corridor	AM/PM/Sat Peak Annual Growth
Mayfield Rd EB	0.5%
Mayfield Rd WB	1%
Coleraine Dr NB	0.5%
Coleraine Dr SB	0.5%
Hwy 50 NB	0.5%
Hwy 50 SB	0.5%
Parr Boulevard EB	2%
Parr Boulevard WB	2%
Simpson Road NB	2%
Simpson Road SB	2%

4.2 BACKGROUND DEVELOPMENTS

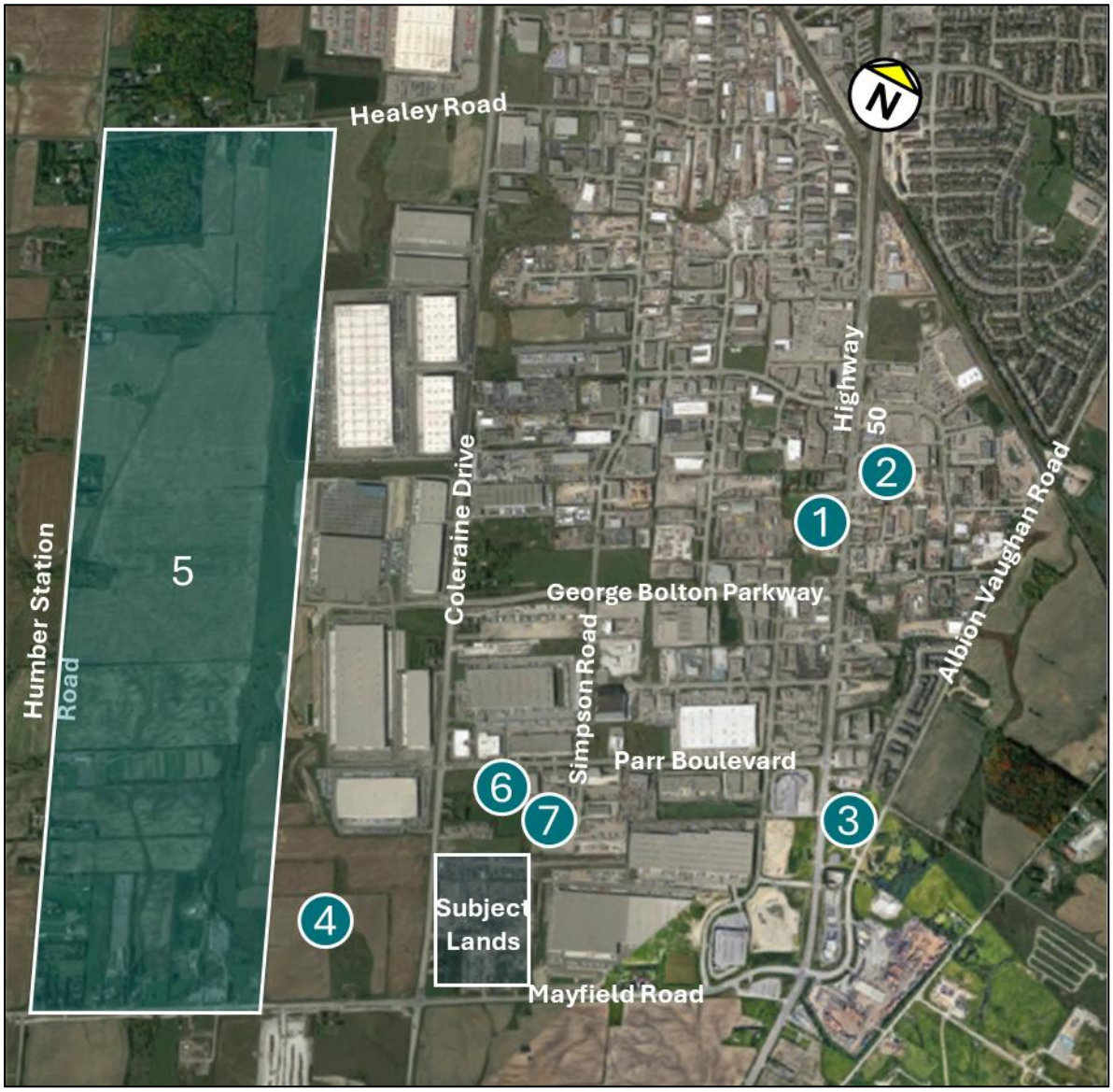
Seven (7) background developments located within or near the study area were considered under future background conditions. Detailed information on the background developments included in the analysis was obtained from the Town's development application online inventory. The site statistics of the background developments are summarized below in **Table 4-2** and the location of each background development relative to the location of the subject site is illustrated below in **Figure 4-1**

Table 4-2: Background Developments

#	Location	Proposed Development	Anticipated Horizon	Source of Traffic Volumes
1	12544 Highway 50	Gas Station 279 m^2 of retail GFA 461 m^2 of retail GFA	2028	TIS dated March 2017 (Figure 5-1) LMM Engineering Inc.
2	12563 & 12599 Highway 50 (Phase 1)	2,238 residential units; 3,179 m^2 Retail	2033	TIS dated January 2022 (Figure 21 & 24) BA Group
3	12148 Albion Vaughan Road	306 residential units; 225m^2 commercial space	2028	TIS dated September 2021 (Figure 4.2A -4.2B) Paradigm
4	Triangle Lands	406,000 m^2 of industrial GFA	2028	TIS dated Sept 2023 LEA Estimate
5	Humber Station Lands (Phase 1)	2,028 Jobs/Employee Warehousing	2028	TIS Dated Sept 2023 (Figure 5-1:5-4) LEA Consulting Ltd
	Humber Station Lands (Full Buildout)	2,548 Jobs/Employee Warehousing	2033	
6	171 Parr Blvd (SPA 2021-0067)	Industrial use with accessory office; 3658 m^2 of GFA	2028	Trip generation baseline auto trips calculated with average rates based on ITE Trip Generation Manual, 11th Edition. LUC 130 (Industrial Park) was used, with General Urban/Suburban setting, AM/PM Weekday Peak Hour. PM Peak Hour rates used for Saturday Peak due to small number of studies. Trip distribution same as subject site due to proximity.
7	0 Simpson Road (SPA 2019-0064)	2 storey office with maintenance shop and cleaning shop; 1355 m^2 of GFA	2028	Same as 171 Parr Blvd methodology.

The background development traffic volumes were extracted from their respective traffic studies for their development applications and subsequently assigned to the study area road network. Relevant excerpts from the traffic studies for each background development are included in **Appendix C**.

Figure 4-1: Background Development Locations

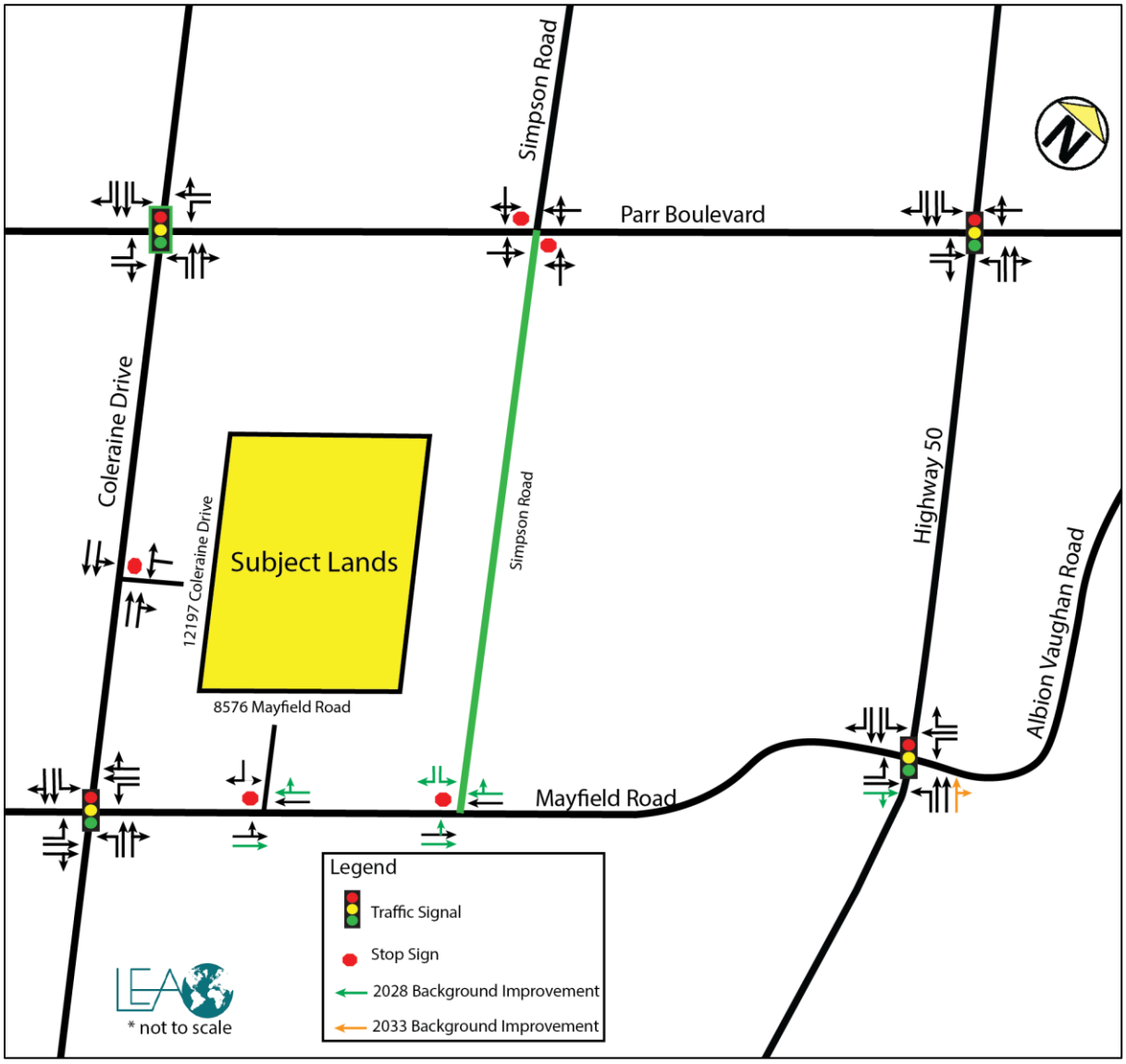


Source: Google Maps, 2023

4.3 PLANNED EXTERNAL ROAD NETWORK

As identified in **Section 2**, it is understood that Mayfield Road will be widened from 2 lanes to 4 lanes between Humber Station Road and Highway 50 by the 2028 horizon year and Highway 50 will be widened from 5 lanes to 7 lanes from Castlemore Road to Mayfield Road by the 2033 horizon year. In addition, the Simpson Road extension is expected to be completed by the 2028 horizon year. Lastly, under existing 2023 conditions, the intersection of Coleraine Drive and Parr Boulevard was unsignalized. However, as of 2026 the intersection is signalized and as such is signalized in the 2028 horizon year. **Figure 4-2** illustrates the future background road network.

Figure 4-2: Future Background Road Network

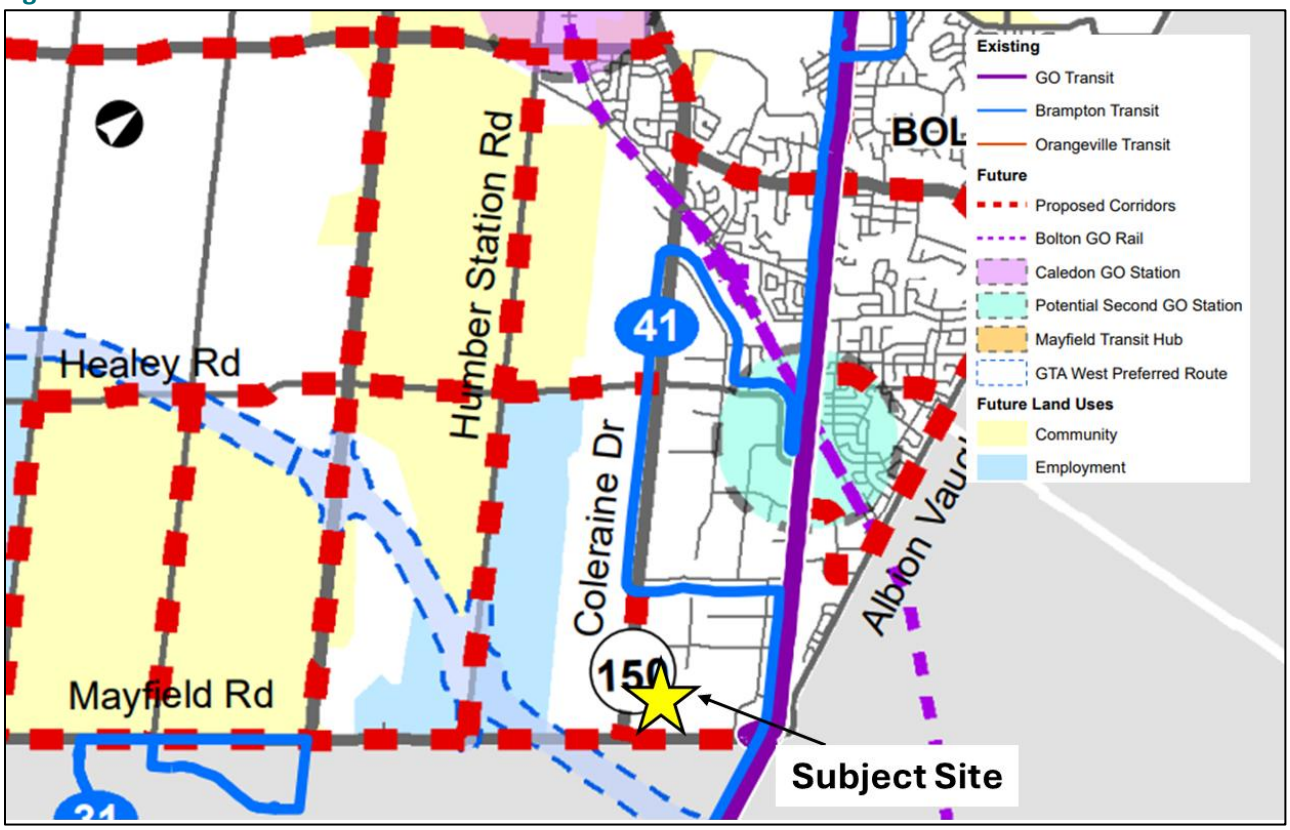


4.4 PLANNED TRANSIT AND ACTIVE TRANSPORTATION IMPROVEMENTS

As illustrated in **Figure 4-3**, the Town of Caledon's Multi-Modal Transportation Master Plan (MMTMP) proposes a future transit network including local transit routes along the subject land's boundary roadways and improvements to the nearby priority areas including the Caledon GO Station (planned at King Street & Humber Station Road).

These nearby transit initiatives aim to expand transit reach to existing and proposed residential and employment land uses. Having more frequent and reliable transit service, as well as improving first/last mile initiatives to existing transit stops will enhance the multi-modal transportation network in the study area.

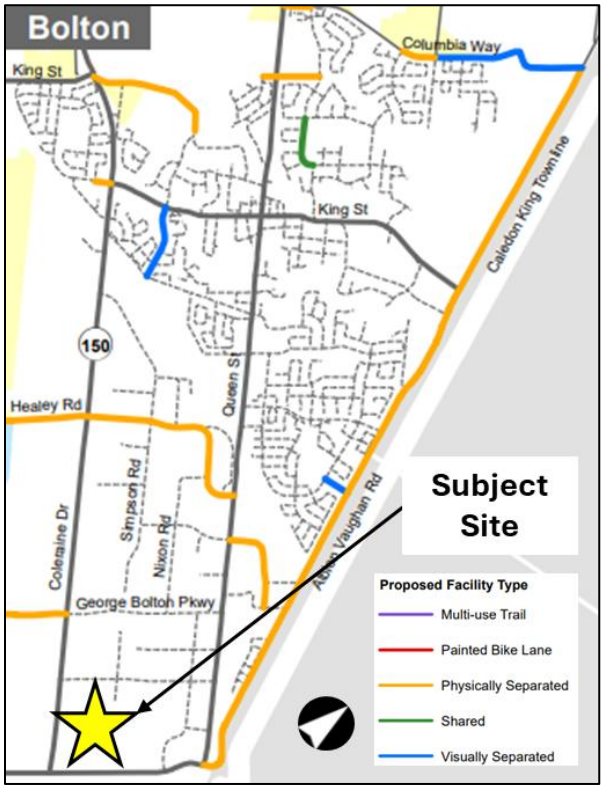
Figure 4-3: Future Transit Network



Source: Multi-Modal Transportation Master Plan (Town of Caledon, June 2024)

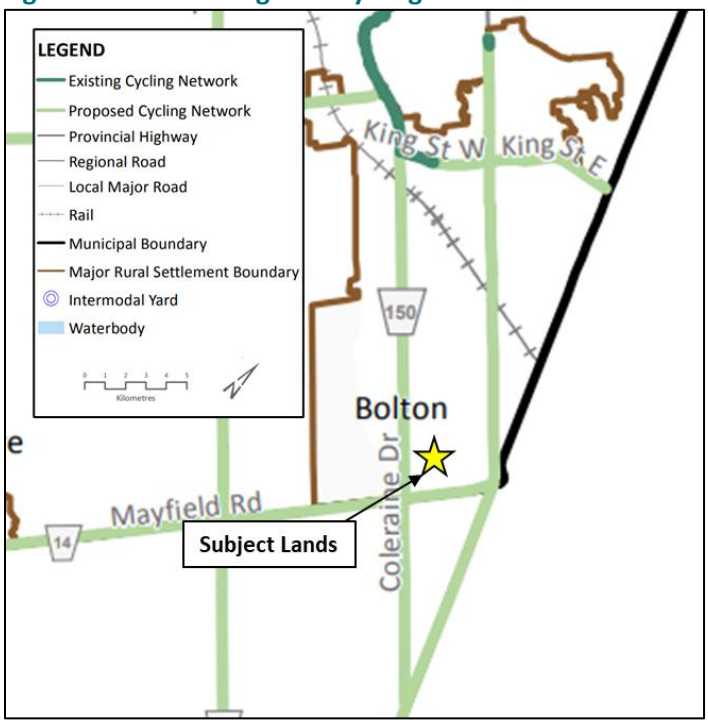
As illustrated in **Figure 4-4**, the Town of Caledon's Active Transportation Master Plan proposes separated on-road facilities near the subject lands along Albion Vaughan Road. In addition, regional cycling facilities (see **Figure 4-5**) are proposed along Coleraine Drive and Mayfield Road.

Figure 4-4: Existing & Future Local Cycling Network



Source: Active Transportation Master Plan (Town of Caledon, June 2024)

Figure 4-5: Future Regional Cycling Network



Source: Long Range Transportation Plan (Peel Region, 2019)

4.5 FUTURE BACKGROUND TRAFFIC VOLUMES

The future background traffic volumes for the weekday AM, PM and Saturday peak hours under the 2028 and 2033 horizon years illustrated in **Figure 4-6** and **Figure 4-7**.

Figure 4-6: 2028 Future Background Traffic Volumes

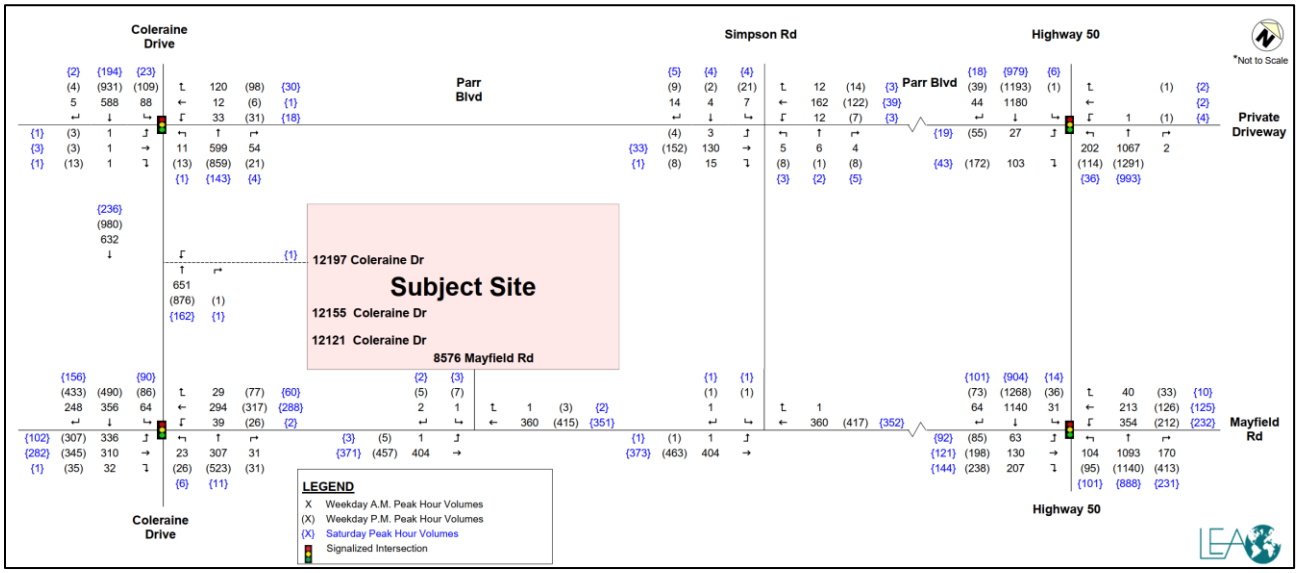
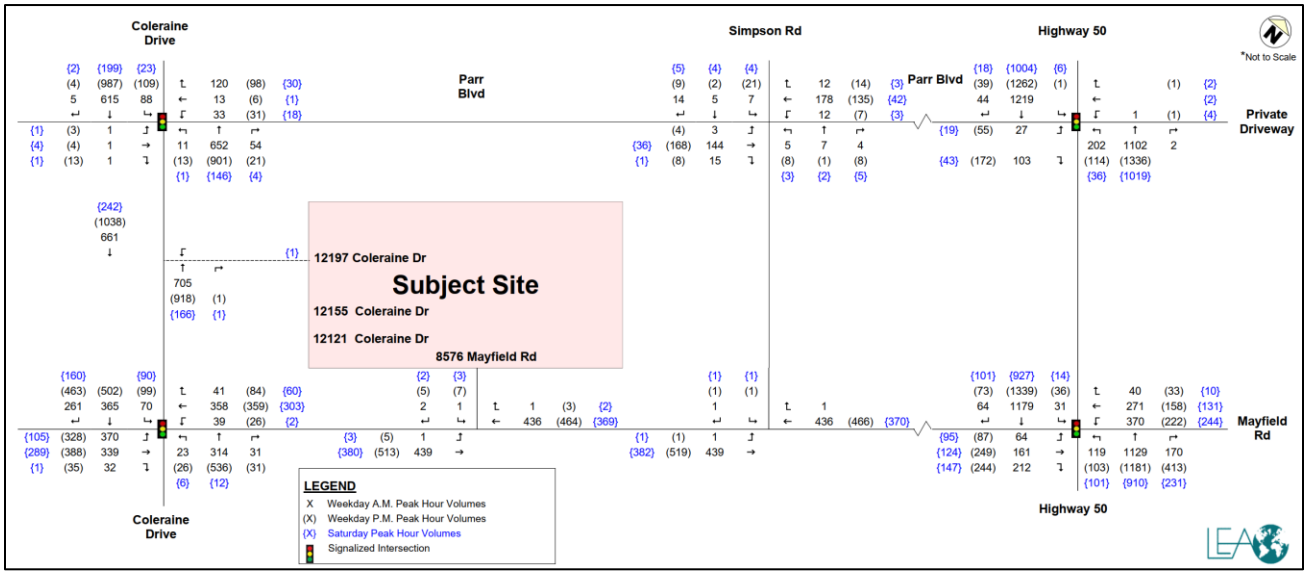


Figure 4-7: 2033 Future Background Traffic Volumes



5 SITE-GENERATED TRAFFIC

As mentioned earlier, the full buildout of the subject lands is not yet confirmed. Resultantly, for the pending parcels, an assumed 50% lot coverage was utilized to estimate the total GFA and calculate site trips for the analysis. Therefore, the approximate full buildout of the subject lands consists of approximately 908,500 ft^2 of warehouse GFA. In addition, it was assumed that 96% of trips would access the site via Simpson Road, and 4% would access via Mayfield Road.

This section provides details regarding the site-generated traffic that has been conducted to assess the future travel demand and capacity deficiencies of the road network upon the full buildout of the subject lands. The calculation, distribution, and assignment of future site-generated trips are discussed below.

5.1 MODAL SPLIT

Data from the 2016 Transportation Tomorrow Survey (TTS) was extracted to identify the modal split of trips from the study area. The trips were filtered for planning district of employment zones 34 and 35 (northern Peel Region) and for the employment trips, trip purpose included home-based work. The modal split is summarized in **Table 5-1**. Detailed TTS data is provided in **Appendix D**.

Table 5-1: Modal Splits

Land Use	Description	Modal Split
Proposed Industrial	**Total**	**100%**
	Auto Driver Trips	84%
	Passenger Trip	9%
	Transit Trips	5%
	Pedestrian Trips	2%
	Cycling Trips	0%
	Paid Rideshare	0%
	Auto Trips	**84%**
	Non-Auto Trips	**16%**

5.2 TRIP GENERATION

It is understood that warehousing activities are proposed for the subject lands. As such, trip generation for the development was estimated using the average baseline auto and truck trip rates from the ITE Trip Generation Manual 11th Edition for ITE LUC 130 – Industrial Park in General Urban/Suburban and based on the proposed estimated GFA of 908,500 ft^2. The trip generation was calculated for the AM, PM, and Saturday peak hours. Of note, due to the small number of ITE studies available for Saturday, the PM peak rates were used for the Saturday peak hour as a conservative estimate.

A summary of the site trip generation for auto and truck trips is provided in **Table 5-2** and **Table 5-3**, respectively.

Table 5-2: Subject Site Trip Generation (Auto Trips)

Land Use	Description	Weekday AM Peak Hour			Weekday PM Peak Hour			Weekday Sat Peak Hour		
		In	Out	Total	In	Out	Total	In	Out	Total
ITE LUC 130 Industrial Park 908,500 ft^2	Auto Trip Rate (/1000 ft^2)	0.28	0.06	0.34	0.07	0.27	0.34	0.07	0.27	0.34
	Total ITE Auto Trips	250	59	309	68	241	309	68	241	309
Total New Auto Trips		**250**	**59**	**309**	**68**	**241**	**309**	**68**	**241**	**309**

Table 5-3: Subject Site Trip Generation (Truck Trips)

Land Use	Description	Weekday AM Peak Hour			Weekday PM Peak Hour			Weekday Sat Peak Hour		
		In	Out	Total	In	Out	Total	In	Out	Total
ITE LUC 130 Industrial Park 908,500 ft^2	Truck Trip Rate (/1000 ft^2)	0.02	0.02	0.04	0.02	0.02	0.04	0.02	0.02	0.04
	Total ITE Auto Trips	16	20	36	14	23	37	14	23	37
Total New Truck Trips		**16**	**20**	**36**	**14**	**23**	**37**	**14**	**23**	**37**

The subject lands are anticipated to generate 309 two-way auto vehicle trips during the AM peak hour (250 inbound and 59 outbound), 309 two-way auto vehicle trips during the PM peak hour (68 inbound, 241 outbound) and 309 two-way auto vehicle trips during the Saturday peak hour (68 inbound, 241 outbound).

In addition, 36 two-way truck trips (16 inbound, 20 outbound) are anticipated for the AM peak hour, 37 two-way truck trips (14 inbound, 23 outbound) are anticipated for the PM peak hour and 37 two-way truck trips (14 inbound, 23 outbound) are anticipated for the Saturday peak hour.

5.3 TRIP DISTRIBUTION AND ASSIGNMENT

The directional trip distribution of site traffic was derived using 2016 TTS data filtered for trips originating in/ destined to industrial areas during the AM and PM and Saturday peak periods within Traffic Analysis Zone 3191. Inbound and outbound distribution was based on the results of the peak hour for the peak direction (i.e., inbound direction based on AM in and outbound direction based on PM out). Site traffic was assigned to the road network based on logical routing, turn restrictions, and changes in the future network.

The trip distribution for the subject lands is outlined in **Table 5-4**. Detailed TTS data is provided in **Appendix D**.

Table 5-4: Trip Distribution

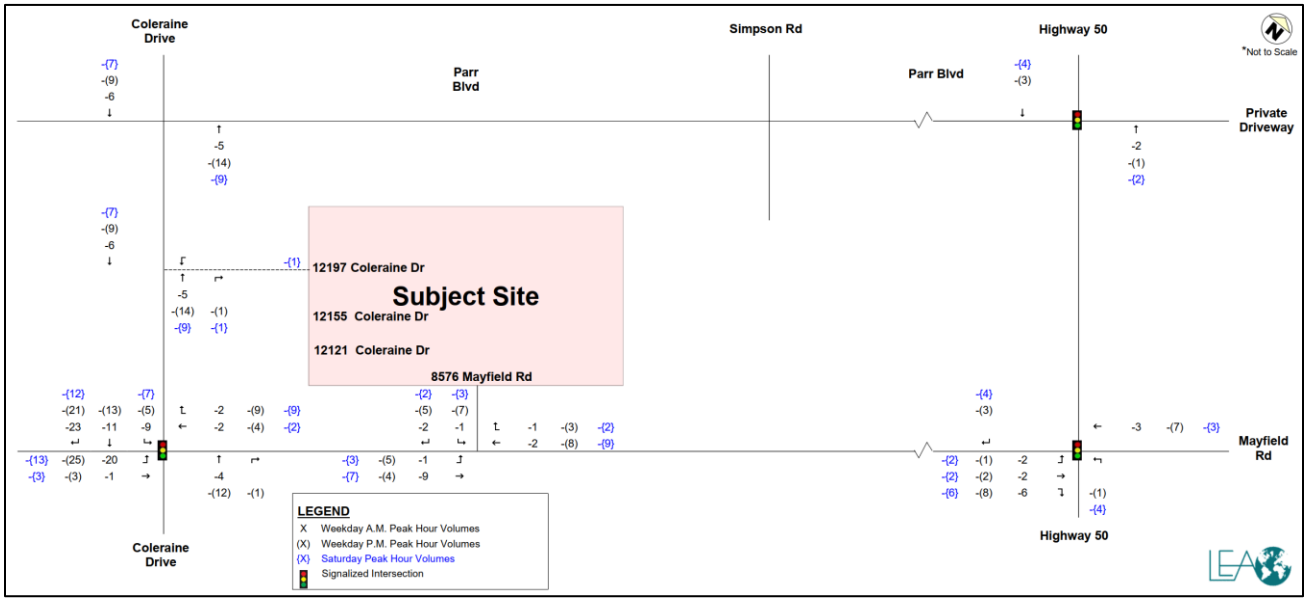
Direction From/To	Expected Route	Weekday AM/PM/Saturday Peak Hour	
		In	Out
North	Albion Vaughan Road	12%	4%
	Coleraine Drive	26%	36%
	Highway 50	4%	5%
South	Highway 50	23%	19%
West	Mayfield Road	35%	36%
	TOTAL	100%	100%

The existing trips on-site were removed based on existing trip patterns. 12197 Coleraine Drive was surveyed and removed accordingly based on observed traffic volumes. 12155 Coleraine Drive trips were derived from the video footage at 12197 Coleraine Drive. The driveway trips for 12121 Coleraine Drive and 8576 Mayfield Road were determined based on the trip drop-off between the intersection of Coleraine Drive & Mayfield Road to 12155 Coleraine Drive. Inbound/Outbound trip proportions at this driveway were assumed to match neighboring driveways due to the similar land uses. **Table 5-5** summarizes the trips removed and **Figure 5-1** illustrates the trips removed on the road network.

Table 5-5: Existing Trips Removal

Existing Trips Removal (Vehicle + Trucks)									
Address	Weekday AM Peak Hour			Weekday PM Peak Hour			Weekday Sat Peak Hour		
	In	Out	Total	In	Out	Total	In	Out	Total
12197 Coleraine Dr, Caledon	-0	-0	-0	-1	-0	-1	-1	-1	-2
12155 Coleraine Dr, Caledon	-14	-18	-32	-20	-31	-51	-16	-13	-29
12121 Coleraine Dr, Caledon	-18	-30	-48	-32	-20	-52	-12	-14	-26
8576 Mayfield Rd, Bolton	-2	-3	-5	-8	-12	-20	-5	-5	-10
Sum	-34	-51	-85	-61	-63	-124	-34	-33	-67

Figure 5-1: Existing Site Trip Removal



The site generated traffic volumes for the weekday AM, PM and Saturday peak hours for auto trips are illustrated in **Figure 5-2** and the site generated truck trips are illustrated in **Figure 5-3**.

Figure 5-2: Total Site-Generated Auto Peak Hour Traffic Volumes

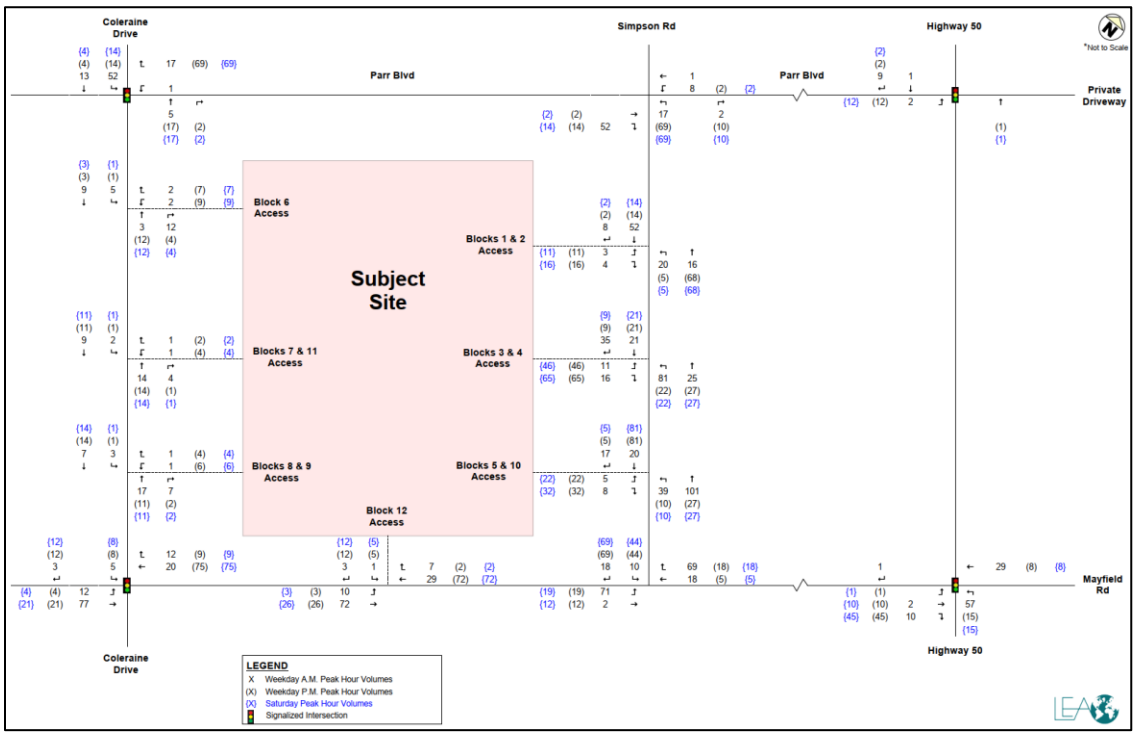
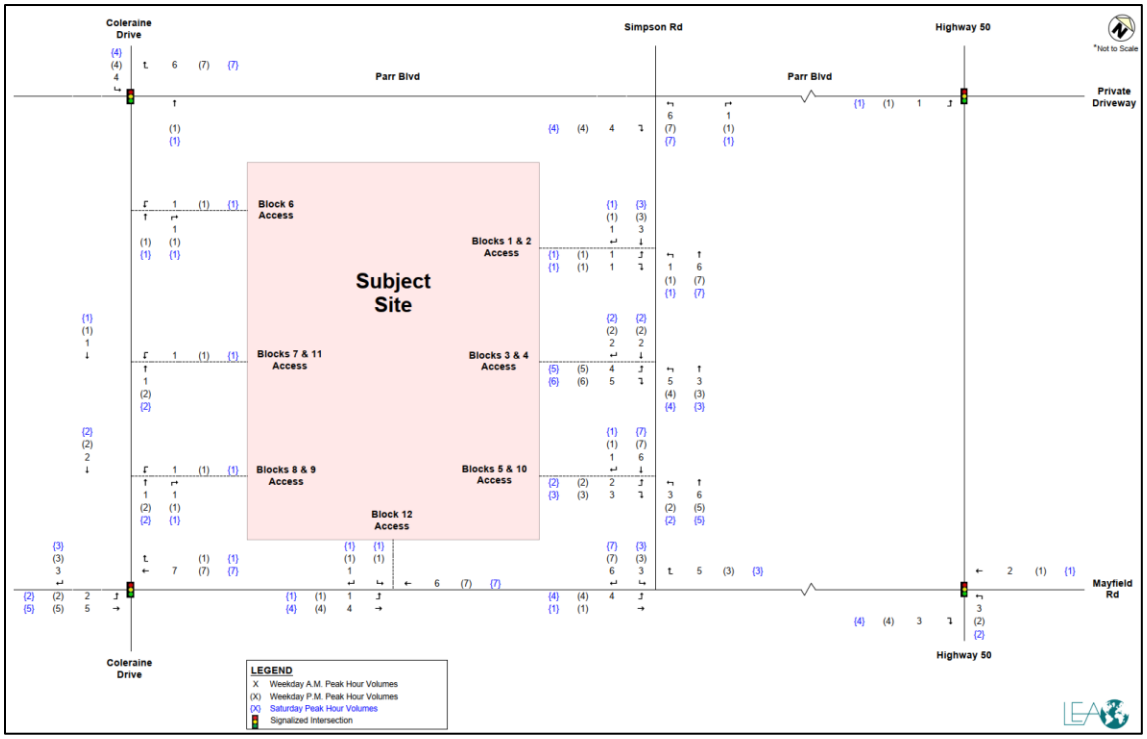


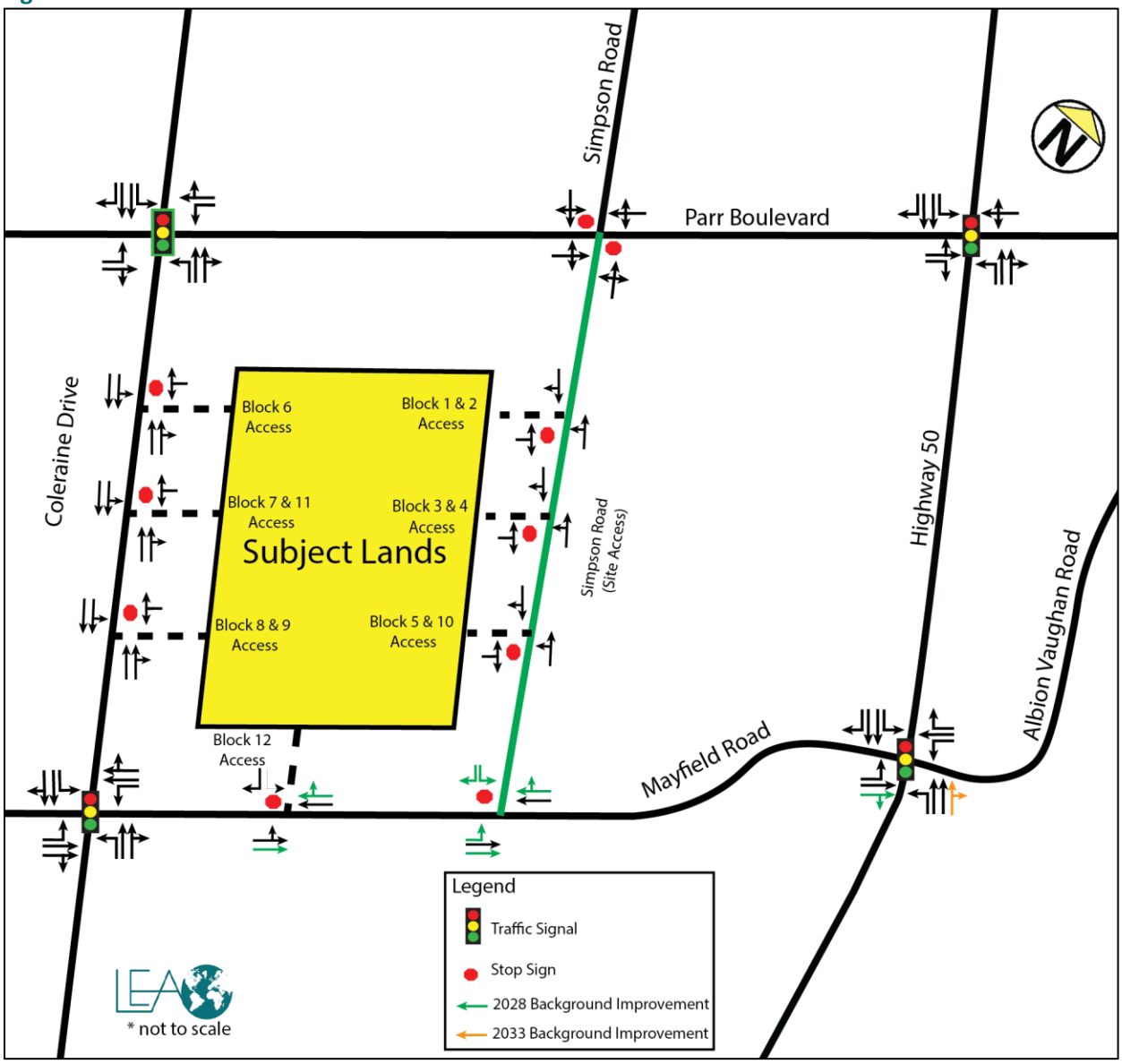
Figure 5-3: Total Site Generated Truck Peak Hour Traffic Volumes



6 FUTURE TOTAL TRANSPORTATION CONDITIONS

Future total traffic conditions include the addition of site trips to the 2028 and 2033 future background volumes. Changes noted under future background conditions were maintained in the future total analysis. In addition, the Simpson Road extension is expected to be completed by the 2028 horizon year. The future road network configuration, including the future access arrangements in 2033 is illustrated below in **Figure 6-1**. A functional design plan is provided in **Appendix J**.

Figure 6-1: Future Road Network



6.1 FUTURE TOTAL TRAFFIC VOLUMES

The future total traffic volumes for the weekday AM, PM and Saturday peak hours under the 2028 and 2033 horizon years are illustrated in **Figure 6-2** and **Figure 6-3**, respectively.

Figure 6-2: 2028 Future Total Peak Hour Traffic Volumes

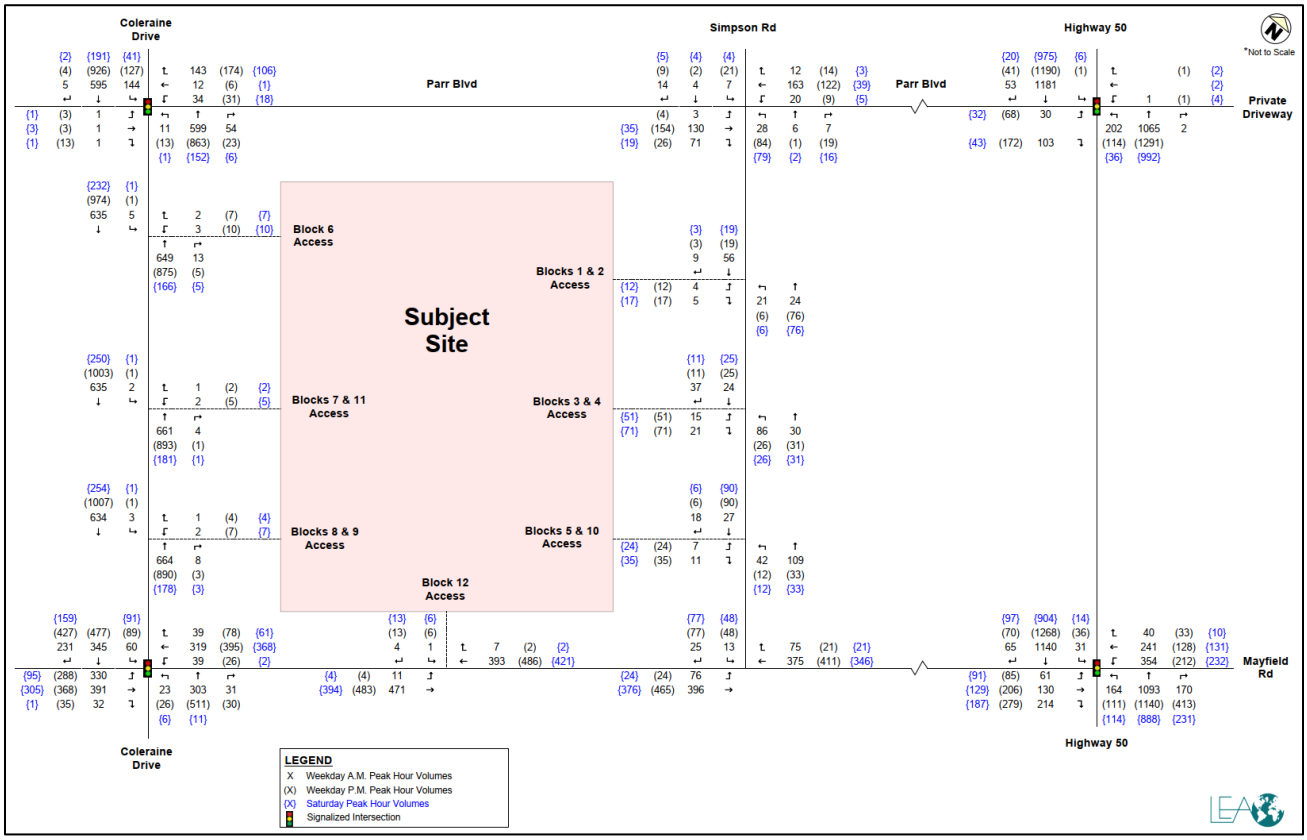
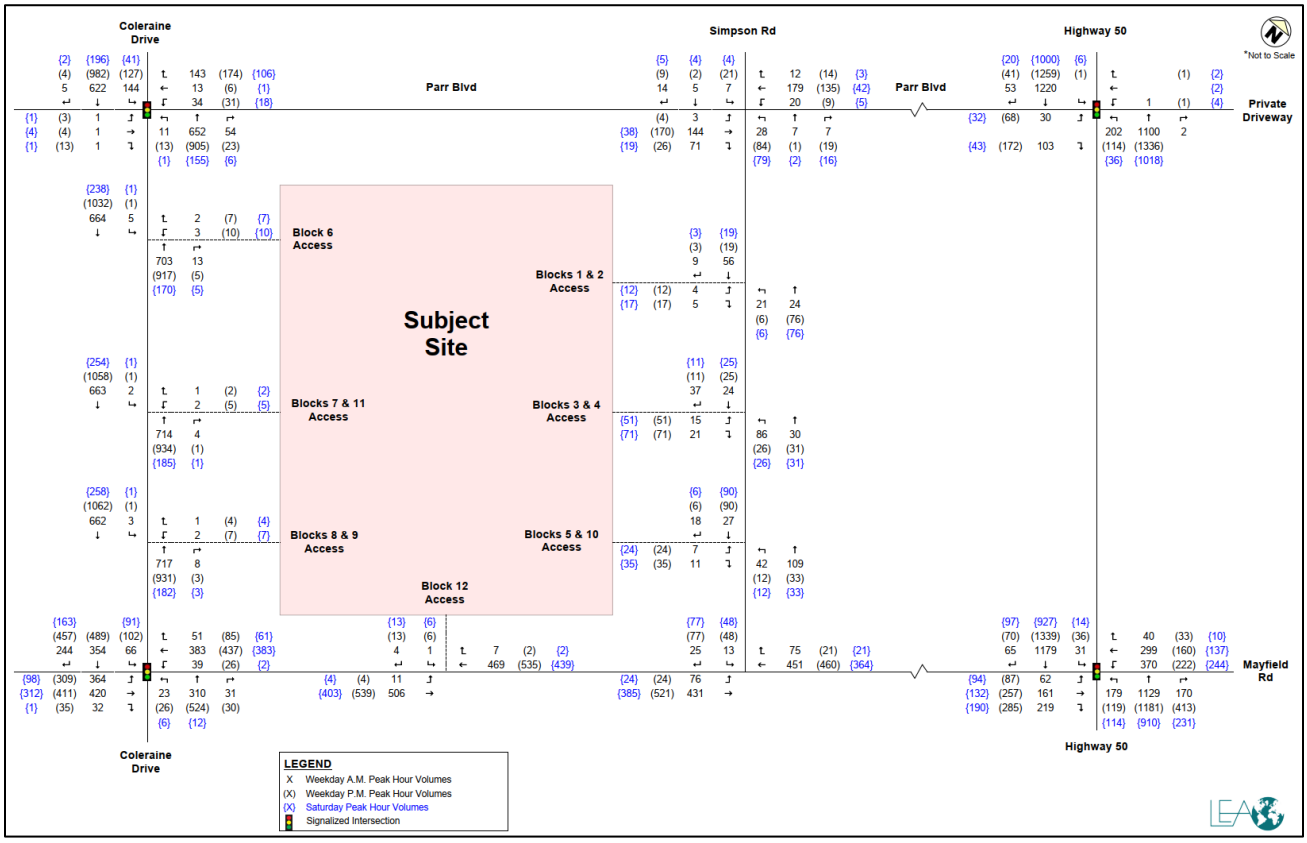


Figure 6-3: 2033 Future Total Peak Hour Traffic Volumes



7 INTERSECTION CAPACITY ANALYSIS

The intersection capacity analysis was undertaken using Synchro 11.0, which is based on the Highway Capacity Manual (2000) methodology and adheres to the Town of Caledon's Transportation Impact Studies Terms of Reference and Guidelines (2017). HCM 2000 and 6 results are presented for signalized and unsignalized study intersections, respectively.

As per the Town of Caledon guidelines, critical movements of interest for signalized intersections were identified as those with a volume-to-capacity (v/c) ratio greater than 0.90 for overall intersection operations, through movements or shared through/turning movements and a v/c ratio greater than 1.00 for exclusive turning movements. For unsignalized intersections, critical movements were identified as those with a level-of-service (LOS) 'E' or greater. LOS definitions are included in **Appendix E**.

The following sections outline a comparison of the capacity analysis results under existing, future background (2028 and 2033), and future total (2028 and 2033) conditions. The analysis outlines the intersection capacity analysis for signalized and unsignalized intersections. Detailed intersection capacity analysis is provided in the following appendices:

- **Appendix F:** Existing Intersection Capacity Analysis;
- **Appendix G:** 2028 and 2033 Future Background Intersection Capacity Analysis; and
- **Appendix H:** 2028 and 2033 Future Total Intersection Capacity Analysis.

7.1 SYNCHRO MODEL INPUTS AND ASSUMPTIONS

7.1.1 Existing Synchro Model Inputs

Existing traffic operations were assessed to provide a baseline for future traffic operations and identify intersections currently experiencing capacity constraints. The existing analysis incorporates the most recent signal timing plans for the study intersections. Furthermore, as stated by the Region of Peel Synchro guidelines, a peak hour factor (PHF) of 1.00 was utilized.

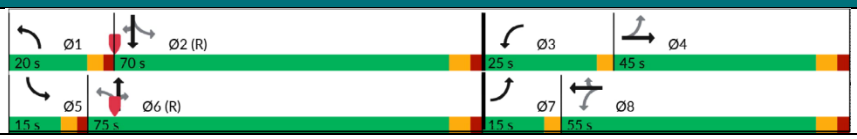
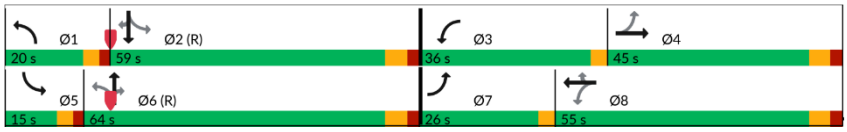
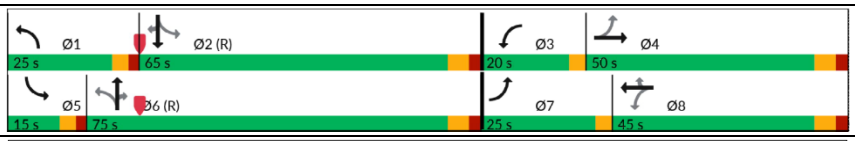
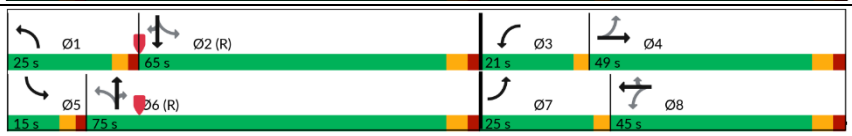
7.1.2 Future Background Synchro Model Inputs

Input parameters from the existing conditions scenario were maintained with corresponding future background volumes. However, signal timing modifications were made to accommodate capacity constraints identified due to the addition of future background traffic under all horizon years.

7.1.2.1 Mayfield Road/Albion Vaughan Road & Highway 50

The detailed signal timings recommended for the intersection of Mayfield Road/Albion Vaughan Road & Highway 50 under future conditions for each horizon year is provided in **Table 7-1**.

Table 7-1: Recommended Signal Timing Plan Modifications - Mayfield Road/Albion Vaughan Road & Highway 50

Intersection	Peak Hour	STP	Timings
Mayfield Rd/Albion Vaughn Rd & Highway 50	AM Peak	Before (2023)	
		After (for 2028 and 2033)	
	PM Peak	Before (2023 and 2028)	
		After (only for 2033)	

7.1.2.2 Coleraine Drive and Parr Boulevard

Under existing 2023 conditions, the intersection of Coleraine Drive and Parr Boulevard was unsignalized. However, as of 2026 the intersection is signalized, with the signal timing plan provided by the Region. Detailed signal timing plans are found in **Appendix B**.

7.1.3 Future Background Left-Turn Warrant Analysis

At the intersection of Mayfield Road and the future Simpson Road, an analysis was undertaken to determine if an exclusive eastbound left was warranted.

The Ministry of Transportation of Ontario (MTO) Geometric Design Standard Chapter E has a methodology for determining appropriate storage lengths for left-turn lanes for at-grade intersections. In Appendix B of Chapter E, Figure E8-1 titled "Left turn storage lanes four-lane undivided highways Unsignalized" displays graphically the relationship between opposing volumes and the minimum left-turn volumes to determine the storage lane and length requirements.

Based on the comparison between the opposing volumes and the left-turning volumes, it was determined that a left-turn warrant was met during the AM peak hour. As such, for the future background and future total scenarios, the analysis includes an exclusive eastbound-left movement. Based on the left-turn warrant, the 95th percentile queue length should be 15m; however, given the industrial trucks in the area, a longer queue length of 30m is recommended, consistent with the Region of Peel's typical design for a full-moves access (Standard Drawing 5-1-6). A detailed summary of the left-turn warrant analysis is provided in **Appendix I**.

7.1.4 Future Total Synchro Model Inputs

Input parameters from the existing and future background scenarios were maintained with the corresponding future total volumes.

7.2 SIGNALIZED INTERSECTION CAPACITY ANALYSIS (2028)

The results for the studied signalized intersections under the 2028 horizon year during the weekday AM, PM and Saturday peak hours are summarized in the sections below.

7.2.1 Coleraine Drive and Mayfield Road

The intersection capacity analysis results at Coleraine Drive and Mayfield Road during the AM, PM and Saturday peak hours are summarized in **Table 7-2**.

Table 7-2: Coleraine Drive and Mayfield Road Intersection Capacity Analysis

Mvmt	Existing Conditions (2023)				Future Background (2028)				Future Total (2028)			
	Vol	V/C	LOS (Delay)	Queues (50/95)	Vol	V/C	LOS (Delay)	Queues (50/95)	Vol	V/C	LOS (Delay)	Queues (50/95)
AM Peak Hour												
Overall	-	0.51	C (31)	-/-	-	0.57	C (31)	-/-	-	0.52	C (29)	-/-
EBL	310	0.43	B (10)	33/59	336	0.50	B (11)	37/65	330	0.44	A (9)	30/52
EBTR	299	0.15	A (9)	17/29	342	0.17	A (9)	20/33	423	0.17	A (8)	20/32
WBL	39	0.08	B (16)	6/15	39	0.08	B (17)	6/15	39	0.08	B (15)	5/14
WBTR	226	0.15	B (17)	18/30	323	0.21	B (18)	28/42	358	0.18	B (15)	24/41
NBL	23	0.19	D (50)	6/15	23	0.22	D (50)	6/15	23	0.25	D (52)	6/15
NBTR	330	0.66	E (56)	45/60	338	0.67	E (56)	47/61	334	0.67	E (57)	45/60
SBL	64	0.47	D (43)	21/38	64	0.47	D (42)	21/38	60	0.29	D (42)	13/23
SBTR	512	0.61	D (45)	59/73	604	0.65	D (46)	62/77	576	0.63	D (48)	58/73
PM Peak Hour												
Overall	-	0.61	D (37)	-/-	-	0.71	D (37)	-/-	-	0.62	D (35)	-/-
EBL	265	0.48	B (13)	36/58	307	0.59	B (16)	43/68	288	0.50	B (13)	32/53
EBTR	283	0.14	B (11)	17/26	380	0.19	B (12)	25/36	403	0.18	B (11)	23/35
WBL	26	0.06	B (17)	4/11	26	0.06	B (18)	4/11	26	0.05	B (17)	4/9
WBTR	333	0.23	B (19)	27/39	394	0.28	C (20)	34/48	473	0.26	B (19)	38/50
NBL	26	0.45	D (52)	7/18	26	0.51	D (55)	7/20	26	0.46	D (53)	6/17
NBTR	541	0.81	E (58)	75/93	554	0.82	E (58)	77/96	541	0.80	E (57)	74/91
SBL	86	0.54	D (40)	21/36	86	0.55	D (40)	21/36	89	0.43	D (38)	17/29
SBTR	857	0.78	D (47)	93/114	923	0.83	D (49)	102/124	904	0.80	D (48)	97/116
Saturday Peak Hour												
Overall	-	0.23	B (16)	-/-	-	0.24	B (16)	-/-	-	0.24	B (16)	-/-
EBL	99	0.16	A (6)	4/13	102	0.17	A (6)	5/13	95	0.14	A (6)	4/11
EBTR	275	0.12	A (6)	7/16	283	0.12	A (6)	8/17	306	0.12	A (6)	8/17
WBL	2	0.01	A (9)	0/2	2	0.01	A (9)	0/2	2	0.00	A (9)	0/1
WBTR	333	0.17	A (10)	12/25	348	0.17	A (10)	13/26	429	0.19	A (10)	16/31
NBL	6	0.08	D (49)	1/5	6	0.08	D (49)	1/5	6	0.08	D (49)	1/5
NBTR	11	0.05	D (48)	1/4	11	0.05	D (48)	1/4	11	0.05	D (48)	1/4
SBL	90	0.45	D (41)	21/36	90	0.45	D (41)	21/36	91	0.38	D (40)	19/31
SBTR	149	0.05	D (38)	0/0	156	0.05	D (38)	0/0	159	0.05	D (38)	0/0
Overall	-	0.23	B (16)	-/-	-	0.24	B (16)	-/-	-	0.24	B (16)	-/-

The AM peak hour at the signalized intersection of Coleraine Drive & Mayfield Rd is forecasted to operate sufficiently in the future with an overall V/C ratio of 0.52, delay time of 29 seconds and LOS of C. All movements are expected to operate sufficiently and within capacity.

The PM peak hour at this signalized intersection is also forecasted to operate sufficiently in the future with an overall V/C ratio of 0.62, delay time of 35 seconds and LOS C. All movements are expected to operate sufficiently and within capacity.

The Saturday peak hour at this signalized intersection is also forecasted to operate sufficiently in the future with an overall V/C ratio of 0.24, delay time of 16 seconds and LOS of B. All movements are expected to operate sufficiently and within capacity.

All 95th percentile queues can be accommodated in their available storage lanes. No further intersection modifications are recommended.

7.2.2 Highway 50 and Parr Boulevard

The intersection capacity analysis results at Highway 50 and Parr Boulevard during the AM, PM and Saturday peak hours are summarized in **Table 7-3.**

Table 7-3: Highway 50 and Parr Boulevard Intersection Capacity Analysis

Mvmt	Existing Conditions (2023)				Future Background (2028)				Future Total (2028)			
	Vol	V/C	LOS (Delay)	Queues (50/95)	Vol	V/C	LOS (Delay)	Queues (50/95)	Vol	V/C	LOS (Delay)	Queues (50/95)
AM Peak Hour												
Overall	-	0.51	A (9)	-/-	-	0.53	A (9)	-/-	-	0.48	A (8)	-/-
EBLT	27	0.26	D (53)	7/16	27	0.26	D (53)	7/16	30	0.28	D (54)	7/17
EBR	102	0.09	D (52)	0/22	103	0.09	D (52)	0/22	103	0.06	D (52)	0/17
WBLTR	1	0.01	D (51)	0/2	1	0.01	D (51)	0/2	1	0.01	D (52)	0/2
NBL	199	0.53	A (5)	7/16	202	0.54	A (7)	7/16	202	0.49	A (5)	6/12
NBTR	1016	0.37	A (3)	27/46	1069	0.39	A (4)	29/49	1067	0.36	A (3)	26/39
SBL	0	0.00	(0)	0/0	0	0.00	(0)	0/0	0	0.00	(0)	0/0
SBT	1118	0.51	A (9)	63/106	1180	0.54	B (10)	71/119	1181	0.45	A (8)	54/85
SBR	44	0.03	A (6)	0/3	44	0.03	A (6)	0/3	53	0.03	A (5)	0/3
PM Peak Hour												
Overall	-	0.48	A (10)	-/-	-	0.49	A (10)	-/-	-	0.46	A (10)	-/-
EBLT	55	0.45	D (55)	13/26	55	0.45	D (54)	13/26	68	0.50	D (54)	16/31
EBR	170	0.12	D (51)	0/22	172	0.22	D (52)	4/27	172	0.19	D (51)	3/24
WBLTR	2	0.00	D (50)	0/0	2	0.00	D (50)	0/0	2	0.00	D (49)	0/0
NBL	113	0.32	A (4)	5/11	114	0.38	A (5)	5/11	114	0.30	A (4)	4/9
NBTR	1244	0.47	A (4)	43/67	1291	0.48	A (5)	45/72	1291	0.44	A (4)	42/65
SBL	1	0.00	A (5)	0/1	1	0.00	A (5)	0/1	1	0.00	A (5)	0/1
SBT	1032	0.41	A (7)	49/74	1193	0.48	A (8)	60/94	1190	0.46	A (8)	58/86
SBR	39	0.03	A (5)	0/2	39	0.03	A (5)	0/2	41	0.03	A (5)	0/2
Saturday Peak Hour												
Overall	-	0.35	A (5)	-/-	-	0.35	A (5)	-/-	-	0.35	A (6)	-/-
EBLT	19	0.22	D (51)	4/12	19	0.22	D (50)	4/12	32	0.34	D (51)	7/17
EBR	41	0.03	D (52)	0/8	43	0.03	D (49)	0/8	43	0.03	D (48)	0/7
WBLTR	8	0.10	D (50)	2/11	8	0.10	D (50)	2/11	8	0.06	D (49)	1/6
NBL	35	0.08	A (2)	1/3	36	0.09	A (2)	1/3	36	0.08	A (2)	1/3
NBTR	969	0.34	A (3)	24/33	993	0.35	A (3)	25/35	992	0.33	A (3)	24/36
SBL	6	0.02	A (3)	1/2	6	0.02	A (3)	1/2	6	0.01	A (3)	0/2
SBT	955	0.35	A (5)	37/50	979	0.36	A (5)	39/52	975	0.35	A (5)	37/53
SBR	18	0.01	A (3)	0/0	18	0.01	A (3)	0/0	20	0.01	A (3)	0/0

The AM peak hour at the signalized intersection of Highway 50 & Parr Blvd/Cruise Canada RV Rental & Sales is forecasted to operate sufficiently in the future with an overall V/C ratio of 0.48, delay time of 8 seconds and LOS of A. All movements are expected to operate sufficiently and within capacity.

The PM peak hour at this signalized intersection is also forecasted to operate sufficiently in the future with an overall V/C ratio of 0.46, delay time of 10 seconds and LOS of A. All movements are expected to sufficiently and within capacity.

The Saturday peak hour at this intersection is also forecasted to operate sufficiently in the future with an overall V/C ratio of 0.35, delay time of 6 seconds and LOS of A. All movements are once again expected to operate sufficiently and within capacity.

All 95th percentile queues can be accommodated in their available storage lanes. No further intersection modifications are recommended.

7.2.3 Highway 50 & Mayfield Road/Albion Vaughan Road

The intersection capacity analysis results at Highway 50 and Mayfield Road/Albion Vaughan Road during the AM, PM and Saturday peak hours are summarized in **Table 7-4.**

Table 7-4: Highway 50 and Mayfield Road/Albion Vaughan Road Intersection Capacity Analysis

Mvmt	Existing Conditions (2023)				Future Background (2028)				Future Total (2028)			
	Vol	V/C	LOS (Delay)	Queues (50/95)	Vol	V/C	LOS (Delay)	Queues (50/95)	Vol	V/C	LOS (Delay)	Queues (50/95)
AM Peak Hour												
Overall	-	0.71	C (35)	-/-	-	0.87	D (50)	-/-	-	0.77	D (46)	-/-
EBL	61	0.29	E (59)	16/28	63	0.29	E (58)	17/28	61	0.29	E (60)	16/27
EBT	93	0.58	E (73)	37/59	337	0.74	E (78)	38/58	344	0.61	E (72)	33/49
EBR	202	0.38	E (69)	9/54								
WBL	298	0.89	E (78)	97/124	354	**1.24**	**F (188)**	128/183	354	**1.21**	**F (177)**	125/178
WBT	140	0.40	E (57)	45/65	213	0.57	E (59)	70/96	241	0.66	E (65)	78/105
WBR	12	0.01	D (52)	0/0	40	0.03	D (51)	0/1	40	0.03	D (53)	0/1
NBL	83	0.41	B (16)	13/28	104	0.50	B (20)	17/33	164	0.50	B (17)	18/33
NBT	1064	0.55	C (21)	124/170	1093	0.59	C (25)	135/180	1093	0.52	C (21)	111/150
NBR	165	0.13	B (15)	5/20	170	0.14	B (17)	6/22	170	0.12	B (16)	5/18
SBL	22	0.09	B (15)	3/8	31	0.13	B (17)	4/10	31	0.10	B (15)	3/8
SBT	1087	0.64	C (27)	138/211	1140	0.71	C (32)	164/240	1140	0.58	C (26)	127/183
SBR	64	0.04	B (17)	0/3	64	0.04	B (19)	0/3	65	0.04	B (18)	0/3
PM Peak Hour												
Overall	-	0.61	C (29)	-/-	-	0.77	D (37)	-/-	-	0.69	C (34)	-/-
EBL	83	0.33	E (59)	23/37	85	0.30	D (55)	22/35	85	0.30	E (55)	22/35
EBT	105	0.63	E (77)	37/59	436	0.75	E (76)	48/67	485	0.74	E (75)	49/67
EBR	231	0.18	E (67)	0/34								
WBL	193	0.74	E (66)	61/86	212	**1.00**	**F (114)**	64/108	212	0.91	**F (89)**	59/91
WBT	84	0.49	E (67)	35/60	126	0.55	E (65)	49/77	128	0.43	E (62)	39/60
WBR	17	0.01	E (61)	0/0	33	0.02	E (56)	0/0	33	0.02	E (57)	0/0
NBL	86	0.41	B (14)	13/25	95	0.52	C (21)	15/36	111	0.40	B (17)	12/22
NBT	1111	0.55	B (18)	125/162	1140	0.61	C (23)	142/188	1140	0.53	C (20)	119/154
NBR	378	0.29	B (14)	12/33	413	0.32	B (18)	15/43	413	0.30	B (17)	14/38
SBL	20	0.08	B (13)	2/6	36	0.14	B (15)	4/10	36	0.12	B (14)	4/9
SBT	1119	0.57	C (23)	124/179	1268	0.68	C (29)	163/236	1268	0.61	C (24)	141/196

Mvmt	Existing Conditions (2023)				Future Background (2028)				Future Total (2028)			
	Vol	V/C	LOS (Delay)	Queues (50/95)	Vol	V/C	LOS (Delay)	Queues (50/95)	Vol	V/C	LOS (Delay)	Queues (50/95)
SBR	73	0.05	B (15)	0/0	73	0.05	B (17)	0/0	70	0.04	B (15)	0/0
Saturday Peak Hour												
Overall	-	0.52	C (29)	-/-	-	0.55	C (30)	-/-	-	0.53	C (30)	-/-
EBL	90	0.35	E (58)	23/38	92	0.39	E (60)	25/40	91	0.38	E (61)	24/39
EBT	118	0.65	E (77)	41/63	265	0.53	E (72)	22/38	316	0.52	E (72)	22/39
EBR	139	0.11	E (66)	0/26	0	0.00	(0)	0/0	0	0.00	(0)	0/0
WBL	221	0.71	E (59)	65/90	232	0.85	E (76)	71/100	232	0.84	E (75)	67/93
WBT	119	0.43	E (62)	39/62	125	0.51	E (65)	42/66	131	0.49	E (65)	41/64
WBR	10	0.01	E (57)	0/0	10	0.01	E (59)	0/0	10	0.01	E (59)	0/0
NBL	101	0.29	B (12)	12/23	101	0.29	B (11)	11/22	114	0.28	B (11)	12/21
NBT	865	0.41	B (17)	67/114	888	0.41	B (15)	64/112	888	0.39	B (15)	60/105
NBR	231	0.16	B (14)	0/14	231	0.16	B (13)	0/14	231	0.15	B (12)	0/13
SBL	14	0.04	B (13)	2/5	14	0.04	B (12)	1/5	14	0.04	B (12)	1/4
SBT	880	0.44	C (20)	89/119	904	0.44	B (19)	87/116	904	0.42	B (18)	83/110
SBR	101	0.06	B (15)	0/8	101	0.06	B (14)	0/8	97	0.06	B (14)	0/7

The AM peak hour at the signalized intersection of Highway 50 & Mayfield Rd/Albion Vaughn Rd is expected to operate sufficiently in the AM peak hour with an overall V/C ratio of 0.77, delay time of 46 seconds and LOS of D. The westbound left movement is expected to operate over capacity in the future total condition with an overall V/C ratio of 1.21, delay time of 177 seconds and LOS of F. There is no site traffic assigned to this movement. While the future background condition has the same volume as seen in the future total condition, the V/C ratio and delay may indicate slightly worse performance as Synchro models traffic dynamically, assigning more green to movements with higher volume. In the case of the future total condition, there is higher eastbound through-right volumes compared to the future background condition. This leads to Synchro assigning more green time to the eastbound through-right movement, which also leads to more available time for permissive westbound left turns and resulting in better westbound left capacity performance in the future total condition.

To accommodate the westbound left volume without adjusting signal timing splits, the lengthening of the westbound left storage lane at this intersection is recommended. As seen in the 2033 future total condition for this intersection, the AM peak has the highest 95th percentile queue length at 181m. Therefore, it is recommended to extend the westbound left storage lane to 181m so the 95th percentile queues can be accommodated. All other 95th percentile queues can be accommodated in their available storage lanes. No further intersection modifications are recommended.

The PM peak hour at this intersection is also forecasted to operate sufficiently in the future with an overall V/C ratio of 0.69, delay time of 34 seconds and LOS of C. The westbound left movement is expected to operate within capacity in the future after the applied growth to this movement. There is no site traffic assigned to this movement. While the future background condition has the same volume as seen in the future total condition, the V/C ratio and delay may indicate slightly worse performance as Synchro models traffic dynamically, assigning more green to movements with higher volume. In the case of the future total condition, there is higher eastbound through-right volume compared to the future background condition. This leads to Synchro assigning more green time to the eastbound through-right movement, which also leads to more available time for permissive westbound left turns and resulting in better westbound left capacity performance in the future total condition. Although the westbound left movement operates within capacity, the 95th percentile queue exceeds the available storage lane and may spill into the adjacent through lane.

However, the adjacent through lane is expected to be able to accommodate this without blocking any adjacent intersections.

All other 95th percentile queues can be accommodated in their available storage lanes. No further intersection modifications are recommended.

The Saturday peak hour at this intersection is expected to operate sufficiently in the future with an overall V/C ratio of 0.53, delay time of 30 seconds and LOS of C. All movements are expected to operate sufficiently and within capacity. The westbound left 95th percentile queue exceeds the available storage lane and may spill into the adjacent through lane. However, the adjacent through lane is expected to be able to accommodate this without blocking any adjacent intersections.

All other 95th percentile queues can be accommodated in their available storage lanes. No further intersection modifications are recommended.

For the constraints identified in the AM peak hour, as an alternative to lengthening the westbound left storage lane, signal timing adjustment is also an option as mentioned in **Section 7.1.2**. The optimized intersection capacity analysis results are summarized in **Table 7-5.**

Table 7-5: Highway 50 and Mayfield Road/Albion Vaughan Road Intersection Capacity Analysis – Optimized

Mvmt	Existing Conditions (2023)				Future Background (2028) - Optimized				Future Total (2028) - Optimized			
	Vol	V/C	LOS (Delay)	Queues (50/95)	Vol	V/C	LOS (Delay)	Queues (50/95)	Vol	V/C	LOS (Delay)	Queues (50/95)
AM Peak Hour – Optimized Signal Timing Plan												
Overall	-	0.71	C (35)	-/-	-	0.84	D (45)	-/-	-	0.73	D (39)	-/-
EBL	61	0.29	E (59)	16/28	63	0.31	E (60)	15/26	61	0.32	E (62)	14/25
EBT	93	0.58	E (73)	37/59	337	0.71	E (79)	32/53	344	0.58	E (73)	27/45
EBR	202	0.38	E (69)	9/54								
WBL	298	0.89	E (78)	97/124	354	0.96	F (83)	106/155	354	0.91	E (74)	100/139
WBT	140	0.40	E (57)	45/65	213	0.47	D (51)	65/89	241	0.54	E (55)	72/100
WBR	12	0.01	D (52)	0/0	40	0.03	D (45)	0/1	40	0.03	D (47)	0/1
NBL	83	0.41	B (16)	13/28	104	0.54	C (26)	20/42	164	0.54	C (22)	22/36
NBT	1064	0.55	C (21)	124/170	1093	0.65	C (30)	152/201	1093	0.56	C (26)	128/162
NBR	165	0.13	B (15)	5/20	170	0.15	C (21)	9/28	170	0.13	B (19)	8/23
SBL	22	0.09	B (15)	3/8	31	0.15	C (21)	5/12	31	0.12	B (19)	4/9
SBT	1087	0.64	C (27)	138/211	1140	0.79	D (41)	188/286	1140	0.64	C (33)	148/199
SBR	64	0.04	B (17)	0/3	64	0.04	C (24)	0/3	65	0.04	C (22)	0/3

The AM Peak hour at the optimized signalized intersection of Highway 50 & Mayfield Rd/Albion Vaughn Rd is expected to operate sufficiently with an overall V/C ratio of 0.73, delay time of 39 seconds and LOS of D. All movements are expected to operate within capacity, with acceptable delays. The westbound left 95th percentile queue exceeds the available storage and is expected to spill into the corresponding through lanes. However, the through lanes are expected to be able to accommodate this additional spillage without blocking the upstream intersection of Albion Vaughan Road and Kirby Road.

All other 95th percentile queues can be accommodated in their available storage lanes. No further intersection modifications are recommended.

7.2.4 Coleraine Drive and Parr Boulevard

As mentioned in **Section 4.3** under existing 2023 conditions, the intersection of Coleraine Drive and Parr Boulevard is unsignalized however, as of 2026 the intersection is signalized and as such is signalized in the 2028 horizon year. The assumed signal timing plan was calculated and illustrated in **Section 7.1.2.2**.

The signalized intersection capacity analysis results at Coleraine Drive and Parr Boulevard during the AM, PM and Saturday peak hours are summarized in **Table 7-4.**

Table 7-6: Coleraine Drive and Parr Boulevard Signalized Intersection Capacity Analysis

Mvmt	Existing Conditions (2023)				Future Background (2028)				Future Total (2028)			
	Vol	V/C	LOS (Delay)	Queues (50/95)	Vol	V/C	LOS (Delay)	Queues (50/95)	Vol	V/C	LOS (Delay)	Queues (50/95)
AM Peak Hour												
Overall	-				-	0.27	A (9)	-/-	-	0.25	A (9)	-/-
EBL					1	0.01	D (40)	0/2	1	0.01	D (40)	0/2
EBTR					2	0.01	D (40)	0/2	2	0.01	D (40)	0/2
WBL					33	0.25	D (42)	7/17	34	0.23	D (42)	7/16
WBTR					132	0.18	D (41)	2/21	155	0.16	D (41)	2/21
NBL					11	0.02	A (4)	1/3	11	0.02	A (4)	1/2
NBTR					653	0.27	A (5)	20/32	653	0.24	A (4)	18/27
SBL					88	0.19	A (5)	5/14	144	0.26	A (5)	8/17
SBT					588	0.26	A (5)	19/31	595	0.22	A (4)	16/25
SBR					5	0.00	A (4)	0/0	5	0.00	A (3)	0/0
PM Peak Hour												
Overall	-				-	0.35	A (7)	-/-	-	0.36	A (9)	-/-
EBL					3	0.03	D (42)	1/3	3	0.02	D (39)	1/3
EBTR					16	0.03	D (42)	1/9	16	0.02	D (39)	1/7
WBL					31	0.31	D (45)	7/17	31	0.19	D (40)	6/14
WBTR					104	0.12	D (43)	2/23	180	0.39	D (42)	12/32
NBL					13	0.06	A (4)	1/4	13	0.03	A (4)	1/3
NBTR					880	0.35	A (4)	29/41	886	0.34	A (5)	27/45
SBL					109	0.27	A (5)	7/15	127	0.30	A (7)	7/20
SBT					931	0.36	A (4)	31/44	926	0.35	A (5)	29/48
SBR					4	0.00	A (3)	0/0	4	0.00	A (4)	0/0
Saturday Peak Hour												
Overall	-				-	0.09	A (7)	-/-	-	0.08	B (11)	-/-
EBL					1	0.01	D (38)	0/2	1	0.01	C (35)	0/2
EBTR					4	0.03	D (38)	1/3	4	0.02	C (35)	0/3
WBL					18	0.21	D (40)	3/9	18	0.14	D (35)	3/9
WBTR					31	0.03	D (38)	0/14	107	0.07	C (35)	0/14
NBL					1	0.00	A (3)	0/1	1	0.00	A (3)	0/1
NBTR					147	0.06	A (3)	4/7	158	0.06	A (4)	4/6
SBL					23	0.03	A (3)	1/4	41	0.05	A (4)	2/5
SBT					194	0.08	A (3)	5/9	191	0.07	A (4)	5/8
SBR					2	0.00	A (3)	0/0	2	0.00	A (3)	0/0

The AM peak hour at the signalized intersection of Coleraine Drive & Parr Boulevard is forecasted to operate sufficiently in the future with an overall V/C ratio of 0.25, delay time of 9 seconds and LOS of A. All movements are expected to operate sufficiently and within capacity.

The PM peak hour at this signalized intersection is also forecasted to operate sufficiently in the future with an overall V/C ratio of 0.36, delay time of 9 seconds and LOS A. All movements are expected to operate sufficiently and within capacity.

The Saturday peak hour at this signalized intersection is also forecasted to operate sufficiently in the future with an overall V/C ratio of 0.08, delay time of 11 seconds and LOS of B. All movements are expected to operate sufficiently and within capacity.

All 95th percentile queues can be accommodated in their available storage lanes. No further intersection modifications are recommended.

7.3 UNSIGNALIZED INTERSECTION CAPACITY ANALYSIS (2028)

The results for the studied unsignalized intersections under the 2028 horizon year during the weekday AM, PM and Saturday peak hours are summarized in the sections below.

7.3.1 Coleraine Drive and Parr Boulevard

All unsignalized intersections within the study are forecasted to operate sufficiently and within capacity except for the eastbound left and westbound left movements of Coleraine Drive/Parr Boulevard in the existing PM peak period which have longer than average delays with LOS F. This is not due to the addition of site traffic. With the signalization of this intersection by the 2028 horizon, the delays are expected to improve. Please refer to **Section 7.2.4** for the signalized intersection capacity analysis for Coleraine Drive/Parr Boulevard.

The existing intersection capacity analysis results at Coleraine Drive and Parr Boulevard during the AM, PM and Saturday peak hours are summarized in **Table 7-7.**

Table 7-7: Coleraine Drive and Parr Boulevard Intersection Capacity Analysis

Mvmt	Existing Conditions (2023)				Future Background (2028)				Future Total (2028)			
	Vol	V/C	LOS (Delay)	Queues (50/95)	Vol	V/C	LOS (Delay)	Queues (50/95)	Vol	V/C	LOS (Delay)	Queues (50/95)
AM Peak Hour												
NBL	11	0.01	A (9)	-/0								
NBT	570	0.00	(0)	-/0								
NBR	51	0.00	(0)	-/0								
EBL	1	0.01	D (31)	-/0								
EBTR	2	0.01	C (20)	-/0								
WBL	32	0.22	E (36)	-/6								
WBTR	130	0.28	C (16)	-/8								
SBL	86	0.10	A (10)	-/2								
SBT	497	0.00	(0)	-/0								
SBR	5	0.00	(0)	-/0								
PM Peak Hour												
NBL	13	0.03	B (14)	-/1								
NBT	805	0.00	(0)	-/0								
NBR	20	0.00	(0)	-/0								
EBL	3	0.06	**F (78)**	-/1								
EBTR	16	0.10	D (31)	-/2								
WBL	28	0.48	**F (115)**	-/13								
WBTR	100	0.35	C (24)	-/11								
SBL	108	0.15	B (11)	-/4								
SBT	868	0.00	(0)	-/0								
SBR	4	0.00	(0)	-/0								
Saturday Peak Hour												
NBL	1	0.00	A (8)	-/0								
NBT	139	0.00	(0)	-/0								
NBR	3	0.00	(0)	-/0								
EBL	1	0.00	B (11)	-/0								
EBTR	4	0.01	B (11)	-/0								
WBL	15	0.02	B (11)	-/1								
WBTR	28	0.03	A (9)	-/1								
SBL	22	0.02	A (8)	-/1								
SBT	189	0.00	(0)	-/0								
SBR	2	0.00	(0)	-/0								

All peak hours at this existing unsignalized intersection operate well, with all movements within capacity. The eastbound left and westbound left movements in the PM peak hour have longer than average delays with LOS F, however their 95th percentile queues can be accommodated in their available storage lanes.

All other 95th percentile queues can also be accommodated in their available storage lanes. It is noted that this intersection will be signalized in future scenarios.

7.3.2 Simpson Road and Parr Boulevard

The intersection capacity analysis results at Simpson Road and Parr Boulevard during the AM, PM and Saturday peak hours are summarized in **Table 7-8.**

Table 7-8: Simpson Road and Parr Boulevard Intersection Capacity Analysis

Mvmt	Existing Conditions (2023)				Future Background (2028)				Future Total (2028)			
	Vol	V/C	LOS (Delay)	Queues (50/95)	Vol	V/C	LOS (Delay)	Queues (50/95)	Vol	V/C	LOS (Delay)	Queues (50/95)
AM Peak Hour												
NBLTR	13	0.02	B (11)	-/1	15	0.03	B (11)	-/1	41	0.07	B (12)	-/1
EBL	3	0.00	A (8)	-/0	3	0.00	A (8)	-/0	3	0.00	A (8)	-/0
EBT	117	0.00	A (0)	-/0	130	0.00	A (0)	-/0	130	0.00	A (0)	-/0
EBR	15	0.00	(0)	-/0	15	0.00	(0)	-/0	71	0.00	(0)	-/0
WBL	12	0.01	A (8)	-/0	12	0.01	A (8)	-/0	20	0.01	A (8)	-/0
WBT	143	0.00	A (0)	-/0	162	0.00	A (0)	-/0	163	0.00	A (0)	-/0
WBR	12	0.00	(0)	-/0	12	0.00	(0)	-/0	12	0.00	(0)	-/0
SBLTR	24	0.04	B (11)	-/1	25	0.04	B (11)	-/1	25	0.04	B (10)	-/1
PM Peak Hour												
NBLTR	16	0.02	B (10)	-/1	17	0.02	B (10)	-/1	104	0.16	B (12)	-/4
EBL	4	0.00	A (8)	-/0	4	0.00	A (8)	-/0	4	0.00	A (8)	-/0
EBT	135	0.00	A (0)	-/0	152	0.00	A (0)	-/0	154	0.00	A (0)	-/0
EBR	8	0.00	(0)	-/0	8	0.00	(0)	-/0	26	0.00	(0)	-/0
WBL	7	0.01	A (8)	-/0	7	0.01	A (8)	-/0	9	0.01	A (8)	-/0
WBT	110	0.00	A (0)	-/0	122	0.00	A (0)	-/0	122	0.00	A (0)	-/0
WBR	14	0.00	(0)	-/0	14	0.00	(0)	-/0	14	0.00	(0)	-/0
SBLTR	30	0.04	B (10)	-/1	32	0.05	B (11)	-/1	32	0.05	B (11)	-/1
Saturday Peak Hour												
NBLTR	9	0.01	A (9)	-/0	10	0.01	A (9)	-/0	97	0.11	A (10)	-/3
EBL	0	0.00	A (0)	-/0	0	0.00	A (0)	-/0	0	0.00	A (0)	-/0
EBT	27	0.00	(0)	-/0	33	0.00	(0)	-/0	35	0.00	(0)	-/0
EBR	1	0.00	(0)	-/0	1	0.00	(0)	-/0	19	0.00	(0)	-/0
WBL	3	0.00	A (7)	-/0	3	0.00	A (7)	-/0	5	0.00	A (7)	-/0
WBT	34	0.00	A (0)	-/0	39	0.00	A (0)	-/0	39	0.00	A (0)	-/0
WBR	3	0.00	(0)	-/0	3	0.00	(0)	-/0	3	0.00	(0)	-/0
SBLTR	11	0.01	A (9)	-/0	13	0.01	A (9)	-/0	13	0.02	A (9)	-/0

All peak hours at this unsignalized intersection are expected to operate sufficiently in existing conditions as well as in the future, with all movements within capacity and acceptable delays. All 95th percentile queues can be accommodated in their available storage lanes. No further intersection modifications are recommended.

7.3.3 Mayfield Road & 8576 Mayfield Road (The Tow Company Inc.)/Future Block 12 Site Access

The intersection capacity analysis results at Mayfield Road and 8567 Mayfield Road for the existing and future background scenarios, and Mayfield Road and the future Block 12 site access for the future total scenario during the AM, PM and Saturday peak hours are summarized in **Table 7-9.**

Table 7-9: Mayfield Road & 8576 Mayfield Road (The Tow Company Inc.)/Future Block 12 Site Access Intersection Capacity Analysis

Mvmt	Existing Conditions (2023)				Future Background (2028)				Future Total (2028)			
	Vol	V/C	LOS (Delay)	Queues (50/95)	Vol	V/C	LOS (Delay)	Queues (50/95)	Vol	V/C	LOS (Delay)	Queues (50/95)
AM Peak Hour												
EBL	1	0.00	A (8)	-/0	1	0.00	A (8)	-/0	11	0.01	A (8)	-/0
EBT	361	0.00	A (0)	-/0	404	0.00	A (0)	-/0	471	0.00	A (0)	-/0
WBT	263	0.00	(0)	-/0	360	0.00	(0)	-/0	393	0.00	(0)	-/0
WBR	1	0.00	(0)	-/0	1	0.00	(0)	-/0	7	0.00	(0)	-/0
SBL	3	0.01	B (12)	-/0	3	0.01	B (12)	-/0	1	0.00	B (14)	-/0
SBR									4	0.01	A (9)	-/0
PM Peak Hour												
EBL	5	0.01	A (9)	-/0	5	0.01	A (10)	-/0	4	0.00	A (8)	-/0
EBT	360	0.00	A (0)	-/0	457	0.00	A (0)	-/0	483	0.00	A (0)	-/0
WBT	354	0.00	(0)	-/0	415	0.00	(0)	-/0	486	0.00	(0)	-/0
WBR	3	0.00	(0)	-/0	3	0.00	(0)	-/0	2	0.00	(0)	-/0
SBL	12	0.03	B (14)	-/1	12	0.03	B (13)	-/1	6	0.02	C (15)	-/1
SBR									13	0.02	A (10)	-/1
Saturday Peak Hour												
EBL	3	0.00	A (8)	-/0	3	0.00	A (9)	-/0	4	0.00	A (8)	-/0
EBT	361	0.00	A (0)	-/0	371	0.00	A (0)	-/0	394	0.00	A (0)	-/0
WBT	333	0.00	(0)	-/0	351	0.00	(0)	-/0	421	0.00	(0)	-/0
WBR	2	0.00	(0)	-/0	2	0.00	(0)	-/0	2	0.00	(0)	-/0
SBL	5	0.01	B (13)	-/0	5	0.01	B (12)	-/0	6	0.01	B (14)	-/0
SBR									13	0.02	A (10)	-/1

All peak hours at this unsignalized intersection are expected to operate sufficiently in existing conditions as well as in the future, with all movements within capacity and acceptable delays. All 95th percentile queues can be accommodated in their available storage lanes. No further intersection modifications are recommended.

7.3.4 Coleraine Drive and 12155 Coleraine Drive (Babbar Transport Bolton Yard)/Future Block 6 Site Access

The intersection capacity analysis results at Coleraine Drive and 12155 Coleraine Drive (Babbar Transport Bolton Yard)/Future Block 6 Site Access during the AM, PM and Saturday peak hours are summarized in **Table 7-10.**

Table 7-10: Coleraine Drive and 12133 Coleraine Drive (Babbar Transport Bolton Yard)/Future Block 6 Site Access Intersection Capacity Analysis

Mvmt	Existing Conditions (2023)				Future Background (2028)				Future Total (2028)			
	Vol	V/C	LOS (Delay)	Queues (50/95)	Vol	V/C	LOS (Delay)	Queues (50/95)	Vol	V/C	LOS (Delay)	Queues (50/95)
AM Peak Hour												
NBT	617	0.00	(0)	-/0	651	0.00	(0)	-/0	649	0.00	(0)	-/0
NBR	0	0.00	(0)	-/0	0	0.00	(0)	-/0	13	0.00	(0)	-/0
WBLR	0	0.00	A (0)	-/0	0	0.00	A (0)	-/0	5	0.01	B (13)	-/0
SBL	0	0.00	A (0)	-/0	0	0.00	A (0)	-/0	5	0.01	A (9)	-/0
SBT	539	0.00	(0)	-/0	632	0.00	(0)	-/0	635	0.00	A (0)	-/0
PM Peak Hour												
NBT	820	0.00	(0)	-/0	876	0.00	(0)	-/0	875	0.00	(0)	-/0
NBR	1	0.00	(0)	-/0	1	0.00	(0)	-/0	5	0.00	(0)	-/0
WBLR	0	0.00	A (0)	-/0	0	0.00	A (0)	-/0	17	0.05	C (16)	-/1
SBL	0	0.00	A (0)	-/0	0	0.00	A (0)	-/0	1	0.00	A (10)	-/0
SBT	913	0.00	(0)	-/0	980	0.00	(0)	-/0	974	0.00	A (0)	-/0
Saturday Peak Hour												
NBT	157	0.00	(0)	-/0	162	0.00	(0)	-/0	166	0.00	(0)	-/0
NBR	1	0.00	(0)	-/0	1	0.00	(0)	-/0	5	0.00	(0)	-/0
WBLR	1	0.00	B (12)	-/0	1	0.00	B (12)	-/0	17	0.02	A (10)	-/1
SBL	0	0.00	A (0)	-/0	0	0.00	A (0)	-/0	1	0.00	A (8)	-/0
SBT	227	0.00	(0)	-/0	236	0.00	(0)	-/0	232	0.00	A (0)	-/0

All peak hours at this unsignalized intersection are expected to operate sufficiently in existing conditions as well as in the future, with all movements within capacity and acceptable delays. All 95th percentile queues can be accommodated in their available storage lanes. No further intersection modifications are recommended.

7.3.5 Mayfield Road and Simpson Road

The intersection capacity analysis results at Mayfield Road and Simpson Road during the AM, PM and Saturday peak hours are summarized in **Table 7-11.**

Table 7-11: Mayfield Road and Simpson Road Intersection Capacity Analysis

Mvmt	Existing Conditions (2023)				Future Background (2028)				Future Total (2028)			
	Vol	V/C	LOS (Delay)	Queues (50/95)	Vol	V/C	LOS (Delay)	Queues (50/95)	Vol	V/C	LOS (Delay)	Queues (50/95)
AM Peak Hour												
EBL	-				1	0.00	A (8)	-/0	76	0.07	A (8)	-/1
EBT					404	0.00	(0)	-/0	396	0.00	(0)	-/0
WBT					360	0.00	(0)	-/0	375	0.00	(0)	-/0
WBR					1	0.00	(0)	-/0	75	0.00	(0)	-/0
SBL					0	0.00	A (0)	-/0	13	0.04	C (17)	-/1
SBR					1	0.00	A (9)	-/0	25	0.03	A (10)	-/1
PM Peak Hour												
EBL	-				1	0.00	A (8)	-/0	24	0.02	A (8)	-/1
EBT					463	0.00	(0)	-/0	465	0.00	(0)	-/0
WBT					417	0.00	(0)	-/0	411	0.00	(0)	-/0
WBR					0	0.00	(0)	-/0	21	0.00	(0)	-/0
SBL					1	0.00	B (14)	-/0	48	0.13	C (16)	-/3
SBR					1	0.00	A (10)	-/0	77	0.10	B (10)	-/2
Saturday Peak Hour												
EBL	-				1	0.00	A (8)	-/0	24	0.02	A (8)	-/1
EBT					373	0.00	(0)	-/0	376	0.00	(0)	-/0
WBT					352	0.00	(0)	-/0	346	0.00	(0)	-/0
WBR					0	0.00	(0)	-/0	21	0.00	(0)	-/0
SBL					1	0.00	B (13)	-/0	48	0.11	B (14)	-/3
SBR					1	0.00	A (9)	-/0	77	0.09	A (10)	-/2

All peak hours at this unsignalized intersection are expected to operate sufficiently in future conditions, with all movements within capacity and acceptable delays. All 95th percentile queues can be accommodated in their available storage lanes. No further intersection modifications are recommended.

7.3.6 Coleraine Drive and Future Blocks 7 & 11 Site Access

The intersection capacity analysis results at Coleraine Drive and Future Blocks 7 & 11 Site Access during the AM, PM and Saturday peak hours are summarized in **Table 7-12.**

Table 7-12: Coleraine Drive and Future Blocks 7 & 11 Site Access Intersection Capacity Analysis

Mvmt	Existing Conditions (2023)				Future Background (2028)				Future Total (2028)			
	Vol	V/C	LOS (Delay)	Queues (50/95)	Vol	V/C	LOS (Delay)	Queues (50/95)	Vol	V/C	LOS (Delay)	Queues (50/95)
AM Peak Hour												
NBT									661	0.00	(0)	-/0
NBR									4	0.00	(0)	-/0
WBLR			-				-		3	0.01	B (13)	-/0
SBL									2	0.00	A (9)	-/0
SBT									635	0.00	A (0)	-/0
PM Peak Hour												
NBT									893	0.00	(0)	-/0
NBR									1	0.00	(0)	-/0
WBLR			-				-		7	0.02	C (17)	-/1
SBL									1	0.00	A (10)	-/0
SBT									1003	0.00	A (0)	-/0
Saturday Peak Hour												
NBT									181	0.00	(0)	-/0
NBR									1	0.00	(0)	-/0
WBLR			-				-		7	0.01	A (10)	-/0
SBL									1	0.00	A (8)	-/0
SBT									250	0.00	A (0)	-/0

All peak hours at this unsignalized intersection are expected to operate sufficiently in future conditions, with all movements within capacity and acceptable delays. All 95th percentile queues can be accommodated in their available storage lanes. No further intersection modifications are recommended.

7.3.7 Coleraine Drive and Future Blocks 8 & 9 Site Access

The intersection capacity analysis results at Coleraine Drive and Future Blocks 8 & 9 Site Access during the AM, PM and Saturday peak hours are summarized in **Table 7-13.**

Table 7-13: Coleraine Drive and Future Blocks 8 & 9 Site Access Intersection Capacity Analysis

Mvmt	Existing Conditions (2023)				Future Background (2028)				Future Total (2028)			
	Vol	V/C	LOS (Delay)	Queues (50/95)	Vol	V/C	LOS (Delay)	Queues (50/95)	Vol	V/C	LOS (Delay)	Queues (50/95)
AM Peak Hour												
NBT									664	0.00	(0)	-/0
NBR									8	0.00	(0)	-/0
WBLR			-				-		3	0.01	B (13)	-/0
SBL									3	0.00	A (9)	-/0
SBT									634	0.00	A (0)	-/0
PM Peak Hour												
NBT									890	0.00	(0)	-/0
NBR									3	0.00	(0)	-/0
WBLR			-				-		11	0.03	C (17)	-/1
SBL									1	0.00	A (10)	-/0
SBT									1007	0.00	A (0)	-/0
Saturday Peak Hour												
NBT									178	0.00	(0)	-/0
NBR									3	0.00	(0)	-/0
WBLR			-				-		11	0.01	A (10)	-/0
SBL									1	0.00	A (8)	-/0
SBT									254	0.00	A (0)	-/0

All peak hours at this unsignalized intersection are expected to operate sufficiently in future conditions, with all movements within capacity and acceptable delays. All 95th percentile queues can be accommodated in their available storage lanes. No further intersection modifications are recommended.

7.3.8 Simpson Road and Future Blocks 5 & 10 Site Access

The intersection capacity analysis results at Simpson Road and Future Blocks 5 & 10 Site Access during the AM, PM and Saturday peak hours are summarized in **Table 7-14**.

Table 7-14: Simpson Road and Future Blocks 5 & 10 Site Access Intersection Capacity Analysis

Mvmt	Existing Conditions (2023)				Future Background (2028)				Future Total (2028)			
	Vol	V/C	LOS (Delay)	Queues (50/95)	Vol	V/C	LOS (Delay)	Queues (50/95)	Vol	V/C	LOS (Delay)	Queues (50/95)
AM Peak Hour												
NBT									42	0.03	A (7)	-/1
NBR									109	0.00	A (0)	-/0
WBLR			-				-		18	0.02	A (9)	-/1
SBL									27	0.00	(0)	-/0
SBT									18	0.00	(0)	-/0
PM Peak Hour												
NBT									12	0.01	A (7)	-/0
NBR									33	0.00	A (0)	-/0
WBLR			-				-		59	0.07	A (9)	-/1
SBL									90	0.00	(0)	-/0
SBT									6	0.00	(0)	-/0
Saturday Peak Hour												
NBT									12	0.01	A (7)	-/0
NBR									33	0.00	A (0)	-/0
WBLR			-				-		59	0.07	A (9)	-/1
SBL									90	0.00	(0)	-/0
SBT									6	0.00	(0)	-/0

All peak hours at this unsignalized intersection are expected to operate sufficiently in future conditions, with all movements within capacity and acceptable delays. All 95th percentile queues can be accommodated in their available storage lanes. No further intersection modifications are recommended.

7.3.9 Simpson Road and Future Blocks 3 & 4 Site Access

The intersection capacity analysis results at Simpson Road and Future Blocks 3 & 4 Site Access during the AM, PM and Saturday peak hours are summarized in **Table 7-15**.

Table 7-15: Simpson Road and Future Blocks 3 & 4 Site Access Intersection Capacity Analysis

Mvmt	Existing Conditions (2023)				Future Background (2028)				Future Total (2028)			
	Vol	V/C	LOS (Delay)	Queues (50/95)	Vol	V/C	LOS (Delay)	Queues (50/95)	Vol	V/C	LOS (Delay)	Queues (50/95)
AM Peak Hour												
NBT									86	0.06	A (8)	-/1
NBR									30	0.00	A (0)	-/0
WBLR			-				-		36	0.04	A (9)	-/1
SBL									24	0.00	(0)	-/0
SBT									37	0.00	(0)	-/0
PM Peak Hour												
NBT									26	0.02	A (7)	-/1
NBR									31	0.00	A (0)	-/0
WBLR			-				-		122	0.13	A (9)	-/3
SBL									25	0.00	(0)	-/0
SBT									11	0.00	(0)	-/0
Saturday Peak Hour												
NBT									26	0.02	A (7)	-/1
NBR									31	0.00	A (0)	-/0
WBLR			-				-		122	0.13	A (9)	-/3
SBL									25	0.00	(0)	-/0
SBT									11	0.00	(0)	-/0

All peak hours at this unsignalized intersection are expected to operate sufficiently in future conditions, with all movements within capacity and acceptable delays. All 95th percentile queues can be accommodated in their available storage lanes. No further intersection modifications are recommended.

7.3.10 Simpson Road and Future Blocks 1 & 2 Site Access

The intersection capacity analysis results at Simpson Road and Future Blocks 1 & 2 Site Access during the AM, PM and Saturday peak hours are summarized in **Table 7-16**.

Table 7-16: Simpson Road and Future Blocks 1 & 2 Site Access Intersection Capacity Analysis

Mvmt	Existing Conditions (2023)				Future Background (2028)				Future Total (2028)			
	Vol	V/C	LOS (Delay)	Queues (50/95)	Vol	V/C	LOS (Delay)	Queues (50/95)	Vol	V/C	LOS (Delay)	Queues (50/95)
AM Peak Hour												
NBT									21	0.01	A (7)	-/0
NBR									24	0.00	A (0)	-/0
WBLR			-				-		9	0.01	A (9)	-/0
SBL									56	0.00	(0)	-/0
SBT									9	0.00	(0)	-/0
PM Peak Hour												
NBT									6	0.00	A (7)	-/0
NBR									76	0.00	A (0)	-/0
WBLR			-				-		29	0.03	A (9)	-/1
SBL									19	0.00	(0)	-/0
SBT									3	0.00	(0)	-/0
Saturday Peak Hour												
NBT									6	0.00	A (7)	-/0
NBR									76	0.00	A (0)	-/0
WBLR			-				-		29	0.03	A (9)	-/1
SBL									19	0.00	(0)	-/0
SBT									3	0.00	(0)	-/0

All peak hours at this unsignalized intersection are expected to operate sufficiently in future conditions, with all movements within capacity and acceptable delays. All 95th percentile queues can be accommodated in their available storage lanes. No further intersection modifications are recommended.

7.4 SIGNALIZED INTERSECTION CAPACITY ANALYSIS (2033)

The results for the studied signalized intersections under the 2033 horizon year during the weekday AM, PM and Saturday peak hours are summarized in the sections below.

7.4.1 Coleraine Drive and Mayfield Road

The intersection capacity analysis results at Coleraine Drive and Mayfield Road during the AM, PM and Saturday peak hours are summarized in **Table 7-17**.

Table 7-17: Coleraine Drive and Mayfield Road Intersection Capacity Analysis

Mvmt	Existing Conditions (2023)				Future Background (2033)				Future Total (2033)			
	Vol	V/C	LOS (Delay)	Queues (50/95)	Vol	V/C	LOS (Delay)	Queues (50/95)	Vol	V/C	LOS (Delay)	Queues (50/95)
AM Peak Hour												
Overall	-	0.51	C (31)	-/-	-	0.64	C (31)	-/-	-	0.58	C (29)	-/-
EBL	310	0.43	B (10)	33/59	370	0.59	B (12)	42/72	364	0.53	A (10)	34/59
EBTR	299	0.15	A (9)	17/29	371	0.19	A (10)	23/37	452	0.19	A (8)	22/35
WBL	39	0.08	B (16)	6/15	39	0.09	B (17)	6/15	39	0.08	B (15)	5/14
WBTR	226	0.15	B (17)	18/30	399	0.26	B (19)	36/51	434	0.22	B (17)	31/49
NBL	23	0.19	D (50)	6/15	23	0.23	D (50)	6/15	23	0.26	D (52)	6/15
NBTR	330	0.66	E (56)	45/60	345	0.67	E (56)	48/62	341	0.67	E (57)	46/61
SBL	64	0.47	D (43)	21/38	70	0.49	D (42)	22/40	66	0.32	D (42)	14/24
SBTR	512	0.61	D (45)	59/73	626	0.67	D (46)	65/81	598	0.64	D (48)	60/75
PM Peak Hour												
Overall	-	0.61	D (37)	-/-	-	0.77	D (38)	-/-	-	0.68	D (35)	-/-
EBL	265	0.48	B (13)	36/58	328	0.67	B (19)	47/73	309	0.56	B (14)	36/57
EBTR	283	0.14	B (11)	17/26	423	0.21	B (13)	28/40	446	0.20	B (12)	27/39
WBL	26	0.06	B (17)	4/11	26	0.07	B (18)	4/11	26	0.06	B (17)	4/10
WBTR	333	0.23	B (19)	27/39	443	0.31	C (21)	40/54	522	0.29	B (20)	43/56
NBL	26	0.45	D (52)	7/18	26	0.51	D (54)	7/21	26	0.46	D (53)	6/17
NBTR	541	0.81	E (58)	75/93	567	0.82	E (58)	79/98	554	0.81	E (57)	75/93
SBL	86	0.54	D (40)	21/36	99	0.60	D (42)	23/40	102	0.49	D (38)	20/32
SBTR	857	0.78	D (47)	93/114	965	0.86	D (51)	108/133	946	0.83	D (49)	102/123
Saturday Peak Hour												
Overall	-	0.23	B (16)	-/-	-	0.24	B (16)	-/-	-	0.24	B (16)	-/-
EBL	99	0.16	A (6)	4/13	105	0.17	A (6)	5/14	98	0.14	A (6)	4/11
EBTR	275	0.12	A (6)	7/16	290	0.12	A (6)	8/17	313	0.12	A (6)	8/17
WBL	2	0.01	A (9)	0/2	2	0.01	A (9)	0/2	2	0.00	A (9)	0/1
WBTR	333	0.17	A (10)	12/25	363	0.18	B (10)	14/28	444	0.20	B (10)	17/32
NBL	6	0.08	D (49)	1/5	6	0.08	D (49)	1/5	6	0.08	D (49)	1/5
NBT	11	0.05	D (48)	1/4	12	0.05	D (48)	1/4	12	0.05	D (48)	1/4
NBR	0	0.00	(0)	0/0	0	0.00	(0)	0/0	0	0.00	(0)	0/0
SBL	90	0.45	D (41)	21/36	90	0.45	D (41)	21/36	91	0.38	D (40)	19/31
SBTR	149	0.05	D (38)	0/0	160	0.06	D (38)	0/0	163	0.05	D (38)	0/0

The AM peak hour at the signalized intersection of Coleraine Drive & Mayfield Rd is forecasted to operate sufficiently in the future with an overall V/C ratio of 0.58, delay time of 29 seconds and LOS of C. All movements are expected to operate sufficiently and within capacity.

The PM peak hour at this signalized intersection is also forecasted to operate sufficiently in the future with an overall V/C ratio of 0.68, delay time of 35 seconds and LOS D. All movements are expected to operate sufficiently and within capacity.

The Saturday peak hour at this signalized intersection is also forecasted to operate sufficiently in the future with an overall V/C ratio of 0.24, delay time of 16 seconds and LOS of B. All movements are expected to operate sufficiently and within capacity.

All 95th percentile queues can be accommodated in their available storage lanes. No further intersection modifications are recommended.

7.4.2 Highway 50 and Parr Boulevard

The intersection capacity analysis results at Highway 50 and Parr Boulevard during the AM, PM and Saturday peak hours are summarized in **Table 7-18.**

Table 7-18: Highway 50 and Parr Boulevard Intersection Capacity Analysis

Mvmt	Existing Conditions (2023)				Future Background (2033)				Future Total (2033)			
	Vol	V/C	LOS (Delay)	Queues (50/95)	Vol	V/C	LOS (Delay)	Queues (50/95)	Vol	V/C	LOS (Delay)	Queues (50/95)
AM Peak Hour												
Overall	-	0.51	A (9)	-/-	-	0.54	A (10)	-/-	-	0.49	A (8)	-/-
EBLT	27	0.26	D (53)	7/16	27	0.26	D (53)	7/16	30	0.28	D (54)	7/17
EBR	102	0.09	D (52)	0/22	103	0.09	D (52)	0/22	103	0.06	D (52)	0/17
WBLT	1	0.01	D (51)	0/2	1	0.01	D (51)	0/2	1	0.01	D (52)	0/2
WBR	0	0.00	(0)	0/0	0	0.00	(0)	0/0	0	0.00	(0)	0/0
NBL	199	0.53	A (5)	7/16	202	0.55	A (7)	7/19	202	0.50	A (5)	6/12
NBTR	1016	0.37	A (3)	27/46	1104	0.41	A (4)	31/51	1102	0.37	A (3)	28/41
SBL	0	0.00	(0)	0/0	0	0.00	(0)	0/0	0	0.00	(0)	0/0
SBT	1118	0.51	A (9)	63/106	1219	0.57	B (11)	79/128	1220	0.47	A (8)	57/91
SBR	44	0.03	A (6)	0/3	44	0.03	A (6)	0/3	53	0.03	A (5)	0/4
PM Peak Hour												
Overall	-	0.48	A (10)	-/-	-	0.51	B (10)	-/-	-	0.49	A (10)	-/-
EBLT	55	0.45	D (55)	13/26	55	0.44	D (54)	13/26	68	0.50	D (54)	16/31
EBR	170	0.12	D (51)	0/22	172	0.28	D (52)	6/29	172	0.25	D (51)	5/27
WBLTR	2	0.00	D (50)	0/0	2	0.00	D (50)	0/0	2	0.00	D (49)	0/0
NBL	113	0.32	A (4)	5/11	114	0.41	A (5)	5/12	114	0.32	A (5)	4/9
NBT	1244	0.47	A (4)	43/67	1336	0.50	A (5)	48/79	1336	0.46	A (4)	44/68
NBR	0	0.00	(0)	0/0	0	0.00	(0)	0/0	0	0.00	(0)	0/0
SBL	1	0.00	A (5)	0/1	1	0.00	A (5)	0/1	1	0.00	A (5)	0/1
SBT	1032	0.41	A (7)	49/74	1262	0.51	A (9)	66/108	1259	0.48	A (8)	63/93
SBR	39	0.03	A (5)	0/2	39	0.03	A (5)	0/2	41	0.03	A (5)	0/2
Saturday Peak Hour												
Overall	-	0.35	A (5)	-/-	-	0.36	A (5)	-/-	-	0.36	A (6)	-/-
EBLT	19	0.22	D (51)	4/12	19	0.22	D (50)	4/12	32	0.34	D (51)	7/17
EBR	41	0.03	D (52)	0/8	43	0.03	D (49)	0/8	43	0.03	D (48)	0/7
WBLTR	8	0.10	D (50)	2/11	8	0.10	D (50)	2/11	8	0.06	D (49)	1/6
NBL	35	0.08	A (2)	1/3	36	0.09	A (2)	1/3	36	0.08	A (2)	1/3
NBT	969	0.34	A (3)	24/33	1019	0.36	A (3)	26/36	1018	0.34	A (3)	25/37
NBR	0	0.00	(0)	0/0	0	0.00	(0)	0/0	0	0.00	(0)	0/0

Mvmt	Existing Conditions (2023)				Future Background (2033)				Future Total (2033)			
	Vol	V/C	LOS (Delay)	Queues (50/95)	Vol	V/C	LOS (Delay)	Queues (50/95)	Vol	V/C	LOS (Delay)	Queues (50/95)
SBL	6	0.02	A (3)	1/2	6	0.02	A (3)	1/2	6	0.02	A (3)	0/2
SBT	955	0.35	A (5)	37/50	1004	0.37	A (5)	40/54	1000	0.36	A (5)	38/55
SBR	18	0.01	A (3)	0/0	18	0.01	A (3)	0/0	20	0.01	A (3)	0/0

The AM peak hour at the signalized intersection of Highway 50 & Parr Blvd/Cruise Canada RV Rental & Sales is forecasted to operate sufficiently in the future with an overall V/C ratio of 0.49, delay time of 8 seconds and LOS of A. All movements are expected to operate sufficiently and within capacity.

The PM peak hour at this signalized intersection is also forecasted to operate sufficiently in the future with an overall V/C ratio of 0.49, delay time of 10 seconds and LOS of A. All movements are expected to sufficiently and within capacity.

The Saturday peak hour at this intersection is also forecasted to operate sufficiently in the future with an overall V/C ratio of 0.36, delay time of 6 seconds and LOS of A. All movements are once again expected to operate sufficiently and within capacity.

All 95th percentile queues can be accommodated in their available storage lanes. No further intersection modifications are recommended.

7.4.3 Highway 50 & Mayfield Road/Albion Vaughan Road

The intersection capacity analysis results at Highway 50 and Mayfield Road/Albion Vaughan Road during the AM, PM and Saturday peak hours are summarized in **Table 7-19.**

Table 7-19: Highway 50 and Mayfield Road/Albion Vaughan Road Intersection Capacity Analysis

Mvmt	Existing Conditions (2023)				Future Background (2033)				Future Total (2033)			
	Vol	V/C	LOS (Delay)	Queues (50/95)	Vol	V/C	LOS (Delay)	Queues (50/95)	Vol	V/C	LOS (Delay)	Queues (50/95)
AM Peak Hour												
Overall	-	0.71	C (35)	-/-	-	0.93	D (54)	-/-	-	0.84	D (49)	-/-
EBL	61	0.29	E (59)	16/28	64	0.30	E (56)	16/27	62	0.32	E (58)	15/25
EBT	93	0.58	E (73)	37/59	373	0.78	E (79)	47/68	380	0.61	E (69)	40/55
EBR	202	0.38	E (69)	9/54	0	0.00	(0)	0/0	0	0.00	(0)	0/0
WBL	298	0.89	E (78)	97/124	370	**1.28**	**F (203)**	137/194	370	**1.24**	**F (184)**	131/181
WBT	140	0.40	E (57)	45/65	271	0.68	E (62)	90/119	299	0.74	E (66)	97/125
WBR	12	0.01	D (52)	0/0	40	0.03	D (49)	0/1	40	0.03	D (50)	0/1
NBL	83	0.41	B (16)	13/28	119	0.56	C (24)	20/45	179	0.57	C (22)	21/43
NBT	1064	0.55	C (21)	124/170	1299	0.51	C (24)	106/137	1299	0.45	C (21)	90/120
NBR	165	0.13	B (15)	5/20	0	0.00	(0)	0/0	0	0.00	(0)	0/0
SBL	22	0.09	B (15)	3/8	31	0.14	B (18)	4/11	31	0.12	B (17)	3/9
SBT	1087	0.64	C (27)	138/211	1179	0.77	D (37)	186/279	1179	0.64	C (31)	146/211
SBR	64	0.04	B (17)	0/3	64	0.04	C (21)	0/3	65	0.04	C (20)	0/3
PM Peak Hour												
Overall	-	0.61	C (29)	-/-	-	0.85	D (41)	-/-	-	0.76	D (37)	-/-
EBL	83	0.33	E (59)	23/37	87	0.28	D (51)	22/34	87	0.29	D (52)	22/35
EBT	105	0.63	E (77)	37/59	493	0.80	E (74)	65/84	542	0.78	E (73)	65/84
EBR	231	0.18	E (67)	0/34	0	0.00	(0)	0/0	0	0.00	(0)	0/0
WBL	193	0.74	E (66)	61/86	222	**1.02**	**F (117)**	64/114	222	0.95	**F (96)**	60/101

Mvmt	Existing Conditions (2023)				Future Background (2033)				Future Total (2033)			
	Vol	V/C	LOS (Delay)	Queues (50/95)	Vol	V/C	LOS (Delay)	Queues (50/95)	Vol	V/C	LOS (Delay)	Queues (50/95)
WBT	84	0.49	E (67)	35/60	158	0.55	E (60)	59/87	160	0.45	E (59)	48/71
WBR	17	0.01	E (61)	0/0	33	0.02	D (52)	0/0	33	0.02	D (53)	0/0
NBL	86	0.41	B (14)	13/25	103	0.62	C (32)	18/52	119	0.49	C (22)	14/26
NBT	1111	0.55	B (18)	125/162	1594	0.62	C (25)	140/177	1594	0.55	C (23)	119/148
NBR	378	0.29	B (14)	12/33	0	0.00	(0)	0/0	0	0.00	(0)	0/0
SBL	20	0.08	B (13)	2/6	36	0.21	B (18)	5/11	36	0.18	B (16)	4/10
SBT	1119	0.57	C (23)	124/179	1339	0.77	D (35)	194/290	1339	0.68	C (29)	166/229
SBR	73	0.05	B (15)	0/0	73	0.05	C (20)	0/0	70	0.04	B (18)	0/0
Saturday Peak Hour												
Overall	-	0.52	C (29)	-/-	-	0.57	C (31)	-/-	-	0.55	C (30)	-/-
EBL	90	0.35	E (58)	23/38	95	0.39	E (60)	26/41	94	0.39	E (61)	25/40
EBT	118	0.65	E (77)	41/63	271	0.54	E (72)	23/39	322	0.53	E (72)	23/40
EBR	139	0.11	E (66)	0/26	0	0.00	(0)	0/0	0	0.00	(0)	0/0
WBL	221	0.71	E (59)	65/90	244	0.89	F (83)	75/112	244	0.87	E (79)	71/103
WBT	119	0.43	E (62)	39/62	131	0.52	E (65)	44/69	137	0.51	E (65)	43/67
WBR	10	0.01	E (57)	0/0	10	0.01	E (59)	0/0	10	0.01	E (59)	0/0
NBL	101	0.29	B (12)	12/23	101	0.30	B (11)	11/22	114	0.29	B (11)	12/21
NBT	865	0.41	B (17)	67/114	1141	0.37	B (15)	53/90	1141	0.35	B (14)	50/85
NBR	231	0.16	B (14)	0/14	0	0.00	(0)	0/0	0	0.00	(0)	0/0
SBL	14	0.04	B (13)	2/5	14	0.05	B (12)	1/5	14	0.05	B (12)	1/4
SBT	880	0.44	C (20)	89/119	927	0.45	B (19)	89/120	927	0.43	B (19)	86/114
SBR	101	0.06	B (15)	0/8	101	0.06	B (14)	0/8	97	0.06	B (14)	0/7

During the AM peak hour at the signalized intersection of Highway 50 & Mayfield Rd/Albion Vaughn Rd is expected to operate sufficiently in the AM peak hour with an overall V/C ratio of 0.84, delay time of 49 seconds and LOS of D. The westbound left movement is expected to operate over capacity in the future total condition with an overall V/C ratio of 1.24, delay time of 184 secs and LOS of F. There is no site traffic assigned to this movement. While the future background condition has the same volume as seen in the future total condition, the V/C ratio and delay may indicate slightly worse performance as Synchro models traffic dynamically, assigning more green to movements with higher volume. In the case of the future total condition, there is higher eastbound through-right volume compared to the future background condition. This leads to Synchro assigning more green time to the eastbound through-right movement, which also leads to more available time for permissive westbound-left turns and resulting in better westbound-left capacity performance in the future total condition.

To accommodate the westbound-left volume without adjusting signal timing splits, the lengthening of the westbound-left storage lane at this intersection is recommended. As seen in the 2033 future total condition for this intersection, the AM peak has the highest 95th percentile queue length at 181m. Therefore, it is recommended to extend the westbound left storage lane to 181m so that the 95th percentile queues can be accommodated. All other 95th percentile queues can be accommodated in their available storage lanes. No further intersection modifications are recommended.

The PM peak hour at this intersection is also forecasted to operate sufficiently in the future with an overall V/C ratio of 0.76, delay time of 37 seconds and LOS of D. The westbound left movement is expected to operate within capacity in the future after the applied growth to this movement. There is no site traffic assigned to this movement. While the future background condition has the same volume as seen in the future total

condition, the V/C ratio and delay may indicate slightly worse performance as Synchro models traffic dynamically, assigning more green to movements with higher volume. In the case of the future total condition, there is higher eastbound through-right volume compared to the future background condition. This leads to Synchro assigning more green time to the eastbound through-right movement, which also leads to more available time for permissive westbound left turns and resulting in better westbound left capacity performance in the future total condition.

Due to the westbound left movement expected to exceed capacity in the 2033 future background condition and the same movement approaching capacity in the future total condition, the lengthening of the westbound left storage lane previously suggested may help to accommodate the 95th percentile queue buildup. All other 95th percentile queues can be accommodated in their available storage lanes. No further intersection modifications are recommended.

The Saturday peak hour at this intersection is expected to operate sufficiently in the future with an overall V/C ratio of 0.55, delay time of 30 seconds and LOS of C. All movements are expected to operate sufficiently and within capacity. The westbound left 95th percentile queue exceeds the available storage lane and may spill into the adjacent through lane. However, the adjacent through lane is expected to be able to accommodate this without blocking any adjacent intersections. All other 95th percentile queues can be accommodated in their available storage lanes. No further intersection modifications are recommended.

For the constraints identified in the AM peak hour, as an alternative to lengthening the westbound left storage lane, signal timing adjustment is also an option as mentioned in **Section 7.1.2**. The optimized intersection capacity analysis results are summarized in **Table 7-20.**

Table 7-20: Highway 50 and Mayfield Road/Albion Vaughan Road Intersection Capacity Analysis – Optimized

Mvmt	Existing Conditions (2023)				Future Background (2033)				Future Total (2033)			
	Vol	V/C	LOS (Delay)	Queues (50/95)	Vol	V/C	LOS (Delay)	Queues (50/95)	Vol	V/C	LOS (Delay)	Queues (50/95)
AM Peak Hour – Optimized Signal Timing Plan												
Overall	-	0.71	C (35)	-/-	-	0.90	D (48)	-/-	-	0.78	D (41)	-/-
EBL	61	0.29	E (59)	16/28	64	0.30	E (57)	15/25	62	0.31	E (61)	14/25
EBT	93	0.58	E (73)	37/59	373	0.76	E (79)	41/62	380	0.65	E (74)	35/53
EBR	202	0.38	E (69)	9/54								
WBL	298	0.89	E (78)	97/124	370	0.98	**F (87)**	109/164	370	0.94	E (78)	104/150
WBT	140	0.40	E (57)	45/65	271	0.55	D (51)	83/110	299	0.64	E (57)	91/123
WBR	12	0.01	D (52)	0/0	40	0.03	D (43)	0/1	40	0.03	D (46)	0/1
NBL	83	0.41	B (16)	13/28	119	0.63	C (33)	23/57	179	0.60	C (27)	25/51
NBT	1064	0.55	C (21)	124/170	1299	0.56	C (29)	120/153	1299	0.48	C (25)	101/124
NBR	165	0.13	B (15)	5/20	0	0.00	(0)	0/0	0	0.00	(0)	0/0
SBL	22	0.09	B (15)	3/8	31	0.16	C (23)	5/12	31	0.13	B (20)	4/10
SBT	1087	0.64	C (27)	138/211	1179	0.87	D (49)	210/318	1179	0.70	D (36)	164/219
SBR	64	0.04	B (17)	0/3	64	0.04	C (26)	0/3	65	0.04	C (24)	0/3

Mvmt	Existing Conditions (2023)				Future Background (2033)				Future Total (2033)			
	Vol	V/C	LOS (Delay)	Queues (50/95)	Vol	V/C	LOS (Delay)	Queues (50/95)	Vol	V/C	LOS (Delay)	Queues (50/95)
PM Peak Hour – Optimized Signal Timing Plan												
Overall	-	0.61	C (29)	-/-	-	0.84	D (41)	-/-	-	0.76	D (37)	-/-
EBL	83	0.33	E (59)	23/37	87	0.28	D (51)	21/34	87	0.28	D (52)	22/34
EBT	105	0.63	E (77)	37/59	493	0.80	E (74)	65/84	542	0.79	E (74)	66/84
EBR	231	0.18	E (67)	0/34								
WBL	193	0.74	E (66)	61/86	222	0.98	**F (104)**	64/110	222	0.92	**F (85)**	60/96
WBT	84	0.49	E (67)	35/60	158	0.54	E (59)	58/86	160	0.44	E (58)	48/70
WBR	17	0.01	E (61)	0/0	33	0.02	D (52)	0/0	33	0.02	D (53)	0/0
NBL	86	0.41	B (14)	13/25	103	0.63	C (34)	20/53	119	0.49	C (23)	14/26
NBT	1111	0.55	B (18)	125/162	1594	0.63	C (26)	142/179	1594	0.55	C (23)	121/150
NBR	378	0.29	B (14)	12/33	0	0.00	(0)	0/0	0	0.00	(0)	0/0
SBL	20	0.08	B (13)	2/6	36	0.21	B (19)	5/12	36	0.18	B (17)	4/10
SBT	1119	0.57	C (23)	124/179	1339	0.78	D (36)	196/294	1339	0.69	C (30)	168/231
SBR	73	0.05	B (15)	0/0	73	0.05	C (21)	0/0	70	0.04	B (18)	0/0

The AM peak hour at the optimized signalized intersection of Highway 50 & Mayfield Rd/Albion Vaughn Rd is expected to operate sufficiently with an overall V/C ratio of 0.78, delay time of 41 seconds and LOS of D. All movements are expected to operate within capacity, with acceptable delays. The westbound left 95th percentile queue exceeds the available storage and is expected to spill into the corresponding through lanes. However, the through lanes are expected to be able to accommodate this additional spillage without blocking the upstream intersection of Albion Vaughan Road and Kirby Road. All other 95th percentile queues can be accommodated in their available storage lanes. No further intersection modifications are recommended.

During the PM peak hour with the optimized signal timing plan, the intersection is expected to operate sufficiently with an overall V/C ratio of 0.76, delay time of 37 seconds and LOS of D. All movements are expected to operate within capacity, with acceptable delays. The westbound left 95th percentile queue exceeds the available storage and is expected to spill into the corresponding through lanes. However, the through lanes are expected to be able to accommodate this additional spillage without blocking the upstream intersection of Albion Vaughan Road and Kirby Road. With the signal optimization implemented, there are still higher than average delays for the westbound left movement, however this is considered acceptable since it is less than the length of one cycle at this intersection. All other 95th percentile queues can be accommodated in their available storage lanes. No further intersection modifications are recommended.

7.4.4 Coleraine Drive and Parr Boulevard

For the future conditions, the signalized intersection capacity analysis results at Coleraine Drive and Parr Boulevard during the AM, PM and Saturday peak hours are summarized in **Table 7-21.**

Table 7-21: Coleraine Drive and Parr Boulevard Signalized Intersection Capacity Analysis

Mvmt	Existing Conditions				Future Background (2033)				Future Total (2033)			
	Vol	V/C	LOS (Delay)	Queues (50/95)	Vol	V/C	LOS (Delay)	Queues (50/95)	Vol	V/C	LOS (Delay)	Queues (50/95)
AM Peak Hour												
Overall					-	0.29	A (9)	-/-	-	0.27	A (9)	-/-
EBL					1	0.01	D (40)	0/2	1	0.01	D (40)	0/2
EBTR					2	0.01	D (40)	0/2	2	0.01	D (40)	0/2
WBL					33	0.25	D (42)	7/17	34	0.23	D (42)	7/16
WBTR					133	0.19	D (41)	3/21	156	0.16	D (41)	3/21
NBL			-		11	0.02	A (4)	1/3	11	0.02	A (4)	1/2
NBTR					706	0.29	A (5)	22/35	706	0.26	A (5)	20/29
SBL					88	0.21	A (5)	5/14	144	0.27	A (6)	8/17
SBT					615	0.27	A (5)	20/32	622	0.23	A (4)	17/26
SBR					5	0.00	A (4)	0/0	5	0.00	A (3)	0/0
PM Peak Hour												
Overall					-	0.37	A (7)	-/-	-	0.38	A (9)	-/-
EBL					3	0.03	D (42)	1/3	3	0.02	D (39)	1/3
EBTR					17	0.04	D (42)	1/9	17	0.03	D (39)	1/7
WBL					31	0.31	D (45)	7/17	31	0.18	D (40)	6/14
WBTR					104	0.12	D (43)	2/23	180	0.44	D (43)	15/35
NBL			-		13	0.06	A (4)	1/4	13	0.04	A (4)	1/3
NBTR					922	0.36	A (4)	31/44	928	0.35	A (6)	29/49
SBL					109	0.28	A (6)	7/16	127	0.32	A (7)	7/21
SBT					987	0.38	A (5)	34/47	982	0.37	A (6)	31/53
SBR					4	0.00	A (3)	0/0	4	0.00	A (4)	0/0
Saturday Peak Hour												
Overall					-	0.09	A (7)	-/-	-	0.08	B (11)	-/-
EBL					1	0.01	D (38)	0/2	1	0.01	C (35)	0/2
EBTR					5	0.03	D (38)	1/4	5	0.02	C (35)	1/4
WBL					18	0.21	D (40)	3/9	18	0.14	D (35)	3/9
WBTR					31	0.03	D (38)	0/14	107	0.07	C (35)	0/14
NBL			-		1	0.00	A (3)	0/1	1	0.00	A (3)	0/1
NBTR					150	0.06	A (3)	4/7	161	0.06	A (4)	4/7
SBL					23	0.03	A (3)	1/4	41	0.05	A (4)	2/5
SBT					199	0.08	A (3)	5/9	196	0.07	A (4)	5/8
SBR					2	0.00	A (3)	0/0	2	0.00	A (3)	0/0

The AM peak hour at the signalized intersection of Coleraine Drive & Parr Boulevard is forecasted to operate sufficiently in the future with an overall V/C ratio of 0.27, delay time of 9 seconds and LOS of A. All movements are expected to operate sufficiently and within capacity.

The PM peak hour at this signalized intersection is also forecasted to operate sufficiently in the future with an overall V/C ratio of 0.38, delay time of 9 seconds and LOS A. All movements are expected to operate sufficiently and within capacity.

The Saturday peak hour at this signalized intersection is also forecasted to operate sufficiently in the future with an overall V/C ratio of 0.08, delay time of 11 seconds and LOS of B. All movements are expected to operate sufficiently and within capacity.

All 95th percentile queues can be accommodated in their available storage lanes. No further intersection modifications are recommended.

7.5 UNSIGNALIZED INTERSECTION CAPACITY ANALYSIS (2033)

The results for the studied unsignalized intersections under the 2033 horizon year during the weekday AM, PM and Saturday peak hours are summarized in the sections below.

7.5.1 Simpson Road and Parr Boulevard

The intersection capacity analysis results at Simpson Road and Parr Boulevard during the AM, PM and Saturday peak hours are summarized in **Table 7-22.**

Table 7-22: Simpson Road and Parr Boulevard Intersection Capacity Analysis

Mvmt	Existing Conditions (2023)				Future Background (2033)				Future Total (2033)			
	Vol	V/C	LOS (Delay)	Queues (50/95)	Vol	V/C	LOS (Delay)	Queues (50/95)	Vol	V/C	LOS (Delay)	Queues (50/95)
AM Peak Hour												
NBLTR	13	0.02	B (11)	-/1	16	0.03	B (12)	-/1	42	0.08	B (12)	-/1
EBL	3	0.00	A (8)	-/0	3	0.00	A (8)	-/0	3	0.00	A (8)	-/0
EBT	117	0.00	A (0)	-/0	144	0.00	A (0)	-/0	144	0.00	A (0)	-/0
EBR	15	0.00	(0)	-/0	15	0.00	(0)	-/0	71	0.00	(0)	-/0
WBL	12	0.01	A (8)	-/0	12	0.01	A (8)	-/0	20	0.02	A (8)	-/0
WBT	143	0.00	A (0)	-/0	178	0.00	A (0)	-/0	179	0.00	A (0)	-/0
WBR	12	0.00	(0)	-/0	12	0.00	(0)	-/0	12	0.00	(0)	-/0
SBLTR	24	0.04	B (11)	-/1	26	0.04	B (11)	-/1	26	0.04	B (11)	-/1
PM Peak Hour												
NBLTR	16	0.02	B (10)	-/1	17	0.03	B (11)	-/1	104	0.17	B (12)	-/4
EBL	4	0.00	A (8)	-/0	4	0.00	A (8)	-/0	4	0.00	A (8)	-/0
EBT	135	0.00	A (0)	-/0	168	0.00	A (0)	-/0	170	0.00	A (0)	-/0
EBR	8	0.00	(0)	-/0	8	0.00	(0)	-/0	26	0.00	(0)	-/0
WBL	7	0.01	A (8)	-/0	7	0.01	A (8)	-/0	9	0.01	A (8)	-/0
WBT	110	0.00	A (0)	-/0	135	0.00	A (0)	-/0	135	0.00	A (0)	-/0
WBR	14	0.00	(0)	-/0	14	0.00	(0)	-/0	14	0.00	(0)	-/0
SBLTR	30	0.04	B (10)	-/1	32	0.05	B (11)	-/1	32	0.05	B (11)	-/1
Saturday Peak Hour												
NBLTR	9	0.01	A (9)	-/0	10	0.01	A (9)	-/0	97	0.11	A (10)	-/3
EBL	0	0.00	A (0)	-/0	0	0.00	A (0)	-/0	0	0.00	A (0)	-/0
EBT	27	0.00	(0)	-/0	36	0.00	(0)	-/0	38	0.00	(0)	-/0
EBR	1	0.00	(0)	-/0	1	0.00	(0)	-/0	19	0.00	(0)	-/0
WBL	3	0.00	A (7)	-/0	3	0.00	A (7)	-/0	5	0.00	A (7)	-/0
WBT	34	0.00	A (0)	-/0	42	0.00	A (0)	-/0	42	0.00	A (0)	-/0
WBR	3	0.00	(0)	-/0	3	0.00	(0)	-/0	3	0.00	(0)	-/0
SBLTR	11	0.01	A (9)	-/0	13	0.02	A (9)	-/0	13	0.02	A (9)	-/0

All peak hours at this unsignalized intersection are expected to operate sufficiently in future conditions, with all movements within capacity and acceptable delays. All 95th percentile queues can be accommodated in their available storage lanes. No further intersection modifications are recommended.

7.5.2 Mayfield Road & 8576 Mayfield Road (The Tow Company Inc.)/Future Site Block 12 Access

The intersection capacity analysis results at Mayfield Road & 8576 Mayfield Road (The Tow Company Inc.)/Future Site Block 12 Access during the AM, PM and Saturday peak hours are summarized in **Table 7-23.**

Table 7-23: Mayfield Road & 8576 Mayfield Road (The Tow Company Inc.)/Future Site Block 12 Access Intersection Capacity Analysis

Mvmt	Existing Conditions (2023)				Future Background (2033)				Future Total (2033)			
	Vol	V/C	LOS (Delay)	Queues (50/95)	Vol	V/C	LOS (Delay)	Queues (50/95)	Vol	V/C	LOS (Delay)	Queues (50/95)
AM Peak Hour												
EBL	1	0.00	A (8)	-/0	1	0.00	A (8)	-/0	11	0.01	A (8)	-/0
EBT	361	0.00	A (0)	-/0	439	0.00	A (0)	-/0	506	0.00	A (0)	-/0
WBT	263	0.00	(0)	-/0	436	0.00	(0)	-/0	469	0.00	(0)	-/0
WBR	1	0.00	(0)	-/0	1	0.00	(0)	-/0	7	0.00	(0)	-/0
SBL	3	0.01	B (12)	-/0	1	0.00	B (14)	-/0	1	0.00	C (15)	-/0
SBR					2	0.00	B (12)	-/0	4	0.01	A (10)	-/0
PM Peak Hour												
EBL	5	0.01	A (9)	-/0	5	0.01	A (10)	-/0	4	0.00	A (9)	-/0
EBT	360	0.00	A (0)	-/0	513	0.00	A (0)	-/0	539	0.00	A (0)	-/0
WBT	354	0.00	(0)	-/0	464	0.00	(0)	-/0	535	0.00	(0)	-/0
WBR	3	0.00	(0)	-/0	3	0.00	(0)	-/0	2	0.00	(0)	-/0
SBL	12	0.03	B (14)	-/1	7	0.02	C (17)	-/1	6	0.02	C (17)	-/1
SBR					5	0.01	B (10)	-/0	13	0.02	B (10)	-/1
Saturday Peak Hour												
EBL	3	0.00	A (8)	-/0	3	0.00	A (9)	-/0	4	0.00	A (8)	-/0
EBT	361	0.00	A (0)	-/0	380	0.00	A (0)	-/0	403	0.00	A (0)	-/0
WBT	333	0.00	(0)	-/0	369	0.00	(0)	-/0	439	0.00	(0)	-/0
WBR	2	0.00	(0)	-/0	2	0.00	(0)	-/0	2	0.00	(0)	-/0
SBL	5	0.01	B (13)	-/0	3	0.01	B (14)	-/0	6	0.02	B (14)	-/0
SBR					2	0.00	A (9)	-/0	13	0.02	A (10)	-/1

All peak hours at this unsignalized intersection are expected to operate sufficiently in future conditions, with all movements within capacity and acceptable delays. All 95th percentile queues can be accommodated in their available storage lanes. No further intersection modifications are recommended.

7.5.3 Coleraine Drive and 12155 Coleraine Drive (Babbar Transport Bolton Yard)/Future Block 6 Site Access

The intersection capacity analysis results at Coleraine Drive and 12155 Coleraine Drive (Babbar Transport Bolton Yard)/Future Block 6 Site Access during the AM, PM and Saturday peak hours are summarized in **Table 7-24.**

Table 7-24: Coleraine Drive and 12133 Coleraine Drive (Babbar Transport Bolton Yard)/Future Block 6 Site Access Intersection Capacity Analysis

Mvmt	Existing Conditions (2023)				Future Background (2033)				Future Total (2033)			
	Vol	V/C	LOS (Delay)	Queues (50/95)	Vol	V/C	LOS (Delay)	Queues (50/95)	Vol	V/C	LOS (Delay)	Queues (50/95)
AM Peak Hour												
NBT	617	0.00	(0)	-/0	705	0.00	(0)	-/0	703	0.00	(0)	-/0
NBR	0	0.00	(0)	-/0	0	0.00	(0)	-/0	13	0.00	(0)	-/0
WBLR	0	0.00	A (0)	-/0	0	0.00	A (0)	-/0	5	0.01	B (14)	-/0
SBL	0	0.00	A (0)	-/0	0	0.00	A (0)	-/0	5	0.01	A (9)	-/0
SBT	539	0.00	(0)	-/0	661	0.00	(0)	-/0	664	0.00	A (0)	-/0
PM Peak Hour												
NBT	820	0.00	(0)	-/0	918	0.00	(0)	-/0	917	0.00	(0)	-/0
NBR	1	0.00	(0)	-/0	1	0.00	(0)	-/0	5	0.00	(0)	-/0
WBLR	0	0.00	A (0)	-/0	0	0.00	A (0)	-/0	17	0.05	C (17)	-/1
SBL	0	0.00	A (0)	-/0	0	0.00	A (0)	-/0	1	0.00	A (10)	-/0
SBT	913	0.00	(0)	-/0	1038	0.00	(0)	-/0	1032	0.00	A (0)	-/0
Saturday Peak Hour												
NBT	157	0.00	(0)	-/0	166	0.00	(0)	-/0	170	0.00	(0)	-/0
NBR	1	0.00	(0)	-/0	1	0.00	(0)	-/0	5	0.00	(0)	-/0
WBLR	1	0.00	B (12)	-/0	1	0.00	B (12)	-/0	17	0.02	A (10)	-/1
SBL	0	0.00	A (0)	-/0	0	0.00	A (0)	-/0	1	0.00	A (8)	-/0
SBT	227	0.00	(0)	-/0	242	0.00	(0)	-/0	238	0.00	A (0)	-/0

All peak hours at this unsignalized intersection are expected to operate sufficiently in future conditions, with all movements within capacity and acceptable delays. All 95th percentile queues can be accommodated in their available storage lanes. No further intersection modifications are recommended.

7.5.4 Mayfield Road and Simpson Road

The intersection capacity analysis results at Mayfield Road and Simpson Road during the AM, PM and Saturday peak hours are summarized in **Table 7-25.**

Table 7-25: Mayfield Road and Simpson Road Intersection Capacity Analysis

Mvmt	Existing Conditions (2023)				Future Background (2033)				Future Total (2033)			
	Vol	V/C	LOS (Delay)	Queues (50/95)	Vol	V/C	LOS (Delay)	Queues (50/95)	Vol	V/C	LOS (Delay)	Queues (50/95)
AM Peak Hour												
EBL	-				1	0.00	A (8)	-/0	76	0.07	A (9)	-/1
EBT					439	0.00	(0)	-/0	431	0.00	(0)	-/0
WBT					436	0.00	(0)	-/0	451	0.00	(0)	-/0
WBR					1	0.00	(0)	-/0	75	0.00	(0)	-/0
SBL					0	0.00	A (0)	-/0	13	0.05	C (19)	-/1
SBR					1	0.00	A (10)	-/0	25	0.03	B (10)	-/1
PM Peak Hour												
EBL	-				1	0.00	A (8)	-/0	24	0.02	A (8)	-/1
EBT					519	0.00	(0)	-/0	521	0.00	(0)	-/0
WBT					466	0.00	(0)	-/0	460	0.00	(0)	-/0
WBR					0	0.00	(0)	-/0	21	0.00	(0)	-/0
SBL					1	0.00	B (15)	-/0	48	0.15	C (18)	-/4
SBR					1	0.00	A (10)	-/0	77	0.10	B (10)	-/2
Saturday Peak Hour												
EBL	-				1	0.00	A (8)	-/0	24	0.02	A (8)	-/1
EBT					382	0.00	(0)	-/0	385	0.00	(0)	-/0
WBT					370	0.00	(0)	-/0	364	0.00	(0)	-/0
WBR					0	0.00	(0)	-/0	21	0.00	(0)	-/0
SBL					1	0.00	B (13)	-/0	48	0.12	B (15)	-/3
SBR					1	0.00	A (9)	-/0	77	0.09	A (10)	-/2

All peak hours at this unsignalized intersection are expected to operate sufficiently in future conditions, with all movements within capacity and acceptable delays. All 95th percentile queues can be accommodated in their available storage lanes. No further intersection modifications are recommended.

7.5.5 Coleraine Drive and Future Blocks 7 & 11 Site Access

The intersection capacity analysis results at Coleraine Drive and Future Blocks 7 & 11 Site Access during the AM, PM and Saturday peak hours are summarized in **Table 7-26.**

Table 7-26: Coleraine Drive and Future Blocks 7 & 11 Site Access Intersection Capacity Analysis

Mvmt	Existing Conditions (2023)				Future Background (2033)				Future Total (2033)			
	Vol	V/C	LOS (Delay)	Queues (50/95)	Vol	V/C	LOS (Delay)	Queues (50/95)	Vol	V/C	LOS (Delay)	Queues (50/95)
AM Peak Hour												
NBT									714	0.00	(0)	-/0
NBR									4	0.00	(0)	-/0
WBLR			-				-		3	0.01	B (14)	-/0
SBL									2	0.00	A (9)	-/0
SBT									663	0.00	A (0)	-/0
PM Peak Hour												
NBT									934	0.00	(0)	-/0
NBR									1	0.00	(0)	-/0
WBLR			-				-		7	0.02	C (18)	-/1
SBL									1	0.00	A (10)	-/0
SBT									1058	0.00	A (0)	-/0
Saturday Peak Hour												
NBT									185	0.00	(0)	-/0
NBR									1	0.00	(0)	-/0
WBLR			-				-		7	0.01	A (10)	-/0
SBL									1	0.00	A (8)	-/0
SBT									254	0.00	A (0)	-/0

All peak hours at this unsignalized intersection are expected to operate sufficiently in future conditions, with all movements within capacity and acceptable delays. All 95th percentile queues can be accommodated in their available storage lanes. No further intersection modifications are recommended.

7.5.6 Coleraine Drive and Future Blocks 8 & 9 Site Access

The intersection capacity analysis results at Coleraine Drive and Future Blocks 8 & 9 Site Access during the AM, PM and Saturday peak hours are summarized in **Table 7-27.**

Table 7-27: Coleraine Drive and Future Blocks 8 & 9 Site Access Intersection Capacity Analysis

Mvmt	Existing Conditions (2023)				Future Background (2033)				Future Total (2033)			
	Vol	V/C	LOS (Delay)	Queues (50/95)	Vol	V/C	LOS (Delay)	Queues (50/95)	Vol	V/C	LOS (Delay)	Queues (50/95)
AM Peak Hour												
NBT									717	0.00	(0)	-/0
NBR									8	0.00	(0)	-/0
WBLR			-				-		3	0.01	B (14)	-/0
SBL									3	0.00	A (9)	-/0
SBT									662	0.00	A (0)	-/0
PM Peak Hour												
NBT									931	0.00	(0)	-/0
NBR									3	0.00	(0)	-/0
WBLR			-				-		11	0.04	C (17)	-/1
SBL									1	0.00	A (10)	-/0
SBT									1062	0.00	A (0)	-/0
Saturday Peak Hour												
NBT									182	0.00	(0)	-/0
NBR									3	0.00	(0)	-/0
WBLR			-				-		11	0.01	A (10)	-/0
SBL									1	0.00	A (8)	-/0
SBT									258	0.00	A (0)	-/0

All peak hours at this unsignalized intersection are expected to operate sufficiently in future conditions, with all movements within capacity and acceptable delays. All 95th percentile queues can be accommodated in their available storage lanes. No further intersection modifications are recommended.

7.5.7 Simpson Road and Future Blocks 5 & 10 Site Access

The intersection capacity analysis results at Simpson Road and Future Blocks 5 & 10 Site Access during the AM, PM and Saturday peak hours are summarized in **Table 7-28**.

Table 7-28: Simpson Road and Future Blocks 5 & 10 Site Access Intersection Capacity Analysis

Mvmt	Existing Conditions (2023)				Future Background (2033)				Future Total (2033)			
	Vol	V/C	LOS (Delay)	Queues (50/95)	Vol	V/C	LOS (Delay)	Queues (50/95)	Vol	V/C	LOS (Delay)	Queues (50/95)
AM Peak Hour												
NBT									42	0.03	A (7)	-/1
NBR									109	0.00	A (0)	-/0
WBLR			-				-		18	0.02	A (9)	-/1
SBL									27	0.00	(0)	-/0
SBT									18	0.00	(0)	-/0
PM Peak Hour												
NBT									12	0.01	A (7)	-/0
NBR									33	0.00	A (0)	-/0
WBLR			-				-		59	0.07	A (9)	-/1
SBL									90	0.00	(0)	-/0
SBT									6	0.00	(0)	-/0
Saturday Peak Hour												
NBT									12	0.01	A (7)	-/0
NBR									33	0.00	A (0)	-/0
WBLR			-				-		59	0.07	A (9)	-/1
SBL									90	0.00	(0)	-/0
SBT									6	0.00	(0)	-/0

All peak hours at this unsignalized intersection are expected to operate sufficiently in future conditions, with all movements within capacity and acceptable delays. All 95th percentile queues can be accommodated in their available storage lanes. No further intersection modifications are recommended.

7.5.8 Simpson Road and Future Blocks 3 & 4 Site Access

The intersection capacity analysis results at Simpson Road and Future Blocks 3 & 4 Site Access during the AM, PM and Saturday peak hours are summarized in **Table 7-29**.

Table 7-29: Simpson Road and Future Blocks 3 & 4 Site Access Intersection Capacity Analysis

Mvmt	Existing Conditions (2023)				Future Background (2033)				Future Total (2033)			
	Vol	V/C	LOS (Delay)	Queues (50/95)	Vol	V/C	LOS (Delay)	Queues (50/95)	Vol	V/C	LOS (Delay)	Queues (50/95)
AM Peak Hour												
NBT									86	0.06	A (8)	-/1
NBR									30	0.00	A (0)	-/0
WBLR			-				-		36	0.04	A (9)	-/1
SBL									24	0.00	(0)	-/0
SBT									37	0.00	(0)	-/0
PM Peak Hour												
NBT									26	0.02	A (7)	-/1
NBR									31	0.00	A (0)	-/0
WBLR			-				-		122	0.13	A (9)	-/3
SBL									25	0.00	(0)	-/0
SBT									11	0.00	(0)	-/0
Saturday Peak Hour												
NBT									26	0.02	A (7)	-/1
NBR									31	0.00	A (0)	-/0
WBLR			-				-		122	0.13	A (9)	-/3
SBL									25	0.00	(0)	-/0
SBT									11	0.00	(0)	-/0

All peak hours at this unsignalized intersection are expected to operate sufficiently in future conditions, with all movements within capacity and acceptable delays. All 95th percentile queues can be accommodated in their available storage lanes. No further intersection modifications are recommended.

7.5.9 Simpson Road and Future Blocks 1 & 2 Site Access

The intersection capacity analysis results at Simpson Road and Future Blocks 1 & 2 Site Access during the AM, PM and Saturday peak hours are summarized in **Table 7-30**.

Table 7-30: Simpson Road and Future Blocks 1 & 2 Site Access Intersection Capacity Analysis

Mvmt	Existing Conditions (2023)				Future Background (2033)				Future Total (2033)			
	Vol	V/C	LOS (Delay)	Queues (50/95)	Vol	V/C	LOS (Delay)	Queues (50/95)	Vol	V/C	LOS (Delay)	Queues (50/95)
AM Peak Hour												
NBT	-				-				21	0.01	A (7)	-/0
NBR									24	0.00	A (0)	-/0
WBLR									9	0.01	A (9)	-/0
SBL									56	0.00	(0)	-/0
SBT									9	0.00	(0)	-/0
PM Peak Hour												
NBT	-				-				6	0.00	A (7)	-/0
NBR									76	0.00	A (0)	-/0
WBLR									29	0.03	A (9)	-/1
SBL									19	0.00	(0)	-/0
SBT									3	0.00	(0)	-/0
Saturday Peak Hour												
NBT	-				-				6	0.00	A (7)	-/0
NBR									76	0.00	A (0)	-/0
WBLR									29	0.03	A (9)	-/1
SBL									19	0.00	(0)	-/0
SBT									3	0.00	(0)	-/0

All peak hours at this unsignalized intersection are expected to operate sufficiently in future conditions, with all movements within capacity and acceptable delays. All 95th percentile queues can be accommodated in their available storage lanes. No further intersection modifications are recommended.

7.6 SUMMARY OF INTERSECTION CAPACITY ANALYSIS RESULTS

With signal optimization, the planned widenings along the adjacent regional roads, and other road network infrastructure improvements, the intersection capacity analysis indicates that site traffic is expected to have an acceptable impact on the surrounding road network. In addition, the proposed site access to the subject lands on the future Simpson Road extension is expected to operate sufficiently under future horizons.

A small number of capacity constraints have been identified due to high volumes of background development traffic and general traffic growth at the intersection of Highway 50 and Mayfield Road/Albion Vaughan Road; however, this is not attributed to site traffic. Overall, the subject lands are expected to have an acceptable impact on the road network operations in the surrounding area.

8 SIGNAL WARRANT ANALYSIS

A signal warrant analysis for the future intersection of Mayfield Road and Simpson Road was conducted adhering to the methodologies outlined in the *Ontario Ministry of Transportation (OTM) Book 12 – Traffic Signals*. The 8-hour signal warrant was performed for the future total conditions. The future volumes at the intersection were forecasted based on the estimated future total AM and PM peak hour volumes and factored the 8-hour volume profile of the traffic counts collected at the intersection in September 2023. It is assumed that the future total 8-hour volume profile will be similar to the counts collected in 2023. In addition, no trip reduction was considered in the warrant analysis. **Table 8-1** summarizes the warrant review results. Warrant details are provided in **Appendix I**.

Table 8-1: Signal Warrant Review

Justification 1: Minimum Vehicle Volume				
	Requirement	Value	Percent Met	Result
Major Street: Mayfield Rd	600	-	-	-
Requirement after 150% expansion	900	556	62%	Condition not met
Minor Street: Simpson Rd	180	-	-	-
Requirement after 150% expansion	270	41	15%	Condition not met
Justification 2: Delay to Cross Traffic				
	Requirement	Value	Percent Met	Result
Major Street: Mayfield Rd	600	-	-	-
Requirement after 150% expansion	900	515	57%	Condition not met
Minor Street: Simpson Rd	50	-	-	-
Requirement after 150% expansion	75	15	20%	Condition not met

The results indicate that a traffic signal is not warranted under future total conditions for 2033.

9 PARKING ASSESSMENT

9.1 VEHICLE PARKING REQUIREMENTS

Upon the development of the site, the subject lands will be required to follow the Town of Caledon Zoning By-law 2006-50 parking standards. **Table 9-1** summarizes the parking requirements.

Table 9-1: Town of Caledon Parking Standards – Vehicle Parking

Land Use	Town of Caledon ZBL 2006-50	
	Parking Rate	Minimum Parking Requirement
Industrial	Up to 5,000 m^2	1 space per 60 m^2 net floor area
	5,000 m^2 to 10,000 m^2	83 parking spaces, plus 1 space per 90 m^2 of net floor area or portion thereof over 5,000 m^2
	Over 10,000 m^2	139 parking spaces, plus 1 space per 170 m^2 or portion thereof of net floor area of 10,000 m^2

9.1.1 Accessible Parking Requirements

The Town of Caledon Zoning By-law 2015-058 provides accessible parking standards based on the number of required parking spaces. **Table 9-2** summarizes the accessible parking requirements.

Table 9-2: Town of Caledon Accessible Parking Standards

Number of Required Parking Spaces	Number of Designated Accessible Spaces(1)
1 to 12	1 Type A
13 to 100	4%
101 to 200	1 accessible space plus 3%
201 to 1000	2 accessible spaces plus 2%
More than 1000 parking spaces	11 accessible spaces plus 1%

(1) Where an even number of accessible parking spaces are required, an equal number of Type A and B accessible parking spaces shall be provided. Where an odd number of accessible parking spaces are required, an equal number of Type A and B accessible parking spaces shall be provided but the last accessible parking space may be Type B

10 LOADING ASSESSMENT AND FUNCTIONAL DESIGN REVIEW

10.1 LOADING REQUIREMENTS

The Town of Caledon Zoning By-law 2006-50 also provides loading standards applicable to the subject lands. Each loading space shall be at least 14 metres long, 3.5 metres wide and have a vertical clearance of at least 3.35 metres. **Table 10-1** summarizes the loading requirements.

Table 10-1: Town of Caledon Loading Standards

Land Use	Town of Caledon ZBL 2006-50	
	Loading Rate	Minimum Loading Requirement
Industrial	300 m^2 or less	No requirement
	301 m^2 to 2,325 m^2	1 loading space
	2,326 m^2 to 7,440 m^2	2 loading spaces
	7,441 m^2 or greater	3 loading spaces plus 1 additional loading space for each additional 9,300 m^2 or portion thereof in excess of 7,441m^2

10.2 FUNCTIONAL DESIGN REVIEW

A review of the functionality and accessibility of the site accesses including the intersection design of Simpson Road and Mayfield Drive was completed. The review reveals that WB-20 trucks can safely access the proposed block driveways. The swept paths demonstrating functionality are provided in **Appendix J**.

10.2.1 Simpson Road Extension

The Simpson Road Extension has been designed in accordance with the 100% design prepared by Wood, dated September 2021. A 24.0-metre right-of-way is proposed, consisting of two lanes with widths of 5.5 metres in each direction.

At the Simpson Road and Mayfield Road intersection, southbound right- and left-turn lanes are provided on Simpson Road. The southbound right-turn lane has a width of 4.0 metres, while the southbound left-turn lane has a width of 3.5 metres. A 3.0-metre multi-use path is also proposed along the east side of the roadway. The southbound left-turn lane on Simpson Road provides a 64-metre storage length and a 150-metre taper length, in accordance with TAC Table 9.17.1.

On Mayfield Road, an eastbound left-turn lane has been designed in accordance with the Region of Peel's standard design for a full-moves access (Standard Drawing 5-1-6), providing a 30-metre storage length.

10.2.2 Proposed Block Accesses

The accesses identified in this study are conceptual for the purposes of this submission, and their exact locations will be confirmed during future design stages.

In an effort to consolidate accesses in accordance with town comments, four (4) accesses are proposed along Simpson Road:

- One shared access serving Blocks 5 and 10.
- One shared access serving Blocks 3 and 4.
- Two shared accesses serving Blocks 1 and 2, one located on the east side and one on the west side of Simpson Road.

Along Coleraine Drive, access to Blocks 7, 8, 9, and 11 will be addressed through future site-specific applications. One (1) exclusive access will serve Block 6, which is an existing access.

Along Mayfield Drive, one (1) access serving Block 12, which is also an existing access.

It is noted that all proposed shared site accesses will require the establishment of appropriate easement agreements.

10.2.3 Sight Line Analysis

A detailed sight line analysis was conducted for the proposed accesses serving Blocks 1 and 2 in accordance with Transportation Association of Canada (TAC) guidelines. The analysis assessed both stopping sight distance (SSD) and intersection sight distance (ISD), based on the geometric design of the proposed accesses.

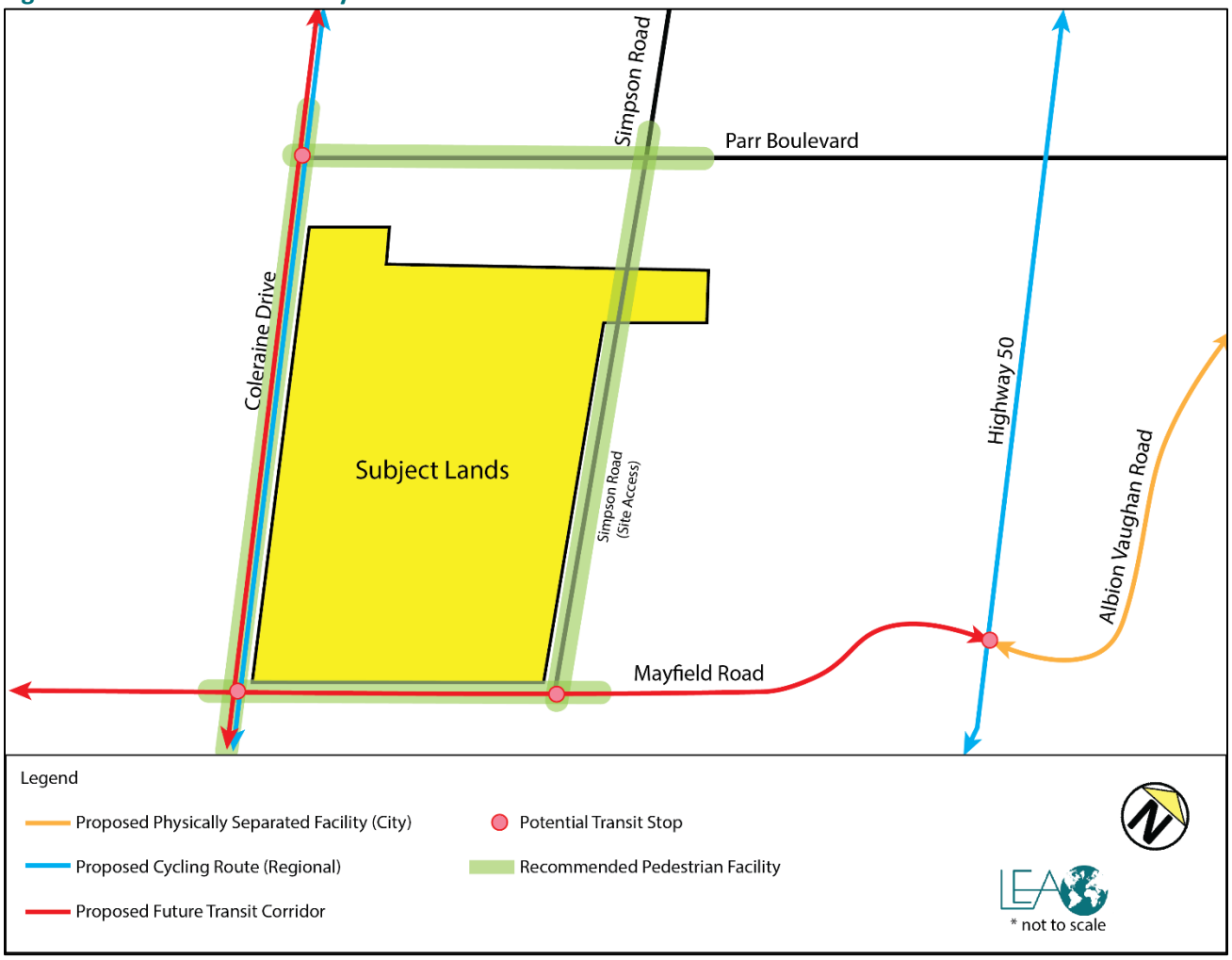
To ensure that an approaching vehicle travelling along Simpson Road is able to stop safely when a vehicle is exiting the proposed site accesses, a minimum SSD of 85 metres is required, based on a design speed of 60 km/h. As illustrated in the drawings **DWG 009** and **DWG 011** the available SSD at both accesses meets this requirement.

With respect to ISD, the minimum required sight distances are 185 metres for right-turn movements and 190 metres for left-turn movements, also based on a 60 km/h design speed. As shown in the drawings **DWG 008** and **DWG 010**, the available ISD at the proposed accesses does not fully meet the desired TAC values for all movements, with the exception of the left-turn sight distance at the east access. However, the accesses are still considered acceptable, as the SSD requirements are satisfied and are considered to be the governing criterion for safety at these locations.

11 PEDESTRIAN AND CYCLIST CIRCULATION PLAN

As the block plan is in the preliminary stages, the access points for pedestrians have not yet been realized, however a Multi-Use Path has been proposed on the east side of the Simpson Road Extension. It is assumed that the future pedestrian and cyclist connection points will be determined as each site goes through the subsequent development phases. However, a preliminary pedestrian and circulation plan has been conceptualized and is illustrated in **Figure 11-1**.

Figure 11-1: Pedestrian and Cyclist Circulation Plan



12 TRANSPORTATION DEMAND MANAGEMENT

A Transportation Demand Management (TDM) Strategy is necessary to ensure successful implementation of initiatives that act to reduce automobile use and increase the use of active and sustainable modes of transportation. The following section provides an overview of what Transportation Demand Management is and how it can be applied to reduce dependency on single occupancy vehicles (SOV) and encourage other methods of travel throughout the study area.

12.1 WHAT IS TDM?

Transportation Demand Management seeks to apply behaviour change tools and incentives to align transport demand with supply. TDM is a toolkit of strategies that facilitates a more efficient transportation network by influencing travel behaviour. Effective implementation of TDM strategies may improve the supply or reduce the demand on a transportation network, resulting in reduced congestion. These strategies provide methods to reduce, re-mode, re-time, and/or re-route trips, also known as the 4 R's of TDM.

12.2 HOW ARE TDM GOALS ACHIEVED?

TDM strategies generally fall into 3 categories:

1. **Land Use and Urban Design Strategies:** Utilizing the streetscape and land use development to support a more efficient transport network by prioritizing efficient modes such as walking, cycling, transit, or carpooling.
2. **Incentive and Disincentive Strategies:** A "carrot and stick" approach to TDM that influences travel choices by making a particular mode or travel choice more attractive (incentive) and/or another mode less attractive (disincentive).
3. **Educational, Promotional, and Outreach Strategies:** Utilizing information and events to improve understanding, raise awareness, and raise positive sentiment to sustainable travel.

The most effective TDM strategy is well-planned, customized, and coordinated, utilizing a comprehensive suite of TDM strategies to target workplaces within the study area.

12.3 TDM BENEFITS

Transportation studies generally have an overall vision for their transportation network in which certain TDM benefits are prioritized and TDM strategies are selected to complement the area vision to the greatest extent possible. Some TDM benefits are as follows:

- Congestion reduction for all users by managing travel demand thus improving the experience for all modes;
- Energy/emission reduction through fewer or more efficient vehicle trips;
- Improving health and fitness by increasing active transportation trips and improving air quality;
- Improving the livability of an area by providing more attractive streetscaping, encouraging livable urban design, and increasing street animation;
- Parking management solutions that reduce the overall developable space dedicated to parking; and

- Improving safety for all users through the design and prioritization of alternative modes.

12.4 TDM GOALS

- Potential goals for TDM initiatives
- Establish a complete community that has a variety of reliable and connected transportation options.
- Support active modes of transportation.
- Develop TDM programs (programming/marketing).
- Enhance the safety, comfort, and accessibility for pedestrians and cyclists.

12.5 SUBJECT LANDS PROPOSED TDM MEASURES

It is recommended that developments within the subject lands be required to submit and implement a Transportation Demand Management Plan that demonstrates how the proposed development will support a shift to more sustainable travel modes. The following section provides a list of potential TDM measures to be explored and applied by each subsequent planning application and confirmed at the site plan stage by the individual landowners. The set of TDM measures would also be determined on a site-by-site basis based on the specific proposed uses.

12.5.1 Pedestrian-Based Strategies

Development within the subject lands should ensure safe, comfortable, and convenient pedestrian connections to key destinations within the surrounding area. Pedestrian strategies to encourage walking as a mode of travel include:

- Orient building entrances close to the street with direct connections to pedestrian pathways.
- Provide landscaping and pedestrian amenities such as trees, sidewalks, benches, and marked crossings to create an attractive public realm and encourage walking.
- Provide green space and outdoor amenities that are within convenient walking distance.

12.5.2 Cycling-Based Strategies

Development within the subject lands should promote cycling as a potential travel option. Cycling strategies to encourage biking as a mode of travel include:

- Avoid barriers to cyclists such as curbs or stairs, where possible. Where they exist, stairways leading to and from station areas should be outfitted with bike ramps.
- Provide cycling infrastructure and end-of-trip infrastructure such as secure bicycle racks, bicycle storage, and shower and change room facilities. Bicycle parking rates will be determined on a site-specific basis during subsequent applications. General bicycle parking rates should be proposed in line with nearby municipalities.
- Provide bike rental or bike share facilities within future mobility hubs or key transit locations.
- Provide cyclists with sheltered and secure bicycle storage facilities.

12.5.3 Transit-Based Strategies

Development within the subject lands should prioritize connections and access to transit while encouraging transit as a desirable mode choice. Transit strategies to encourage transit trips include:

- Prioritize bus traffic over motorized vehicles in the vicinity of the proposed bus terminal.
- Provide weather-protected transit stops.
- Provide real-time information displays at major transfer points or within building common areas to minimize waiting uncertainty.
- Subsidize transit passes or pre-loaded transit cards for new residents and/or employees.
- Enhance the comfort of outdoor pedestrian waiting areas through year-round planting that provide shelter from the wind in the winter months and shade during the summer months.

12.5.4 Travel and Parking Management Strategies

Development within the subject lands should increase awareness of sustainable transportation opportunities and avoid an oversupply of parking. Travel and parking strategies to reduce private vehicle trips include:

- Encourage participation in Smart Commute Workplace programs to expand travel opportunities for employees in sustainable ways.
- Permit reductions in maximum and minimum parking requirements once TDM measures are adopted as part of a development approval.
- Reduce minimum parking standards for small-scale retail and employment uses near transit routes.
- Encourage shared parking arrangements between uses to reduce the need for parking spaces within a development.
- Provide dedicated and/or preferential, publicly accessible car-share or carpooling parking spaces.

As an incentive to encourage TDM within the subject lands, the Town may permit reduced parking standards for developments that demonstrate through a TDM plan and implementation strategy, that a reduction in parking standards is appropriate.

13 CONCLUSIONS

- This Transportation Impact Study Update has been prepared to support the Secondary Plan study and development of the transportation network in the Simpson Lands. The subject lands are planned for industrial and office use consisting of approximately 908,500 ft^2 of warehouse GFA.
- The subject lands study area is serviced by Peel Region, Town of Caledon, and City of Brampton roads. There are 3 regional roadways and 3 municipal roadways comprising the arterial and collector road network in the study area.
- Local transit service for the Bolton area is provided by Brampton Transit while inter-regional commuter bus service is operated by GO Transit between Malton and the area of Highway 50 & Columbia Way. Bike lanes are provided on both sides of George Bolton Parkway, east of Coleraine Drive. However, no cycling facilities are available along the remaining study area roadways. The study area also exhibits poor pedestrian connectivity which can be attributed to the lack of collector/local streets, missing facilities, and discontinuous sidewalks.
- This Transportation Assessment considers the 5 and 10-year horizon from the existing year 2023. The future background conditions include traffic added to the network from other future developments, corridor growth, and road network improvements.
- The subject lands are anticipated to generate 309 two-way auto vehicle trips during the AM peak hour (250 inbound and 59 outbound), 309 two-way auto vehicle trips during the PM peak hour (68 inbound, 241 outbound) and 309 two-way auto vehicle trips during the Saturday peak hour (68 inbound, 241 outbound). In addition, 36 two-way truck trips (16 inbound, 20 outbound) are anticipated for the AM peak hour, 37 two-way truck trips (14 inbound, 23 outbound) are anticipated for the PM peak hour and 37 two-way truck trips (14 inbound, 23 outbound) are anticipated for the Saturday peak hour.
- The intersection capacity analysis was conducted for the AM, PM and Saturday peak hours under the existing, future background (2028 and 2033) and future total (2028 and 2033) horizons. With signal optimizations, planned widenings along adjacent regional roads, and other road network infrastructure improvements, the intersection capacity analysis results indicate that site traffic is expected to have an acceptable impact on the surrounding road network. In addition, the proposed site accesses to the subject lands are expected to operate sufficiently under future horizons.
- A small number of capacity constraints have been identified due to high volumes of background development and growth traffic at study area intersections; however, none are attributed to site traffic. Overall, the subject lands are expected to have an acceptable impact on the road network operations in the surrounding area.
- A signal warrant analysis was undertaken for the future total 2033 traffic volumes at the future intersection of Mayfield Road and Simpson Road. The results indicate that a signal is not warranted.
- A list of TDM strategies have been recommended to reduce single-occupant vehicle trips and encourage multi-modal travel alternatives for the subject lands.

APPENDIX A

Terms of Reference

LEA Consulting Ltd.
625 Cochrane Drive, 9th Floor
Markham, ON, L3R 9R9 Canada
T | 905 470 0015 F | 905 470 0030
WWW.LEA.CA

July 31st,2023

Reference Number: 24085

Hashim Hamdani
10 Peel Centre Drive
Brampton, ON, L6T 4B9

RE: Terms of Reference – Coleraine Drive and Mayfield Road

Dear Hashim,

LEA Consulting Ltd. (LEA) has prepared the following letter outlining our proposed Terms of Reference (TOR) pertaining to a Transportation Impact Study (TIS) for your review. The TIS will be conducted for a proposed block plan in the Town of Caledon (herein referred to as the "Subject Lands"). The property contains approximately 36.75 hectares of land which is located in the northeast quadrant of Coleraine Drive and Mayfield Road as shown in **Figure 1**. The subject lands are currently occupied by open lands, various truck and transportation uses and a former garden supply store.

Figure 1: Study Area

1. DESCRIPTION OF THE DEVELOPMENT

- Proposed Block Plan (Industrial uses)

2. PROPOSED STUDY AREA

- Based on the scale of the project and the existing road network layout, the following intersections are proposed to be analyzed:
  - Mayfield Road and Coleraine Drive (Signalized)
  - Parr Boulevard and Coleraine Drive (Unsignalized)
  - Parr Boulevard and Simpson Road (Unsignalized)
  - Parr Boulevard and Highway 50 (Signalized)
  - Mayfield Road/Albion Vaughn Road and Highway 50 (Signalized)

3. HORIZON & ANALYSIS

- 2023 existing condition and 2028 future background and future total conditions.
- Analysis will be conducted for weekday AM, PM, and Sat peak hours.

4. DATA COLLECTION

- Turning movement counts (TMC) will be obtained from the Region of Peel for the public road intersections listed above or surveyed by Lea Consulting Ltd.

5. FUTURE BACKGROUND CONDITIONS

- *Road Network Improvements* – Lea will note any network improvements identified within the study area and account for any traffic diversions associated with these improvements within our analysis.
- *Background Development Traffic* –Lea has identified the following background developments within the study area:
  - **12148 Albion Vaughan Road – 265 Residential Units**
- Please advise of any other relevant background developments to be considered. LEA also requests that any other relevant background development documents be made available including the South Simpson Industrial Secondary Plan and the Municipal Class Environmental Assessment for Simpson Road (2013).
- Relatedly, please confirm the status of the South Simpson Industrial Secondary Plan if it is not approved as of yet, and please confirm the road extensions which should be considered for the analysis. It is understood the Town is contemplating a potential new east-west road intersecting with Coleraine Drive, which may extend east of the intersection into the subject lands.
- *General Corridor Growth Rate* – Historical intersection TMC data will be reviewed, and LEA will consult with City Staff to determine corridor growth rates.

6. TRIP GENERATION, DISTRIBUTION AND TRIP ASSIGNMENT

- Please note, at this time, no site statistics are available. Should a trip generation assessment be required for this block application, trip generation will be based on ITE trip generation rates.
- Trip distribution and assignment shall be based on a review of the existing traffic data (i.e. directional splits of site traffic) and TTS 2016 survey data. Modal split shall also be based on TTS 2016 survey data.

7. INTERSECTION CAPCITY ANALYSIS

- Shall be conducted for signalized and unsignalized intersections using Synchro Version 11 Software adhering to the analysis methodology outlined in the Highway Capacity Manual 2000.
- Input parameters shall be based on the suggested values as outlined in the Town of Caledon/Peel Region Synchro Guidelines.

8. PARKING AND LOADING

- It is assumed that no parking and loading assessment will be required to be undertaken at the block plan level. Please confirm if this should be required.

9. TRANSPORTATION DEMAND MANAGEMENT

- Please confirm if a high-level Transportation Demand Management (TDM) plan will be required to be provided for the block plan.

Should you have any comments with our assumptions or have any concerns, please contact the undersigned at (905) 470-0015 ext. 354 (ZGeorgis@lea.ca).

Yours truly,

LEA CONSULTING LTD.

Zara Georgis, M.Eng., P.Eng.

Project Manager, Transportation Engineering and Planning

Transportation Development Comments - Terms of Reference - Coleraine Drive and Mayfield Road Block Plan

Barnes, Catherine <catherine.barnes@peelregion.ca>

Thu 8/3/2023 2:45 PM

To:Harkarandeep Bains <HBains@lea.ca>

Cc:Hamdani, Hashim <hashimali.hamdani@peelregion.ca>

External Sender

Hi Harkarandeep,

The Region has reviewed the Terms of Reference you provided and offer the following information to assist the Applicant with the submission of a complete Traffic Impact Study.

To answer the questions in your email first; please note that we do require site statistics. Secondly, we are ok with traffic counts being taken in summer, but only in conjunction with previous traffic counts from previous years. As summer traffic counts are not all encompassing of traffic and can be misleading.

Please see the traffic comments below and the link here for the detailed Region of Peel TIS formatting and contact information for background traffic (growth rate, AADT, signal timing, etc.).

- Regional Road 14 (Mayfield Road) – Industrial Connector

Access Type	Minimum Spacing Requirement
Full to Full	450 m
Full to RI/RO	100 m
RI/RO to RI/RO	100m

- Regional Road 150 (Coleraine Road) – Industrial Connector

Access Type	Minimum Spacing Requirement
Full to Full	450 m
Full to RI/RO	100 m
RI/RO to RI/RO	100m

- Please review the Controlled Access By-law 62-2013, which speaks to the Road Characterization Study (RCS). The RCS defines our various road classifications as well as the minimum access spacing distances that are associated with them.
- Proposed Study Area – we would like to see the future Simpson Road at Mayfield Road included in the study.
- Horizon & Analysis Periods – we would like to see 5 & 10 year analysis. We would like to see off Peak hours as well.
- Data Collection - please use Region of Peel TMCs – in conjunction with any counts surveyed by Lea Consulting Ltd.
- Access justification, type and location will be reviewed/determined after review of the TIS;
- Please note that the future Simpson Road extension should be considered in the study as this will be the main access to the sites that front Simpson Road.
- Any accesses proposed off a Regional Road may require auxiliary turn lanes, this will be reviewed/determined after review of the TIS;
- Please review the Region's 'Heavy Truck Restrictions,'& "Axle Load Restrictions' as per our Region of Peel By-Law 15-2013 https://www.peelregion.ca/pw/transportation/business/heavy-truck-restrictions.asp
- Please see the following contacts to obtain data for your analysis:
    - Please contact Transportation to confirm growth rates along the subject Regional road(s).

- Please contact Damian Jamroz (damian.jamroz@peelregion.ca) Supervisor of Traffic Operations to obtain the most recent TMCs and/or average annual daily traffic (AADT).
- Please contact Rebecca Caughey (Rebecca.caughey@peelregion.ca)Acting Supervisor's of Traffic Signals and Streetlighting, to obtain traffic signal timing parameters and ensure that the information includes the appropriate walk/don't walk splits, recall modes and offsets.
- Please contact Development Services Planning staff to obtain details on surrounding developments in the area that would affect traffic capacity in the planning horizon year(s)

Please reach out to the Town for further information in regards to Future Background Conditions, etc.

I trust this to be satisfactory; please do not hesitate to contact me should you have any questions or concerns.

Thank you,

Catherine Barnes
Region of Peel
Specialist, Transportation Development
Transportation Division, Public Works.
10 Peel Centre Drive, Suite B, 4th Floor
Brampton, ON , L6T 4B9
During this Health Emergency please contact me via email as I am out of the office working remotely.

Region of Peel
working with you

P **Please consider the environment before printing this email.**

Our working hours may be different. Please do not feel obligated to reply outside of your working hours.

The Region of Peel is situated on the Treaty Lands and Territory of the Mississaugas of the Credit First Nation as well as the traditional territory of the Anishinabeg, Huron-Wendat and Haudenosaunee peoples.

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From: Kavleen Younan <Kavleen.Younan@caledon.ca>
Sent: July 31, 2023 10:39 AM
To: Zara Georgis
Cc: Matthew Doren; Harkarandeep Bains; Anatole Kung; James Todd; Emma Howlett
Subject: FW: Coleraine Drive and Mayfield Road Block Plan (South Simpson Landowners)
Attachments: 24085-Coleraine Drive and Mayfield Road Block Plan- TOR (July 28, 2023).pdf

External Sender

Good Morning Zara,

Thank you for your email. We will review the proposed TOR and get back to you with any comments shortly.

Regarding the collection of traffic counts, as outlined in your Terms of Reference (TOR), TMC data (non-summer) should be obtained from the Region. Alternatively, if you prefer to conduct new counts during the summer, it would be essential to provide appropriate justification demonstrating that the collected counts do not significantly differ from non-summer counts.

Thanks

Kavleen Sachdeva Younan, P.Eng.
Transportation Engineer
Engineering Services

Office: 905.584.2272 x 4416
Email: kavleen.younan@caledon.ca

Town of Caledon | www.caledon.ca | www.visitcaledon.ca | Follow us @TownofCaledon

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From: Zara Georgis <ZGeorgis@lea.ca>
Sent: July 28, 2023 3:54 PM
To: Jillian Britto <Jillian.Britto@caledon.ca>
Cc: Matthew Doren <MDoren@lea.ca>; Harkarandeep Bains <HBains@lea.ca>; Anatole Kung <AKung@lea.ca>; James Todd <jtodd@westonconsulting.com>
Subject: Coleraine Drive and Mayfield Road Block Plan (South Simpson Landowners)

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

Hi Jillian,

I hope you are doing well.

Kindly find attached TOR for your review. It is our understanding that the block plan will propose industrial uses, but site statistics and density are not yet forecasted. Please advise if this would be required for the Block Plan TIS study.

In addition, LEA proposes to undertake counts next week in order to meet an end of August submission timeline. Please advise if you have any concerns with undertaking summer counts in support of this study.

Thanks,

Zara Georgis, M.Eng., P.Eng.
Project Manager, Transportation Planning & Engineering
LEA Consulting Ltd.
40 University Avenue, Suite 503 | Toronto, ON | M5J 1T1
T: 905 470 0015 E: ZGeorgis@lea.ca W: www.LEA.ca

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APPENDIX B

Traffic Data & Signal Timing Plans

Spectrum

Turning Movement Count
Location Name: MAYFIELD RD & COLERAINE DR
Date: Wed, Dec 08, 2021 Deployment Lead: Theo Daglis

Turning Movement Count (3 . MAYFIELD RD & COLERAINE DR) CustID: 01401354 MioID:

Start Time	N Approach COLERAINE DR						E Approach MAYFIELD RD						S Approach COLERAINE DR						W Approach MAYFIELD RD						Int. Total (15 min)	Int. Total (1 hr)
	Right N:W	Thru N:S	Left N:E	UTurn N:N	Peds N:	Approach Total	Right E:N	Thru E:W	Left E:S	UTurn E:E	Peds E:	Approach Total	Right S:E	Thru S:N	Left S:W	UTurn S:S	Peds S:	Approach Total	Right W:S	Thru W:E	Left W:N	UTurn W:W	Peds W:	Approach Total		
07:00:00	71	99	14	0	0	184	7	43	6	0	0	56	5	82	3	0	0	90	8	58	118	0	0	184	514	
07:15:00	31	88	22	0	0	141	5	51	12	0	0	68	7	79	6	0	0	92	14	68	73	0	0	155	456	
07:30:00	34	97	16	0	0	147	6	55	14	0	0	75	4	58	3	0	0	65	5	65	62	0	0	132	419	
07:45:00	29	63	12	0	0	104	11	48	7	0	0	66	15	80	11	0	0	106	5	76	57	0	0	138	414	1803
08:00:00	37	68	18	0	0	123	10	44	9	0	0	63	11	67	8	0	0	86	12	56	48	0	0	116	388	1677
08:15:00	31	72	13	0	0	116	14	49	13	0	0	76	4	69	7	0	0	80	7	60	60	0	0	127	399	1620
08:30:00	23	75	19	0	0	117	12	47	4	0	0	63	6	51	2	0	0	59	11	53	56	0	0	120	359	1560
08:45:00	25	65	21	0	0	111	10	29	4	0	0	43	7	63	3	0	0	73	10	45	50	0	0	105	332	1478
09:00:00	27	69	16	0	0	112	15	33	6	0	0	54	7	59	4	0	0	70	16	53	48	0	0	117	353	1443
09:15:00	20	61	14	0	0	95	18	31	5	0	0	54	13	50	7	0	0	70	8	61	34	0	0	103	322	1366
09:30:00	26	40	20	0	0	86	15	41	2	0	0	58	3	42	3	0	0	48	17	50	38	0	0	105	297	1304
09:45:00	17	61	18	0	0	96	15	36	2	0	0	53	4	50	4	0	0	58	5	43	34	0	0	82	289	1261
BREAK																										
15:00:00	88	75	24	0	0	187	13	54	11	0	0	78	10	100	3	0	0	113	11	47	62	0	0	120	498	
15:15:00	51	73	21	0	0	145	21	61	5	0	0	87	7	81	14	0	0	102	9	71	38	0	0	118	452	
15:30:00	55	80	15	0	0	150	10	86	23	0	0	119	8	83	2	0	0	93	6	72	39	0	0	117	479	
15:45:00	59	60	15	1	0	135	15	50	14	0	0	79	12	79	14	0	0	105	7	67	48	0	0	122	441	1870
16:00:00	72	80	11	0	0	163	18	62	7	0	0	87	11	105	8	0	0	124	10	57	34	0	0	101	475	1847
16:15:00	62	51	18	0	0	131	14	75	5	0	0	94	6	105	7	0	0	118	12	81	46	0	0	139	482	1877
16:30:00	64	70	13	0	0	147	18	69	13	0	0	100	13	100	10	0	0	123	8	70	42	0	0	120	490	1888
16:45:00	50	59	20	0	0	129	19	66	3	0	0	88	8	116	12	1	0	137	5	77	46	0	0	128	482	1929
17:00:00	111	115	16	0	0	242	16	74	10	0	0	100	10	103	14	0	0	127	9	56	36	0	0	101	570	2024
17:15:00	96	127	28	0	0	251	15	71	7	0	0	93	9	129	3	0	0	141	16	80	51	0	0	147	632	2174
17:30:00	87	120	20	0	0	227	26	58	5	0	0	89	10	126	3	0	0	139	8	61	77	0	0	146	601	2285
17:45:00	85	116	22	0	0	223	20	53	4	0	0	77	2	152	6	0	0	160	2	51	101	0	0	154	614	2417
Grand Total	1251	1884	426	1	0	3562	343	1286	191	0	0	1820	192	2029	157	1	0	2379	221	1478	1298	0	0	2997	**10758**	-
Approach%	35.1%	52.9%	12%	0%		-	18.8%	70.7%	10.5%	0%		-	8.1%	85.3%	6.6%	0%		-	7.4%	49.3%	43.3%	0%		-	**-**	-
Totals %	11.6%	17.5%	4%	0%		33.1%	3.2%	12%	1.8%	0%		16.9%	1.8%	18.9%	1.5%	0%		22.1%	2.1%	13.7%	12.1%	0%		27.9%	**-**	-
Heavy	232	82	321	0		-	279	255	18	0		-	22	86	25	1		-	13	224	278	0		-	**-**	-
Heavy %	18.5%	4.4%	75.4%	0%		-	81.3%	19.8%	9.4%	0%		-	11.5%	4.2%	15.9%	100%		-	5.9%	15.2%	21.4%	0%		-	**-**	-
Bicycles	-	-	-	-		-	-	-	-	-		-	-	-	-	-		-	-	-	-	-		-	**-**	-
Bicycle %	-	-	-	-		-	-	-	-	-		-	-	-	-	-		-	-	-	-	-		-	**-**	-

Spectrum

Turning Movement Count
Location Name: MAYFIELD RD & COLERAINE DR
Date: Wed, Dec 08, 2021 Deployment Lead: Theo Daglis

Peak Hour: 07:00 AM - 08:00 AM Weather: Light Snow (-6.56 °C)

Start Time	N Approach COLERAINE DR						E Approach MAYFIELD RD						S Approach COLERAINE DR						W Approach MAYFIELD RD						Int. Total (15 min)
	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	
07:00:00	71	99	14	0	0	184	7	43	6	0	0	56	5	82	3	0	0	90	8	58	118	0	0	184	514
07:15:00	31	88	22	0	0	141	5	51	12	0	0	68	7	79	6	0	0	92	14	68	73	0	0	155	456
07:30:00	34	97	16	0	0	147	6	55	14	0	0	75	4	58	3	0	0	65	5	65	62	0	0	132	419
07:45:00	29	63	12	0	0	104	11	48	7	0	0	66	15	80	11	0	0	106	5	76	57	0	0	138	414
Grand Total	165	347	64	0	0	576	29	197	39	0	0	265	31	299	23	0	0	353	32	267	310	0	0	609	**1803**
Approach%	28.6%	60.2%	11.1%	0%		-	10.9%	74.3%	14.7%	0%		-	8.8%	84.7%	6.5%	0%		-	5.3%	43.8%	50.9%	0%		-	**-**
Totals %	9.2%	19.2%	3.5%	0%		31.9%	1.6%	10.9%	2.2%	0%		14.7%	1.7%	16.6%	1.3%	0%		19.6%	1.8%	14.8%	17.2%	0%		33.8%	**-**
PHF	0.58	0.88	0.73	0		0.78	0.66	0.9	0.7	0		0.88	0.52	0.91	0.52	0		0.83	0.57	0.88	0.66	0		0.83	**-**
Heavy	41	17	52	0		110	22	37	5	0		64	4	9	1	0		14	2	53	28	0		83	**-**
Heavy %	24.8%	4.9%	81.3%	0%		19.1%	75.9%	18.8%	12.8%	0%		24.2%	12.9%	3%	4.3%	0%		4%	6.3%	19.9%	9%	0%		13.6%	**-**
Lights	124	330	12	0		466	7	160	34	0		201	27	290	22	0		339	30	214	282	0		526	**-**
Lights %	75.2%	95.1%	18.8%	0%		80.9%	24.1%	81.2%	87.2%	0%		75.8%	87.1%	97%	95.7%	0%		96%	93.8%	80.1%	91%	0%		86.4%	**-**
Single-Unit Trucks	19	16	28	0		63	14	14	3	0		31	1	9	1	0		11	2	17	8	0		27	**-**
Single-Unit Trucks %	11.5%	4.6%	43.8%	0%		10.9%	48.3%	7.1%	7.7%	0%		11.7%	3.2%	3%	4.3%	0%		3.1%	6.3%	6.4%	2.6%	0%		4.4%	**-**
Buses	1	0	0	0		1	0	5	0	0		5	0	0	0	0		0	0	6	2	0		8	**-**
Buses %	0.6%	0%	0%	0%		0.2%	0%	2.5%	0%	0%		1.9%	0%	0%	0%	0%		0%	0%	2.2%	0.6%	0%		1.3%	**-**
Articulated Trucks	21	1	24	0		46	8	18	2	0		28	3	0	0	0		3	0	30	18	0		48	**-**
Articulated Trucks %	12.7%	0.3%	37.5%	0%		8%	27.6%	9.1%	5.1%	0%		10.6%	9.7%	0%	0%	0%		0.8%	0%	11.2%	5.8%	0%		7.9%	**-**

Spectrum

Turning Movement Count
Location Name: MAYFIELD RD & COLERAINE DR
Date: Wed, Dec 08, 2021 Deployment Lead: Theo Daglis

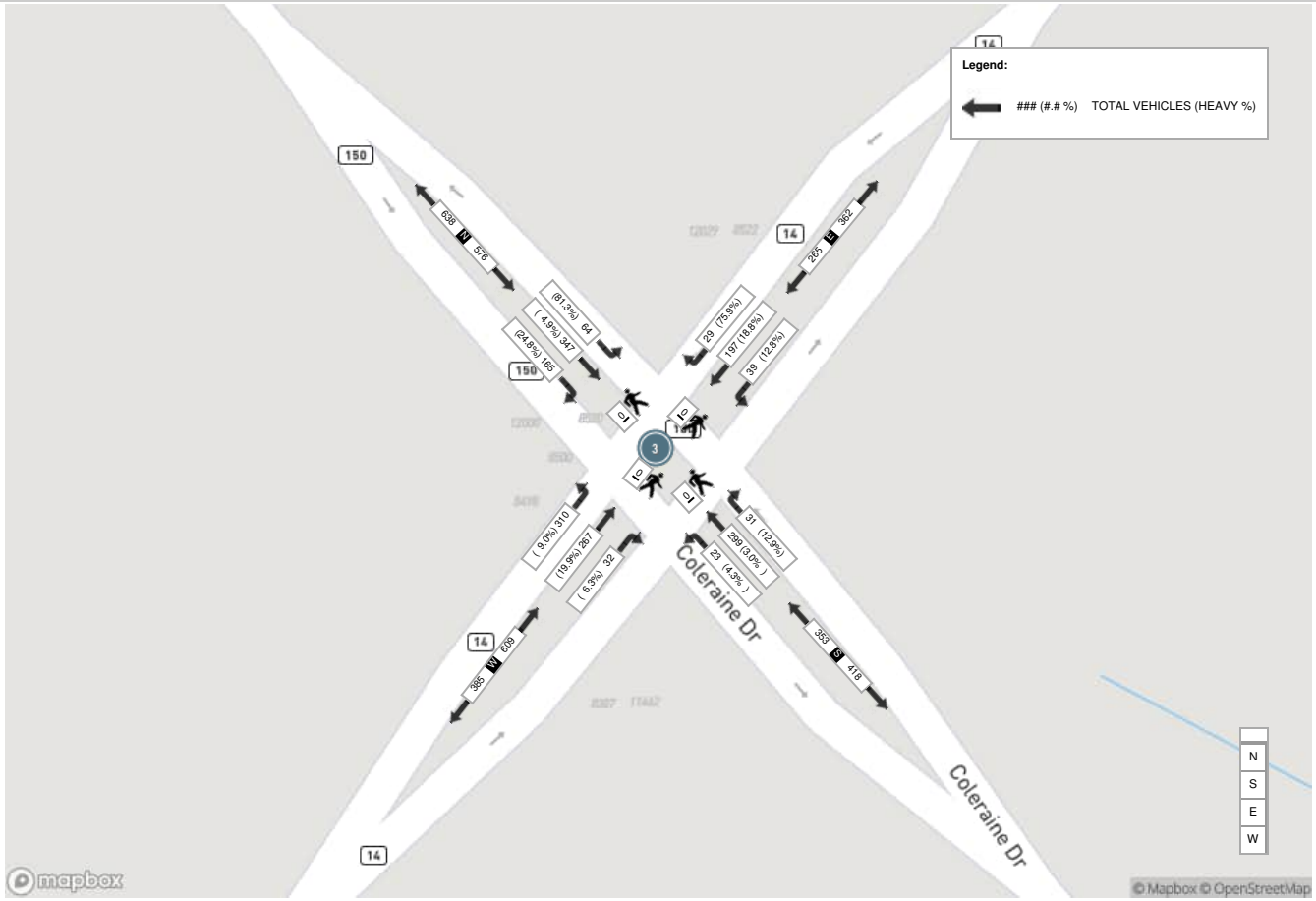
Peak Hour: 05:00 PM - 06:00 PM Weather: Light Snow (-2.17 °C)

Start Time	N Approach COLERAINE DR						E Approach MAYFIELD RD						S Approach COLERAINE DR						W Approach MAYFIELD RD						Int. Total (15 min)
	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	
17:00:00	111	115	16	0	0	242	16	74	10	0	0	100	10	103	14	0	0	127	9	56	36	0	0	101	570
17:15:00	96	127	28	0	0	251	15	71	7	0	0	93	9	129	3	0	0	141	16	80	51	0	0	147	632
17:30:00	87	120	20	0	0	227	26	58	5	0	0	89	10	126	3	0	0	139	8	61	77	0	0	146	601
17:45:00	85	116	22	0	0	223	20	53	4	0	0	77	2	152	6	0	0	160	2	51	101	0	0	154	614
Grand Total	379	478	86	0	0	943	77	256	26	0	0	359	31	510	26	0	0	567	35	248	265	0	0	548	**2417**
Approach%	40.2%	50.7%	9.1%	0%		-	21.4%	71.3%	7.2%	0%		-	5.5%	89.9%	4.6%	0%		-	6.4%	45.3%	48.4%	0%		-	**-**
Totals %	15.7%	19.8%	3.6%	0%		39%	3.2%	10.6%	1.1%	0%		14.9%	1.3%	21.1%	1.1%	0%		23.5%	1.4%	10.3%	11%	0%		22.7%	**-**
PHF	0.85	0.94	0.77	0		0.94	0.74	0.86	0.65	0		0.9	0.78	0.84	0.46	0		0.89	0.55	0.78	0.66	0		0.89	**-**
Heavy	26	9	30	0		65	58	44	4	0		106	3	16	3	0		22	2	25	55	0		82	**-**
Heavy %	6.9%	1.9%	34.9%	0%		6.9%	75.3%	17.2%	15.4%	0%		29.5%	9.7%	3.1%	11.5%	0%		3.9%	5.7%	10.1%	20.8%	0%		15%	**-**
Lights	353	469	56	0		878	19	212	22	0		253	28	494	23	0		545	33	223	210	0		466	**-**
Lights %	93.1%	98.1%	65.1%	0%		93.1%	24.7%	82.8%	84.6%	0%		70.5%	90.3%	96.9%	88.5%	0%		96.1%	94.3%	89.9%	79.2%	0%		85%	**-**
Single-Unit Trucks	9	4	5	0		18	28	16	1	0		45	2	13	2	0		17	2	11	21	0		34	**-**
Single-Unit Trucks %	2.4%	0.8%	5.8%	0%		1.9%	36.4%	6.3%	3.8%	0%		12.5%	6.5%	2.5%	7.7%	0%		3%	5.7%	4.4%	7.9%	0%		6.2%	**-**
Buses	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	**-**
Buses %	0%	0%	0%	0%		0%	0%	0%	0%	0%		0%	0%	0%	0%	0%		0%	0%	0%	0%	0%		0%	**-**
Articulated Trucks	17	5	25	0		47	30	28	3	0		61	1	3	1	0		5	0	14	34	0		48	**-**
Articulated Trucks %	4.5%	1%	29.1%	0%		5%	39%	10.9%	11.5%	0%		17%	3.2%	0.6%	3.8%	0%		0.9%	0%	5.6%	12.8%	0%		8.8%	**-**

Spectrum

Turning Movement Count
Location Name: MAYFIELD RD & COLERAINE DR
Date: Wed, Dec 08, 2021 Deployment Lead: Theo Daglis

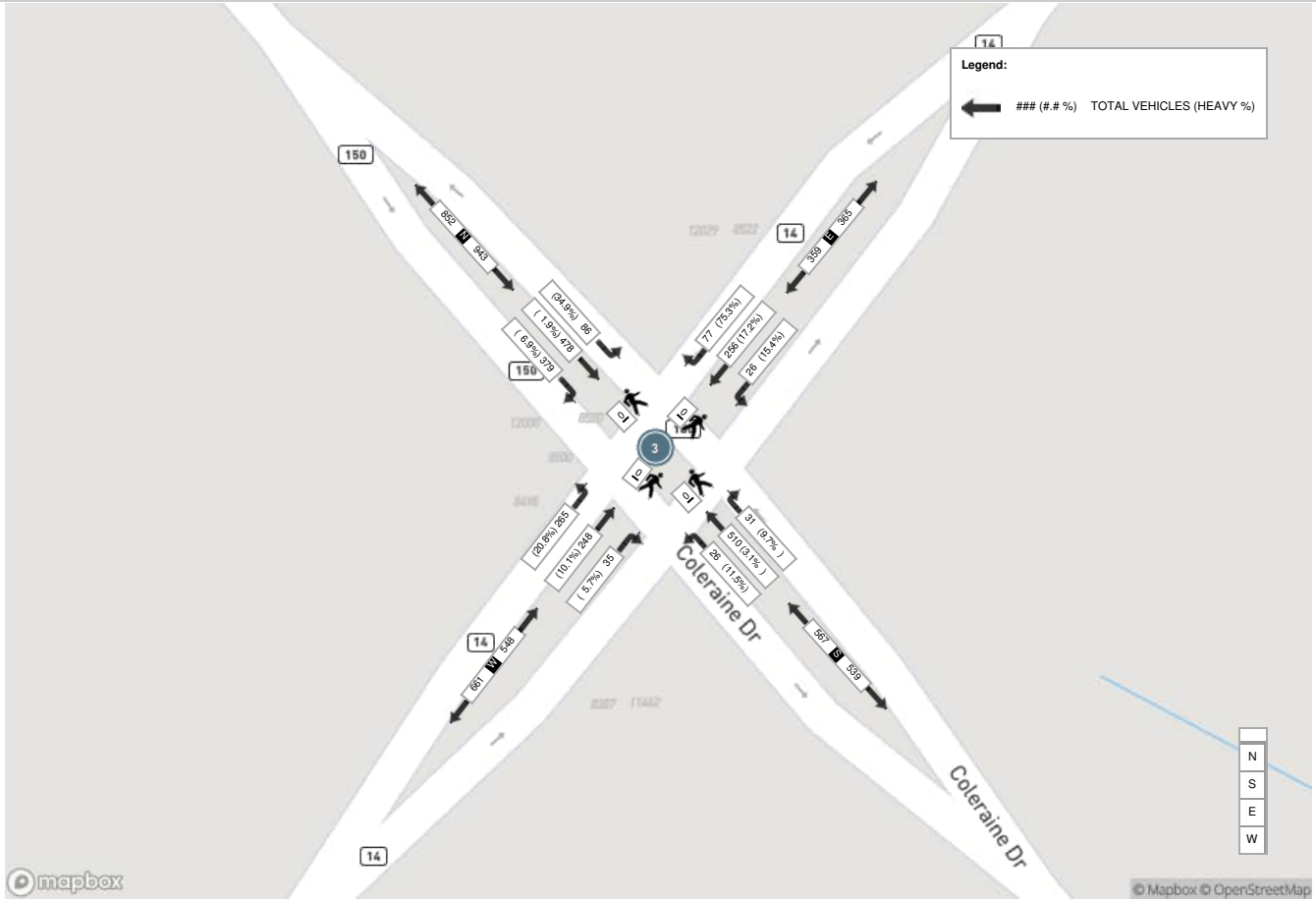
Peak Hour: 07:00 AM - 08:00 AM Weather: Light Snow (-6.56 °C)



Spectrum

Turning Movement Count
Location Name: MAYFIELD RD & COLERAINE DR
Date: Wed, Dec 08, 2021 Deployment Lead: Theo Daglis

Peak Hour: 05:00 PM - 06:00 PM Weather: Light Snow (-2.17 °C)



LEA Consulting Ltd.
625 Cochrane Drive

Markam, Ontario, Canada L3R 9R9
905-470-0015 x240 idinsmore@lea.ca

Count Name: 24085_Coleraine Dr & Mayfield Rd-SAT
Site Code: 24085
Start Date: 09/16/2023

Turning Movement Data

Start Time	Coleraine Drive Southbound						Mayfield Road Westbound						Coleraine Drive Northbound						Mayfield Road Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
10:00 AM	25	0	32	0	0	57	10	40	0	0	0	50	0	1	0	0	0	1	0	62	25	0	0	87	195
10:15 AM	25	0	25	0	0	50	12	49	0	0	0	61	1	0	2	0	0	3	0	64	19	0	0	83	197
10:30 AM	17	0	21	0	0	38	18	67	0	0	0	85	0	1	0	0	0	1	1	47	24	0	0	72	196
10:45 AM	23	0	22	0	0	45	11	50	0	0	0	61	0	0	1	0	0	1	0	70	13	0	0	83	190
Hourly Total	90	0	100	0	0	190	51	206	0	0	0	257	1	2	3	0	0	6	1	243	81	0	0	325	778
11:00 AM	26	0	18	0	0	44	6	51	0	0	0	57	0	0	2	0	0	2	0	73	28	1	0	102	205
11:15 AM	25	0	21	0	0	46	10	56	0	0	0	66	1	1	0	0	0	2	0	57	25	0	0	82	196
11:30 AM	20	0	28	0	0	48	9	50	0	0	0	59	1	0	1	0	0	2	0	69	28	0	0	97	206
11:45 AM	20	0	19	1	0	40	13	53	0	0	0	66	0	0	0	0	0	0	0	55	23	0	0	78	184
Hourly Total	91	0	86	1	0	178	38	210	0	0	0	248	2	1	3	0	0	6	0	254	104	1	0	359	791
12:00 PM	18	0	23	0	0	41	31	78	0	0	0	109	0	1	1	0	0	2	0	82	28	0	0	110	262
12:15 PM	26	0	22	0	0	48	10	60	1	0	0	71	3	2	3	0	0	8	3	62	25	0	0	90	217
12:30 PM	29	0	23	0	0	52	13	65	0	0	0	78	1	5	2	0	0	8	0	46	26	0	0	72	210
12:45 PM	19	0	22	0	0	41	14	47	0	0	0	61	1	1	2	0	0	4	0	62	28	0	0	90	196
Hourly Total	92	0	90	0	0	182	68	250	1	0	0	319	5	9	8	0	0	22	3	252	107	0	0	362	885
1:00 PM	44	0	21	0	0	65	20	68	0	0	0	88	0	0	0	0	0	0	0	63	24	0	0	87	240
1:15 PM	20	0	22	0	0	42	12	48	0	0	0	60	2	2	1	0	0	5	0	65	18	0	0	83	190
1:30 PM	41	0	21	0	0	62	12	57	0	0	0	69	3	2	1	0	0	6	0	66	28	0	0	94	231
1:45 PM	36	1	19	0	0	56	13	75	0	0	0	88	0	2	0	0	0	2	0	77	29	0	0	106	252
Hourly Total	141	1	83	0	0	225	57	248	0	0	0	305	5	6	2	0	0	13	0	271	99	0	0	370	913
2:00 PM	28	0	26	0	0	54	15	56	2	0	0	73	0	2	4	0	0	6	0	72	18	0	0	90	223
2:15 PM	37	0	26	0	0	63	14	71	0	0	0	85	0	4	1	0	0	5	1	78	27	0	0	106	259
2:30 PM	57	0	18	0	0	75	14	80	0	0	0	94	0	2	0	0	0	2	0	51	27	0	0	78	249
2:45 PM	27	0	20	0	0	47	17	66	0	0	0	83	0	3	1	0	0	4	0	69	27	0	0	96	230
Hourly Total	149	0	90	0	0	239	60	273	2	0	0	335	0	11	6	0	0	17	1	270	99	0	0	370	961
Grand Total	563	1	449	1	0	1014	274	1187	3	0	0	1464	13	29	22	0	0	64	5	1290	490	1	0	1786	4328
Approach %	55.5	0.1	44.3	0.1	-	-	18.7	81.1	0.2	0.0	-	-	20.3	45.3	34.4	0.0	-	-	0.3	72.2	27.4	0.1	-	-	-
Total %	13.0	0.0	10.4	0.0	-	23.4	6.3	27.4	0.1	0.0	-	33.8	0.3	0.7	0.5	0.0	-	1.5	0.1	29.8	11.3	0.0	-	41.3	-
Lights	483	1	348	1	-	833	143	1076	1	0	-	1220	4	29	17	0	-	50	4	1163	383	1	-	1551	3654
% Lights	85.8	100.0	77.5	100.0	-	82.1	52.2	90.6	33.3	-	-	83.3	30.8	100.0	77.3	-	-	78.1	80.0	90.2	78.2	100.0	-	86.8	84.4
Buses	0	0	0	0	-	0	1	1	0	0	-	2	0	0	0	0	-	0	0	1	1	0	-	2	4
% Buses	0.0	0.0	0.0	0.0	-	0.0	0.4	0.1	0.0	-	-	0.1	0.0	0.0	0.0	-	-	0.0	0.0	0.1	0.2	0.0	-	0.1	0.1
Trucks	80	0	100	0	-	180	130	110	2	0	-	242	9	0	5	0	-	14	1	126	106	0	-	233	669
% Trucks	14.2	0.0	22.3	0.0	-	17.8	47.4	9.3	66.7	-	-	16.5	69.2	0.0	22.7	-	-	21.9	20.0	9.8	21.6	0.0	-	13.0	15.5
Bicycles on Road	0	0	1	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	1

% Bicycles on Road	0.0	0.0	0.2	0.0	-	0.1	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
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

LEA Consulting Ltd.
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Markam, Ontario, Canada L3R 9R9
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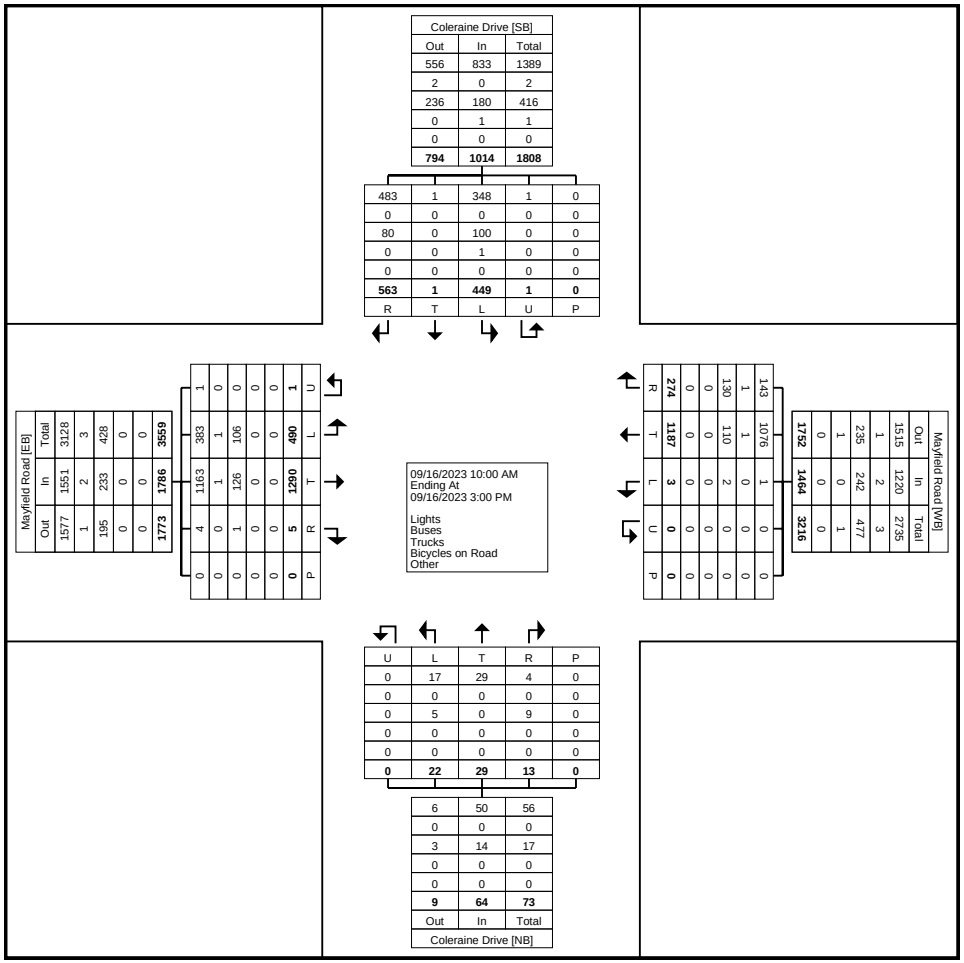
Count Name: 24085_Coleraine Dr & Mayfield Rd-SAT
Site Code: 24085
Start Date: 09/16/2023



Turning Movement Data Plot

LEA Consulting Ltd.
625 Cochrane Drive

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Count Name: 24085_Coleraine Dr & Mayfield Rd-SAT
Site Code: 24085
Start Date: 09/16/2023

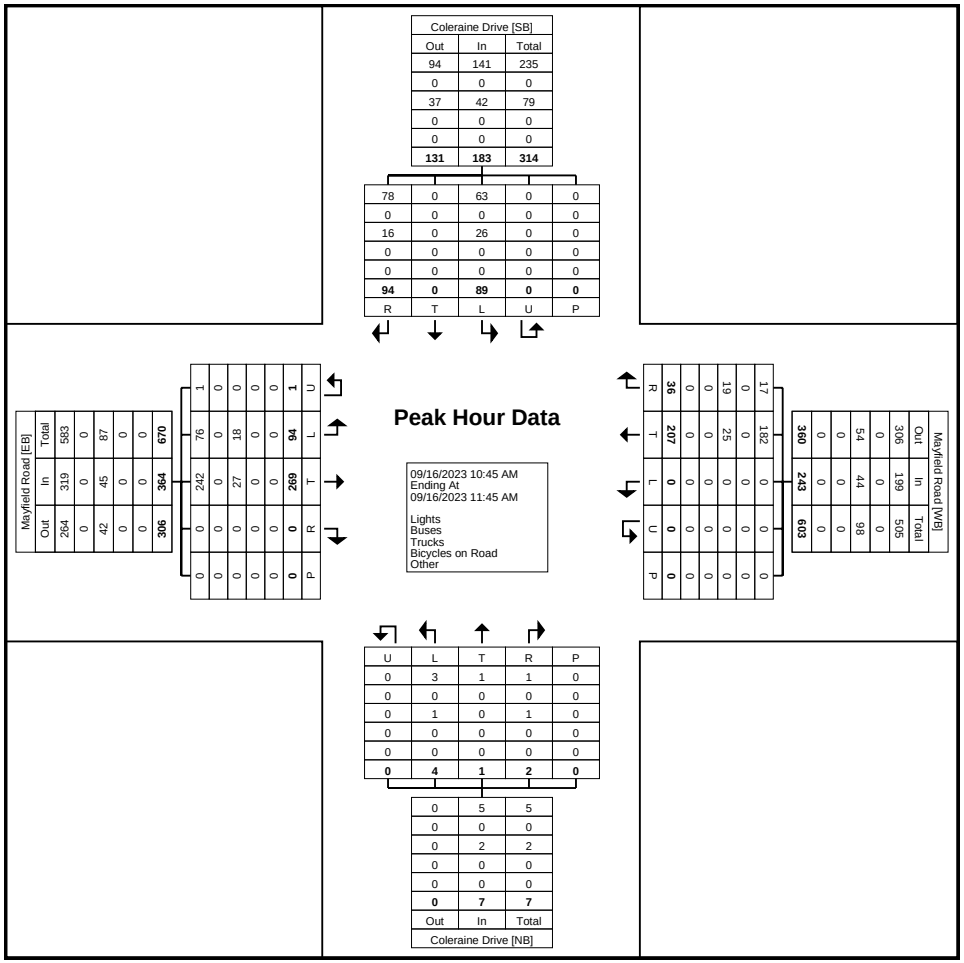
Turning Movement Peak Hour Data (10:45 AM)

Start Time	Coleraine Drive Southbound						Mayfield Road Westbound						Coleraine Drive Northbound						Mayfield Road Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
10:45 AM	23	0	22	0	0	45	11	50	0	0	0	61	0	0	1	0	0	1	0	70	13	0	0	83	190
11:00 AM	26	0	18	0	0	44	6	51	0	0	0	57	0	0	2	0	0	2	0	73	28	1	0	102	205
11:15 AM	25	0	21	0	0	46	10	56	0	0	0	66	1	1	0	0	0	2	0	57	25	0	0	82	196
11:30 AM	20	0	28	0	0	48	9	50	0	0	0	59	1	0	1	0	0	2	0	69	28	0	0	97	206
Total	94	0	89	0	0	183	36	207	0	0	0	243	2	1	4	0	0	7	0	269	94	1	0	364	797
Approach %	51.4	0.0	48.6	0.0	-	-	14.8	85.2	0.0	0.0	-	-	28.6	14.3	57.1	0.0	-	-	0.0	73.9	25.8	0.3	-	-	-
Total %	11.8	0.0	11.2	0.0	-	23.0	4.5	26.0	0.0	0.0	-	30.5	0.3	0.1	0.5	0.0	-	0.9	0.0	33.8	11.8	0.1	-	45.7	-
PHF	0.904	0.000	0.795	0.000	-	0.953	0.818	0.924	0.000	0.000	-	0.920	0.500	0.250	0.500	0.000	-	0.875	0.000	0.921	0.839	0.250	-	0.892	0.967
Lights	78	0	63	0	-	141	17	182	0	0	-	199	1	1	3	0	-	5	0	242	76	1	-	319	664
% Lights	83.0	-	70.8	-	-	77.0	47.2	87.9	-	-	-	81.9	50.0	100.0	75.0	-	-	71.4	-	90.0	80.9	100.0	-	87.6	83.3
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Buses	0.0	-	0.0	-	-	0.0	0.0	0.0	-	-	-	0.0	0.0	0.0	0.0	-	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Trucks	16	0	26	0	-	42	19	25	0	0	-	44	1	0	1	0	-	2	0	27	18	0	-	45	133
% Trucks	17.0	-	29.2	-	-	23.0	52.8	12.1	-	-	-	18.1	50.0	0.0	25.0	-	-	28.6	-	10.0	19.1	0.0	-	12.4	16.7
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	0.0	-	0.0	-	-	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
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

LEA Consulting Ltd.
625 Cochrane Drive

Markam, Ontario, Canada L3R 9R9
905-470-0015 x240 idinsmore@lea.ca

Count Name: 24085_Coleraine Dr & Mayfield Rd-SAT
Site Code: 24085
Start Date: 09/16/2023
Page No: 5



Turning Movement Peak Hour Data Plot (10:45 AM)

LEA Consulting Ltd.
625 Cochrane Drive

Markam, Ontario, Canada L3R 9R9
905-470-0015 x240 idinsmore@lea.ca

Count Name: 24085_Coleraine Dr & Mayfield Rd-SAT
Site Code: 24085
Start Date: 09/16/2023

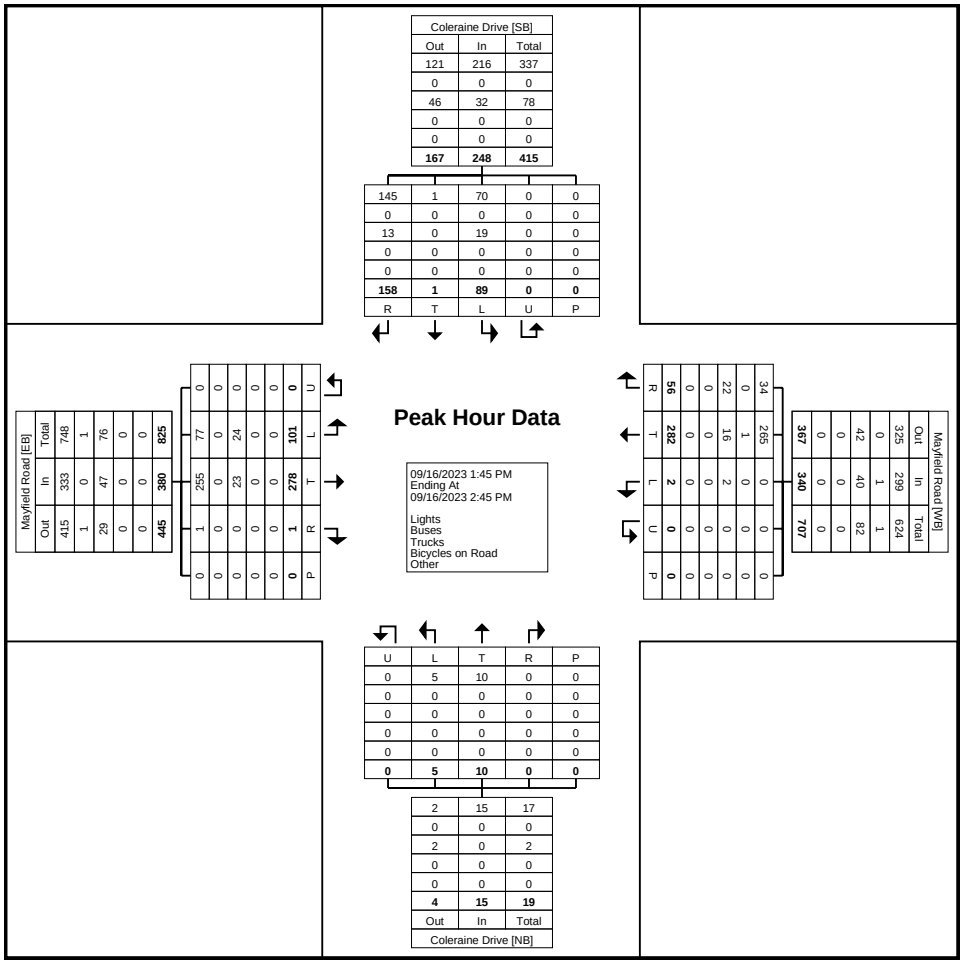
Turning Movement Peak Hour Data (1:45 PM)

Start Time	Coleraine Drive Southbound						Mayfield Road Westbound						Coleraine Drive Northbound						Mayfield Road Eastbound						
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Int. Total
1:45 PM	36	1	19	0	0	56	13	75	0	0	0	88	0	2	0	0	0	2	0	77	29	0	0	106	252
2:00 PM	28	0	26	0	0	54	15	56	2	0	0	73	0	2	4	0	0	6	0	72	18	0	0	90	223
2:15 PM	37	0	26	0	0	63	14	71	0	0	0	85	0	4	1	0	0	5	1	78	27	0	0	106	259
2:30 PM	57	0	18	0	0	75	14	80	0	0	0	94	0	2	0	0	0	2	0	51	27	0	0	78	249
Total	158	1	89	0	0	248	56	282	2	0	0	340	0	10	5	0	0	15	1	278	101	0	0	380	983
Approach %	63.7	0.4	35.9	0.0	-	-	16.5	82.9	0.6	0.0	-	-	0.0	66.7	33.3	0.0	-	-	0.3	73.2	26.6	0.0	-	-	-
Total %	16.1	0.1	9.1	0.0	-	25.2	5.7	28.7	0.2	0.0	-	34.6	0.0	1.0	0.5	0.0	-	1.5	0.1	28.3	10.3	0.0	-	38.7	-
PHF	0.693	0.250	0.856	0.000	-	0.827	0.933	0.881	0.250	0.000	-	0.904	0.000	0.625	0.313	0.000	-	0.625	0.250	0.891	0.871	0.000	-	0.896	0.949
Lights	145	1	70	0	-	216	34	265	0	0	-	299	0	10	5	0	-	15	1	255	77	0	-	333	863
% Lights	91.8	100.0	78.7	-	-	87.1	60.7	94.0	0.0	-	-	87.9	-	100.0	100.0	-	-	100.0	100.0	91.7	76.2	-	-	87.6	87.8
Buses	0	0	0	0	-	0	0	1	0	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	1
% Buses	0.0	0.0	0.0	-	-	0.0	0.0	0.4	0.0	-	-	0.3	-	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.1
Trucks	13	0	19	0	-	32	22	16	2	0	-	40	0	0	0	0	-	0	0	23	24	0	-	47	119
% Trucks	8.2	0.0	21.3	-	-	12.9	39.3	5.7	100.0	-	-	11.8	-	0.0	0.0	-	-	0.0	0.0	8.3	23.8	-	-	12.4	12.1
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	0.0	0.0	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
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

LEA Consulting Ltd.
625 Cochrane Drive

Markam, Ontario, Canada L3R 9R9
905-470-0015 x240 idinsmore@lea.ca

Count Name: 24085_Coleraine Dr & Mayfield Rd-SAT
Site Code: 24085
Start Date: 09/16/2023



Turning Movement Peak Hour Data Plot (1:45 PM)

REGIONAL MUNICIPALITY OF PEEL

Traffic Signal Timing Parameters

Database Date	**February 3, 2023**		**Prepared Date**	**June 30, 2023**
Database Rev	**Maxview**		**Completed By**	**TF**
Timing Card / Field rev	**-**		**Checked By**	**MH**

Location — **Mayfield Road at Coleraine Drive**

Phase #	Street Name - Direction	Vehicle Minimum (s)	Pedestrian Minimum (s)		Amber (s)	All Red (s)	TIME PERIOD (s)		
			WALK	FDWALK			AM SPLITS	OFF SPLITS	PM SPLITS
1	Not In Use	-	-	-	-	-	-	-	-
2	Mayfield Road - EB	12.0	12.0	18.0	4.6	2.4	80.0	62.0	80.0
3	Coleraine Drive SB Prot. Perm. LT	5.0	0.0	0.0	3.0	0.0	18.0	10.0	14.0
4	Coleraine Drive - NB	12.0	12.0	18.0	4.2	2.8	32.0	38.0	36.0
5	Mayfield Road - EB Prot. Perm. LT	5.0	0.0	0.0	3.0	0.0	15.0	9.0	12.0
6	Mayfield Road - WB	12.0	12.0	18.0	4.6	2.4	65.0	53.0	68.0
7	Not In Use	-	-	-	-	-	-	-	-
8	Coleriane Drive - SB	12.0	12.0	18.0	4.2	2.8	50.0	48.0	50.0

System Control
Yes

Semi-Actuated Mode
Yes

TIME (M-F)	PEAK	CYCLE LENGTH (s)	OFFSET (s)
06:30 - 09:00	AM	130	92
09:00 - 15:00 19:30 - 22:00	OFF	110	48
15:00 - 19:30	PM	130	116

LEA Consulting Ltd.
625 Cochrane Drive

Markam, Ontario, Canada L3R 9R9
905-470-0015 x240 idinsmore@lea.ca

Count Name: 24085_Hwy 50 & Mayfield Rd-AM
Site Code: 24085
Start Date: 09/14/2023

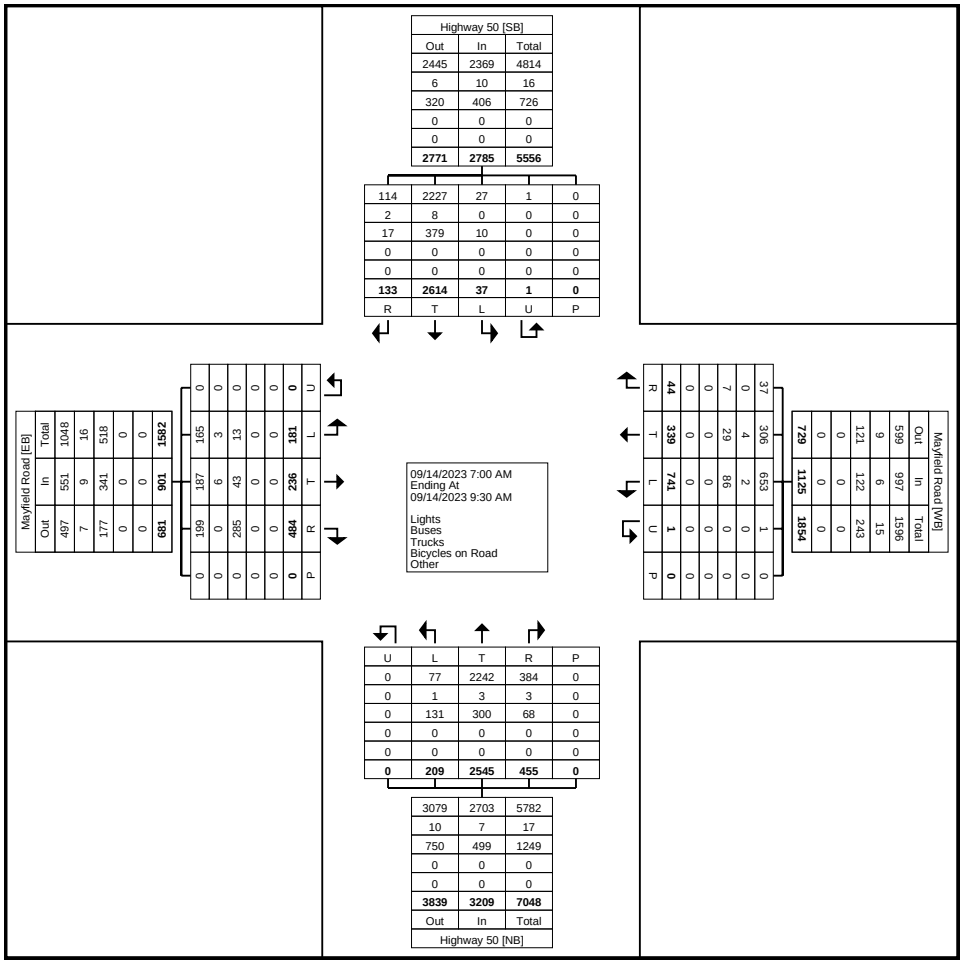
Turning Movement Data

Start Time	Highway 50 Southbound						Mayfield Road Westbound						Highway 50 Northbound						Mayfield Road Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
7:00 AM	10	270	4	0	0	284	1	28	72	0	0	101	42	279	19	0	0	340	53	23	12	0	0	88	813
7:15 AM	19	273	4	0	0	296	1	36	70	0	0	107	40	266	25	0	0	331	54	20	17	0	0	91	825
7:30 AM	15	276	4	0	0	295	2	46	84	0	0	132	33	241	15	0	0	289	51	27	14	0	0	92	808
7:45 AM	20	268	10	0	0	298	8	30	72	0	0	110	50	278	24	0	0	352	44	23	18	0	0	85	845
Hourly Total	64	1087	22	0	0	1173	12	140	298	0	0	450	165	1064	83	0	0	1312	202	93	61	0	0	356	3291
8:00 AM	8	251	2	0	0	261	1	55	85	0	0	141	44	257	19	0	0	320	48	15	15	0	0	78	800
8:15 AM	9	280	1	0	0	290	4	39	76	0	0	119	42	249	18	0	0	309	48	30	23	0	0	101	819
8:30 AM	13	281	2	0	0	296	7	33	76	0	0	116	54	298	20	0	0	372	45	18	17	0	0	80	864
8:45 AM	13	227	3	0	0	243	11	34	82	1	0	128	54	230	19	0	0	303	38	40	26	0	0	104	778
Hourly Total	43	1039	8	0	0	1090	23	161	319	1	0	504	194	1034	76	0	0	1304	179	103	81	0	0	363	3261
9:00 AM	12	259	4	1	0	276	5	22	64	0	0	91	54	247	23	0	0	324	51	20	23	0	0	94	785
9:15 AM	14	229	3	0	0	246	4	16	60	0	0	80	42	200	27	0	0	269	52	20	16	0	0	88	683
Grand Total	133	2614	37	1	0	2785	44	339	741	1	0	1125	455	2545	209	0	0	3209	484	236	181	0	0	901	8020
Approach %	4.8	93.9	1.3	0.0	-	-	3.9	30.1	65.9	0.1	-	-	14.2	79.3	6.5	0.0	-	-	53.7	26.2	20.1	0.0	-	-	-
Total %	1.7	32.6	0.5	0.0	-	34.7	0.5	4.2	9.2	0.0	-	14.0	5.7	31.7	2.6	0.0	-	40.0	6.0	2.9	2.3	0.0	-	11.2	-
Lights	114	2227	27	1	-	2369	37	306	653	1	-	997	384	2242	77	0	-	2703	199	187	165	0	-	551	6620
% Lights	85.7	85.2	73.0	100.0	-	85.1	84.1	90.3	88.1	100.0	-	88.6	84.4	88.1	36.8	-	-	84.2	41.1	79.2	91.2	-	-	61.2	82.5
Buses	2	8	0	0	-	10	0	4	2	0	-	6	3	3	1	0	-	7	0	6	3	0	-	9	32
% Buses	1.5	0.3	0.0	0.0	-	0.4	0.0	1.2	0.3	0.0	-	0.5	0.7	0.1	0.5	-	-	0.2	0.0	2.5	1.7	-	-	1.0	0.4
Trucks	17	379	10	0	-	406	7	29	86	0	-	122	68	300	131	0	-	499	285	43	13	0	-	341	1368
% Trucks	12.8	14.5	27.0	0.0	-	14.6	15.9	8.6	11.6	0.0	-	10.8	14.9	11.8	62.7	-	-	15.6	58.9	18.2	7.2	-	-	37.8	17.1
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	0.0	0.0	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	0.0
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

LEA Consulting Ltd.
625 Cochrane Drive

Markam, Ontario, Canada L3R 9R9
905-470-0015 x240 idinsmore@lea.ca

Count Name: 24085_Hwy 50 & Mayfield Rd-AM
Site Code: 24085
Start Date: 09/14/2023



Turning Movement Data Plot

LEA Consulting Ltd.
625 Cochrane Drive

Markam, Ontario, Canada L3R 9R9
905-470-0015 x240 idinsmore@lea.ca

Count Name: 24085_Hwy 50 & Mayfield Rd-AM
Site Code: 24085
Start Date: 09/14/2023

Turning Movement Peak Hour Data (7:45 AM)

Start Time	Highway 50 Southbound						Mayfield Road Westbound						Highway 50 Northbound						Mayfield Road Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
7:45 AM	20	268	10	0	0	298	8	30	72	0	0	110	50	278	24	0	0	352	44	23	18	0	0	85	845
8:00 AM	8	251	2	0	0	261	1	55	85	0	0	141	44	257	19	0	0	320	48	15	15	0	0	78	800
8:15 AM	9	280	1	0	0	290	4	39	76	0	0	119	42	249	18	0	0	309	48	30	23	0	0	101	819
8:30 AM	13	281	2	0	0	296	7	33	76	0	0	116	54	298	20	0	0	372	45	18	17	0	0	80	864
Total	50	1080	15	0	0	1145	20	157	309	0	0	486	190	1082	81	0	0	1353	185	86	73	0	0	344	3328
Approach %	4.4	94.3	1.3	0.0	-	-	4.1	32.3	63.6	0.0	-	-	14.0	80.0	6.0	0.0	-	-	53.8	25.0	21.2	0.0	-	-	-
Total %	1.5	32.5	0.5	0.0	-	34.4	0.6	4.7	9.3	0.0	-	14.6	5.7	32.5	2.4	0.0	-	40.7	5.6	2.6	2.2	0.0	-	10.3	-
PHF	0.625	0.961	0.375	0.000	-	0.961	0.625	0.714	0.909	0.000	-	0.862	0.880	0.908	0.844	0.000	-	0.909	0.964	0.717	0.793	0.000	-	0.851	0.963
Lights	44	920	11	0	-	975	17	142	275	0	-	434	156	967	33	0	-	1156	106	75	68	0	-	249	2814
% Lights	88.0	85.2	73.3	-	-	85.2	85.0	90.4	89.0	-	-	89.3	82.1	89.4	40.7	-	-	85.4	57.3	87.2	93.2	-	-	72.4	84.6
Buses	0	4	0	0	-	4	0	3	0	0	-	3	2	2	1	0	-	5	0	2	3	0	-	5	17
% Buses	0.0	0.4	0.0	-	-	0.3	0.0	1.9	0.0	-	-	0.6	1.1	0.2	1.2	-	-	0.4	0.0	2.3	4.1	-	-	1.5	0.5
Trucks	6	156	4	0	-	166	3	12	34	0	-	49	32	113	47	0	-	192	79	9	2	0	-	90	497
% Trucks	12.0	14.4	26.7	-	-	14.5	15.0	7.6	11.0	-	-	10.1	16.8	10.4	58.0	-	-	14.2	42.7	10.5	2.7	-	-	26.2	14.9
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	0.0	0.0	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
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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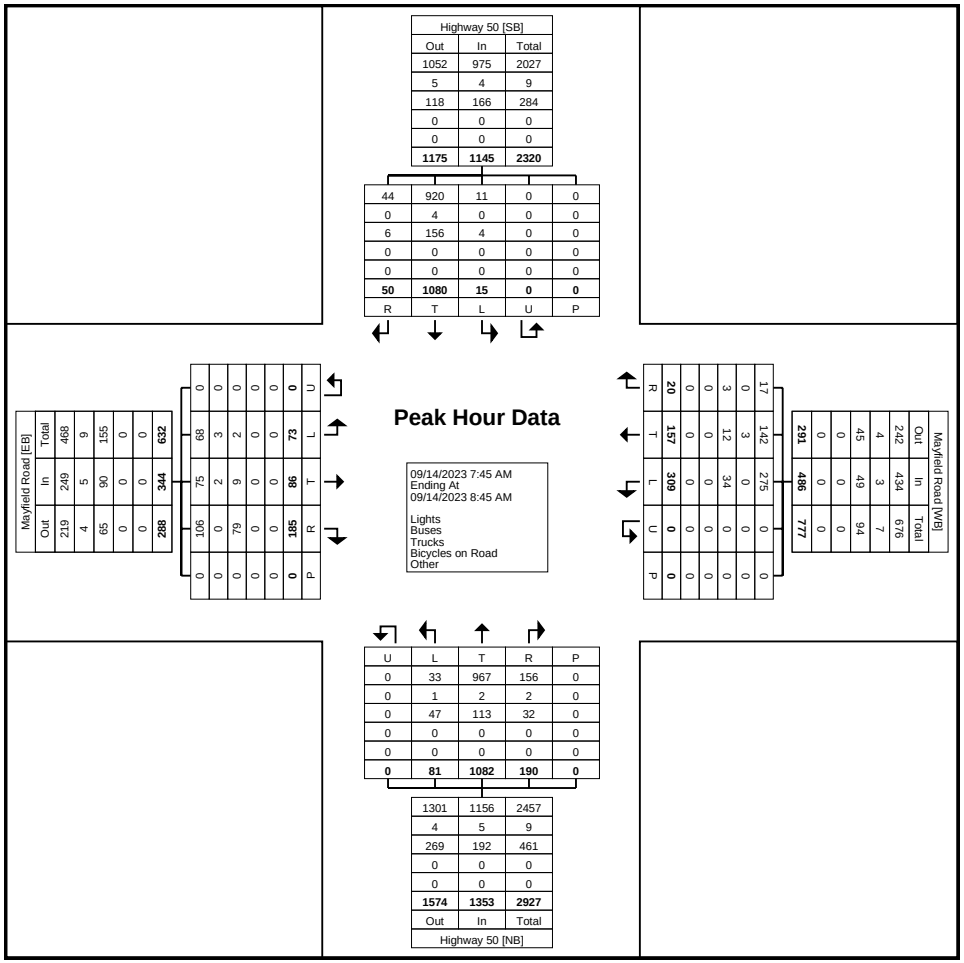

Turning Movement Peak Hour Data Plot (7:45 AM)

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625 Cochrane Drive

Markam, Ontario, Canada L3R 9R9
905-470-0015 x240 idinsmore@lea.ca

Count Name: 24085_Hwy 50 & Mayfield Rd-PM
Site Code: 24085
Start Date: 09/14/2023

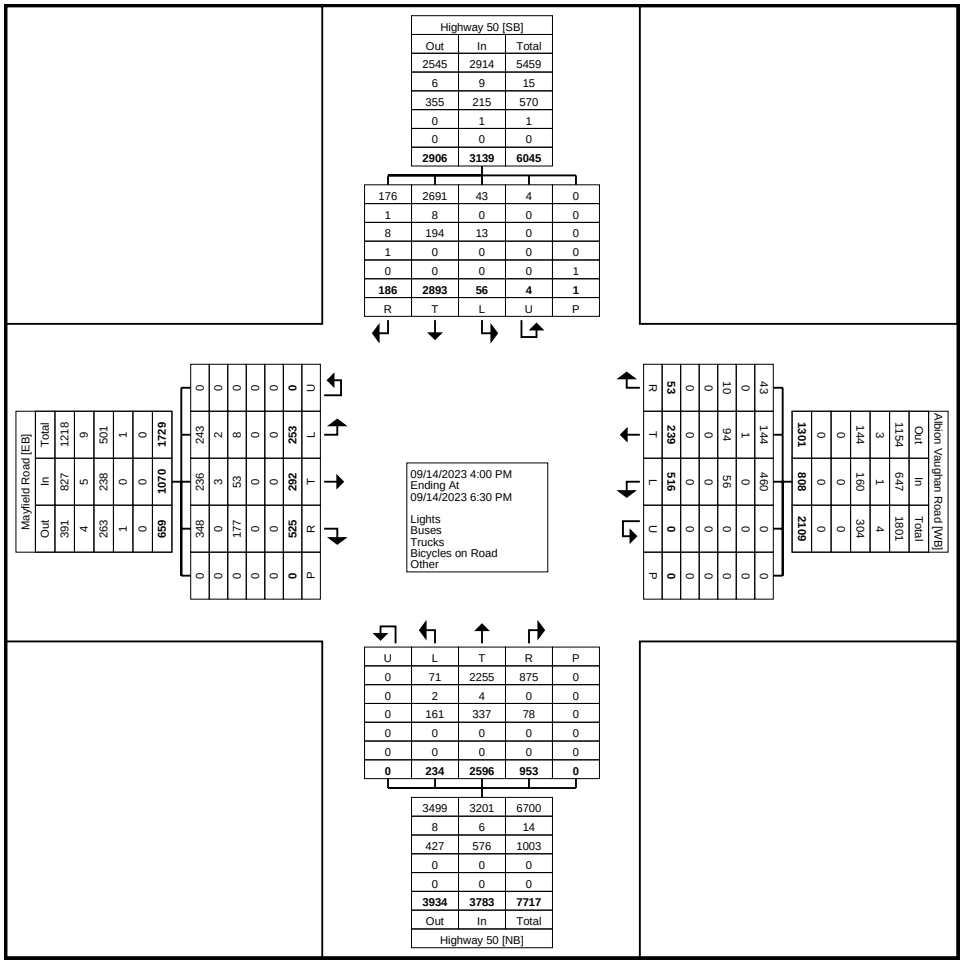
Turning Movement Data

Start Time	Highway 50 Southbound						Albion Vaughan Road Westbound						Highway 50 Northbound						Mayfield Road Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
4:00 PM	24	292	7	0	0	323	6	30	53	0	0	89	89	240	24	0	0	353	54	36	38	0	0	128	893
4:15 PM	19	302	6	0	0	327	9	13	48	0	0	70	112	303	20	0	0	435	34	23	26	0	0	83	915
4:30 PM	19	272	7	3	0	301	5	31	55	0	0	91	93	238	33	0	0	364	53	40	25	0	0	118	874
4:45 PM	19	287	6	0	1	312	5	29	49	0	0	83	101	198	20	0	0	319	61	31	29	0	0	121	835
Hourly Total	81	1153	26	3	1	1263	25	103	205	0	0	333	395	979	97	0	0	1471	202	130	118	0	0	450	3517
5:00 PM	19	321	5	0	0	345	7	29	57	0	0	93	83	274	27	0	0	384	43	22	22	0	0	87	909
5:15 PM	13	300	5	0	0	318	4	23	61	0	0	88	97	232	24	0	0	353	49	35	30	0	0	114	873
5:30 PM	22	306	5	1	0	334	3	31	60	0	0	94	90	264	20	0	0	374	55	36	21	0	0	112	914
5:45 PM	14	280	10	0	0	304	6	22	41	0	0	69	126	329	25	0	0	480	50	27	25	0	0	102	955
Hourly Total	68	1207	25	1	0	1301	20	105	219	0	0	344	396	1099	96	0	0	1591	197	120	98	0	0	415	3651
6:00 PM	22	259	0	0	0	281	5	21	52	0	0	78	85	255	22	0	0	362	64	21	29	0	0	114	835
6:15 PM	15	274	5	0	0	294	3	10	40	0	0	53	77	263	19	0	0	359	62	21	8	0	0	91	797
Grand Total	186	2893	56	4	1	3139	53	239	516	0	0	808	953	2596	234	0	0	3783	525	292	253	0	0	1070	8800
Approach %	5.9	92.2	1.8	0.1	-	-	6.6	29.6	63.9	0.0	-	-	25.2	68.6	6.2	0.0	-	-	49.1	27.3	23.6	0.0	-	-	-
Total %	2.1	32.9	0.6	0.0	-	35.7	0.6	2.7	5.9	0.0	-	9.2	10.8	29.5	2.7	0.0	-	43.0	6.0	3.3	2.9	0.0	-	12.2	-
Lights	176	2691	43	4	-	2914	43	144	460	0	-	647	875	2255	71	0	-	3201	348	236	243	0	-	827	7589
% Lights	94.6	93.0	76.8	100.0	-	92.8	81.1	60.3	89.1	-	-	80.1	91.8	86.9	30.3	-	-	84.6	66.3	80.8	96.0	-	-	77.3	86.2
Buses	1	8	0	0	-	9	0	1	0	0	-	1	0	4	2	0	-	6	0	3	2	0	-	5	21
% Buses	0.5	0.3	0.0	0.0	-	0.3	0.0	0.4	0.0	-	-	0.1	0.0	0.2	0.9	-	-	0.2	0.0	1.0	0.8	-	-	0.5	0.2
Trucks	8	194	13	0	-	215	10	94	56	0	-	160	78	337	161	0	-	576	177	53	8	0	-	238	1189
% Trucks	4.3	6.7	23.2	0.0	-	6.8	18.9	39.3	10.9	-	-	19.8	8.2	13.0	68.8	-	-	15.2	33.7	18.2	3.2	-	-	22.2	13.5
Bicycles on Road	1	0	0	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	1
% Bicycles on Road	0.5	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	0.0
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

LEA Consulting Ltd.
625 Cochrane Drive

Markam, Ontario, Canada L3R 9R9
905-470-0015 x240 idinsmore@lea.ca

Count Name: 24085_Hwy 50 & Mayfield Rd-PM
Site Code: 24085
Start Date: 09/14/2023



Turning Movement Data Plot

LEA Consulting Ltd.
625 Cochrane Drive

Markam, Ontario, Canada L3R 9R9
905-470-0015 x240 idinsmore@lea.ca

Count Name: 24085_Hwy 50 & Mayfield Rd-PM
Site Code: 24085
Start Date: 09/14/2023

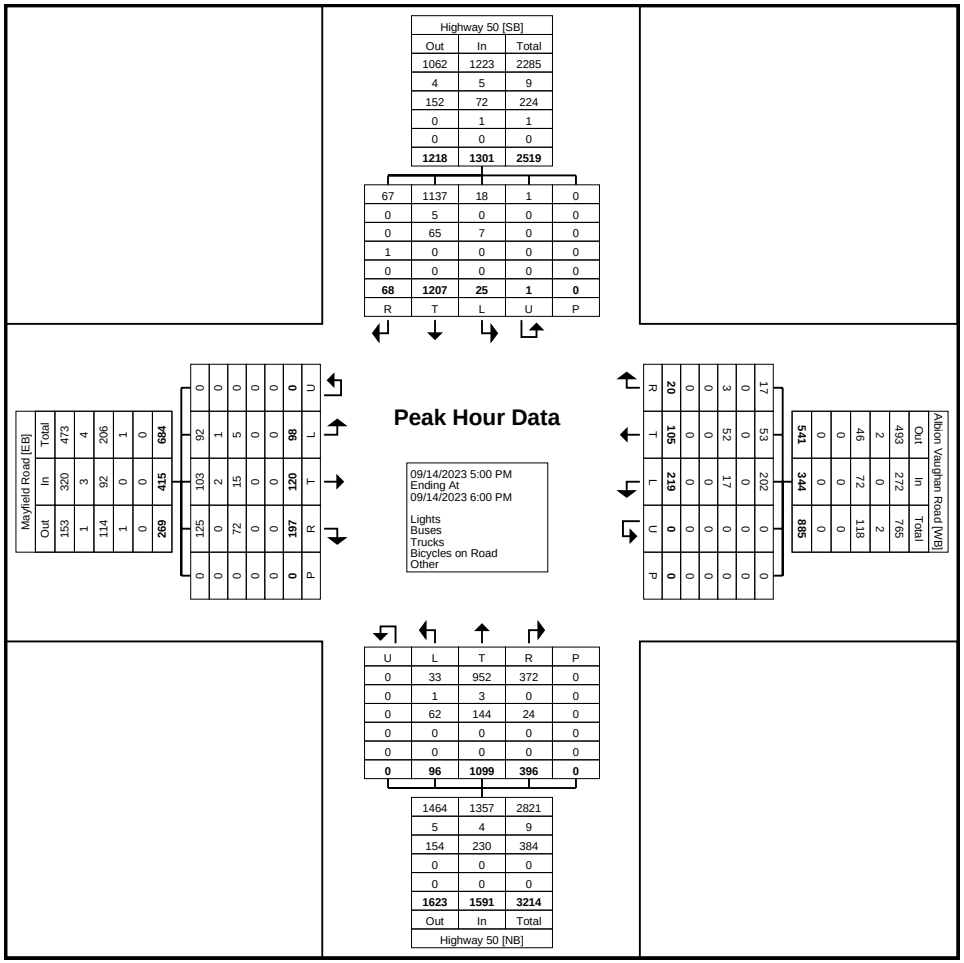
Turning Movement Peak Hour Data (5:00 PM)

Start Time	Highway 50 Southbound						Albion Vaughan Road Westbound						Highway 50 Northbound						Mayfield Road Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
5:00 PM	19	321	5	0	0	345	7	29	57	0	0	93	83	274	27	0	0	384	43	22	22	0	0	87	909
5:15 PM	13	300	5	0	0	318	4	23	61	0	0	88	97	232	24	0	0	353	49	35	30	0	0	114	873
5:30 PM	22	306	5	1	0	334	3	31	60	0	0	94	90	264	20	0	0	374	55	36	21	0	0	112	914
5:45 PM	14	280	10	0	0	304	6	22	41	0	0	69	126	329	25	0	0	480	50	27	25	0	0	102	955
Total	68	1207	25	1	0	1301	20	105	219	0	0	344	396	1099	96	0	0	1591	197	120	98	0	0	415	3651
Approach %	5.2	92.8	1.9	0.1	-	-	5.8	30.5	63.7	0.0	-	-	24.9	69.1	6.0	0.0	-	-	47.5	28.9	23.6	0.0	-	-	-
Total %	1.9	33.1	0.7	0.0	-	35.6	0.5	2.9	6.0	0.0	-	9.4	10.8	30.1	2.6	0.0	-	43.6	5.4	3.3	2.7	0.0	-	11.4	-
PHF	0.773	0.940	0.625	0.250	-	0.943	0.714	0.847	0.898	0.000	-	0.915	0.786	0.835	0.889	0.000	-	0.829	0.895	0.833	0.817	0.000	-	0.910	0.956
Lights	67	1137	18	1	-	1223	17	53	202	0	-	272	372	952	33	0	-	1357	125	103	92	0	-	320	3172
% Lights	98.5	94.2	72.0	100.0	-	94.0	85.0	50.5	92.2	-	-	79.1	93.9	86.6	34.4	-	-	85.3	63.5	85.8	93.9	-	-	77.1	86.9
Buses	0	5	0	0	-	5	0	0	0	0	-	0	0	3	1	0	-	4	0	2	1	0	-	3	12
% Buses	0.0	0.4	0.0	0.0	-	0.4	0.0	0.0	0.0	-	-	0.0	0.0	0.3	1.0	-	-	0.3	0.0	1.7	1.0	-	-	0.7	0.3
Trucks	0	65	7	0	-	72	3	52	17	0	-	72	24	144	62	0	-	230	72	15	5	0	-	92	466
% Trucks	0.0	5.4	28.0	0.0	-	5.5	15.0	49.5	7.8	-	-	20.9	6.1	13.1	64.6	-	-	14.5	36.5	12.5	5.1	-	-	22.2	12.8
Bicycles on Road	1	0	0	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	1
% Bicycles on Road	1.5	0.0	0.0	0.0	-	0.1	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
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

LEA Consulting Ltd.
625 Cochrane Drive

Markam, Ontario, Canada L3R 9R9
905-470-0015 x240 idinsmore@lea.ca

Count Name: 24085_Hwy 50 & Mayfield Rd-PM
Site Code: 24085
Start Date: 09/14/2023



Turning Movement Peak Hour Data Plot (5:00 PM)

LEA Consulting Ltd.
625 Cochrane Drive

Markam, Ontario, Canada L3R 9R9
905-470-0015 x240 idinsmore@lea.ca

Count Name: 24085_Hwy 50 & Mayfield Rd-SAT
Site Code: 24085
Start Date: 09/16/2023

Turning Movement Data

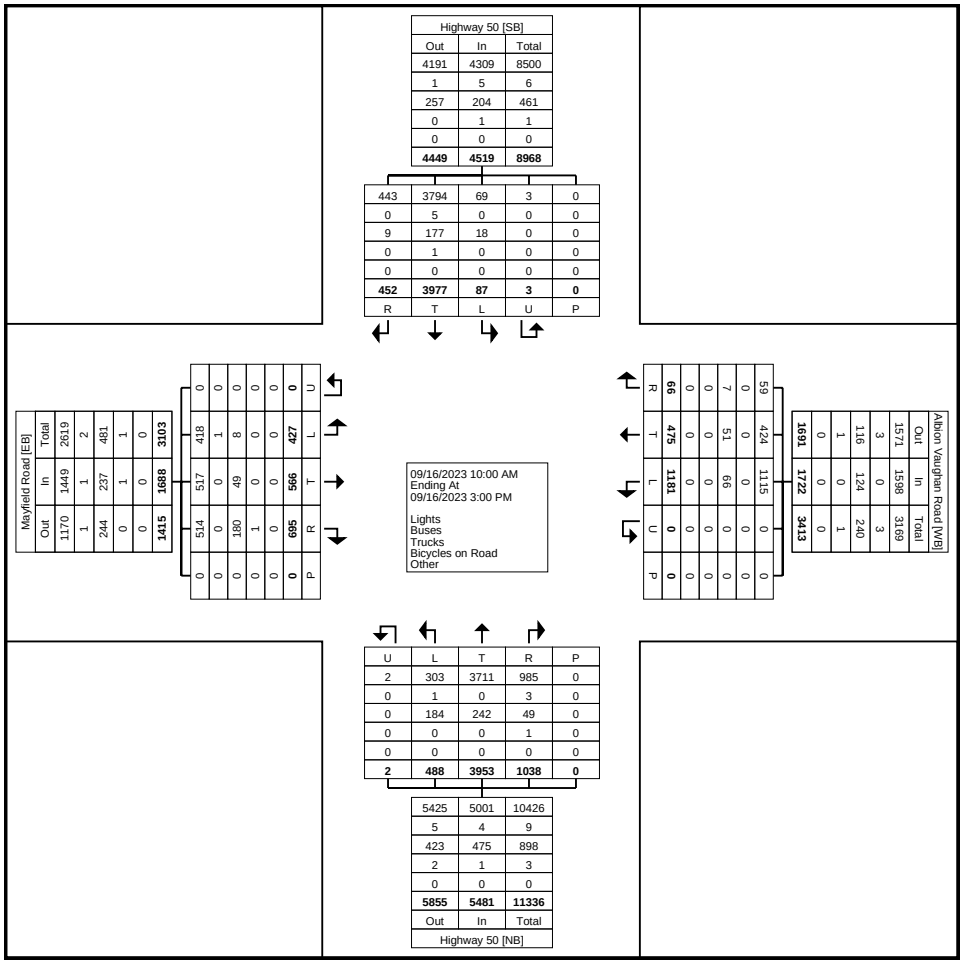
Start Time	Highway 50 Southbound						Albion Vaughan Road Westbound						Highway 50 Northbound						Mayfield Road Eastbound						
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Int. Total
10:00 AM	11	171	4	0	0	186	3	18	79	0	0	100	53	149	22	0	0	224	26	30	24	0	0	80	590
10:15 AM	15	179	1	0	0	195	4	22	56	0	0	82	49	182	22	0	0	253	40	29	24	0	0	93	623
10:30 AM	22	198	3	1	0	224	2	24	65	0	0	91	42	189	36	0	0	267	36	23	15	0	0	74	656
10:45 AM	21	240	4	0	0	265	2	16	58	0	0	76	36	187	20	1	0	244	35	35	18	0	0	88	673
Hourly Total	69	788	12	1	0	870	11	80	258	0	0	349	180	707	100	1	0	988	137	117	81	0	0	335	2542
11:00 AM	18	167	2	0	0	187	4	22	66	0	0	92	43	173	15	0	0	231	34	29	23	0	0	86	596
11:15 AM	19	189	7	0	0	215	1	18	64	0	0	83	47	159	25	0	0	231	25	24	24	0	0	73	602
11:30 AM	21	187	3	0	0	211	5	20	56	0	0	81	41	203	21	0	0	265	36	33	19	0	0	88	645
11:45 AM	19	178	7	0	0	204	6	16	46	0	0	68	37	195	26	0	0	258	27	22	16	0	0	65	595
Hourly Total	77	721	19	0	0	817	16	76	232	0	0	324	168	730	87	0	0	985	122	108	82	0	0	312	2438
12:00 PM	29	206	5	0	0	240	7	32	61	0	0	100	49	186	33	0	0	268	38	34	22	0	0	94	702
12:15 PM	26	213	5	0	0	244	4	23	64	0	0	91	50	195	15	0	0	260	43	37	26	0	0	106	701
12:30 PM	33	237	5	0	0	275	3	22	52	0	0	77	52	195	29	0	0	276	34	21	15	0	0	70	698
12:45 PM	23	156	3	0	0	182	3	17	51	0	0	71	67	217	22	0	0	306	42	17	20	0	0	79	638
Hourly Total	111	812	18	0	0	941	17	94	228	0	0	339	218	793	99	0	0	1110	157	109	83	0	0	349	2739
1:00 PM	28	201	5	0	0	234	1	26	50	0	0	77	58	214	23	0	0	295	36	33	22	0	0	91	697
1:15 PM	18	212	8	0	0	238	1	16	62	0	0	79	66	249	23	0	0	338	28	18	24	0	0	70	725
1:30 PM	23	194	6	0	0	223	6	26	71	0	0	103	56	191	24	1	0	272	39	37	25	0	0	101	699
1:45 PM	25	169	5	0	0	199	4	38	59	0	0	101	61	204	31	0	0	296	37	26	20	0	0	83	679
Hourly Total	94	776	24	0	0	894	12	106	242	0	0	360	241	858	101	1	0	1201	140	114	91	0	0	345	2800
2:00 PM	24	208	3	0	0	235	2	33	59	0	0	94	60	238	17	0	0	315	37	41	24	0	0	102	746
2:15 PM	29	239	3	1	0	272	1	28	67	0	0	96	55	215	26	0	0	296	40	30	23	0	0	93	757
2:30 PM	24	218	3	1	0	246	5	29	41	0	0	75	60	192	31	0	0	283	26	24	24	0	0	74	678
2:45 PM	24	215	5	0	0	244	2	29	54	0	0	85	56	220	27	0	0	303	36	23	19	0	0	78	710
Hourly Total	101	880	14	2	0	997	10	119	221	0	0	350	231	865	101	0	0	1197	139	118	90	0	0	347	2891
Grand Total	452	3977	87	3	0	4519	66	475	1181	0	0	1722	1038	3953	488	2	0	5481	695	566	427	0	0	1688	13410
Approach %	10.0	88.0	1.9	0.1	-	-	3.8	27.6	68.6	0.0	-	-	18.9	72.1	8.9	0.0	-	-	41.2	33.5	25.3	0.0	-	-	-
Total %	3.4	29.7	0.6	0.0	-	33.7	0.5	3.5	8.8	0.0	-	12.8	7.7	29.5	3.6	0.0	-	40.9	5.2	4.2	3.2	0.0	-	12.6	-
Lights	443	3794	69	3	-	4309	59	424	1115	0	-	1598	985	3711	303	2	-	5001	514	517	418	0	-	1449	12357
% Lights	98.0	95.4	79.3	100.0	-	95.4	89.4	89.3	94.4	-	-	92.8	94.9	93.9	62.1	100.0	-	91.2	74.0	91.3	97.9	-	-	85.8	92.1
Buses	0	5	0	0	-	5	0	0	0	0	-	0	3	0	1	0	-	4	0	0	1	0	-	1	10
% Buses	0.0	0.1	0.0	0.0	-	0.1	0.0	0.0	0.0	-	-	0.0	0.3	0.0	0.2	0.0	-	0.1	0.0	0.0	0.2	-	-	0.1	0.1
Trucks	9	177	18	0	-	204	7	51	66	0	-	124	49	242	184	0	-	475	180	49	8	0	-	237	1040
% Trucks	2.0	4.5	20.7	0.0	-	4.5	10.6	10.7	5.6	-	-	7.2	4.7	6.1	37.7	0.0	-	8.7	25.9	8.7	1.9	-	-	14.0	7.8
Bicycles on Road	0	1	0	0	-	1	0	0	0	0	-	0	1	0	0	0	-	1	1	0	0	0	-	1	3

% Bicycles on Road	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	0.1	0.0	0.0	-	-	0.1	0.0
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

LEA Consulting Ltd.
625 Cochrane Drive

Markam, Ontario, Canada L3R 9R9
905-470-0015 x240 idinsmore@lea.ca

Count Name: 24085_Hwy 50 & Mayfield Rd-SAT
Site Code: 24085
Start Date: 09/16/2023



Turning Movement Data Plot

LEA Consulting Ltd.
625 Cochrane Drive

Markam, Ontario, Canada L3R 9R9
905-470-0015 x240 idinsmore@lea.ca

Count Name: 24085_Hwy 50 & Mayfield Rd-SAT
Site Code: 24085
Start Date: 09/16/2023

Turning Movement Peak Hour Data (10:15 AM)

Start Time	Highway 50 Southbound						Albion Vaughan Road Westbound						Highway 50 Northbound						Mayfield Road Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
10:15 AM	15	179	1	0	0	195	4	22	56	0	0	82	49	182	22	0	0	253	40	29	24	0	0	93	623
10:30 AM	22	198	3	1	0	224	2	24	65	0	0	91	42	189	36	0	0	267	36	23	15	0	0	74	656
10:45 AM	21	240	4	0	0	265	2	16	58	0	0	76	36	187	20	1	0	244	35	35	18	0	0	88	673
11:00 AM	18	167	2	0	0	187	4	22	66	0	0	92	43	173	15	0	0	231	34	29	23	0	0	86	596
Total	76	784	10	1	0	871	12	84	245	0	0	341	170	731	93	1	0	995	145	116	80	0	0	341	2548
Approach %	8.7	90.0	1.1	0.1	-	-	3.5	24.6	71.8	0.0	-	-	17.1	73.5	9.3	0.1	-	-	42.5	34.0	23.5	0.0	-	-	-
Total %	3.0	30.8	0.4	0.0	-	34.2	0.5	3.3	9.6	0.0	-	13.4	6.7	28.7	3.6	0.0	-	39.1	5.7	4.6	3.1	0.0	-	13.4	-
PHF	0.864	0.817	0.625	0.250	-	0.822	0.750	0.875	0.928	0.000	-	0.927	0.867	0.967	0.646	0.250	-	0.932	0.906	0.829	0.833	0.000	-	0.917	0.947
Lights	73	749	8	1	-	831	12	74	236	0	-	322	160	688	50	1	-	899	93	104	77	0	-	274	2326
% Lights	96.1	95.5	80.0	100.0	-	95.4	100.0	88.1	96.3	-	-	94.4	94.1	94.1	53.8	100.0	-	90.4	64.1	89.7	96.3	-	-	80.4	91.3
Buses	0	1	0	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	1
% Buses	0.0	0.1	0.0	0.0	-	0.1	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
Trucks	3	33	2	0	-	38	0	10	9	0	-	19	10	43	43	0	-	96	52	12	3	0	-	67	220
% Trucks	3.9	4.2	20.0	0.0	-	4.4	0.0	11.9	3.7	-	-	5.6	5.9	5.9	46.2	0.0	-	9.6	35.9	10.3	3.8	-	-	19.6	8.6
Bicycles on Road	0	1	0	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	1
% Bicycles on Road	0.0	0.1	0.0	0.0	-	0.1	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
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

LEA Consulting Ltd.
625 Cochrane Drive

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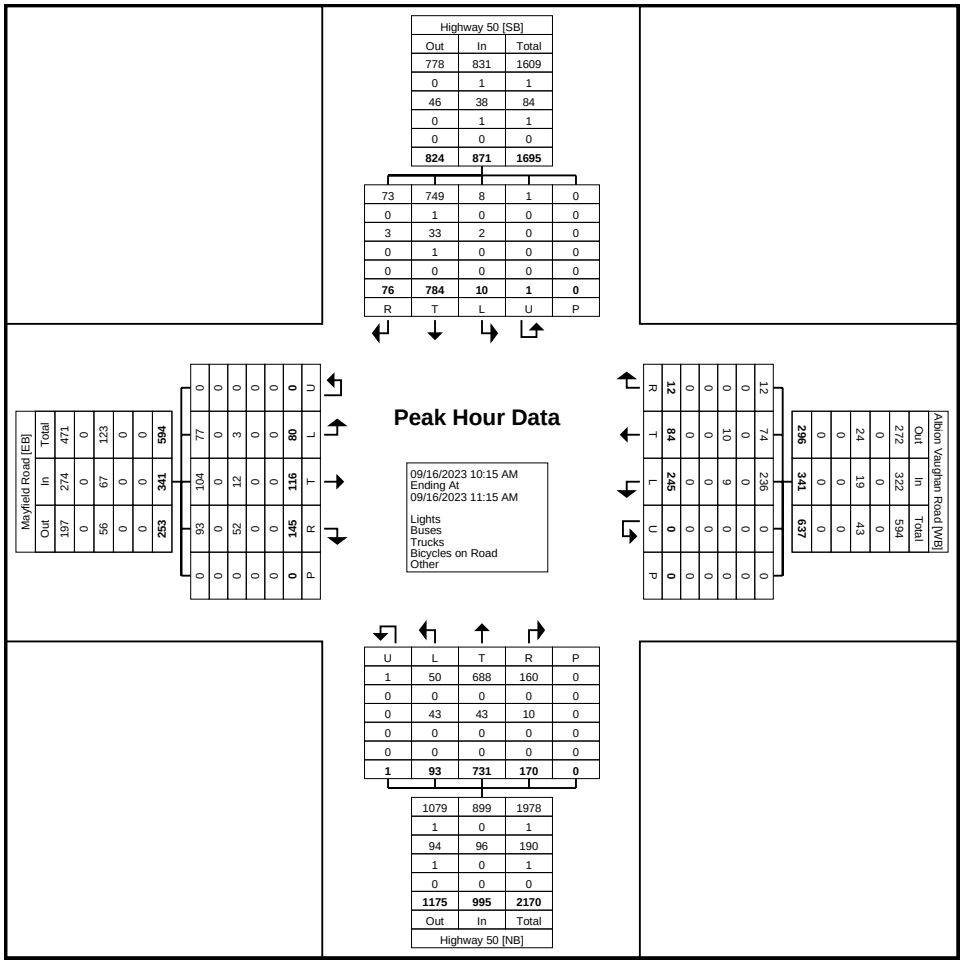
Count Name: 24085_Hwy 50 & Mayfield Rd-SAT
Site Code: 24085
Start Date: 09/16/2023



Turning Movement Peak Hour Data Plot (10:15 AM)

LEA Consulting Ltd.
625 Cochrane Drive

Markam, Ontario, Canada L3R 9R9
905-470-0015 x240 idinsmore@lea.ca

Count Name: 24085_Hwy 50 & Mayfield Rd-SAT
Site Code: 24085
Start Date: 09/16/2023

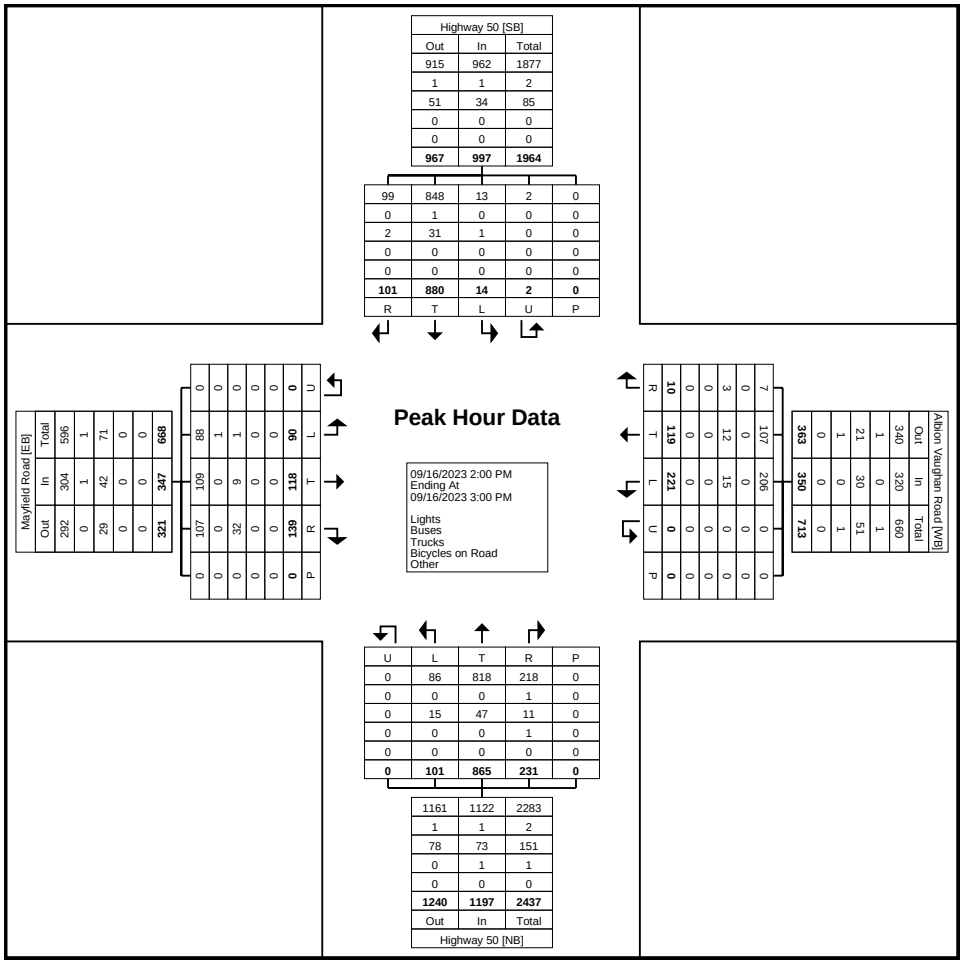
Turning Movement Peak Hour Data (2:00 PM)

Start Time	Highway 50 Southbound						Albion Vaughan Road Westbound						Highway 50 Northbound						Mayfield Road Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
2:00 PM	24	208	3	0	0	235	2	33	59	0	0	94	60	238	17	0	0	315	37	41	24	0	0	102	746
2:15 PM	29	239	3	1	0	272	1	28	67	0	0	96	55	215	26	0	0	296	40	30	23	0	0	93	757
2:30 PM	24	218	3	1	0	246	5	29	41	0	0	75	60	192	31	0	0	283	26	24	24	0	0	74	678
2:45 PM	24	215	5	0	0	244	2	29	54	0	0	85	56	220	27	0	0	303	36	23	19	0	0	78	710
Total	101	880	14	2	0	997	10	119	221	0	0	350	231	865	101	0	0	1197	139	118	90	0	0	347	2891
Approach %	10.1	88.3	1.4	0.2	-	-	2.9	34.0	63.1	0.0	-	-	19.3	72.3	8.4	0.0	-	-	40.1	34.0	25.9	0.0	-	-	-
Total %	3.5	30.4	0.5	0.1	-	34.5	0.3	4.1	7.6	0.0	-	12.1	8.0	29.9	3.5	0.0	-	41.4	4.8	4.1	3.1	0.0	-	12.0	-
PHF	0.871	0.921	0.700	0.500	-	0.916	0.500	0.902	0.825	0.000	-	0.911	0.963	0.909	0.815	0.000	-	0.950	0.869	0.720	0.938	0.000	-	0.850	0.955
Lights	99	848	13	2	-	962	7	107	206	0	-	320	218	818	86	0	-	1122	107	109	88	0	-	304	2708
% Lights	98.0	96.4	92.9	100.0	-	96.5	70.0	89.9	93.2	-	-	91.4	94.4	94.6	85.1	-	-	93.7	77.0	92.4	97.8	-	-	87.6	93.7
Buses	0	1	0	0	-	1	0	0	0	0	-	0	1	0	0	0	-	1	0	0	1	0	-	1	3
% Buses	0.0	0.1	0.0	0.0	-	0.1	0.0	0.0	0.0	-	-	0.0	0.4	0.0	0.0	-	-	0.1	0.0	0.0	1.1	-	-	0.3	0.1
Trucks	2	31	1	0	-	34	3	12	15	0	-	30	11	47	15	0	-	73	32	9	1	0	-	42	179
% Trucks	2.0	3.5	7.1	0.0	-	3.4	30.0	10.1	6.8	-	-	8.6	4.8	5.4	14.9	-	-	6.1	23.0	7.6	1.1	-	-	12.1	6.2
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	1	0	0	0	-	1	0	0	0	0	-	0	1
% Bicycles on Road	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	-	0.0	0.4	0.0	0.0	-	-	0.1	0.0	0.0	0.0	-	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

LEA Consulting Ltd.
625 Cochrane Drive

Markam, Ontario, Canada L3R 9R9
905-470-0015 x240 idinsmore@lea.ca

Count Name: 24085_Hwy 50 & Mayfield Rd-SAT
Site Code: 24085
Start Date: 09/16/2023



Turning Movement Peak Hour Data Plot (2:00 PM)

REGIONAL MUNICIPALITY OF PEEL

Traffic Signal Timing Parameters

Database Date	**October 27, 2022**	**Prepared Date**	**September 26, 2023**
Database Rev	**Maxview**	**Completed By**	**TF**
Timing Card / Field rev	**-**	**Checked By**	**MH**
Location	**Highway 50 at Mayfield Road / Albion Vaughn Road**		

Phase #	Street Name - Direction	Vehicle Minimum (s)	Pedestrian Minimum (s)		Amber (s)	All Red (s)	TIME PERIOD (s)		
			WALK	FDWALK			AM SPLITS	OFF SPLITS	PM SPLITS
1	Highway 50 - NB Prot. LT	10.0	0.0	0.0	3.0	2.0	20.0	25.0	25.0
2	Highway 50 - SB	20.0	12.0	23.0	4.2	2.1	70.0	65.0	65.0
3	Mayfield Road - WB Prot. Perm. LT	10.0	0.0	0.0	3.0	0.0	25.0	25.0	20.0
4	Mayfield Road - EB	12.0	12.0	25.0	4.0	2.5	45.0	45.0	50.0
5	Highway 50 - SB Prot. LT	10.0	0.0	0.0	3.0	2.0	15.0	15.0	15.0
6	Highway 50 - NB	20.0	12.0	23.0	4.2	2.1	75.0	75.0	75.0
7	Mayfield Road - EB Prot. Perm. LT	5.0	0.0	0.0	3.0	0.0	15.0	25.0	25.0
8	Mayfield Road - WB	12.0	12.0	25.0	4.0	2.5	55.0	45.0	45.0

System Control

Yes

Semi-Actuated Mode

No

TIME (M-F)	PEAK	CYCLE LENGTH (s)	OFFSET (s)
06:00 - 09:00	AM	160	27
09:00 - 15:00 19:30 - 22:00	OFF	160	7
15:00 - 19:30	PM	160	72

LEA Consulting Ltd.
625 Cochrane Drive

Markam, Ontario, Canada L3R 9R9
905-470-0015 x240 idinsmore@lea.ca

Count Name: 24085_Coleraine Dr & Parr Blvd-AM
Site Code: 24085
Start Date: 09/14/2023

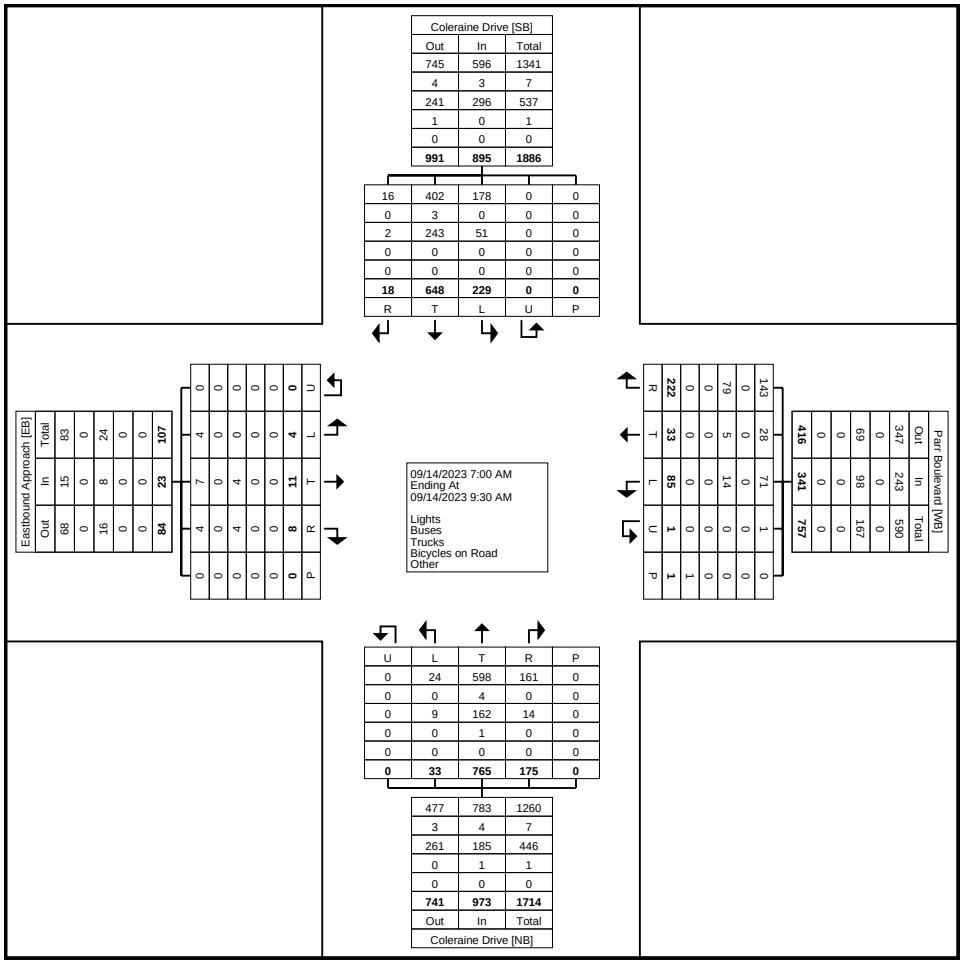
Turning Movement Data

Start Time	Coleraine Drive Southbound						Parr Boulevard Westbound						Coleraine Drive Northbound						Eastbound Approach Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
7:00 AM	1	91	20	0	0	112	28	3	15	1	0	47	8	128	3	0	0	139	0	0	0	0	0	0	298
7:15 AM	1	69	12	0	0	82	42	0	9	0	0	51	11	134	4	0	0	149	0	0	0	0	0	0	282
7:30 AM	2	76	26	0	0	104	28	6	2	0	0	36	15	61	1	0	0	77	0	0	1	0	0	1	218
7:45 AM	1	65	28	0	0	94	21	2	6	0	0	29	17	81	3	0	0	101	1	1	0	0	0	2	226
Hourly Total	5	301	86	0	0	392	119	11	32	1	0	163	51	404	11	0	0	466	1	1	1	0	0	3	1024
8:00 AM	2	61	27	0	0	90	8	3	5	0	0	16	20	76	5	0	0	101	1	1	1	0	0	3	210
8:15 AM	1	50	26	0	0	77	21	5	10	0	0	36	31	60	2	0	0	93	1	2	0	0	0	3	209
8:30 AM	0	64	26	0	0	90	20	2	17	0	1	39	19	56	2	0	0	77	2	1	1	0	0	4	210
8:45 AM	4	58	24	0	0	86	20	4	13	0	0	37	22	64	4	0	0	90	2	2	0	0	0	4	217
Hourly Total	7	233	103	0	0	343	69	14	45	0	1	128	92	256	13	0	0	361	6	6	2	0	0	14	846
9:00 AM	4	42	16	0	0	62	18	2	6	0	0	26	22	63	7	0	0	92	1	2	1	0	0	4	184
9:15 AM	2	72	24	0	0	98	16	6	2	0	0	24	10	42	2	0	0	54	0	2	0	0	0	2	178
Grand Total	18	648	229	0	0	895	222	33	85	1	1	341	175	765	33	0	0	973	8	11	4	0	0	23	2232
Approach %	2.0	72.4	25.6	0.0	-	-	65.1	9.7	24.9	0.3	-	-	18.0	78.6	3.4	0.0	-	-	34.8	47.8	17.4	0.0	-	-	-
Total %	0.8	29.0	10.3	0.0	-	40.1	9.9	1.5	3.8	0.0	-	15.3	7.8	34.3	1.5	0.0	-	43.6	0.4	0.5	0.2	0.0	-	1.0	-
Lights	16	402	178	0	-	596	143	28	71	1	-	243	161	598	24	0	-	783	4	7	4	0	-	15	1637
% Lights	88.9	62.0	77.7	-	-	66.6	64.4	84.8	83.5	100.0	-	71.3	92.0	78.2	72.7	-	-	80.5	50.0	63.6	100.0	-	-	65.2	73.3
Buses	0	3	0	0	-	3	0	0	0	0	-	0	0	4	0	0	-	4	0	0	0	0	-	0	7
% Buses	0.0	0.5	0.0	-	-	0.3	0.0	0.0	0.0	0.0	-	0.0	0.0	0.5	0.0	-	-	0.4	0.0	0.0	0.0	-	-	0.0	0.3
Trucks	2	243	51	0	-	296	79	5	14	0	-	98	14	162	9	0	-	185	4	4	0	0	-	8	587
% Trucks	11.1	37.5	22.3	-	-	33.1	35.6	15.2	16.5	0.0	-	28.7	8.0	21.2	27.3	-	-	19.0	50.0	36.4	0.0	-	-	34.8	26.3
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	1	0	0	-	1	0	0	0	0	-	0	1
% Bicycles on Road	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0	0.1	0.0	-	-	0.1	0.0	0.0	0.0	-	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	0.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-

LEA Consulting Ltd.
625 Cochrane Drive

Markam, Ontario, Canada L3R 9R9
905-470-0015 x240 idinsmore@lea.ca

Count Name: 24085_Coleraine Dr & Parr Blvd-AM
Site Code: 24085
Start Date: 09/14/2023



Turning Movement Data Plot

LEA Consulting Ltd.
625 Cochrane Drive

Markam, Ontario, Canada L3R 9R9
905-470-0015 x240 idinsmore@lea.ca

Count Name: 24085_Coleraine Dr & Parr Blvd-AM
Site Code: 24085
Start Date: 09/14/2023

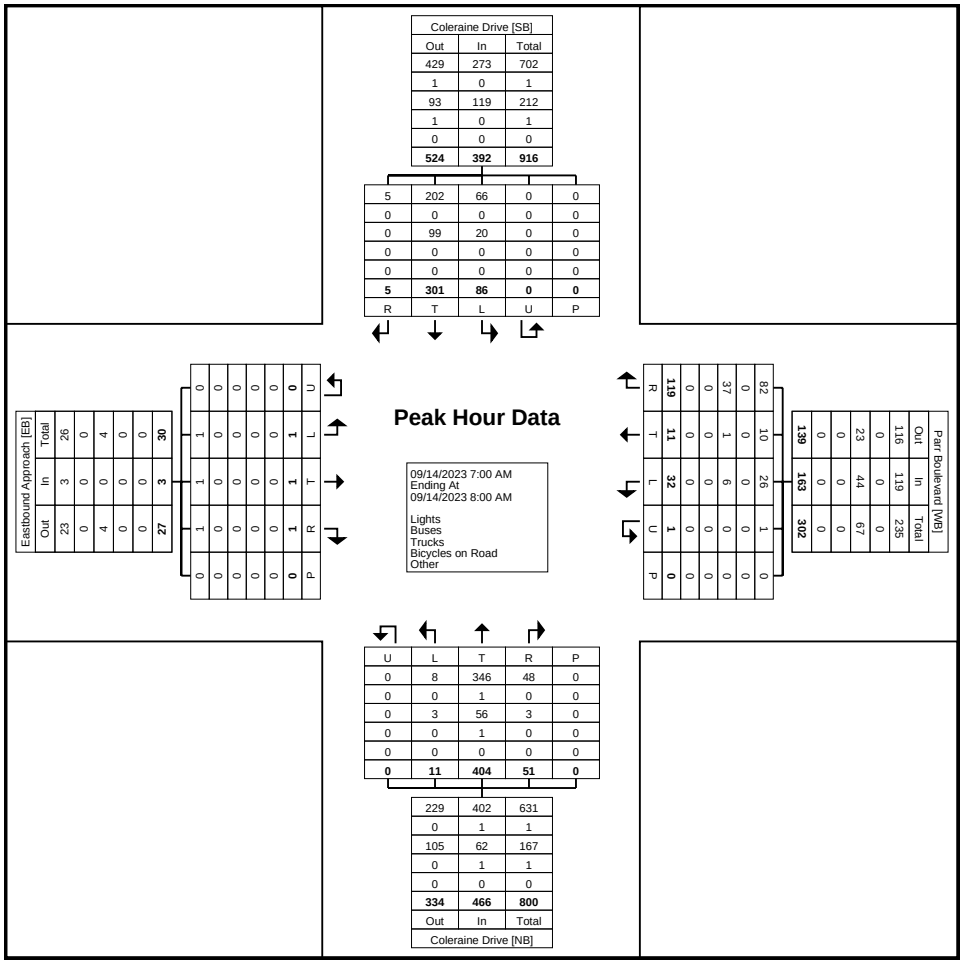
Turning Movement Peak Hour Data (7:00 AM)

Start Time	Coleraine Drive Southbound						Parr Boulevard Westbound						Coleraine Drive Northbound						Eastbound Approach Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
7:00 AM	1	91	20	0	0	112	28	3	15	1	0	47	8	128	3	0	0	139	0	0	0	0	0	0	298
7:15 AM	1	69	12	0	0	82	42	0	9	0	0	51	11	134	4	0	0	149	0	0	0	0	0	0	282
7:30 AM	2	76	26	0	0	104	28	6	2	0	0	36	15	61	1	0	0	77	0	0	1	0	0	1	218
7:45 AM	1	65	28	0	0	94	21	2	6	0	0	29	17	81	3	0	0	101	1	1	0	0	0	2	226
Total	5	301	86	0	0	392	119	11	32	1	0	163	51	404	11	0	0	466	1	1	1	0	0	3	1024
Approach %	1.3	76.8	21.9	0.0	-	-	73.0	6.7	19.6	0.6	-	-	10.9	86.7	2.4	0.0	-	-	33.3	33.3	33.3	0.0	-	-	-
Total %	0.5	29.4	8.4	0.0	-	38.3	11.6	1.1	3.1	0.1	-	15.9	5.0	39.5	1.1	0.0	-	45.5	0.1	0.1	0.1	0.0	-	0.3	-
PHF	0.625	0.827	0.768	0.000	-	0.875	0.708	0.458	0.533	0.250	-	0.799	0.750	0.754	0.688	0.000	-	0.782	0.250	0.250	0.250	0.000	-	0.375	0.859
Lights	5	202	66	0	-	273	82	10	26	1	-	119	48	346	8	0	-	402	1	1	1	0	-	3	797
% Lights	100.0	67.1	76.7	-	-	69.6	68.9	90.9	81.3	100.0	-	73.0	94.1	85.6	72.7	-	-	86.3	100.0	100.0	100.0	-	-	100.0	77.8
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	1	0	0	-	1	0	0	0	0	-	0	1
% Buses	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0	0.2	0.0	-	-	0.2	0.0	0.0	0.0	-	-	0.0	0.1
Trucks	0	99	20	0	-	119	37	1	6	0	-	44	3	56	3	0	-	62	0	0	0	0	-	0	225
% Trucks	0.0	32.9	23.3	-	-	30.4	31.1	9.1	18.8	0.0	-	27.0	5.9	13.9	27.3	-	-	13.3	0.0	0.0	0.0	-	-	0.0	22.0
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	1	0	0	-	1	0	0	0	0	-	0	1
% Bicycles on Road	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0	0.2	0.0	-	-	0.2	0.0	0.0	0.0	-	-	0.0	0.1
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

LEA Consulting Ltd.
625 Cochrane Drive

Markam, Ontario, Canada L3R 9R9
905-470-0015 x240 idinsmore@lea.ca

Count Name: 24085_Coleraine Dr & Parr Blvd-AM
Site Code: 24085
Start Date: 09/14/2023



Turning Movement Peak Hour Data Plot (7:00 AM)

LEA Consulting Ltd.
625 Cochrane Drive

Markam, Ontario, Canada L3R 9R9
905-470-0015 x240 idinsmore@lea.ca

Count Name: 24085_Coleraine Dr & Parr Blvd-PM
Site Code: 24085
Start Date: 09/14/2023

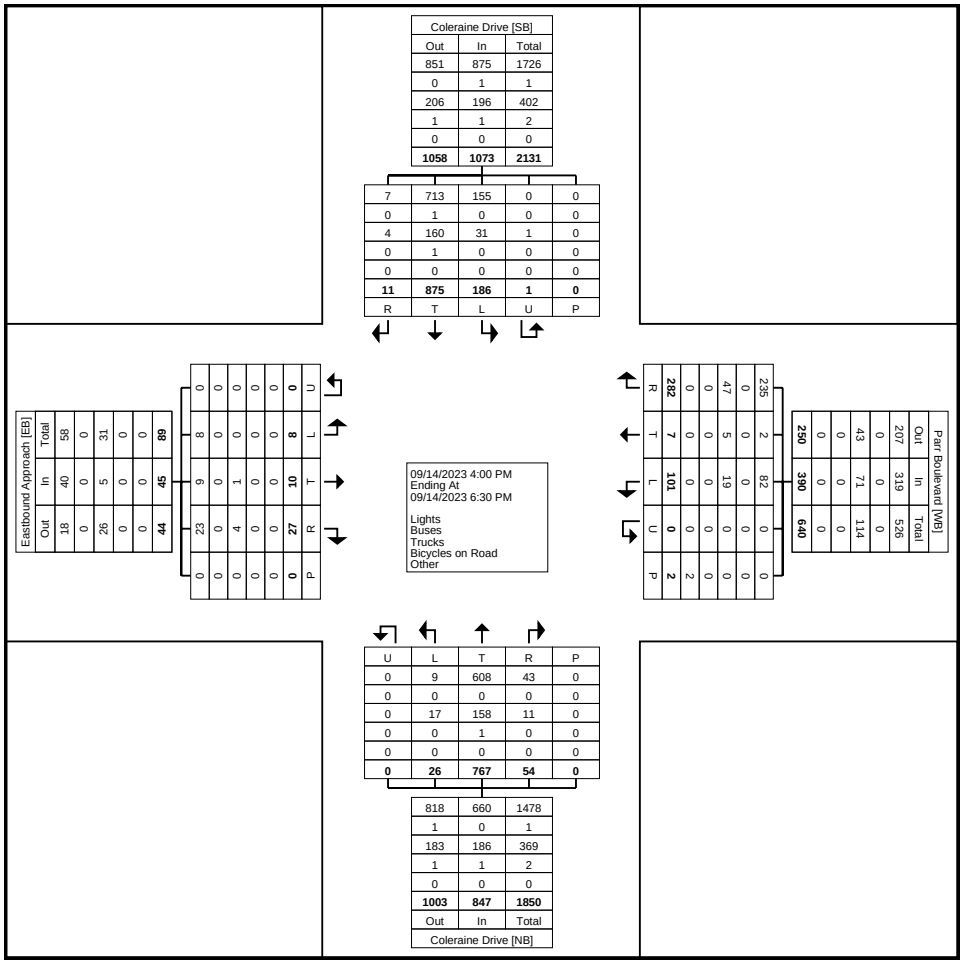
Turning Movement Data

Start Time	Coleraine Drive Southbound						Parr Boulevard Westbound						Coleraine Drive Northbound						Eastbound Approach Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
4:00 PM	0	96	18	0	0	114	33	0	13	0	0	46	5	62	5	0	0	72	3	2	2	0	0	7	239
4:15 PM	1	59	18	0	0	78	31	0	11	0	0	42	3	48	2	0	0	53	2	2	0	0	0	4	177
4:30 PM	2	72	11	0	0	85	23	0	12	0	0	35	5	62	0	0	0	67	4	0	1	0	0	5	192
4:45 PM	1	76	8	0	0	85	26	1	6	0	0	33	5	44	3	0	0	52	1	0	1	0	0	2	172
Hourly Total	4	303	55	0	0	362	113	1	42	0	0	156	18	216	10	0	0	244	10	4	4	0	0	18	780
5:00 PM	1	70	13	0	0	84	45	0	20	0	0	65	12	60	3	0	0	75	3	2	0	0	0	5	229
5:15 PM	2	77	10	1	0	90	29	1	11	0	2	41	4	47	0	0	0	51	1	1	1	0	0	3	185
5:30 PM	1	126	27	0	0	154	21	3	6	0	0	30	4	90	4	0	0	98	3	2	1	0	0	6	288
5:45 PM	1	75	10	0	0	86	23	1	5	0	0	29	5	135	2	0	0	142	7	1	0	0	0	8	265
Hourly Total	5	348	60	1	0	414	118	5	42	0	2	165	25	332	9	0	0	366	14	6	2	0	0	22	967
6:00 PM	2	152	53	0	0	207	20	0	9	0	0	29	8	110	2	0	0	120	1	0	2	0	0	3	359
6:15 PM	0	72	18	0	0	90	31	1	8	0	0	40	3	109	5	0	0	117	2	0	0	0	0	2	249
Grand Total	11	875	186	1	0	1073	282	7	101	0	2	390	54	767	26	0	0	847	27	10	8	0	0	45	2355
Approach %	1.0	81.5	17.3	0.1	-	-	72.3	1.8	25.9	0.0	-	-	6.4	90.6	3.1	0.0	-	-	60.0	22.2	17.8	0.0	-	-	-
Total %	0.5	37.2	7.9	0.0	-	45.6	12.0	0.3	4.3	0.0	-	16.6	2.3	32.6	1.1	0.0	-	36.0	1.1	0.4	0.3	0.0	-	1.9	-
Lights	7	713	155	0	-	875	235	2	82	0	-	319	43	608	9	0	-	660	23	9	8	0	-	40	1894
% Lights	63.6	81.5	83.3	0.0	-	81.5	83.3	28.6	81.2	-	-	81.8	79.6	79.3	34.6	-	-	77.9	85.2	90.0	100.0	-	-	88.9	80.4
Buses	0	1	0	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	1
% Buses	0.0	0.1	0.0	0.0	-	0.1	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
Trucks	4	160	31	1	-	196	47	5	19	0	-	71	11	158	17	0	-	186	4	1	0	0	-	5	458
% Trucks	36.4	18.3	16.7	100.0	-	18.3	16.7	71.4	18.8	-	-	18.2	20.4	20.6	65.4	-	-	22.0	14.8	10.0	0.0	-	-	11.1	19.4
Bicycles on Road	0	1	0	0	-	1	0	0	0	0	-	0	0	1	0	0	-	1	0	0	0	0	-	0	2
% Bicycles on Road	0.0	0.1	0.0	0.0	-	0.1	0.0	0.0	0.0	-	-	0.0	0.0	0.1	0.0	-	-	0.1	0.0	0.0	0.0	-	-	0.0	0.1
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	0.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-

LEA Consulting Ltd.
625 Cochrane Drive

Markam, Ontario, Canada L3R 9R9
905-470-0015 x240 idinsmore@lea.ca

Count Name: 24085_Coleraine Dr & Parr Blvd-PM
Site Code: 24085
Start Date: 09/14/2023



Turning Movement Data Plot

LEA Consulting Ltd.
625 Cochrane Drive

Markam, Ontario, Canada L3R 9R9
905-470-0015 x240 idinsmore@lea.ca

Count Name: 24085_Coleraine Dr & Parr Blvd-PM
Site Code: 24085
Start Date: 09/14/2023

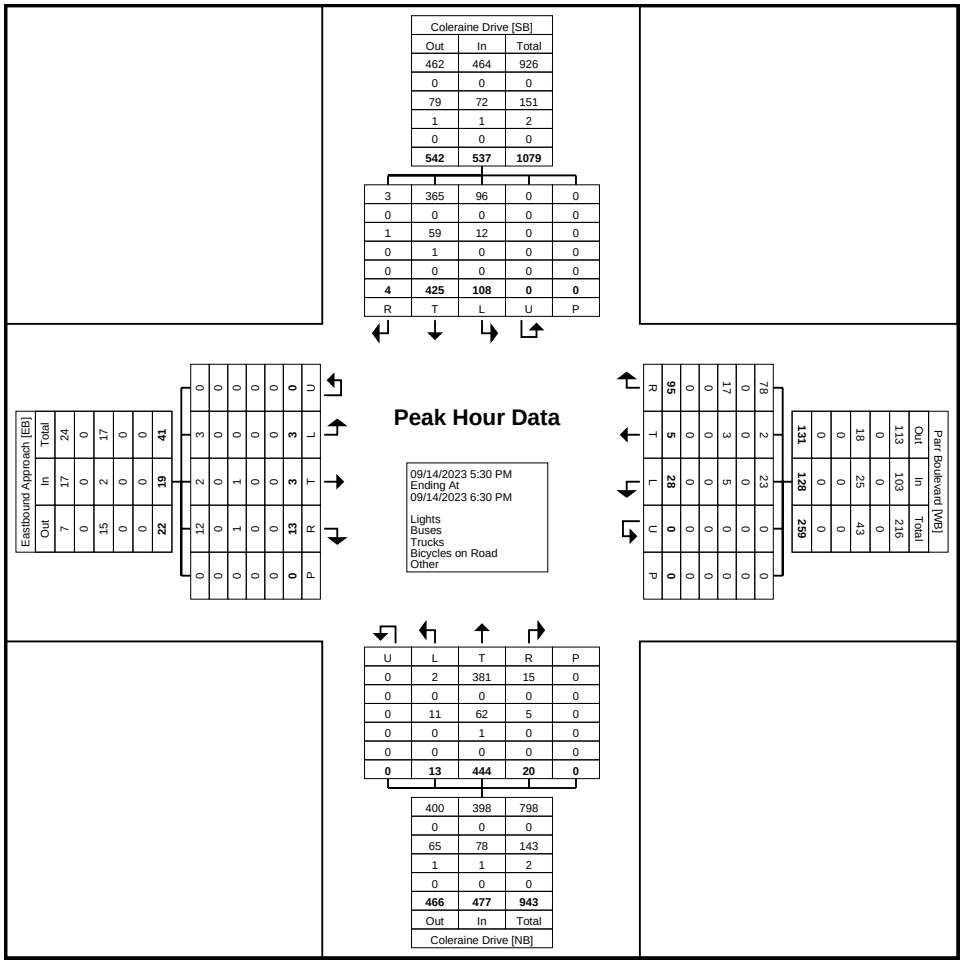
Turning Movement Peak Hour Data (5:30 PM)

Start Time	Coleraine Drive Southbound						Parr Boulevard Westbound						Coleraine Drive Northbound						Eastbound Approach Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
5:30 PM	1	126	27	0	0	154	21	3	6	0	0	30	4	90	4	0	0	98	3	2	1	0	0	6	288
5:45 PM	1	75	10	0	0	86	23	1	5	0	0	29	5	135	2	0	0	142	7	1	0	0	0	8	265
6:00 PM	2	152	53	0	0	207	20	0	9	0	0	29	8	110	2	0	0	120	1	0	2	0	0	3	359
6:15 PM	0	72	18	0	0	90	31	1	8	0	0	40	3	109	5	0	0	117	2	0	0	0	0	2	249
Total	4	425	108	0	0	537	95	5	28	0	0	128	20	444	13	0	0	477	13	3	3	0	0	19	1161
Approach %	0.7	79.1	20.1	0.0	-	-	74.2	3.9	21.9	0.0	-	-	4.2	93.1	2.7	0.0	-	-	68.4	15.8	15.8	0.0	-	-	-
Total %	0.3	36.6	9.3	0.0	-	46.3	8.2	0.4	2.4	0.0	-	11.0	1.7	38.2	1.1	0.0	-	41.1	1.1	0.3	0.3	0.0	-	1.6	-
PHF	0.500	0.699	0.509	0.000	-	0.649	0.766	0.417	0.778	0.000	-	0.800	0.625	0.822	0.650	0.000	-	0.840	0.464	0.375	0.375	0.000	-	0.594	0.808
Lights	3	365	96	0	-	464	78	2	23	0	-	103	15	381	2	0	-	398	12	2	3	0	-	17	982
% Lights	75.0	85.9	88.9	-	-	86.4	82.1	40.0	82.1	-	-	80.5	75.0	85.8	15.4	-	-	83.4	92.3	66.7	100.0	-	-	89.5	84.6
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Buses	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0
Trucks	1	59	12	0	-	72	17	3	5	0	-	25	5	62	11	0	-	78	1	1	0	0	-	2	177
% Trucks	25.0	13.9	11.1	-	-	13.4	17.9	60.0	17.9	-	-	19.5	25.0	14.0	84.6	-	-	16.4	7.7	33.3	0.0	-	-	10.5	15.2
Bicycles on Road	0	1	0	0	-	1	0	0	0	0	-	0	0	1	0	0	-	1	0	0	0	0	-	0	2
% Bicycles on Road	0.0	0.2	0.0	-	-	0.2	0.0	0.0	0.0	-	-	0.0	0.0	0.2	0.0	-	-	0.2	0.0	0.0	0.0	-	-	0.0	0.2
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

LEA Consulting Ltd.
625 Cochrane Drive

Markam, Ontario, Canada L3R 9R9
905-470-0015 x240 idinsmore@lea.ca

Count Name: 24085_Coleraine Dr & Parr Blvd-PM
Site Code: 24085
Start Date: 09/14/2023



Turning Movement Peak Hour Data Plot (5:30 PM)

LEA Consulting Ltd.
625 Cochrane Drive

Markam, Ontario, Canada L3R 9R9
905-470-0015 x240 idinsmore@lea.ca

Count Name: 24085_Coleraine Dr & Parr Blvd-SAT
Site Code: 24085
Start Date: 09/16/2023

Turning Movement Data

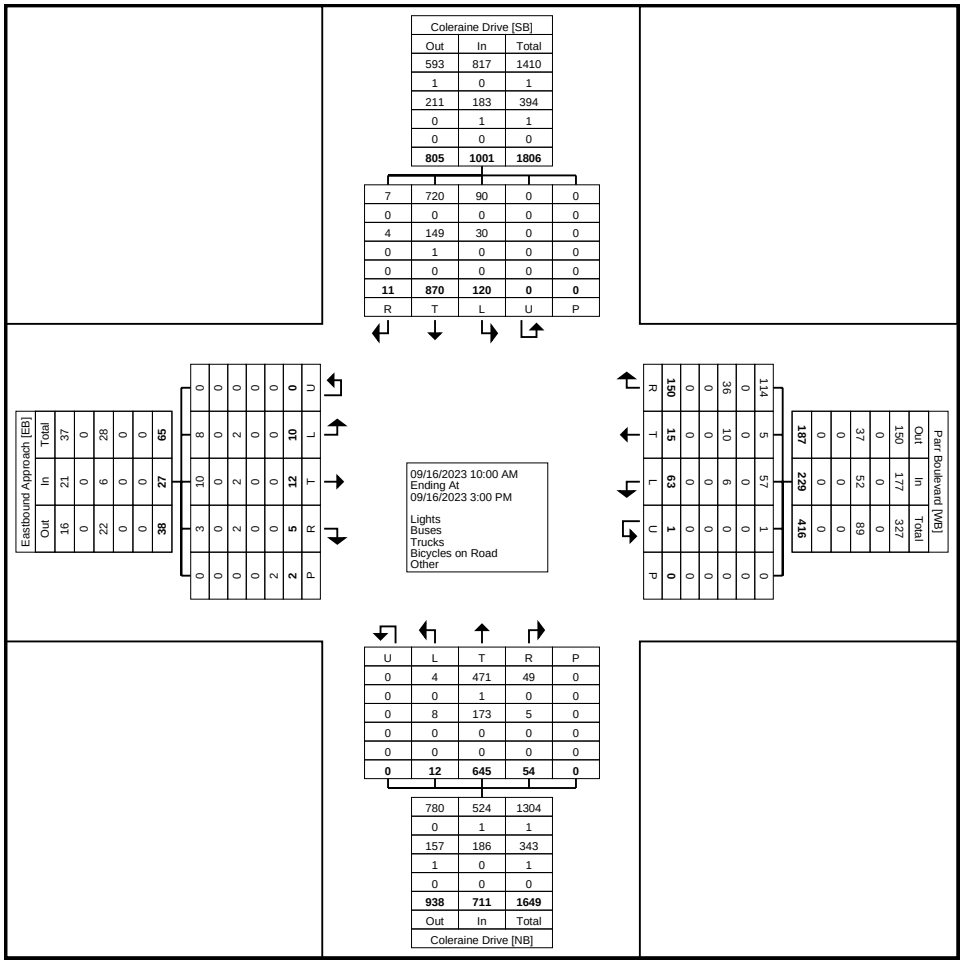
Start Time	Coleraine Drive Southbound						Parr Boulevard Westbound						Coleraine Drive Northbound						Eastbound Approach Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
10:00 AM	0	47	13	0	0	60	5	0	1	0	0	6	5	26	0	0	0	31	0	0	0	0	0	0	97
10:15 AM	0	45	6	0	0	51	4	1	1	0	0	6	1	27	0	0	0	28	0	0	0	0	1	0	85
10:30 AM	0	31	11	0	0	42	6	2	1	0	0	9	3	39	0	0	0	42	1	1	0	0	1	2	95
10:45 AM	0	38	4	0	0	42	13	2	2	0	0	17	2	26	2	0	0	30	0	1	0	0	0	1	90
Hourly Total	0	161	34	0	0	195	28	5	5	0	0	38	11	118	2	0	0	131	1	2	0	0	2	3	367
11:00 AM	2	42	5	0	0	49	4	1	2	0	0	7	2	21	1	0	0	24	1	1	0	0	0	2	82
11:15 AM	1	37	5	0	0	43	10	1	5	0	0	16	2	33	1	0	0	36	0	0	2	0	0	2	97
11:30 AM	0	41	5	0	0	46	12	3	2	0	0	17	5	29	0	0	0	34	0	3	0	0	0	3	100
11:45 AM	2	35	9	0	0	46	9	2	7	0	0	18	6	30	0	0	0	36	1	1	0	0	0	2	102
Hourly Total	5	155	24	0	0	184	35	7	16	0	0	58	15	113	2	0	0	130	2	5	2	0	0	9	381
12:00 PM	1	37	7	0	0	45	8	0	3	1	0	12	4	52	0	0	0	56	0	0	0	0	0	0	113
12:15 PM	2	47	4	0	0	53	4	0	6	0	0	10	8	25	1	0	0	34	0	1	1	0	0	2	99
12:30 PM	0	44	6	0	0	50	8	0	2	0	0	10	1	32	2	0	0	35	0	1	0	0	0	1	96
12:45 PM	0	39	0	0	0	39	6	1	3	0	0	10	2	38	1	0	0	41	0	0	0	0	0	0	90
Hourly Total	3	167	17	0	0	187	26	1	14	1	0	42	15	147	4	0	0	166	0	2	1	0	0	3	398
1:00 PM	0	53	11	0	0	64	10	0	5	0	0	15	2	35	2	0	0	39	0	0	2	0	0	2	120
1:15 PM	0	41	3	0	0	44	9	0	0	0	0	9	1	26	0	0	0	27	1	0	2	0	0	3	83
1:30 PM	1	50	3	0	0	54	8	1	5	0	0	14	3	36	1	0	0	40	0	0	2	0	0	2	110
1:45 PM	0	54	6	0	0	60	7	0	3	0	0	10	4	31	0	0	0	35	0	0	0	0	0	0	105
Hourly Total	1	198	23	0	0	222	34	1	13	0	0	48	10	128	3	0	0	141	1	0	6	0	0	7	418
2:00 PM	1	41	2	0	0	44	10	0	5	0	0	15	1	31	0	0	0	32	0	0	1	0	0	1	92
2:15 PM	0	47	8	0	0	55	7	1	7	0	0	15	1	32	1	0	0	34	0	1	0	0	0	1	105
2:30 PM	1	66	6	0	0	73	4	0	2	0	0	6	0	37	0	0	0	37	1	0	0	0	0	1	117
2:45 PM	0	35	6	0	0	41	6	0	1	0	0	7	1	39	0	0	0	40	0	2	0	0	0	2	90
Hourly Total	2	189	22	0	0	213	27	1	15	0	0	43	3	139	1	0	0	143	1	3	1	0	0	5	404
Grand Total	11	870	120	0	0	1001	150	15	63	1	0	229	54	645	12	0	0	711	5	12	10	0	2	27	1968
Approach %	1.1	86.9	12.0	0.0	-	-	65.5	6.6	27.5	0.4	-	-	7.6	90.7	1.7	0.0	-	-	18.5	44.4	37.0	0.0	-	-	-
Total %	0.6	44.2	6.1	0.0	-	50.9	7.6	0.8	3.2	0.1	-	11.6	2.7	32.8	0.6	0.0	-	36.1	0.3	0.6	0.5	0.0	-	1.4	-
Lights	7	720	90	0	-	817	114	5	57	1	-	177	49	471	4	0	-	524	3	10	8	0	-	21	1539
% Lights	63.6	82.8	75.0	-	-	81.6	76.0	33.3	90.5	100.0	-	77.3	90.7	73.0	33.3	-	-	73.7	60.0	83.3	80.0	-	-	77.8	78.2
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	1	0	0	-	1	0	0	0	0	-	0	1
% Buses	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0	0.2	0.0	-	-	0.1	0.0	0.0	0.0	-	-	0.0	0.1
Trucks	4	149	30	0	-	183	36	10	6	0	-	52	5	173	8	0	-	186	2	2	2	0	-	6	427
% Trucks	36.4	17.1	25.0	-	-	18.3	24.0	66.7	9.5	0.0	-	22.7	9.3	26.8	66.7	-	-	26.2	40.0	16.7	20.0	-	-	22.2	21.7
Bicycles on Road	0	1	0	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	1

% Bicycles on Road	0.0	0.1	0.0	-	-	0.1	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	0.1
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	2	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-

LEA Consulting Ltd.
625 Cochrane Drive

Markam, Ontario, Canada L3R 9R9
905-470-0015 x240 idinsmore@lea.ca

Count Name: 24085_Coleraine Dr & Parr Blvd-SAT
Site Code: 24085
Start Date: 09/16/2023



Turning Movement Data Plot

LEA Consulting Ltd.
625 Cochrane Drive

Markam, Ontario, Canada L3R 9R9
905-470-0015 x240 idinsmore@lea.ca

Count Name: 24085_Coleraine Dr & Parr Blvd-SAT
Site Code: 24085
Start Date: 09/16/2023

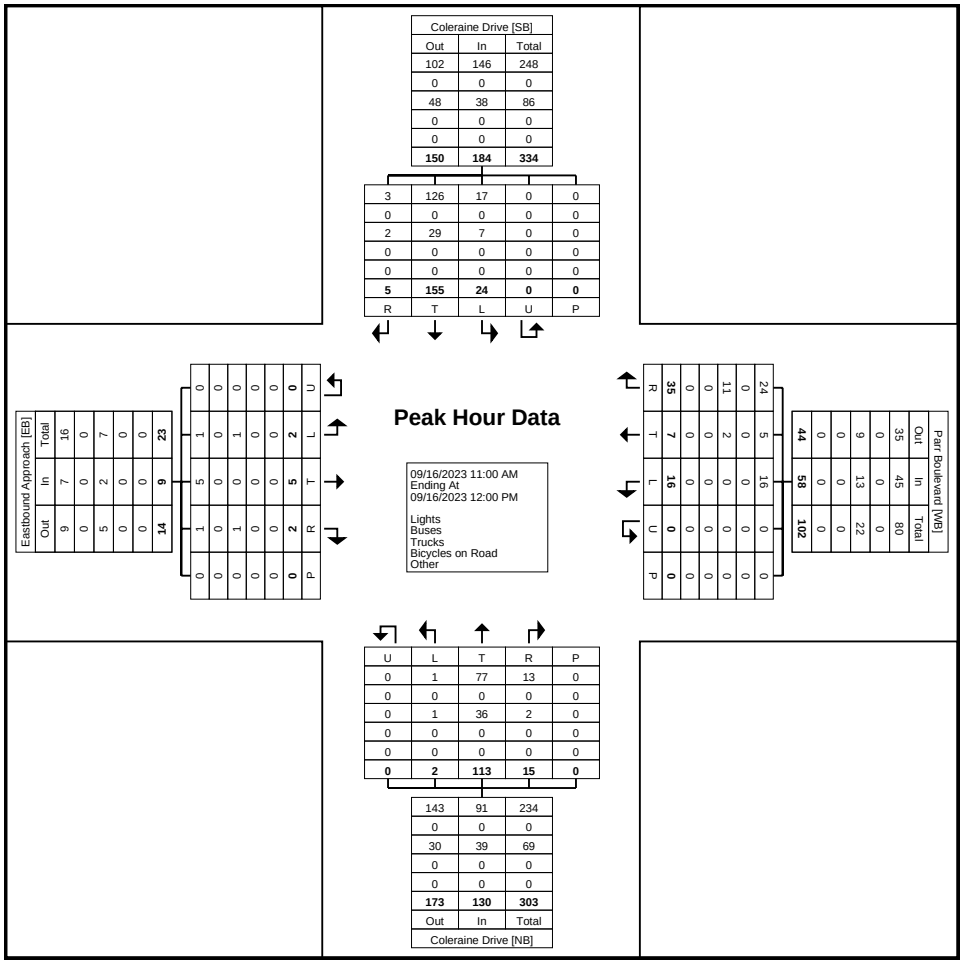
Turning Movement Peak Hour Data (11:00 AM)

Start Time	Coleraine Drive Southbound						Parr Boulevard Westbound						Coleraine Drive Northbound						Eastbound Approach Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
11:00 AM	2	42	5	0	0	49	4	1	2	0	0	7	2	21	1	0	0	24	1	1	0	0	0	2	82
11:15 AM	1	37	5	0	0	43	10	1	5	0	0	16	2	33	1	0	0	36	0	0	2	0	0	2	97
11:30 AM	0	41	5	0	0	46	12	3	2	0	0	17	5	29	0	0	0	34	0	3	0	0	0	3	100
11:45 AM	2	35	9	0	0	46	9	2	7	0	0	18	6	30	0	0	0	36	1	1	0	0	0	2	102
Total	5	155	24	0	0	184	35	7	16	0	0	58	15	113	2	0	0	130	2	5	2	0	0	9	381
Approach %	2.7	84.2	13.0	0.0	-	-	60.3	12.1	27.6	0.0	-	-	11.5	86.9	1.5	0.0	-	-	22.2	55.6	22.2	0.0	-	-	-
Total %	1.3	40.7	6.3	0.0	-	48.3	9.2	1.8	4.2	0.0	-	15.2	3.9	29.7	0.5	0.0	-	34.1	0.5	1.3	0.5	0.0	-	2.4	-
PHF	0.625	0.923	0.667	0.000	-	0.939	0.729	0.583	0.571	0.000	-	0.806	0.625	0.856	0.500	0.000	-	0.903	0.500	0.417	0.250	0.000	-	0.750	0.934
Lights	3	126	17	0	-	146	24	5	16	0	-	45	13	77	1	0	-	91	1	5	1	0	-	7	289
% Lights	60.0	81.3	70.8	-	-	79.3	68.6	71.4	100.0	-	-	77.6	86.7	68.1	50.0	-	-	70.0	50.0	100.0	50.0	-	-	77.8	75.9
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Buses	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0
Trucks	2	29	7	0	-	38	11	2	0	0	-	13	2	36	1	0	-	39	1	0	1	0	-	2	92
% Trucks	40.0	18.7	29.2	-	-	20.7	31.4	28.6	0.0	-	-	22.4	13.3	31.9	50.0	-	-	30.0	50.0	0.0	50.0	-	-	22.2	24.1
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	0.0	0.0	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
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

LEA Consulting Ltd.
625 Cochrane Drive

Markam, Ontario, Canada L3R 9R9
905-470-0015 x240 idinsmore@lea.ca

Count Name: 24085_Coleraine Dr & Parr Blvd-SAT
Site Code: 24085
Start Date: 09/16/2023



Turning Movement Peak Hour Data Plot (11:00 AM)

LEA Consulting Ltd.
625 Cochrane Drive

Markam, Ontario, Canada L3R 9R9
905-470-0015 x240 idinsmore@lea.ca

Count Name: 24085_Coleraine Dr & Parr Blvd-SAT
Site Code: 24085
Start Date: 09/16/2023

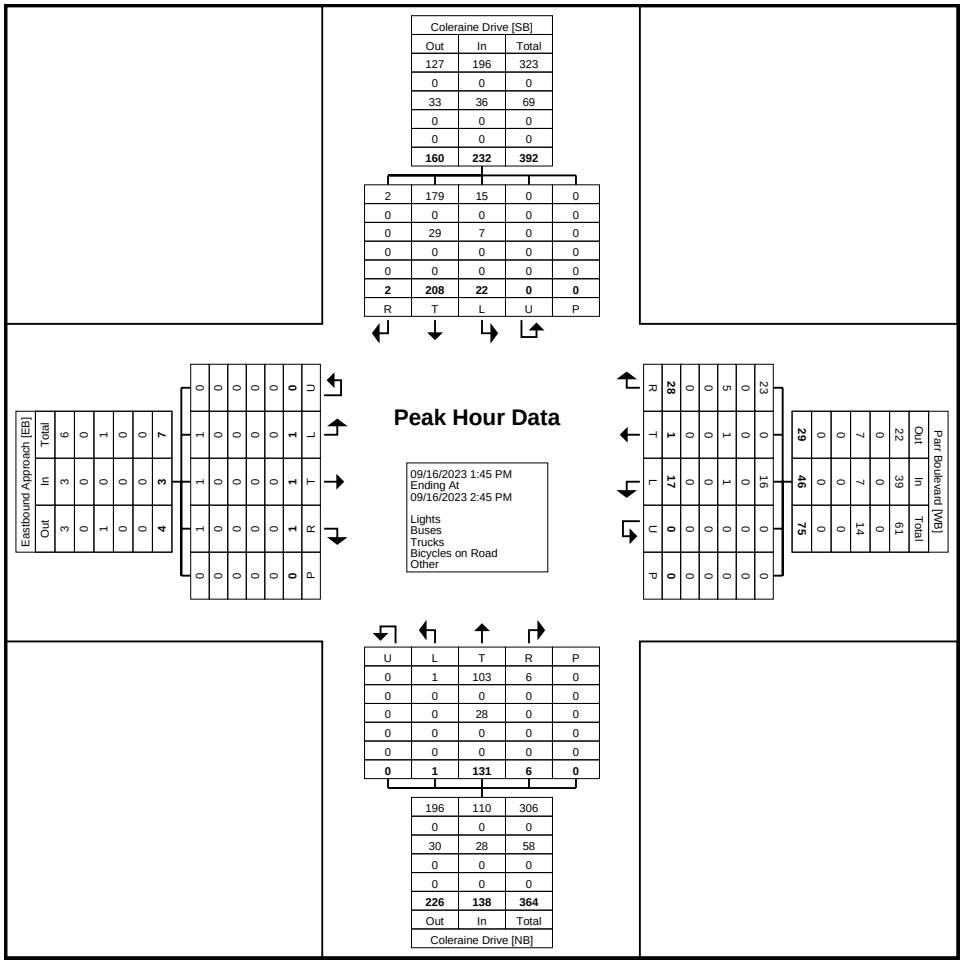
Turning Movement Peak Hour Data (1:45 PM)

Start Time	Coleraine Drive Southbound						Parr Boulevard Westbound						Coleraine Drive Northbound						Eastbound Approach Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
1:45 PM	0	54	6	0	0	60	7	0	3	0	0	10	4	31	0	0	0	35	0	0	0	0	0	0	105
2:00 PM	1	41	2	0	0	44	10	0	5	0	0	15	1	31	0	0	0	32	0	0	1	0	0	1	92
2:15 PM	0	47	8	0	0	55	7	1	7	0	0	15	1	32	1	0	0	34	0	1	0	0	0	1	105
2:30 PM	1	66	6	0	0	73	4	0	2	0	0	6	0	37	0	0	0	37	1	0	0	0	0	1	117
Total	2	208	22	0	0	232	28	1	17	0	0	46	6	131	1	0	0	138	1	1	1	0	0	3	419
Approach %	0.9	89.7	9.5	0.0	-	-	60.9	2.2	37.0	0.0	-	-	4.3	94.9	0.7	0.0	-	-	33.3	33.3	33.3	0.0	-	-	-
Total %	0.5	49.6	5.3	0.0	-	55.4	6.7	0.2	4.1	0.0	-	11.0	1.4	31.3	0.2	0.0	-	32.9	0.2	0.2	0.2	0.0	-	0.7	-
PHF	0.500	0.788	0.688	0.000	-	0.795	0.700	0.250	0.607	0.000	-	0.767	0.375	0.885	0.250	0.000	-	0.932	0.250	0.250	0.250	0.000	-	0.750	0.895
Lights	2	179	15	0	-	196	23	0	16	0	-	39	6	103	1	0	-	110	1	1	1	0	-	3	348
% Lights	100.0	86.1	68.2	-	-	84.5	82.1	0.0	94.1	-	-	84.8	100.0	78.6	100.0	-	-	79.7	100.0	100.0	100.0	-	-	100.0	83.1
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Buses	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0
Trucks	0	29	7	0	-	36	5	1	1	0	-	7	0	28	0	0	-	28	0	0	0	0	-	0	71
% Trucks	0.0	13.9	31.8	-	-	15.5	17.9	100.0	5.9	-	-	15.2	0.0	21.4	0.0	-	-	20.3	0.0	0.0	0.0	-	-	0.0	16.9
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	0.0	0.0	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
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

LEA Consulting Ltd.
625 Cochrane Drive

Markam, Ontario, Canada L3R 9R9
905-470-0015 x240 idinsmore@lea.ca

Count Name: 24085_Coleraine Dr & Parr Blvd-SAT
Site Code: 24085
Start Date: 09/16/2023



Turning Movement Peak Hour Data Plot (1:45 PM)

REGIONAL MUNICIPALITY OF PEEL

Traffic Signal Timing Parameters

Database Date	**February 9, 2026**		**Prepared Date**	**February 9, 2026**
Database Rev	**-**		**Completed By**	**JL**
Timing Card / Field rev	**1**		**Checked By**	**AH**

Location — **Coleraine Drive at Parr Boulevard**

Phase #	Street Name - Direction	Vehicle Minimum (s)	Pedestrian Minimum (s)		Amber (s)	All Red (s)	TIME PERIOD (s)		
			WALK	FDWALK			AM SPLITS	OFF MAX	PM SPLITS
1	Not In Use	-	-	-	-	-	-	-	-
2	Coleraine Dr - SB	10.0	10.0	20.0	4.2	2.5	55.0	61.7	58.0
3	Not In Use	-	-	-	-	-	-	-	-
4	Parr Blvd - WB	10.0	10.0	22.0	4.0	5.0	45.0	19 (min) 44 (max)	42.0
5	Not In Use	-	-	-	-	-	-	-	-
6	Coleraine Dr - NB	10.0	10.0	20.0	4.2	2.5	55.0	61.7	58.0
7	Not In Use	-	-	-	-	-	-	-	-
8	Private Driveway - EB	10.0	10.0	22.0	4.0	5.0	45.0	19 (min) 44 (max)	42.0

System Control
No

Semi-Actuated Mode
Yes

TIME (M-F)	PEAK	CYCLE LENGTH (s)	OFFSET (s)
06:00 - 09:00	AM	100	0
FREE	OFF	0	0
15:00 - 20:00	PM	100	0

LEA Consulting Ltd.
625 Cochrane Drive

Markam, Ontario, Canada L3R 9R9
905-470-0015 x240 idinsmore@lea.ca

Count Name: 24085_Hwy 50 & Parr Blvd-AM
Site Code: 24085
Start Date: 09/14/2023

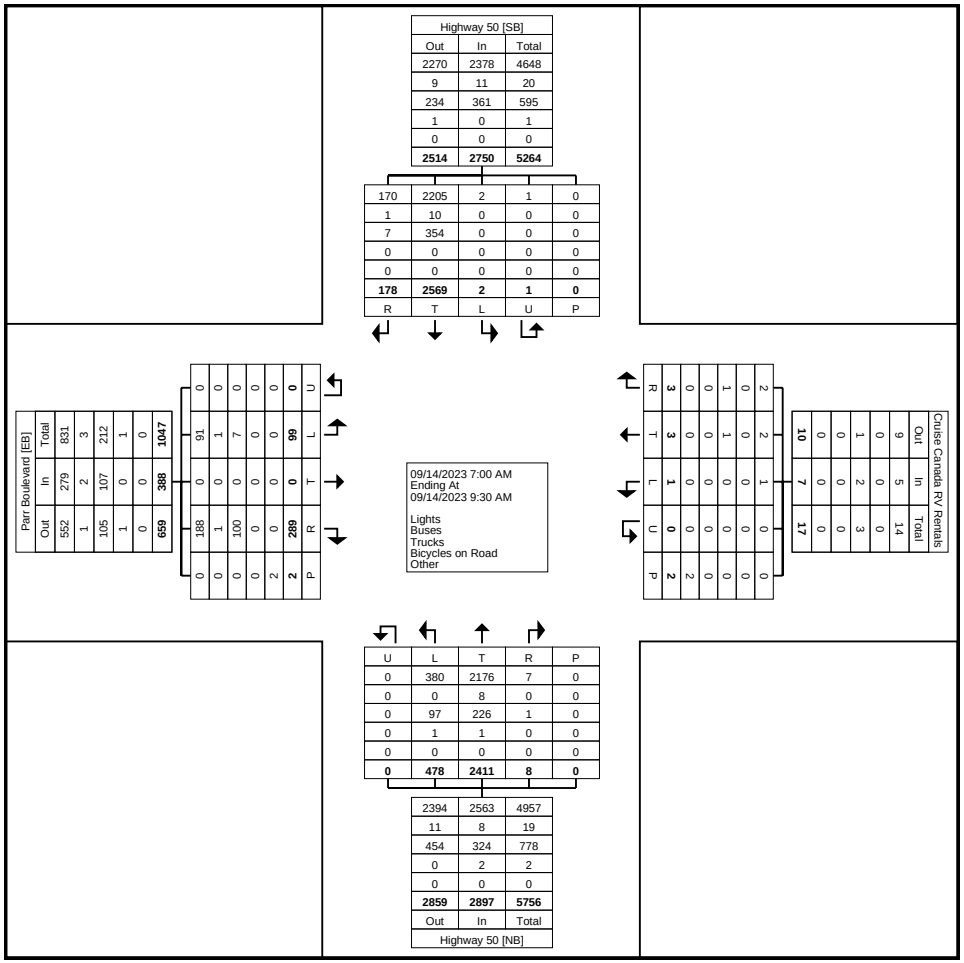
Turning Movement Data

Start Time	Highway 50 Southbound						Cruise Canada RV Rentals Westbound						Highway 50 Northbound						Parr Boulevard Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
7:00 AM	9	290	0	1	0	300	0	0	0	0	0	0	0	254	47	0	0	301	33	0	8	0	0	41	642
7:15 AM	10	285	0	0	0	295	0	0	0	0	0	0	0	246	61	0	0	307	18	0	1	0	0	19	621
7:30 AM	10	296	0	0	0	306	0	0	0	0	0	0	0	231	44	0	0	275	25	0	8	0	0	33	614
7:45 AM	15	247	0	0	0	262	0	0	1	0	2	1	2	283	47	0	0	332	26	0	10	0	1	36	631
Hourly Total	44	1118	0	1	0	1163	0	0	1	0	2	1	2	1014	199	0	0	1215	102	0	27	0	1	129	2508
8:00 AM	21	277	0	0	0	298	0	0	0	0	0	0	0	253	34	0	0	287	23	0	8	0	0	31	616
8:15 AM	21	239	0	0	0	260	0	1	0	0	0	1	2	236	49	0	0	287	20	0	10	0	0	30	578
8:30 AM	20	255	0	0	0	275	0	1	0	0	0	1	2	256	61	0	0	319	46	0	18	0	1	64	659
8:45 AM	28	225	1	0	0	254	2	1	0	0	0	3	1	213	58	0	0	272	49	0	11	0	0	60	589
Hourly Total	90	996	1	0	0	1087	2	3	0	0	0	5	5	958	202	0	0	1165	138	0	47	0	1	185	2442
9:00 AM	30	250	1	0	0	281	1	0	0	0	0	1	0	242	44	0	0	286	19	0	12	0	0	31	599
9:15 AM	14	205	0	0	0	219	0	0	0	0	0	0	1	197	33	0	0	231	30	0	13	0	0	43	493
Grand Total	178	2569	2	1	0	2750	3	3	1	0	2	7	8	2411	478	0	0	2897	289	0	99	0	2	388	6042
Approach %	6.5	93.4	0.1	0.0	-	-	42.9	42.9	14.3	0.0	-	-	0.3	83.2	16.5	0.0	-	-	74.5	0.0	25.5	0.0	-	-	-
Total %	2.9	42.5	0.0	0.0	-	45.5	0.0	0.0	0.0	0.0	-	0.1	0.1	39.9	7.9	0.0	-	47.9	4.8	0.0	1.6	0.0	-	6.4	-
Lights	170	2205	2	1	-	2378	2	2	1	0	-	5	7	2176	380	0	-	2563	188	0	91	0	-	279	5225
% Lights	95.5	85.8	100.0	100.0	-	86.5	66.7	66.7	100.0	-	-	71.4	87.5	90.3	79.5	-	-	88.5	65.1	-	91.9	-	-	71.9	86.5
Buses	1	10	0	0	-	11	0	0	0	0	-	0	0	8	0	0	-	8	1	0	1	0	-	2	21
% Buses	0.6	0.4	0.0	0.0	-	0.4	0.0	0.0	0.0	-	-	0.0	0.0	0.3	0.0	-	-	0.3	0.3	-	1.0	-	-	0.5	0.3
Trucks	7	354	0	0	-	361	1	1	0	0	-	2	1	226	97	0	-	324	100	0	7	0	-	107	794
% Trucks	3.9	13.8	0.0	0.0	-	13.1	33.3	33.3	0.0	-	-	28.6	12.5	9.4	20.3	-	-	11.2	34.6	-	7.1	-	-	27.6	13.1
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	1	1	0	-	2	0	0	0	0	-	0	2
% Bicycles on Road	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.2	-	-	0.1	0.0	-	0.0	-	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	0.0	-	-	-	-	-	-	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	-	2	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-

LEA Consulting Ltd.
625 Cochrane Drive

Markam, Ontario, Canada L3R 9R9
905-470-0015 x240 idinsmore@lea.ca

Count Name: 24085_Hwy 50 & Parr Blvd-AM
Site Code: 24085
Start Date: 09/14/2023



Turning Movement Data Plot

LEA Consulting Ltd.
625 Cochrane Drive

Markam, Ontario, Canada L3R 9R9
905-470-0015 x240 idinsmore@lea.ca

Count Name: 24085_Hwy 50 & Parr Blvd-AM
Site Code: 24085
Start Date: 09/14/2023

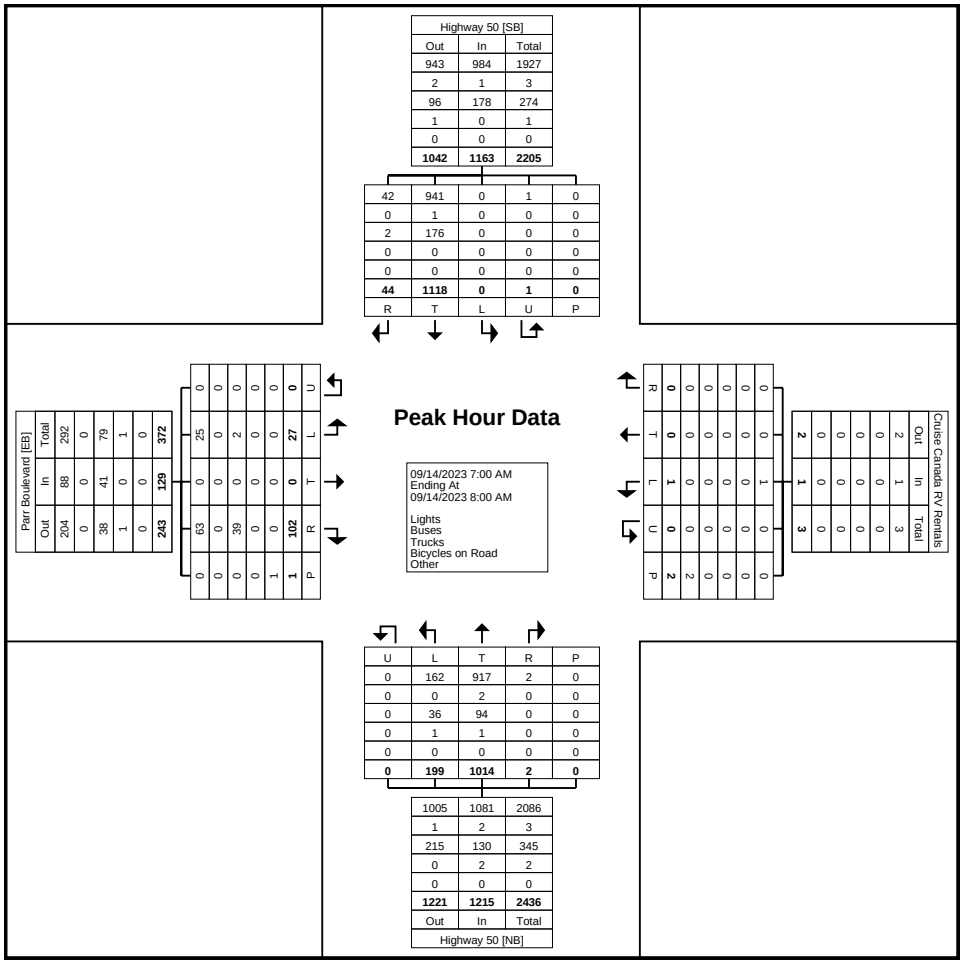
Turning Movement Peak Hour Data (7:00 AM)

Start Time	Highway 50 Southbound						Cruise Canada RV Rentals Westbound						Highway 50 Northbound						Parr Boulevard Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
7:00 AM	9	290	0	1	0	300	0	0	0	0	0	0	0	254	47	0	0	301	33	0	8	0	0	41	642
7:15 AM	10	285	0	0	0	295	0	0	0	0	0	0	0	246	61	0	0	307	18	0	1	0	0	19	621
7:30 AM	10	296	0	0	0	306	0	0	0	0	0	0	0	231	44	0	0	275	25	0	8	0	0	33	614
7:45 AM	15	247	0	0	0	262	0	0	1	0	2	1	2	283	47	0	0	332	26	0	10	0	1	36	631
Total	44	1118	0	1	0	1163	0	0	1	0	2	1	2	1014	199	0	0	1215	102	0	27	0	1	129	2508
Approach %	3.8	96.1	0.0	0.1	-	-	0.0	0.0	100.0	0.0	-	-	0.2	83.5	16.4	0.0	-	-	79.1	0.0	20.9	0.0	-	-	-
Total %	1.8	44.6	0.0	0.0	-	46.4	0.0	0.0	0.0	0.0	-	0.0	0.1	40.4	7.9	0.0	-	48.4	4.1	0.0	1.1	0.0	-	5.1	-
PHF	0.733	0.944	0.000	0.250	-	0.950	0.000	0.000	0.250	0.000	-	0.250	0.250	0.896	0.816	0.000	-	0.915	0.773	0.000	0.675	0.000	-	0.787	0.977
Lights	42	941	0	1	-	984	0	0	1	0	-	1	2	917	162	0	-	1081	63	0	25	0	-	88	2154
% Lights	95.5	84.2	-	100.0	-	84.6	-	-	100.0	-	-	100.0	100.0	90.4	81.4	-	-	89.0	61.8	-	92.6	-	-	68.2	85.9
Buses	0	1	0	0	-	1	0	0	0	0	-	0	0	2	0	0	-	2	0	0	0	0	-	0	3
% Buses	0.0	0.1	-	0.0	-	0.1	-	-	0.0	-	-	0.0	0.0	0.2	0.0	-	-	0.2	0.0	-	0.0	-	-	0.0	0.1
Trucks	2	176	0	0	-	178	0	0	0	0	-	0	0	94	36	0	-	130	39	0	2	0	-	41	349
% Trucks	4.5	15.7	-	0.0	-	15.3	-	-	0.0	-	-	0.0	0.0	9.3	18.1	-	-	10.7	38.2	-	7.4	-	-	31.8	13.9
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	1	1	0	-	2	0	0	0	0	-	0	2
% Bicycles on Road	0.0	0.0	-	0.0	-	0.0	-	-	0.0	-	-	0.0	0.0	0.1	0.5	-	-	0.2	0.0	-	0.0	-	-	0.0	0.1
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	0.0	-	-	-	-	-	-	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-

LEA Consulting Ltd.
625 Cochrane Drive

Markam, Ontario, Canada L3R 9R9
905-470-0015 x240 idinsmore@lea.ca

Count Name: 24085_Hwy 50 & Parr Blvd-AM
Site Code: 24085
Start Date: 09/14/2023



Turning Movement Peak Hour Data Plot (7:00 AM)

LEA Consulting Ltd.
625 Cochrane Drive

Markam, Ontario, Canada L3R 9R9
905-470-0015 x240 idinsmore@lea.ca

Count Name: 24085_Hwy 50 & Parr Blvd-PM
Site Code: 24085
Start Date: 09/14/2023

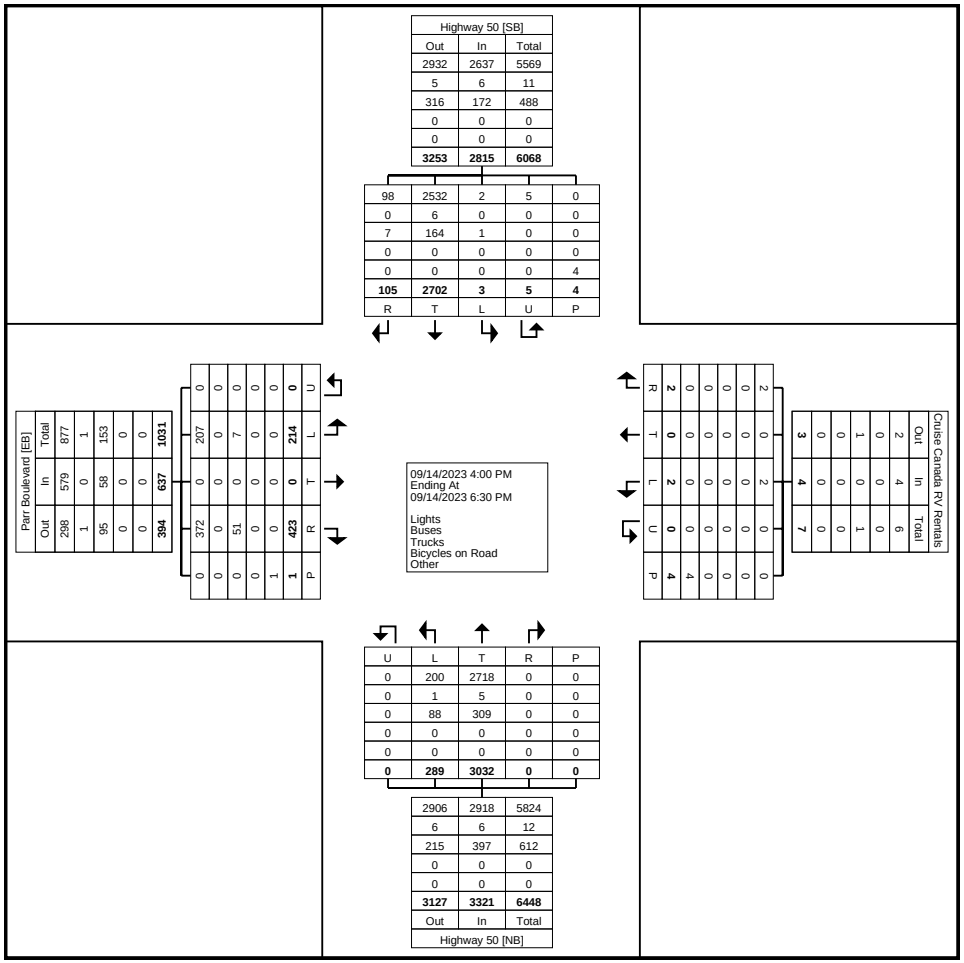
Turning Movement Data

Start Time	Highway 50 Southbound						Cruise Canada RV Rentals Westbound						Highway 50 Northbound						Parr Boulevard Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
4:00 PM	8	305	1	0	1	314	0	0	0	0	0	0	0	316	31	0	0	347	51	0	35	0	0	86	747
4:15 PM	13	254	0	1	0	268	0	0	1	0	0	1	0	328	29	0	0	357	32	0	23	0	0	55	681
4:30 PM	16	292	0	0	0	308	0	0	0	0	0	0	0	300	23	0	0	323	50	0	17	0	0	67	698
4:45 PM	11	243	1	0	1	255	1	0	0	0	0	1	0	289	29	0	0	318	32	0	20	0	0	52	626
Hourly Total	48	1094	2	1	2	1145	1	0	1	0	0	2	0	1233	112	0	0	1345	165	0	95	0	0	260	2752
5:00 PM	11	332	0	0	1	343	0	0	0	0	0	0	0	300	31	0	0	331	56	0	48	0	1	104	778
5:15 PM	7	244	0	2	0	253	0	0	0	0	0	0	0	255	33	0	0	288	32	0	16	0	0	48	589
5:30 PM	7	287	1	0	1	295	1	0	1	0	2	2	0	310	24	0	0	334	49	0	22	0	0	71	702
5:45 PM	11	247	0	0	0	258	0	0	0	0	0	0	0	345	36	0	0	381	27	0	10	0	0	37	676
Hourly Total	36	1110	1	2	2	1149	1	0	1	0	2	2	0	1210	124	0	0	1334	164	0	96	0	1	260	2745
6:00 PM	13	266	0	2	0	281	0	0	0	0	2	0	0	299	24	0	0	323	66	0	19	0	0	85	689
6:15 PM	8	232	0	0	0	240	0	0	0	0	0	0	0	290	29	0	0	319	28	0	4	0	0	32	591
Grand Total	105	2702	3	5	4	2815	2	0	2	0	4	4	0	3032	289	0	0	3321	423	0	214	0	1	637	6777
Approach %	3.7	96.0	0.1	0.2	-	-	50.0	0.0	50.0	0.0	-	-	0.0	91.3	8.7	0.0	-	-	66.4	0.0	33.6	0.0	-	-	-
Total %	1.5	39.9	0.0	0.1	-	41.5	0.0	0.0	0.0	0.0	-	0.1	0.0	44.7	4.3	0.0	-	49.0	6.2	0.0	3.2	0.0	-	9.4	-
Lights	98	2532	2	5	-	2637	2	0	2	0	-	4	0	2718	200	0	-	2918	372	0	207	0	-	579	6138
% Lights	93.3	93.7	66.7	100.0	-	93.7	100.0	-	100.0	-	-	100.0	-	89.6	69.2	-	-	87.9	87.9	-	96.7	-	-	90.9	90.6
Buses	0	6	0	0	-	6	0	0	0	0	-	0	0	5	1	0	-	6	0	0	0	0	-	0	12
% Buses	0.0	0.2	0.0	0.0	-	0.2	0.0	-	0.0	-	-	0.0	-	0.2	0.3	-	-	0.2	0.0	-	0.0	-	-	0.0	0.2
Trucks	7	164	1	0	-	172	0	0	0	0	-	0	0	309	88	0	-	397	51	0	7	0	-	58	627
% Trucks	6.7	6.1	33.3	0.0	-	6.1	0.0	-	0.0	-	-	0.0	-	10.2	30.4	-	-	12.0	12.1	-	3.3	-	-	9.1	9.3
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	0.0	0.0	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
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	-	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	4	-	-	-	-	-	4	-	-	-	-	-	0	-	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-

LEA Consulting Ltd.
625 Cochrane Drive

Markam, Ontario, Canada L3R 9R9
905-470-0015 x240 idinsmore@lea.ca

Count Name: 24085_Hwy 50 & Parr Blvd-PM
Site Code: 24085
Start Date: 09/14/2023



Turning Movement Data Plot

LEA Consulting Ltd.
625 Cochrane Drive

Markam, Ontario, Canada L3R 9R9
905-470-0015 x240 idinsmore@lea.ca

Count Name: 24085_Hwy 50 & Parr Blvd-PM
Site Code: 24085
Start Date: 09/14/2023

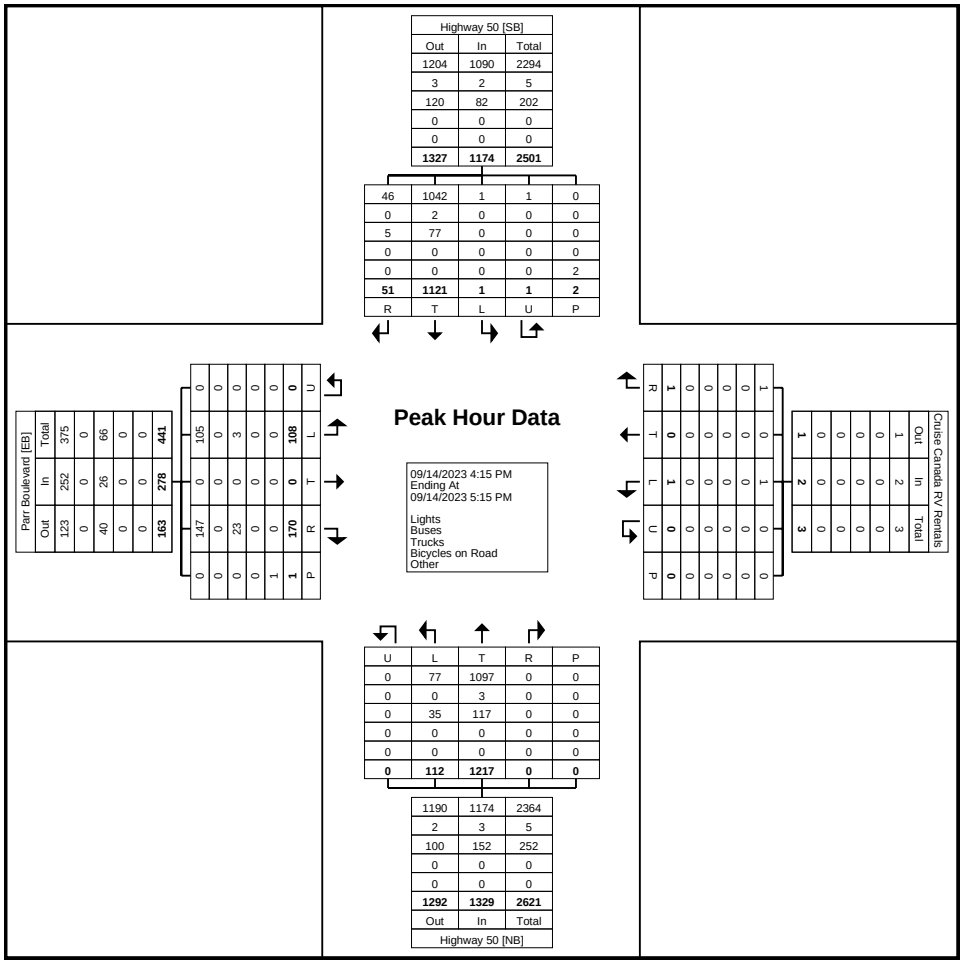
Turning Movement Peak Hour Data (4:15 PM)

Start Time	Highway 50 Southbound						Cruise Canada RV Rentals Westbound						Highway 50 Northbound						Parr Boulevard Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
4:15 PM	13	254	0	1	0	268	0	0	1	0	0	1	0	328	29	0	0	357	32	0	23	0	0	55	681
4:30 PM	16	292	0	0	0	308	0	0	0	0	0	0	0	300	23	0	0	323	50	0	17	0	0	67	698
4:45 PM	11	243	1	0	1	255	1	0	0	0	0	1	0	289	29	0	0	318	32	0	20	0	0	52	626
5:00 PM	11	332	0	0	1	343	0	0	0	0	0	0	0	300	31	0	0	331	56	0	48	0	1	104	778
Total	51	1121	1	1	2	1174	1	0	1	0	0	2	0	1217	112	0	0	1329	170	0	108	0	1	278	2783
Approach %	4.3	95.5	0.1	0.1	-	-	50.0	0.0	50.0	0.0	-	-	0.0	91.6	8.4	0.0	-	-	61.2	0.0	38.8	0.0	-	-	-
Total %	1.8	40.3	0.0	0.0	-	42.2	0.0	0.0	0.0	0.0	-	0.1	0.0	43.7	4.0	0.0	-	47.8	6.1	0.0	3.9	0.0	-	10.0	-
PHF	0.797	0.844	0.250	0.250	-	0.856	0.250	0.000	0.250	0.000	-	0.500	0.000	0.928	0.903	0.000	-	0.931	0.759	0.000	0.563	0.000	-	0.668	0.894
Lights	46	1042	1	1	-	1090	1	0	1	0	-	2	0	1097	77	0	-	1174	147	0	105	0	-	252	2518
% Lights	90.2	93.0	100.0	100.0	-	92.8	100.0	-	100.0	-	-	100.0	-	90.1	68.8	-	-	88.3	86.5	-	97.2	-	-	90.6	90.5
Buses	0	2	0	0	-	2	0	0	0	0	-	0	0	3	0	0	-	3	0	0	0	0	-	0	5
% Buses	0.0	0.2	0.0	0.0	-	0.2	0.0	-	0.0	-	-	0.0	-	0.2	0.0	-	-	0.2	0.0	-	0.0	-	-	0.0	0.2
Trucks	5	77	0	0	-	82	0	0	0	0	-	0	0	117	35	0	-	152	23	0	3	0	-	26	260
% Trucks	9.8	6.9	0.0	0.0	-	7.0	0.0	-	0.0	-	-	0.0	-	9.6	31.3	-	-	11.4	13.5	-	2.8	-	-	9.4	9.3
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	0.0	0.0	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
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-

LEA Consulting Ltd.
625 Cochrane Drive

Markam, Ontario, Canada L3R 9R9
905-470-0015 x240 idinsmore@lea.ca

Count Name: 24085_Hwy 50 & Parr Blvd-PM
Site Code: 24085
Start Date: 09/14/2023



Turning Movement Peak Hour Data Plot (4:15 PM)

LEA Consulting Ltd.
625 Cochrane Drive

Markam, Ontario, Canada L3R 9R9
905-470-0015 x240 idinsmore@lea.ca

Count Name: 24085_Hwy 50 & Parr Blvd-SAT
Site Code: 24085
Start Date: 09/16/2023

Turning Movement Data

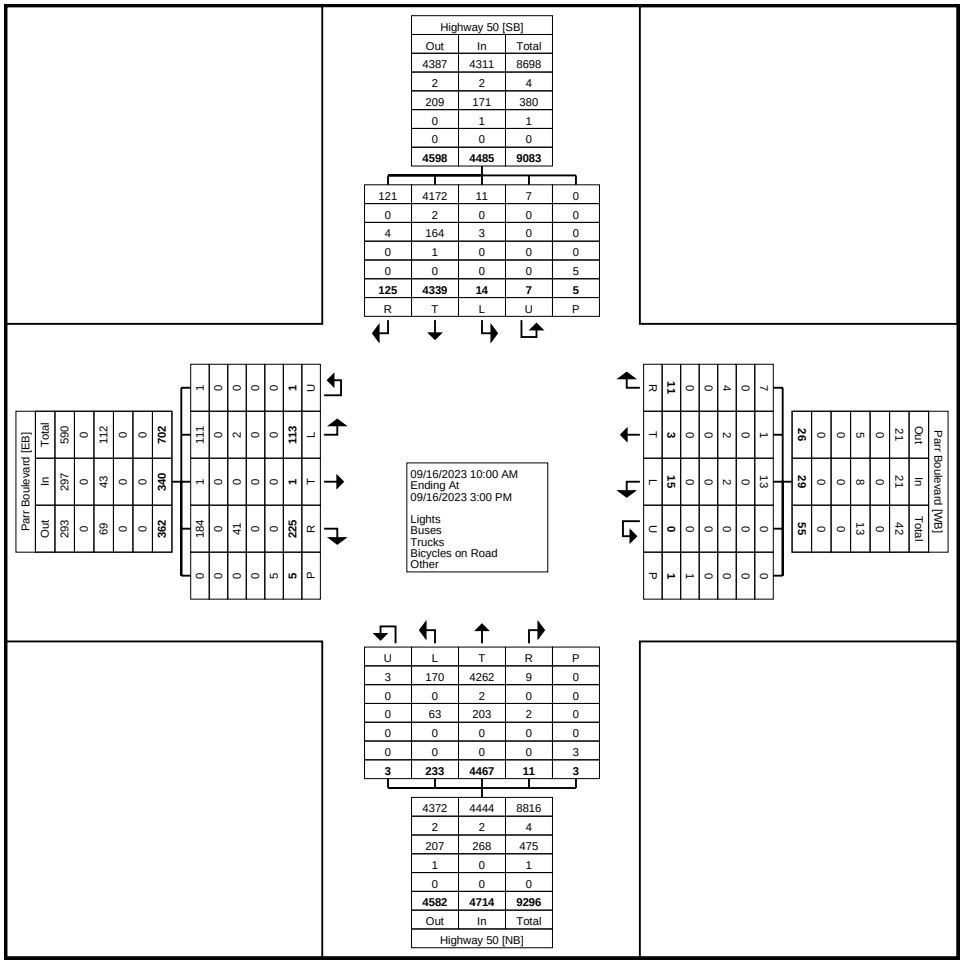
Start Time	Highway 50 Southbound						Parr Boulevard Westbound						Highway 50 Northbound						Parr Boulevard Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
10:00 AM	7	184	0	0	0	191	1	0	0	0	0	1	0	186	4	0	0	190	19	0	8	1	0	28	410
10:15 AM	6	181	0	0	0	187	1	0	1	0	0	2	4	209	15	0	0	228	9	0	8	0	0	17	434
10:30 AM	5	228	0	2	2	235	0	0	1	0	0	1	0	200	12	0	0	212	14	0	5	0	0	19	467
10:45 AM	8	229	1	0	0	238	0	0	1	0	0	1	1	204	15	0	0	220	12	0	4	0	0	16	475
Hourly Total	26	822	1	2	2	851	2	0	3	0	0	5	5	799	46	0	0	850	54	0	25	1	0	80	1786
11:00 AM	7	181	0	0	0	188	0	0	0	0	0	0	1	209	12	0	0	222	12	0	4	0	0	16	426
11:15 AM	10	222	1	0	0	233	1	0	1	0	0	2	0	178	17	0	0	195	10	0	8	0	0	18	448
11:30 AM	12	201	0	0	2	213	0	0	1	0	0	1	0	241	11	0	0	252	10	0	9	0	0	19	485
11:45 AM	9	192	0	1	0	202	0	0	0	0	0	0	0	204	17	1	0	222	11	0	3	0	0	14	438
Hourly Total	38	796	1	1	2	836	1	0	2	0	0	3	1	832	57	1	0	891	43	0	24	0	0	67	1797
12:00 PM	7	247	0	1	0	255	1	1	0	0	0	2	0	213	15	0	0	228	11	0	6	0	0	17	502
12:15 PM	4	227	2	1	0	234	0	0	0	0	0	0	0	229	9	0	0	238	11	1	5	0	0	17	489
12:30 PM	5	252	0	0	0	257	0	0	1	0	0	1	0	214	11	0	0	225	12	0	9	0	1	21	504
12:45 PM	4	185	0	1	0	190	0	0	1	0	0	1	1	243	15	0	0	259	9	0	4	0	0	13	463
Hourly Total	20	911	2	3	0	936	1	1	2	0	0	4	1	899	50	0	0	950	43	1	24	0	1	68	1958
1:00 PM	8	223	0	0	0	231	1	0	0	0	0	1	0	232	14	0	0	246	15	0	6	0	0	21	499
1:15 PM	5	208	3	0	0	216	1	0	1	0	0	2	0	279	12	0	0	291	9	0	2	0	0	11	520
1:30 PM	7	237	0	0	0	244	2	0	2	0	0	4	2	223	9	0	0	234	11	0	6	0	0	17	499
1:45 PM	3	187	1	0	0	191	1	0	1	0	0	2	2	234	10	0	3	246	9	0	7	0	3	16	455
Hourly Total	23	855	4	0	0	882	5	0	4	0	0	9	4	968	45	0	3	1017	44	0	21	0	3	65	1973
2:00 PM	7	244	2	0	0	253	1	0	2	0	0	3	0	254	12	1	0	267	7	0	6	0	0	13	536
2:15 PM	4	251	2	1	1	258	1	0	0	0	1	1	0	240	10	1	0	251	14	0	7	0	0	21	531
2:30 PM	4	231	1	0	0	236	0	1	2	0	0	3	0	229	6	0	0	235	11	0	3	0	0	14	488
2:45 PM	3	229	1	0	0	233	0	1	0	0	0	1	0	246	7	0	0	253	9	0	3	0	1	12	499
Hourly Total	18	955	6	1	1	980	2	2	4	0	1	8	0	969	35	2	0	1006	41	0	19	0	1	60	2054
Grand Total	125	4339	14	7	5	4485	11	3	15	0	1	29	11	4467	233	3	3	4714	225	1	113	1	5	340	9568
Approach %	2.8	96.7	0.3	0.2	-	-	37.9	10.3	51.7	0.0	-	-	0.2	94.8	4.9	0.1	-	-	66.2	0.3	33.2	0.3	-	-	-
Total %	1.3	45.3	0.1	0.1	-	46.9	0.1	0.0	0.2	0.0	-	0.3	0.1	46.7	2.4	0.0	-	49.3	2.4	0.0	1.2	0.0	-	3.6	-
Lights	121	4172	11	7	-	4311	7	1	13	0	-	21	9	4262	170	3	-	4444	184	1	111	1	-	297	9073
% Lights	96.8	96.2	78.6	100.0	-	96.1	63.6	33.3	86.7	-	-	72.4	81.8	95.4	73.0	100.0	-	94.3	81.8	100.0	98.2	100.0	-	87.4	94.8
Buses	0	2	0	0	-	2	0	0	0	0	-	0	0	2	0	0	-	2	0	0	0	0	-	0	4
% Buses	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	0.0	0.0	-	0.0	0.0
Trucks	4	164	3	0	-	171	4	2	2	0	-	8	2	203	63	0	-	268	41	0	2	0	-	43	490
% Trucks	3.2	3.8	21.4	0.0	-	3.8	36.4	66.7	13.3	-	-	27.6	18.2	4.5	27.0	0.0	-	5.7	18.2	0.0	1.8	0.0	-	12.6	5.1
Bicycles on Road	0	1	0	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	1

% Bicycles on Road	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	0.0	0.0	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	5	-	-	-	-	-	1	-	-	-	-	-	3	-	-	-	-	-	5	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

LEA Consulting Ltd.
625 Cochrane Drive

Markam, Ontario, Canada L3R 9R9
905-470-0015 x240 idinsmore@lea.ca

Count Name: 24085_Hwy 50 & Parr Blvd-SAT
Site Code: 24085
Start Date: 09/16/2023



Turning Movement Data Plot

LEA Consulting Ltd.
625 Cochrane Drive

Markam, Ontario, Canada L3R 9R9
905-470-0015 x240 idinsmore@lea.ca

Count Name: 24085_Hwy 50 & Parr Blvd-SAT
Site Code: 24085
Start Date: 09/16/2023

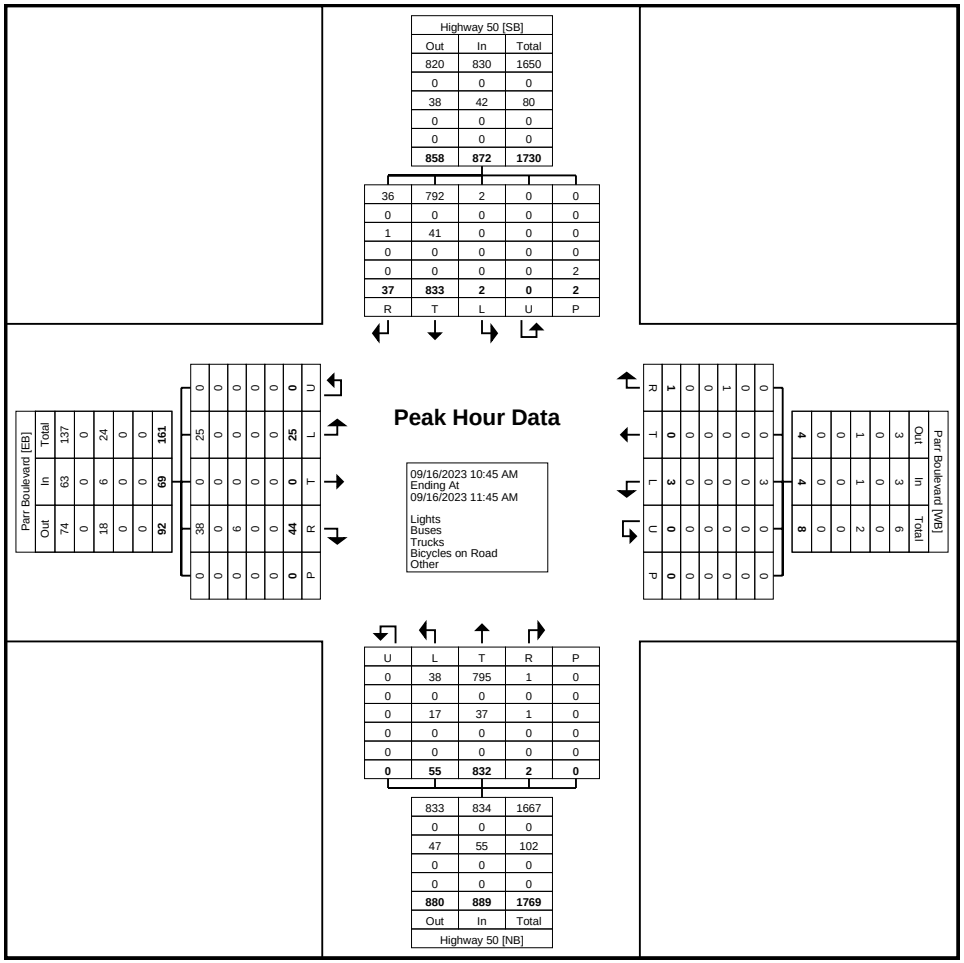
Turning Movement Peak Hour Data (10:45 AM)

Start Time	Highway 50 Southbound						Parr Boulevard Westbound						Highway 50 Northbound						Parr Boulevard Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
10:45 AM	8	229	1	0	0	238	0	0	1	0	0	1	1	204	15	0	0	220	12	0	4	0	0	16	475
11:00 AM	7	181	0	0	0	188	0	0	0	0	0	0	1	209	12	0	0	222	12	0	4	0	0	16	426
11:15 AM	10	222	1	0	0	233	1	0	1	0	0	2	0	178	17	0	0	195	10	0	8	0	0	18	448
11:30 AM	12	201	0	0	2	213	0	0	1	0	0	1	0	241	11	0	0	252	10	0	9	0	0	19	485
Total	37	833	2	0	2	872	1	0	3	0	0	4	2	832	55	0	0	889	44	0	25	0	0	69	1834
Approach %	4.2	95.5	0.2	0.0	-	-	25.0	0.0	75.0	0.0	-	-	0.2	93.6	6.2	0.0	-	-	63.8	0.0	36.2	0.0	-	-	-
Total %	2.0	45.4	0.1	0.0	-	47.5	0.1	0.0	0.2	0.0	-	0.2	0.1	45.4	3.0	0.0	-	48.5	2.4	0.0	1.4	0.0	-	3.8	-
PHF	0.771	0.909	0.500	0.000	-	0.916	0.250	0.000	0.750	0.000	-	0.500	0.500	0.863	0.809	0.000	-	0.882	0.917	0.000	0.694	0.000	-	0.908	0.945
Lights	36	792	2	0	-	830	0	0	3	0	-	3	1	795	38	0	-	834	38	0	25	0	-	63	1730
% Lights	97.3	95.1	100.0	-	-	95.2	0.0	-	100.0	-	-	75.0	50.0	95.6	69.1	-	-	93.8	86.4	-	100.0	-	-	91.3	94.3
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Buses	0.0	0.0	0.0	-	-	0.0	0.0	-	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	-	0.0	-	-	0.0	0.0
Trucks	1	41	0	0	-	42	1	0	0	0	-	1	1	37	17	0	-	55	6	0	0	0	-	6	104
% Trucks	2.7	4.9	0.0	-	-	4.8	100.0	-	0.0	-	-	25.0	50.0	4.4	30.9	-	-	6.2	13.6	-	0.0	-	-	8.7	5.7
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	0.0	0.0	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
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

LEA Consulting Ltd.
625 Cochrane Drive

Markam, Ontario, Canada L3R 9R9
905-470-0015 x240 idinsmore@lea.ca

Count Name: 24085_Hwy 50 & Parr Blvd-SAT
Site Code: 24085
Start Date: 09/16/2023



Turning Movement Peak Hour Data Plot (10:45 AM)

LEA Consulting Ltd.
625 Cochrane Drive

Markam, Ontario, Canada L3R 9R9
905-470-0015 x240 idinsmore@lea.ca

Count Name: 24085_Hwy 50 & Parr Blvd-SAT
Site Code: 24085
Start Date: 09/16/2023

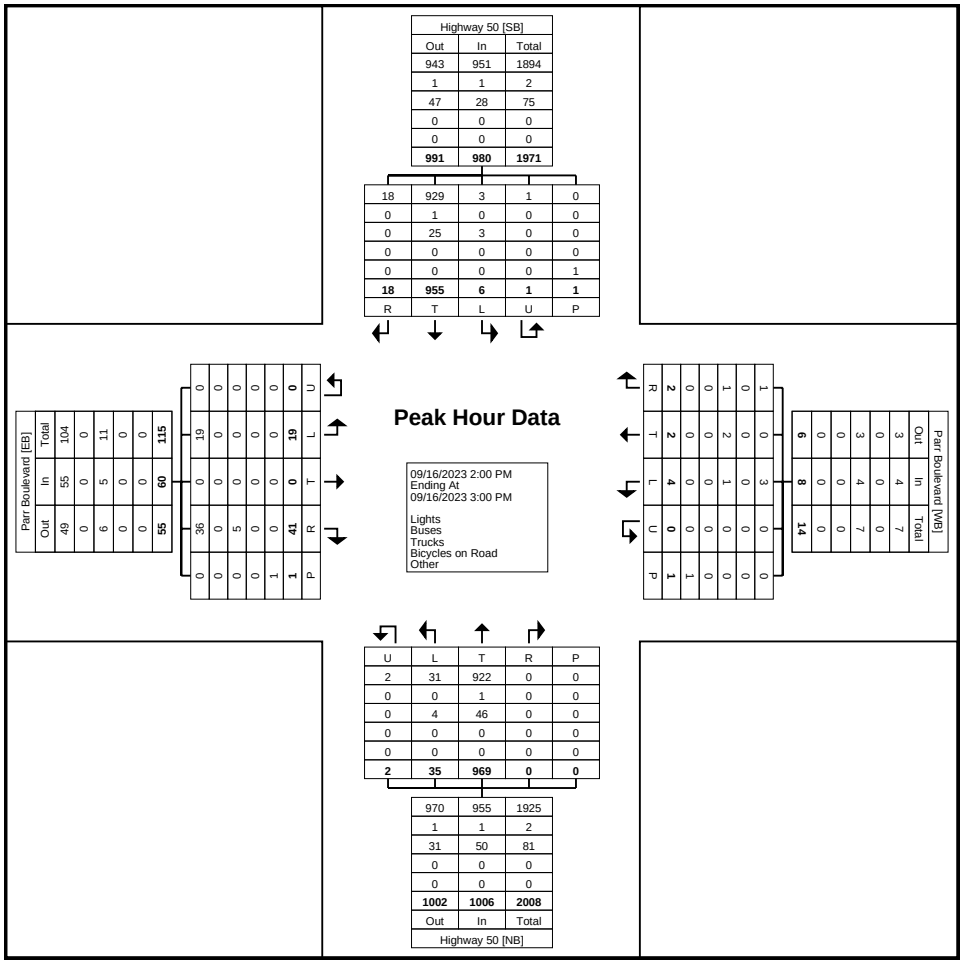
Turning Movement Peak Hour Data (2:00 PM)

Start Time	Highway 50 Southbound						Parr Boulevard Westbound						Highway 50 Northbound						Parr Boulevard Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
2:00 PM	7	244	2	0	0	253	1	0	2	0	0	3	0	254	12	1	0	267	7	0	6	0	0	13	536
2:15 PM	4	251	2	1	1	258	1	0	0	0	1	1	0	240	10	1	0	251	14	0	7	0	0	21	531
2:30 PM	4	231	1	0	0	236	0	1	2	0	0	3	0	229	6	0	0	235	11	0	3	0	0	14	488
2:45 PM	3	229	1	0	0	233	0	1	0	0	0	1	0	246	7	0	0	253	9	0	3	0	1	12	499
Total	18	955	6	1	1	980	2	2	4	0	1	8	0	969	35	2	0	1006	41	0	19	0	1	60	2054
Approach %	1.8	97.4	0.6	0.1	-	-	25.0	25.0	50.0	0.0	-	-	0.0	96.3	3.5	0.2	-	-	68.3	0.0	31.7	0.0	-	-	-
Total %	0.9	46.5	0.3	0.0	-	47.7	0.1	0.1	0.2	0.0	-	0.4	0.0	47.2	1.7	0.1	-	49.0	2.0	0.0	0.9	0.0	-	2.9	-
PHF	0.643	0.951	0.750	0.250	-	0.950	0.500	0.500	0.500	0.000	-	0.667	0.000	0.954	0.729	0.500	-	0.942	0.732	0.000	0.679	0.000	-	0.714	0.958
Lights	18	929	3	1	-	951	1	0	3	0	-	4	0	922	31	2	-	955	36	0	19	0	-	55	1965
% Lights	100.0	97.3	50.0	100.0	-	97.0	50.0	0.0	75.0	-	-	50.0	-	95.1	88.6	100.0	-	94.9	87.8	-	100.0	-	-	91.7	95.7
Buses	0	1	0	0	-	1	0	0	0	0	-	0	0	1	0	0	-	1	0	0	0	0	-	0	2
% Buses	0.0	0.1	0.0	0.0	-	0.1	0.0	0.0	0.0	-	-	0.0	-	0.1	0.0	0.0	-	0.1	0.0	-	0.0	-	-	0.0	0.1
Trucks	0	25	3	0	-	28	1	2	1	0	-	4	0	46	4	0	-	50	5	0	0	0	-	5	87
% Trucks	0.0	2.6	50.0	0.0	-	2.9	50.0	100.0	25.0	-	-	50.0	-	4.7	11.4	0.0	-	5.0	12.2	-	0.0	-	-	8.3	4.2
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	0.0	0.0	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
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	-	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	1	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-

LEA Consulting Ltd.
625 Cochrane Drive

Markam, Ontario, Canada L3R 9R9
905-470-0015 x240 idinsmore@lea.ca

Count Name: 24085_Hwy 50 & Parr Blvd-SAT
Site Code: 24085
Start Date: 09/16/2023



Turning Movement Peak Hour Data Plot (2:00 PM)

REGIONAL MUNICIPALITY OF PEEL

Traffic Signal Timing Parameters

Database Date	**July 31, 2023**		**Prepared Date**	**September 26, 2023**
Database Rev	**iNET**		**Completed By**	**TF**
Timing Card / Field rev	**6**		**Checked By**	**MH**
Location	**Highway 50 at Parr Boulevard**			

Phase #	Street Name - Direction	Vehicle Minimum (s)	Pedestrian Minimum (s)		Amber (s)	All Red (s)	TIME PERIOD (s)		
			WALK	FDWALK			AM SPLITS	OFF SPLITS	PM SPLITS
1	Highway 50 - NB Prot. Perm. LT	5.0	0.0	0.0	3.0	0.0	10.0	10.0	10.0
2	Highway 50 - SB	12.0	8.0	16.0	4.0	2.1	71.0	61.0	71.0
3	Not In Use	-	-	-	-	-	-	-	-
4	Private Entrance - WB	8.0	8.0	19.0	4.0	2.9	39.0	39.0	39.0
5	Not In Use	-	-	-	-	-	-	-	-
6	Highway 50 - NB	12.0	8.0	16.0	4.0	2.1	81.0	71.0	81.0
7	Not In Use	-	-	-	-	-	-	-	-
8	Parr Boulevard - EB	8.0	8.0	19.0	4.0	2.9	39.0	39.0	39.0

System Control
Yes

Semi-Actuated Mode
Yes

TIME (M-F)	PEAK	CYCLE LENGTH (s)	OFFSET (s)
06:00 - 09:00	AM	120	8
09:00 - 15:00	OFF	110	105
15:00 - 19:00	PM	120	3

LEA Consulting Ltd.

625 Cochrane Drive, 5th Floor
Markham, ON L3R 9R9

Project No.: 24085
Intersection: Coleraine Dr & Site Access
Weather: Clear
Surveyor(s): ID

File Name : Coleraine Dr & Site Access-AM
Site Code : 24085
Start Date : 2023-09-14
Page No : 1

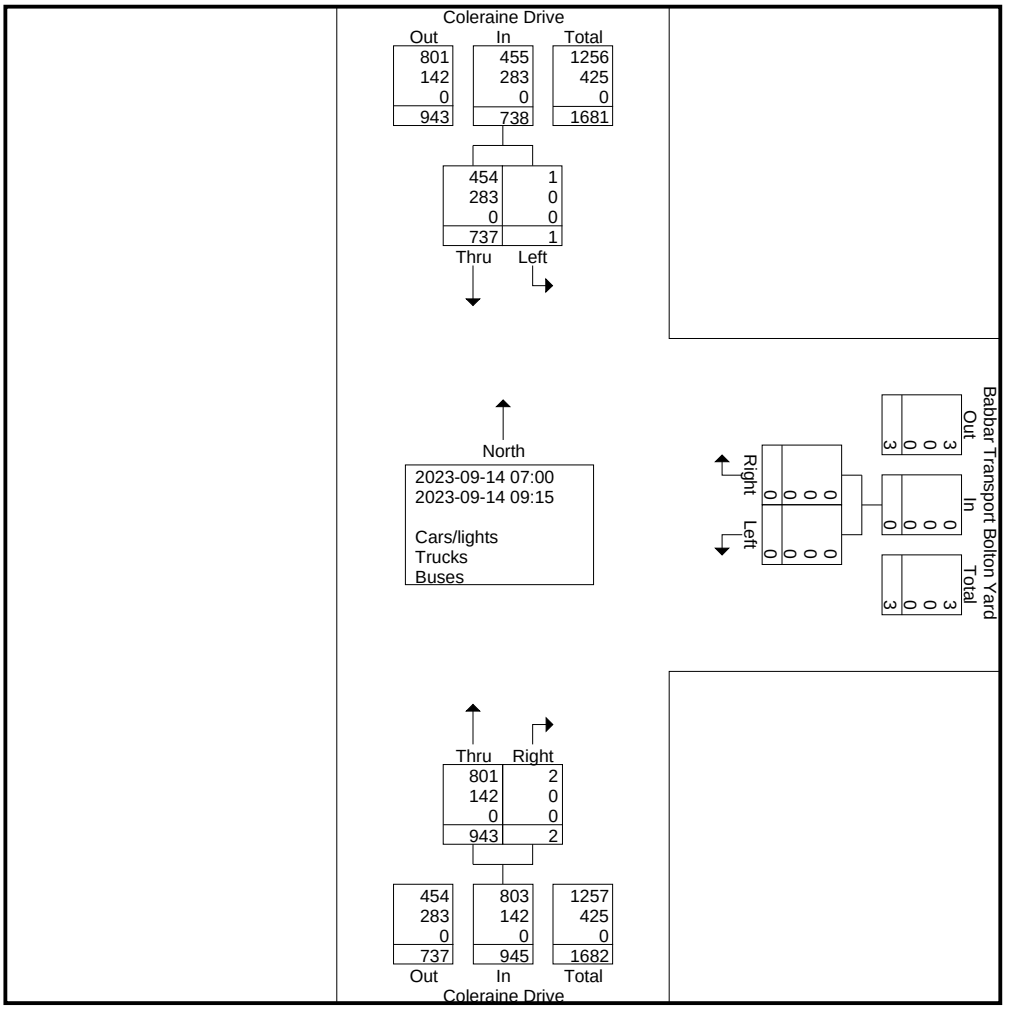
Groups Printed- Cars/lights - Trucks - Buses

	Coleraine Drive Southbound				Babbar Transport Bolton Yard Westbound				Coleraine Drive Northbound						
Start Time	Left	Thru	Peds	App. Total	Left	Right	Peds	App. Total	Thru	Right	Peds	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00	0	122	[0]	122	0	0	[0]	0	128	0	[0]	128	0	250	250
07:15	0	71	[0]	71	0	0	[0]	0	139	0	[0]	139	0	210	210
07:30	0	75	[0]	75	0	0	[0]	0	81	0	[0]	81	0	156	156
07:45	0	75	[0]	75	0	0	[0]	0	103	0	[0]	103	0	178	178
Total	0	343	[0]	343	0	0	[0]	0	451	0	[0]	451	0	794	794
08:00	0	72	[0]	72	0	0	[0]	0	102	2	[0]	104	0	176	176
08:15	1	62	[0]	63	0	0	[0]	0	87	0	[0]	87	0	150	150
08:30	0	71	[0]	71	0	0	[0]	0	74	0	[0]	74	0	145	145
08:45	0	66	[0]	66	0	0	[0]	0	85	0	[0]	85	0	151	151
Total	1	271	[0]	272	0	0	[0]	0	348	2	[0]	350	0	622	622
09:00	0	54	[0]	54	0	0	[0]	0	96	0	[0]	96	0	150	150
09:15	0	69	[0]	69	0	0	[0]	0	48	0	[0]	48	0	117	117
Grand Total	1	737	[0]	738	0	0	[0]	0	943	2	[0]	945	0	1683	1683
Apprch %	0.1	99.9			0	0			99.8	0.2					
Total %	0.1	43.8		43.9	0	0		0	56	0.1		56.1	0	100	
Cars/lights	1	454		455	0	0		0	801	2		803	0	0	1258
% Cars/lights	100	61.6	0	61.7	0	0	0	0	84.9	100	0	85	0	0	74.7
Trucks	0	283		283	0	0		0	142	0		142	0	0	425
% Trucks	0	38.4	0	38.3	0	0	0	0	15.1	0	0	15	0	0	25.3
Buses	0	0		0	0	0		0	0	0		0	0	0	0
% Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

LEA Consulting Ltd.

625 Cochrane Drive, 5th Floor
Markham, ON L3R 9R9

File Name : Coleraine Dr & Site Access-AM
Site Code : 24085
Start Date : 2023-09-14
Page No : 2



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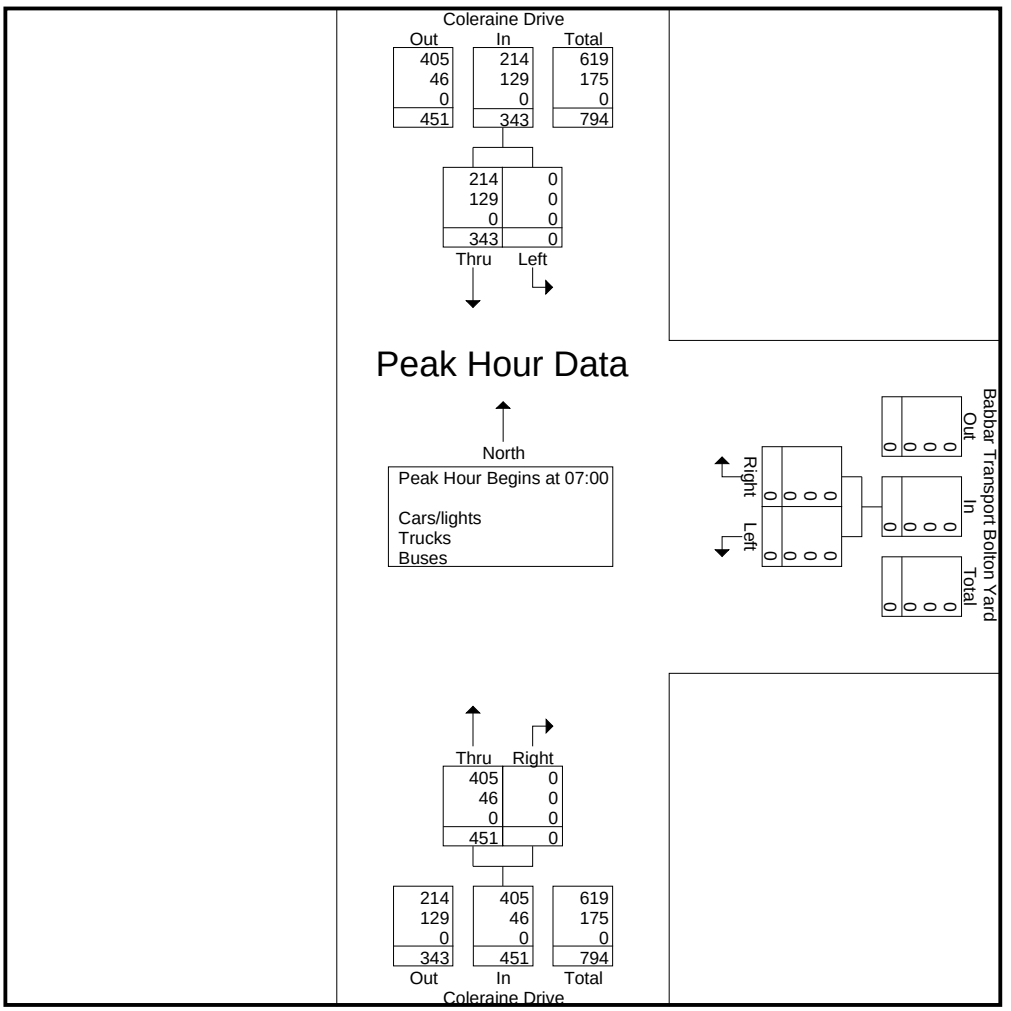
625 Cochrane Drive, 5th Floor
Markham, ON L3R 9R9

File Name : Coleraine Dr & Site Access-AM
Site Code : 24085
Start Date : 2023-09-14
Page No : 3

	Coleraine Drive Southbound			Babbar Transport Bolton Yard Westbound			Coleraine Drive Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 09:15 - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00										
07:00	0	**122**	**122**	0	0	0	128	0	128	**250**
07:15	0	71	71	0	0	0	**139**	0	**139**	210
07:30	0	75	75	0	0	0	81	0	81	156
07:45	0	75	75	0	0	0	103	0	103	178
Total Volume	0	343	343	0	0	0	451	0	451	794
% App. Total	0	100		0	0		100	0		
PHF	.000	.703	.703	.000	.000	.000	.811	.000	.811	.794
Cars/lights	0	214	214	0	0	0	405	0	405	619
% Cars/lights	0	62.4	62.4	0	0	0	89.8	0	89.8	78.0
Trucks	0	129	129	0	0	0	46	0	46	175
% Trucks	0	37.6	37.6	0	0	0	10.2	0	10.2	22.0
Buses	0	0	0	0	0	0	0	0	0	0
% Buses	0	0	0	0	0	0	0	0	0	0



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625 Cochrane Drive, 5th Floor
Markham, ON L3R 9R9

Project No.: 24085
Intersection: Coleraine Dr & Site Access
Weather: Clear
Surveyor(s): ID

File Name : Coleraine Dr & Site Access-PM
Site Code : 24085
Start Date : 2023-09-14
Page No : 1

Groups Printed- Cars/lights - Trucks - Buses

	Coleraine Drive Southbound				Babbar Transport Bolton Yard Westbound				Coleraine Drive Northbound						
Start Time	Left	Thru	Peds	App. Total	Left	Right	Peds	App. Total	Thru	Right	Peds	App. Total	Exclu. Total	Inclu. Total	Int. Total
16:00	2	87	[0]	89	1	0	[0]	1	63	1	[0]	64	0	154	154
16:15	0	75	[0]	75	0	0	[0]	0	58	2	[0]	60	0	135	135
16:30	0	88	[0]	88	0	0	[0]	0	60	2	[0]	62	0	150	150
16:45	2	80	[0]	82	1	0	[0]	1	62	2	[0]	64	0	147	147
Total	4	330	[0]	334	2	0	[0]	2	243	7	[0]	250	0	586	586
17:00	0	100	[0]	100	3	0	[0]	3	74	1	[0]	75	0	178	178
17:15	0	95	[0]	95	0	0	[0]	0	63	0	[0]	63	0	158	158
17:30	0	134	[0]	134	0	0	[0]	0	93	0	[0]	93	0	227	227
17:45	0	82	[0]	82	0	0	[0]	0	153	0	[0]	153	0	235	235
Total	0	411	[0]	411	3	0	[0]	3	383	1	[0]	384	0	798	798
18:00	0	145	[0]	145	0	0	[0]	0	107	1	[0]	108	0	253	253
18:15	0	109	[0]	109	0	0	[0]	0	106	0	[0]	106	0	215	215
Grand Total	4	995	[0]	999	5	0	[0]	5	839	9	[0]	848	0	1852	1852
Apprch %	0.4	99.6			100	0			98.9	1.1					
Total %	0.2	53.7		53.9	0.3	0		0.3	45.3	0.5		45.8	0	100	
Cars/lights	3	837		840	3	0		3	590	6		596	0	0	1439
% Cars/lights	75	84.1	0	84.1	60	0	0	60	70.3	66.7	0	70.3	0	0	77.7
Trucks	1	158		159	2	0		2	249	3		252	0	0	413
% Trucks	25	15.9	0	15.9	40	0	0	40	29.7	33.3	0	29.7	0	0	22.3
Buses	0	0		0	0	0		0	0	0		0	0	0	0
% Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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625 Cochrane Drive, 5th Floor
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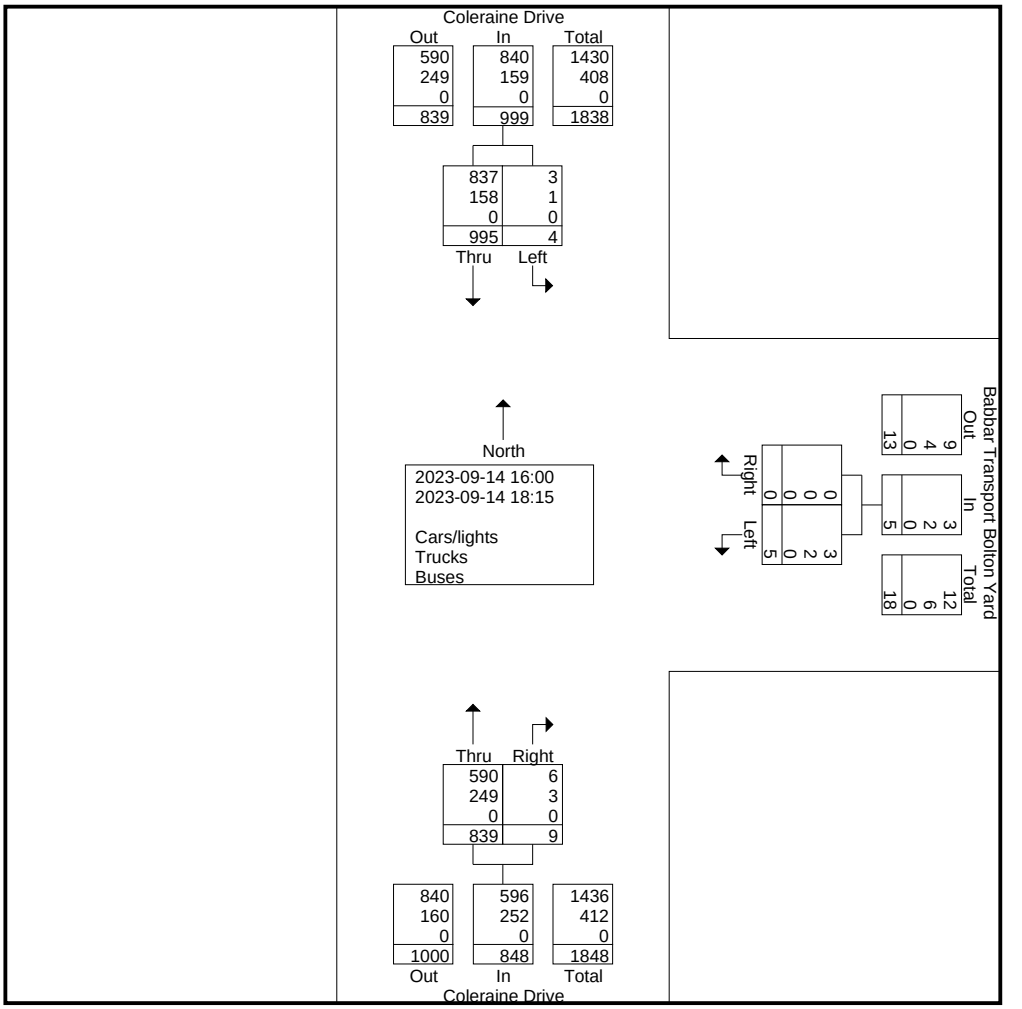
File Name : Coleraine Dr & Site Access-PM
Site Code : 24085
Start Date : 2023-09-14
Page No : 2



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625 Cochrane Drive, 5th Floor
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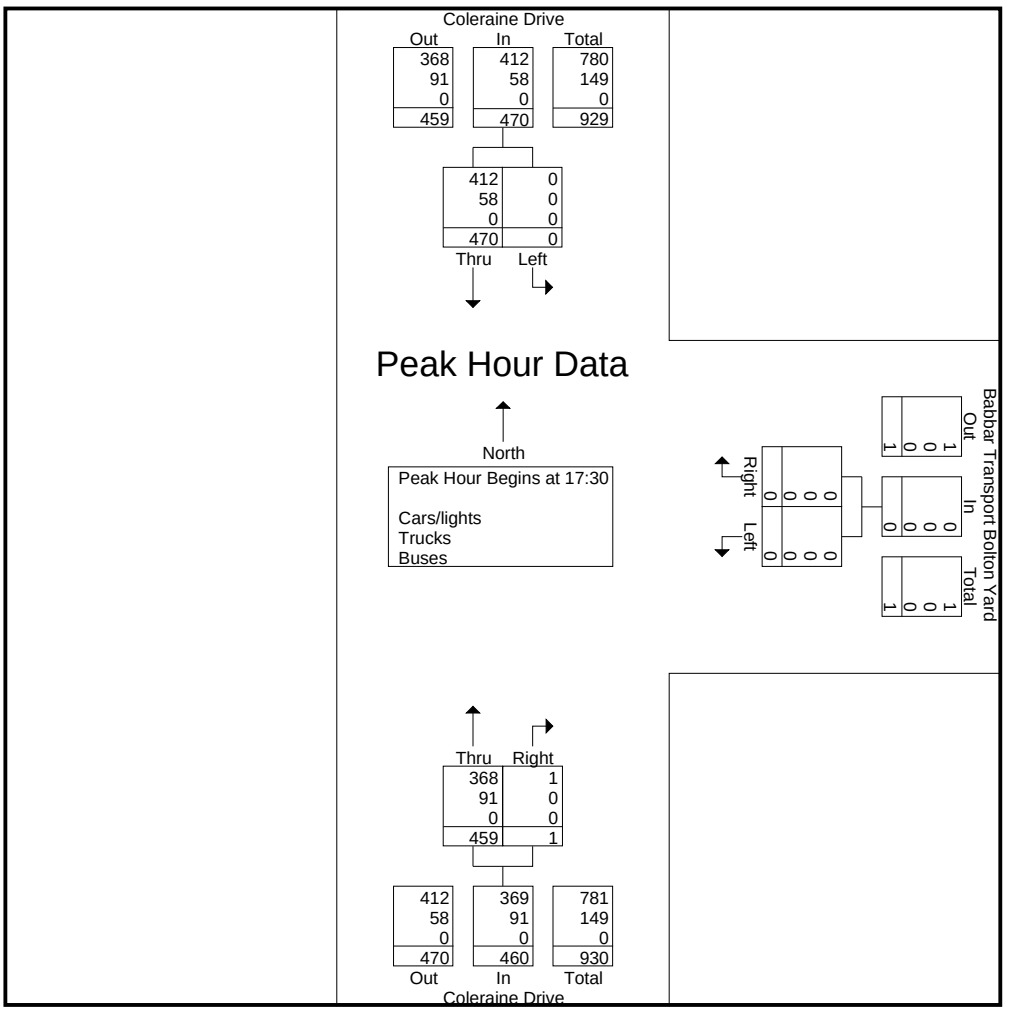
File Name : Coleraine Dr & Site Access-PM
Site Code : 24085
Start Date : 2023-09-14
Page No : 3

	Coleraine Drive Southbound			Babbar Transport Bolton Yard Westbound			Coleraine Drive Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 18:15 - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 17:30										
17:30	0	134	134	0	0	0	93	0	93	227
17:45	0	82	82	0	0	0	**153**	0	**153**	235
18:00	0	**145**	**145**	0	0	0	107	**1**	108	**253**
18:15	0	109	109	0	0	0	106	0	106	215
Total Volume	0	470	470	0	0	0	459	1	460	930
% App. Total	0	100		0	0		99.8	0.2		
PHF	.000	.810	.810	.000	.000	.000	.750	.250	.752	.919
Cars/lights	0	412	412	0	0	0	368	1	369	781
% Cars/lights	0	87.7	87.7	0	0	0	80.2	100	80.2	84.0
Trucks	0	58	58	0	0	0	91	0	91	149
% Trucks	0	12.3	12.3	0	0	0	19.8	0	19.8	16.0
Buses	0	0	0	0	0	0	0	0	0	0
% Buses	0	0	0	0	0	0	0	0	0	0



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625 Cochrane Drive, 5th Floor
Markham, ON L3R 9R9

Project No.: 24085
Intersection: Coleraine Dr & Site Access
Weather: Clear
Surveyor(s): ID

File Name : Coleraine Dr & Site Access-SAT
Site Code : 24085
Start Date : 2023-09-16

Groups Printed- Cars/lights - Trucks - Buses

	Coleraine Drive Southbound				Babbar Transport Bolton Yard Westbound				Coleraine Drive Northbound						
Start Time	Left	Thru	Peds	App. Total	Left	Right	Peds	App. Total	Thru	Right	Peds	App. Total	Exclu. Total	Inclu. Total	Int. Total
10:00	0	57	[0]	57	0	0	[0]	0	35	0	[0]	35	0	92	92
10:15	0	48	[0]	48	0	0	[0]	0	31	0	[0]	31	0	79	79
10:30	0	34	[0]	34	0	0	[0]	0	40	0	[0]	40	0	74	74
10:45	0	43	[0]	43	0	0	[0]	0	22	0	[0]	22	0	65	65
Total	0	182	[0]	182	0	0	[0]	0	128	0	[0]	128	0	310	310
11:00	0	44	[0]	44	0	0	[0]	0	34	0	[0]	34	0	78	78
11:15	0	46	[0]	46	1	0	[0]	1	32	1	[0]	33	0	80	80
11:30	0	46	[0]	46	0	0	[0]	0	35	0	[0]	35	0	81	81
11:45	0	35	[0]	35	0	0	[0]	0	30	0	[0]	30	0	65	65
Total	0	171	[0]	171	1	0	[0]	1	131	1	[0]	132	0	304	304
12:00	0	39	[0]	39	0	0	[0]	0	56	0	[0]	56	0	95	95
12:15	0	48	[0]	48	0	0	[0]	0	35	0	[0]	35	0	83	83
12:30	0	52	[0]	52	0	0	[0]	0	44	0	[0]	44	0	96	96
12:45	0	40	[0]	40	0	0	[0]	0	43	0	[0]	43	0	83	83
Total	0	179	[0]	179	0	0	[0]	0	178	0	[0]	178	0	357	357
13:00	0	63	[0]	63	0	0	[0]	0	42	0	[0]	42	0	105	105
13:15	0	42	[0]	42	0	0	[0]	0	28	0	[0]	28	0	70	70
13:30	0	60	[0]	60	0	0	[0]	0	40	0	[0]	40	0	100	100
13:45	1	56	[0]	57	0	0	[0]	0	44	2	[0]	46	0	103	103
Total	1	221	[0]	222	0	0	[0]	0	154	2	[0]	156	0	378	378
14:00	0	50	[0]	50	1	0	[0]	1	35	1	[0]	36	0	87	87
14:15	0	61	[0]	61	0	0	[0]	0	43	0	[0]	43	0	104	104
14:30	0	75	[0]	75	0	0	[0]	0	37	0	[0]	37	0	112	112
14:45	0	41	[0]	41	0	0	[0]	0	42	0	[0]	42	0	83	83
Total	0	227	[0]	227	1	0	[0]	1	157	1	[0]	158	0	386	386
Grand Total	1	980	[0]	981	2	0	[0]	2	748	4	[0]	752	0	1735	1735
Apprch %	0.1	99.9			100	0			99.5	0.5					
Total %	0.1	56.5		56.5	0.1	0		0.1	43.1	0.2		43.3	0	100	
Cars/lights	1	816		817	1	0		1	528	2		530	0	0	1348
% Cars/lights	100	83.3	0	83.3	50	0	0	50	70.6	50	0	70.5	0	0	77.7
Trucks	0	164		164	1	0		1	220	2		222	0	0	387
% Trucks	0	16.7	0	16.7	50	0	0	50	29.4	50	0	29.5	0	0	22.3
Buses	0	0		0	0	0		0	0	0		0	0	0	0
% Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

LEA Consulting Ltd.

625 Cochrane Drive, 5th Floor
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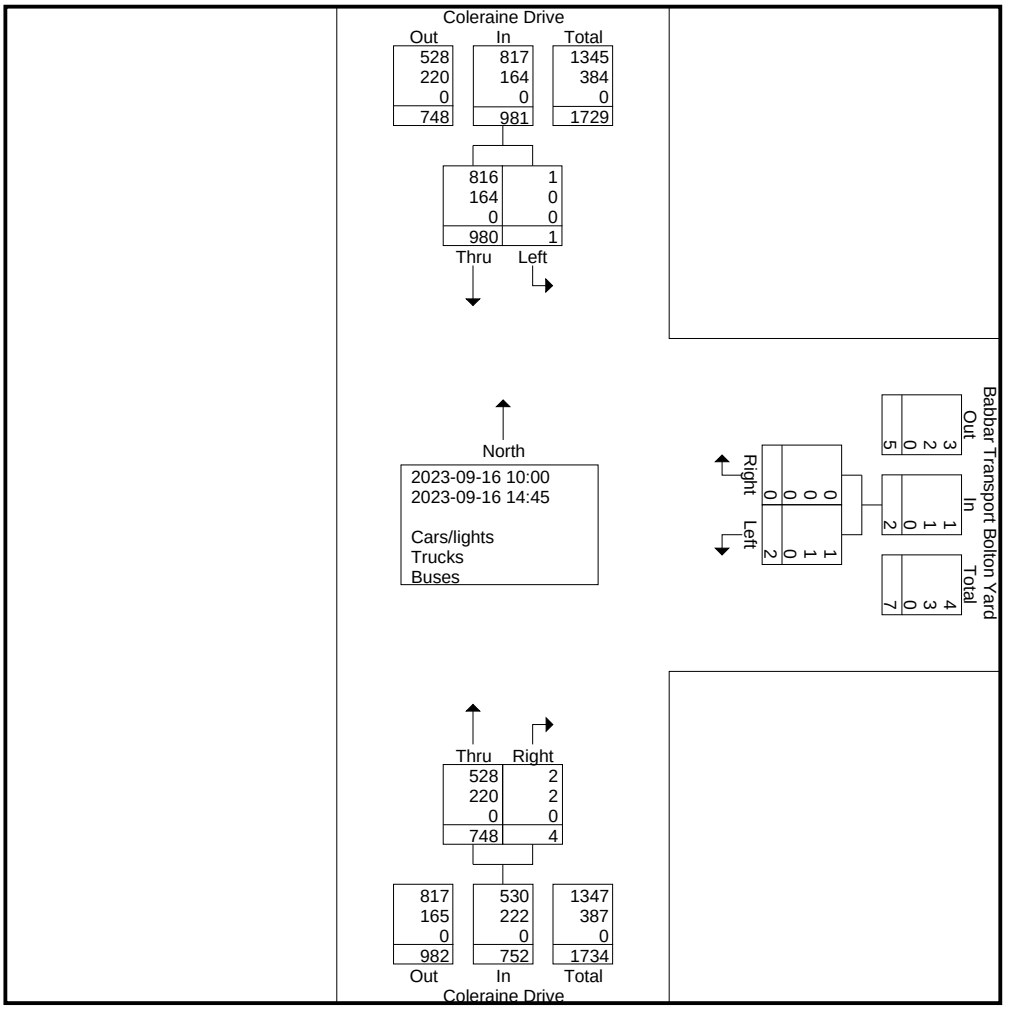
File Name : Coleraine Dr & Site Access-SAT
Site Code : 24085
Start Date : 2023-09-16
Page No : 2

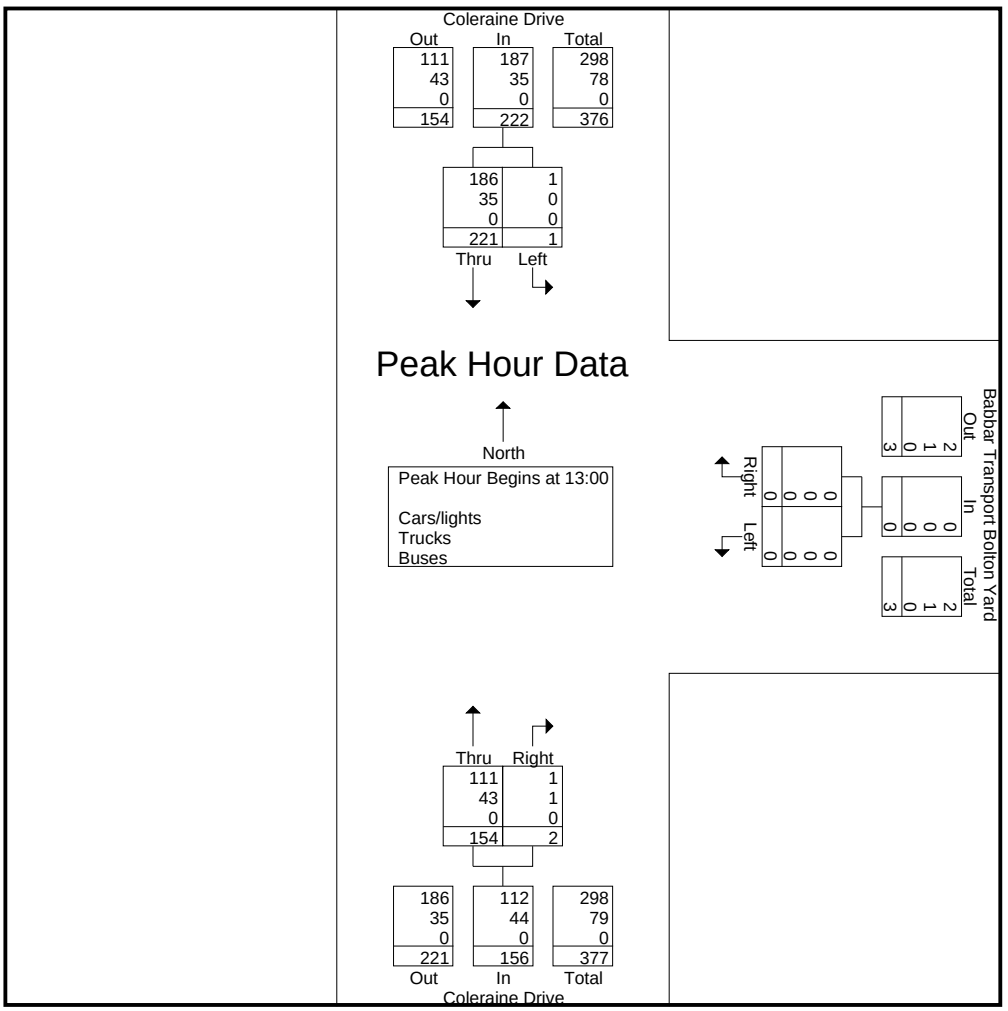


LEA Consulting Ltd.

625 Cochrane Drive, 5th Floor
Markham, ON L3R 9R9

File Name : Coleraine Dr & Site Access-SAT
Site Code : 24085
Start Date : 2023-09-16
Page No : 3

	Coleraine Drive Southbound			Babbar Transport Bolton Yard Westbound			Coleraine Drive Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 10:00 to 13:45 - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 13:00										
13:00	0	**63**	**63**	0	0	0	42	0	42	**105**
13:15	0	42	42	0	0	0	28	0	28	70
13:30	0	60	60	0	0	0	40	0	40	100
13:45	**1**	56	57	0	0	0	**44**	**2**	**46**	103
Total Volume	1	221	222	0	0	0	154	2	156	378
% App. Total	0.5	99.5		0	0		98.7	1.3		
PHF	.250	.877	.881	.000	.000	.000	.875	.250	.848	.900
Cars/lights	1	186	187	0	0	0	111	1	112	299
% Cars/lights	100	84.2	84.2	0	0	0	72.1	50.0	71.8	79.1
Trucks	0	35	35	0	0	0	43	1	44	79
% Trucks	0	15.8	15.8	0	0	0	27.9	50.0	28.2	20.9
Buses	0	0	0	0	0	0	0	0	0	0
% Buses	0	0	0	0	0	0	0	0	0	0



LEA Consulting Ltd.
625 Cochrane Drive

Markam, Ontario, Canada L3R 9R9
905-470-0015 x240 idinsmore@lea.ca

Count Name: 24085_Simpson Rd & Parr Blvd-AM
Site Code: 24085
Start Date: 09/14/2023

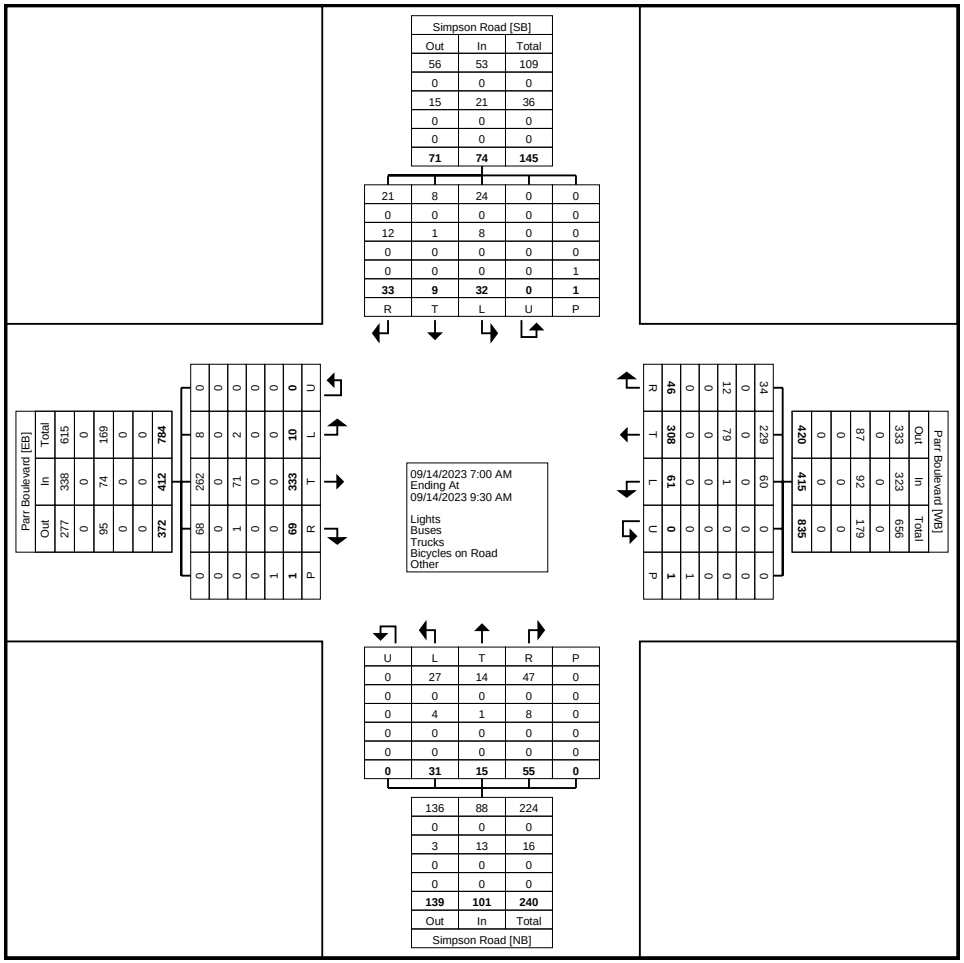
Turning Movement Data

Start Time	Simpson Road Southbound						Parr Boulevard Westbound						Simpson Road Northbound						Parr Boulevard Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
7:00 AM	3	1	2	0	0	6	4	37	1	0	1	42	1	0	1	0	0	2	3	27	1	0	0	31	81
7:15 AM	4	0	1	0	0	5	4	47	2	0	0	53	0	2	0	0	0	2	3	14	1	0	0	18	78
7:30 AM	4	0	1	0	0	5	2	34	1	0	0	37	1	0	1	0	0	2	4	39	0	0	1	43	87
7:45 AM	3	2	3	0	0	8	2	25	8	0	0	35	2	2	3	0	0	7	5	37	1	0	0	43	93
Hourly Total	14	3	7	0	0	24	12	143	12	0	1	167	4	4	5	0	0	13	15	117	3	0	1	135	339
8:00 AM	3	1	3	0	0	7	5	16	6	0	0	27	0	1	2	0	0	3	11	39	1	0	0	51	88
8:15 AM	5	1	3	0	0	9	4	30	11	0	0	45	4	2	3	0	0	9	17	37	1	0	0	55	118
8:30 AM	4	2	2	0	1	8	3	30	16	0	0	49	27	6	12	0	0	45	10	33	1	0	0	44	146
8:45 AM	1	1	6	0	0	8	7	35	3	0	0	45	10	1	5	0	0	16	9	36	2	0	0	47	116
Hourly Total	13	5	14	0	1	32	19	111	36	0	0	166	41	10	22	0	0	73	47	145	5	0	0	197	468
9:00 AM	2	1	5	0	0	8	7	31	11	0	0	49	6	0	1	0	0	7	5	36	0	0	0	41	105
9:15 AM	4	0	6	0	0	10	8	23	2	0	0	33	4	1	3	0	0	8	2	35	2	0	0	39	90
Grand Total	33	9	32	0	1	74	46	308	61	0	1	415	55	15	31	0	0	101	69	333	10	0	1	412	1002
Approach %	44.6	12.2	43.2	0.0	-	-	11.1	74.2	14.7	0.0	-	-	54.5	14.9	30.7	0.0	-	-	16.7	80.8	2.4	0.0	-	-	-
Total %	3.3	0.9	3.2	0.0	-	7.4	4.6	30.7	6.1	0.0	-	41.4	5.5	1.5	3.1	0.0	-	10.1	6.9	33.2	1.0	0.0	-	41.1	-
Lights	21	8	24	0	-	53	34	229	60	0	-	323	47	14	27	0	-	88	68	262	8	0	-	338	802
% Lights	63.6	88.9	75.0	-	-	71.6	73.9	74.4	98.4	-	-	77.8	85.5	93.3	87.1	-	-	87.1	98.6	78.7	80.0	-	-	82.0	80.0
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Buses	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0
Trucks	12	1	8	0	-	21	12	79	1	0	-	92	8	1	4	0	-	13	1	71	2	0	-	74	200
% Trucks	36.4	11.1	25.0	-	-	28.4	26.1	25.6	1.6	-	-	22.2	14.5	6.7	12.9	-	-	12.9	1.4	21.3	20.0	-	-	18.0	20.0
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	0.0	0.0	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
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	-	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	1	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-

LEA Consulting Ltd.
625 Cochrane Drive

Markam, Ontario, Canada L3R 9R9
905-470-0015 x240 idinsmore@lea.ca

Count Name: 24085_Simpson Rd & Parr Blvd-AM
Site Code: 24085
Start Date: 09/14/2023



Turning Movement Data Plot

LEA Consulting Ltd.
625 Cochrane Drive

Markam, Ontario, Canada L3R 9R9
905-470-0015 x240 idinsmore@lea.ca

Count Name: 24085_Simpson Rd & Parr Blvd-AM
Site Code: 24085
Start Date: 09/14/2023

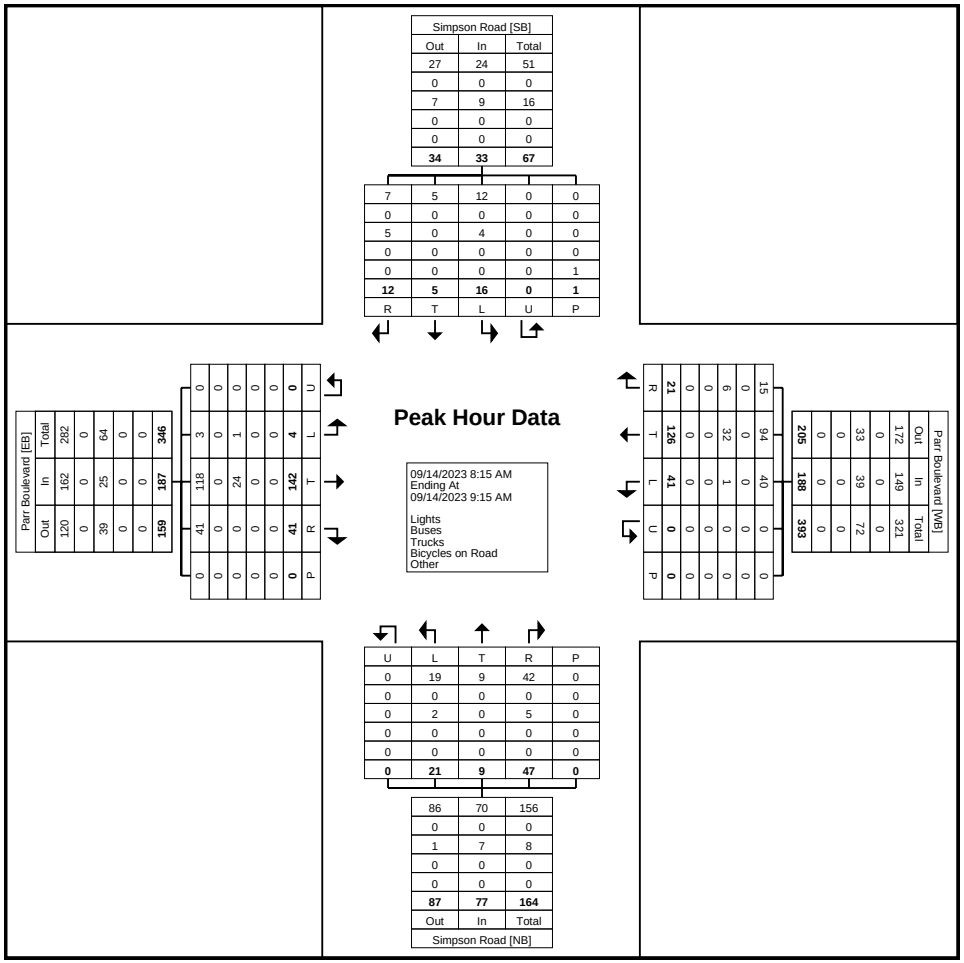
Turning Movement Peak Hour Data (8:15 AM)

Start Time	Simpson Road Southbound						Parr Boulevard Westbound						Simpson Road Northbound						Parr Boulevard Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
8:15 AM	5	1	3	0	0	9	4	30	11	0	0	45	4	2	3	0	0	9	17	37	1	0	0	55	118
8:30 AM	4	2	2	0	1	8	3	30	16	0	0	49	27	6	12	0	0	45	10	33	1	0	0	44	146
8:45 AM	1	1	6	0	0	8	7	35	3	0	0	45	10	1	5	0	0	16	9	36	2	0	0	47	116
9:00 AM	2	1	5	0	0	8	7	31	11	0	0	49	6	0	1	0	0	7	5	36	0	0	0	41	105
Total	12	5	16	0	1	33	21	126	41	0	0	188	47	9	21	0	0	77	41	142	4	0	0	187	485
Approach %	36.4	15.2	48.5	0.0	-	-	11.2	67.0	21.8	0.0	-	-	61.0	11.7	27.3	0.0	-	-	21.9	75.9	2.1	0.0	-	-	-
Total %	2.5	1.0	3.3	0.0	-	6.8	4.3	26.0	8.5	0.0	-	38.8	9.7	1.9	4.3	0.0	-	15.9	8.5	29.3	0.8	0.0	-	38.6	-
PHF	0.600	0.625	0.667	0.000	-	0.917	0.750	0.900	0.641	0.000	-	0.959	0.435	0.375	0.438	0.000	-	0.428	0.603	0.959	0.500	0.000	-	0.850	0.830
Lights	7	5	12	0	-	24	15	94	40	0	-	149	42	9	19	0	-	70	41	118	3	0	-	162	405
% Lights	58.3	100.0	75.0	-	-	72.7	71.4	74.6	97.6	-	-	79.3	89.4	100.0	90.5	-	-	90.9	100.0	83.1	75.0	-	-	86.6	83.5
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Buses	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0
Trucks	5	0	4	0	-	9	6	32	1	0	-	39	5	0	2	0	-	7	0	24	1	0	-	25	80
% Trucks	41.7	0.0	25.0	-	-	27.3	28.6	25.4	2.4	-	-	20.7	10.6	0.0	9.5	-	-	9.1	0.0	16.9	25.0	-	-	13.4	16.5
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	0.0	0.0	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
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

LEA Consulting Ltd.
625 Cochrane Drive

Markam, Ontario, Canada L3R 9R9
905-470-0015 x240 idinsmore@lea.ca

Count Name: 24085_Simpson Rd & Parr Blvd-AM
Site Code: 24085
Start Date: 09/14/2023



Turning Movement Peak Hour Data Plot (8:15 AM)

LEA Consulting Ltd.
625 Cochrane Drive

Markam, Ontario, Canada L3R 9R9
905-470-0015 x240 idinsmore@lea.ca

Count Name: 24085_Simpson Rd & Parr Blvd-PM
Site Code: 24085
Start Date: 09/14/2023

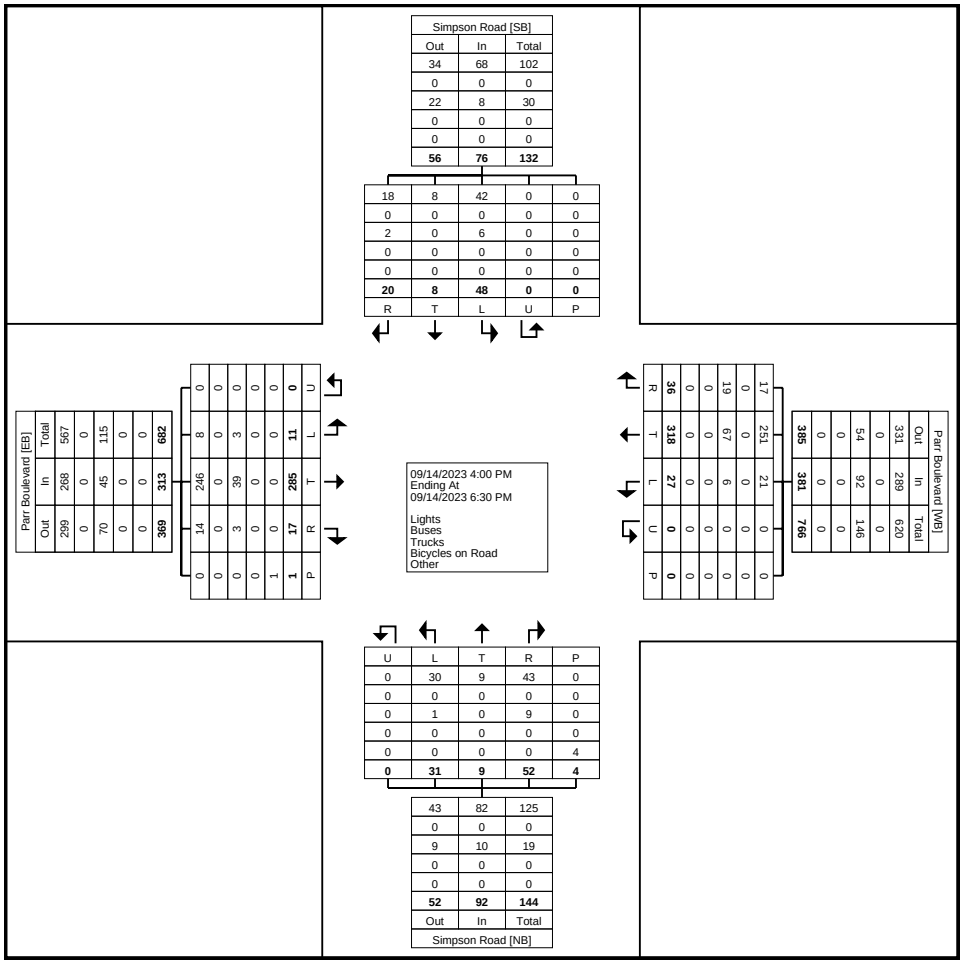
Turning Movement Data

Start Time	Simpson Road Southbound						Parr Boulevard Westbound						Simpson Road Northbound						Parr Boulevard Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
4:00 PM	2	2	6	0	0	10	5	38	2	0	0	45	10	2	2	0	2	14	3	35	1	0	1	39	108
4:15 PM	2	3	5	0	0	10	1	31	7	0	0	39	9	0	2	0	0	11	0	25	0	0	0	25	85
4:30 PM	0	2	1	0	0	3	5	30	4	0	0	39	12	3	5	0	0	20	0	23	2	0	0	25	87
4:45 PM	2	1	6	0	0	9	4	30	2	0	0	36	3	2	1	0	0	6	1	17	1	0	0	19	70
Hourly Total	6	8	18	0	0	32	15	129	15	0	0	159	34	7	10	0	2	51	4	100	4	0	1	108	350
5:00 PM	3	0	6	0	0	9	2	45	1	0	0	48	9	2	12	0	0	23	4	30	2	0	0	36	116
5:15 PM	2	0	3	0	0	5	5	34	4	0	0	43	1	0	1	0	0	2	1	20	1	0	0	22	72
5:30 PM	2	0	9	0	0	11	4	24	0	0	0	28	4	0	3	0	0	7	2	40	2	0	0	44	90
5:45 PM	1	0	3	0	0	4	4	29	3	0	0	36	1	0	2	0	0	3	2	13	1	0	0	16	59
Hourly Total	8	0	21	0	0	29	15	132	8	0	0	155	15	2	18	0	0	35	9	103	6	0	0	118	337
6:00 PM	4	0	5	0	0	9	2	27	3	0	0	32	2	0	2	0	2	4	2	64	1	0	0	67	112
6:15 PM	2	0	4	0	0	6	4	30	1	0	0	35	1	0	1	0	0	2	2	18	0	0	0	20	63
Grand Total	20	8	48	0	0	76	36	318	27	0	0	381	52	9	31	0	4	92	17	285	11	0	1	313	862
Approach %	26.3	10.5	63.2	0.0	-	-	9.4	83.5	7.1	0.0	-	-	56.5	9.8	33.7	0.0	-	-	5.4	91.1	3.5	0.0	-	-	-
Total %	2.3	0.9	5.6	0.0	-	8.8	4.2	36.9	3.1	0.0	-	44.2	6.0	1.0	3.6	0.0	-	10.7	2.0	33.1	1.3	0.0	-	36.3	-
Lights	18	8	42	0	-	68	17	251	21	0	-	289	43	9	30	0	-	82	14	246	8	0	-	268	707
% Lights	90.0	100.0	87.5	-	-	89.5	47.2	78.9	77.8	-	-	75.9	82.7	100.0	96.8	-	-	89.1	82.4	86.3	72.7	-	-	85.6	82.0
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Buses	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0
Trucks	2	0	6	0	-	8	19	67	6	0	-	92	9	0	1	0	-	10	3	39	3	0	-	45	155
% Trucks	10.0	0.0	12.5	-	-	10.5	52.8	21.1	22.2	-	-	24.1	17.3	0.0	3.2	-	-	10.9	17.6	13.7	27.3	-	-	14.4	18.0
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	0.0	0.0	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
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	4	-	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

LEA Consulting Ltd.
625 Cochrane Drive

Markam, Ontario, Canada L3R 9R9
905-470-0015 x240 idinsmore@lea.ca

Count Name: 24085_Simpson Rd & Parr Blvd-PM
Site Code: 24085
Start Date: 09/14/2023



Turning Movement Data Plot

LEA Consulting Ltd.
625 Cochrane Drive

Markam, Ontario, Canada L3R 9R9
905-470-0015 x240 idinsmore@lea.ca

Count Name: 24085_Simpson Rd & Parr Blvd-PM
Site Code: 24085
Start Date: 09/14/2023

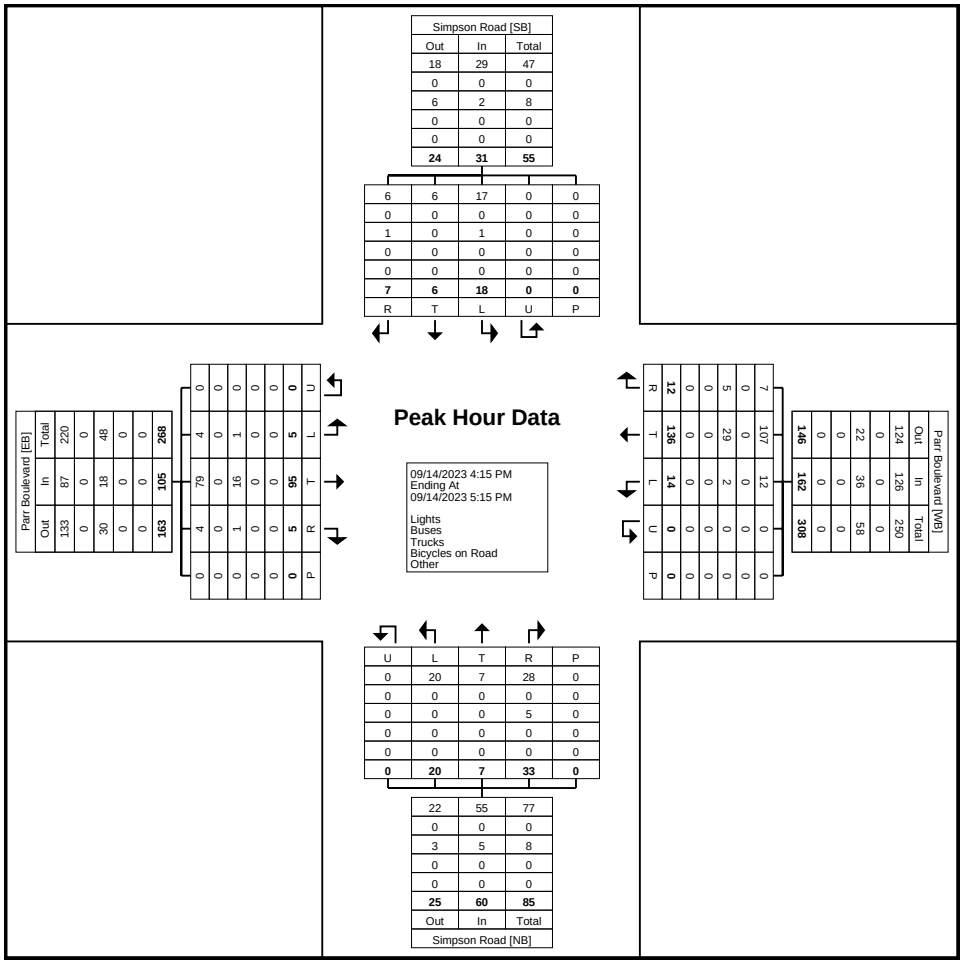
Turning Movement Peak Hour Data (4:15 PM)

Start Time	Simpson Road Southbound						Parr Boulevard Westbound						Simpson Road Northbound						Parr Boulevard Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
4:15 PM	2	3	5	0	0	10	1	31	7	0	0	39	9	0	2	0	0	11	0	25	0	0	0	25	85
4:30 PM	0	2	1	0	0	3	5	30	4	0	0	39	12	3	5	0	0	20	0	23	2	0	0	25	87
4:45 PM	2	1	6	0	0	9	4	30	2	0	0	36	3	2	1	0	0	6	1	17	1	0	0	19	70
5:00 PM	3	0	6	0	0	9	2	45	1	0	0	48	9	2	12	0	0	23	4	30	2	0	0	36	116
Total	7	6	18	0	0	31	12	136	14	0	0	162	33	7	20	0	0	60	5	95	5	0	0	105	358
Approach %	22.6	19.4	58.1	0.0	-	-	7.4	84.0	8.6	0.0	-	-	55.0	11.7	33.3	0.0	-	-	4.8	90.5	4.8	0.0	-	-	-
Total %	2.0	1.7	5.0	0.0	-	8.7	3.4	38.0	3.9	0.0	-	45.3	9.2	2.0	5.6	0.0	-	16.8	1.4	26.5	1.4	0.0	-	29.3	-
PHF	0.583	0.500	0.750	0.000	-	0.775	0.600	0.756	0.500	0.000	-	0.844	0.688	0.583	0.417	0.000	-	0.652	0.313	0.792	0.625	0.000	-	0.729	0.772
Lights	6	6	17	0	-	29	7	107	12	0	-	126	28	7	20	0	-	55	4	79	4	0	-	87	297
% Lights	85.7	100.0	94.4	-	-	93.5	58.3	78.7	85.7	-	-	77.8	84.8	100.0	100.0	-	-	91.7	80.0	83.2	80.0	-	-	82.9	83.0
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Buses	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0
Trucks	1	0	1	0	-	2	5	29	2	0	-	36	5	0	0	0	-	5	1	16	1	0	-	18	61
% Trucks	14.3	0.0	5.6	-	-	6.5	41.7	21.3	14.3	-	-	22.2	15.2	0.0	0.0	-	-	8.3	20.0	16.8	20.0	-	-	17.1	17.0
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	0.0	0.0	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
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

LEA Consulting Ltd.
625 Cochrane Drive

Markam, Ontario, Canada L3R 9R9
905-470-0015 x240 idinsmore@lea.ca

Count Name: 24085_Simpson Rd & Parr Blvd-PM
Site Code: 24085
Start Date: 09/14/2023



Turning Movement Peak Hour Data Plot (4:15 PM)

LEA Consulting Ltd.
625 Cochrane Drive

Markam, Ontario, Canada L3R 9R9
905-470-0015 x240 idinsmore@lea.ca

Count Name: 24085_Simpson Rd & Parr Blvd-SAT
Site Code: 24085
Start Date: 09/16/2023

Turning Movement Data

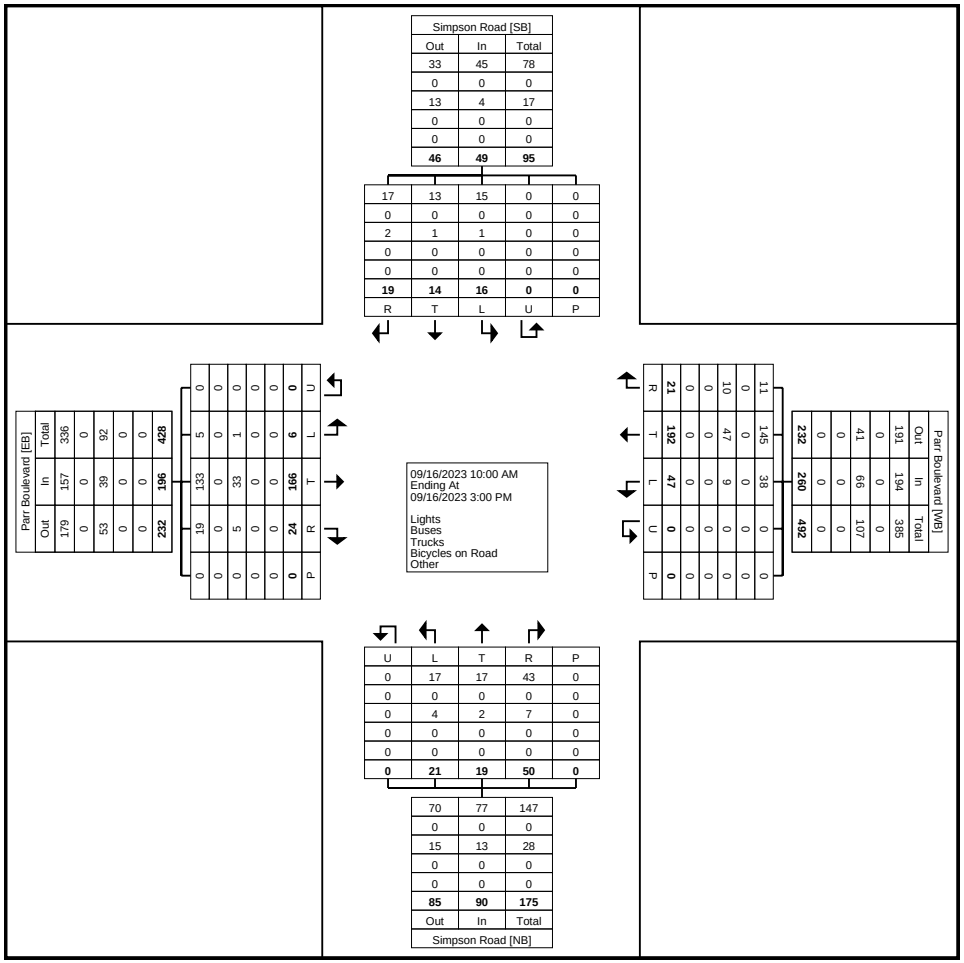
Start Time	Simpson Road Southbound						Parr Boulevard Westbound						Simpson Road Northbound						Parr Boulevard Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
10:00 AM	1	1	2	0	0	4	0	4	1	0	0	5	5	0	0	0	0	5	3	16	2	0	0	21	35
10:15 AM	1	1	1	0	0	3	0	7	5	0	0	12	2	3	0	0	0	5	2	6	0	0	0	8	28
10:30 AM	1	1	2	0	0	4	3	5	3	0	0	11	2	1	1	0	0	4	1	14	0	0	0	15	34
10:45 AM	0	1	1	0	0	2	3	13	2	0	0	18	3	1	4	0	0	8	1	7	0	0	0	8	36
Hourly Total	3	4	6	0	0	13	6	29	11	0	0	46	12	5	5	0	0	22	7	43	2	0	0	52	133
11:00 AM	0	0	0	0	0	0	1	7	4	0	0	12	3	2	0	0	0	5	1	7	1	0	0	9	26
11:15 AM	2	0	0	0	0	2	1	14	4	0	0	19	2	0	3	0	0	5	0	7	0	0	0	7	33
11:30 AM	0	0	0	0	0	0	1	13	4	0	0	18	3	1	2	0	0	6	2	11	1	0	0	14	38
11:45 AM	1	1	0	0	0	2	2	15	1	0	0	18	3	0	2	0	0	5	2	13	1	0	0	16	41
Hourly Total	3	1	0	0	0	4	5	49	13	0	0	67	11	3	7	0	0	21	5	38	3	0	0	46	138
12:00 PM	2	0	0	0	0	2	1	9	3	0	0	13	2	1	1	0	0	4	3	9	0	0	0	12	31
12:15 PM	1	3	1	0	0	5	1	9	2	0	0	12	3	3	3	0	0	9	3	9	1	0	0	13	39
12:30 PM	0	2	1	0	0	3	0	9	4	0	0	13	7	1	0	0	0	8	3	6	0	0	0	9	33
12:45 PM	0	0	1	0	0	1	2	10	5	0	0	17	2	1	0	0	0	3	0	3	0	0	0	3	24
Hourly Total	3	5	3	0	0	11	4	37	14	0	0	55	14	6	4	0	0	24	9	27	1	0	0	37	127
1:00 PM	1	1	0	0	0	2	0	15	2	0	0	17	4	1	0	0	0	5	1	12	0	0	0	13	37
1:15 PM	1	1	0	0	0	2	1	10	3	0	0	14	1	0	0	0	0	1	0	4	0	0	0	4	21
1:30 PM	2	0	0	0	0	2	1	9	1	0	0	11	2	3	1	0	0	6	0	6	0	0	0	6	25
1:45 PM	1	0	3	0	0	4	1	9	0	0	0	10	1	0	1	0	0	2	1	9	0	0	0	10	26
Hourly Total	5	2	3	0	0	10	3	43	6	0	0	52	8	4	2	0	0	14	2	31	0	0	0	33	109
2:00 PM	2	1	1	0	0	4	1	11	1	0	0	13	1	1	1	0	0	3	0	4	0	0	0	4	24
2:15 PM	1	1	1	0	0	3	1	11	1	0	0	13	2	0	2	0	0	4	0	10	0	0	0	10	30
2:30 PM	1	0	2	0	0	3	0	5	1	0	0	6	0	0	0	0	0	0	0	6	0	0	0	6	15
2:45 PM	1	0	0	0	0	1	1	7	0	0	0	8	2	0	0	0	0	2	1	7	0	0	0	8	19
Hourly Total	5	2	4	0	0	11	3	34	3	0	0	40	5	1	3	0	0	9	1	27	0	0	0	28	88
Grand Total	19	14	16	0	0	49	21	192	47	0	0	260	50	19	21	0	0	90	24	166	6	0	0	196	595
Approach %	38.8	28.6	32.7	0.0	-	-	8.1	73.8	18.1	0.0	-	-	55.6	21.1	23.3	0.0	-	-	12.2	84.7	3.1	0.0	-	-	-
Total %	3.2	2.4	2.7	0.0	-	8.2	3.5	32.3	7.9	0.0	-	43.7	8.4	3.2	3.5	0.0	-	15.1	4.0	27.9	1.0	0.0	-	32.9	-
Lights	17	13	15	0	-	45	11	145	38	0	-	194	43	17	17	0	-	77	19	133	5	0	-	157	473
% Lights	89.5	92.9	93.8	-	-	91.8	52.4	75.5	80.9	-	-	74.6	86.0	89.5	81.0	-	-	85.6	79.2	80.1	83.3	-	-	80.1	79.5
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Buses	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0
Trucks	2	1	1	0	-	4	10	47	9	0	-	66	7	2	4	0	-	13	5	33	1	0	-	39	122
% Trucks	10.5	7.1	6.3	-	-	8.2	47.6	24.5	19.1	-	-	25.4	14.0	10.5	19.0	-	-	14.4	20.8	19.9	16.7	-	-	19.9	20.5
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0

% Bicycles on Road	0.0	0.0	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
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

LEA Consulting Ltd.
625 Cochrane Drive

Markam, Ontario, Canada L3R 9R9
905-470-0015 x240 idinsmore@lea.ca

Count Name: 24085_Simpson Rd & Parr Blvd-SAT
Site Code: 24085
Start Date: 09/16/2023



Turning Movement Data Plot

LEA Consulting Ltd.
625 Cochrane Drive

Markam, Ontario, Canada L3R 9R9
905-470-0015 x240 idinsmore@lea.ca

Count Name: 24085_Simpson Rd & Parr Blvd-SAT
Site Code: 24085
Start Date: 09/16/2023

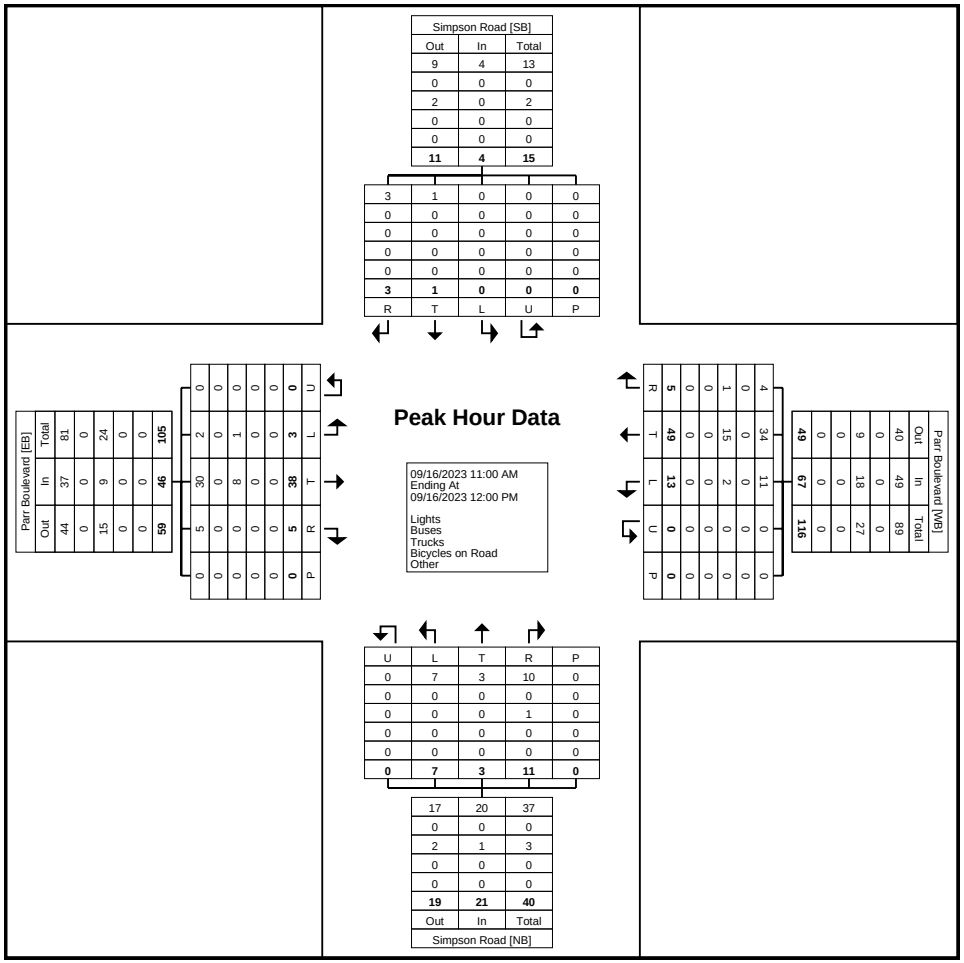
Turning Movement Peak Hour Data (11:00 AM)

Start Time	Simpson Road Southbound						Parr Boulevard Westbound						Simpson Road Northbound						Parr Boulevard Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
11:00 AM	0	0	0	0	0	0	1	7	4	0	0	12	3	2	0	0	0	5	1	7	1	0	0	9	26
11:15 AM	2	0	0	0	0	2	1	14	4	0	0	19	2	0	3	0	0	5	0	7	0	0	0	7	33
11:30 AM	0	0	0	0	0	0	1	13	4	0	0	18	3	1	2	0	0	6	2	11	1	0	0	14	38
11:45 AM	1	1	0	0	0	2	2	15	1	0	0	18	3	0	2	0	0	5	2	13	1	0	0	16	41
Total	3	1	0	0	0	4	5	49	13	0	0	67	11	3	7	0	0	21	5	38	3	0	0	46	138
Approach %	75.0	25.0	0.0	0.0	-	-	7.5	73.1	19.4	0.0	-	-	52.4	14.3	33.3	0.0	-	-	10.9	82.6	6.5	0.0	-	-	-
Total %	2.2	0.7	0.0	0.0	-	2.9	3.6	35.5	9.4	0.0	-	48.6	8.0	2.2	5.1	0.0	-	15.2	3.6	27.5	2.2	0.0	-	33.3	-
PHF	0.375	0.250	0.000	0.000	-	0.500	0.625	0.817	0.813	0.000	-	0.882	0.917	0.375	0.583	0.000	-	0.875	0.625	0.731	0.750	0.000	-	0.719	0.841
Lights	3	1	0	0	-	4	4	34	11	0	-	49	10	3	7	0	-	20	5	30	2	0	-	37	110
% Lights	100.0	100.0	-	-	-	100.0	80.0	69.4	84.6	-	-	73.1	90.9	100.0	100.0	-	-	95.2	100.0	78.9	66.7	-	-	80.4	79.7
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Buses	0.0	0.0	-	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0
Trucks	0	0	0	0	-	0	1	15	2	0	-	18	1	0	0	0	-	1	0	8	1	0	-	9	28
% Trucks	0.0	0.0	-	-	-	0.0	20.0	30.6	15.4	-	-	26.9	9.1	0.0	0.0	-	-	4.8	0.0	21.1	33.3	-	-	19.6	20.3
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	0.0	0.0	-	-	-	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
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

LEA Consulting Ltd.
625 Cochrane Drive

Markam, Ontario, Canada L3R 9R9
905-470-0015 x240 idinsmore@lea.ca

Count Name: 24085_Simpson Rd & Parr Blvd-SAT
Site Code: 24085
Start Date: 09/16/2023



Turning Movement Peak Hour Data Plot (11:00 AM)

LEA Consulting Ltd.
625 Cochrane Drive

Markam, Ontario, Canada L3R 9R9
905-470-0015 x240 idinsmore@lea.ca

Count Name: 24085_Simpson Rd & Parr Blvd-SAT
Site Code: 24085
Start Date: 09/16/2023

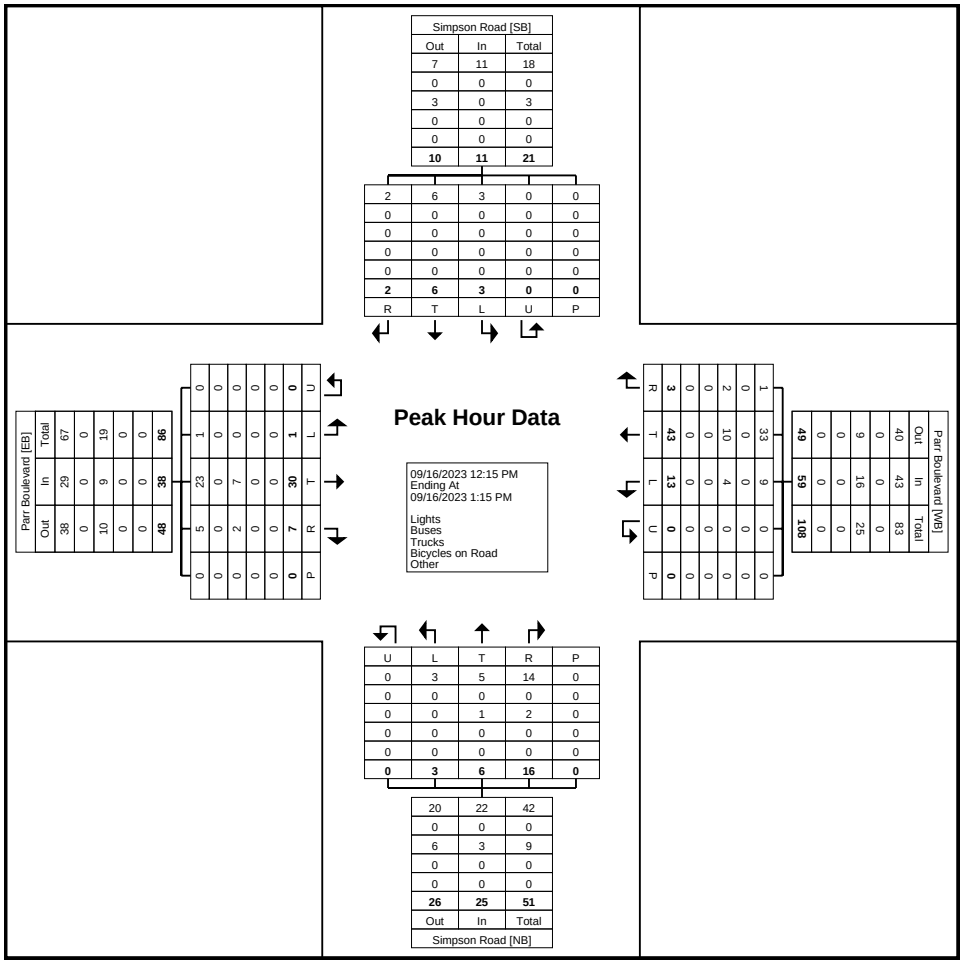
Turning Movement Peak Hour Data (12:15 PM)

Start Time	Simpson Road Southbound						Parr Boulevard Westbound						Simpson Road Northbound						Parr Boulevard Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
12:15 PM	1	3	1	0	0	5	1	9	2	0	0	12	3	3	3	0	0	9	3	9	1	0	0	13	39
12:30 PM	0	2	1	0	0	3	0	9	4	0	0	13	7	1	0	0	0	8	3	6	0	0	0	9	33
12:45 PM	0	0	1	0	0	1	2	10	5	0	0	17	2	1	0	0	0	3	0	3	0	0	0	3	24
1:00 PM	1	1	0	0	0	2	0	15	2	0	0	17	4	1	0	0	0	5	1	12	0	0	0	13	37
Total	2	6	3	0	0	11	3	43	13	0	0	59	16	6	3	0	0	25	7	30	1	0	0	38	133
Approach %	18.2	54.5	27.3	0.0	-	-	5.1	72.9	22.0	0.0	-	-	64.0	24.0	12.0	0.0	-	-	18.4	78.9	2.6	0.0	-	-	-
Total %	1.5	4.5	2.3	0.0	-	8.3	2.3	32.3	9.8	0.0	-	44.4	12.0	4.5	2.3	0.0	-	18.8	5.3	22.6	0.8	0.0	-	28.6	-
PHF	0.500	0.500	0.750	0.000	-	0.550	0.375	0.717	0.650	0.000	-	0.868	0.571	0.500	0.250	0.000	-	0.694	0.583	0.625	0.250	0.000	-	0.731	0.853
Lights	2	6	3	0	-	11	1	33	9	0	-	43	14	5	3	0	-	22	5	23	1	0	-	29	105
% Lights	100.0	100.0	100.0	-	-	100.0	33.3	76.7	69.2	-	-	72.9	87.5	83.3	100.0	-	-	88.0	71.4	76.7	100.0	-	-	76.3	78.9
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Buses	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0
Trucks	0	0	0	0	-	0	2	10	4	0	-	16	2	1	0	0	-	3	2	7	0	0	-	9	28
% Trucks	0.0	0.0	0.0	-	-	0.0	66.7	23.3	30.8	-	-	27.1	12.5	16.7	0.0	-	-	12.0	28.6	23.3	0.0	-	-	23.7	21.1
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	0.0	0.0	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
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

LEA Consulting Ltd.
625 Cochrane Drive

Markam, Ontario, Canada L3R 9R9
905-470-0015 x240 idinsmore@lea.ca

Count Name: 24085_Simpson Rd & Parr Blvd-SAT
Site Code: 24085
Start Date: 09/16/2023



Turning Movement Peak Hour Data Plot (12:15 PM)

LEA Consulting Ltd.

625 Cochrane Drive, 5th Floor
Markham, ON L3R 9R9

Project No.: 24085
Intersection: Site Access & Mayfield Rd
Weather: Clear
Surveyor(s): ID

File Name : Site Access & Mayfield Rd-AM
Site Code : 24085
Start Date : 2023-09-14
Page No : 1

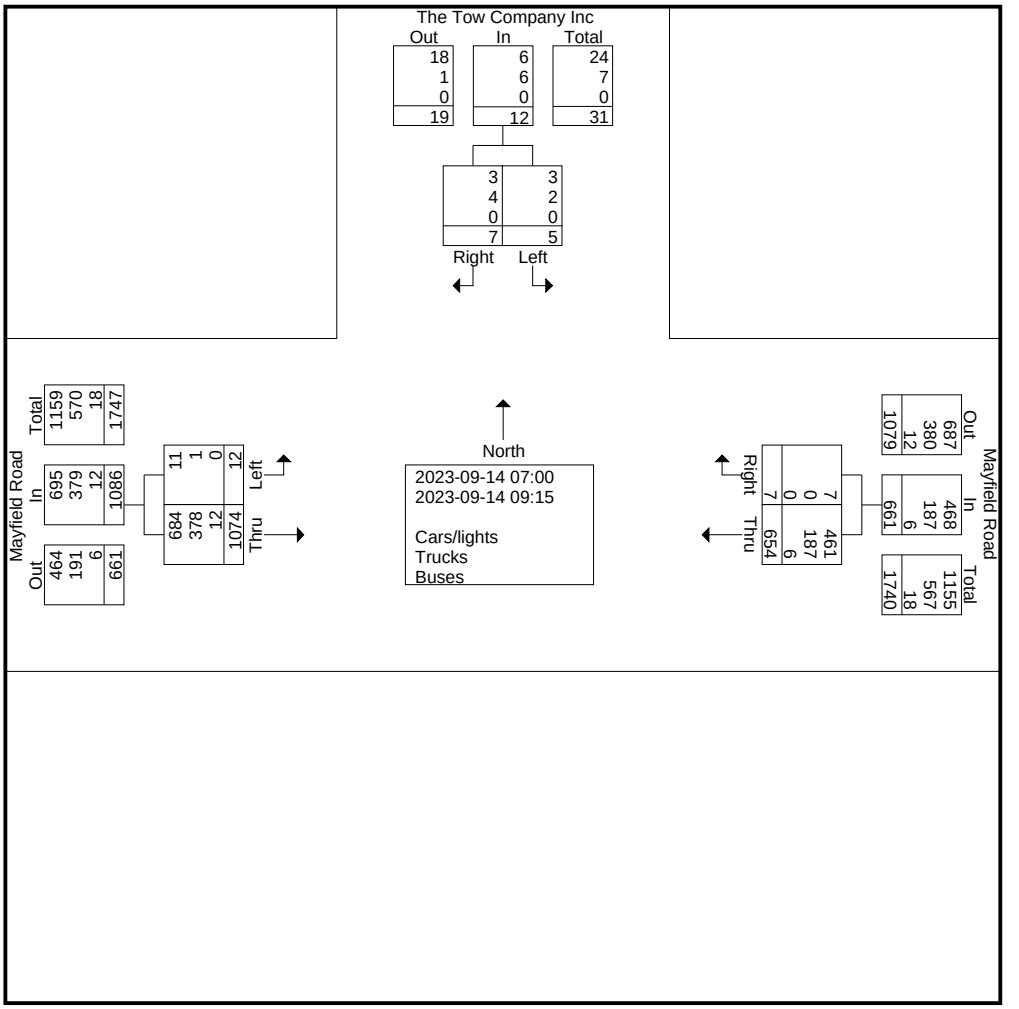
Groups Printed- Cars/lights - Trucks - Buses

	The Tow Company Inc Southbound				Mayfield Road Westbound				Mayfield Road Eastbound						
Start Time	Left	Right	Peds	App. Total	Thru	Right	Peds	App. Total	Left	Thru	Peds	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00	0	1	[0]	1	64	0	[0]	64	0	125	[0]	125	0	190	190
07:15	1	0	[0]	1	72	1	[0]	73	0	104	[0]	104	0	178	178
07:30	0	0	[0]	0	67	0	[0]	67	0	101	[0]	101	0	168	168
07:45	0	1	[0]	1	73	0	[0]	73	1	108	[0]	109	0	183	183
Total	1	2	[0]	3	276	1	[0]	277	1	438	[0]	439	0	719	719
08:00	1	0	[0]	1	74	0	[0]	74	2	99	[0]	101	0	176	176
08:15	0	0	[0]	0	63	1	[0]	64	0	121	[0]	121	0	185	185
08:30	1	0	[0]	1	59	0	[0]	59	3	101	[0]	104	0	164	164
08:45	0	2	[0]	2	65	1	[0]	66	3	119	[0]	122	0	190	190
Total	2	2	[0]	4	261	2	[0]	263	8	440	[0]	448	0	715	715
09:00	1	2	[0]	3	63	1	[0]	64	1	95	[0]	96	0	163	163
09:15	1	1	[0]	2	54	3	[0]	57	2	101	[0]	103	0	162	162
Grand Total	5	7	[0]	12	654	7	[0]	661	12	1074	[0]	1086	0	1759	1759
Apprch %	41.7	58.3			98.9	1.1			1.1	98.9					
Total %	0.3	0.4		0.7	37.2	0.4		37.6	0.7	61.1		61.7	0	100	
Cars/lights	3	3		6	461	7		468	11	684		695	0	0	1169
% Cars/lights	60	42.9	0	50	70.5	100	0	70.8	91.7	63.7	0	64	0	0	66.5
Trucks	2	4		6	187	0		187	1	378		379	0	0	572
% Trucks	40	57.1	0	50	28.6	0	0	28.3	8.3	35.2	0	34.9	0	0	32.5
Buses	0	0		0	6	0		6	0	12		12	0	0	18
% Buses	0	0	0	0	0.9	0	0	0.9	0	1.1	0	1.1	0	0	1

LEA Consulting Ltd.

625 Cochrane Drive, 5th Floor
Markham, ON L3R 9R9

File Name : Site Access & Mayfield Rd-AM
Site Code : 24085
Start Date : 2023-09-14
Page No : 2

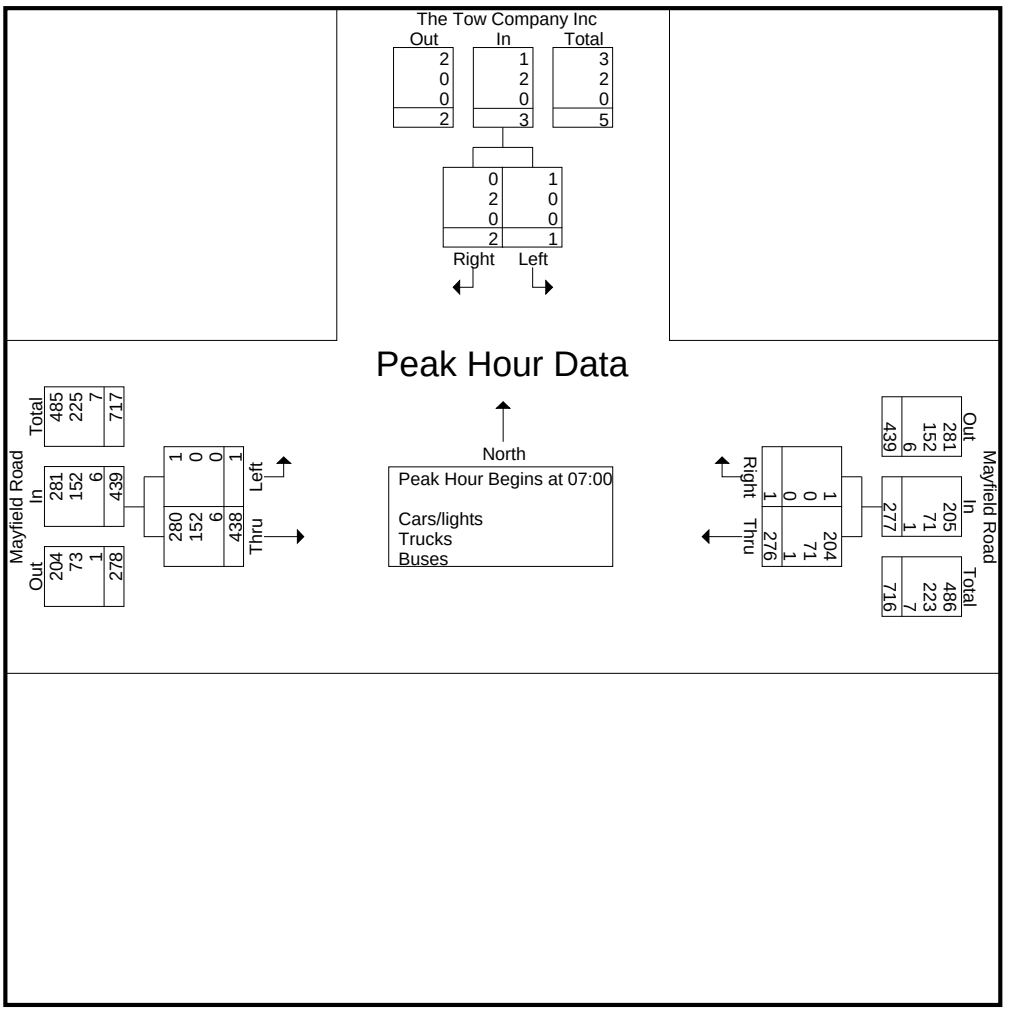


LEA Consulting Ltd.

625 Cochrane Drive, 5th Floor
Markham, ON L3R 9R9

File Name : Site Access & Mayfield Rd-AM
Site Code : 24085
Start Date : 2023-09-14
Page No : 3

	The Tow Company Inc Southbound			Mayfield Road Westbound			Mayfield Road Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 09:15 - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00										
07:00	0	**1**	**1**	64	0	64	0	**125**	**125**	**190**
07:15	**1**	0	1	72	**1**	**73**	0	104	104	178
07:30	0	0	0	67	0	67	0	101	101	168
07:45	0	1	1	**73**	0	73	**1**	108	109	183
Total Volume	1	2	3	276	1	277	1	438	439	719
% App. Total	33.3	66.7		99.6	0.4		0.2	99.8		
PHF	.250	.500	.750	.945	.250	.949	.250	.876	.878	.946
Cars/lights	1	0	1	204	1	205	1	280	281	487
% Cars/lights	100	0	33.3	73.9	100	74.0	100	63.9	64.0	67.7
Trucks	0	2	2	71	0	71	0	152	152	225
% Trucks	0	100	66.7	25.7	0	25.6	0	34.7	34.6	31.3
Buses	0	0	0	1	0	1	0	6	6	7
% Buses	0	0	0	0.4	0	0.4	0	1.4	1.4	1.0



LEA Consulting Ltd.

625 Cochrane Drive, 5th Floor
Markham, ON L3R 9R9

Project No.: 24085
Intersection: Site Access & Mayfield Rd
Weather: Clear
Surveyor(s): ID

File Name : Site Access & Mayfield Rd-PM
Site Code : 24085
Start Date : 2023-09-14
Page No : 1

Groups Printed- Cars/lights - Trucks - Buses

	The Tow Company Inc Southbound				Mayfield Road Westbound				Mayfield Road Eastbound						
Start Time	Left	Right	Peds	App. Total	Thru	Right	Peds	App. Total	Left	Thru	Peds	App. Total	Exclu. Total	Inclu. Total	Int. Total
16:00	2	0	[0]	2	85	0	[0]	85	1	109	[0]	110	0	197	197
16:15	2	1	[0]	3	61	1	[0]	62	2	112	[0]	114	0	179	179
16:30	1	0	[0]	1	96	2	[0]	98	0	113	[0]	113	0	212	212
16:45	0	3	[0]	3	80	1	[0]	81	0	110	[0]	110	0	194	194
Total	5	4	[0]	9	322	4	[0]	326	3	444	[0]	447	0	782	782
17:00	0	3	[0]	3	80	1	[0]	81	0	98	[0]	98	0	182	182
17:15	1	1	[0]	2	76	1	[0]	77	0	122	[0]	122	0	201	201
17:30	1	1	[0]	2	73	1	[0]	74	2	127	[0]	129	0	205	205
17:45	0	1	[0]	1	71	0	[0]	71	2	99	[0]	101	0	173	173
Total	2	6	[0]	8	300	3	[0]	303	4	446	[0]	450	0	761	761
18:00	2	2	[0]	4	62	2	[0]	64	0	120	[0]	120	0	188	188
18:15	4	1	[0]	5	52	0	[0]	52	1	95	[0]	96	0	153	153
Grand Total	13	13	[0]	26	736	9	[0]	745	8	1105	[0]	1113	0	1884	1884
Apprch %	50	50			98.8	1.2			0.7	99.3					
Total %	0.7	0.7		1.4	39.1	0.5		39.5	0.4	58.7		59.1	0	100	
Cars/lights	9	10		19	477	5		482	5	882		887	0	0	1388
% Cars/lights	69.2	76.9	0	73.1	64.8	55.6	0	64.7	62.5	79.8	0	79.7	0	0	73.7
Trucks	4	3		7	257	4		261	3	221		224	0	0	492
% Trucks	30.8	23.1	0	26.9	34.9	44.4	0	35	37.5	20	0	20.1	0	0	26.1
Buses	0	0		0	2	0		2	0	2		2	0	0	4
% Buses	0	0	0	0	0.3	0	0	0.3	0	0.2	0	0.2	0	0	0.2

LEA Consulting Ltd.

625 Cochrane Drive, 5th Floor
Markham, ON L3R 9R9

File Name : Site Access & Mayfield Rd-PM
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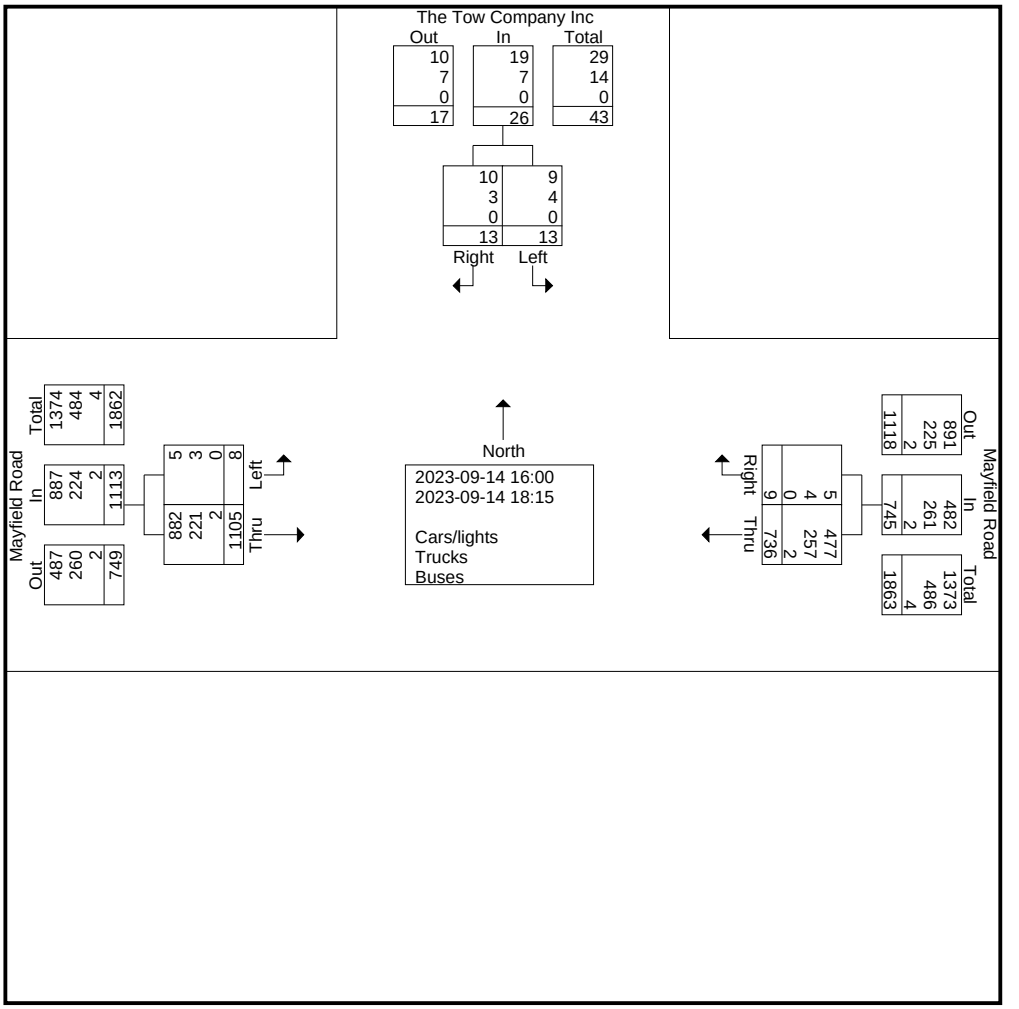

LEA Consulting Ltd.

625 Cochrane Drive, 5th Floor
Markham, ON L3R 9R9

File Name : Site Access & Mayfield Rd-PM
Site Code : 24085
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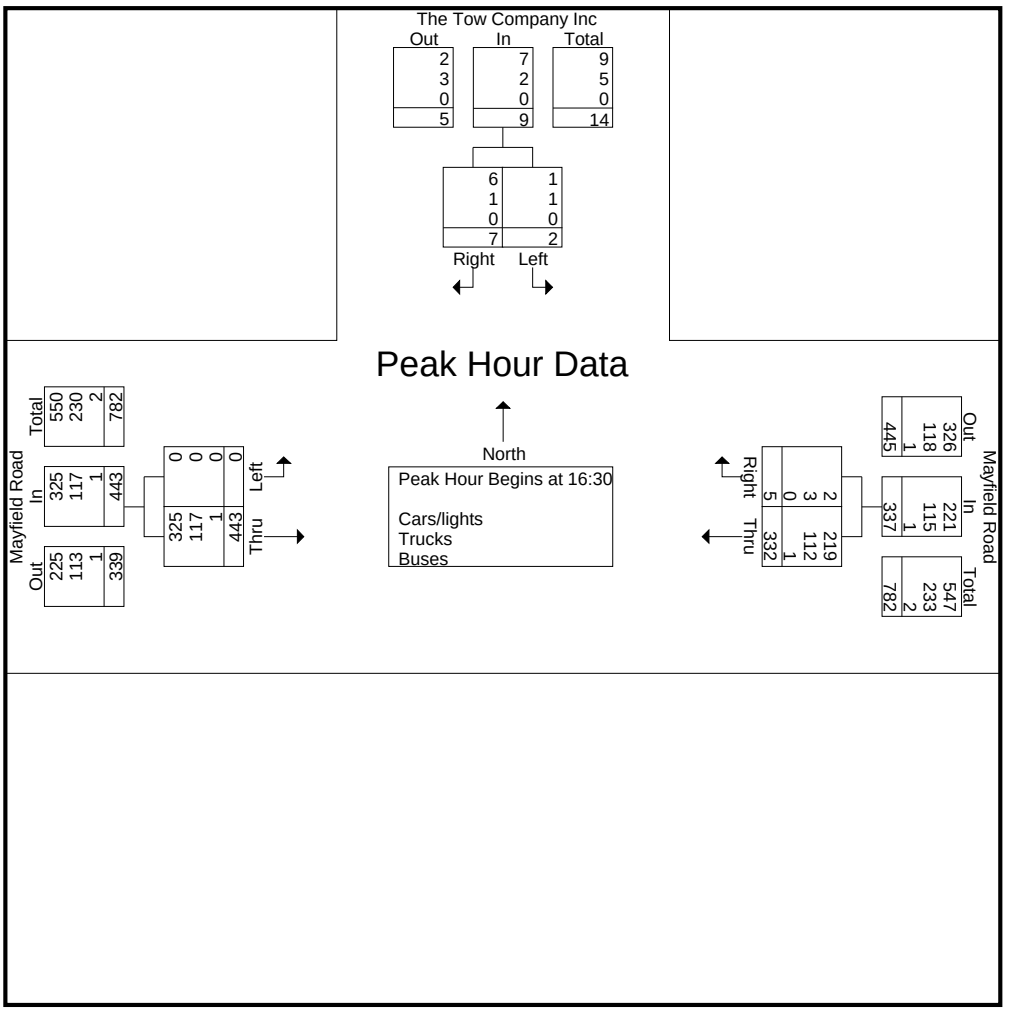
Page No : 3

	The Tow Company Inc Southbound			Mayfield Road Westbound			Mayfield Road Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 18:15 - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 16:30										
16:30	**1**	0	1	**96**	**2**	**98**	0	113	113	**212**
16:45	0	**3**	**3**	80	1	81	0	110	110	194
17:00	0	3	3	80	1	81	0	98	98	182
17:15	1	1	2	76	1	77	0	**122**	**122**	201
Total Volume	2	7	9	332	5	337	0	443	443	789
% App. Total	22.2	77.8		98.5	1.5		0	100		
PHF	.500	.583	.750	.865	.625	.860	.000	.908	.908	.930
Cars/lights	1	6	7	219	2	221	0	325	325	553
% Cars/lights	50.0	85.7	77.8	66.0	40.0	65.6	0	73.4	73.4	70.1
Trucks	1	1	2	112	3	115	0	117	117	234
% Trucks	50.0	14.3	22.2	33.7	60.0	34.1	0	26.4	26.4	29.7
Buses	0	0	0	1	0	1	0	1	1	2
% Buses	0	0	0	0.3	0	0.3	0	0.2	0.2	0.3



LEA Consulting Ltd.

625 Cochrane Drive, 5th Floor
Markham, ON L3R 9R9

Project No.: 24085
Intersection: Site Access & Mayfield Rd
Weather: Clear
Surveyor(s): ID

File Name : Site Access & Mayfield Rd-SAT
Site Code : 24085
Start Date : 2023-09-16
Page No : 1

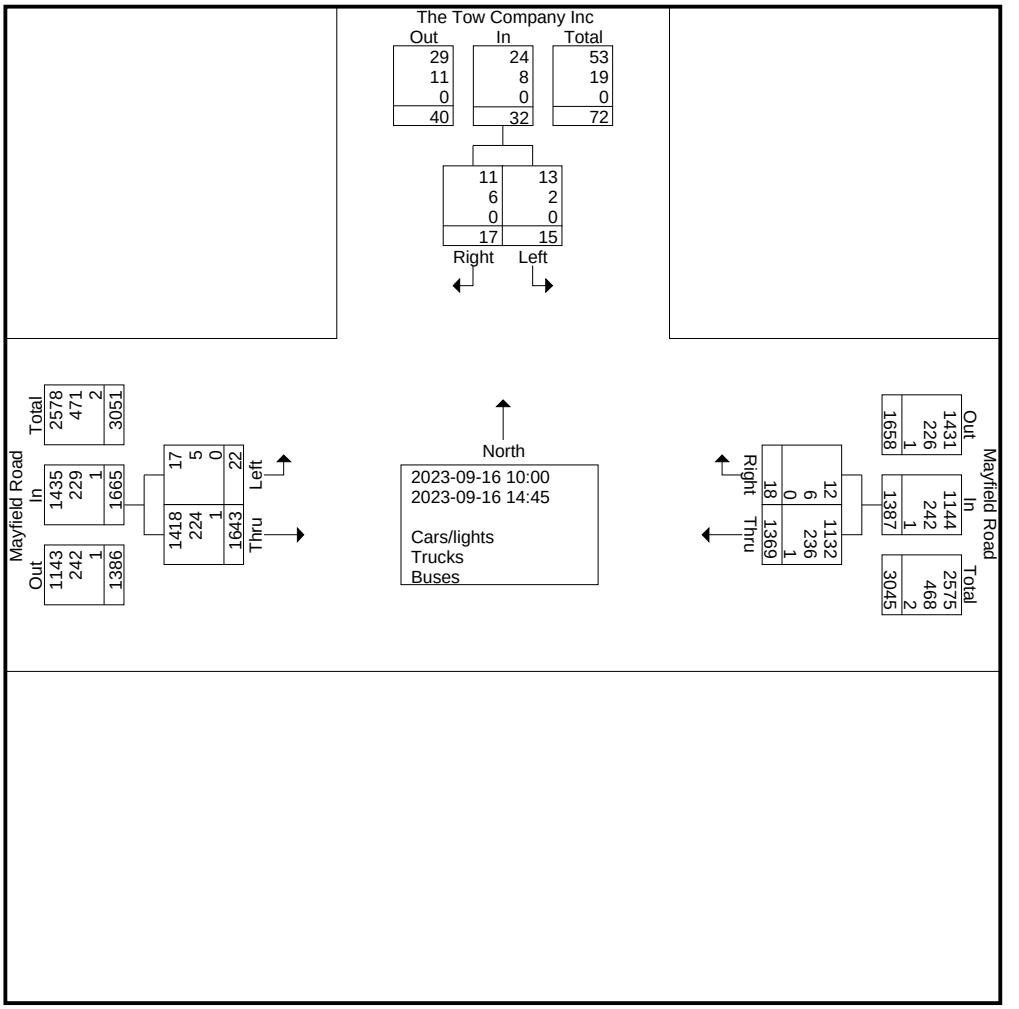
Groups Printed- Cars/lights - Trucks - Buses

	The Tow Company Inc Southbound				Mayfield Road Westbound				Mayfield Road Eastbound						
Start Time	Left	Right	Peds	App. Total	Thru	Right	Peds	App. Total	Left	Thru	Peds	App. Total	Exclu. Total	Inclu. Total	Int. Total
10:00	0	0	[0]	0	14	0	[0]	14	0	15	[0]	15	0	29	29
10:15	0	0	[0]	0	48	3	[0]	51	1	93	[0]	94	0	145	145
10:30	0	1	[0]	1	67	0	[0]	67	0	85	[0]	85	0	153	153
10:45	0	0	[0]	0	78	0	[0]	78	1	74	[0]	75	0	153	153
Total	0	1	[0]	1	207	3	[0]	210	2	267	[0]	269	0	480	480
11:00	0	0	[0]	0	60	0	[0]	60	2	84	[0]	86	0	146	146
11:15	1	1	[0]	2	54	2	[0]	56	3	88	[0]	91	0	149	149
11:30	2	1	[0]	3	68	1	[0]	69	1	73	[0]	74	0	146	146
11:45	1	4	[0]	5	58	1	[0]	59	0	94	[0]	94	0	158	158
Total	4	6	[0]	10	240	4	[0]	244	6	339	[0]	345	0	599	599
12:00	0	3	[0]	3	73	1	[0]	74	3	77	[0]	80	0	157	157
12:15	0	0	[0]	0	94	0	[0]	94	0	104	[0]	104	0	198	198
12:30	0	0	[0]	0	76	1	[0]	77	1	84	[0]	85	0	162	162
12:45	4	3	[0]	7	72	2	[0]	74	1	69	[0]	70	0	151	151
Total	4	6	[0]	10	315	4	[0]	319	5	334	[0]	339	0	668	668
13:00	1	1	[0]	2	57	1	[0]	58	2	84	[0]	86	0	146	146
13:15	3	0	[0]	3	91	1	[0]	92	1	83	[0]	84	0	179	179
13:30	0	1	[0]	1	57	1	[0]	58	1	87	[0]	88	0	147	147
13:45	0	0	[0]	0	73	2	[0]	75	2	88	[0]	90	0	165	165
Total	4	2	[0]	6	278	5	[0]	283	6	342	[0]	348	0	637	637
14:00	2	1	[0]	3	85	0	[0]	85	2	94	[0]	96	0	184	184
14:15	1	1	[0]	2	69	1	[0]	70	1	95	[0]	96	0	168	168
14:30	0	0	[0]	0	82	1	[0]	83	0	102	[0]	102	0	185	185
14:45	0	0	[0]	0	93	0	[0]	93	0	70	[0]	70	0	163	163
Total	3	2	[0]	5	329	2	[0]	331	3	361	[0]	364	0	700	700
Grand Total	15	17	[0]	32	1369	18	[0]	1387	22	1643	[0]	1665	0	3084	3084
Apprch %	46.9	53.1			98.7	1.3			1.3	98.7					
Total %	0.5	0.6		1	44.4	0.6		45	0.7	53.3		54	0	100	
Cars/lights	13	11		24	1132	12		1144	17	1418		1435	0	0	2603
% Cars/lights	86.7	64.7	0	75	82.7	66.7	0	82.5	77.3	86.3	0	86.2	0	0	84.4
Trucks	2	6		8	236	6		242	5	224		229	0	0	479
% Trucks	13.3	35.3	0	25	17.2	33.3	0	17.4	22.7	13.6	0	13.8	0	0	15.5
Buses	0	0		0	1	0		1	0	1		1	0	0	2
% Buses	0	0	0	0	0.1	0	0	0.1	0	0.1	0	0.1	0	0	0.1

LEA Consulting Ltd.

625 Cochrane Drive, 5th Floor
Markham, ON L3R 9R9

File Name : Site Access & Mayfield Rd-SAT
Site Code : 24085
Start Date : 2023-09-16
Page No : 2

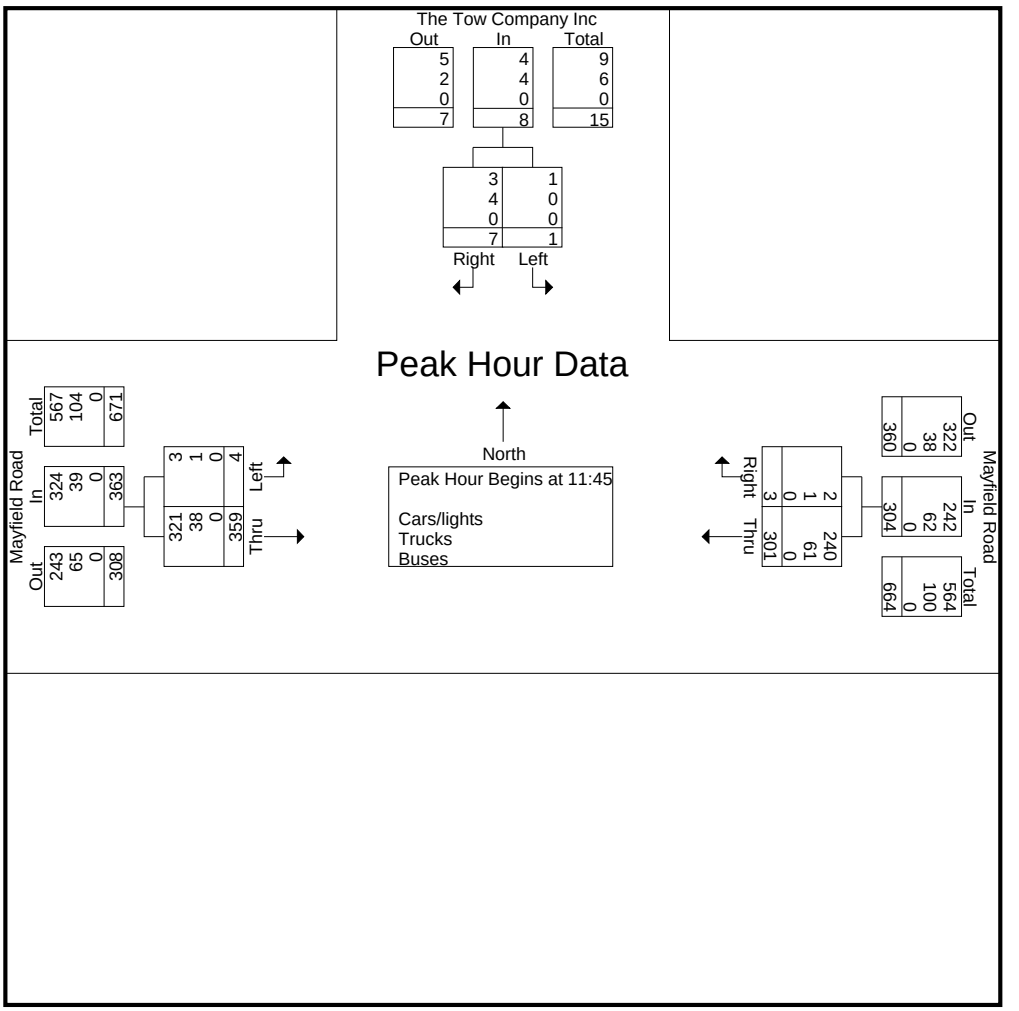


LEA Consulting Ltd.

625 Cochrane Drive, 5th Floor
Markham, ON L3R 9R9

File Name : Site Access & Mayfield Rd-SAT
Site Code : 24085
Start Date : 2023-09-16
Page No : 3

	The Tow Company Inc Southbound			Mayfield Road Westbound			Mayfield Road Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 10:00 to 13:45 - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 11:45										
11:45	**1**	**4**	**5**	58	**1**	59	0	94	94	158
12:00	0	3	3	73	1	74	**3**	77	80	157
12:15	0	0	0	**94**	0	**94**	0	**104**	**104**	**198**
12:30	0	0	0	76	1	77	1	84	85	162
Total Volume	1	7	8	301	3	304	4	359	363	675
% App. Total	12.5	87.5		99	1		1.1	98.9		
PHF	.250	.438	.400	.801	.750	.809	.333	.863	.873	.852
Cars/lights	1	3	4	240	2	242	3	321	324	570
% Cars/lights	100	42.9	50.0	79.7	66.7	79.6	75.0	89.4	89.3	84.4
Trucks	0	4	4	61	1	62	1	38	39	105
% Trucks	0	57.1	50.0	20.3	33.3	20.4	25.0	10.6	10.7	15.6
Buses	0	0	0	0	0	0	0	0	0	0
% Buses	0	0	0	0	0	0	0	0	0	0



APPENDIX C

Background Developments & Growth Rates

Growth Rates

Date: September 19, 2023
Requestor: Harkarandeep Bains, LEA Consulting Ltd.
Request Type: Growth Rate Data Request
Location: Coleraine Dr North of Mayfield Rd

Harkarandeep Bains,

See below the forecasted compound annual growth rate values for Coleraine Dr North of Mayfield Rd.

2011 to 2021	2021 to 2031
1.0%	0.5%

These growth rates are estimated using several sources including socioeconomic data and results from the Region of Peel's Travel Demand Forecasting Model. Please note that this area may be further affected by future growth (after 2031 and beyond). It is important to exercise professional judgment when using these values.

If you require further assistance, please contact me at transportationplanningdata@peelregion.ca

Regards,

Ucchas Saha
Transportation Planner, Transportation Planning
Transportation Division | Public Works | Region of Peel
10 Peel Centre Drive, Suite B, 4th Floor
Brampton, ON L6T 4B9

Date: September 19, 2023
Requestor: Harkarandeep Bains, LEA Consulting Ltd.
Request Type: Growth Rate Data Request
Location: Coleraine Dr South of Mayfield Rd

Harkarandeep Bains,

See below the forecasted compound annual growth rate values for Coleraine Dr South of Mayfield Rd.

2011 to 2021	2021 to 2031
0.5%	0.5%

These growth rates are estimated using several sources including socioeconomic data and results from the Region of Peel's Travel Demand Forecasting Model. These rates assume a road widening occurring between 2021 and 2031. Please note that this area may be further affected by future growth (after 2031 and beyond). It is important to exercise professional judgment when using these values.

If you require further assistance, please contact me at transportationplanningdata@peelregion.ca

Regards,

Ucchas Saha
Transportation Planner, Transportation Planning
Transportation Division | Public Works | Region of Peel
10 Peel Centre Drive, Suite B, 4th Floor
Brampton, ON L6T 4B9

Date: September 19, 2023
Requestor: Harkarandeep Bains, LEA Consulting Ltd.
Request Type: Growth Rate Data Request
Location: Hwy 50 North of Mayfield Rd

Harkarandeep Bains,

See below the forecasted compound annual growth rate values for Hwy 50 North of Mayfield Rd.

2011 to 2021	2021 to 2031
1.0%	0.5%

These growth rates are estimated using several sources including socioeconomic data and results from the Region of Peel's Travel Demand Forecasting Model. Please note that this area may be further affected by future growth (after 2031 and beyond). It is important to exercise professional judgment when using these values.

If you require further assistance, please contact me at transportationplanningdata@peelregion.ca

Regards,

Ucchas Saha
Transportation Planner, Transportation Planning
Transportation Division | Public Works | Region of Peel
10 Peel Centre Drive, Suite B, 4th Floor
Brampton, ON L6T 4B9

Date: September 19, 2023
Requestor: Harkarandeep Bains, LEA Consulting Ltd.
Request Type: Growth Rate Data Request
Location: Hwy 50 South of Mayfield Rd

Harkarandeep Bains,

See below the forecasted compound annual growth rate values for Hwy 50 South of Mayfield Rd.

2011 to 2021	2021 to 2031
0.5%	0.5%

These growth rates are estimated using several sources including socioeconomic data and results from the Region of Peel's Travel Demand Forecasting Model. These rates assume a road widening occurring between 2021 and 2031. Please note that this area may be further affected by future growth (after 2031 and beyond). It is important to exercise professional judgment when using these values.

If you require further assistance, please contact me at transportationplanningdata@peelregion.ca

Regards,

Ucchas Saha
Transportation Planner, Transportation Planning
Transportation Division | Public Works | Region of Peel
10 Peel Centre Drive, Suite B, 4th Floor
Brampton, ON L6T 4B9

Date: September 19, 2023
Requestor: Harkarandeep Bains, LEA Consulting Ltd.
Request Type: Growth Rate Data Request
Location: Mayfield Rd East of Coleraine Dr

Harkarandeep Bains,

See below the forecasted compound annual growth rate values for Mayfield Rd East of Coleraine Dr.

2011 to 2021	2021 to 2031
1.0%	0.5%

These growth rates are estimated using several sources including socioeconomic data and results from the Region of Peel's Travel Demand Forecasting Model. These rates assume a road widening occurring between 2021 and 2031. Please note that this area may be further affected by future growth (after 2031 and beyond). It is important to exercise professional judgment when using these values.

If you require further assistance, please contact me at transportationplanningdata@peelregion.ca

Regards,

Ucchas Saha
Transportation Planner, Transportation Planning
Transportation Division | Public Works | Region of Peel
10 Peel Centre Drive, Suite B, 4th Floor
Brampton, ON L6T 4B9

Date: September 19, 2023
Requestor: Harkarandeep Bains, LEA Consulting Ltd.
Request Type: Growth Rate Data Request
Location: Mayfield Rd West of Coleraine Dr

Harkarandeep Bains,

See below the forecasted compound annual growth rate values for Mayfield Rd West of Coleraine Dr.

2011 to 2021	2021 to 2031
1.0%	1.0%

These growth rates are estimated using several sources including socioeconomic data and results from the Region of Peel's Travel Demand Forecasting Model. These rates assume a road widening occurring between 2021 and 2031. Please note that this area may be further affected by future growth (after 2031 and beyond). It is important to exercise professional judgment when using these values.

If you require further assistance, please contact me at transportationplanningdata@peelregion.ca

Regards,

Ucchas Saha
Transportation Planner, Transportation Planning
Transportation Division | Public Works | Region of Peel
10 Peel Centre Drive, Suite B, 4th Floor
Brampton, ON L6T 4B9

Background Developments

TOWN OF CALEDON
PLANNING
RECEIVED
Oct 01, 2020

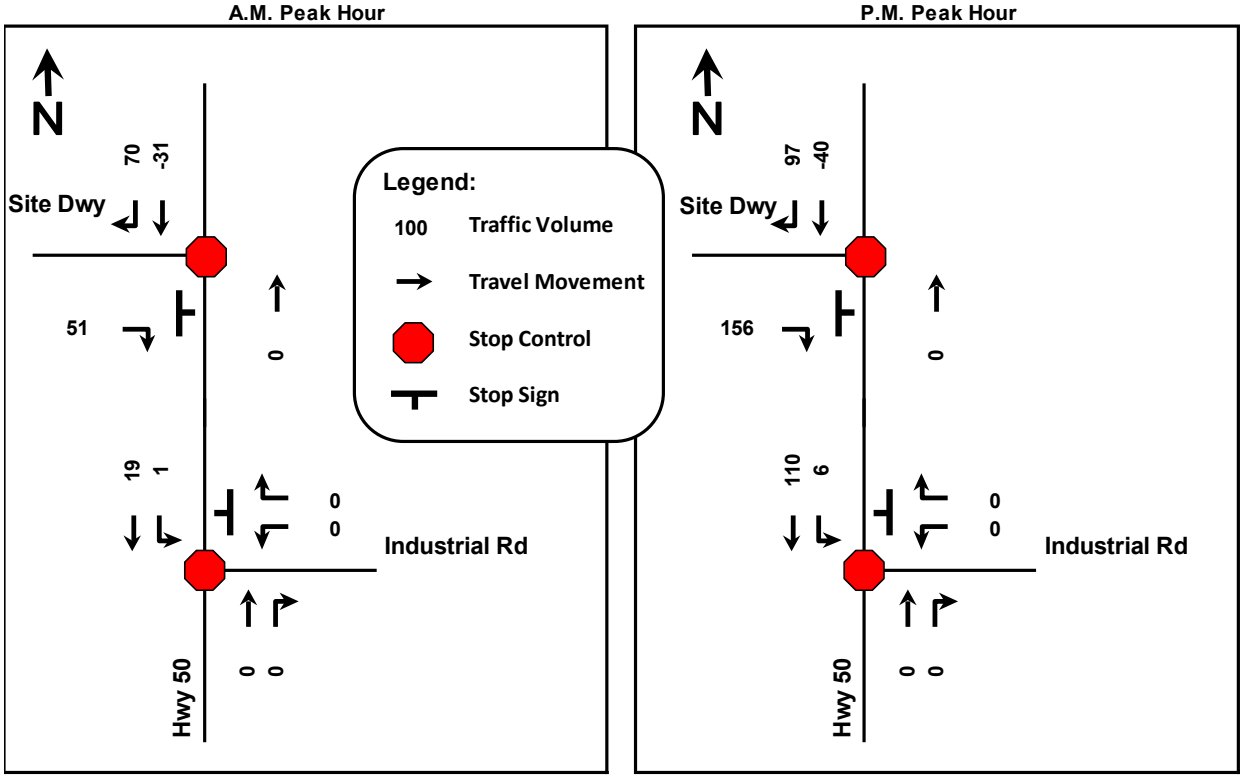
Table 5-1 Trip Generation Summary

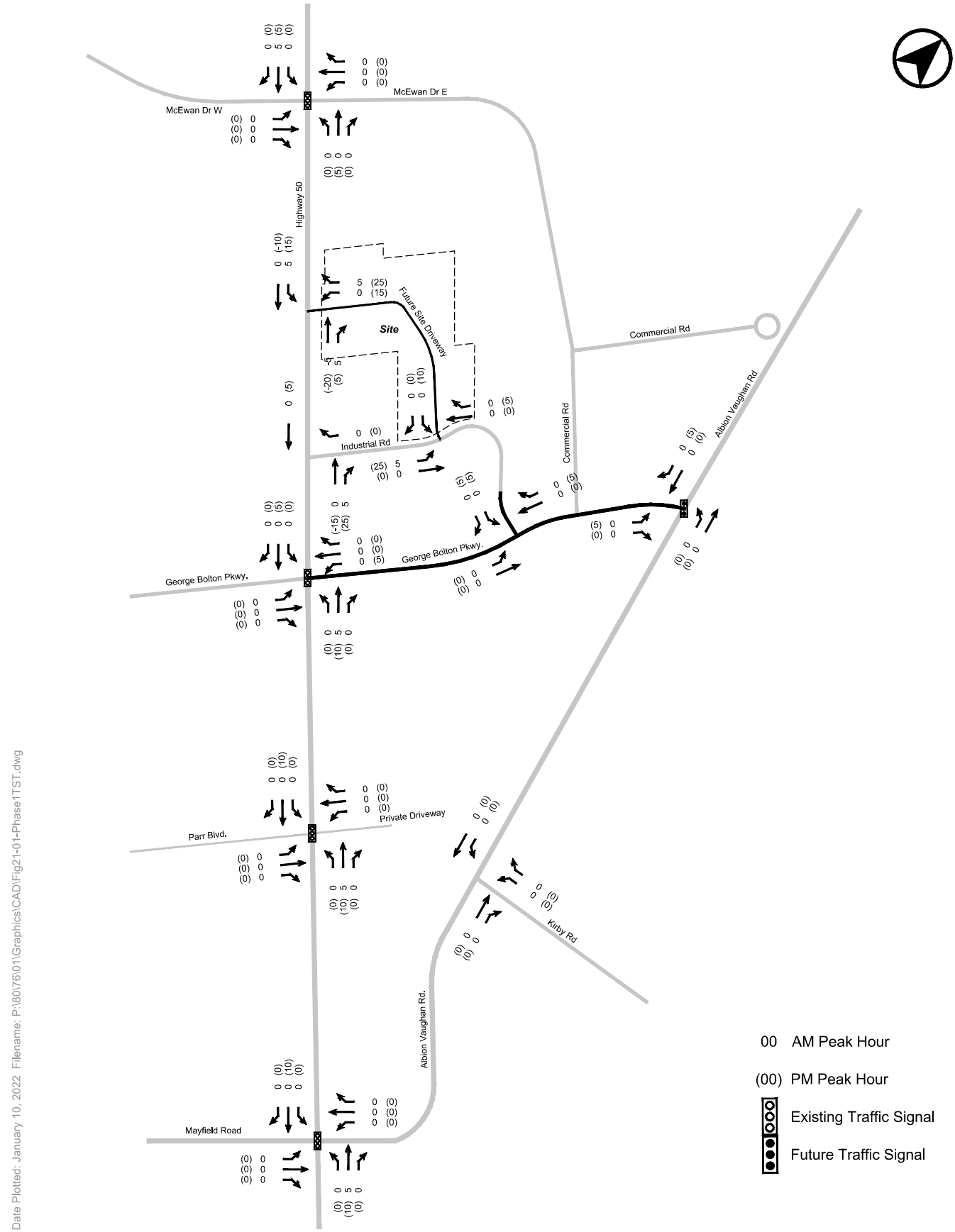
Land Use	Size	Weekday A.M. Peak Hour			Weekday P.M. Peak Hour		
		In	Out	Total	In	Out	Total
Gasoline Station with Convenience Market and Car Wash	8 Positions	43	42	**85**	53	54	**107**
Auto Body Shop / Shopping Center	278.7 m^2 / 3,000 s.f.	12	7	**19**	30	32	**62**
Office	460.7 m^2 / 4960 s.f.	15	2	**17**	14	70	**84**
Pass-by Trips		31	31	**62**	40	40	**80**
Primary New Trips		**39**	**20**	**59**	**57**	**116**	**173**

In order to analyze the future total conditions, the estimated new peak hour vehicular trips summarized in Table 5-1 were assigned to the site driveways and study intersections. The directional route distribution of site generated traffic was based on the access configuration.

Based on the abovementioned trip distribution the estimated new trips associated with the proposed development summarized in Table 5-1 were assigned at the site driveways and study intersections accordingly. The total new assigned peak hour site generated traffic volumes with pass-by reduction are shown in **Figure 5-1**.

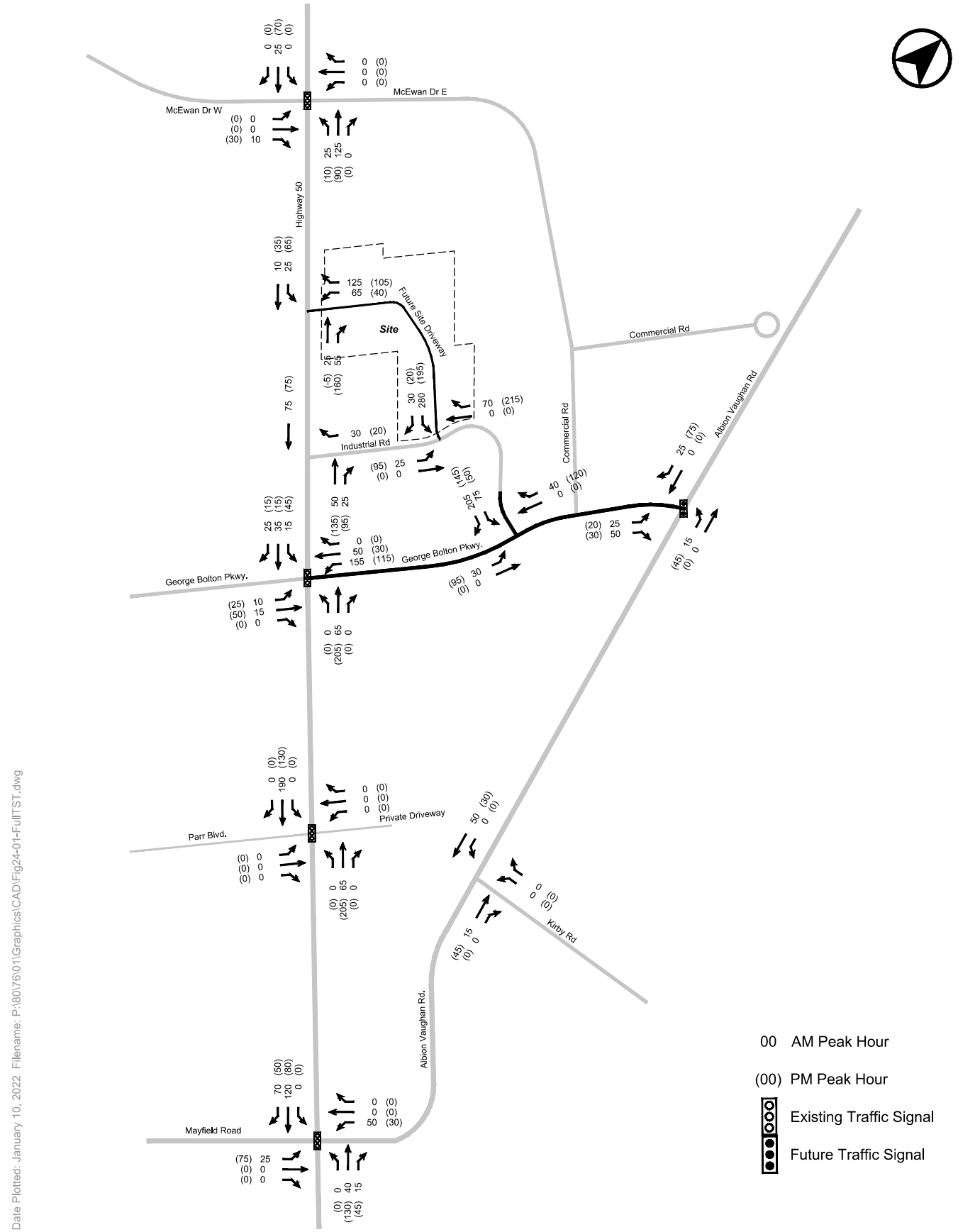
Figure 5-1 Total Peak Hour Proposed Site Development Related Trips





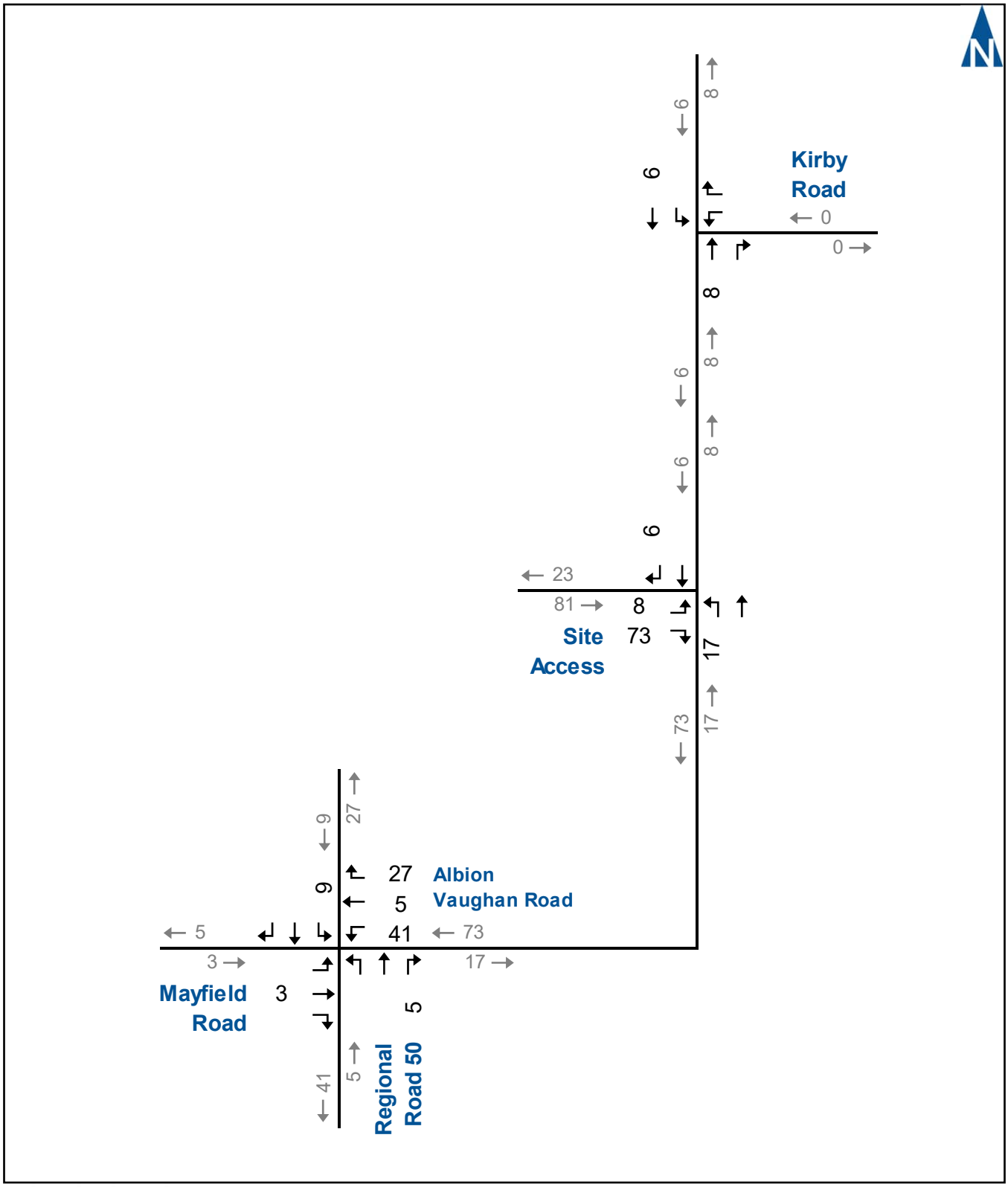
Date Plotted: January 10, 2022 Filename: P:\8076\01\Graphics\CAD\Fig21-01-Phase1TST.dwg

FIGURE 21 PHASE 1 TOTAL SITE TRAFFIC VOLUMES

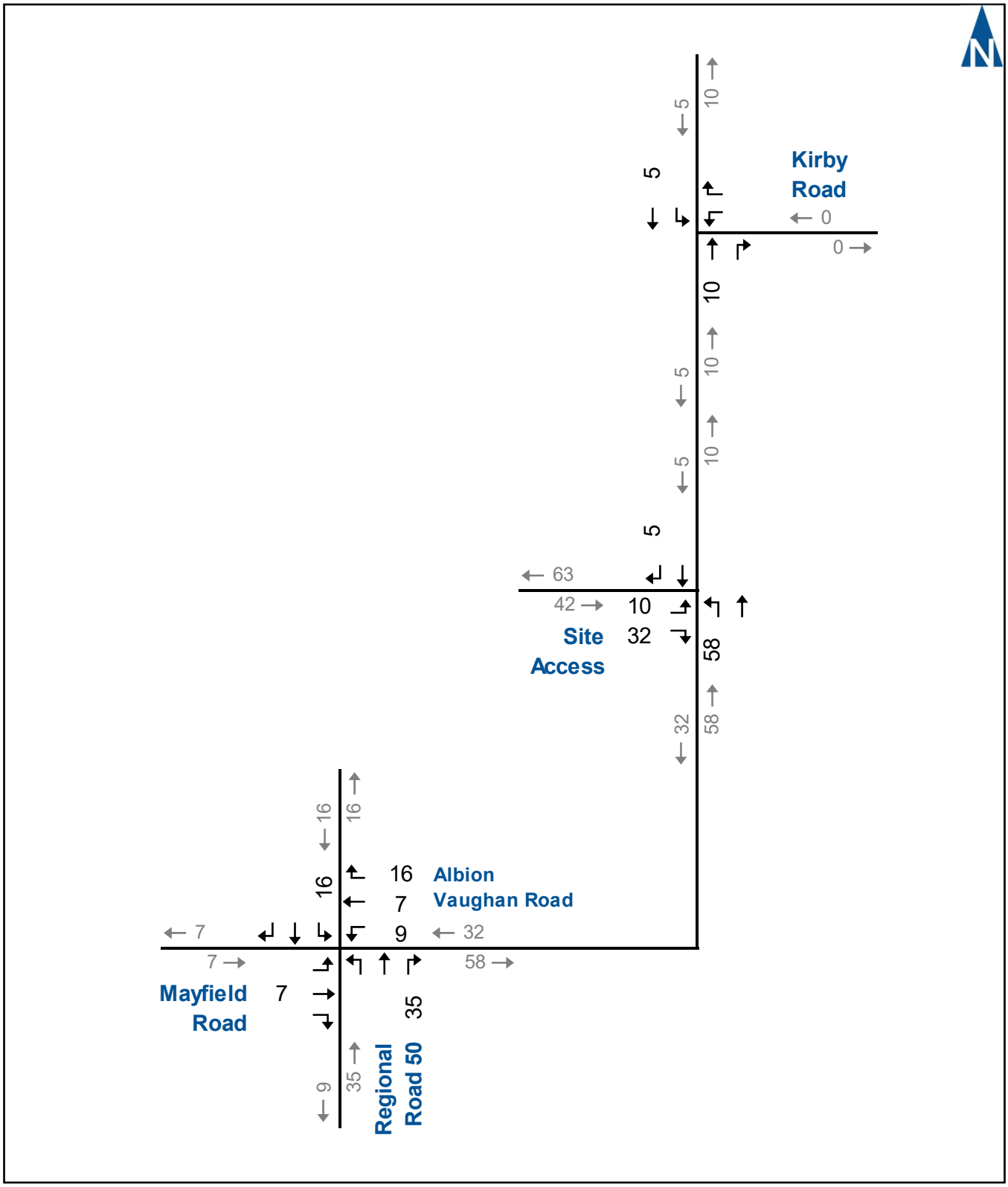


Date Plotted: January 10, 2022 Filename: P:\8076\01\Graphics\CAD\Fig24-01-FullTST.dwg

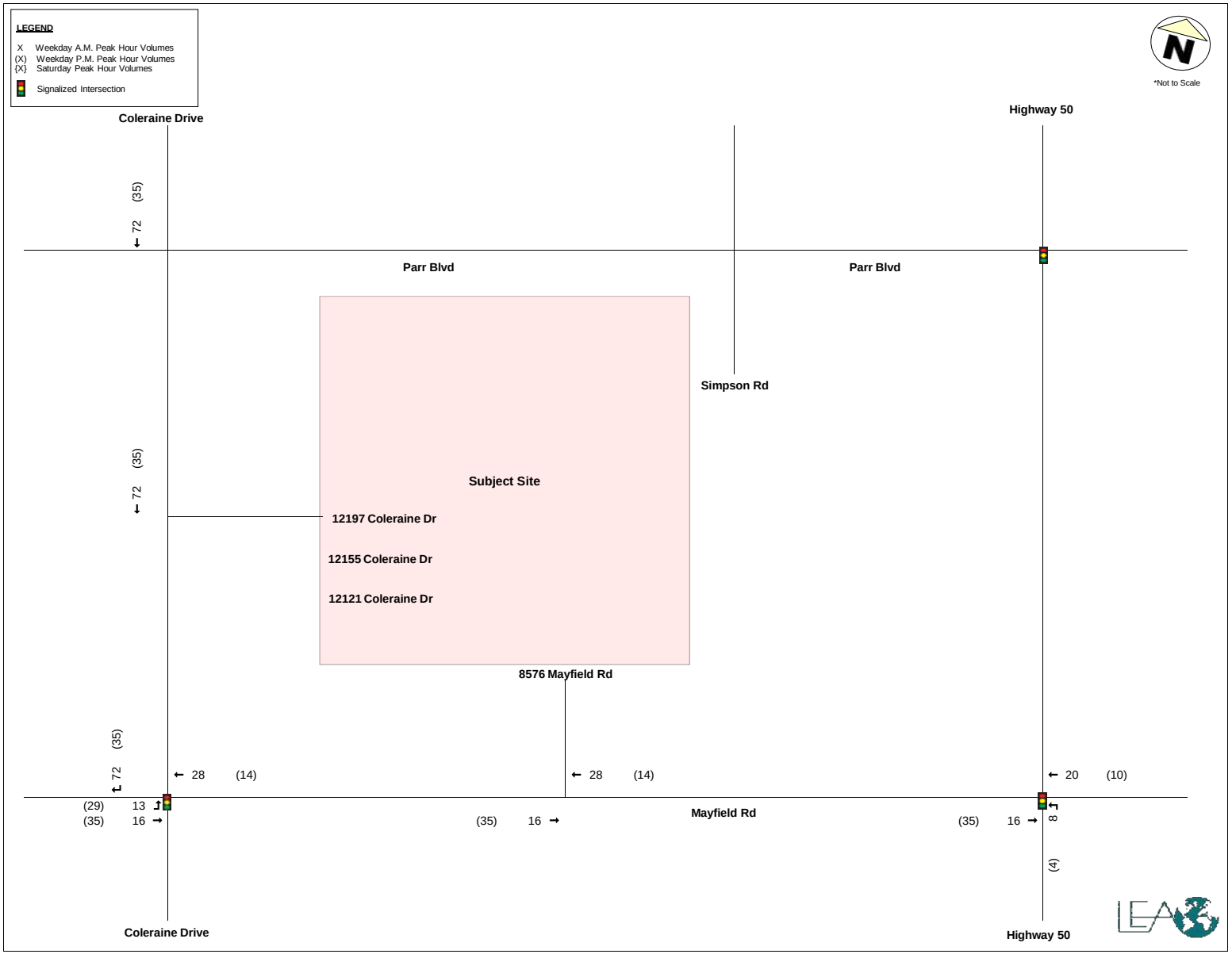
FIGURE 24 FULL BUILD-OUT TOTAL SITE TRAFFIC VOLUMES



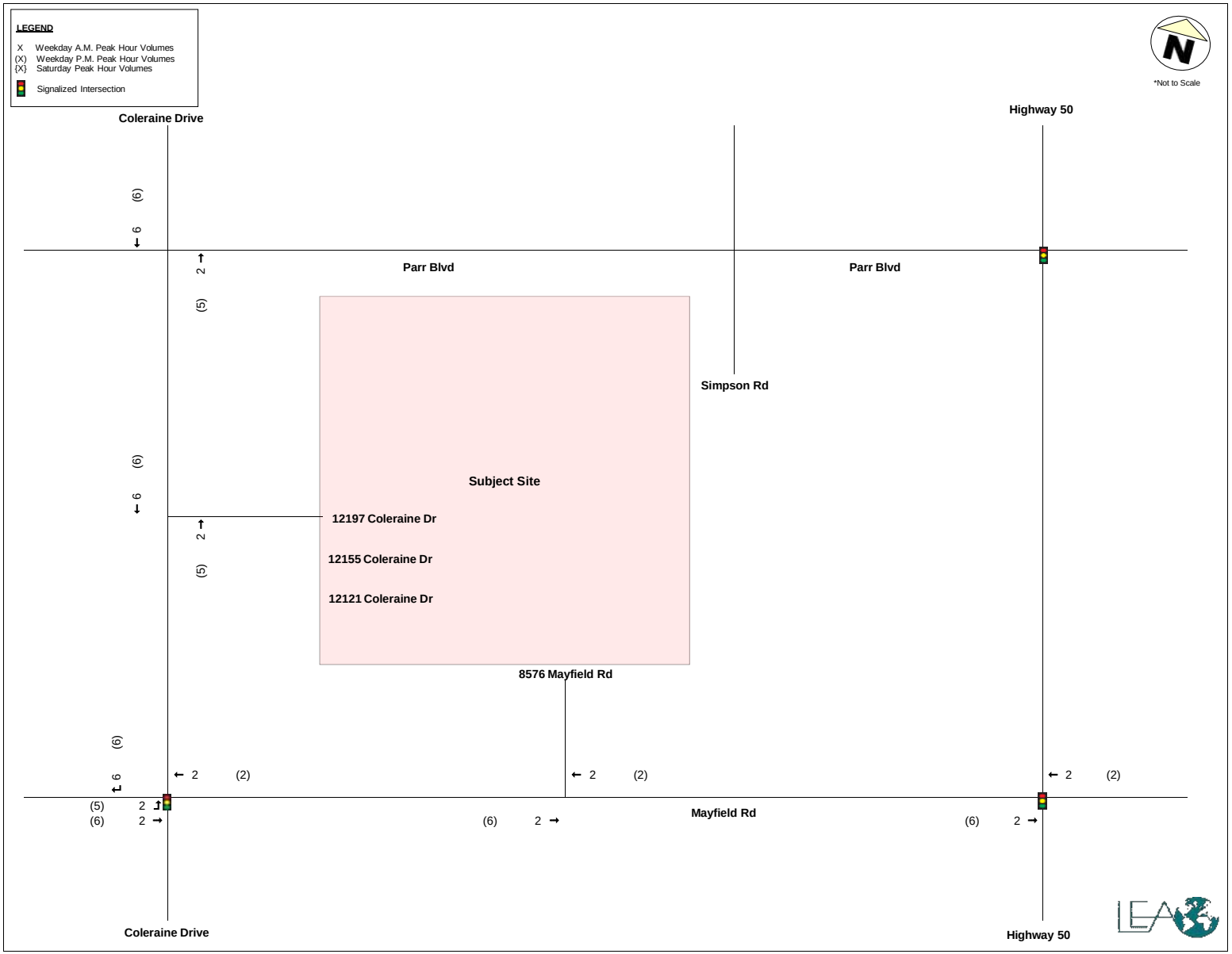
Site Traffic Volumes
AM Peak Hour



Site Traffic Volumes
PM Peak Hour



Triangle Lands Auto Trips



Triangle Lands Truck Trips

Table 5-3: Trip Distribution

Direction From/ To	Expected Route	Industrial	
		Weekday AM/PM	
		In	Out
North	Albion Vaughn Road	8%	9%
	Coleraine Drive	14%	11%
	Highway 50	-	4%
	Humber Station Road	3%	-
South	Clarkway Drive	18%	22%
	Highway 50	3%	4%
East	Healey Road	6%	3%
West	Healey Road	13%	16%
	Mayfield Road	35%	31%
	Total	100%	100%

The site-generated traffic volumes for the weekday AM and PM peak hours under the 2028, 2033, and 2043 horizon years are illustrated in **Figure 5-1** to **Figure 5-6**.

Figure 5-1: Total Site-Generated Auto Peak Hour Traffic Volumes (Phase 1 - 2028)

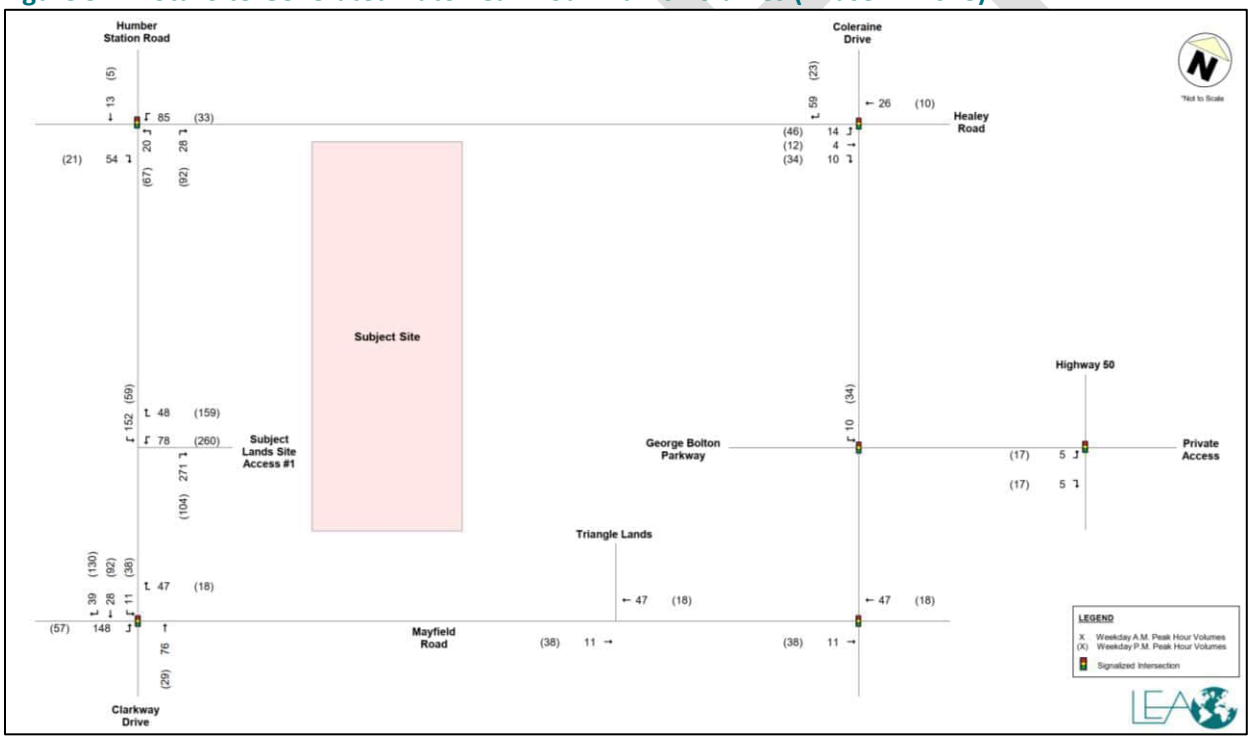


Figure 5-2: Total Site-Generated Truck Peak Hour Traffic Volumes (Phase 1 - 2028)

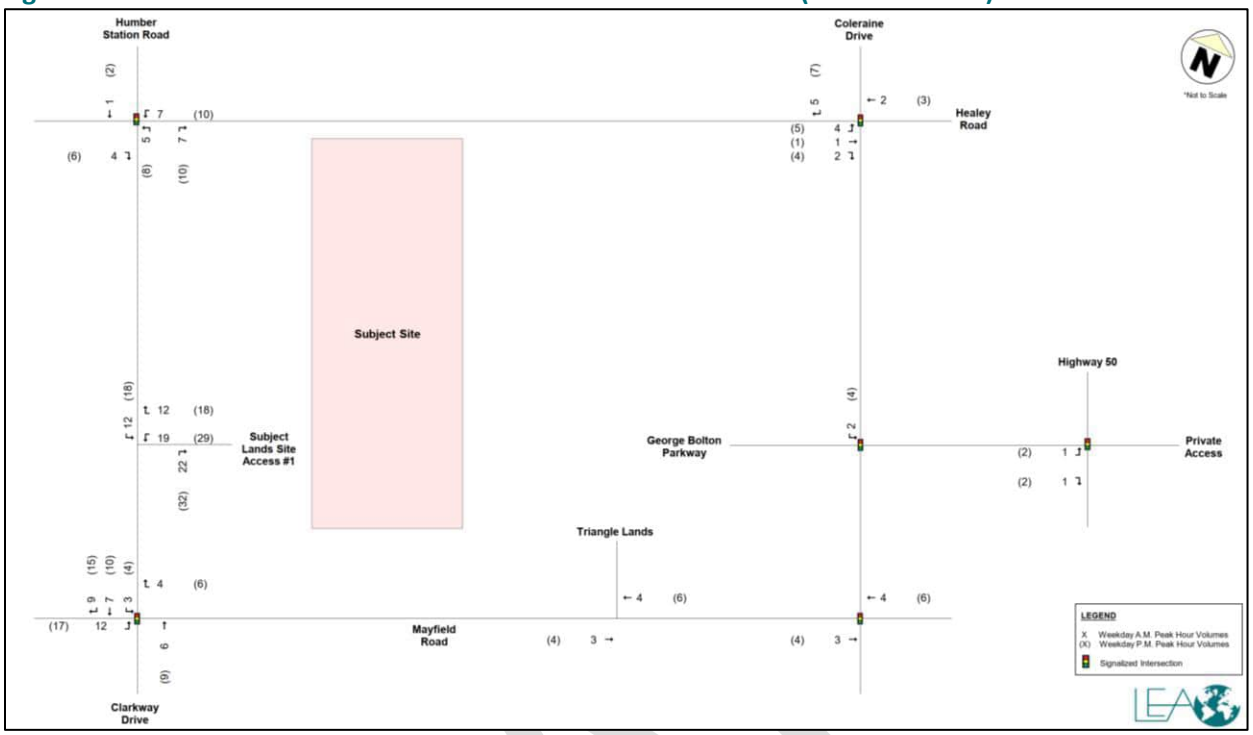


Figure 5-3: Total Site-Generated Auto Peak Hour Traffic Volumes (Full Buildout - 2033)

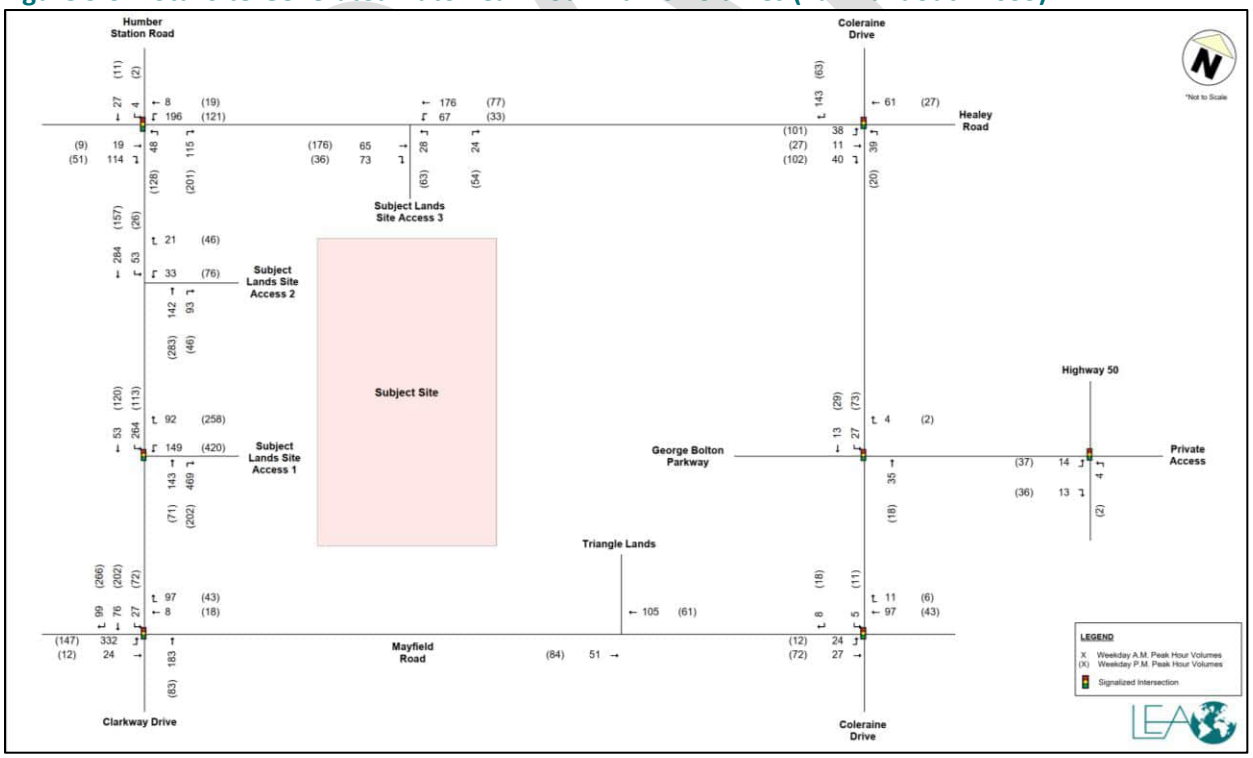
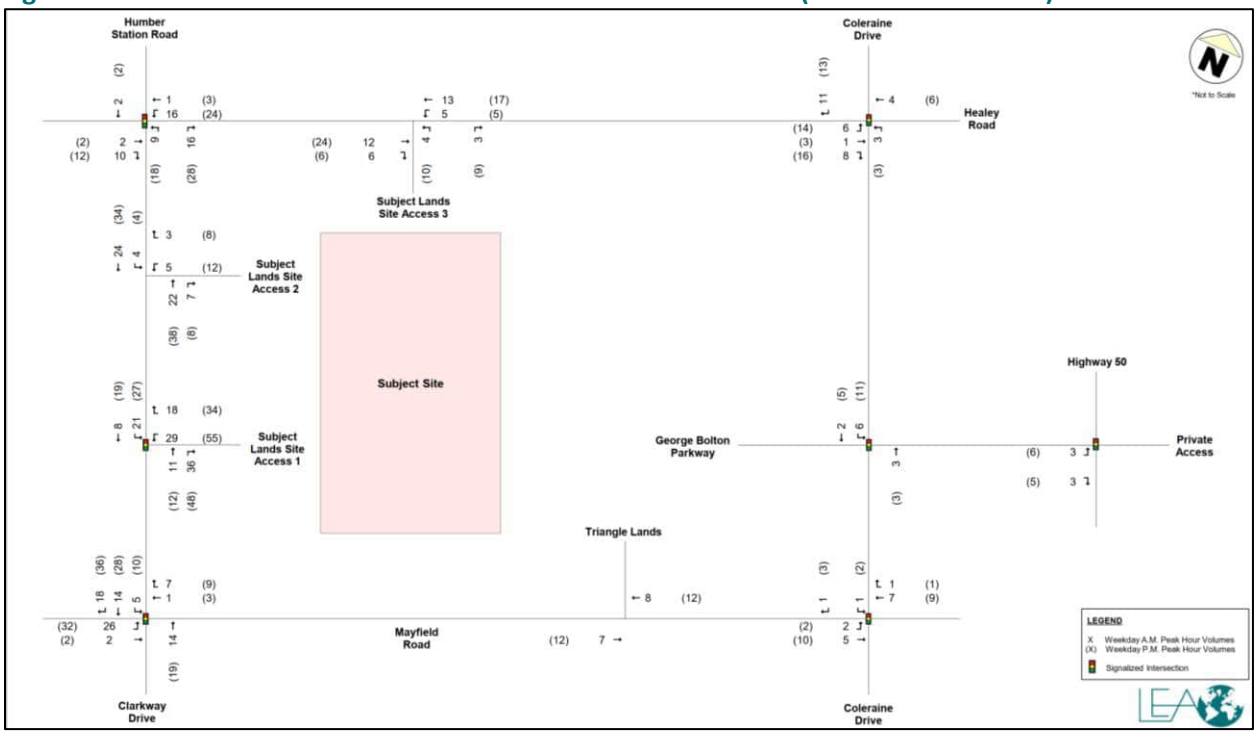
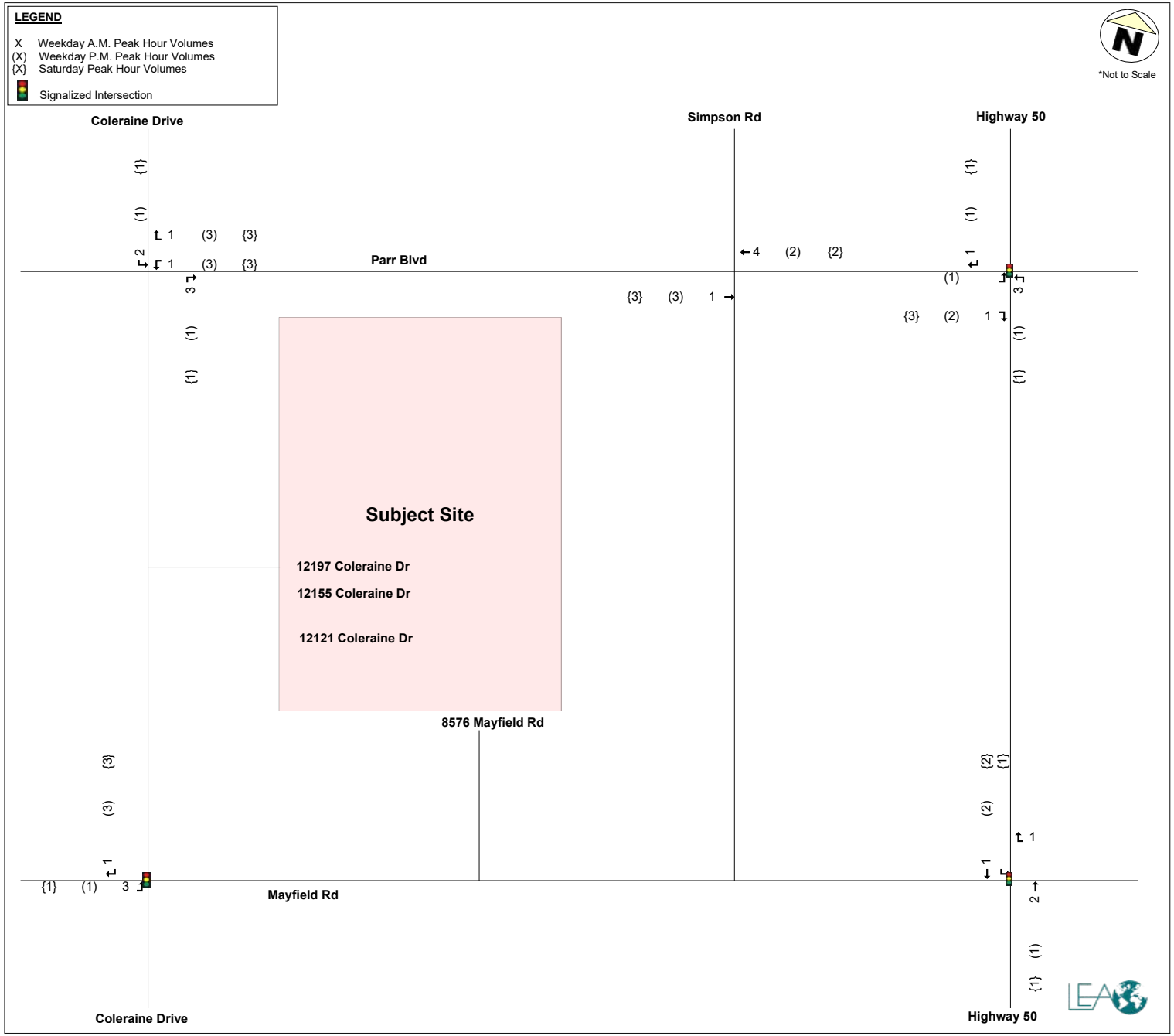
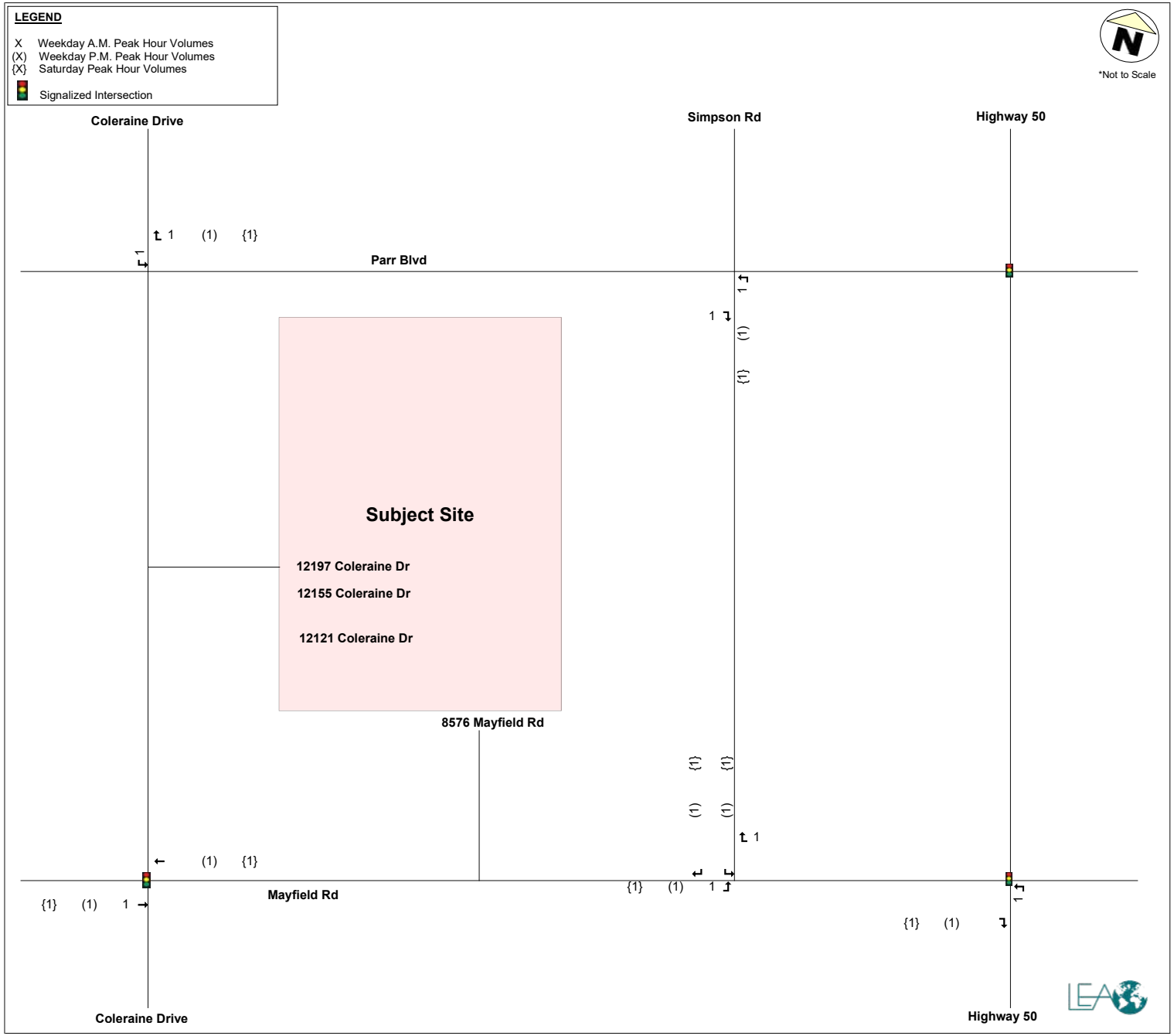


Figure 5-4: Total Site-Generated Truck Peak Hour Traffic Volumes (Full Buildout - 2033)





171 Parr Boulevard



0 Simpson Road

APPENDIX D

Detailed TTS Calculations

Work AM IN PM Out

AM IN

Thu Aug 03 2023 16:40:31 GMT-0400 (Eastern Daylight Time) - Run Time: 2888ms

Cross Tabulation Query Form - Trip - 2016 v1.1

Row: 2006 GTA zone of origin - gta06_orig
Column: 2006 GTA zone of destination - gta06_dest

RowG:
ColG (5191):
TSIG:

Filters:
Start time of trip - start_time in 0600-1000
and
Trip purpose of destinatio F
and
Primary travel mode of trip M P T

Trip 2016
Table:

	1
51	25
72	43
131	12
138	21
160	21
163	34
173	24
178	23
191	16
196	11
222	12
223	17
235	13
260	15
281	7
286	6
328	13
360	26
366	52
371	32
378	25
392	20
396	10
395	8
396	8
413	18
433	17
458	27
491	20
496	15
542	14
568	16
1180	21
2016	22
2017	13
2020	21
2022	31
2023	53
2025	30
2027	13
2032	32
2132	16
2201	22
2216	33
2258	18
2427	16
2434	45
2958	14
2932	31
2959	18
2997	22
2998	27
3.002.118	118
3010	16
3.105.134	134
3156	53
3.153.215	215
3.186.111	111 Caledon 1332
3190	67
3.192.258	258
3.193.205	205
3191	96
3197	9
3199	50
3137	97
3138	39
3351	53
3352	50
3360	7
3362	12
3363	77
3364	85
3367	42
3372	34
3373	13
3374	24
3375	41
3379	63
3.380.135	135
3399	59
3419	38
3431	12
3436	51
3442	14
3447	30
3449	14
3456	14
3466	18
3468	27
3485	36
3515	23
3516	26
3517	46
3.518.149	149
3519	16
3602	35
3603	18
3606	6
3607	27
3615	18
3617	14
3628	58
3638	7
3644	10
3645	22
3649	7
3660	48
3671	19
3675	23
3681	12
3686	43
3688	8
3714	15
3877	41
4091	32
4110	69
4123	23
4139	55
4160	15
4175	6
8403	45
8409	13
8415	42
8526	14
8.993.107	107
8598	21
8592	56
8582	14
8593	68
8589	56
8595	33
8596	68
8597	24
8642	18
8.993.123	123
	5129

Thu Aug 03 2023 16:41:14 GMT-0400 (Eastern Daylight Time) - Run Time: 2716ms

Cross Tabulation Query Form - Trip - 2016 v1.1

Row: Planning district of origin - pd_orig
Column: 2006 GTA zone of destination - gta06_dest

RowG:
ColG (5191):
TSIG:

Filters:
Start time of trip - start_time in 0600-1000
and
Trip purpose of t F
and
Primary travel mo M P T

Trip 2016
Table:

Inbound Direction

	1		Route 1	Route 2	Route 3	Route 4	Route 5	Route 1	Route 2	Route 3	Route 4	Route 5
PD 1 of Toronto	68	1%	Hwy 50 S	Mayfield Rd W				1%	1%			
PD 2 of Toronto	12	0%	Hwy 50 S	Mayfield Rd W				0%	0%			
PD 3 of Toronto	123	2%	Hwy 50 S					2%				
PD 4 of Toronto	40	1%	Hwy 50 S					1%				
PD 5 of Toronto	17	1%	Hwy 50 S					1%				
PD 6 of Toronto	35	1%	Hwy 50 S					1%				
PD 7 of Toronto	6	0%	Hwy 50 S					0%				
PD 8 of Toronto	13	0%	Hwy 50 S	Mayfield Rd W				0%	0%			
PD 9 of Toronto	153	3%	Hwy 50 S					3%				
PD 10 of Toronto	44	1%	Hwy 50 S					1%				
PD 11 of Toronto	44	1%	Hwy 50 S					1%				
PD 12 of Toronto	20	1%	Hwy 50 S					1%				
PD 13 of Toronto	15	0%	Hwy 50 S					0%				
PD 14 of Toronto	14	0%	Hwy 50 S					0%				
PD 15 of Toronto	16	1%	Hwy 50 S					1%				
Oshawa	21	1%	Hwy 50 S					1%				
Georgina	27	1%			Albion N					1%		
Aurora	14	0%			Albion N					0%		
Richmond Hill	74	1%	Hwy 50 S					1%				
Markham	61	1%	Hwy 50 S	Mayfield Rd W				1%	1%			
King	71	1%	Hwy 50 S		Albion N			1%		1%		
Vaughan	230	2%	Hwy 50 S	Mayfield Rd W				2%	2%			
3.002.118	118	2%				Coleraine N					2%	
3010	16	1%		Mayfield Rd W		Coleraine N					1%	
3.105.134	134	3%				Coleraine N					3%	
3156	53	1%				Coleraine N					1%	
3.153.215	215	4%				Coleraine N					4%	
3.186.111	111	2%				Coleraine N					2%	
3190	67	1%			Albion N		Hwy 50 N			1%		1%
3.192.258	258	2%			Albion N	Coleraine N	Hwy 50 N			2%	2%	2%
3.193.205	205	1%			Albion N	Coleraine N	Hwy 50 N			1%	1%	1%
3191	96	2%				Coleraine N					2%	
3197	9	0%				Coleraine N					0%	
3199	50	1%			Albion N	Coleraine N				1%	1%	
Brampton	1344	26%		Mayfield Rd W					26%			
Mississauga	433	4%	Hwy 50 S	Mayfield Rd W				4%	4%			
Halton Hills	77	1%		Mayfield Rd W		Coleraine N					1%	
Milton	91	1%	Hwy 50 S	Mayfield Rd W				1%	1%			
Burlington	32	1%	Hwy 50 S	Mayfield Rd W				1%	1%			
Orangeville	58	1%				Coleraine N					1%	
Barrie	14	0%			Albion N					0%		
Innisfil	54	1%			Albion N					1%		
New Tecumseth	370	4%			Albion N	Coleraine N				4%	4%	
Adjala-Tosoront	163	2%			Albion N	Coleraine N				2%	2%	
Mono	42	1%				Coleraine N					1%	
	5128							23%	35%	12%	26%	4%
								100%				

Direction	Route	Dist
N	Coleraine Dr	26%
	Albion Vaughan Rd	12%
	Highway 50	4%
S	Highway 50	23%
W	Mayfield Rd	35%
		100%

PM OUT

Thu Aug 03 2023 16:40:45 GMT-0400 (Eastern Daylight Time) - Run Time: 2286ms

Cross Tabulation Query Form - Trip - 2016 v1.1

Row: 2006 GTA zone of destination - gta06_dest
Column: 2006 GTA zone of origin - gta06_orig

RowG:
ColG (5191):
TSIG:

Filters:
Start time of trip - start_time in 1500-1900
and
Trip purpose of origin - pu F
and

Thu Aug 03 2023 16:46:53 GMT-0400 (Eastern Daylight Time) - Run Time: 2481ms

Cross Tabulation Query Form - Trip - 2016 v1.1

Row: Planning district of destination - pd_dest
Column: 2006 GTA zone of origin - gta06_orig

RowG:
ColG (5191):
TSIG:

Filters:
Start time of trip - start_time in 1500-1900
and
Trip purpose F
and

Primary travel mode of trip	M	P	T
Trip 2016			
Table:			

	1
72	43
88	20
131	12
149	21
154	17
160	21
163	47
173	24
178	23
223	17
238	25
241	15
281	7
339	13
343	26
346	52
371	17
374	7
376	25
392	20
394	10
396	8
398	8
401	40
413	17
438	27
548	14
838	38
1180	21
2035	15
2114	11
2017	13
2030	21
2033	53
2034	30
2037	13
2052	32
2058	13
2072	12
2098	24
2132	16
2133	18
2141	22
2145	33
2437	16
2456	45
2536	14
2852	31
2740	28
3039	44
3,188,153	153
3156	53
3,193,241	241
3,188,111	111
3,190,178	178
3191	14
3,192,239	239
3,193,241	241
3196	67
3197	16
3198	83
3037	65
3038	39
3345	77
3352	29
3357	12
3360	7
3367	42
3368	19
3,371,156	104
3372	34
3373	13
3374	24
3375	41
3379	63
3,380,166	165
3386	59
3397	14
3419	38
3430	18
3436	51
3442	14
3447	61
3448	14
3456	14
3466	18
3468	27
3485	36
3515	23
3516	26
3517	46
3,518,129	129
3519	16
3603	18
3606	6
3607	27
3615	18
3617	14
3629	58
3638	7
3644	10
3666	48
3670	6
3671	19
3678	23
3686	28
3688	8
3714	15
3716	21
3876	12
4030	19
4094	32
4110	86
4123	23
4139	55
4140	15
4173	12
4175	6
6034	42
8,402,105	105
8403	13
8404	13
8405	13
8415	42
8523	12
8529	14
8,563,107	107
8538	21
8541	56
8542	14
8563	17
8585	45
8590	22
8595	33
8596	68
8597	24
8640	17
8663	68
	5205

Primary travel mode of trip	M	P	T
Trip 2016			
Table:			

Outbound Direction

	1	Route 1	Route 2	Route 3	Route 4	Route 5	Route 1	Route 2	Route 3	Route 4	Route 5
PD 1 of Tote	63	0.005 Hwy 50 S	Mayfield Rd W				1%	1%			
PD 2 of Tote	12	0 Hwy 50 S					0%				
PD 3 of Tote	153	0.015 Hwy 50 S	Mayfield Rd W				2%	2%			
PD 5 of Tote	42	0.005 Hwy 50 S	Mayfield Rd W				1%	1%			
PD 6 of Tote	22	0 Hwy 50 S	Mayfield Rd W				0%	0%			
PD 9 of Tote	13	0 Hwy 50 S	Mayfield Rd W				0%	0%			
PD 9 of Tote	146	0.03 Hwy 50 S					3%				
PD 10 of Toti	66	0.01 Hwy 50 S					1%				
PD 11 of Toti	44	0.005 Hwy 50 S	Mayfield Rd W				1%	1%			
PD 14 of Toti	14	0 Hwy 50 S	Mayfield Rd W				0%	0%			
PD 16 of Toti	38	0.005 Hwy 50 S	Mayfield Rd W				1%	1%			
Oshawa	21	0 Hwy 50 S	Mayfield Rd W	Albion N			0%	0%	0%		
East Gwillimi	28	0.005		Albion N	Coleraine N				1%	1%	
Aurora	14	0 Hwy 50 S		Albion N			0%		0%		
Richmond Hi	56	0.01 Hwy 50 S					1%				
Markham	61	0.005 Hwy 50 S	Mayfield Rd W				1%	1%			
King	31	0.005		Albion N	Coleraine N				1%	1%	
Vaughan	271	0.05 Hwy 50 S					5%				
3039	44	0.005	Mayfield Rd W		Coleraine N			1%		1%	
3,188,153	153	0.03			Coleraine N					3%	
3156	53	0.01			Coleraine N					1%	
3,193,241	241	0.05			Coleraine N					5%	
3,188,111	111	0.02			Coleraine N					2%	
3,190,178	178	0.03			Coleraine N					3%	
3191	14	0			Coleraine N					0%	
3,192,239	239	0.025			Coleraine N	Hwy 50 N				3%	3%
3,193,241	241	0.025			Coleraine N	Hwy 50 N				3%	3%
3196	67	0.01			Coleraine N					1%	
3197	16	0			Coleraine N					0%	
3198	83	0.01		Albion N	Coleraine N				1%	1%	
Brampton	1335	0.26	Mayfield Rd W					26%			
Mississauga	339	0.03 Hwy 50 S	Mayfield Rd W				3%	3%			
Halton Hills	88	0.01	Mayfield Rd W		Coleraine N			1%		1%	
Milton	109	0.01 Hwy 50 S	Mayfield Rd W				1%	1%			
Oakville	19	0 Hwy 50 S	Mayfield Rd W				0%	0%			
Burlington	32	0.005 Hwy 50 S	Mayfield Rd W				1%	1%			
Glenorby	42	0.005 Hwy 50 S	Mayfield Rd W				1%	1%			
Orangeville	144	0.03			Coleraine N					3%	
Barrie	27	0.01		Albion N					1%		
Innisfil	76	0.005 Hwy 50 S		Albion N			1%		1%		
Bradford-We	17	0		Albion N	Coleraine N				0%	0%	
New Tecumi	246	0.05			Coleraine N					5%	
Adjala-Tosor	152	0.03			Coleraine N					3%	
Mono	42	0.01			Coleraine N					1%	
	5203						19%	36%	4%	36%	5%
							100%				

Direction	Route	Dist
N	Albion Vaughn Rd	4%
	Coleraine Drive	36%
	Highway 50	5%
S	Highway 50	19%
W	Mayfield Rd	36%
		100%

APPENDIX E

LOS Definitions

LEVELS OF SERVICE FOR SIGNALIZED INTERSECTIONS: METHODOLOGY

Signalized intersection analyses contained in this report were carried out using methodology described in the ***Highway Capacity Manual,*** *2000 update*, by the Transportation Research Board and implemented using Synchro 11 software.

Analyses of signalized intersections compare the volume of traffic passing through an intersection with the capacity of each of the intersection's approaches. Volumes can be either observed or estimated whereas an intersection's capacity is a function of its geometry, the number of lanes per approach, speeds, signal timing, and other considerations. The level of service is evaluated in terms of the average control delay (seconds) per vehicle, which is a measure of driver discomfort, frustration, fuel consumption, and lost travel time. Delay is a complex measure and is calculated as a function of a number of variables, including the quality of progression, the cycle length, the green ratio, and the v/c ratio for the lane group in question.

The criteria for each level of service are given below.

Level of Service	Features	Control Delay (sec/veh)
A	Very low control delay. Occurs when signal progression (i.e. coordination) is extremely favorable and most vehicles arrive during the green phase. Most vehicles do not have to stop.	0.0 – 10.0
B	Occurs with good progression, short cycle length, or both. More vehicles stop than with LOS A.	10.1 – 20.0
C	Occurs with fair progression, longer cycle length, or both. Individual cycle failures may begin to appear. The number of vehicles stopping is significant at this level, though many still pass through the intersection without stopping.	20.0 – 35.0
D	The influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable progression, long cycle lengths, or high v/c ratios. Many vehicles have to stop. Individual cycle failures are noticeable (i.e. some vehicles require more than one cycle to make it through the intersection).	35.0 – 55.0
E	Considered by many agencies to be the limit of acceptable delay. High delay values generally indicate poor progression, long cycle lengths, and high v/c ratios. Individual cycle failures are frequent occurrences.	55.0- 80.0
F	Considered to be unacceptable to most drivers and often occurs with oversaturation. It may also occur at high v/c ratios below 1.0 with many individual cycle failures.	80.1 +

LEVELS OF SERVICE FOR UNSIGNALIZED INTERSECTIONS: METHODOLOGY

Unsignalized intersection analyses contained in this report were carried out using methodology described in the ***Highway Capacity Manual*** *(2000 edition)* by the Transportation Research Board and implemented using the Synchro 11 software.

Analyses of unsignalized intersections compare observed or estimated traffic volumes with the capacity of each of the intersection's approaches. The analysis derives an estimation of queue lengths and the resulting delays experienced by vehicles from the time they join a queue to the moment they cross the stop bar at the intersection. Queuing and delays at unsignalized approaches are a function of the volumes of all other conflicting movements and the characteristics of the intersection. Traffic volumes can be either observed or estimated while an intersection's capacity is a function of its geometry, lane configurations, speeds, and other operational considerations. The resulting statistic is termed "average total delay" for each approach and is measured in seconds per vehicle. The delay can then be assigned a letter grade, which provides a simple qualitative assessment of the Level of Service for any unsignalized intersection.

The Level of Service grading for unsignalized intersections is more sensitive than that used for signalized analyses: delays are more onerous at unsignalized intersections as drivers must remain attentive while waiting for acceptable conditions to complete their movement. As a result, the thresholds between grades are lower for unsignalized analyses.

Level of Service	Features	Average Total Delay (sec/veh)
A	Almost no delay occurs. Approaches appear clear and turns are made easily.	0.0 – 10.0
B	Short delays are experienced. Drivers find their movement becoming more restricted.	10.1 – 15.0
C	Longer delays occur. Operation of both the minor and major streets are generally stable but movements from the minor street become more difficult. This level is often used for urban intersection design standards.	15.1 – 25.0
D	Motorists encounter increasing traffic restrictions and substantial delays. Delays on the major street occur as turning traffic interferes with the flow of traffic. Traffic flows are approaching the capacity of the intersection.	25.1 - 35.0
E	At level "E", capacity is reached. There are long queues of vehicles waiting upstream for the approach to clear. Delays to vehicles reach frustrating levels.	35.1- 50.0
F	Intersection saturation occurs as vehicle demand has exceeded the capacity. Drivers will often accept less than ideal gap opportunities; safety is compromised.	50.1 +

APPENDIX F

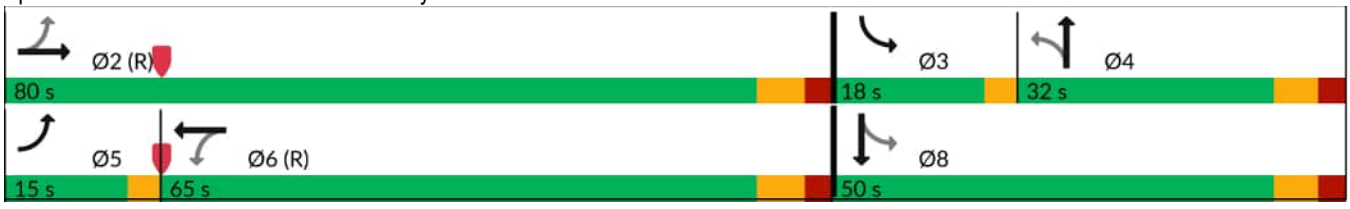
Existing Intersection Capacity Analysis

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	310	267	39	197	23	299	64	347
Future Volume (vph)	310	267	39	197	23	299	64	347
Lane Group Flow (vph)	310	299	39	226	23	330	64	512
Turn Type	pm+pt	NA	Perm	NA	Perm	NA	pm+pt	NA
Protected Phases	5	2		6		4	3	8
Permitted Phases	2		6		4		8	
Detector Phase	5	2	6	6	4	4	3	8
Switch Phase								
Minimum Initial (s)	5.0	12.0	12.0	12.0	12.0	12.0	5.0	12.0
Minimum Split (s)	9.5	37.0	37.0	37.0	37.0	37.0	12.5	37.0
Total Split (s)	15.0	80.0	65.0	65.0	32.0	32.0	18.0	50.0
Total Split (%)	11.5%	61.5%	50.0%	50.0%	24.6%	24.6%	13.8%	38.5%
Yellow Time (s)	3.0	4.6	4.6	4.6	4.2	4.2	3.0	4.2
All-Red Time (s)	0.0	2.4	2.4	2.4	2.8	2.8	0.0	2.8
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	3.0	7.0	7.0	7.0	7.0	7.0	3.0	7.0
Lead/Lag	Lead		Lag	Lag	Lag	Lag	Lead	
Lead-Lag Optimize?								
Recall Mode	None	C-Max	C-Max	C-Max	None	None	None	None
v/c Ratio	0.41	0.15	0.08	0.15	0.19	0.67	0.42	0.64
Control Delay (s/veh)	11.0	9.4	20.0	17.4	52.7	58.6	42.9	41.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	11.0	9.4	20.0	17.4	52.7	58.6	42.9	41.5
Queue Length 50th (m)	33.3	17.1	5.9	18.0	5.8	45.4	21.0	58.5
Queue Length 95th (m)	58.5	28.9	14.8	30.3	14.8	60.1	38.4	72.5
Internal Link Dist (m)		209.3		209.6		564.3		579.6
Turn Bay Length (m)	100.0		85.0		105.0		145.0	
Base Capacity (vph)	754	1957	493	1464	160	671	169	1075
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.41	0.15	0.08	0.15	0.14	0.49	0.38	0.48

Intersection Summary

Cycle Length: 130
Actuated Cycle Length: 130
Offset: 92 (71%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle: 100
Control Type: Actuated-Coordinated

Splits and Phases: 1: Coleraine Dr & Mayfield Rd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	310	267	32	39	197	29	23	299	31	64	347	165
Future Volume (vph)	310	267	32	39	197	29	23	299	31	64	347	165
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.5	3.7	3.5	3.5	3.7	3.5	3.5	3.7	3.5	3.5	3.7	3.5
Total Lost time (s)	3.0	7.0		7.0	7.0		7.0	7.0		3.0	7.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	0.95		1.00	0.95	
Frt	1.00	0.98		1.00	0.98		1.00	0.99		1.00	0.95	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1623	2986		1580	2796		1716	3462		986	3117	
Flt Permitted	0.58	1.00		0.57	1.00		0.46	1.00		0.35	1.00	
Satd. Flow (perm)	999	2986		947	2796		837	3462		361	3117	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	310	267	32	39	197	29	23	299	31	64	347	165
RTOR Reduction (vph)	0	6	0	0	8	0	0	6	0	0	50	0
Lane Group Flow (vph)	310	293	0	39	218	0	23	324	0	64	462	0
Heavy Vehicles (%)	10%	22%	6%	13%	21%	76%	4%	3%	13%	81%	5%	25%
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		pm+pt	NA	
Protected Phases	5	2			6			4		3	8	
Permitted Phases	2			6			4			8		
Actuated Green, G (s)	84.4	84.4		67.2	67.2		18.4	18.4		31.6	31.6	
Effective Green, g (s)	84.4	84.4		67.2	67.2		18.4	18.4		31.6	31.6	
Actuated g/C Ratio	0.65	0.65		0.52	0.52		0.14	0.14		0.24	0.24	
Clearance Time (s)	3.0	7.0		7.0	7.0		7.0	7.0		3.0	7.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	716	1938		489	1445		118	490		136	757	
v/s Ratio Prot	c0.05	0.10			0.08			0.09		0.04	c0.15	
v/s Ratio Perm	c0.23			0.04			0.03			0.08		
v/c Ratio	0.43	0.15		0.08	0.15		0.19	0.66		0.47	0.61	
Uniform Delay, d1	9.9	8.9		15.8	16.5		49.3	52.8		40.1	43.7	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.4	0.2		0.3	0.2		0.8	3.3		2.6	1.5	
Delay (s)	10.4	9.0		16.1	16.7		50.1	56.2		42.7	45.2	
Level of Service	B	A		B	B		D	E		D	D	
Approach Delay (s/veh)		9.7			16.6			55.8			44.9	
Approach LOS		A			B			E			D	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	31.0	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.51		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	72.9%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Intersection	
Int Delay, s/veh	3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	1	1	32	11	119	11	570	51	86	497	5
Future Vol, veh/h	1	1	1	32	11	119	11	570	51	86	497	5
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	30	-	-	75	-	-	100	-	-	55	-	67
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	19	9	31	27	10	6	23	20	0
Mvmt Flow	1	1	1	32	11	119	11	570	51	86	497	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	982	1312	249	1039	1292	311	502	0	0	621	0	0
Stage 1	669	669	-	618	618	-	-	-	-	-	-	-
Stage 2	313	643	-	421	674	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.88	6.68	7.52	4.64	-	-	4.56	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.88	5.68	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.88	5.68	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.69	4.09	3.61	2.47	-	-	2.43	-	-
Pot Cap-1 Maneuver	206	160	757	163	153	606	902	-	-	826	-	-
Stage 1	418	459	-	404	462	-	-	-	-	-	-	-
Stage 2	678	472	-	537	435	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	142	142	757	148	135	606	902	-	-	826	-	-
Mov Cap-2 Maneuver	142	142	-	148	135	-	-	-	-	-	-	-
Stage 1	413	411	-	399	456	-	-	-	-	-	-	-
Stage 2	525	466	-	479	390	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	23.6	19.6	0.2	1.4
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	902	-	-	142	239	148	468	826	-	-
HCM Lane V/C Ratio	0.012	-	-	0.007	0.008	0.216	0.278	0.104	-	-
HCM Ctrl Dly (s/v)	9	-	-	30.5	20.2	35.9	15.6	9.9	-	-
HCM Lane LOS	A	-	-	D	C	E	C	A	-	-
HCM 95th %tile Q (veh)	0	-	-	0	0	0.8	1.1	0.3	-	-

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	3	117	15	12	143	12	5	4	4	7	3	14
Future Vol, veh/h	3	117	15	12	143	12	5	4	4	7	3	14
Conflicting Peds, #/hr	1	0	0	0	0	1	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	19	0	0	24	17	40	25	50	43	33	36
Mvmt Flow	3	117	15	12	143	12	5	4	4	7	3	14

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	156	0	0	132	0	0	313	311	125	309	312	150
Stage 1	-	-	-	-	-	-	131	131	-	174	174	-
Stage 2	-	-	-	-	-	-	182	180	-	135	138	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.75	6.7	7.53	6.83	6.56
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.75	-	6.53	5.83	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.75	-	6.53	5.83	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.86	4.225	3.75	3.887	4.297	3.624
Pot Cap-1 Maneuver	1436	-	-	1466	-	-	572	568	811	571	555	814
Stage 1	-	-	-	-	-	-	789	746	-	741	700	-
Stage 2	-	-	-	-	-	-	739	709	-	779	727	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1435	-	-	1466	-	-	555	561	811	560	548	813
Mov Cap-2 Maneuver	-	-	-	-	-	-	555	561	-	560	548	-
Stage 1	-	-	-	-	-	-	787	745	-	739	693	-
Stage 2	-	-	-	-	-	-	717	702	-	769	726	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.2	0.5	11	10.5
HCM LOS			B	B

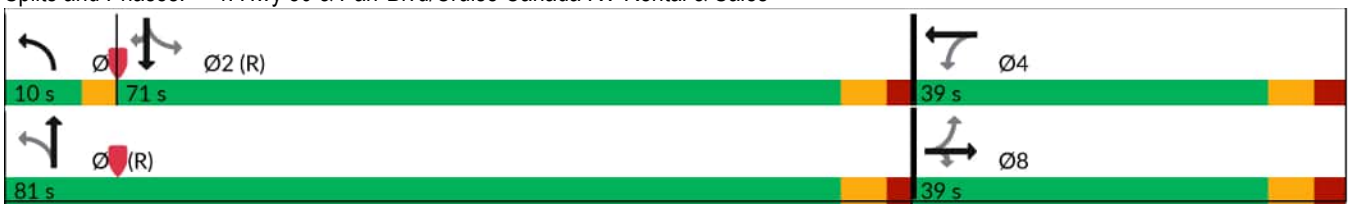
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	617	1435	-	-	1466	-	-	682
HCM Lane V/C Ratio	0.021	0.002	-	-	0.008	-	-	0.035
HCM Ctrl Dly (s/v)	11	7.5	0	-	7.5	0	-	10.5
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q (veh)	0.1	0	-	-	0	-	-	0.1

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	27	0	102	1	0	199	1014	1118	44
Future Volume (vph)	27	0	102	1	0	199	1014	1118	44
Lane Group Flow (vph)	0	27	102	0	1	199	1016	1118	44
Turn Type	Perm	NA	Perm	Perm	NA	pm+pt	NA	NA	Perm
Protected Phases		8			4	1	6	2	
Permitted Phases	8		8	4		6			2
Detector Phase	8	8	8	4	4	1	6	2	2
Switch Phase									
Minimum Initial (s)	8.0	8.0	8.0	8.0	8.0	5.0	12.0	12.0	12.0
Minimum Split (s)	33.9	33.9	33.9	33.9	33.9	9.5	30.1	30.1	30.1
Total Split (s)	39.0	39.0	39.0	39.0	39.0	10.0	81.0	71.0	71.0
Total Split (%)	32.5%	32.5%	32.5%	32.5%	32.5%	8.3%	67.5%	59.2%	59.2%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	3.0	4.0	4.0	4.0
All-Red Time (s)	2.9	2.9	2.9	2.9	2.9	0.0	2.1	2.1	2.1
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.9	6.9		6.9	3.0	6.1	6.1	6.1
Lead/Lag						Lead		Lag	Lag
Lead-Lag Optimize?									
Recall Mode	None	None	None	None	None	None	C-Max	C-Max	C-Max
v/c Ratio		0.26	0.56		0.01	0.51	0.37	0.51	0.04
Control Delay (s/veh)		57.4	21.7		49.0	6.8	3.5	9.8	1.1
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)		57.4	21.7		49.0	6.8	3.5	9.8	1.1
Queue Length 50th (m)		6.5	0.0		0.2	6.9	27.2	62.7	0.0
Queue Length 95th (m)		15.8	22.1		2.0	15.8	45.8	105.8	2.8
Internal Link Dist (m)		828.8			20.9		732.4	332.3	
Turn Bay Length (m)						35.0			20.0
Base Capacity (vph)		363	384		380	387	2726	2208	1062
Starvation Cap Reductn		0	0		0	0	0	0	0
Spillback Cap Reductn		0	0		0	0	0	0	0
Storage Cap Reductn		0	0		0	0	0	0	0
Reduced v/c Ratio		0.07	0.27		0.00	0.51	0.37	0.51	0.04

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 8 (7%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 4: Hwy 50 & Parr Blvd/Cruise Canada RV Rental & Sales



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	27	0	102	1	0	0	199	1014	2	0	1118	44
Future Volume (vph)	27	0	102	1	0	0	199	1014	2	0	1118	44
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.5	3.7	3.5	3.5	3.7	3.5	3.5	3.7	3.5	3.5	3.7	3.5
Total Lost time (s)		6.9	6.9		6.9		3.0	6.1			6.1	6.1
Lane Util. Factor		1.00	1.00		1.00		1.00	0.95			0.95	1.00
Frpb, ped/bikes		1.00	1.00		1.00		1.00	1.00			1.00	0.98
Flpb, ped/bikes		1.00	1.00		1.00		1.00	1.00			1.00	1.00
Frt		1.00	0.85		1.00		1.00	1.00			1.00	0.85
Flt Protected		0.95	1.00		0.95		0.95	1.00			1.00	1.00
Satd. Flow (prot)		1706	1157		1825		1513	3348			3147	1487
Flt Permitted		0.76	1.00		0.74		0.21	1.00			1.00	1.00
Satd. Flow (perm)		1360	1157		1421		339	3348			3147	1487
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	27	0	102	1	0	0	199	1014	2	0	1118	44
RTOR Reduction (vph)	0	0	94	0	0	0	0	0	0	0	0	13
Lane Group Flow (vph)	0	27	8	0	1	0	199	1016	0	0	1118	31
Confl. Peds. (#/hr)							1		2	2		1
Confl. Bikes (#/hr)									1			
Heavy Vehicles (%)	7%	0%	38%	0%	0%	0%	18%	9%	0%	0%	16%	5%
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA		Perm	NA	Perm
Protected Phases		8			4		1	6			2	
Permitted Phases	8		8	4			6			2		2
Actuated Green, G (s)		9.3	9.3		9.3		97.7	97.7			84.2	84.2
Effective Green, g (s)		9.3	9.3		9.3		97.7	97.7			84.2	84.2
Actuated g/C Ratio		0.08	0.08		0.08		0.81	0.81			0.70	0.70
Clearance Time (s)		6.9	6.9		6.9		3.0	6.1			6.1	6.1
Vehicle Extension (s)		3.0	3.0		3.0		3.0	3.0			3.0	3.0
Lane Grp Cap (vph)		105	89		110		378	2725			2208	1043
v/s Ratio Prot							c0.05	0.30			0.36	
v/s Ratio Perm		c0.02	0.01		0.00		c0.38					0.02
v/c Ratio		0.26	0.09		0.01		0.53	0.37			0.51	0.03
Uniform Delay, d1		52.1	51.4		51.1		4.1	3.0			8.3	5.5
Progression Factor		1.00	1.00		1.00		1.00	1.00			1.00	1.00
Incremental Delay, d2		1.3	0.4		0.0		1.3	0.4			0.8	0.1
Delay (s)		53.4	51.8		51.1		5.4	3.4			9.1	5.5
Level of Service		D	D		D		A	A			A	A
Approach Delay (s/veh)		52.2			51.1			3.7			9.0	
Approach LOS		D			D			A			A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	8.7	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.51		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	62.8%	ICU Level of Service	B
Analysis Period (min)	15		

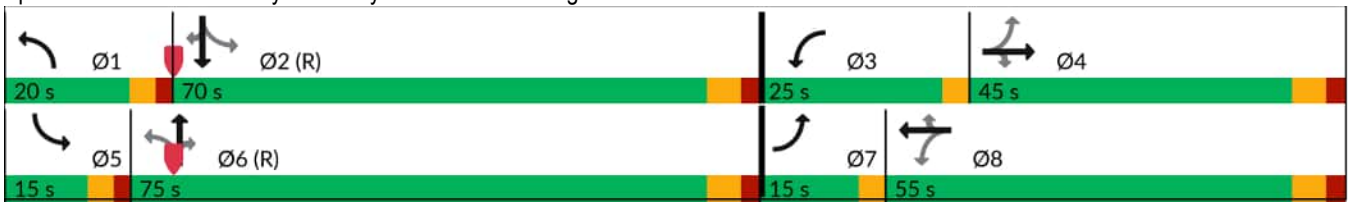
c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	61	93	202	298	140	12	83	1064	165	22	1087	64
Future Volume (vph)	61	93	202	298	140	12	83	1064	165	22	1087	64
Lane Group Flow (vph)	61	93	202	298	140	12	83	1064	165	22	1087	64
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4		3	8		1	6		5	2	
Permitted Phases	4		4	8		8	6		6	2		2
Detector Phase	7	4	4	3	8	8	1	6	6	5	2	2
Switch Phase												
Minimum Initial (s)	5.0	12.0	12.0	10.0	12.0	12.0	10.0	20.0	20.0	10.0	20.0	20.0
Minimum Split (s)	9.5	43.5	43.5	14.5	43.5	43.5	15.0	41.3	41.3	15.0	41.3	41.3
Total Split (s)	15.0	45.0	45.0	25.0	55.0	55.0	20.0	75.0	75.0	15.0	70.0	70.0
Total Split (%)	9.4%	28.1%	28.1%	15.6%	34.4%	34.4%	12.5%	46.9%	46.9%	9.4%	43.8%	43.8%
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0	4.0	3.0	4.2	4.2	3.0	4.2	4.2
All-Red Time (s)	0.0	2.5	2.5	0.0	2.5	2.5	2.0	2.1	2.1	2.0	2.1	2.1
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	3.0	6.5	6.5	3.0	6.5	6.5	5.0	6.3	6.3	5.0	6.3	6.3
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?												
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
v/c Ratio	0.25	0.60	0.77	0.84	0.40	0.04	0.41	0.54	0.19	0.08	0.64	0.08
Control Delay (s/veh)	44.4	83.6	30.5	72.1	60.4	0.3	16.9	21.8	5.0	11.5	28.4	1.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	44.4	83.6	30.5	72.1	60.4	0.3	16.9	21.8	5.0	11.5	28.4	1.2
Queue Length 50th (m)	16.4	37.3	8.8	97.3	44.8	0.0	13.1	123.5	4.7	2.7	137.9	0.0
Queue Length 95th (m)	27.6	58.6	54.0	124.2	65.2	0.0	28.4	170.3	20.1	8.0	210.6	2.7
Internal Link Dist (m)		330.4			656.8			717.1			732.4	
Turn Bay Length (m)	60.0		50.0	50.0		50.0	100.0		85.0	35.0		120.0
Base Capacity (vph)	271	352	369	354	544	467	222	1979	889	275	1703	837
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.23	0.26	0.55	0.84	0.26	0.03	0.37	0.54	0.19	0.08	0.64	0.08

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 27 (17%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 115
Control Type: Actuated-Coordinated

Splits and Phases: 5: Hwy 50 & Mayfield Rd/Albion Vaughn Rd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	61	93	202	298	140	12	83	1064	165	22	1087	64
Future Volume (vph)	61	93	202	298	140	12	83	1064	165	22	1087	64
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.5	3.7	3.5	3.5	3.7	3.5	3.5	3.7	3.5	3.5	3.7	3.5
Total Lost time (s)	3.0	6.5	6.5	3.0	6.5	6.5	5.0	6.3	6.3	5.0	6.3	6.3
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1653	1466	956	1594	1795	1365	1116	3288	1389	1451	3093	1439
Flt Permitted	0.67	1.00	1.00	0.55	1.00	1.00	0.17	1.00	1.00	0.22	1.00	1.00
Satd. Flow (perm)	1162	1466	956	924	1795	1365	201	3288	1389	329	3093	1439
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	61	93	202	298	140	12	83	1064	165	22	1087	64
RTOR Reduction (vph)	0	0	163	0	0	10	0	0	56	0	0	29
Lane Group Flow (vph)	61	93	39	298	140	2	83	1064	109	22	1087	35
Heavy Vehicles (%)	8%	31%	67%	12%	7%	17%	60%	11%	15%	23%	18%	11%
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4		3	8		1	6		5	2	
Permitted Phases	4		4	8		8	6		6	2		2
Actuated Green, G (s)	25.7	17.4	17.4	42.4	31.1	31.1	104.8	93.8	93.8	93.6	87.6	87.6
Effective Green, g (s)	25.7	17.4	17.4	42.4	31.1	31.1	104.8	93.8	93.8	93.6	87.6	87.6
Actuated g/C Ratio	0.16	0.11	0.11	0.27	0.19	0.19	0.66	0.59	0.59	0.59	0.55	0.55
Clearance Time (s)	3.0	6.5	6.5	3.0	6.5	6.5	5.0	6.3	6.3	5.0	6.3	6.3
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	212	159	103	336	348	265	201	1927	814	234	1693	787
v/s Ratio Prot	0.01	0.06		c0.12	0.08		c0.03	c0.32		0.00	c0.35	
v/s Ratio Perm	0.03		0.04	c0.11		0.00	0.24		0.08	0.05		0.02
v/c Ratio	0.29	0.58	0.38	0.89	0.40	0.01	0.41	0.55	0.13	0.09	0.64	0.04
Uniform Delay, d1	58.5	67.9	66.3	54.2	56.3	52.0	14.8	20.3	14.9	15.0	25.3	16.8
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.8	5.4	2.3	23.3	0.8	0.0	1.4	1.1	0.3	0.2	1.9	0.1
Delay (s)	59.3	73.3	68.6	77.5	57.1	52.0	16.2	21.4	15.2	15.2	27.1	16.9
Level of Service	E	E	E	E	E	D	B	C	B	B	C	B
Approach Delay (s/veh)		68.2			70.5			20.3			26.4	
Approach LOS		E			E			C			C	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	34.5	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.71		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	20.8
Intersection Capacity Utilization	83.1%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	361	263	1	1	2
Future Vol, veh/h	1	361	263	1	1	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	44	27	0	0	100
Mvmt Flow	1	361	263	1	1	2

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	264	0	-	0	627	264
Stage 1	-	-	-	-	264	-
Stage 2	-	-	-	-	363	-
Critical Hdwy	4.1	-	-	-	6.4	7.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	4.2
Pot Cap-1 Maneuver	1312	-	-	-	451	587
Stage 1	-	-	-	-	785	-
Stage 2	-	-	-	-	708	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1312	-	-	-	451	587
Mov Cap-2 Maneuver	-	-	-	-	451	-
Stage 1	-	-	-	-	784	-
Stage 2	-	-	-	-	708	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	11.8
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1312	-	-	-	533
HCM Lane V/C Ratio	0.001	-	-	-	0.006
HCM Ctrl Dly (s/v)	7.7	0	-	-	11.8
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q (veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	617	0	0	539
Future Vol, veh/h	0	0	617	0	0	539
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	7	0	0	24
Mvmt Flow	0	0	617	0	0	539

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	887	309	0	0	617	0
Stage 1	617	-	-	-	-	-
Stage 2	270	-	-	-	-	-
Critical Hdwy	6.8	6.9	-	-	4.1	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	287	693	-	-	973	-
Stage 1	506	-	-	-	-	-
Stage 2	757	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	287	693	-	-	973	-
Mov Cap-2 Maneuver	398	-	-	-	-	-
Stage 1	506	-	-	-	-	-
Stage 2	757	-	-	-	-	-

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

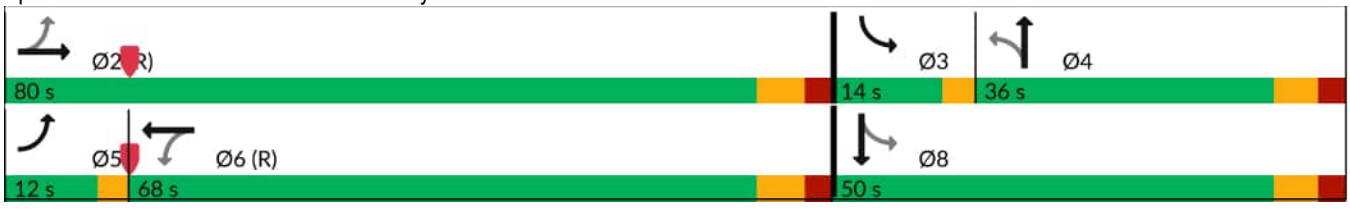
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	973	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Ctrl Dly (s/v)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q (veh)	-	-	-	0	-

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	265	248	26	256	26	510	86	478
Future Volume (vph)	265	248	26	256	26	510	86	478
Lane Group Flow (vph)	265	283	26	333	26	541	86	857
Turn Type	pm+pt	NA	Perm	NA	Perm	NA	pm+pt	NA
Protected Phases	5	2		6		4	3	8
Permitted Phases	2		6		4		8	
Detector Phase	5	2	6	6	4	4	3	8
Switch Phase								
Minimum Initial (s)	5.0	12.0	12.0	12.0	12.0	12.0	5.0	12.0
Minimum Split (s)	9.5	37.0	37.0	37.0	37.0	37.0	12.5	37.0
Total Split (s)	12.0	80.0	68.0	68.0	36.0	36.0	14.0	50.0
Total Split (%)	9.2%	61.5%	52.3%	52.3%	27.7%	27.7%	10.8%	38.5%
Yellow Time (s)	3.0	4.6	4.6	4.6	4.2	4.2	3.0	4.2
All-Red Time (s)	0.0	2.4	2.4	2.4	2.8	2.8	0.0	2.8
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	3.0	7.0	7.0	7.0	7.0	7.0	3.0	7.0
Lead/Lag	Lead		Lag	Lag	Lag	Lag	Lead	
Lead-Lag Optimize?								
Recall Mode	None	C-Max	C-Max	C-Max	None	None	None	None
v/c Ratio	0.46	0.14	0.06	0.25	0.44	0.81	0.51	0.80
Control Delay (s/veh)	14.8	11.3	19.3	17.8	69.8	60.0	41.8	40.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	14.8	11.3	19.3	17.8	69.8	60.0	41.8	40.2
Queue Length 50th (m)	35.6	16.9	4.2	27.2	6.8	75.0	20.7	92.8
Queue Length 95th (m)	58.2	26.4	10.5	39.2	18.1	93.1	35.9	113.7
Internal Link Dist (m)		209.3		209.6		564.3		579.6
Turn Bay Length (m)	100.0		85.0		105.0		145.0	
Base Capacity (vph)	572	1976	464	1351	69	782	175	1192
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.46	0.14	0.06	0.25	0.38	0.69	0.49	0.72

Intersection Summary

Cycle Length: 130
Actuated Cycle Length: 130
Offset: 116 (89%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle: 100
Control Type: Actuated-Coordinated

Splits and Phases: 1: Coleraine Dr & Mayfield Rd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	265	248	35	26	256	77	26	510	31	86	478	379
Future Volume (vph)	265	248	35	26	256	77	26	510	31	86	478	379
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.5	3.7	3.5	3.5	3.7	3.5	3.5	3.7	3.5	3.5	3.7	3.5
Total Lost time (s)	3.0	7.0		7.0	7.0		7.0	7.0		3.0	7.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.98		1.00	0.97		1.00	0.99		1.00	0.93	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1475	3271		1552	2702		1594	3495		1322	3270	
Flt Permitted	0.53	1.00		0.58	1.00		0.19	1.00		0.19	1.00	
Satd. Flow (perm)	816	3271		945	2702		310	3495		270	3270	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	265	248	35	26	256	77	26	510	31	86	478	379
RTOR Reduction (vph)	0	8	0	0	21	0	0	3	0	0	117	0
Lane Group Flow (vph)	265	275	0	26	312	0	26	538	0	86	740	0
Confl. Peds. (#/hr)									1	1		
Heavy Vehicles (%)	21%	10%	6%	15%	17%	75%	12%	3%	10%	35%	2%	7%
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		pm+pt	NA	
Protected Phases	5	2			6			4		3	8	
Permitted Phases	2			6			4			8		
Actuated Green, G (s)	78.3	78.3		64.1	64.1		24.7	24.7		37.7	37.7	
Effective Green, g (s)	78.3	78.3		64.1	64.1		24.7	24.7		37.7	37.7	
Actuated g/C Ratio	0.60	0.60		0.49	0.49		0.19	0.19		0.29	0.29	
Clearance Time (s)	3.0	7.0		7.0	7.0		7.0	7.0		3.0	7.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	548	1970		465	1332		58	664		159	948	
v/s Ratio Prot	c0.04	0.08			0.12			0.15		0.04	c0.23	
v/s Ratio Perm	c0.25			0.03			0.08			0.12		
v/c Ratio	0.48	0.14		0.06	0.23		0.45	0.81		0.54	0.78	
Uniform Delay, d1	12.6	11.2		17.2	18.9		46.6	50.4		36.2	42.4	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.7	0.1		0.2	0.4		5.4	7.2		3.7	4.2	
Delay (s)	13.3	11.4		17.4	19.3		52.0	57.6		39.9	46.6	
Level of Service	B	B		B	B		D	E		D	D	
Approach Delay (s/veh)		12.3			19.2			57.4			46.0	
Approach LOS		B			B			E			D	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	37.0	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.61		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	80.9%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

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	3	3	13	28	5	95	13	805	20	108	868	4
Future Vol, veh/h	3	3	13	28	5	95	13	805	20	108	868	4
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	30	-	-	75	-	-	100	-	-	55	-	67
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	33	8	18	60	18	85	8	25	11	7	25
Mvmt Flow	3	3	13	28	5	95	13	805	20	108	868	4

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1515	1935	434	1493	1929	413	872	0	0	825	0	0
Stage 1	1084	1084	-	841	841	-	-	-	-	-	-	-
Stage 2	431	851	-	652	1088	-	-	-	-	-	-	-
Critical Hdwy	7.5	7.16	7.06	7.86	7.7	7.26	5.8	-	-	4.32	-	-
Critical Hdwy Stg 1	6.5	6.16	-	6.86	6.7	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	6.16	-	6.86	6.7	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4.33	3.38	3.68	4.6	3.48	3.05	-	-	2.31	-	-
Pot Cap-1 Maneuver	84	46	554	73	34	546	410	-	-	746	-	-
Stage 1	235	233	-	294	267	-	-	-	-	-	-	-
Stage 2	578	310	-	387	191	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	52	38	554	58	28	546	410	-	-	746	-	-
Mov Cap-2 Maneuver	52	38	-	58	28	-	-	-	-	-	-	-
Stage 1	227	199	-	285	258	-	-	-	-	-	-	-
Stage 2	453	300	-	318	163	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	38.2	44.2	0.2	1.2
HCM LOS	E	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	410	-	-	52	156	58	284	746	-	-
HCM Lane V/C Ratio	0.032	-	-	0.058	0.103	0.483	0.352	0.145	-	-
HCM Ctrl Dly (s/v)	14.1	-	-	78.4	30.7	115.1	24.4	10.6	-	-
HCM Lane LOS	B	-	-	F	D	F	C	B	-	-
HCM 95th %tile Q (veh)	0.1	-	-	0.2	0.3	1.9	1.5	0.5	-	-

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	4	135	8	7	110	14	8	0	8	21	0	9
Future Vol, veh/h	4	135	8	7	110	14	8	0	8	21	0	9
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	25	12	13	29	21	50	13	0	25	10	0	11
Mvmt Flow	4	135	8	7	110	14	8	0	8	21	0	9

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	124	0	0	143	0	0	283	285	139	282	282	117
Stage 1	-	-	-	-	-	-	147	147	-	131	131	-
Stage 2	-	-	-	-	-	-	136	138	-	151	151	-
Critical Hdwy	4.35	-	-	4.39	-	-	7.23	6.5	6.45	7.2	6.5	6.31
Critical Hdwy Stg 1	-	-	-	-	-	-	6.23	5.5	-	6.2	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.23	5.5	-	6.2	5.5	-
Follow-up Hdwy	2.425	-	-	2.461	-	-	3.617	4	3.525	3.59	4	3.399
Pot Cap-1 Maneuver	1332	-	-	1290	-	-	648	628	852	654	630	911
Stage 1	-	-	-	-	-	-	830	779	-	854	792	-
Stage 2	-	-	-	-	-	-	842	786	-	833	776	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1332	-	-	1290	-	-	637	622	852	644	624	911
Mov Cap-2 Maneuver	-	-	-	-	-	-	637	622	-	644	624	-
Stage 1	-	-	-	-	-	-	828	777	-	851	787	-
Stage 2	-	-	-	-	-	-	829	781	-	823	774	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.2	0.4	10	10.3
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	729	1332	-	-	1290	-	-	706
HCM Lane V/C Ratio	0.022	0.003	-	-	0.005	-	-	0.042
HCM Ctrl Dly (s/v)	10	7.7	0	-	7.8	0	-	10.3
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q (veh)	0.1	0	-	-	0	-	-	0.1

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	55	0	170	1	0	113	1244	1	1032	39
Future Volume (vph)	55	0	170	1	0	113	1244	1	1032	39
Lane Group Flow (vph)	0	55	170	0	2	113	1244	1	1032	39
Turn Type	Perm	NA	Perm	Perm	NA	pm+pt	NA	Perm	NA	Perm
Protected Phases		8			4	1	6		2	
Permitted Phases	8		8	4		6		2		2
Detector Phase	8	8	8	4	4	1	6	2	2	2
Switch Phase										
Minimum Initial (s)	8.0	8.0	8.0	8.0	8.0	5.0	12.0	12.0	12.0	12.0
Minimum Split (s)	33.9	33.9	33.9	33.9	33.9	9.5	30.1	30.1	30.1	30.1
Total Split (s)	39.0	39.0	39.0	39.0	39.0	10.0	81.0	71.0	71.0	71.0
Total Split (%)	32.5%	32.5%	32.5%	32.5%	32.5%	8.3%	67.5%	59.2%	59.2%	59.2%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	3.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.9	2.9	2.9	2.9	2.9	0.0	2.1	2.1	2.1	2.1
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.9	6.9		6.9	3.0	6.1	6.1	6.1	6.1
Lead/Lag						Lead		Lag	Lag	Lag
Lead-Lag Optimize?										
Recall Mode	None	None	None	None	None	None	C-Max	C-Max	C-Max	C-Max
v/c Ratio		0.45	0.60		0.01	0.32	0.47	0.00	0.41	0.04
Control Delay (s/veh)		63.0	16.7		0.0	4.5	4.6	6.0	7.8	0.7
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)		63.0	16.7		0.0	4.5	4.6	6.0	7.8	0.7
Queue Length 50th (m)		13.2	0.0		0.0	4.6	43.2	0.1	48.5	0.0
Queue Length 95th (m)		26.4	22.4		0.0	10.8	67.1	0.7	74.2	1.8
Internal Link Dist (m)		828.8			20.9		732.4		332.3	
Turn Bay Length (m)						35.0		25.0		20.0
Base Capacity (vph)		369	512		449	360	2641	303	2490	1083
Starvation Cap Reductn		0	0		0	0	0	0	0	0
Spillback Cap Reductn		0	0		0	0	0	0	0	0
Storage Cap Reductn		0	0		0	0	0	0	0	0
Reduced v/c Ratio		0.15	0.33		0.00	0.31	0.47	0.00	0.41	0.04

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 3 (3%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 75
Control Type: Actuated-Coordinated

Splits and Phases: 4: Hwy 50 & Parr Blvd/Cruise Canada RV Rental & Sales

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	55	0	170	1	0	1	113	1244	0	1	1032	39
Future Volume (vph)	55	0	170	1	0	1	113	1244	0	1	1032	39
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.5	3.7	3.5	3.5	3.7	3.5	3.5	3.7	3.5	3.5	3.7	3.5
Total Lost time (s)		6.9	6.9		6.9		3.0	6.1		6.1	6.1	6.1
Lane Util. Factor		1.00	1.00		1.00		1.00	0.95		1.00	0.95	1.00
Frpb, ped/bikes		1.00	1.00		0.99		1.00	1.00		1.00	1.00	0.98
Flpb, ped/bikes		1.00	1.00		1.00		1.00	1.00		1.00	1.00	1.00
Frt		1.00	0.85		0.93		1.00	1.00		1.00	1.00	0.85
Flt Protected		0.95	1.00		0.98		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)		1734	1452		1735		1394	3288		1785	3476	1487
Flt Permitted		0.76	1.00		0.86		0.24	1.00		0.22	1.00	1.00
Satd. Flow (perm)		1380	1452		1531		354	3288		422	3476	1487
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	55	0	170	1	0	1	113	1244	0	1	1032	39
RTOR Reduction (vph)	0	0	155	0	2	0	0	0	0	0	0	11
Lane Group Flow (vph)	0	55	15	0	0	0	113	1244	0	1	1032	28
Confl. Peds. (#/hr)	2					2	1					1
Heavy Vehicles (%)	5%	0%	10%	0%	0%	0%	28%	11%	0%	0%	5%	5%
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA		Perm	NA	Perm
Protected Phases		8			4		1	6			2	
Permitted Phases	8		8	4			6			2		2
Actuated Green, G (s)		10.6	10.6		10.6		96.4	96.4		86.0	86.0	86.0
Effective Green, g (s)		10.6	10.6		10.6		96.4	96.4		86.0	86.0	86.0
Actuated g/C Ratio		0.09	0.09		0.09		0.80	0.80		0.72	0.72	0.72
Clearance Time (s)		6.9	6.9		6.9		3.0	6.1		6.1	6.1	6.1
Vehicle Extension (s)		3.0	3.0		3.0		3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)		121	128		135		348	2641		302	2491	1065
v/s Ratio Prot							0.02	c0.38			0.30	
v/s Ratio Perm		c0.04	0.01		0.00		0.24			0.00		0.02
v/c Ratio		0.45	0.12		0.00		0.32	0.47		0.00	0.41	0.03
Uniform Delay, d1		52.0	50.4		49.9		3.3	3.7		4.8	6.9	4.9
Progression Factor		1.00	1.00		1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2		2.7	0.4		0.0		0.5	0.6		0.0	0.5	0.0
Delay (s)		54.7	50.8		49.9		3.8	4.3		4.8	7.4	5.0
Level of Service		D	D		D		A	A		A	A	A
Approach Delay (s/veh)		51.7			49.9			4.3			7.3	
Approach LOS		D			D			A			A	

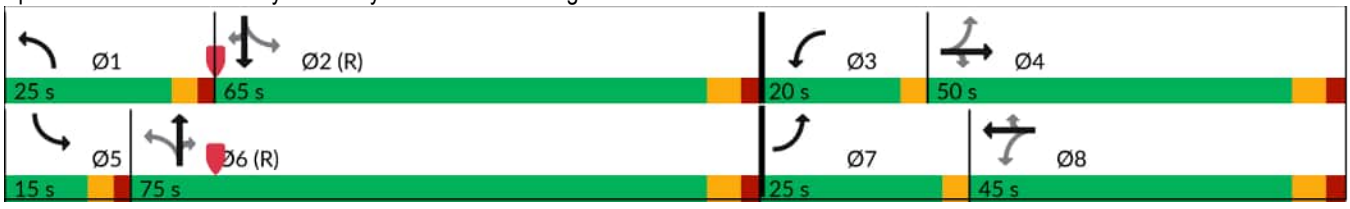
Intersection Summary			
HCM 2000 Control Delay (s/veh)	9.6	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.48		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	68.0%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	83	105	231	193	84	17	86	1111	378	20	1119	73
Future Volume (vph)	83	105	231	193	84	17	86	1111	378	20	1119	73
Lane Group Flow (vph)	83	105	231	193	84	17	86	1111	378	20	1119	73
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4		3	8		1	6		5	2	
Permitted Phases	4		4	8		8	6		6	2		2
Detector Phase	7	4	4	3	8	8	1	6	6	5	2	2
Switch Phase												
Minimum Initial (s)	5.0	12.0	12.0	10.0	12.0	12.0	10.0	20.0	20.0	10.0	20.0	20.0
Minimum Split (s)	9.5	43.5	43.5	14.5	43.5	43.5	15.0	41.3	41.3	15.0	41.3	41.3
Total Split (s)	25.0	50.0	50.0	20.0	45.0	45.0	25.0	75.0	75.0	15.0	65.0	65.0
Total Split (%)	15.6%	31.3%	31.3%	12.5%	28.1%	28.1%	15.6%	46.9%	46.9%	9.4%	40.6%	40.6%
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0	4.0	3.0	4.2	4.2	3.0	4.2	4.2
All-Red Time (s)	0.0	2.5	2.5	0.0	2.5	2.5	2.0	2.1	2.1	2.0	2.1	2.1
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	3.0	6.5	6.5	3.0	6.5	6.5	5.0	6.3	6.3	5.0	6.3	6.3
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?												
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
v/c Ratio	0.30	0.62	0.70	0.69	0.49	0.06	0.40	0.54	0.36	0.07	0.57	0.08
Control Delay (s/veh)	50.2	84.9	18.9	65.6	74.7	0.4	13.8	18.3	4.5	9.1	24.0	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	50.2	84.9	18.9	65.6	74.7	0.4	13.8	18.3	4.5	9.1	24.0	0.2
Queue Length 50th (m)	22.5	37.2	0.0	60.7	35.1	0.0	12.6	124.5	11.6	2.2	124.0	0.0
Queue Length 95th (m)	37.0	59.0	34.3	85.6	60.3	0.0	25.3	162.0	33.3	6.3	178.9	0.0
Internal Link Dist (m)		330.4			656.8			717.1			732.4	
Turn Bay Length (m)	60.0		50.0	50.0		50.0	100.0		85.0	35.0		120.0
Base Capacity (vph)	379	470	512	281	318	398	245	2061	1057	282	1970	950
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.22	0.22	0.45	0.69	0.26	0.04	0.35	0.54	0.36	0.07	0.57	0.08

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 72 (45%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 115
Control Type: Actuated-Coordinated

Splits and Phases: 5: Hwy 50 & Mayfield Rd/Albion Vaughn Rd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	83	105	231	193	84	17	86	1111	378	20	1119	73
Future Volume (vph)	83	105	231	193	84	17	86	1111	378	20	1119	73
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.5	3.7	3.5	3.5	3.7	3.5	3.5	3.7	3.5	3.5	3.7	3.5
Total Lost time (s)	3.0	6.5	6.5	3.0	6.5	6.5	5.0	6.3	6.3	5.0	6.3	6.3
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.98
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1767	1731	1268	1608	1325	1238	1056	3202	1479	1428	3411	1549
Flt Permitted	0.70	1.00	1.00	0.49	1.00	1.00	0.17	1.00	1.00	0.22	1.00	1.00
Satd. Flow (perm)	1307	1731	1268	825	1325	1238	191	3202	1479	329	3411	1549
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	83	105	231	193	84	17	86	1111	378	20	1119	73
RTOR Reduction (vph)	0	0	208	0	0	15	0	0	109	0	0	31
Lane Group Flow (vph)	83	105	23	193	84	2	86	1111	269	20	1119	42
Confl. Bikes (#/hr)												1
Heavy Vehicles (%)	1%	11%	26%	11%	45%	29%	69%	14%	8%	25%	7%	1%
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4		3	8		1	6		5	2	
Permitted Phases	4		4	8		8	6		6	2		2
Actuated Green, G (s)	27.0	15.6	15.6	35.2	20.8	20.8	112.0	101.0	101.0	98.4	92.4	92.4
Effective Green, g (s)	27.0	15.6	15.6	35.2	20.8	20.8	112.0	101.0	101.0	98.4	92.4	92.4
Actuated g/C Ratio	0.17	0.10	0.10	0.22	0.13	0.13	0.70	0.63	0.63	0.62	0.58	0.58
Clearance Time (s)	3.0	6.5	6.5	3.0	6.5	6.5	5.0	6.3	6.3	5.0	6.3	6.3
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	253	168	123	262	172	160	212	2021	933	243	1969	894
v/s Ratio Prot	0.02	0.06		c0.08	0.06		c0.04	c0.35		0.00	c0.33	
v/s Ratio Perm	0.03		0.02	c0.09		0.00	0.25		0.18	0.05		0.03
v/c Ratio	0.33	0.63	0.18	0.74	0.49	0.01	0.41	0.55	0.29	0.08	0.57	0.05
Uniform Delay, d1	58.0	69.4	66.3	55.5	64.7	60.7	12.3	16.7	13.3	12.6	21.3	14.7
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.8	7.1	0.7	10.3	2.2	0.0	1.3	1.1	0.8	0.1	1.2	0.1
Delay (s)	58.8	76.5	67.1	65.8	66.8	60.7	13.6	17.7	14.1	12.8	22.5	14.8
Level of Service	E	E	E	E	E	E	B	B	B	B	C	B
Approach Delay (s/veh)		67.8			65.8			16.6			21.8	
Approach LOS		E			E			B			C	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	28.7	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.61		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	20.8
Intersection Capacity Utilization	71.5%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	5	360	354	3	7	5
Future Vol, veh/h	5	360	354	3	7	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	60	19	26	33	29	20
Mvmt Flow	5	360	354	3	7	5

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	357	0	-	0	726	356
Stage 1	-	-	-	-	356	-
Stage 2	-	-	-	-	370	-
Critical Hdwy	4.7	-	-	-	6.69	6.4
Critical Hdwy Stg 1	-	-	-	-	5.69	-
Critical Hdwy Stg 2	-	-	-	-	5.69	-
Follow-up Hdwy	2.74	-	-	-	3.761	3.48
Pot Cap-1 Maneuver	941	-	-	-	354	649
Stage 1	-	-	-	-	653	-
Stage 2	-	-	-	-	643	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	941	-	-	-	352	649
Mov Cap-2 Maneuver	-	-	-	-	352	-
Stage 1	-	-	-	-	648	-
Stage 2	-	-	-	-	643	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.1	0	13.5
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	941	-	-	-	435
HCM Lane V/C Ratio	0.005	-	-	-	0.028
HCM Ctrl Dly (s/v)	8.8	0	-	-	13.5
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q (veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	820	1	0	913
Future Vol, veh/h	0	0	820	1	0	913
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	11	0	0	6
Mvmt Flow	0	0	820	1	0	913

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1278	411	0	0	821	0
Stage 1	821	-	-	-	-	-
Stage 2	457	-	-	-	-	-
Critical Hdwy	6.8	6.9	-	-	4.1	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	161	596	-	-	817	-
Stage 1	398	-	-	-	-	-
Stage 2	610	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	161	596	-	-	817	-
Mov Cap-2 Maneuver	289	-	-	-	-	-
Stage 1	398	-	-	-	-	-
Stage 2	610	-	-	-	-	-

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

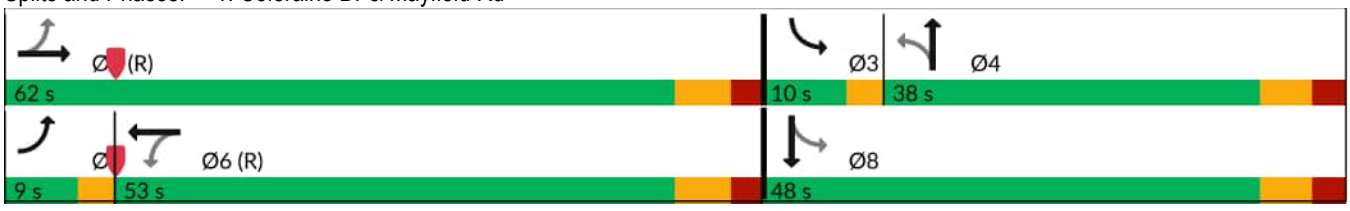
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	817	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Ctrl Dly (s/v)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q (veh)	-	-	-	0	-

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	99	274	2	273	6	11	90	0
Future Volume (vph)	99	274	2	273	6	11	90	0
Lane Group Flow (vph)	99	275	2	333	6	11	90	149
Turn Type	pm+pt	NA	Perm	NA	Perm	NA	pm+pt	NA
Protected Phases	5	2		6		4	3	8
Permitted Phases	2		6		4		8	
Detector Phase	5	2	6	6	4	4	3	8
Switch Phase								
Minimum Initial (s)	5.0	12.0	12.0	12.0	12.0	12.0	5.0	12.0
Minimum Split (s)	9.5	37.0	37.0	37.0	37.0	37.0	12.5	37.0
Total Split (s)	9.0	62.0	53.0	53.0	38.0	38.0	10.0	48.0
Total Split (%)	8.2%	56.4%	48.2%	48.2%	34.5%	34.5%	9.1%	43.6%
Yellow Time (s)	3.0	4.6	4.6	4.6	4.2	4.2	3.0	4.2
All-Red Time (s)	0.0	2.4	2.4	2.4	2.8	2.8	0.0	2.8
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	3.0	7.0	7.0	7.0	7.0	7.0	3.0	7.0
Lead/Lag	Lead		Lag	Lag	Lag	Lag	Lead	
Lead-Lag Optimize?								
Recall Mode	None	C-Max	C-Max	C-Max	None	None	None	None
v/c Ratio	0.15	0.11	0.01	0.16	0.04	0.03	0.42	0.17
Control Delay (s/veh)	4.5	5.1	10.5	8.6	44.8	44.1	44.2	0.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	4.5	5.1	10.5	8.6	44.8	44.1	44.2	0.4
Queue Length 50th (m)	4.3	7.4	0.2	12.1	1.2	1.2	21.4	0.0
Queue Length 95th (m)	13.0	16.2	2.3	25.1	5.4	4.1	35.7	0.0
Internal Link Dist (m)		209.3		209.6		564.3		579.6
Turn Bay Length (m)	100.0		85.0		105.0		145.0	
Base Capacity (vph)	675	2455	346	2058	348	1028	214	1420
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.15	0.11	0.01	0.16	0.02	0.01	0.42	0.10

Intersection Summary

Cycle Length: 110
Actuated Cycle Length: 110
Offset: 48 (44%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle: 100
Control Type: Actuated-Coordinated

Splits and Phases: 1: Coleraine Dr & Mayfield Rd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	99	274	1	2	273	60	6	11	0	90	0	149
Future Volume (vph)	99	274	1	2	273	60	6	11	0	90	0	149
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.5	3.7	3.5	3.5	3.7	3.5	3.5	3.7	3.5	3.5	3.7	3.5
Total Lost time (s)	3.0	7.0		7.0	7.0		7.0	7.0		3.0	7.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	0.95		1.00	0.95	
Frt	1.00	1.00		1.00	0.97		1.00	1.00		1.00	0.85	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1487	3379		892	3241		1785	3650		1487	2900	
Flt Permitted	0.53	1.00		0.58	1.00		0.66	1.00		0.53	1.00	
Satd. Flow (perm)	825	3379		547	3241		1235	3650		829	2900	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	99	274	1	2	273	60	6	11	0	90	0	149
RTOR Reduction (vph)	0	0	0	0	12	0	0	0	0	0	123	0
Lane Group Flow (vph)	99	275	0	2	321	0	6	11	0	90	26	0
Heavy Vehicles (%)	20%	8%	0%	100%	4%	35%	0%	0%	0%	20%	0%	7%
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		pm+pt	NA	
Protected Phases	5	2			6			4		3	8	
Permitted Phases	2			6			4			8		
Actuated Green, G (s)	76.6	76.6		66.1	66.1		7.2	7.2		19.4	19.4	
Effective Green, g (s)	76.6	76.6		66.1	66.1		7.2	7.2		19.4	19.4	
Actuated g/C Ratio	0.70	0.70		0.60	0.60		0.07	0.07		0.18	0.18	
Clearance Time (s)	3.0	7.0		7.0	7.0		7.0	7.0		3.0	7.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	619	2353		328	1947		80	238		201	511	
v/s Ratio Prot	c0.01	0.08			0.10			0.00		c0.04	0.01	
v/s Ratio Perm	c0.10			0.00			0.00			c0.04		
v/c Ratio	0.16	0.12		0.01	0.17		0.08	0.05		0.45	0.05	
Uniform Delay, d1	5.5	5.5		8.8	9.7		48.3	48.2		39.8	37.7	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.1	0.1		0.0	0.2		0.4	0.1		1.6	0.0	
Delay (s)	5.6	5.6		8.8	9.9		48.7	48.3		41.3	37.7	
Level of Service	A	A		A	A		D	D		D	D	
Approach Delay (s/veh)		5.6			9.9			48.4			39.1	
Approach LOS		A			A			D			D	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	16.1	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.23		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	49.2%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

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	3	1	15	1	27	1	139	3	22	189	2
Future Vol, veh/h	1	3	1	15	1	27	1	139	3	22	189	2
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	30	-	-	75	-	-	100	-	-	55	-	67
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	7	100	19	0	17	0	18	11	0
Mvmt Flow	1	3	1	15	1	27	1	139	3	22	189	2

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	305	377	95	283	378	71	191	0	0	142	0	0
Stage 1	233	233	-	143	143	-	-	-	-	-	-	-
Stage 2	72	144	-	140	235	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.64	8.5	7.28	4.1	-	-	4.46	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.64	7.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.64	7.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.57	5	3.49	2.2	-	-	2.38	-	-
Pot Cap-1 Maneuver	630	558	949	634	379	925	1395	-	-	1329	-	-
Stage 1	755	716	-	831	589	-	-	-	-	-	-	-
Stage 2	935	782	-	834	517	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	602	548	949	623	372	925	1395	-	-	1329	-	-
Mov Cap-2 Maneuver	602	548	-	623	372	-	-	-	-	-	-	-
Stage 1	754	704	-	830	588	-	-	-	-	-	-	-
Stage 2	906	781	-	816	508	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	10.9	9.8	0.1	0.8
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1395	-	-	602	613	623	878	1329	-	-
HCM Lane V/C Ratio	0.001	-	-	0.002	0.007	0.024	0.032	0.017	-	-
HCM Ctrl Dly (s/v)	7.6	-	-	11	10.9	10.9	9.2	7.8	-	-
HCM Lane LOS	A	-	-	B	B	B	A	A	-	-
HCM 95th %tile Q (veh)	0	-	-	0	0	0.1	0.1	0.1	-	-

Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	27	1	3	34	3	3	1	5	4	2	5
Future Vol, veh/h	0	27	1	3	34	3	3	1	5	4	2	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	15	0	0	15	67	33	0	20	0	50	0
Mvmt Flow	0	27	1	3	34	3	3	1	5	4	2	5

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	37	0	0	28	0	0	73	71	28	73	70	36
Stage 1	-	-	-	-	-	-	28	28	-	42	42	-
Stage 2	-	-	-	-	-	-	45	43	-	31	28	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.43	6.5	6.4	7.1	7	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.43	5.5	-	6.1	6	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.43	5.5	-	6.1	6	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.797	4	3.48	3.5	4.45	3.3
Pot Cap-1 Maneuver	1587	-	-	1599	-	-	847	823	998	923	737	1042
Stage 1	-	-	-	-	-	-	915	876	-	978	774	-
Stage 2	-	-	-	-	-	-	896	863	-	991	786	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1587	-	-	1599	-	-	840	821	998	917	736	1042
Mov Cap-2 Maneuver	-	-	-	-	-	-	840	821	-	917	736	-
Stage 1	-	-	-	-	-	-	915	876	-	978	772	-
Stage 2	-	-	-	-	-	-	888	861	-	985	786	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	0.5	9	8.9
HCM LOS			A	A

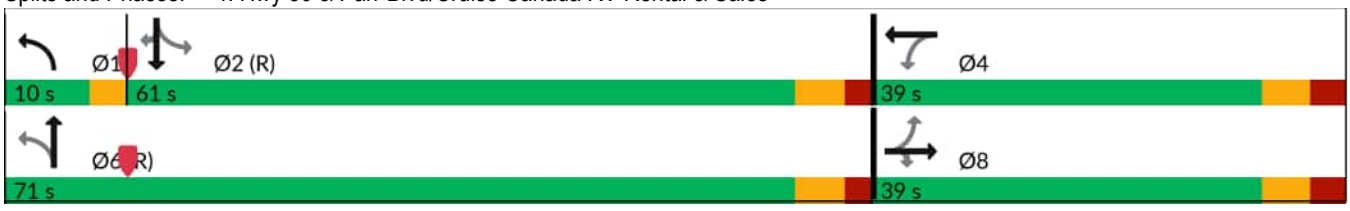
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	918	1587	-	-	1599	-	-	926
HCM Lane V/C Ratio	0.01	-	-	-	0.002	-	-	0.012
HCM Ctrl Dly (s/v)	9	0	-	-	7.3	0	-	8.9
HCM Lane LOS	A	A	-	-	A	A	-	A
HCM 95th %tile Q (veh)	0	0	-	-	0	-	-	0

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	19	0	41	4	2	35	969	6	955	18
Future Volume (vph)	19	0	41	4	2	35	969	6	955	18
Lane Group Flow (vph)	0	19	41	0	8	35	969	6	955	18
Turn Type	Perm	NA	Perm	Perm	NA	pm+pt	NA	Perm	NA	Perm
Protected Phases		8			4	1	6		2	
Permitted Phases	8		8	4		6		2		2
Detector Phase	8	8	8	4	4	1	6	2	2	2
Switch Phase										
Minimum Initial (s)	8.0	8.0	8.0	8.0	8.0	5.0	12.0	12.0	12.0	12.0
Minimum Split (s)	33.9	33.9	33.9	33.9	33.9	9.5	30.1	30.1	30.1	30.1
Total Split (s)	39.0	39.0	39.0	39.0	39.0	10.0	71.0	61.0	61.0	61.0
Total Split (%)	35.5%	35.5%	35.5%	35.5%	35.5%	9.1%	64.5%	55.5%	55.5%	55.5%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	3.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.9	2.9	2.9	2.9	2.9	0.0	2.1	2.1	2.1	2.1
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.9	6.9		6.9	3.0	6.1	6.1	6.1	6.1
Lead/Lag						Lead		Lag	Lag	Lag
Lead-Lag Optimize?										
Recall Mode	None	None	None	None	None	None	C-Max	C-Max	C-Max	C-Max
v/c Ratio		0.18	0.25		0.10	0.08	0.33	0.02	0.34	0.01
Control Delay (s/veh)		52.4	10.3		44.8	1.9	2.8	4.7	4.9	0.0
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)		52.4	10.3		44.8	1.9	2.8	4.7	4.9	0.0
Queue Length 50th (m)		4.1	0.0		2.2	1.0	24.4	0.5	37.1	0.0
Queue Length 95th (m)		12.2	7.5		11.1	2.7	33.3	2.2	50.3	0.0
Internal Link Dist (m)		828.8			20.9		732.4		332.3	
Turn Bay Length (m)						35.0		25.0		20.0
Base Capacity (vph)		421	458		300	473	2937	295	2818	1256
Starvation Cap Reductn		0	0		0	0	0	0	0	0
Spillback Cap Reductn		0	0		0	0	0	0	0	0
Storage Cap Reductn		0	0		0	0	0	0	0	0
Reduced v/c Ratio		0.05	0.09		0.03	0.07	0.33	0.02	0.34	0.01

Intersection Summary

Cycle Length: 110
Actuated Cycle Length: 110
Offset: 105 (95%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 75
Control Type: Actuated-Coordinated

Splits and Phases: 4: Hwy 50 & Parr Blvd/Cruise Canada RV Rental & Sales



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	19	0	41	4	2	2	35	969	0	6	955	18
Future Volume (vph)	19	0	41	4	2	2	35	969	0	6	955	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.5	3.7	3.5	3.5	3.7	3.5	3.5	3.7	3.5	3.5	3.7	3.5
Total Lost time (s)		6.9	6.9		6.9		3.0	6.1		6.1	6.1	6.1
Lane Util. Factor		1.00	1.00		1.00		1.00	0.95		1.00	0.95	1.00
Frpb, ped/bikes		1.00	1.00		1.00		1.00	1.00		1.00	1.00	0.98
Flpb, ped/bikes		1.00	1.00		1.00		1.00	1.00		1.00	1.00	1.00
Frt		1.00	0.85		0.97		1.00	1.00		1.00	1.00	0.85
Flt Protected		0.95	1.00		0.98		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)		1823	1426		1203		1608	3476		1189	3544	1562
Flt Permitted		0.75	1.00		0.83		0.28	1.00		0.30	1.00	1.00
Satd. Flow (perm)		1444	1426		1026		465	3476		370	3544	1562
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	19	0	41	4	2	2	35	969	0	6	955	18
RTOR Reduction (vph)	0	0	39	0	2	0	0	0	0	0	0	4
Lane Group Flow (vph)	0	19	2	0	6	0	35	969	0	6	955	14
Confl. Peds. (#/hr)	1					1	1		1	1		1
Heavy Vehicles (%)	0%	0%	12%	25%	100%	50%	11%	5%	0%	50%	3%	0%
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA		Perm	NA	Perm
Protected Phases		8			4		1	6			2	
Permitted Phases	8		8	4			6			2		2
Actuated Green, G (s)		6.7	6.7		6.7		90.3	90.3		83.6	83.6	83.6
Effective Green, g (s)		6.7	6.7		6.7		90.3	90.3		83.6	83.6	83.6
Actuated g/C Ratio		0.06	0.06		0.06		0.82	0.82		0.76	0.76	0.76
Clearance Time (s)		6.9	6.9		6.9		3.0	6.1		6.1	6.1	6.1
Vehicle Extension (s)		3.0	3.0		3.0		3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)		87	86		62		420	2853		281	2693	1187
v/s Ratio Prot							0.00	c0.28			c0.27	
v/s Ratio Perm		c0.01	0.00		0.01		0.07			0.02		0.01
v/c Ratio		0.22	0.03		0.10		0.08	0.34		0.02	0.35	0.01
Uniform Delay, d1		49.2	48.6		48.8		2.1	2.4		3.2	4.3	3.2
Progression Factor		1.02	1.06		1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2		1.3	0.1		0.7		0.1	0.3		0.1	0.4	0.0
Delay (s)		51.4	51.5		49.5		2.1	2.8		3.4	4.7	3.2
Level of Service		D	D		D		A	A		A	A	A
Approach Delay (s/veh)		51.5			49.5			2.7			4.7	
Approach LOS		D			D			A			A	

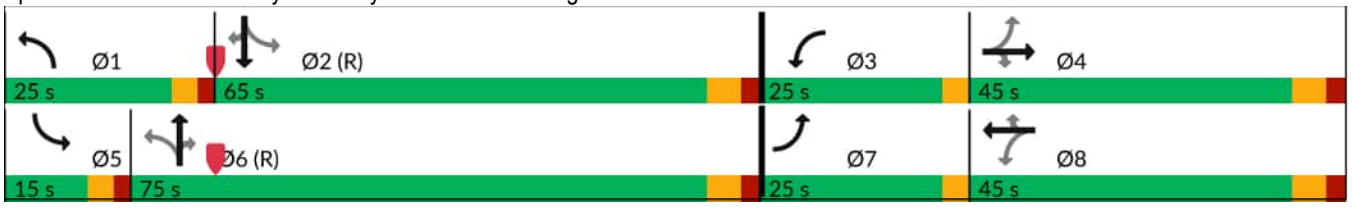
Intersection Summary			
HCM 2000 Control Delay (s/veh)	5.3	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.35		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	56.8%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	90	118	139	221	119	10	101	865	231	14	880	101
Future Volume (vph)	90	118	139	221	119	10	101	865	231	14	880	101
Lane Group Flow (vph)	90	118	139	221	119	10	101	865	231	14	880	101
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4		3	8		1	6		5	2	
Permitted Phases	4		4	8		8	6		6	2		2
Detector Phase	7	4	4	3	8	8	1	6	6	5	2	2
Switch Phase												
Minimum Initial (s)	5.0	12.0	12.0	10.0	12.0	12.0	10.0	20.0	20.0	10.0	20.0	20.0
Minimum Split (s)	9.5	43.5	43.5	14.5	43.5	43.5	15.0	41.3	41.3	15.0	41.3	41.3
Total Split (s)	25.0	45.0	45.0	25.0	45.0	45.0	25.0	75.0	75.0	15.0	65.0	65.0
Total Split (%)	15.6%	28.1%	28.1%	15.6%	28.1%	28.1%	15.6%	46.9%	46.9%	9.4%	40.6%	40.6%
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0	4.0	3.0	4.2	4.2	3.0	4.2	4.2
All-Red Time (s)	0.0	2.5	2.5	0.0	2.5	2.5	2.0	2.1	2.1	2.0	2.1	2.1
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	3.0	6.5	6.5	3.0	6.5	6.5	5.0	6.3	6.3	5.0	6.3	6.3
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?												
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
v/c Ratio	0.32	0.65	0.54	0.67	0.43	0.03	0.29	0.39	0.23	0.03	0.44	0.11
Control Delay (s/veh)	46.8	85.1	17.2	58.8	65.4	0.2	12.0	16.7	2.5	10.2	21.1	2.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	46.8	85.1	17.2	58.8	65.4	0.2	12.0	16.7	2.5	10.2	21.1	2.6
Queue Length 50th (m)	23.4	41.0	0.0	65.1	38.8	0.0	12.4	66.6	0.0	1.5	88.7	0.0
Queue Length 95th (m)	37.8	63.3	25.5	89.5	61.6	0.0	23.1	114.3	14.1	4.9	119.3	8.1
Internal Link Dist (m)		330.4			656.8			717.1			732.4	
Turn Bay Length (m)	60.0		50.0	50.0		50.0	100.0		85.0	35.0		120.0
Base Capacity (vph)	392	428	417	335	420	380	417	2197	1026	407	2010	944
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.23	0.28	0.33	0.66	0.28	0.03	0.24	0.39	0.23	0.03	0.44	0.11

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 7 (4%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 115
Control Type: Actuated-Coordinated

Splits and Phases: 5: Hwy 50 & Mayfield Rd/Albion Vaughn Rd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	90	118	139	221	119	10	101	865	231	14	880	101
Future Volume (vph)	90	118	139	221	119	10	101	865	231	14	880	101
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.5	3.7	3.5	3.5	3.7	3.5	3.5	3.7	3.5	3.5	3.7	3.5
Total Lost time (s)	3.0	6.5	6.5	3.0	6.5	6.5	5.0	6.3	6.3	5.0	6.3	6.3
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.98	1.00	1.00	1.00
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1750	1779	1298	1668	1746	1229	1552	3476	1490	1668	3510	1566
Flt Permitted	0.68	1.00	1.00	0.45	1.00	1.00	0.25	1.00	1.00	0.30	1.00	1.00
Satd. Flow (perm)	1254	1779	1298	791	1746	1229	405	3476	1490	524	3510	1566
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	90	118	139	221	119	10	101	865	231	14	880	101
RTOR Reduction (vph)	0	0	125	0	0	8	0	0	89	0	0	43
Lane Group Flow (vph)	90	118	14	221	119	2	101	865	142	14	880	58
Confl. Bikes (#/hr)									1			
Heavy Vehicles (%)	2%	8%	23%	7%	10%	30%	15%	5%	5%	7%	4%	2%
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4		3	8		1	6		5	2	
Permitted Phases	4		4	8		8	6		6	2		2
Actuated Green, G (s)	28.1	16.4	16.4	40.1	25.4	25.4	107.1	98.1	98.1	95.6	91.6	91.6
Effective Green, g (s)	28.1	16.4	16.4	40.1	25.4	25.4	107.1	98.1	98.1	95.6	91.6	91.6
Actuated g/C Ratio	0.18	0.10	0.10	0.25	0.16	0.16	0.67	0.61	0.61	0.60	0.57	0.57
Clearance Time (s)	3.0	6.5	6.5	3.0	6.5	6.5	5.0	6.3	6.3	5.0	6.3	6.3
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	256	182	133	311	277	195	346	2131	913	341	2009	896
v/s Ratio Prot	0.03	0.07		c0.09	0.07		c0.02	c0.25		0.00	c0.25	
v/s Ratio Perm	0.04		0.01	c0.09		0.00	0.18		0.10	0.02		0.04
v/c Ratio	0.35	0.65	0.11	0.71	0.43	0.01	0.29	0.41	0.16	0.04	0.44	0.06
Uniform Delay, d1	57.3	69.0	65.2	52.0	60.8	56.7	11.3	15.9	13.2	13.3	19.5	15.2
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.8	7.7	0.4	7.4	1.1	0.0	0.5	0.6	0.4	0.0	0.7	0.1
Delay (s)	58.2	76.7	65.5	59.4	61.8	56.7	11.8	16.5	13.6	13.3	20.2	15.3
Level of Service	E	E	E	E	E	E	B	B	B	B	C	B
Approach Delay (s/veh)		67.4			60.1			15.6			19.6	
Approach LOS		E			E			B			B	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	28.6	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.52		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	20.8
Intersection Capacity Utilization	66.4%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	3	361	333	2	3	2
Future Vol, veh/h	3	361	333	2	3	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	33	11	10	0	33	0
Mvmt Flow	3	361	333	2	3	2

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	335	0	-	0	701	334
Stage 1	-	-	-	-	334	-
Stage 2	-	-	-	-	367	-
Critical Hdwy	4.43	-	-	-	6.73	6.2
Critical Hdwy Stg 1	-	-	-	-	5.73	-
Critical Hdwy Stg 2	-	-	-	-	5.73	-
Follow-up Hdwy	2.497	-	-	-	3.797	3.3
Pot Cap-1 Maneuver	1070	-	-	-	362	712
Stage 1	-	-	-	-	661	-
Stage 2	-	-	-	-	638	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1070	-	-	-	361	712
Mov Cap-2 Maneuver	-	-	-	-	361	-
Stage 1	-	-	-	-	658	-
Stage 2	-	-	-	-	638	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.1	0	13.1
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1070	-	-	-	450
HCM Lane V/C Ratio	0.003	-	-	-	0.011
HCM Ctrl Dly (s/v)	8.4	0	-	-	13.1
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q (veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	1	0	157	1	0	227
Future Vol, veh/h	1	0	157	1	0	227
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	100	0	24	100	0	10
Mvmt Flow	1	0	157	1	0	227

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	272	79	0	0	158	0
Stage 1	158	-	-	-	-	-
Stage 2	114	-	-	-	-	-
Critical Hdwy	8.8	6.9	-	-	4.1	-
Critical Hdwy Stg 1	7.8	-	-	-	-	-
Critical Hdwy Stg 2	7.8	-	-	-	-	-
Follow-up Hdwy	4.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	485	972	-	-	1434	-
Stage 1	626	-	-	-	-	-
Stage 2	670	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	485	972	-	-	1434	-
Mov Cap-2 Maneuver	516	-	-	-	-	-
Stage 1	626	-	-	-	-	-
Stage 2	670	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	12	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	516	1434	-
HCM Lane V/C Ratio	-	-	0.002	-	-
HCM Ctrl Dly (s/v)	-	-	12	0	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q (veh)	-	-	0	0	-

APPENDIX G

2028 & 2033 Future Background Intersection Capacity Analysis

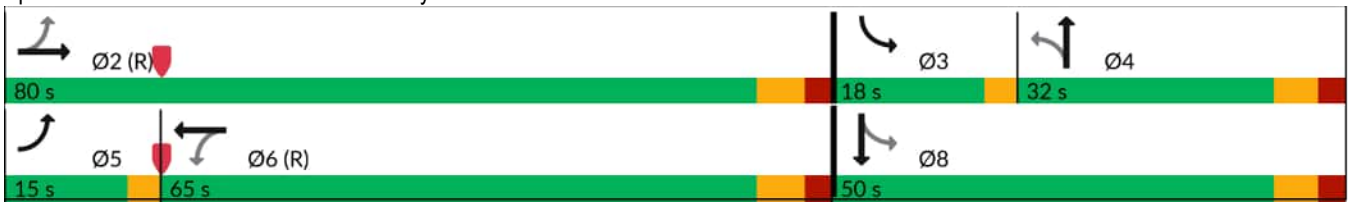
2028 Future Background Intersection Capacity Analysis

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	336	310	39	294	23	307	64	356
Future Volume (vph)	336	310	39	294	23	307	64	356
Lane Group Flow (vph)	336	342	39	323	23	338	64	604
Turn Type	pm+pt	NA	Perm	NA	Perm	NA	pm+pt	NA
Protected Phases	5	2		6		4	3	8
Permitted Phases	2		6		4		8	
Detector Phase	5	2	6	6	4	4	3	8
Switch Phase								
Minimum Initial (s)	5.0	12.0	12.0	12.0	12.0	12.0	5.0	12.0
Minimum Split (s)	9.5	37.0	37.0	37.0	37.0	37.0	12.5	37.0
Total Split (s)	15.0	80.0	65.0	65.0	32.0	32.0	18.0	50.0
Total Split (%)	11.5%	61.5%	50.0%	50.0%	24.6%	24.6%	13.8%	38.5%
Yellow Time (s)	3.0	4.6	4.6	4.6	4.2	4.2	3.0	4.2
All-Red Time (s)	0.0	2.4	2.4	2.4	2.8	2.8	0.0	2.8
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	3.0	7.0	7.0	7.0	7.0	7.0	3.0	7.0
Lead/Lag	Lead		Lag	Lag	Lag	Lag	Lead	
Lead-Lag Optimize?								
Recall Mode	None	C-Max	C-Max	C-Max	None	None	None	None
v/c Ratio	0.48	0.17	0.08	0.21	0.22	0.67	0.42	0.71
Control Delay (s/veh)	12.1	9.8	20.3	18.8	53.9	58.4	42.8	37.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	12.1	9.8	20.3	18.8	53.9	58.4	42.8	37.7
Queue Length 50th (m)	37.1	20.1	6.0	27.5	5.8	46.5	21.0	61.8
Queue Length 95th (m)	64.8	33.2	14.8	42.2	14.9	61.3	38.2	77.2
Internal Link Dist (m)		689.8		209.6		564.3		579.6
Turn Bay Length (m)	100.0		85.0		105.0		145.0	
Base Capacity (vph)	702	1964	468	1535	140	671	168	1119
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.48	0.17	0.08	0.21	0.16	0.50	0.38	0.54

Intersection Summary

Cycle Length: 130
Actuated Cycle Length: 130
Offset: 92 (71%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle: 100
Control Type: Actuated-Coordinated

Splits and Phases: 1: Coleraine Dr & Mayfield Rd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	336	310	32	39	294	29	23	307	31	64	356	248
Future Volume (vph)	336	310	32	39	294	29	23	307	31	64	356	248
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.5	3.7	3.5	3.5	3.7	3.5	3.5	3.7	3.5	3.5	3.7	3.5
Total Lost time (s)	3.0	7.0		7.0	7.0		7.0	7.0		3.0	7.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	0.95		1.00	0.95	
Frt	1.00	0.99		1.00	0.99		1.00	0.99		1.00	0.94	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1623	3009		1580	2967		1716	3464		986	3093	
Flt Permitted	0.53	1.00		0.55	1.00		0.40	1.00		0.34	1.00	
Satd. Flow (perm)	909	3009		908	2967		731	3464		354	3093	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	336	310	32	39	294	29	23	307	31	64	356	248
RTOR Reduction (vph)	0	5	0	0	5	0	0	6	0	0	109	0
Lane Group Flow (vph)	336	337	0	39	318	0	23	332	0	64	495	0
Heavy Vehicles (%)	10%	21%	6%	13%	16%	76%	4%	3%	13%	81%	5%	19%
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		pm+pt	NA	
Protected Phases	5	2			6			4		3	8	
Permitted Phases	2			6			4			8		
Actuated Green, G (s)	84.1	84.1		66.5	66.5		18.7	18.7		31.9	31.9	
Effective Green, g (s)	84.1	84.1		66.5	66.5		18.7	18.7		31.9	31.9	
Actuated g/C Ratio	0.65	0.65		0.51	0.51		0.14	0.14		0.25	0.25	
Clearance Time (s)	3.0	7.0		7.0	7.0		7.0	7.0		3.0	7.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	668	1946		464	1517		105	498		136	758	
v/s Ratio Prot	c0.06	0.11			0.11			0.10		0.04	c0.16	
v/s Ratio Perm	c0.27			0.04			0.03			0.08		
v/c Ratio	0.50	0.17		0.08	0.21		0.22	0.67		0.47	0.65	
Uniform Delay, d1	10.3	9.1		16.2	17.4		49.2	52.7		39.9	44.1	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.6	0.2		0.4	0.3		1.1	3.4		2.6	2.0	
Delay (s)	10.9	9.3		16.6	17.7		50.2	56.1		42.4	46.1	
Level of Service	B	A		B	B		D	E		D	D	
Approach Delay (s/veh)		10.1			17.6			55.7			45.7	
Approach LOS		B			B			E			D	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	30.9	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.57		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	77.2%	ICU Level of Service	D
Analysis Period (min)	15		

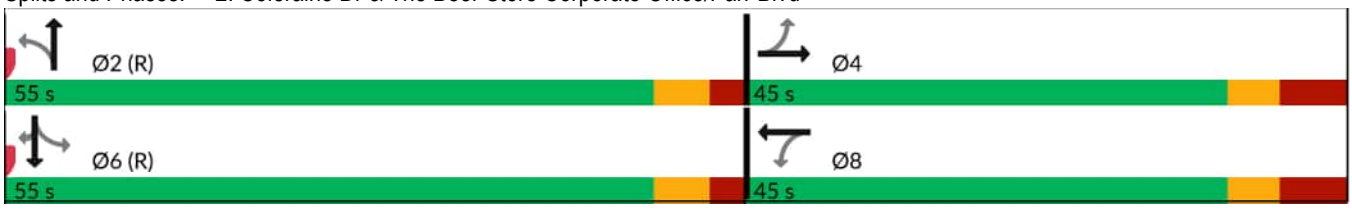
c Critical Lane Group

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	1	1	33	12	11	599	88	588	5
Future Volume (vph)	1	1	33	12	11	599	88	588	5
Lane Group Flow (vph)	1	2	33	132	11	653	88	588	5
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA	Perm
Protected Phases		4		8		2		6	
Permitted Phases	4		8		2		6		6
Detector Phase	4	4	8	8	2	2	6	6	6
Switch Phase									
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	41.0	41.0	41.0	41.0	36.7	36.7	36.7	36.7	36.7
Total Split (s)	45.0	45.0	45.0	45.0	55.0	55.0	55.0	55.0	55.0
Total Split (%)	45.0%	45.0%	45.0%	45.0%	55.0%	55.0%	55.0%	55.0%	55.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.2	4.2	4.2	4.2	4.2
All-Red Time (s)	5.0	5.0	5.0	5.0	2.5	2.5	2.5	2.5	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	9.0	9.0	9.0	9.0	6.7	6.7	6.7	6.7	6.7
Lead/Lag									
Lead-Lag Optimize?									
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	C-Max	C-Max
v/c Ratio	0.01	0.01	0.25	0.54	0.02	0.27	0.19	0.26	0.00
Control Delay (s/veh)	38.0	33.0	45.5	18.2	4.2	4.7	5.6	4.8	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	38.0	33.0	45.5	18.2	4.2	4.7	5.6	4.8	0.0
Queue Length 50th (m)	0.2	0.2	7.2	2.4	0.6	19.6	5.2	18.8	0.0
Queue Length 95th (m)	1.8	2.3	17.4	20.9	2.7	31.6	13.6	30.6	0.0
Internal Link Dist (m)		93.8		472.1		202.5		1020.4	
Turn Bay Length (m)	14.0		30.0		37.0		35.0		25.0
Base Capacity (vph)	455	640	433	540	467	2416	453	2273	1191
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.00	0.00	0.08	0.24	0.02	0.27	0.19	0.26	0.00

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated

Splits and Phases: 2: Coleraine Dr & The Beer Store Corporate Office/Parr Blvd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	1	1	33	12	120	11	599	54	88	588	5
Future Volume (vph)	1	1	1	33	12	120	11	599	54	88	588	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.5	3.7	3.5	3.5	3.7	3.5	3.5	3.7	3.5	3.5	3.7	3.5
Total Lost time (s)	9.0	9.0		9.0	9.0		6.7	6.7		6.7	6.7	6.7
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95		1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Frt	1.00	0.93		1.00	0.86		1.00	0.99		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1785	1777		1513	1287		1405	3281		1451	3093	1597
Flt Permitted	0.67	1.00		0.76	1.00		0.43	1.00		0.40	1.00	1.00
Satd. Flow (perm)	1264	1777		1205	1287		636	3281		617	3093	1597
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	1	1	1	33	12	120	11	599	54	88	588	5
RTOR Reduction (vph)	0	1	0	0	107	0	0	3	0	0	0	1
Lane Group Flow (vph)	1	1	0	33	25	0	11	650	0	88	588	4
Confl. Bikes (#/hr)									1			
Heavy Vehicles (%)	0%	0%	0%	18%	8%	31%	27%	10%	6%	23%	18%	0%
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	Perm
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		6
Actuated Green, G (s)	10.8	10.8		10.8	10.8		73.5	73.5		73.5	73.5	73.5
Effective Green, g (s)	10.8	10.8		10.8	10.8		73.5	73.5		73.5	73.5	73.5
Actuated g/C Ratio	0.11	0.11		0.11	0.11		0.74	0.74		0.74	0.74	0.74
Clearance Time (s)	9.0	9.0		9.0	9.0		6.7	6.7		6.7	6.7	6.7
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	136	191		130	138		467	2411		453	2273	1173
v/s Ratio Prot		0.00			0.02			c0.20			0.19	
v/s Ratio Perm	0.00			c0.03			0.02			0.14		0.00
v/c Ratio	0.01	0.01		0.25	0.18		0.02	0.27		0.19	0.26	0.00
Uniform Delay, d1	39.8	39.8		40.9	40.6		3.6	4.4		4.1	4.3	3.5
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	0.0	0.0		1.0	0.6		0.1	0.3		1.0	0.3	0.0
Delay (s)	39.8	39.8		41.9	41.2		3.7	4.7		5.1	4.6	3.5
Level of Service	D	D		D	D		A	A		A	A	A
Approach Delay (s/veh)		39.8			41.4			4.6			4.7	
Approach LOS		D			D			A			A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	8.7	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.27		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	15.7
Intersection Capacity Utilization	53.8%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

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	3	130	15	12	162	12	5	6	4	7	4	14
Future Vol, veh/h	3	130	15	12	162	12	5	6	4	7	4	14
Conflicting Peds, #/hr	1	0	0	0	0	1	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	17	0	0	21	17	40	17	50	43	25	36
Mvmt Flow	3	130	15	12	162	12	5	6	4	7	4	14

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	175	0	0	145	0	0	345	343	138	342	344	169
Stage 1	-	-	-	-	-	-	144	144	-	193	193	-
Stage 2	-	-	-	-	-	-	201	199	-	149	151	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.67	6.7	7.53	6.75	6.56
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.67	-	6.53	5.75	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.67	-	6.53	5.75	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.86	4.153	3.75	3.887	4.225	3.624
Pot Cap-1 Maneuver	1414	-	-	1450	-	-	544	556	797	542	543	794
Stage 1	-	-	-	-	-	-	776	750	-	723	700	-
Stage 2	-	-	-	-	-	-	721	709	-	765	731	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1413	-	-	1450	-	-	527	549	797	530	536	793
Mov Cap-2 Maneuver	-	-	-	-	-	-	527	549	-	530	536	-
Stage 1	-	-	-	-	-	-	774	749	-	721	693	-
Stage 2	-	-	-	-	-	-	698	702	-	754	730	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.2	0.5	11.3	10.7
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	590	1413	-	-	1450	-	-	652
HCM Lane V/C Ratio	0.025	0.002	-	-	0.008	-	-	0.038
HCM Ctrl Dly (s/v)	11.3	7.6	0	-	7.5	0	-	10.7
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q (veh)	0.1	0	-	-	0	-	-	0.1

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	27	0	103	1	0	202	1067	1180	44
Future Volume (vph)	27	0	103	1	0	202	1067	1180	44
Lane Group Flow (vph)	0	27	103	0	1	202	1069	1180	44
Turn Type	Perm	NA	Perm	Perm	NA	pm+pt	NA	NA	Perm
Protected Phases		8			4	1	6	2	
Permitted Phases	8		8	4		6			2
Detector Phase	8	8	8	4	4	1	6	2	2
Switch Phase									
Minimum Initial (s)	8.0	8.0	8.0	8.0	8.0	5.0	12.0	12.0	12.0
Minimum Split (s)	33.9	33.9	33.9	33.9	33.9	9.5	30.1	30.1	30.1
Total Split (s)	39.0	39.0	39.0	39.0	39.0	10.0	81.0	71.0	71.0
Total Split (%)	32.5%	32.5%	32.5%	32.5%	32.5%	8.3%	67.5%	59.2%	59.2%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	3.0	4.0	4.0	4.0
All-Red Time (s)	2.9	2.9	2.9	2.9	2.9	0.0	2.1	2.1	2.1
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.9	6.9		6.9	3.0	6.1	6.1	6.1
Lead/Lag						Lead		Lag	Lag
Lead-Lag Optimize?									
Recall Mode	None	None	None	None	None	None	C-Max	C-Max	C-Max
v/c Ratio		0.26	0.56		0.01	0.53	0.39	0.54	0.04
Control Delay (s/veh)		57.4	21.7		49.0	7.2	3.7	11.0	1.2
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)		57.4	21.7		49.0	7.2	3.7	11.0	1.2
Queue Length 50th (m)		6.5	0.0		0.2	7.0	29.3	71.1	0.0
Queue Length 95th (m)		15.8	22.1		2.0	16.1	49.1	118.6	2.9
Internal Link Dist (m)		828.8			20.9		732.4	332.3	
Turn Bay Length (m)						35.0			20.0
Base Capacity (vph)		363	384		380	379	2726	2184	1043
Starvation Cap Reductn		0	0		0	0	0	0	0
Spillback Cap Reductn		0	0		0	0	0	0	0
Storage Cap Reductn		0	0		0	0	0	0	0
Reduced v/c Ratio		0.07	0.27		0.00	0.53	0.39	0.54	0.04

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 8 (7%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 4: Hwy 50 & Parr Blvd/Cruise Canada RV Rental & Sales

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	27	0	103	1	0	0	202	1067	2	0	1180	44
Future Volume (vph)	27	0	103	1	0	0	202	1067	2	0	1180	44
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.5	3.7	3.5	3.5	3.7	3.5	3.5	3.7	3.5	3.5	3.7	3.5
Total Lost time (s)		6.9	6.9		6.9		3.0	6.1			6.1	6.1
Lane Util. Factor		1.00	1.00		1.00		1.00	0.95			0.95	1.00
Frpb, ped/bikes		1.00	1.00		1.00		1.00	1.00			1.00	0.98
Flpb, ped/bikes		1.00	1.00		1.00		1.00	1.00			1.00	1.00
Frt		1.00	0.85		1.00		1.00	1.00			1.00	0.85
Flt Protected		0.95	1.00		0.95		0.95	1.00			1.00	1.00
Satd. Flow (prot)		1706	1157		1825		1513	3348			3174	1487
Flt Permitted		0.76	1.00		0.74		0.19	1.00			1.00	1.00
Satd. Flow (perm)		1360	1157		1421		307	3348			3174	1487
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	27	0	103	1	0	0	202	1067	2	0	1180	44
RTOR Reduction (vph)	0	0	95	0	0	0	0	0	0	0	0	14
Lane Group Flow (vph)	0	27	8	0	1	0	202	1069	0	0	1180	30
Confl. Peds. (#/hr)							1		2	2		1
Confl. Bikes (#/hr)									1			
Heavy Vehicles (%)	7%	0%	38%	0%	0%	0%	18%	9%	0%	0%	15%	5%
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA		Perm	NA	Perm
Protected Phases		8			4		1	6			2	
Permitted Phases	8		8	4			6			2		2
Actuated Green, G (s)		9.3	9.3		9.3		97.7	97.7			82.6	82.6
Effective Green, g (s)		9.3	9.3		9.3		97.7	97.7			82.6	82.6
Actuated g/C Ratio		0.08	0.08		0.08		0.81	0.81			0.69	0.69
Clearance Time (s)		6.9	6.9		6.9		3.0	6.1			6.1	6.1
Vehicle Extension (s)		3.0	3.0		3.0		3.0	3.0			3.0	3.0
Lane Grp Cap (vph)		105	89		110		371	2725			2184	1023
v/s Ratio Prot							c0.05	0.32			0.37	
v/s Ratio Perm		c0.02	0.01		0.00		c0.39					0.02
v/c Ratio		0.26	0.09		0.01		0.54	0.39			0.54	0.03
Uniform Delay, d1		52.1	51.4		51.1		4.8	3.0			9.3	5.9
Progression Factor		1.00	1.00		1.00		1.00	1.00			1.00	1.00
Incremental Delay, d2		1.3	0.4		0.0		1.6	0.4			1.0	0.1
Delay (s)		53.4	51.9		51.1		6.5	3.5			10.2	6.0
Level of Service		D	D		D		A	A			B	A
Approach Delay (s/veh)		52.2			51.1			3.9			10.1	
Approach LOS		D			D			A			B	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	9.2	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.53		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	64.6%	ICU Level of Service	C
Analysis Period (min)	15		

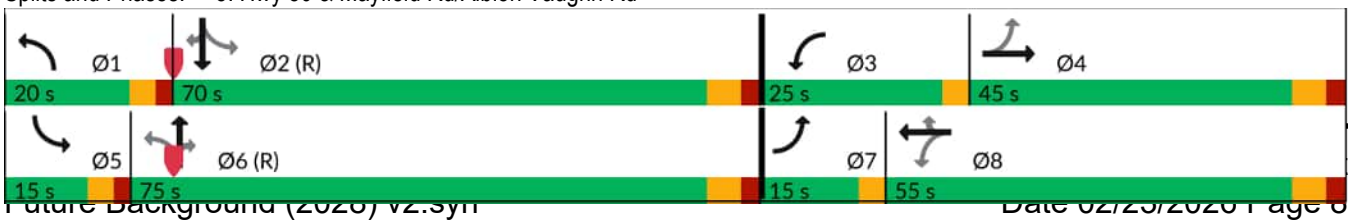
c Critical Lane Group

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	63	130	354	213	40	104	1093	170	31	1140	64
Future Volume (vph)	63	130	354	213	40	104	1093	170	31	1140	64
Lane Group Flow (vph)	63	337	354	213	40	104	1093	170	31	1140	64
Turn Type	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4	3	8		1	6		5	2	
Permitted Phases	4		8		8	6		6	2		2
Detector Phase	7	4	3	8	8	1	6	6	5	2	2
Switch Phase											
Minimum Initial (s)	5.0	12.0	10.0	12.0	12.0	10.0	20.0	20.0	10.0	20.0	20.0
Minimum Split (s)	9.5	43.5	14.5	43.5	43.5	15.0	41.3	41.3	15.0	41.3	41.3
Total Split (s)	15.0	45.0	25.0	55.0	55.0	20.0	75.0	75.0	15.0	70.0	70.0
Total Split (%)	9.4%	28.1%	15.6%	34.4%	34.4%	12.5%	46.9%	46.9%	9.4%	43.8%	43.8%
Yellow Time (s)	3.0	4.0	3.0	4.0	4.0	3.0	4.2	4.2	3.0	4.2	4.2
All-Red Time (s)	0.0	2.5	0.0	2.5	2.5	2.0	2.1	2.1	2.0	2.1	2.1
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	3.0	6.5	3.0	6.5	6.5	5.0	6.3	6.3	5.0	6.3	6.3
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?											
Recall Mode	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
v/c Ratio	0.25	0.84	1.21	0.57	0.11	0.50	0.58	0.20	0.12	0.70	0.08
Control Delay (s/veh)	42.7	54.8	163.0	63.8	0.8	20.0	25.3	5.6	12.9	33.5	1.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	42.7	54.8	163.0	63.8	0.8	20.0	25.3	5.6	12.9	33.5	1.3
Queue Length 50th (m)	16.5	38.1	~128.0	69.6	0.0	16.7	135.0	5.6	3.9	164.2	0.0
Queue Length 95th (m)	28.0	58.2	#182.9	95.7	0.8	33.4	180.4	21.5	10.0	240.4	2.9
Internal Link Dist (m)		330.4		656.8			717.1			732.4	
Turn Bay Length (m)	60.0		50.0		50.0	100.0		85.0	35.0		120.0
Base Capacity (vph)	276	649	293	544	514	224	1875	857	266	1621	801
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.23	0.52	1.21	0.39	0.08	0.46	0.58	0.20	0.12	0.70	0.08

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 27 (17%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 125
Control Type: Actuated-Coordinated
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 5: Hwy 50 & Mayfield Rd/Albion Vaughn Rd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	63	130	207	354	213	40	104	1093	170	31	1140	64
Future Volume (vph)	63	130	207	354	213	40	104	1093	170	31	1140	64
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.5	3.7	3.5	3.5	3.7	3.5	3.5	3.7	3.5	3.5	3.7	3.5
Total Lost time (s)	3.0	6.5		3.0	6.5	6.5	5.0	6.3	6.3	5.0	6.3	6.3
Lane Util. Factor	1.00	0.95		1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt	1.00	0.91		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1653	2201		1623	1795	1521	1198	3288	1401	1539	3093	1439
Flt Permitted	0.62	1.00		0.26	1.00	1.00	0.14	1.00	1.00	0.20	1.00	1.00
Satd. Flow (perm)	1087	2201		443	1795	1521	182	3288	1401	320	3093	1439
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	63	130	207	354	213	40	104	1093	170	31	1140	64
RTOR Reduction (vph)	0	139	0	0	0	32	0	0	60	0	0	31
Lane Group Flow (vph)	63	198	0	354	213	8	104	1093	110	31	1140	33
Heavy Vehicles (%)	8%	26%	66%	10%	7%	5%	49%	11%	14%	16%	18%	11%
Turn Type	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4		3	8		1	6		5	2	
Permitted Phases	4			8		8	6		6	2		2
Actuated Green, G (s)	27.8	19.5		44.5	33.2	33.2	102.7	89.7	89.7	91.3	83.3	83.3
Effective Green, g (s)	27.8	19.5		44.5	33.2	33.2	102.7	89.7	89.7	91.3	83.3	83.3
Actuated g/C Ratio	0.17	0.12		0.28	0.21	0.21	0.64	0.56	0.56	0.57	0.52	0.52
Clearance Time (s)	3.0	6.5		3.0	6.5	6.5	5.0	6.3	6.3	5.0	6.3	6.3
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	218	268		285	372	315	208	1843	785	243	1610	749
v/s Ratio Prot	0.01	0.09		c0.17	0.12		c0.04	c0.33		0.01	c0.37	
v/s Ratio Perm	0.04			c0.17		0.01	0.27		0.08	0.07		0.02
v/c Ratio	0.29	0.74		1.24	0.57	0.03	0.50	0.59	0.14	0.13	0.71	0.04
Uniform Delay, d1	56.8	67.8		52.6	57.0	50.5	17.6	23.1	16.8	16.4	29.1	18.8
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.7	10.2		135.1	2.1	0.0	1.9	1.4	0.4	0.2	2.7	0.1
Delay (s)	57.5	78.0		187.7	59.1	50.6	19.5	24.5	17.1	16.7	31.8	18.9
Level of Service	E	E		F	E	D	B	C	B	B	C	B
Approach Delay (s/veh)		74.8			133.5			23.2			30.7	
Approach LOS		E			F			C			C	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	50.1	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.87		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	20.8
Intersection Capacity Utilization	87.9%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	404	360	1	1	2
Future Vol, veh/h	1	404	360	1	1	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	40	22	0	0	100
Mvmt Flow	1	404	360	1	1	2

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	361	0	-	0	565	181
Stage 1	-	-	-	-	361	-
Stage 2	-	-	-	-	204	-
Critical Hdwy	4.1	-	-	-	6.8	8.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	4.3
Pot Cap-1 Maneuver	1209	-	-	-	460	595
Stage 1	-	-	-	-	682	-
Stage 2	-	-	-	-	816	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1209	-	-	-	460	595
Mov Cap-2 Maneuver	-	-	-	-	460	-
Stage 1	-	-	-	-	681	-
Stage 2	-	-	-	-	816	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	11.7
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1209	-	-	-	542
HCM Lane V/C Ratio	0.001	-	-	-	0.006
HCM Ctrl Dly (s/v)	8	0	-	-	11.7
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q (veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	651	0	0	632
Future Vol, veh/h	0	0	651	0	0	632
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	7	0	0	21
Mvmt Flow	0	0	651	0	0	632

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	967	326	0	0	651	0
Stage 1	651	-	-	-	-	-
Stage 2	316	-	-	-	-	-
Critical Hdwy	6.8	6.9	-	-	4.1	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	255	676	-	-	945	-
Stage 1	486	-	-	-	-	-
Stage 2	718	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	255	676	-	-	945	-
Mov Cap-2 Maneuver	373	-	-	-	-	-
Stage 1	486	-	-	-	-	-
Stage 2	718	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	945	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Ctrl Dly (s/v)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q (veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	404	360	1	0	1
Future Vol, veh/h	1	404	360	1	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	15	-	-	-	0	80
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	40	22	0	0	0
Mvmt Flow	1	404	360	1	0	1

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	361	0	-	0	565	181
Stage 1	-	-	-	-	361	-
Stage 2	-	-	-	-	204	-
Critical Hdwy	4.1	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1209	-	-	-	460	837
Stage 1	-	-	-	-	682	-
Stage 2	-	-	-	-	816	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1209	-	-	-	460	837
Mov Cap-2 Maneuver	-	-	-	-	460	-
Stage 1	-	-	-	-	681	-
Stage 2	-	-	-	-	816	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	9.3
HCM LOS			A

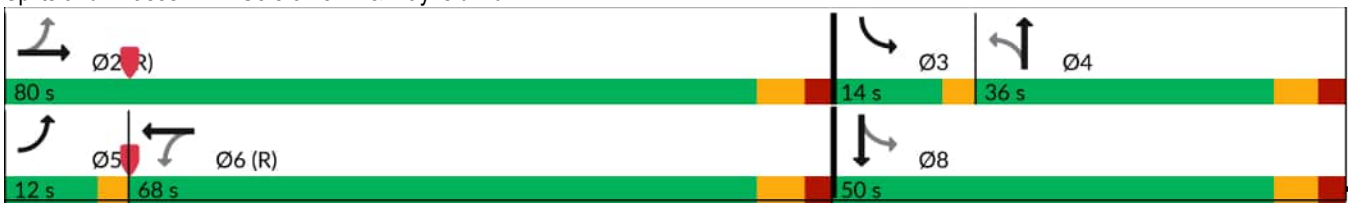
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1209	-	-	-	-	837
HCM Lane V/C Ratio	0.001	-	-	-	-	0.001
HCM Ctrl Dly (s/v)	8	-	-	-	0	9.3
HCM Lane LOS	A	-	-	-	A	A
HCM 95th %tile Q (veh)	0	-	-	-	-	0

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	307	345	26	317	26	523	86	490
Future Volume (vph)	307	345	26	317	26	523	86	490
Lane Group Flow (vph)	307	380	26	394	26	554	86	923
Turn Type	pm+pt	NA	Perm	NA	Perm	NA	pm+pt	NA
Protected Phases	5	2		6		4	3	8
Permitted Phases	2		6		4		8	
Detector Phase	5	2	6	6	4	4	3	8
Switch Phase								
Minimum Initial (s)	5.0	12.0	12.0	12.0	12.0	12.0	5.0	12.0
Minimum Split (s)	9.5	37.0	37.0	37.0	37.0	37.0	12.5	37.0
Total Split (s)	12.0	80.0	68.0	68.0	36.0	36.0	14.0	50.0
Total Split (%)	9.2%	61.5%	52.3%	52.3%	27.7%	27.7%	10.8%	38.5%
Yellow Time (s)	3.0	4.6	4.6	4.6	4.2	4.2	3.0	4.2
All-Red Time (s)	0.0	2.4	2.4	2.4	2.8	2.8	0.0	2.8
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	3.0	7.0	7.0	7.0	7.0	7.0	3.0	7.0
Lead/Lag	Lead		Lag	Lag	Lag	Lag	Lead	
Lead-Lag Optimize?								
Recall Mode	None	C-Max	C-Max	C-Max	None	None	None	None
v/c Ratio	0.57	0.19	0.06	0.29	0.51	0.82	0.52	0.85
Control Delay (s/veh)	17.6	12.3	19.5	19.4	80.4	60.1	41.9	42.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	17.6	12.3	19.5	19.4	80.4	60.1	41.9	42.6
Queue Length 50th (m)	42.9	24.6	4.2	34.4	6.8	76.7	20.6	101.6
Queue Length 95th (m)	68.2	36.1	10.5	47.7	#20.2	95.6	35.9	124.4
Internal Link Dist (m)		689.8		209.6		564.3		579.6
Turn Bay Length (m)	100.0		85.0		105.0		145.0	
Base Capacity (vph)	541	1972	418	1369	59	783	173	1198
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.57	0.19	0.06	0.29	0.44	0.71	0.50	0.77

Intersection Summary

Cycle Length: 130
Actuated Cycle Length: 130
Offset: 116 (89%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle: 100
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: Coleraine Dr & Mayfield Rd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	307	345	35	26	317	77	26	523	31	86	490	433
Future Volume (vph)	307	345	35	26	317	77	26	523	31	86	490	433
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.5	3.7	3.5	3.5	3.7	3.5	3.5	3.7	3.5	3.5	3.7	3.5
Total Lost time (s)	3.0	7.0		7.0	7.0		7.0	7.0		3.0	7.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.99		1.00	0.97		1.00	0.99		1.00	0.93	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1487	3283		1552	2778		1594	3498		1322	3252	
Flt Permitted	0.48	1.00		0.53	1.00		0.16	1.00		0.19	1.00	
Satd. Flow (perm)	756	3283		860	2778		267	3498		260	3252	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	307	345	35	26	317	77	26	523	31	86	490	433
RTOR Reduction (vph)	0	5	0	0	16	0	0	3	0	0	129	0
Lane Group Flow (vph)	307	375	0	26	378	0	26	551	0	86	794	0
Confl. Peds. (#/hr)									1	1		
Heavy Vehicles (%)	20%	10%	6%	15%	16%	75%	12%	3%	10%	35%	2%	7%
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		pm+pt	NA	
Protected Phases	5	2			6			4		3	8	
Permitted Phases	2			6			4			8		
Actuated Green, G (s)	77.9	77.9		63.3	63.3		25.1	25.1		38.1	38.1	
Effective Green, g (s)	77.9	77.9		63.3	63.3		25.1	25.1		38.1	38.1	
Actuated g/C Ratio	0.60	0.60		0.49	0.49		0.19	0.19		0.29	0.29	
Clearance Time (s)	3.0	7.0		7.0	7.0		7.0	7.0		3.0	7.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	518	1967		418	1352		51	675		157	953	
v/s Ratio Prot	c0.05	0.11			0.14			0.16		0.04	c0.24	
v/s Ratio Perm	c0.30			0.03			0.10			0.12		
v/c Ratio	0.59	0.19		0.06	0.28		0.51	0.82		0.55	0.83	
Uniform Delay, d1	13.8	11.8		17.6	19.8		46.9	50.2		35.9	43.0	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	1.8	0.2		0.3	0.5		7.8	7.5		3.9	6.3	
Delay (s)	15.6	12.0		17.9	20.3		54.7	57.8		39.8	49.3	
Level of Service	B	B		B	C		D	E		D	D	
Approach Delay (s/veh)		13.6			20.2			57.6			48.5	
Approach LOS		B			C			E			D	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	37.2	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.71		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	86.5%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	3	3	31	6	13	859	109	931	4
Future Volume (vph)	3	3	31	6	13	859	109	931	4
Lane Group Flow (vph)	3	16	31	104	13	880	109	931	4
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA	Perm
Protected Phases		4		8		2		6	
Permitted Phases	4		8		2		6		6
Detector Phase	4	4	8	8	2	2	6	6	6
Switch Phase									
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	41.0	41.0	41.0	41.0	36.7	36.7	36.7	36.7	36.7
Total Split (s)	42.0	42.0	42.0	42.0	58.0	58.0	58.0	58.0	58.0
Total Split (%)	42.0%	42.0%	42.0%	42.0%	58.0%	58.0%	58.0%	58.0%	58.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.2	4.2	4.2	4.2	4.2
All-Red Time (s)	5.0	5.0	5.0	5.0	2.5	2.5	2.5	2.5	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	9.0	9.0	9.0	9.0	6.7	6.7	6.7	6.7	6.7
Lead/Lag									
Lead-Lag Optimize?									
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	C-Max	C-Max
v/c Ratio	0.02	0.10	0.25	0.45	0.05	0.33	0.26	0.35	0.00
Control Delay (s/veh)	40.3	23.5	46.2	16.4	4.4	4.4	6.0	4.5	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	40.3	23.5	46.2	16.4	4.4	4.4	6.0	4.5	0.0
Queue Length 50th (m)	0.6	0.7	6.6	1.5	1.0	29.0	6.5	31.0	0.0
Queue Length 95th (m)	3.3	8.6	16.7	23.0	4.0	41.0	15.4	43.5	0.0
Internal Link Dist (m)		93.8		472.1		202.5		1020.4	
Turn Bay Length (m)	14.0		30.0		37.0		35.0		25.0
Base Capacity (vph)	427	502	399	523	239	2651	423	2696	1002
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.01	0.03	0.08	0.20	0.05	0.33	0.26	0.35	0.00

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated

Splits and Phases: 2: Coleraine Dr & The Beer Store Corporate Office/Parr Blvd

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	3	3	13	31	6	98	13	859	21	109	931	4
Future Volume (vph)	3	3	13	31	6	98	13	859	21	109	931	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.5	3.7	3.5	3.5	3.7	3.5	3.5	3.7	3.5	3.5	3.7	3.5
Total Lost time (s)	9.0	9.0		9.0	9.0		6.7	6.7		6.7	6.7	6.7
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95		1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	0.98
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Frt	1.00	0.88		1.00	0.86		1.00	1.00		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1785	1497		1539	1387		965	3354		1608	3411	1251
Flt Permitted	0.69	1.00		0.75	1.00		0.30	1.00		0.32	1.00	1.00
Satd. Flow (perm)	1296	1497		1210	1387		302	3354		535	3411	1251
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	3	3	13	31	6	98	13	859	21	109	931	4
RTOR Reduction (vph)	0	12	0	0	90	0	0	1	0	0	0	1
Lane Group Flow (vph)	3	4	0	31	14	0	13	879	0	109	931	3
Confl. Bikes (#/hr)									1			1
Heavy Vehicles (%)	0%	33%	8%	16%	50%	17%	85%	8%	24%	11%	7%	25%
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	Perm
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		6
Actuated Green, G (s)	8.4	8.4		8.4	8.4		75.9	75.9		75.9	75.9	75.9
Effective Green, g (s)	8.4	8.4		8.4	8.4		75.9	75.9		75.9	75.9	75.9
Actuated g/C Ratio	0.08	0.08		0.08	0.08		0.76	0.76		0.76	0.76	0.76
Clearance Time (s)	9.0	9.0		9.0	9.0		6.7	6.7		6.7	6.7	6.7
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	108	125		101	116		229	2545		406	2588	949
v/s Ratio Prot		0.00			0.01			0.26			c0.27	
v/s Ratio Perm	0.00			c0.03			0.04			0.20		0.00
v/c Ratio	0.03	0.03		0.31	0.12		0.06	0.35		0.27	0.36	0.00
Uniform Delay, d1	42.1	42.1		43.1	42.4		3.0	3.9		3.6	4.0	2.9
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	0.1	0.1		1.7	0.5		0.5	0.4		1.6	0.4	0.0
Delay (s)	42.2	42.2		44.8	42.9		3.5	4.3		5.3	4.4	2.9
Level of Service	D	D		D	D		A	A		A	A	A
Approach Delay (s/veh)		42.2			43.3			4.3			4.5	
Approach LOS		D			D			A			A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	7.2	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.35		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	15.7
Intersection Capacity Utilization	61.1%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

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	4	152	8	7	122	14	8	1	8	21	2	9
Future Vol, veh/h	4	152	8	7	122	14	8	1	8	21	2	9
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	25	11	13	29	19	50	13	0	25	10	0	11
Mvmt Flow	4	152	8	7	122	14	8	1	8	21	2	9

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	136	0	0	160	0	0	313	314	156	312	311	129
Stage 1	-	-	-	-	-	-	164	164	-	143	143	-
Stage 2	-	-	-	-	-	-	149	150	-	169	168	-
Critical Hdwy	4.35	-	-	4.39	-	-	7.23	6.5	6.45	7.2	6.5	6.31
Critical Hdwy Stg 1	-	-	-	-	-	-	6.23	5.5	-	6.2	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.23	5.5	-	6.2	5.5	-
Follow-up Hdwy	2.425	-	-	2.461	-	-	3.617	4	3.525	3.59	4	3.399
Pot Cap-1 Maneuver	1318	-	-	1271	-	-	619	605	833	625	607	897
Stage 1	-	-	-	-	-	-	813	766	-	841	782	-
Stage 2	-	-	-	-	-	-	828	777	-	814	763	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1318	-	-	1271	-	-	607	600	833	614	602	897
Mov Cap-2 Maneuver	-	-	-	-	-	-	607	600	-	614	602	-
Stage 1	-	-	-	-	-	-	811	764	-	838	777	-
Stage 2	-	-	-	-	-	-	813	772	-	803	761	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.2	0.4	10.3	10.6
HCM LOS			B	B

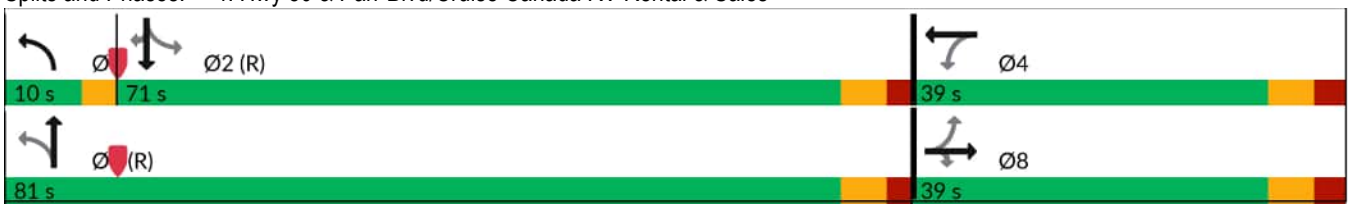
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	695	1318	-	-	1271	-	-	673
HCM Lane V/C Ratio	0.024	0.003	-	-	0.006	-	-	0.048
HCM Ctrl Dly (s/v)	10.3	7.7	0	-	7.8	0	-	10.6
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q (veh)	0.1	0	-	-	0	-	-	0.1

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	55	0	172	1	0	114	1291	1	1193	39
Future Volume (vph)	55	0	172	1	0	114	1291	1	1193	39
Lane Group Flow (vph)	0	55	172	0	2	114	1291	1	1193	39
Turn Type	Perm	NA	Perm	Perm	NA	pm+pt	NA	Perm	NA	Perm
Protected Phases		8			4	1	6		2	
Permitted Phases	8		8	4		6		2		2
Detector Phase	8	8	8	4	4	1	6	2	2	2
Switch Phase										
Minimum Initial (s)	8.0	8.0	8.0	8.0	8.0	5.0	12.0	12.0	12.0	12.0
Minimum Split (s)	33.9	33.9	33.9	33.9	33.9	9.5	30.1	30.1	30.1	30.1
Total Split (s)	39.0	39.0	39.0	39.0	39.0	10.0	81.0	71.0	71.0	71.0
Total Split (%)	32.5%	32.5%	32.5%	32.5%	32.5%	8.3%	67.5%	59.2%	59.2%	59.2%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	3.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.9	2.9	2.9	2.9	2.9	0.0	2.1	2.1	2.1	2.1
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.9	6.9		6.9	3.0	6.1	6.1	6.1	6.1
Lead/Lag						Lead		Lag	Lag	Lag
Lead-Lag Optimize?										
Recall Mode	None	None	None	None	None	None	C-Max	C-Max	C-Max	C-Max
v/c Ratio		0.45	0.63		0.01	0.37	0.49	0.00	0.48	0.04
Control Delay (s/veh)		62.3	20.8		0.0	5.7	4.8	6.0	8.7	0.8
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)		62.3	20.8		0.0	5.7	4.8	6.0	8.7	0.8
Queue Length 50th (m)		13.2	3.7		0.0	4.6	45.3	0.1	60.2	0.0
Queue Length 95th (m)		26.2	27.1		0.0	11.2	72.4	0.7	93.5	1.9
Internal Link Dist (m)		828.8			20.9		732.4		332.3	
Turn Bay Length (m)						35.0		25.0		20.0
Base Capacity (vph)		369	503		450	309	2661	287	2485	1081
Starvation Cap Reductn		0	0		0	0	0	0	0	0
Spillback Cap Reductn		0	0		0	0	0	0	0	0
Storage Cap Reductn		0	0		0	0	0	0	0	0
Reduced v/c Ratio		0.15	0.34		0.00	0.37	0.49	0.00	0.48	0.04

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 3 (3%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated

Splits and Phases: 4: Hwy 50 & Parr Blvd/Cruise Canada RV Rental & Sales



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	55	0	172	1	0	1	114	1291	0	1	1193	39
Future Volume (vph)	55	0	172	1	0	1	114	1291	0	1	1193	39
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.5	3.7	3.5	3.5	3.7	3.5	3.5	3.7	3.5	3.5	3.7	3.5
Total Lost time (s)		6.9	6.9		6.9		3.0	6.1		6.1	6.1	6.1
Lane Util. Factor		1.00	1.00		1.00		1.00	0.95		1.00	0.95	1.00
Frpb, ped/bikes		1.00	1.00		0.99		1.00	1.00		1.00	1.00	0.98
Flpb, ped/bikes		1.00	1.00		1.00		1.00	1.00		1.00	1.00	1.00
Frt		1.00	0.85		0.93		1.00	1.00		1.00	1.00	0.85
Flt Protected		0.95	1.00		0.98		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)		1734	1452		1735		1394	3318		1785	3476	1487
Flt Permitted		0.76	1.00		0.86		0.20	1.00		0.21	1.00	1.00
Satd. Flow (perm)		1380	1452		1533		287	3318		402	3476	1487
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	55	0	172	1	0	1	114	1291	0	1	1193	39
RTOR Reduction (vph)	0	0	143	0	2	0	0	0	0	0	0	11
Lane Group Flow (vph)	0	55	29	0	0	0	114	1291	0	1	1193	28
Confl. Peds. (#/hr)	2					2	1					1
Heavy Vehicles (%)	5%	0%	10%	0%	0%	0%	28%	10%	0%	0%	5%	5%
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA		Perm	NA	Perm
Protected Phases		8			4		1	6			2	
Permitted Phases	8		8	4			6			2		2
Actuated Green, G (s)		10.7	10.7		10.7		96.3	96.3		85.8	85.8	85.8
Effective Green, g (s)		10.7	10.7		10.7		96.3	96.3		85.8	85.8	85.8
Actuated g/C Ratio		0.09	0.09		0.09		0.80	0.80		0.72	0.72	0.72
Clearance Time (s)		6.9	6.9		6.9		3.0	6.1		6.1	6.1	6.1
Vehicle Extension (s)		3.0	3.0		3.0		3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)		123	129		136		299	2662		287	2485	1063
v/s Ratio Prot							0.02	c0.39			0.34	
v/s Ratio Perm		c0.04	0.02		0.00		0.28			0.00		0.02
v/c Ratio		0.45	0.22		0.00		0.38	0.48		0.00	0.48	0.03
Uniform Delay, d1		51.8	50.8		49.8		4.0	3.8		4.9	7.4	5.0
Progression Factor		1.00	1.00		1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2		2.6	0.9		0.0		0.8	0.6		0.0	0.7	0.0
Delay (s)		54.4	51.7		49.8		4.8	4.5		4.9	8.1	5.0
Level of Service		D	D		D		A	A		A	A	A
Approach Delay (s/veh)		52.3			49.8			4.5			8.0	
Approach LOS		D			D			A			A	

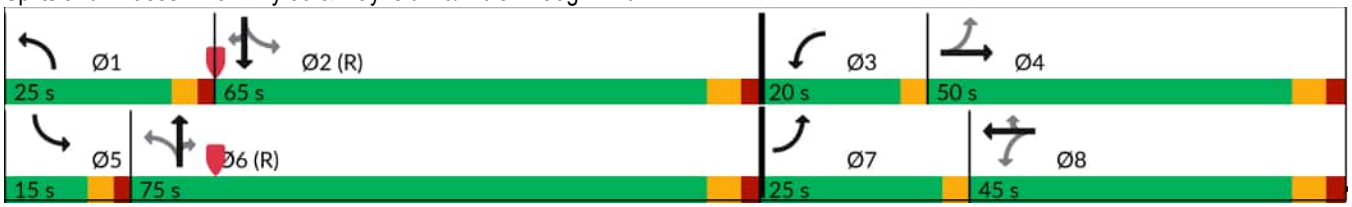
Intersection Summary			
HCM 2000 Control Delay (s/veh)	9.8	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.49		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	69.3%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	85	198	212	126	33	95	1140	413	36	1268	73
Future Volume (vph)	85	198	212	126	33	95	1140	413	36	1268	73
Lane Group Flow (vph)	85	436	212	126	33	95	1140	413	36	1268	73
Turn Type	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4	3	8		1	6		5	2	
Permitted Phases	4		8		8	6		6	2		2
Detector Phase	7	4	3	8	8	1	6	6	5	2	2
Switch Phase											
Minimum Initial (s)	5.0	12.0	10.0	12.0	12.0	10.0	20.0	20.0	10.0	20.0	20.0
Minimum Split (s)	9.5	43.5	14.5	43.5	43.5	15.0	41.3	41.3	15.0	41.3	41.3
Total Split (s)	25.0	50.0	20.0	45.0	45.0	25.0	75.0	75.0	15.0	65.0	65.0
Total Split (%)	15.6%	31.3%	12.5%	28.1%	28.1%	15.6%	46.9%	46.9%	9.4%	40.6%	40.6%
Yellow Time (s)	3.0	4.0	3.0	4.0	4.0	3.0	4.2	4.2	3.0	4.2	4.2
All-Red Time (s)	0.0	2.5	0.0	2.5	2.5	2.0	2.1	2.1	2.0	2.1	2.1
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	3.0	6.5	3.0	6.5	6.5	5.0	6.3	6.3	5.0	6.3	6.3
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?											
Recall Mode	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
v/c Ratio	0.27	0.83	0.97	0.55	0.10	0.52	0.60	0.41	0.13	0.68	0.08
Control Delay (s/veh)	45.3	51.8	102.1	70.6	0.6	22.5	23.9	5.9	11.8	30.8	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	45.3	51.8	102.1	70.6	0.6	22.5	23.9	5.9	11.8	30.8	0.2
Queue Length 50th (m)	22.0	47.5	63.9	49.4	0.0	15.4	141.7	15.1	4.2	163.2	0.0
Queue Length 95th (m)	35.1	66.8	#107.6	77.2	0.0	35.9	187.8	42.9	10.4	235.7	0.0
Internal Link Dist (m)		330.4		656.8			717.1			732.4	
Turn Bay Length (m)	60.0		50.0		50.0	100.0		85.0	35.0		120.0
Base Capacity (vph)	413	905	220	340	434	215	1901	1014	272	1867	907
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.21	0.48	0.96	0.37	0.08	0.44	0.60	0.41	0.13	0.68	0.08

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 72 (45%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 125
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 5: Hwy 50 & Mayfield Rd/Albion Vaughn Rd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	85	198	238	212	126	33	95	1140	413	36	1268	73
Future Volume (vph)	85	198	238	212	126	33	95	1140	413	36	1268	73
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.5	3.7	3.5	3.5	3.7	3.5	3.5	3.7	3.5	3.5	3.7	3.5
Total Lost time (s)	3.0	6.5		3.0	6.5	6.5	5.0	6.3	6.3	5.0	6.3	6.3
Lane Util. Factor	1.00	0.95		1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.92		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1767	2825		1623	1413	1389	1095	3202	1493	1566	3444	1562
Flt Permitted	0.68	1.00		0.17	1.00	1.00	0.12	1.00	1.00	0.19	1.00	1.00
Satd. Flow (perm)	1258	2825		292	1413	1389	138	3202	1493	319	3444	1562
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	85	198	238	212	126	33	95	1140	413	36	1268	73
RTOR Reduction (vph)	0	165	0	0	0	28	0	0	130	0	0	33
Lane Group Flow (vph)	85	271	0	212	126	5	95	1140	283	36	1268	40
Confl. Bikes (#/hr)												1
Heavy Vehicles (%)	1%	11%	25%	10%	36%	15%	63%	14%	7%	14%	6%	1%
Turn Type	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4		3	8		1	6		5	2	
Permitted Phases	4			8		8	6		6	2		2
Actuated Green, G (s)	31.6	20.4		40.2	26.0	26.0	107.0	94.0	94.0	94.8	86.8	86.8
Effective Green, g (s)	31.6	20.4		40.2	26.0	26.0	107.0	94.0	94.0	94.8	86.8	86.8
Actuated g/C Ratio	0.20	0.13		0.25	0.16	0.16	0.67	0.59	0.59	0.59	0.54	0.54
Clearance Time (s)	3.0	6.5		3.0	6.5	6.5	5.0	6.3	6.3	5.0	6.3	6.3
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	284	360		213	229	225	183	1881	877	251	1868	847
v/s Ratio Prot	0.02	0.10		c0.10	0.09		c0.05	c0.36		0.01	c0.37	
v/s Ratio Perm	0.04			c0.15		0.00	0.30		0.19	0.08		0.03
v/c Ratio	0.30	0.75		1.00	0.55	0.02	0.52	0.61	0.32	0.14	0.68	0.05
Uniform Delay, d1	54.1	67.4		53.8	61.6	56.3	18.4	21.1	16.8	14.9	26.5	17.2
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.6	8.6		60.0	2.8	0.0	2.5	1.5	1.0	0.3	2.0	0.1
Delay (s)	54.7	76.0		113.8	64.5	56.4	20.9	22.6	17.8	15.2	28.5	17.3
Level of Service	D	E		F	E	E	C	C	B	B	C	B
Approach Delay (s/veh)		72.5			91.9			21.3			27.6	
Approach LOS		E			F			C			C	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	37.0	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.77		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	20.8
Intersection Capacity Utilization	86.4%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	5	457	415	3	7	5
Future Vol, veh/h	5	457	415	3	7	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	60	17	24	33	29	20
Mvmt Flow	5	457	415	3	7	5

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	418	0	-	0	656	209
Stage 1	-	-	-	-	417	-
Stage 2	-	-	-	-	239	-
Critical Hdwy	5.3	-	-	-	7.38	7.3
Critical Hdwy Stg 1	-	-	-	-	6.38	-
Critical Hdwy Stg 2	-	-	-	-	6.38	-
Follow-up Hdwy	2.8	-	-	-	3.79	3.5
Pot Cap-1 Maneuver	814	-	-	-	343	744
Stage 1	-	-	-	-	560	-
Stage 2	-	-	-	-	703	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	814	-	-	-	340	744
Mov Cap-2 Maneuver	-	-	-	-	340	-
Stage 1	-	-	-	-	556	-
Stage 2	-	-	-	-	703	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.1	0	13.4
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	814	-	-	-	439
HCM Lane V/C Ratio	0.006	-	-	-	0.027
HCM Ctrl Dly (s/v)	9.5	0	-	-	13.4
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q (veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	876	1	0	980
Future Vol, veh/h	0	0	876	1	0	980
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	11	0	0	7
Mvmt Flow	0	0	876	1	0	980

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1367	439	0	0	877	0
Stage 1	877	-	-	-	-	-
Stage 2	490	-	-	-	-	-
Critical Hdwy	6.8	6.9	-	-	4.1	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	141	571	-	-	779	-
Stage 1	372	-	-	-	-	-
Stage 2	587	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	141	571	-	-	779	-
Mov Cap-2 Maneuver	268	-	-	-	-	-
Stage 1	372	-	-	-	-	-
Stage 2	587	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	779	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Ctrl Dly (s/v)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q (veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	463	417	0	1	1
Future Vol, veh/h	1	463	417	0	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	15	-	-	-	0	80
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	17	24	0	0	0
Mvmt Flow	1	463	417	0	1	1

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	417	0	-	0	651	209
Stage 1	-	-	-	-	417	-
Stage 2	-	-	-	-	234	-
Critical Hdwy	4.1	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1153	-	-	-	406	803
Stage 1	-	-	-	-	639	-
Stage 2	-	-	-	-	789	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1153	-	-	-	406	803
Mov Cap-2 Maneuver	-	-	-	-	406	-
Stage 1	-	-	-	-	638	-
Stage 2	-	-	-	-	789	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	11.7
HCM LOS			B

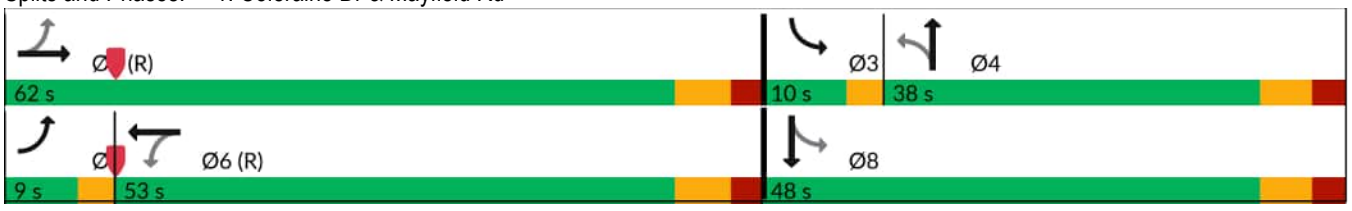
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1153	-	-	-	406	803
HCM Lane V/C Ratio	0.001	-	-	-	0.002	0.001
HCM Ctrl Dly (s/v)	8.1	-	-	-	13.9	9.5
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q (veh)	0	-	-	-	0	0

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	102	282	2	288	6	11	90	0
Future Volume (vph)	102	282	2	288	6	11	90	0
Lane Group Flow (vph)	102	283	2	348	6	11	90	156
Turn Type	pm+pt	NA	Perm	NA	Perm	NA	pm+pt	NA
Protected Phases	5	2		6		4	3	8
Permitted Phases	2		6		4		8	
Detector Phase	5	2	6	6	4	4	3	8
Switch Phase								
Minimum Initial (s)	5.0	12.0	12.0	12.0	12.0	12.0	5.0	12.0
Minimum Split (s)	9.5	37.0	37.0	37.0	37.0	37.0	12.5	37.0
Total Split (s)	9.0	62.0	53.0	53.0	38.0	38.0	10.0	48.0
Total Split (%)	8.2%	56.4%	48.2%	48.2%	34.5%	34.5%	9.1%	43.6%
Yellow Time (s)	3.0	4.6	4.6	4.6	4.2	4.2	3.0	4.2
All-Red Time (s)	0.0	2.4	2.4	2.4	2.8	2.8	0.0	2.8
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	3.0	7.0	7.0	7.0	7.0	7.0	3.0	7.0
Lead/Lag	Lead		Lag	Lag	Lag	Lag	Lead	
Lead-Lag Optimize?								
Recall Mode	None	C-Max	C-Max	C-Max	None	None	None	None
v/c Ratio	0.15	0.11	0.01	0.17	0.05	0.03	0.42	0.18
Control Delay (s/veh)	4.5	5.1	10.5	8.8	45.0	44.1	44.2	0.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	4.5	5.1	10.5	8.8	45.0	44.1	44.2	0.5
Queue Length 50th (m)	4.5	7.5	0.2	12.7	1.2	1.2	21.4	0.0
Queue Length 95th (m)	13.3	16.5	2.3	26.3	5.4	4.1	35.7	0.0
Internal Link Dist (m)		689.8		209.6		564.3		579.6
Turn Bay Length (m)	100.0		85.0		105.0		145.0	
Base Capacity (vph)	667	2479	342	2077	345	1028	214	1408
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.15	0.11	0.01	0.17	0.02	0.01	0.42	0.11

Intersection Summary

Cycle Length: 110
Actuated Cycle Length: 110
Offset: 48 (44%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle: 100
Control Type: Actuated-Coordinated

Splits and Phases: 1: Coleraine Dr & Mayfield Rd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	102	282	1	2	288	60	6	11	0	90	0	156
Future Volume (vph)	102	282	1	2	288	60	6	11	0	90	0	156
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.5	3.7	3.5	3.5	3.7	3.5	3.5	3.7	3.5	3.5	3.7	3.5
Total Lost time (s)	3.0	7.0		7.0	7.0		7.0	7.0		3.0	7.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	0.95		1.00	0.95	
Frt	1.00	1.00		1.00	0.97		1.00	1.00		1.00	0.85	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1487	3410		892	3277		1785	3650		1487	2900	
Flt Permitted	0.52	1.00		0.58	1.00		0.65	1.00		0.53	1.00	
Satd. Flow (perm)	813	3410		543	3277		1227	3650		829	2900	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	102	282	1	2	288	60	6	11	0	90	0	156
RTOR Reduction (vph)	0	0	0	0	11	0	0	0	0	0	128	0
Lane Group Flow (vph)	102	283	0	2	337	0	6	11	0	90	28	0
Heavy Vehicles (%)	20%	7%	0%	100%	3%	35%	0%	0%	0%	20%	0%	7%
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		pm+pt	NA	
Protected Phases	5	2			6			4		3	8	
Permitted Phases	2			6			4			8		
Actuated Green, G (s)	76.6	76.6		66.0	66.0		7.2	7.2		19.4	19.4	
Effective Green, g (s)	76.6	76.6		66.0	66.0		7.2	7.2		19.4	19.4	
Actuated g/C Ratio	0.70	0.70		0.60	0.60		0.07	0.07		0.18	0.18	
Clearance Time (s)	3.0	7.0		7.0	7.0		7.0	7.0		3.0	7.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	612	2374		325	1966		80	238		201	511	
v/s Ratio Prot	c0.01	0.08			0.10			0.00		c0.04	0.01	
v/s Ratio Perm	c0.10			0.00			0.00			c0.04		
v/c Ratio	0.17	0.12		0.01	0.17		0.08	0.05		0.45	0.05	
Uniform Delay, d1	5.5	5.5		8.8	9.8		48.3	48.2		39.8	37.7	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.1	0.1		0.0	0.2		0.4	0.1		1.6	0.0	
Delay (s)	5.6	5.6		8.9	10.0		48.7	48.3		41.3	37.7	
Level of Service	A	A		A	A		D	D		D	D	
Approach Delay (s/veh)		5.6			10.0			48.4			39.0	
Approach LOS		A			A			D			D	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	16.1	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.24		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	49.2%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	1	3	18	1	1	143	23	194	2
Future Volume (vph)	1	3	18	1	1	143	23	194	2
Lane Group Flow (vph)	1	4	18	31	1	147	23	194	2
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA	Perm
Protected Phases		4		8		2		6	
Permitted Phases	4		8		2		6		6
Detector Phase	4	4	8	8	2	2	6	6	6
Switch Phase									
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	41.0	41.0	41.0	41.0	36.7	36.7	36.7	36.7	36.7
Total Split (s)	44.0	44.0	44.0	44.0	61.7	61.7	61.7	61.7	61.7
Total Split (%)	41.6%	41.6%	41.6%	41.6%	58.4%	58.4%	58.4%	58.4%	58.4%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.2	4.2	4.2	4.2	4.2
All-Red Time (s)	5.0	5.0	5.0	5.0	2.5	2.5	2.5	2.5	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	9.0	9.0	9.0	9.0	6.7	6.7	6.7	6.7	6.7
Lead/Lag									
Lead-Lag Optimize?									
Recall Mode	None	None	None	None	Max	Max	Max	Max	Max
v/c Ratio	0.01	0.02	0.11	0.16	0.00	0.06	0.03	0.07	0.00
Control Delay (s/veh)	33.0	30.3	35.6	15.3	4.0	3.3	3.9	3.3	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	33.0	30.3	35.6	15.3	4.0	3.3	3.9	3.3	0.0
Queue Length 50th (m)	0.2	0.5	3.4	0.3	0.1	3.8	1.2	5.1	0.0
Queue Length 95th (m)	1.6	3.2	9.3	13.6	0.5	7.0	3.6	8.5	0.0
Internal Link Dist (m)		93.8		472.1		202.5		1020.4	
Turn Bay Length (m)	14.0		30.0		37.0		35.0		25.0
Base Capacity (vph)	584	780	564	596	975	2572	872	2709	1327
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.00	0.01	0.03	0.05	0.00	0.06	0.03	0.07	0.00

Intersection Summary
Cycle Length: 105.7
Actuated Cycle Length: 83.5
Natural Cycle: 80
Control Type: Semi Act-Uncoord

Splits and Phases: 2: Coleraine Dr & The Beer Store Corporate Office/Parr Blvd

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	3	1	18	1	30	1	143	4	23	194	2
Future Volume (vph)	1	3	1	18	1	30	1	143	4	23	194	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.5	3.7	3.5	3.5	3.7	3.5	3.5	3.7	3.5	3.5	3.7	3.5
Total Lost time (s)	9.0	9.0		9.0	9.0		6.7	6.7		6.7	6.7	6.7
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95		1.00	0.95	1.00
Frt	1.00	0.96		1.00	0.85		1.00	1.00		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1785	1849		1684	1372		1785	3119		1526	3288	1597
Flt Permitted	0.74	1.00		0.76	1.00		0.63	1.00		0.66	1.00	1.00
Satd. Flow (perm)	1385	1849		1339	1372		1183	3119		1058	3288	1597
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	1	3	1	18	1	30	1	143	4	23	194	2
RTOR Reduction (vph)	0	1	0	0	28	0	0	1	0	0	0	0
Lane Group Flow (vph)	1	3	0	18	3	0	1	146	0	23	194	2
Heavy Vehicles (%)	0%	0%	0%	6%	100%	17%	0%	17%	0%	17%	11%	0%
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	Perm
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		6
Actuated Green, G (s)	5.7	5.7		5.7	5.7		65.9	65.9		65.9	65.9	65.9
Effective Green, g (s)	5.7	5.7		5.7	5.7		65.9	65.9		65.9	65.9	65.9
Actuated g/C Ratio	0.07	0.07		0.07	0.07		0.75	0.75		0.75	0.75	0.75
Clearance Time (s)	9.0	9.0		9.0	9.0		6.7	6.7		6.7	6.7	6.7
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	90	120		87	89		893	2354		798	2482	1205
v/s Ratio Prot		0.00			0.00			0.05			c0.06	
v/s Ratio Perm	0.00			c0.01			0.00			0.02		0.00
v/c Ratio	0.01	0.03		0.21	0.03		0.00	0.06		0.03	0.08	0.00
Uniform Delay, d1	38.2	38.2		38.7	38.2		2.6	2.8		2.7	2.8	2.6
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	0.0	0.1		1.2	0.2		0.0	0.1		0.1	0.1	0.0
Delay (s)	38.2	38.3		39.8	38.4		2.6	2.8		2.7	2.8	2.6
Level of Service	D	D		D	D		A	A		A	A	A
Approach Delay (s/veh)		38.3			38.9			2.8			2.8	
Approach LOS		D			D			A			A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	7.4	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.09		
Actuated Cycle Length (s)	87.3	Sum of lost time (s)	15.7
Intersection Capacity Utilization	43.7%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	33	1	3	39	3	3	2	5	4	4	5
Future Vol, veh/h	0	33	1	3	39	3	3	2	5	4	4	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	12	0	0	13	67	33	0	20	0	25	0
Mvmt Flow	0	33	1	3	39	3	3	2	5	4	4	5

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	42	0	0	34	0	0	85	82	34	84	81	41
Stage 1	-	-	-	-	-	-	34	34	-	47	47	-
Stage 2	-	-	-	-	-	-	51	48	-	37	34	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.43	6.5	6.4	7.1	6.75	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.43	5.5	-	6.1	5.75	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.43	5.5	-	6.1	5.75	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.797	4	3.48	3.5	4.225	3.3
Pot Cap-1 Maneuver	1580	-	-	1591	-	-	832	812	990	908	767	1036
Stage 1	-	-	-	-	-	-	908	871	-	972	812	-
Stage 2	-	-	-	-	-	-	889	859	-	984	823	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1580	-	-	1591	-	-	824	810	990	901	765	1036
Mov Cap-2 Maneuver	-	-	-	-	-	-	824	810	-	901	765	-
Stage 1	-	-	-	-	-	-	908	871	-	972	810	-
Stage 2	-	-	-	-	-	-	879	857	-	977	823	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	0.5	9.1	9.1
HCM LOS			A	A

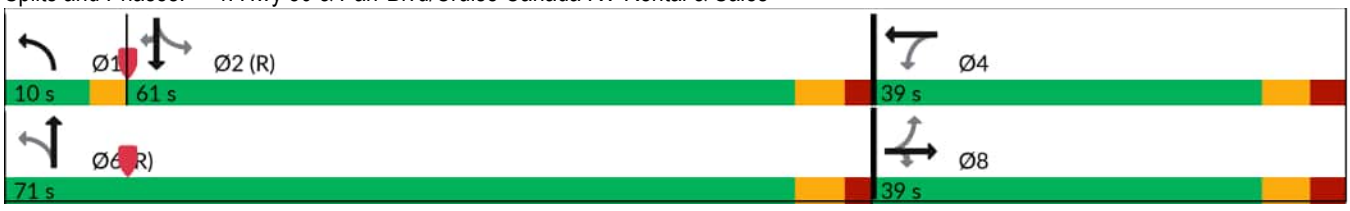
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	896	1580	-	-	1591	-	-	897
HCM Lane V/C Ratio	0.011	-	-	-	0.002	-	-	0.014
HCM Ctrl Dly (s/v)	9.1	0	-	-	7.3	0	-	9.1
HCM Lane LOS	A	A	-	-	A	A	-	A
HCM 95th %tile Q (veh)	0	0	-	-	0	-	-	0

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	19	0	43	4	2	36	993	6	979	18
Future Volume (vph)	19	0	43	4	2	36	993	6	979	18
Lane Group Flow (vph)	0	19	43	0	8	36	993	6	979	18
Turn Type	Perm	NA	Perm	Perm	NA	pm+pt	NA	Perm	NA	Perm
Protected Phases		8			4	1	6		2	
Permitted Phases	8		8	4		6		2		2
Detector Phase	8	8	8	4	4	1	6	2	2	2
Switch Phase										
Minimum Initial (s)	8.0	8.0	8.0	8.0	8.0	5.0	12.0	12.0	12.0	12.0
Minimum Split (s)	33.9	33.9	33.9	33.9	33.9	9.5	30.1	30.1	30.1	30.1
Total Split (s)	39.0	39.0	39.0	39.0	39.0	10.0	71.0	61.0	61.0	61.0
Total Split (%)	35.5%	35.5%	35.5%	35.5%	35.5%	9.1%	64.5%	55.5%	55.5%	55.5%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	3.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.9	2.9	2.9	2.9	2.9	0.0	2.1	2.1	2.1	2.1
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.9	6.9		6.9	3.0	6.1	6.1	6.1	6.1
Lead/Lag						Lead		Lag	Lag	Lag
Lead-Lag Optimize?										
Recall Mode	None	None	None	None	None	None	C-Max	C-Max	C-Max	C-Max
v/c Ratio		0.18	0.27		0.10	0.08	0.34	0.02	0.35	0.01
Control Delay (s/veh)		51.5	11.3		44.8	1.9	2.9	4.7	5.0	0.0
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)		51.5	11.3		44.8	1.9	2.9	4.7	5.0	0.0
Queue Length 50th (m)		4.1	0.0		2.2	1.1	25.3	0.5	38.6	0.0
Queue Length 95th (m)		11.8	8.2		11.1	2.8	34.5	2.2	52.2	0.0
Internal Link Dist (m)		828.8			20.9		732.4		332.3	
Turn Bay Length (m)						35.0		25.0		20.0
Base Capacity (vph)		421	458		300	463	2937	287	2817	1255
Starvation Cap Reductn		0	0		0	0	0	0	0	0
Spillback Cap Reductn		0	0		0	0	0	0	0	0
Storage Cap Reductn		0	0		0	0	0	0	0	0
Reduced v/c Ratio		0.05	0.09		0.03	0.08	0.34	0.02	0.35	0.01

Intersection Summary

Cycle Length: 110
Actuated Cycle Length: 110
Offset: 105 (95%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 75
Control Type: Actuated-Coordinated

Splits and Phases: 4: Hwy 50 & Parr Blvd/Cruise Canada RV Rental & Sales



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	19	0	43	4	2	2	36	993	0	6	979	18
Future Volume (vph)	19	0	43	4	2	2	36	993	0	6	979	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.5	3.7	3.5	3.5	3.7	3.5	3.5	3.7	3.5	3.5	3.7	3.5
Total Lost time (s)		6.9	6.9		6.9		3.0	6.1		6.1	6.1	6.1
Lane Util. Factor		1.00	1.00		1.00		1.00	0.95		1.00	0.95	1.00
Frpb, ped/bikes		1.00	1.00		1.00		1.00	1.00		1.00	1.00	0.98
Flpb, ped/bikes		1.00	1.00		1.00		1.00	1.00		1.00	1.00	1.00
Frt		1.00	0.85		0.97		1.00	1.00		1.00	1.00	0.85
Flt Protected		0.95	1.00		0.98		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)		1823	1426		1203		1608	3476		1189	3544	1562
Flt Permitted		0.75	1.00		0.83		0.27	1.00		0.29	1.00	1.00
Satd. Flow (perm)		1444	1426		1026		452	3476		361	3544	1562
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	19	0	43	4	2	2	36	993	0	6	979	18
RTOR Reduction (vph)	0	0	40	0	2	0	0	0	0	0	0	4
Lane Group Flow (vph)	0	19	3	0	6	0	36	993	0	6	979	14
Confl. Peds. (#/hr)	1					1	1		1	1		1
Heavy Vehicles (%)	0%	0%	12%	25%	100%	50%	11%	5%	0%	50%	3%	0%
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA		Perm	NA	Perm
Protected Phases		8			4		1	6			2	
Permitted Phases	8		8	4			6			2		2
Actuated Green, G (s)		6.7	6.7		6.7		90.3	90.3		83.6	83.6	83.6
Effective Green, g (s)		6.7	6.7		6.7		90.3	90.3		83.6	83.6	83.6
Actuated g/C Ratio		0.06	0.06		0.06		0.82	0.82		0.76	0.76	0.76
Clearance Time (s)		6.9	6.9		6.9		3.0	6.1		6.1	6.1	6.1
Vehicle Extension (s)		3.0	3.0		3.0		3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)		87	86		62		409	2853		274	2693	1187
v/s Ratio Prot							0.00	c0.29			c0.28	
v/s Ratio Perm		c0.01	0.00		0.01		0.07			0.02		0.01
v/c Ratio		0.22	0.03		0.10		0.09	0.35		0.02	0.36	0.01
Uniform Delay, d1		49.2	48.6		48.8		2.1	2.5		3.2	4.4	3.2
Progression Factor		1.00	1.00		1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2		1.3	0.1		0.7		0.1	0.3		0.1	0.4	0.0
Delay (s)		50.4	48.7		49.5		2.2	2.8		3.4	4.8	3.2
Level of Service		D	D		D		A	A		A	A	A
Approach Delay (s/veh)		49.3			49.5			2.8			4.7	
Approach LOS		D			D			A			A	

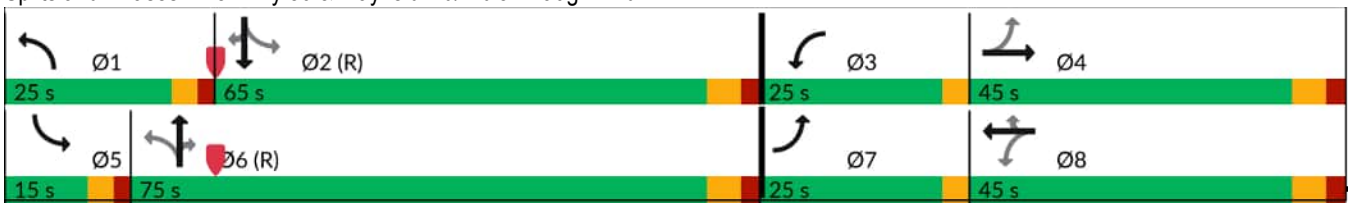
Intersection Summary			
HCM 2000 Control Delay (s/veh)	5.3	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.35		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	57.5%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	92	121	232	125	10	101	888	231	14	904	101
Future Volume (vph)	92	121	232	125	10	101	888	231	14	904	101
Lane Group Flow (vph)	92	265	232	125	10	101	888	231	14	904	101
Turn Type	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4	3	8		1	6		5	2	
Permitted Phases	4		8		8	6		6	2		2
Detector Phase	7	4	3	8	8	1	6	6	5	2	2
Switch Phase											
Minimum Initial (s)	5.0	12.0	10.0	12.0	12.0	10.0	20.0	20.0	10.0	20.0	20.0
Minimum Split (s)	9.5	43.5	14.5	43.5	43.5	15.0	41.3	41.3	15.0	41.3	41.3
Total Split (s)	25.0	45.0	25.0	45.0	45.0	25.0	75.0	75.0	15.0	65.0	65.0
Total Split (%)	15.6%	28.1%	15.6%	28.1%	28.1%	15.6%	46.9%	46.9%	9.4%	40.6%	40.6%
Yellow Time (s)	3.0	4.0	3.0	4.0	4.0	3.0	4.2	4.2	3.0	4.2	4.2
All-Red Time (s)	0.0	2.5	0.0	2.5	2.5	2.0	2.1	2.1	2.0	2.1	2.1
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	3.0	6.5	3.0	6.5	6.5	5.0	6.3	6.3	5.0	6.3	6.3
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?											
Recall Mode	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
v/c Ratio	0.35	0.69	0.82	0.51	0.04	0.29	0.40	0.22	0.03	0.44	0.10
Control Delay (s/veh)	49.8	41.7	73.8	71.1	0.3	10.9	15.4	2.5	8.9	19.6	2.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	49.8	41.7	73.8	71.1	0.3	10.9	15.4	2.5	8.9	19.6	2.3
Queue Length 50th (m)	24.8	22.0	70.6	42.3	0.0	11.4	63.7	0.4	1.4	86.6	0.0
Queue Length 95th (m)	39.7	38.4	#100.3	66.4	0.0	21.5	111.7	14.0	4.5	116.2	7.6
Internal Link Dist (m)		330.4		656.8			717.1			732.4	
Turn Bay Length (m)	60.0		50.0		50.0	100.0		85.0	35.0		120.0
Base Capacity (vph)	372	809	291	420	380	420	2247	1051	410	2064	967
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.25	0.33	0.80	0.30	0.03	0.24	0.40	0.22	0.03	0.44	0.10

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 7 (4%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 115
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 5: Hwy 50 & Mayfield Rd/Albion Vaughn Rd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	92	121	144	232	125	10	101	888	231	14	904	101
Future Volume (vph)	92	121	144	232	125	10	101	888	231	14	904	101
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.5	3.7	3.5	3.5	3.7	3.5	3.5	3.7	3.5	3.5	3.7	3.5
Total Lost time (s)	3.0	6.5		3.0	6.5	6.5	5.0	6.3	6.3	5.0	6.3	6.3
Lane Util. Factor	1.00	0.95		1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00	0.99	1.00	1.00	1.00
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.92		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1750	2911		1684	1746	1229	1552	3476	1502	1668	3510	1566
Flt Permitted	0.68	1.00		0.28	1.00	1.00	0.24	1.00	1.00	0.29	1.00	1.00
Satd. Flow (perm)	1247	2911		498	1746	1229	399	3476	1502	514	3510	1566
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	92	121	144	232	125	10	101	888	231	14	904	101
RTOR Reduction (vph)	0	132	0	0	0	9	0	0	84	0	0	42
Lane Group Flow (vph)	92	133	0	232	125	1	101	888	147	14	904	59
Confl. Bikes (#/hr)									1			
Heavy Vehicles (%)	2%	7%	22%	6%	10%	30%	15%	5%	5%	7%	4%	2%
Turn Type	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4		3	8		1	6		5	2	
Permitted Phases	4			8		8	6		6	2		2
Actuated Green, G (s)	25.8	13.8		37.7	22.7	22.7	109.5	100.5	100.5	98.1	94.1	94.1
Effective Green, g (s)	25.8	13.8		37.7	22.7	22.7	109.5	100.5	100.5	98.1	94.1	94.1
Actuated g/C Ratio	0.16	0.09		0.24	0.14	0.14	0.68	0.63	0.63	0.61	0.59	0.59
Clearance Time (s)	3.0	6.5		3.0	6.5	6.5	5.0	6.3	6.3	5.0	6.3	6.3
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	238	251		272	247	174	348	2183	943	343	2064	921
v/s Ratio Prot	0.03	0.05		c0.11	0.07		c0.02	c0.26		0.00	c0.26	
v/s Ratio Perm	0.03			c0.09		0.00	0.18		0.10	0.02		0.04
v/c Ratio	0.39	0.53		0.85	0.51	0.01	0.29	0.41	0.16	0.04	0.44	0.06
Uniform Delay, d1	59.4	70.0		54.5	63.5	59.0	10.5	14.9	12.3	12.3	18.3	14.1
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	1.0	2.2		21.9	1.6	0.0	0.5	0.6	0.4	0.0	0.7	0.1
Delay (s)	60.4	72.2		76.4	65.1	59.0	10.9	15.4	12.6	12.3	19.0	14.2
Level of Service	E	E		E	E	E	B	B	B	B	B	B
Approach Delay (s/veh)		69.1			72.1			14.5			18.4	
Approach LOS		E			E			B			B	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	29.6	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.55		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	20.8
Intersection Capacity Utilization	74.3%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	3	371	351	2	3	2
Future Vol, veh/h	3	371	351	2	3	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	33	10	9	0	33	0
Mvmt Flow	3	371	351	2	3	2

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	353	0	-	0	544	177
Stage 1	-	-	-	-	352	-
Stage 2	-	-	-	-	192	-
Critical Hdwy	4.76	-	-	-	7.46	6.9
Critical Hdwy Stg 1	-	-	-	-	6.46	-
Critical Hdwy Stg 2	-	-	-	-	6.46	-
Follow-up Hdwy	2.53	-	-	-	3.83	3.3
Pot Cap-1 Maneuver	1007	-	-	-	401	842
Stage 1	-	-	-	-	599	-
Stage 2	-	-	-	-	736	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	1007	-	-	-	399	842
Mov Cap-2 Maneuver	-	-	-	-	399	-
Stage 1	-	-	-	-	597	-
Stage 2	-	-	-	-	736	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.1	0	12.2
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1007	-	-	-	505
HCM Lane V/C Ratio	0.003	-	-	-	0.01
HCM Ctrl Dly (s/v)	8.6	0	-	-	12.2
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q (veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	1	0	162	1	0	236
Future Vol, veh/h	1	0	162	1	0	236
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	100	0	23	100	0	10
Mvmt Flow	1	0	162	1	0	236

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	281	82	0	0	163	0
Stage 1	163	-	-	-	-	-
Stage 2	118	-	-	-	-	-
Critical Hdwy	8.8	6.9	-	-	4.1	-
Critical Hdwy Stg 1	7.8	-	-	-	-	-
Critical Hdwy Stg 2	7.8	-	-	-	-	-
Follow-up Hdwy	4.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	477	968	-	-	1428	-
Stage 1	621	-	-	-	-	-
Stage 2	666	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	477	968	-	-	1428	-
Mov Cap-2 Maneuver	510	-	-	-	-	-
Stage 1	621	-	-	-	-	-
Stage 2	666	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	12.1	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	510	1428	-
HCM Lane V/C Ratio	-	-	0.002	-	-
HCM Ctrl Dly (s/v)	-	-	12.1	0	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q (veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	373	352	0	1	1
Future Vol, veh/h	1	373	352	0	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	15	-	-	-	0	80
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	10	9	0	0	0
Mvmt Flow	1	373	352	0	1	1

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	352	0	-	0	541	176
Stage 1	-	-	-	-	352	-
Stage 2	-	-	-	-	189	-
Critical Hdwy	4.1	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1218	-	-	-	476	843
Stage 1	-	-	-	-	689	-
Stage 2	-	-	-	-	830	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1218	-	-	-	476	843
Mov Cap-2 Maneuver	-	-	-	-	476	-
Stage 1	-	-	-	-	688	-
Stage 2	-	-	-	-	830	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	11
HCM LOS			B

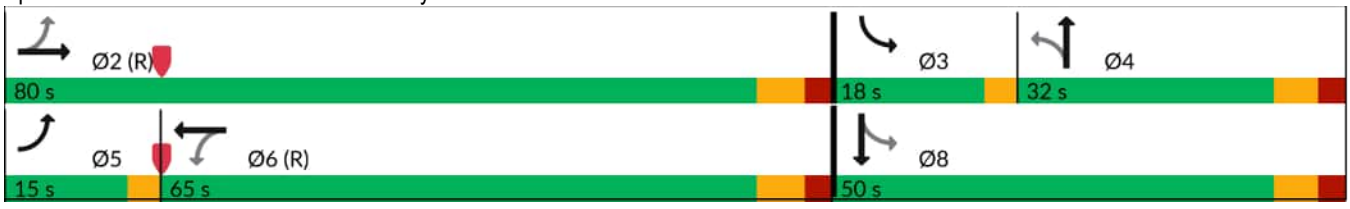
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1218	-	-	-	476	843
HCM Lane V/C Ratio	0.001	-	-	-	0.002	0.001
HCM Ctrl Dly (s/v)	8	-	-	-	12.6	9.3
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q (veh)	0	-	-	-	0	0

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	336	310	39	294	23	307	64	356
Future Volume (vph)	336	310	39	294	23	307	64	356
Lane Group Flow (vph)	336	342	39	323	23	338	64	604
Turn Type	pm+pt	NA	Perm	NA	Perm	NA	pm+pt	NA
Protected Phases	5	2		6		4	3	8
Permitted Phases	2		6		4		8	
Detector Phase	5	2	6	6	4	4	3	8
Switch Phase								
Minimum Initial (s)	5.0	12.0	12.0	12.0	12.0	12.0	5.0	12.0
Minimum Split (s)	9.5	37.0	37.0	37.0	37.0	37.0	12.5	37.0
Total Split (s)	15.0	80.0	65.0	65.0	32.0	32.0	18.0	50.0
Total Split (%)	11.5%	61.5%	50.0%	50.0%	24.6%	24.6%	13.8%	38.5%
Yellow Time (s)	3.0	4.6	4.6	4.6	4.2	4.2	3.0	4.2
All-Red Time (s)	0.0	2.4	2.4	2.4	2.8	2.8	0.0	2.8
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	3.0	7.0	7.0	7.0	7.0	7.0	3.0	7.0
Lead/Lag	Lead		Lag	Lag	Lag	Lag	Lead	
Lead-Lag Optimize?								
Recall Mode	None	C-Max	C-Max	C-Max	None	None	None	None
v/c Ratio	0.48	0.17	0.08	0.21	0.22	0.67	0.42	0.71
Control Delay (s/veh)	12.1	9.8	20.3	18.8	53.9	58.4	42.8	37.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	12.1	9.8	20.3	18.8	53.9	58.4	42.8	37.7
Queue Length 50th (m)	37.1	20.1	6.0	27.5	5.8	46.5	21.0	61.8
Queue Length 95th (m)	64.8	33.2	14.8	42.2	14.9	61.3	38.2	77.2
Internal Link Dist (m)		689.8		209.6		564.3		579.6
Turn Bay Length (m)	100.0		85.0		105.0		145.0	
Base Capacity (vph)	702	1964	468	1535	140	671	168	1119
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.48	0.17	0.08	0.21	0.16	0.50	0.38	0.54

Intersection Summary

Cycle Length: 130
Actuated Cycle Length: 130
Offset: 92 (71%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle: 100
Control Type: Actuated-Coordinated

Splits and Phases: 1: Coleraine Dr & Mayfield Rd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	336	310	32	39	294	29	23	307	31	64	356	248
Future Volume (vph)	336	310	32	39	294	29	23	307	31	64	356	248
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.5	3.7	3.5	3.5	3.7	3.5	3.5	3.7	3.5	3.5	3.7	3.5
Total Lost time (s)	3.0	7.0		7.0	7.0		7.0	7.0		3.0	7.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	0.95		1.00	0.95	
Frt	1.00	0.99		1.00	0.99		1.00	0.99		1.00	0.94	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1623	3009		1580	2967		1716	3464		986	3093	
Flt Permitted	0.53	1.00		0.55	1.00		0.40	1.00		0.34	1.00	
Satd. Flow (perm)	909	3009		908	2967		731	3464		354	3093	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	336	310	32	39	294	29	23	307	31	64	356	248
RTOR Reduction (vph)	0	5	0	0	5	0	0	6	0	0	109	0
Lane Group Flow (vph)	336	337	0	39	318	0	23	332	0	64	495	0
Heavy Vehicles (%)	10%	21%	6%	13%	16%	76%	4%	3%	13%	81%	5%	19%
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		pm+pt	NA	
Protected Phases	5	2			6			4		3	8	
Permitted Phases	2			6			4			8		
Actuated Green, G (s)	84.1	84.1		66.5	66.5		18.7	18.7		31.9	31.9	
Effective Green, g (s)	84.1	84.1		66.5	66.5		18.7	18.7		31.9	31.9	
Actuated g/C Ratio	0.65	0.65		0.51	0.51		0.14	0.14		0.25	0.25	
Clearance Time (s)	3.0	7.0		7.0	7.0		7.0	7.0		3.0	7.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	668	1946		464	1517		105	498		136	758	
v/s Ratio Prot	c0.06	0.11			0.11			0.10		0.04	c0.16	
v/s Ratio Perm	c0.27			0.04			0.03			0.08		
v/c Ratio	0.50	0.17		0.08	0.21		0.22	0.67		0.47	0.65	
Uniform Delay, d1	10.3	9.1		16.2	17.4		49.2	52.7		39.9	44.1	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.6	0.2		0.4	0.3		1.1	3.4		2.6	2.0	
Delay (s)	10.9	9.3		16.6	17.7		50.2	56.1		42.4	46.1	
Level of Service	B	A		B	B		D	E		D	D	
Approach Delay (s/veh)		10.1			17.6			55.7			45.7	
Approach LOS		B			B			E			D	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	30.9	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.57		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	77.2%	ICU Level of Service	D
Analysis Period (min)	15		

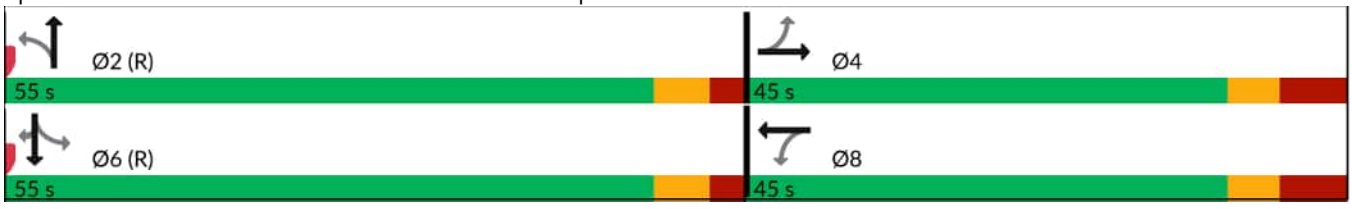
c Critical Lane Group

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	1	1	33	12	11	599	88	588	5
Future Volume (vph)	1	1	33	12	11	599	88	588	5
Lane Group Flow (vph)	1	2	33	132	11	653	88	588	5
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA	Perm
Protected Phases		4		8		2		6	
Permitted Phases	4		8		2		6		6
Detector Phase	4	4	8	8	2	2	6	6	6
Switch Phase									
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	41.0	41.0	41.0	41.0	36.7	36.7	36.7	36.7	36.7
Total Split (s)	45.0	45.0	45.0	45.0	55.0	55.0	55.0	55.0	55.0
Total Split (%)	45.0%	45.0%	45.0%	45.0%	55.0%	55.0%	55.0%	55.0%	55.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.2	4.2	4.2	4.2	4.2
All-Red Time (s)	5.0	5.0	5.0	5.0	2.5	2.5	2.5	2.5	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	9.0	9.0	9.0	9.0	6.7	6.7	6.7	6.7	6.7
Lead/Lag									
Lead-Lag Optimize?									
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	C-Max	C-Max
v/c Ratio	0.01	0.01	0.25	0.54	0.02	0.27	0.19	0.26	0.00
Control Delay (s/veh)	38.0	33.0	45.5	18.2	4.2	4.7	5.6	4.8	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	38.0	33.0	45.5	18.2	4.2	4.7	5.6	4.8	0.0
Queue Length 50th (m)	0.2	0.2	7.2	2.4	0.6	19.6	5.2	18.8	0.0
Queue Length 95th (m)	1.8	2.3	17.4	20.9	2.7	31.6	13.6	30.6	0.0
Internal Link Dist (m)		93.8		472.1		202.5		1020.4	
Turn Bay Length (m)	14.0		30.0		37.0		35.0		25.0
Base Capacity (vph)	455	640	433	540	467	2416	453	2273	1191
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.00	0.00	0.08	0.24	0.02	0.27	0.19	0.26	0.00

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated

Splits and Phases: 2: Coleraine Dr & The Beer Store Corporate Office/Parr Blvd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	1	1	33	12	120	11	599	54	88	588	5
Future Volume (vph)	1	1	1	33	12	120	11	599	54	88	588	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.5	3.7	3.5	3.5	3.7	3.5	3.5	3.7	3.5	3.5	3.7	3.5
Total Lost time (s)	9.0	9.0		9.0	9.0		6.7	6.7		6.7	6.7	6.7
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95		1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Frt	1.00	0.93		1.00	0.86		1.00	0.99		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1785	1777		1513	1287		1405	3281		1451	3093	1597
Flt Permitted	0.67	1.00		0.76	1.00		0.43	1.00		0.40	1.00	1.00
Satd. Flow (perm)	1264	1777		1205	1287		636	3281		617	3093	1597
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	1	1	1	33	12	120	11	599	54	88	588	5
RTOR Reduction (vph)	0	1	0	0	107	0	0	3	0	0	0	1
Lane Group Flow (vph)	1	1	0	33	25	0	11	650	0	88	588	4
Confl. Bikes (#/hr)									1			
Heavy Vehicles (%)	0%	0%	0%	18%	8%	31%	27%	10%	6%	23%	18%	0%
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	Perm
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		6
Actuated Green, G (s)	10.8	10.8		10.8	10.8		73.5	73.5		73.5	73.5	73.5
Effective Green, g (s)	10.8	10.8		10.8	10.8		73.5	73.5		73.5	73.5	73.5
Actuated g/C Ratio	0.11	0.11		0.11	0.11		0.74	0.74		0.74	0.74	0.74
Clearance Time (s)	9.0	9.0		9.0	9.0		6.7	6.7		6.7	6.7	6.7
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	136	191		130	138		467	2411		453	2273	1173
v/s Ratio Prot		0.00			0.02			c0.20			0.19	
v/s Ratio Perm	0.00			c0.03			0.02			0.14		0.00
v/c Ratio	0.01	0.01		0.25	0.18		0.02	0.27		0.19	0.26	0.00
Uniform Delay, d1	39.8	39.8		40.9	40.6		3.6	4.4		4.1	4.3	3.5
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	0.0	0.0		1.0	0.6		0.1	0.3		1.0	0.3	0.0
Delay (s)	39.8	39.8		41.9	41.2		3.7	4.7		5.1	4.6	3.5
Level of Service	D	D		D	D		A	A		A	A	A
Approach Delay (s/veh)		39.8			41.4			4.6			4.7	
Approach LOS		D			D			A			A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	8.7	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.27		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	15.7
Intersection Capacity Utilization	53.8%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

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	3	130	15	12	162	12	5	6	4	7	4	14
Future Vol, veh/h	3	130	15	12	162	12	5	6	4	7	4	14
Conflicting Peds, #/hr	1	0	0	0	0	1	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	17	0	0	21	17	40	17	50	43	25	36
Mvmt Flow	3	130	15	12	162	12	5	6	4	7	4	14

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	175	0	0	145	0	0	345	343	138	342	344	169
Stage 1	-	-	-	-	-	-	144	144	-	193	193	-
Stage 2	-	-	-	-	-	-	201	199	-	149	151	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.67	6.7	7.53	6.75	6.56
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.67	-	6.53	5.75	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.67	-	6.53	5.75	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.86	4.153	3.75	3.887	4.225	3.624
Pot Cap-1 Maneuver	1414	-	-	1450	-	-	544	556	797	542	543	794
Stage 1	-	-	-	-	-	-	776	750	-	723	700	-
Stage 2	-	-	-	-	-	-	721	709	-	765	731	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1413	-	-	1450	-	-	527	549	797	530	536	793
Mov Cap-2 Maneuver	-	-	-	-	-	-	527	549	-	530	536	-
Stage 1	-	-	-	-	-	-	774	749	-	721	693	-
Stage 2	-	-	-	-	-	-	698	702	-	754	730	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.2	0.5	11.3	10.7
HCM LOS			B	B

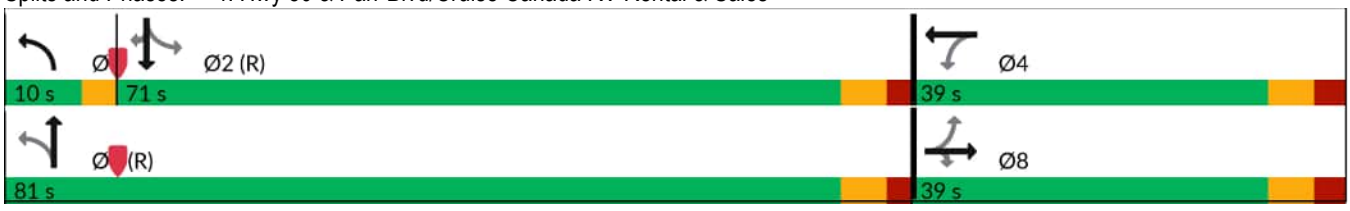
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	590	1413	-	-	1450	-	-	652
HCM Lane V/C Ratio	0.025	0.002	-	-	0.008	-	-	0.038
HCM Ctrl Dly (s/v)	11.3	7.6	0	-	7.5	0	-	10.7
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q (veh)	0.1	0	-	-	0	-	-	0.1

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	27	0	103	1	0	202	1067	1180	44
Future Volume (vph)	27	0	103	1	0	202	1067	1180	44
Lane Group Flow (vph)	0	27	103	0	1	202	1069	1180	44
Turn Type	Perm	NA	Perm	Perm	NA	pm+pt	NA	NA	Perm
Protected Phases		8			4	1	6	2	
Permitted Phases	8		8	4		6			2
Detector Phase	8	8	8	4	4	1	6	2	2
Switch Phase									
Minimum Initial (s)	8.0	8.0	8.0	8.0	8.0	5.0	12.0	12.0	12.0
Minimum Split (s)	33.9	33.9	33.9	33.9	33.9	9.5	30.1	30.1	30.1
Total Split (s)	39.0	39.0	39.0	39.0	39.0	10.0	81.0	71.0	71.0
Total Split (%)	32.5%	32.5%	32.5%	32.5%	32.5%	8.3%	67.5%	59.2%	59.2%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	3.0	4.0	4.0	4.0
All-Red Time (s)	2.9	2.9	2.9	2.9	2.9	0.0	2.1	2.1	2.1
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.9	6.9		6.9	3.0	6.1	6.1	6.1
Lead/Lag						Lead		Lag	Lag
Lead-Lag Optimize?									
Recall Mode	None	None	None	None	None	None	C-Max	C-Max	C-Max
v/c Ratio		0.26	0.56		0.01	0.53	0.39	0.54	0.04
Control Delay (s/veh)		57.4	21.7		49.0	7.2	3.7	11.0	1.2
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)		57.4	21.7		49.0	7.2	3.7	11.0	1.2
Queue Length 50th (m)		6.5	0.0		0.2	7.0	29.3	71.1	0.0
Queue Length 95th (m)		15.8	22.1		2.0	16.1	49.1	118.6	2.9
Internal Link Dist (m)		828.8			20.9		732.4	332.3	
Turn Bay Length (m)						35.0			20.0
Base Capacity (vph)		363	384		380	379	2726	2184	1043
Starvation Cap Reductn		0	0		0	0	0	0	0
Spillback Cap Reductn		0	0		0	0	0	0	0
Storage Cap Reductn		0	0		0	0	0	0	0
Reduced v/c Ratio		0.07	0.27		0.00	0.53	0.39	0.54	0.04

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 8 (7%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 4: Hwy 50 & Parr Blvd/Cruise Canada RV Rental & Sales



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	27	0	103	1	0	0	202	1067	2	0	1180	44
Future Volume (vph)	27	0	103	1	0	0	202	1067	2	0	1180	44
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.5	3.7	3.5	3.5	3.7	3.5	3.5	3.7	3.5	3.5	3.7	3.5
Total Lost time (s)		6.9	6.9		6.9		3.0	6.1			6.1	6.1
Lane Util. Factor		1.00	1.00		1.00		1.00	0.95			0.95	1.00
Frpb, ped/bikes		1.00	1.00		1.00		1.00	1.00			1.00	0.98
Flpb, ped/bikes		1.00	1.00		1.00		1.00	1.00			1.00	1.00
Frt		1.00	0.85		1.00		1.00	1.00			1.00	0.85
Flt Protected		0.95	1.00		0.95		0.95	1.00			1.00	1.00
Satd. Flow (prot)		1706	1157		1825		1513	3348			3174	1487
Flt Permitted		0.76	1.00		0.74		0.19	1.00			1.00	1.00
Satd. Flow (perm)		1360	1157		1421		307	3348			3174	1487
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	27	0	103	1	0	0	202	1067	2	0	1180	44
RTOR Reduction (vph)	0	0	95	0	0	0	0	0	0	0	0	14
Lane Group Flow (vph)	0	27	8	0	1	0	202	1069	0	0	1180	30
Confl. Peds. (#/hr)							1		2	2		1
Confl. Bikes (#/hr)									1			
Heavy Vehicles (%)	7%	0%	38%	0%	0%	0%	18%	9%	0%	0%	15%	5%
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA		Perm	NA	Perm
Protected Phases		8			4		1	6			2	
Permitted Phases	8		8	4			6			2		2
Actuated Green, G (s)		9.3	9.3		9.3		97.7	97.7			82.6	82.6
Effective Green, g (s)		9.3	9.3		9.3		97.7	97.7			82.6	82.6
Actuated g/C Ratio		0.08	0.08		0.08		0.81	0.81			0.69	0.69
Clearance Time (s)		6.9	6.9		6.9		3.0	6.1			6.1	6.1
Vehicle Extension (s)		3.0	3.0		3.0		3.0	3.0			3.0	3.0
Lane Grp Cap (vph)		105	89		110		371	2725			2184	1023
v/s Ratio Prot							c0.05	0.32			0.37	
v/s Ratio Perm		c0.02	0.01		0.00		c0.39					0.02
v/c Ratio		0.26	0.09		0.01		0.54	0.39			0.54	0.03
Uniform Delay, d1		52.1	51.4		51.1		4.8	3.0			9.3	5.9
Progression Factor		1.00	1.00		1.00		1.00	1.00			1.00	1.00
Incremental Delay, d2		1.3	0.4		0.0		1.6	0.4			1.0	0.1
Delay (s)		53.4	51.9		51.1		6.5	3.5			10.2	6.0
Level of Service		D	D		D		A	A			B	A
Approach Delay (s/veh)		52.2			51.1			3.9			10.1	
Approach LOS		D			D			A			B	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	9.2	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.53		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	64.6%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	63	130	354	213	40	104	1093	170	31	1140	64
Future Volume (vph)	63	130	354	213	40	104	1093	170	31	1140	64
Lane Group Flow (vph)	63	337	354	213	40	104	1093	170	31	1140	64
Turn Type	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4	3	8		1	6		5	2	
Permitted Phases	4		8		8	6		6	2		2
Detector Phase	7	4	3	8	8	1	6	6	5	2	2
Switch Phase											
Minimum Initial (s)	5.0	12.0	10.0	12.0	12.0	10.0	20.0	20.0	10.0	20.0	20.0
Minimum Split (s)	9.5	43.5	14.5	43.5	43.5	15.0	41.3	41.3	15.0	41.3	41.3
Total Split (s)	26.0	45.0	36.0	55.0	55.0	20.0	64.0	64.0	15.0	59.0	59.0
Total Split (%)	16.3%	28.1%	22.5%	34.4%	34.4%	12.5%	40.0%	40.0%	9.4%	36.9%	36.9%
Yellow Time (s)	3.0	4.0	3.0	4.0	4.0	3.0	4.2	4.2	3.0	4.2	4.2
All-Red Time (s)	0.0	2.5	0.0	2.5	2.5	2.0	2.1	2.1	2.0	2.1	2.1
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	3.0	6.5	3.0	6.5	6.5	5.0	6.3	6.3	5.0	6.3	6.3
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?											
Recall Mode	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
v/c Ratio	0.27	0.84	0.94	0.47	0.09	0.54	0.64	0.22	0.13	0.79	0.09
Control Delay (s/veh)	38.8	49.8	77.7	53.8	0.6	27.1	31.4	8.5	16.8	42.2	1.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	38.8	49.8	77.7	53.8	0.6	27.1	31.4	8.5	16.8	42.2	1.7
Queue Length 50th (m)	15.2	32.1	106.4	64.7	0.0	19.6	152.1	9.1	4.5	188.4	0.0
Queue Length 95th (m)	25.6	52.6	#154.7	89.0	0.8	42.1	201.0	28.2	11.5	#286.4	3.2
Internal Link Dist (m)		330.4		656.8			717.1			732.4	
Turn Bay Length (m)	60.0		50.0		50.0	100.0		85.0	35.0		120.0
Base Capacity (vph)	375	671	387	544	514	204	1720	790	236	1446	725
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.17	0.50	0.91	0.39	0.08	0.51	0.64	0.22	0.13	0.79	0.09

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 27 (17%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 125
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 5: Hwy 50 & Mayfield Rd/Albion Vaughn Rd

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	63	130	207	354	213	40	104	1093	170	31	1140	64
Future Volume (vph)	63	130	207	354	213	40	104	1093	170	31	1140	64
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.5	3.7	3.5	3.5	3.7	3.5	3.5	3.7	3.5	3.5	3.7	3.5
Total Lost time (s)	3.0	6.5		3.0	6.5	6.5	5.0	6.3	6.3	5.0	6.3	6.3
Lane Util. Factor	1.00	0.95		1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt	1.00	0.91		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1653	2201		1623	1795	1521	1198	3288	1401	1539	3093	1439
Flt Permitted	0.62	1.00		0.22	1.00	1.00	0.12	1.00	1.00	0.18	1.00	1.00
Satd. Flow (perm)	1087	2201		382	1795	1521	149	3288	1401	295	3093	1439
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	63	130	207	354	213	40	104	1093	170	31	1140	64
RTOR Reduction (vph)	0	167	0	0	0	30	0	0	59	0	0	34
Lane Group Flow (vph)	63	170	0	354	213	10	104	1093	111	31	1140	30
Heavy Vehicles (%)	8%	26%	66%	10%	7%	5%	49%	11%	14%	16%	18%	11%
Turn Type	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4		3	8		1	6		5	2	
Permitted Phases	4			8		8	6		6	2		2
Actuated Green, G (s)	25.6	17.4		52.1	40.9	40.9	95.1	82.1	82.1	82.2	74.2	74.2
Effective Green, g (s)	25.6	17.4		52.1	40.9	40.9	95.1	82.1	82.1	82.2	74.2	74.2
Actuated g/C Ratio	0.16	0.11		0.33	0.26	0.26	0.59	0.51	0.51	0.51	0.46	0.46
Clearance Time (s)	3.0	6.5		3.0	6.5	6.5	5.0	6.3	6.3	5.0	6.3	6.3
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	202	239		370	458	388	192	1687	718	213	1434	667
v/s Ratio Prot	0.02	0.08		c0.19	0.12		c0.05	c0.33		0.01	c0.37	
v/s Ratio Perm	0.03			c0.12		0.01	0.27		0.08	0.07		0.02
v/c Ratio	0.31	0.71		0.96	0.47	0.03	0.54	0.65	0.15	0.15	0.79	0.04
Uniform Delay, d1	58.7	68.9		47.3	50.3	44.6	22.5	28.4	20.6	21.0	36.4	23.5
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.9	9.6		35.2	0.7	0.0	3.1	1.9	0.5	0.3	4.6	0.1
Delay (s)	59.6	78.5		82.5	51.1	44.7	25.6	30.3	21.1	21.3	41.1	23.6
Level of Service	E	E		F	D	D	C	C	C	C	D	C
Approach Delay (s/veh)		75.5			69.0			28.8			39.7	
Approach LOS		E			E			C			D	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	44.5	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.84		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	20.8
Intersection Capacity Utilization	87.9%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	404	360	1	1	2
Future Vol, veh/h	1	404	360	1	1	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	40	22	0	0	100
Mvmt Flow	1	404	360	1	1	2

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	361	0	-	0	565	181
Stage 1	-	-	-	-	361	-
Stage 2	-	-	-	-	204	-
Critical Hdwy	4.1	-	-	-	6.8	8.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	4.3
Pot Cap-1 Maneuver	1209	-	-	-	460	595
Stage 1	-	-	-	-	682	-
Stage 2	-	-	-	-	816	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1209	-	-	-	460	595
Mov Cap-2 Maneuver	-	-	-	-	460	-
Stage 1	-	-	-	-	681	-
Stage 2	-	-	-	-	816	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	11.7
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1209	-	-	-	542
HCM Lane V/C Ratio	0.001	-	-	-	0.006
HCM Ctrl Dly (s/v)	8	0	-	-	11.7
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q (veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	651	0	0	632
Future Vol, veh/h	0	0	651	0	0	632
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	7	0	0	21
Mvmt Flow	0	0	651	0	0	632

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	967	326	0	0	651	0
Stage 1	651	-	-	-	-	-
Stage 2	316	-	-	-	-	-
Critical Hdwy	6.8	6.9	-	-	4.1	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	255	676	-	-	945	-
Stage 1	486	-	-	-	-	-
Stage 2	718	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	255	676	-	-	945	-
Mov Cap-2 Maneuver	373	-	-	-	-	-
Stage 1	486	-	-	-	-	-
Stage 2	718	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	945	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Ctrl Dly (s/v)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q (veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	404	360	1	0	1
Future Vol, veh/h	1	404	360	1	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	15	-	-	-	0	80
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	40	22	0	0	0
Mvmt Flow	1	404	360	1	0	1

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	361	0	-	0	565	181
Stage 1	-	-	-	-	361	-
Stage 2	-	-	-	-	204	-
Critical Hdwy	4.1	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1209	-	-	-	460	837
Stage 1	-	-	-	-	682	-
Stage 2	-	-	-	-	816	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1209	-	-	-	460	837
Mov Cap-2 Maneuver	-	-	-	-	460	-
Stage 1	-	-	-	-	681	-
Stage 2	-	-	-	-	816	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	9.3
HCM LOS			A

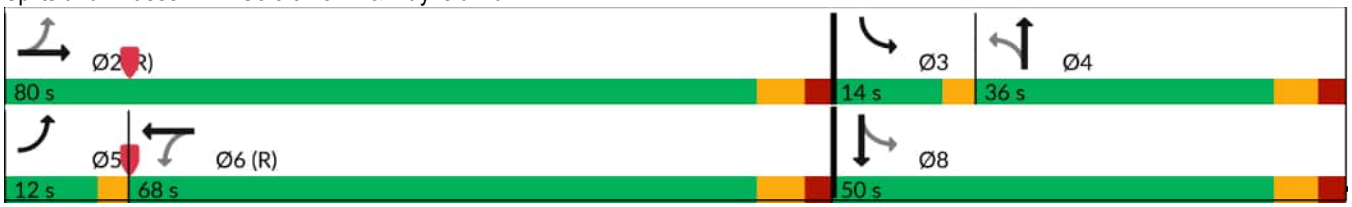
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1209	-	-	-	-	837
HCM Lane V/C Ratio	0.001	-	-	-	-	0.001
HCM Ctrl Dly (s/v)	8	-	-	-	0	9.3
HCM Lane LOS	A	-	-	-	A	A
HCM 95th %tile Q (veh)	0	-	-	-	-	0

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	307	345	26	317	26	523	86	490
Future Volume (vph)	307	345	26	317	26	523	86	490
Lane Group Flow (vph)	307	380	26	394	26	554	86	923
Turn Type	pm+pt	NA	Perm	NA	Perm	NA	pm+pt	NA
Protected Phases	5	2		6		4	3	8
Permitted Phases	2		6		4		8	
Detector Phase	5	2	6	6	4	4	3	8
Switch Phase								
Minimum Initial (s)	5.0	12.0	12.0	12.0	12.0	12.0	5.0	12.0
Minimum Split (s)	9.5	37.0	37.0	37.0	37.0	37.0	12.5	37.0
Total Split (s)	12.0	80.0	68.0	68.0	36.0	36.0	14.0	50.0
Total Split (%)	9.2%	61.5%	52.3%	52.3%	27.7%	27.7%	10.8%	38.5%
Yellow Time (s)	3.0	4.6	4.6	4.6	4.2	4.2	3.0	4.2
All-Red Time (s)	0.0	2.4	2.4	2.4	2.8	2.8	0.0	2.8
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	3.0	7.0	7.0	7.0	7.0	7.0	3.0	7.0
Lead/Lag	Lead		Lag	Lag	Lag	Lag	Lead	
Lead-Lag Optimize?								
Recall Mode	None	C-Max	C-Max	C-Max	None	None	None	None
v/c Ratio	0.57	0.19	0.06	0.29	0.51	0.82	0.52	0.85
Control Delay (s/veh)	17.6	12.3	19.5	19.4	80.4	60.1	41.9	42.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	17.6	12.3	19.5	19.4	80.4	60.1	41.9	42.6
Queue Length 50th (m)	42.9	24.6	4.2	34.4	6.8	76.7	20.6	101.6
Queue Length 95th (m)	68.2	36.1	10.5	47.7	#20.2	95.6	35.9	124.4
Internal Link Dist (m)		689.8		209.6		564.3		579.6
Turn Bay Length (m)	100.0		85.0		105.0		145.0	
Base Capacity (vph)	541	1972	418	1369	59	783	173	1198
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.57	0.19	0.06	0.29	0.44	0.71	0.50	0.77

Intersection Summary

Cycle Length: 130
Actuated Cycle Length: 130
Offset: 116 (89%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle: 100
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: Coleraine Dr & Mayfield Rd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	307	345	35	26	317	77	26	523	31	86	490	433
Future Volume (vph)	307	345	35	26	317	77	26	523	31	86	490	433
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.5	3.7	3.5	3.5	3.7	3.5	3.5	3.7	3.5	3.5	3.7	3.5
Total Lost time (s)	3.0	7.0		7.0	7.0		7.0	7.0		3.0	7.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.99		1.00	0.97		1.00	0.99		1.00	0.93	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1487	3283		1552	2778		1594	3498		1322	3252	
Flt Permitted	0.48	1.00		0.53	1.00		0.16	1.00		0.19	1.00	
Satd. Flow (perm)	756	3283		860	2778		267	3498		260	3252	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	307	345	35	26	317	77	26	523	31	86	490	433
RTOR Reduction (vph)	0	5	0	0	16	0	0	3	0	0	129	0
Lane Group Flow (vph)	307	375	0	26	378	0	26	551	0	86	794	0
Confl. Peds. (#/hr)									1	1		
Heavy Vehicles (%)	20%	10%	6%	15%	16%	75%	12%	3%	10%	35%	2%	7%
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		pm+pt	NA	
Protected Phases	5	2			6			4		3	8	
Permitted Phases	2			6			4			8		
Actuated Green, G (s)	77.9	77.9		63.3	63.3		25.1	25.1		38.1	38.1	
Effective Green, g (s)	77.9	77.9		63.3	63.3		25.1	25.1		38.1	38.1	
Actuated g/C Ratio	0.60	0.60		0.49	0.49		0.19	0.19		0.29	0.29	
Clearance Time (s)	3.0	7.0		7.0	7.0		7.0	7.0		3.0	7.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	518	1967		418	1352		51	675		157	953	
v/s Ratio Prot	c0.05	0.11			0.14			0.16		0.04	c0.24	
v/s Ratio Perm	c0.30			0.03			0.10			0.12		
v/c Ratio	0.59	0.19		0.06	0.28		0.51	0.82		0.55	0.83	
Uniform Delay, d1	13.8	11.8		17.6	19.8		46.9	50.2		35.9	43.0	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	1.8	0.2		0.3	0.5		7.8	7.5		3.9	6.3	
Delay (s)	15.6	12.0		17.9	20.3		54.7	57.8		39.8	49.3	
Level of Service	B	B		B	C		D	E		D	D	
Approach Delay (s/veh)		13.6			20.2			57.6			48.5	
Approach LOS		B			C			E			D	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	37.2	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.71		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	86.5%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	3	3	31	6	13	859	109	931	4
Future Volume (vph)	3	3	31	6	13	859	109	931	4
Lane Group Flow (vph)	3	16	31	104	13	880	109	931	4
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA	Perm
Protected Phases		4		8		2		6	
Permitted Phases	4		8		2		6		6
Detector Phase	4	4	8	8	2	2	6	6	6
Switch Phase									
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	41.0	41.0	41.0	41.0	36.7	36.7	36.7	36.7	36.7
Total Split (s)	42.0	42.0	42.0	42.0	58.0	58.0	58.0	58.0	58.0
Total Split (%)	42.0%	42.0%	42.0%	42.0%	58.0%	58.0%	58.0%	58.0%	58.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.2	4.2	4.2	4.2	4.2
All-Red Time (s)	5.0	5.0	5.0	5.0	2.5	2.5	2.5	2.5	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	9.0	9.0	9.0	9.0	6.7	6.7	6.7	6.7	6.7
Lead/Lag									
Lead-Lag Optimize?									
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	C-Max	C-Max
v/c Ratio	0.02	0.10	0.25	0.45	0.05	0.33	0.26	0.35	0.00
Control Delay (s/veh)	40.3	23.5	46.2	16.4	4.4	4.4	6.0	4.5	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	40.3	23.5	46.2	16.4	4.4	4.4	6.0	4.5	0.0
Queue Length 50th (m)	0.6	0.7	6.6	1.5	1.0	29.0	6.5	31.0	0.0
Queue Length 95th (m)	3.3	8.6	16.7	23.0	4.0	41.0	15.4	43.5	0.0
Internal Link Dist (m)		93.8		472.1		202.5		1020.4	
Turn Bay Length (m)	14.0		30.0		37.0		35.0		25.0
Base Capacity (vph)	427	502	399	523	239	2651	423	2696	1002
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.01	0.03	0.08	0.20	0.05	0.33	0.26	0.35	0.00

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated

Splits and Phases: 2: Coleraine Dr & The Beer Store Corporate Office/Parr Blvd

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	3	3	13	31	6	98	13	859	21	109	931	4
Future Volume (vph)	3	3	13	31	6	98	13	859	21	109	931	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.5	3.7	3.5	3.5	3.7	3.5	3.5	3.7	3.5	3.5	3.7	3.5
Total Lost time (s)	9.0	9.0		9.0	9.0		6.7	6.7		6.7	6.7	6.7
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95		1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	0.98
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Frt	1.00	0.88		1.00	0.86		1.00	1.00		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1785	1497		1539	1387		965	3354		1608	3411	1251
Flt Permitted	0.69	1.00		0.75	1.00		0.30	1.00		0.32	1.00	1.00
Satd. Flow (perm)	1296	1497		1210	1387		302	3354		535	3411	1251
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	3	3	13	31	6	98	13	859	21	109	931	4
RTOR Reduction (vph)	0	12	0	0	90	0	0	1	0	0	0	1
Lane Group Flow (vph)	3	4	0	31	14	0	13	879	0	109	931	3
Confl. Bikes (#/hr)									1			1
Heavy Vehicles (%)	0%	33%	8%	16%	50%	17%	85%	8%	24%	11%	7%	25%
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	Perm
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		6
Actuated Green, G (s)	8.4	8.4		8.4	8.4		75.9	75.9		75.9	75.9	75.9
Effective Green, g (s)	8.4	8.4		8.4	8.4		75.9	75.9		75.9	75.9	75.9
Actuated g/C Ratio	0.08	0.08		0.08	0.08		0.76	0.76		0.76	0.76	0.76
Clearance Time (s)	9.0	9.0		9.0	9.0		6.7	6.7		6.7	6.7	6.7
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	108	125		101	116		229	2545		406	2588	949
v/s Ratio Prot		0.00			0.01			0.26			c0.27	
v/s Ratio Perm	0.00			c0.03			0.04			0.20		0.00
v/c Ratio	0.03	0.03		0.31	0.12		0.06	0.35		0.27	0.36	0.00
Uniform Delay, d1	42.1	42.1		43.1	42.4		3.0	3.9		3.6	4.0	2.9
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	0.1	0.1		1.7	0.5		0.5	0.4		1.6	0.4	0.0
Delay (s)	42.2	42.2		44.8	42.9		3.5	4.3		5.3	4.4	2.9
Level of Service	D	D		D	D		A	A		A	A	A
Approach Delay (s/veh)		42.2			43.3			4.3			4.5	
Approach LOS		D			D			A			A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	7.2	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.35		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	15.7
Intersection Capacity Utilization	61.1%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

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	4	152	8	7	122	14	8	1	8	21	2	9
Future Vol, veh/h	4	152	8	7	122	14	8	1	8	21	2	9
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	25	11	13	29	19	50	13	0	25	10	0	11
Mvmt Flow	4	152	8	7	122	14	8	1	8	21	2	9

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	136	0	0	160	0	0	313	314	156	312	311	129
Stage 1	-	-	-	-	-	-	164	164	-	143	143	-
Stage 2	-	-	-	-	-	-	149	150	-	169	168	-
Critical Hdwy	4.35	-	-	4.39	-	-	7.23	6.5	6.45	7.2	6.5	6.31
Critical Hdwy Stg 1	-	-	-	-	-	-	6.23	5.5	-	6.2	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.23	5.5	-	6.2	5.5	-
Follow-up Hdwy	2.425	-	-	2.461	-	-	3.617	4	3.525	3.59	4	3.399
Pot Cap-1 Maneuver	1318	-	-	1271	-	-	619	605	833	625	607	897
Stage 1	-	-	-	-	-	-	813	766	-	841	782	-
Stage 2	-	-	-	-	-	-	828	777	-	814	763	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1318	-	-	1271	-	-	607	600	833	614	602	897
Mov Cap-2 Maneuver	-	-	-	-	-	-	607	600	-	614	602	-
Stage 1	-	-	-	-	-	-	811	764	-	838	777	-
Stage 2	-	-	-	-	-	-	813	772	-	803	761	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.2	0.4	10.3	10.6
HCM LOS			B	B

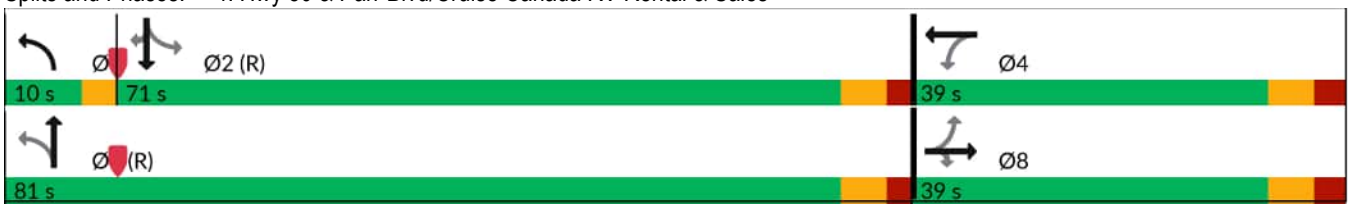
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	695	1318	-	-	1271	-	-	673
HCM Lane V/C Ratio	0.024	0.003	-	-	0.006	-	-	0.048
HCM Ctrl Dly (s/v)	10.3	7.7	0	-	7.8	0	-	10.6
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q (veh)	0.1	0	-	-	0	-	-	0.1

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	55	0	172	1	0	114	1291	1	1193	39
Future Volume (vph)	55	0	172	1	0	114	1291	1	1193	39
Lane Group Flow (vph)	0	55	172	0	2	114	1291	1	1193	39
Turn Type	Perm	NA	Perm	Perm	NA	pm+pt	NA	Perm	NA	Perm
Protected Phases		8			4	1	6		2	
Permitted Phases	8		8	4		6		2		2
Detector Phase	8	8	8	4	4	1	6	2	2	2
Switch Phase										
Minimum Initial (s)	8.0	8.0	8.0	8.0	8.0	5.0	12.0	12.0	12.0	12.0
Minimum Split (s)	33.9	33.9	33.9	33.9	33.9	9.5	30.1	30.1	30.1	30.1
Total Split (s)	39.0	39.0	39.0	39.0	39.0	10.0	81.0	71.0	71.0	71.0
Total Split (%)	32.5%	32.5%	32.5%	32.5%	32.5%	8.3%	67.5%	59.2%	59.2%	59.2%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	3.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.9	2.9	2.9	2.9	2.9	0.0	2.1	2.1	2.1	2.1
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.9	6.9		6.9	3.0	6.1	6.1	6.1	6.1
Lead/Lag						Lead		Lag	Lag	Lag
Lead-Lag Optimize?										
Recall Mode	None	None	None	None	None	None	C-Max	C-Max	C-Max	C-Max
v/c Ratio		0.45	0.63		0.01	0.37	0.49	0.00	0.48	0.04
Control Delay (s/veh)		62.3	20.8		0.0	5.7	4.8	6.0	8.7	0.8
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)		62.3	20.8		0.0	5.7	4.8	6.0	8.7	0.8
Queue Length 50th (m)		13.2	3.7		0.0	4.6	45.3	0.1	60.2	0.0
Queue Length 95th (m)		26.2	27.1		0.0	11.2	72.4	0.7	93.5	1.9
Internal Link Dist (m)		828.8			20.9		732.4		332.3	
Turn Bay Length (m)						35.0		25.0		20.0
Base Capacity (vph)		369	503		450	309	2661	287	2485	1081
Starvation Cap Reductn		0	0		0	0	0	0	0	0
Spillback Cap Reductn		0	0		0	0	0	0	0	0
Storage Cap Reductn		0	0		0	0	0	0	0	0
Reduced v/c Ratio		0.15	0.34		0.00	0.37	0.49	0.00	0.48	0.04

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 3 (3%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated

Splits and Phases: 4: Hwy 50 & Parr Blvd/Cruise Canada RV Rental & Sales



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	55	0	172	1	0	1	114	1291	0	1	1193	39
Future Volume (vph)	55	0	172	1	0	1	114	1291	0	1	1193	39
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.5	3.7	3.5	3.5	3.7	3.5	3.5	3.7	3.5	3.5	3.7	3.5
Total Lost time (s)		6.9	6.9		6.9		3.0	6.1		6.1	6.1	6.1
Lane Util. Factor		1.00	1.00		1.00		1.00	0.95		1.00	0.95	1.00
Frpb, ped/bikes		1.00	1.00		0.99		1.00	1.00		1.00	1.00	0.98
Flpb, ped/bikes		1.00	1.00		1.00		1.00	1.00		1.00	1.00	1.00
Frt		1.00	0.85		0.93		1.00	1.00		1.00	1.00	0.85
Flt Protected		0.95	1.00		0.98		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)		1734	1452		1735		1394	3318		1785	3476	1487
Flt Permitted		0.76	1.00		0.86		0.20	1.00		0.21	1.00	1.00
Satd. Flow (perm)		1380	1452		1533		287	3318		402	3476	1487
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	55	0	172	1	0	1	114	1291	0	1	1193	39
RTOR Reduction (vph)	0	0	143	0	2	0	0	0	0	0	0	11
Lane Group Flow (vph)	0	55	29	0	0	0	114	1291	0	1	1193	28
Confl. Peds. (#/hr)	2					2	1					1
Heavy Vehicles (%)	5%	0%	10%	0%	0%	0%	28%	10%	0%	0%	5%	5%
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA		Perm	NA	Perm
Protected Phases		8			4		1	6			2	
Permitted Phases	8		8	4			6			2		2
Actuated Green, G (s)		10.7	10.7		10.7		96.3	96.3		85.8	85.8	85.8
Effective Green, g (s)		10.7	10.7		10.7		96.3	96.3		85.8	85.8	85.8
Actuated g/C Ratio		0.09	0.09		0.09		0.80	0.80		0.72	0.72	0.72
Clearance Time (s)		6.9	6.9		6.9		3.0	6.1		6.1	6.1	6.1
Vehicle Extension (s)		3.0	3.0		3.0		3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)		123	129		136		299	2662		287	2485	1063
v/s Ratio Prot							0.02	c0.39			0.34	
v/s Ratio Perm		c0.04	0.02		0.00		0.28			0.00		0.02
v/c Ratio		0.45	0.22		0.00		0.38	0.48		0.00	0.48	0.03
Uniform Delay, d1		51.8	50.8		49.8		4.0	3.8		4.9	7.4	5.0
Progression Factor		1.00	1.00		1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2		2.6	0.9		0.0		0.8	0.6		0.0	0.7	0.0
Delay (s)		54.4	51.7		49.8		4.8	4.5		4.9	8.1	5.0
Level of Service		D	D		D		A	A		A	A	A
Approach Delay (s/veh)		52.3			49.8			4.5			8.0	
Approach LOS		D			D			A			A	

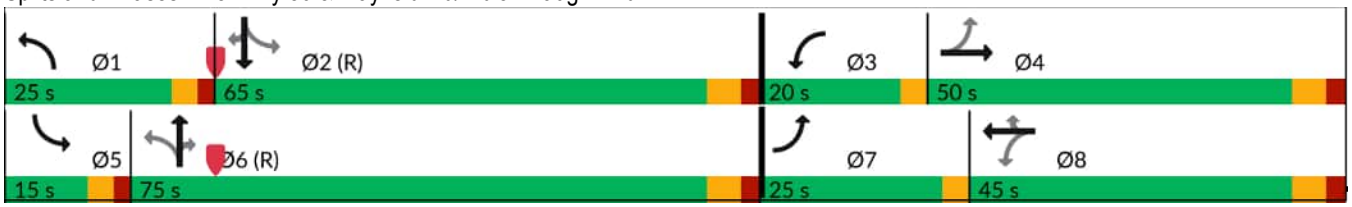
Intersection Summary			
HCM 2000 Control Delay (s/veh)	9.8	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.49		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	69.3%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	85	198	212	126	33	95	1140	413	36	1268	73
Future Volume (vph)	85	198	212	126	33	95	1140	413	36	1268	73
Lane Group Flow (vph)	85	436	212	126	33	95	1140	413	36	1268	73
Turn Type	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4	3	8		1	6		5	2	
Permitted Phases	4		8		8	6		6	2		2
Detector Phase	7	4	3	8	8	1	6	6	5	2	2
Switch Phase											
Minimum Initial (s)	5.0	12.0	10.0	12.0	12.0	10.0	20.0	20.0	10.0	20.0	20.0
Minimum Split (s)	9.5	43.5	14.5	43.5	43.5	15.0	41.3	41.3	15.0	41.3	41.3
Total Split (s)	25.0	50.0	20.0	45.0	45.0	25.0	75.0	75.0	15.0	65.0	65.0
Total Split (%)	15.6%	31.3%	12.5%	28.1%	28.1%	15.6%	46.9%	46.9%	9.4%	40.6%	40.6%
Yellow Time (s)	3.0	4.0	3.0	4.0	4.0	3.0	4.2	4.2	3.0	4.2	4.2
All-Red Time (s)	0.0	2.5	0.0	2.5	2.5	2.0	2.1	2.1	2.0	2.1	2.1
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	3.0	6.5	3.0	6.5	6.5	5.0	6.3	6.3	5.0	6.3	6.3
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?											
Recall Mode	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
v/c Ratio	0.27	0.83	0.97	0.55	0.10	0.52	0.60	0.41	0.13	0.68	0.08
Control Delay (s/veh)	45.3	51.8	102.1	70.6	0.6	22.5	23.9	5.9	11.8	30.8	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	45.3	51.8	102.1	70.6	0.6	22.5	23.9	5.9	11.8	30.8	0.2
Queue Length 50th (m)	22.0	47.5	63.9	49.4	0.0	15.4	141.7	15.1	4.2	163.2	0.0
Queue Length 95th (m)	35.1	66.8	#107.6	77.2	0.0	35.9	187.8	42.9	10.4	235.7	0.0
Internal Link Dist (m)		330.4		656.8			717.1			732.4	
Turn Bay Length (m)	60.0		50.0		50.0	100.0		85.0	35.0		120.0
Base Capacity (vph)	413	905	220	340	434	215	1901	1014	272	1867	907
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.21	0.48	0.96	0.37	0.08	0.44	0.60	0.41	0.13	0.68	0.08

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 72 (45%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 125
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 5: Hwy 50 & Mayfield Rd/Albion Vaughn Rd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	85	198	238	212	126	33	95	1140	413	36	1268	73
Future Volume (vph)	85	198	238	212	126	33	95	1140	413	36	1268	73
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.5	3.7	3.5	3.5	3.7	3.5	3.5	3.7	3.5	3.5	3.7	3.5
Total Lost time (s)	3.0	6.5		3.0	6.5	6.5	5.0	6.3	6.3	5.0	6.3	6.3
Lane Util. Factor	1.00	0.95		1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.92		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1767	2825		1623	1413	1389	1095	3202	1493	1566	3444	1562
Flt Permitted	0.68	1.00		0.17	1.00	1.00	0.12	1.00	1.00	0.19	1.00	1.00
Satd. Flow (perm)	1258	2825		292	1413	1389	138	3202	1493	319	3444	1562
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	85	198	238	212	126	33	95	1140	413	36	1268	73
RTOR Reduction (vph)	0	165	0	0	0	28	0	0	130	0	0	33
Lane Group Flow (vph)	85	271	0	212	126	5	95	1140	283	36	1268	40
Confl. Bikes (#/hr)												1
Heavy Vehicles (%)	1%	11%	25%	10%	36%	15%	63%	14%	7%	14%	6%	1%
Turn Type	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4		3	8		1	6		5	2	
Permitted Phases	4			8		8	6		6	2		2
Actuated Green, G (s)	31.6	20.4		40.2	26.0	26.0	107.0	94.0	94.0	94.8	86.8	86.8
Effective Green, g (s)	31.6	20.4		40.2	26.0	26.0	107.0	94.0	94.0	94.8	86.8	86.8
Actuated g/C Ratio	0.20	0.13		0.25	0.16	0.16	0.67	0.59	0.59	0.59	0.54	0.54
Clearance Time (s)	3.0	6.5		3.0	6.5	6.5	5.0	6.3	6.3	5.0	6.3	6.3
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	284	360		213	229	225	183	1881	877	251	1868	847
v/s Ratio Prot	0.02	0.10		c0.10	0.09		c0.05	c0.36		0.01	c0.37	
v/s Ratio Perm	0.04			c0.15		0.00	0.30		0.19	0.08		0.03
v/c Ratio	0.30	0.75		1.00	0.55	0.02	0.52	0.61	0.32	0.14	0.68	0.05
Uniform Delay, d1	54.1	67.4		53.8	61.6	56.3	18.4	21.1	16.8	14.9	26.5	17.2
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.6	8.6		60.0	2.8	0.0	2.5	1.5	1.0	0.3	2.0	0.1
Delay (s)	54.7	76.0		113.8	64.5	56.4	20.9	22.6	17.8	15.2	28.5	17.3
Level of Service	D	E		F	E	E	C	C	B	B	C	B
Approach Delay (s/veh)		72.5			91.9			21.3			27.6	
Approach LOS		E			F			C			C	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	37.0	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.77		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	20.8
Intersection Capacity Utilization	86.4%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	5	457	415	3	7	5
Future Vol, veh/h	5	457	415	3	7	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	60	17	24	33	29	20
Mvmt Flow	5	457	415	3	7	5

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	418	0	-	0	656	209
Stage 1	-	-	-	-	417	-
Stage 2	-	-	-	-	239	-
Critical Hdwy	5.3	-	-	-	7.38	7.3
Critical Hdwy Stg 1	-	-	-	-	6.38	-
Critical Hdwy Stg 2	-	-	-	-	6.38	-
Follow-up Hdwy	2.8	-	-	-	3.79	3.5
Pot Cap-1 Maneuver	814	-	-	-	343	744
Stage 1	-	-	-	-	560	-
Stage 2	-	-	-	-	703	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	814	-	-	-	340	744
Mov Cap-2 Maneuver	-	-	-	-	340	-
Stage 1	-	-	-	-	556	-
Stage 2	-	-	-	-	703	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.1	0	13.4
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	814	-	-	-	439
HCM Lane V/C Ratio	0.006	-	-	-	0.027
HCM Ctrl Dly (s/v)	9.5	0	-	-	13.4
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q (veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	876	1	0	980
Future Vol, veh/h	0	0	876	1	0	980
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	11	0	0	7
Mvmt Flow	0	0	876	1	0	980

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1367	439	0	0	877	0
Stage 1	877	-	-	-	-	-
Stage 2	490	-	-	-	-	-
Critical Hdwy	6.8	6.9	-	-	4.1	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	141	571	-	-	779	-
Stage 1	372	-	-	-	-	-
Stage 2	587	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	141	571	-	-	779	-
Mov Cap-2 Maneuver	268	-	-	-	-	-
Stage 1	372	-	-	-	-	-
Stage 2	587	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	779	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Ctrl Dly (s/v)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q (veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	463	417	0	1	1
Future Vol, veh/h	1	463	417	0	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	15	-	-	-	0	80
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	17	24	0	0	0
Mvmt Flow	1	463	417	0	1	1

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	417	0	-	0	651	209
Stage 1	-	-	-	-	417	-
Stage 2	-	-	-	-	234	-
Critical Hdwy	4.1	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1153	-	-	-	406	803
Stage 1	-	-	-	-	639	-
Stage 2	-	-	-	-	789	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1153	-	-	-	406	803
Mov Cap-2 Maneuver	-	-	-	-	406	-
Stage 1	-	-	-	-	638	-
Stage 2	-	-	-	-	789	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	11.7
HCM LOS			B

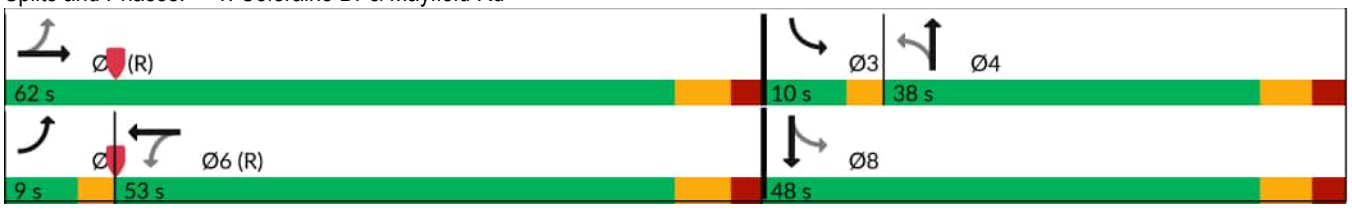
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1153	-	-	-	406	803
HCM Lane V/C Ratio	0.001	-	-	-	0.002	0.001
HCM Ctrl Dly (s/v)	8.1	-	-	-	13.9	9.5
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q (veh)	0	-	-	-	0	0

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	102	282	2	288	6	11	90	0
Future Volume (vph)	102	282	2	288	6	11	90	0
Lane Group Flow (vph)	102	283	2	348	6	11	90	156
Turn Type	pm+pt	NA	Perm	NA	Perm	NA	pm+pt	NA
Protected Phases	5	2		6		4	3	8
Permitted Phases	2		6		4		8	
Detector Phase	5	2	6	6	4	4	3	8
Switch Phase								
Minimum Initial (s)	5.0	12.0	12.0	12.0	12.0	12.0	5.0	12.0
Minimum Split (s)	9.5	37.0	37.0	37.0	37.0	37.0	12.5	37.0
Total Split (s)	9.0	62.0	53.0	53.0	38.0	38.0	10.0	48.0
Total Split (%)	8.2%	56.4%	48.2%	48.2%	34.5%	34.5%	9.1%	43.6%
Yellow Time (s)	3.0	4.6	4.6	4.6	4.2	4.2	3.0	4.2
All-Red Time (s)	0.0	2.4	2.4	2.4	2.8	2.8	0.0	2.8
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	3.0	7.0	7.0	7.0	7.0	7.0	3.0	7.0
Lead/Lag	Lead		Lag	Lag	Lag	Lag	Lead	
Lead-Lag Optimize?								
Recall Mode	None	C-Max	C-Max	C-Max	None	None	None	None
v/c Ratio	0.15	0.11	0.01	0.17	0.05	0.03	0.42	0.18
Control Delay (s/veh)	4.5	5.1	10.5	8.8	45.0	44.1	44.2	0.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	4.5	5.1	10.5	8.8	45.0	44.1	44.2	0.5
Queue Length 50th (m)	4.5	7.5	0.2	12.7	1.2	1.2	21.4	0.0
Queue Length 95th (m)	13.3	16.5	2.3	26.3	5.4	4.1	35.7	0.0
Internal Link Dist (m)		689.8		209.6		564.3		579.6
Turn Bay Length (m)	100.0		85.0		105.0		145.0	
Base Capacity (vph)	667	2479	342	2077	345	1028	214	1408
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.15	0.11	0.01	0.17	0.02	0.01	0.42	0.11

Intersection Summary

Cycle Length: 110
Actuated Cycle Length: 110
Offset: 48 (44%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle: 100
Control Type: Actuated-Coordinated

Splits and Phases: 1: Coleraine Dr & Mayfield Rd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	102	282	1	2	288	60	6	11	0	90	0	156
Future Volume (vph)	102	282	1	2	288	60	6	11	0	90	0	156
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.5	3.7	3.5	3.5	3.7	3.5	3.5	3.7	3.5	3.5	3.7	3.5
Total Lost time (s)	3.0	7.0		7.0	7.0		7.0	7.0		3.0	7.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	0.95		1.00	0.95	
Frt	1.00	1.00		1.00	0.97		1.00	1.00		1.00	0.85	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1487	3410		892	3277		1785	3650		1487	2900	
Flt Permitted	0.52	1.00		0.58	1.00		0.65	1.00		0.53	1.00	
Satd. Flow (perm)	813	3410		543	3277		1227	3650		829	2900	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	102	282	1	2	288	60	6	11	0	90	0	156
RTOR Reduction (vph)	0	0	0	0	11	0	0	0	0	0	128	0
Lane Group Flow (vph)	102	283	0	2	337	0	6	11	0	90	28	0
Heavy Vehicles (%)	20%	7%	0%	100%	3%	35%	0%	0%	0%	20%	0%	7%
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		pm+pt	NA	
Protected Phases	5	2			6			4		3	8	
Permitted Phases	2			6			4			8		
Actuated Green, G (s)	76.6	76.6		66.0	66.0		7.2	7.2		19.4	19.4	
Effective Green, g (s)	76.6	76.6		66.0	66.0		7.2	7.2		19.4	19.4	
Actuated g/C Ratio	0.70	0.70		0.60	0.60		0.07	0.07		0.18	0.18	
Clearance Time (s)	3.0	7.0		7.0	7.0		7.0	7.0		3.0	7.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	612	2374		325	1966		80	238		201	511	
v/s Ratio Prot	c0.01	0.08			0.10			0.00		c0.04	0.01	
v/s Ratio Perm	c0.10			0.00			0.00			c0.04		
v/c Ratio	0.17	0.12		0.01	0.17		0.08	0.05		0.45	0.05	
Uniform Delay, d1	5.5	5.5		8.8	9.8		48.3	48.2		39.8	37.7	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.1	0.1		0.0	0.2		0.4	0.1		1.6	0.0	
Delay (s)	5.6	5.6		8.9	10.0		48.7	48.3		41.3	37.7	
Level of Service	A	A		A	A		D	D		D	D	
Approach Delay (s/veh)		5.6			10.0			48.4			39.0	
Approach LOS		A			A			D			D	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	16.1	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.24		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	49.2%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	1	3	18	1	1	143	23	194	2
Future Volume (vph)	1	3	18	1	1	143	23	194	2
Lane Group Flow (vph)	1	4	18	31	1	147	23	194	2
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA	Perm
Protected Phases		4		8		2		6	
Permitted Phases	4		8		2		6		6
Detector Phase	4	4	8	8	2	2	6	6	6
Switch Phase									
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	41.0	41.0	41.0	41.0	36.7	36.7	36.7	36.7	36.7
Total Split (s)	44.0	44.0	44.0	44.0	61.7	61.7	61.7	61.7	61.7
Total Split (%)	41.6%	41.6%	41.6%	41.6%	58.4%	58.4%	58.4%	58.4%	58.4%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.2	4.2	4.2	4.2	4.2
All-Red Time (s)	5.0	5.0	5.0	5.0	2.5	2.5	2.5	2.5	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	9.0	9.0	9.0	9.0	6.7	6.7	6.7	6.7	6.7
Lead/Lag									
Lead-Lag Optimize?									
Recall Mode	None	None	None	None	Max	Max	Max	Max	Max
v/c Ratio	0.01	0.02	0.11	0.16	0.00	0.06	0.03	0.07	0.00
Control Delay (s/veh)	33.0	30.3	35.6	15.3	4.0	3.3	3.9	3.3	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	33.0	30.3	35.6	15.3	4.0	3.3	3.9	3.3	0.0
Queue Length 50th (m)	0.2	0.5	3.4	0.3	0.1	3.8	1.2	5.1	0.0
Queue Length 95th (m)	1.6	3.2	9.3	13.6	0.5	7.0	3.6	8.5	0.0
Internal Link Dist (m)		93.8		472.1		202.5		1020.4	
Turn Bay Length (m)	14.0		30.0		37.0		35.0		25.0
Base Capacity (vph)	584	780	564	596	975	2572	872	2709	1327
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.00	0.01	0.03	0.05	0.00	0.06	0.03	0.07	0.00

Intersection Summary
Cycle Length: 105.7
Actuated Cycle Length: 83.5
Natural Cycle: 80
Control Type: Semi Act-Uncoord

Splits and Phases: 2: Coleraine Dr & The Beer Store Corporate Office/Parr Blvd

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	3	1	18	1	30	1	143	4	23	194	2
Future Volume (vph)	1	3	1	18	1	30	1	143	4	23	194	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.5	3.7	3.5	3.5	3.7	3.5	3.5	3.7	3.5	3.5	3.7	3.5
Total Lost time (s)	9.0	9.0		9.0	9.0		6.7	6.7		6.7	6.7	6.7
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95		1.00	0.95	1.00
Frt	1.00	0.96		1.00	0.85		1.00	1.00		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1785	1849		1684	1372		1785	3119		1526	3288	1597
Flt Permitted	0.74	1.00		0.76	1.00		0.63	1.00		0.66	1.00	1.00
Satd. Flow (perm)	1385	1849		1339	1372		1183	3119		1058	3288	1597
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	1	3	1	18	1	30	1	143	4	23	194	2
RTOR Reduction (vph)	0	1	0	0	28	0	0	1	0	0	0	0
Lane Group Flow (vph)	1	3	0	18	3	0	1	146	0	23	194	2
Heavy Vehicles (%)	0%	0%	0%	6%	100%	17%	0%	17%	0%	17%	11%	0%
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	Perm
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		6
Actuated Green, G (s)	5.7	5.7		5.7	5.7		65.9	65.9		65.9	65.9	65.9
Effective Green, g (s)	5.7	5.7		5.7	5.7		65.9	65.9		65.9	65.9	65.9
Actuated g/C Ratio	0.07	0.07		0.07	0.07		0.75	0.75		0.75	0.75	0.75
Clearance Time (s)	9.0	9.0		9.0	9.0		6.7	6.7		6.7	6.7	6.7
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	90	120		87	89		893	2354		798	2482	1205
v/s Ratio Prot		0.00			0.00			0.05			c0.06	
v/s Ratio Perm	0.00			c0.01			0.00			0.02		0.00
v/c Ratio	0.01	0.03		0.21	0.03		0.00	0.06		0.03	0.08	0.00
Uniform Delay, d1	38.2	38.2		38.7	38.2		2.6	2.8		2.7	2.8	2.6
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	0.0	0.1		1.2	0.2		0.0	0.1		0.1	0.1	0.0
Delay (s)	38.2	38.3		39.8	38.4		2.6	2.8		2.7	2.8	2.6
Level of Service	D	D		D	D		A	A		A	A	A
Approach Delay (s/veh)		38.3			38.9			2.8			2.8	
Approach LOS		D			D			A			A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	7.4	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.09		
Actuated Cycle Length (s)	87.3	Sum of lost time (s)	15.7
Intersection Capacity Utilization	43.7%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	33	1	3	39	3	3	2	5	4	4	5
Future Vol, veh/h	0	33	1	3	39	3	3	2	5	4	4	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	12	0	0	13	67	33	0	20	0	25	0
Mvmt Flow	0	33	1	3	39	3	3	2	5	4	4	5

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	42	0	0	34	0	0	85	82	34	84	81	41
Stage 1	-	-	-	-	-	-	34	34	-	47	47	-
Stage 2	-	-	-	-	-	-	51	48	-	37	34	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.43	6.5	6.4	7.1	6.75	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.43	5.5	-	6.1	5.75	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.43	5.5	-	6.1	5.75	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.797	4	3.48	3.5	4.225	3.3
Pot Cap-1 Maneuver	1580	-	-	1591	-	-	832	812	990	908	767	1036
Stage 1	-	-	-	-	-	-	908	871	-	972	812	-
Stage 2	-	-	-	-	-	-	889	859	-	984	823	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1580	-	-	1591	-	-	824	810	990	901	765	1036
Mov Cap-2 Maneuver	-	-	-	-	-	-	824	810	-	901	765	-
Stage 1	-	-	-	-	-	-	908	871	-	972	810	-
Stage 2	-	-	-	-	-	-	879	857	-	977	823	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	0.5	9.1	9.1
HCM LOS			A	A

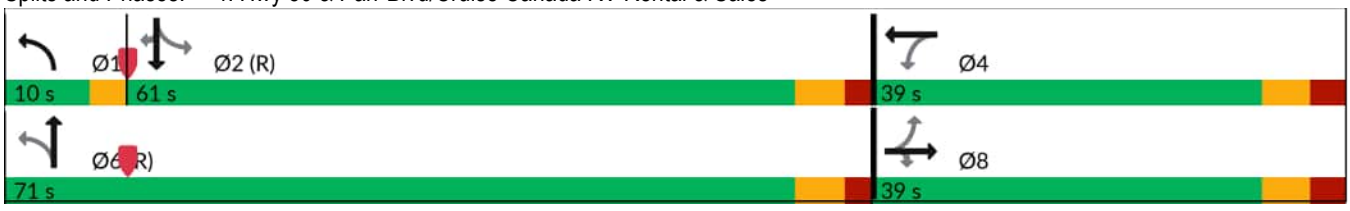
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	896	1580	-	-	1591	-	-	897
HCM Lane V/C Ratio	0.011	-	-	-	0.002	-	-	0.014
HCM Ctrl Dly (s/v)	9.1	0	-	-	7.3	0	-	9.1
HCM Lane LOS	A	A	-	-	A	A	-	A
HCM 95th %tile Q (veh)	0	0	-	-	0	-	-	0

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	19	0	43	4	2	36	993	6	979	18
Future Volume (vph)	19	0	43	4	2	36	993	6	979	18
Lane Group Flow (vph)	0	19	43	0	8	36	993	6	979	18
Turn Type	Perm	NA	Perm	Perm	NA	pm+pt	NA	Perm	NA	Perm
Protected Phases		8			4	1	6		2	
Permitted Phases	8		8	4		6		2		2
Detector Phase	8	8	8	4	4	1	6	2	2	2
Switch Phase										
Minimum Initial (s)	8.0	8.0	8.0	8.0	8.0	5.0	12.0	12.0	12.0	12.0
Minimum Split (s)	33.9	33.9	33.9	33.9	33.9	9.5	30.1	30.1	30.1	30.1
Total Split (s)	39.0	39.0	39.0	39.0	39.0	10.0	71.0	61.0	61.0	61.0
Total Split (%)	35.5%	35.5%	35.5%	35.5%	35.5%	9.1%	64.5%	55.5%	55.5%	55.5%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	3.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.9	2.9	2.9	2.9	2.9	0.0	2.1	2.1	2.1	2.1
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.9	6.9		6.9	3.0	6.1	6.1	6.1	6.1
Lead/Lag						Lead		Lag	Lag	Lag
Lead-Lag Optimize?										
Recall Mode	None	None	None	None	None	None	C-Max	C-Max	C-Max	C-Max
v/c Ratio		0.18	0.27		0.10	0.08	0.34	0.02	0.35	0.01
Control Delay (s/veh)		51.5	11.3		44.8	1.9	2.9	4.7	5.0	0.0
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)		51.5	11.3		44.8	1.9	2.9	4.7	5.0	0.0
Queue Length 50th (m)		4.1	0.0		2.2	1.1	25.3	0.5	38.6	0.0
Queue Length 95th (m)		11.8	8.2		11.1	2.8	34.5	2.2	52.2	0.0
Internal Link Dist (m)		828.8			20.9		732.4		332.3	
Turn Bay Length (m)						35.0		25.0		20.0
Base Capacity (vph)		421	458		300	463	2937	287	2817	1255
Starvation Cap Reductn		0	0		0	0	0	0	0	0
Spillback Cap Reductn		0	0		0	0	0	0	0	0
Storage Cap Reductn		0	0		0	0	0	0	0	0
Reduced v/c Ratio		0.05	0.09		0.03	0.08	0.34	0.02	0.35	0.01

Intersection Summary

Cycle Length: 110
Actuated Cycle Length: 110
Offset: 105 (95%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 75
Control Type: Actuated-Coordinated

Splits and Phases: 4: Hwy 50 & Parr Blvd/Cruise Canada RV Rental & Sales



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	19	0	43	4	2	2	36	993	0	6	979	18
Future Volume (vph)	19	0	43	4	2	2	36	993	0	6	979	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.5	3.7	3.5	3.5	3.7	3.5	3.5	3.7	3.5	3.5	3.7	3.5
Total Lost time (s)		6.9	6.9		6.9		3.0	6.1		6.1	6.1	6.1
Lane Util. Factor		1.00	1.00		1.00		1.00	0.95		1.00	0.95	1.00
Frpb, ped/bikes		1.00	1.00		1.00		1.00	1.00		1.00	1.00	0.98
Flpb, ped/bikes		1.00	1.00		1.00		1.00	1.00		1.00	1.00	1.00
Frt		1.00	0.85		0.97		1.00	1.00		1.00	1.00	0.85
Flt Protected		0.95	1.00		0.98		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)		1823	1426		1203		1608	3476		1189	3544	1562
Flt Permitted		0.75	1.00		0.83		0.27	1.00		0.29	1.00	1.00
Satd. Flow (perm)		1444	1426		1026		452	3476		361	3544	1562
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	19	0	43	4	2	2	36	993	0	6	979	18
RTOR Reduction (vph)	0	0	40	0	2	0	0	0	0	0	0	4
Lane Group Flow (vph)	0	19	3	0	6	0	36	993	0	6	979	14
Confl. Peds. (#/hr)	1					1	1		1	1		1
Heavy Vehicles (%)	0%	0%	12%	25%	100%	50%	11%	5%	0%	50%	3%	0%
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA		Perm	NA	Perm
Protected Phases		8			4		1	6			2	
Permitted Phases	8		8	4			6			2		2
Actuated Green, G (s)		6.7	6.7		6.7		90.3	90.3		83.6	83.6	83.6
Effective Green, g (s)		6.7	6.7		6.7		90.3	90.3		83.6	83.6	83.6
Actuated g/C Ratio		0.06	0.06		0.06		0.82	0.82		0.76	0.76	0.76
Clearance Time (s)		6.9	6.9		6.9		3.0	6.1		6.1	6.1	6.1
Vehicle Extension (s)		3.0	3.0		3.0		3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)		87	86		62		409	2853		274	2693	1187
v/s Ratio Prot							0.00	c0.29			c0.28	
v/s Ratio Perm		c0.01	0.00		0.01		0.07			0.02		0.01
v/c Ratio		0.22	0.03		0.10		0.09	0.35		0.02	0.36	0.01
Uniform Delay, d1		49.2	48.6		48.8		2.1	2.5		3.2	4.4	3.2
Progression Factor		1.00	1.00		1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2		1.3	0.1		0.7		0.1	0.3		0.1	0.4	0.0
Delay (s)		50.4	48.7		49.5		2.2	2.8		3.4	4.8	3.2
Level of Service		D	D		D		A	A		A	A	A
Approach Delay (s/veh)		49.3			49.5			2.8			4.7	
Approach LOS		D			D			A			A	

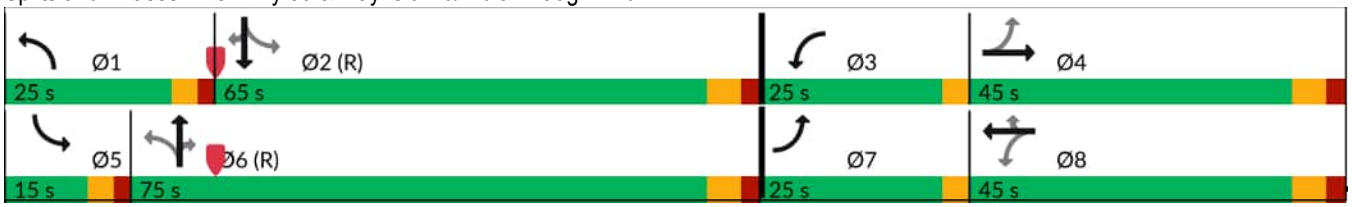
Intersection Summary			
HCM 2000 Control Delay (s/veh)	5.3	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.35		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	57.5%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	92	121	232	125	10	101	888	231	14	904	101
Future Volume (vph)	92	121	232	125	10	101	888	231	14	904	101
Lane Group Flow (vph)	92	265	232	125	10	101	888	231	14	904	101
Turn Type	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4	3	8		1	6		5	2	
Permitted Phases	4		8		8	6		6	2		2
Detector Phase	7	4	3	8	8	1	6	6	5	2	2
Switch Phase											
Minimum Initial (s)	5.0	12.0	10.0	12.0	12.0	10.0	20.0	20.0	10.0	20.0	20.0
Minimum Split (s)	9.5	43.5	14.5	43.5	43.5	15.0	41.3	41.3	15.0	41.3	41.3
Total Split (s)	25.0	45.0	25.0	45.0	45.0	25.0	75.0	75.0	15.0	65.0	65.0
Total Split (%)	15.6%	28.1%	15.6%	28.1%	28.1%	15.6%	46.9%	46.9%	9.4%	40.6%	40.6%
Yellow Time (s)	3.0	4.0	3.0	4.0	4.0	3.0	4.2	4.2	3.0	4.2	4.2
All-Red Time (s)	0.0	2.5	0.0	2.5	2.5	2.0	2.1	2.1	2.0	2.1	2.1
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	3.0	6.5	3.0	6.5	6.5	5.0	6.3	6.3	5.0	6.3	6.3
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?											
Recall Mode	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
v/c Ratio	0.35	0.69	0.82	0.51	0.04	0.29	0.40	0.22	0.03	0.44	0.10
Control Delay (s/veh)	49.8	41.7	73.8	71.1	0.3	10.9	15.4	2.5	8.9	19.6	2.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	49.8	41.7	73.8	71.1	0.3	10.9	15.4	2.5	8.9	19.6	2.3
Queue Length 50th (m)	24.8	22.0	70.6	42.3	0.0	11.4	63.7	0.4	1.4	86.6	0.0
Queue Length 95th (m)	39.7	38.4	#100.3	66.4	0.0	21.5	111.7	14.0	4.5	116.2	7.6
Internal Link Dist (m)		330.4		656.8			717.1			732.4	
Turn Bay Length (m)	60.0		50.0		50.0	100.0		85.0	35.0		120.0
Base Capacity (vph)	372	809	291	420	380	420	2247	1051	410	2064	967
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.25	0.33	0.80	0.30	0.03	0.24	0.40	0.22	0.03	0.44	0.10

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 7 (4%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 115
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 5: Hwy 50 & Mayfield Rd/Albion Vaughn Rd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	92	121	144	232	125	10	101	888	231	14	904	101
Future Volume (vph)	92	121	144	232	125	10	101	888	231	14	904	101
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.5	3.7	3.5	3.5	3.7	3.5	3.5	3.7	3.5	3.5	3.7	3.5
Total Lost time (s)	3.0	6.5		3.0	6.5	6.5	5.0	6.3	6.3	5.0	6.3	6.3
Lane Util. Factor	1.00	0.95		1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00	0.99	1.00	1.00	1.00
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.92		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1750	2911		1684	1746	1229	1552	3476	1502	1668	3510	1566
Flt Permitted	0.68	1.00		0.28	1.00	1.00	0.24	1.00	1.00	0.29	1.00	1.00
Satd. Flow (perm)	1247	2911		498	1746	1229	399	3476	1502	514	3510	1566
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	92	121	144	232	125	10	101	888	231	14	904	101
RTOR Reduction (vph)	0	132	0	0	0	9	0	0	84	0	0	42
Lane Group Flow (vph)	92	133	0	232	125	1	101	888	147	14	904	59
Confl. Bikes (#/hr)									1			
Heavy Vehicles (%)	2%	7%	22%	6%	10%	30%	15%	5%	5%	7%	4%	2%
Turn Type	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4		3	8		1	6		5	2	
Permitted Phases	4			8		8	6		6	2		2
Actuated Green, G (s)	25.8	13.8		37.7	22.7	22.7	109.5	100.5	100.5	98.1	94.1	94.1
Effective Green, g (s)	25.8	13.8		37.7	22.7	22.7	109.5	100.5	100.5	98.1	94.1	94.1
Actuated g/C Ratio	0.16	0.09		0.24	0.14	0.14	0.68	0.63	0.63	0.61	0.59	0.59
Clearance Time (s)	3.0	6.5		3.0	6.5	6.5	5.0	6.3	6.3	5.0	6.3	6.3
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	238	251		272	247	174	348	2183	943	343	2064	921
v/s Ratio Prot	0.03	0.05		c0.11	0.07		c0.02	c0.26		0.00	c0.26	
v/s Ratio Perm	0.03			c0.09		0.00	0.18		0.10	0.02		0.04
v/c Ratio	0.39	0.53		0.85	0.51	0.01	0.29	0.41	0.16	0.04	0.44	0.06
Uniform Delay, d1	59.4	70.0		54.5	63.5	59.0	10.5	14.9	12.3	12.3	18.3	14.1
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	1.0	2.2		21.9	1.6	0.0	0.5	0.6	0.4	0.0	0.7	0.1
Delay (s)	60.4	72.2		76.4	65.1	59.0	10.9	15.4	12.6	12.3	19.0	14.2
Level of Service	E	E		E	E	E	B	B	B	B	B	B
Approach Delay (s/veh)		69.1			72.1			14.5			18.4	
Approach LOS		E			E			B			B	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	29.6	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.55		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	20.8
Intersection Capacity Utilization	74.3%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	3	371	351	2	3	2
Future Vol, veh/h	3	371	351	2	3	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	33	10	9	0	33	0
Mvmt Flow	3	371	351	2	3	2

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	353	0	-	0	544	177
Stage 1	-	-	-	-	352	-
Stage 2	-	-	-	-	192	-
Critical Hdwy	4.76	-	-	-	7.46	6.9
Critical Hdwy Stg 1	-	-	-	-	6.46	-
Critical Hdwy Stg 2	-	-	-	-	6.46	-
Follow-up Hdwy	2.53	-	-	-	3.83	3.3
Pot Cap-1 Maneuver	1007	-	-	-	401	842
Stage 1	-	-	-	-	599	-
Stage 2	-	-	-	-	736	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1007	-	-	-	399	842
Mov Cap-2 Maneuver	-	-	-	-	399	-
Stage 1	-	-	-	-	597	-
Stage 2	-	-	-	-	736	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.1	0	12.2
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1007	-	-	-	505
HCM Lane V/C Ratio	0.003	-	-	-	0.01
HCM Ctrl Dly (s/v)	8.6	0	-	-	12.2
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q (veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	1	0	162	1	0	236
Future Vol, veh/h	1	0	162	1	0	236
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	100	0	23	100	0	10
Mvmt Flow	1	0	162	1	0	236

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	281	82	0	0	163	0
Stage 1	163	-	-	-	-	-
Stage 2	118	-	-	-	-	-
Critical Hdwy	8.8	6.9	-	-	4.1	-
Critical Hdwy Stg 1	7.8	-	-	-	-	-
Critical Hdwy Stg 2	7.8	-	-	-	-	-
Follow-up Hdwy	4.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	477	968	-	-	1428	-
Stage 1	621	-	-	-	-	-
Stage 2	666	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	477	968	-	-	1428	-
Mov Cap-2 Maneuver	510	-	-	-	-	-
Stage 1	621	-	-	-	-	-
Stage 2	666	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	12.1	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	510	1428	-
HCM Lane V/C Ratio	-	-	0.002	-	-
HCM Ctrl Dly (s/v)	-	-	12.1	0	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q (veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	373	352	0	1	1
Future Vol, veh/h	1	373	352	0	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	15	-	-	-	0	80
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	10	9	0	0	0
Mvmt Flow	1	373	352	0	1	1

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	352	0	-	0	541	176
Stage 1	-	-	-	-	352	-
Stage 2	-	-	-	-	189	-
Critical Hdwy	4.1	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1218	-	-	-	476	843
Stage 1	-	-	-	-	689	-
Stage 2	-	-	-	-	830	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1218	-	-	-	476	843
Mov Cap-2 Maneuver	-	-	-	-	476	-
Stage 1	-	-	-	-	688	-
Stage 2	-	-	-	-	830	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	11
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1218	-	-	-	476	843
HCM Lane V/C Ratio	0.001	-	-	-	0.002	0.001
HCM Ctrl Dly (s/v)	8	-	-	-	12.6	9.3
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q (veh)	0	-	-	-	0	0

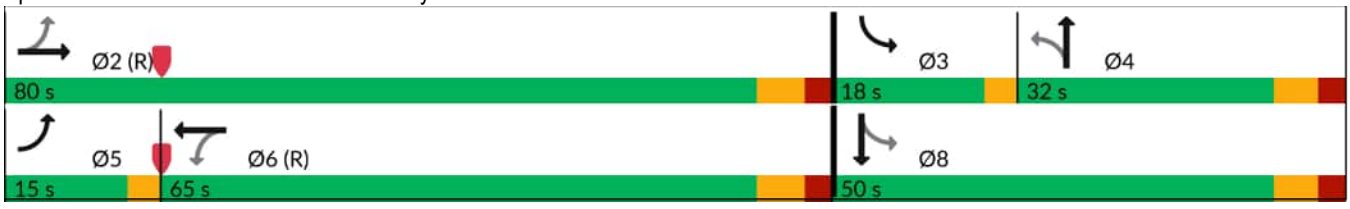
2033 Future Background Intersection Capacity Analysis

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	370	339	39	358	23	314	70	365
Future Volume (vph)	370	339	39	358	23	314	70	365
Lane Group Flow (vph)	370	371	39	399	23	345	70	626
Turn Type	pm+pt	NA	Perm	NA	Perm	NA	pm+pt	NA
Protected Phases	5	2		6		4	3	8
Permitted Phases	2		6		4		8	
Detector Phase	5	2	6	6	4	4	3	8
Switch Phase								
Minimum Initial (s)	5.0	12.0	12.0	12.0	12.0	12.0	5.0	12.0
Minimum Split (s)	9.5	37.0	37.0	37.0	37.0	37.0	12.5	37.0
Total Split (s)	15.0	80.0	65.0	65.0	32.0	32.0	18.0	50.0
Total Split (%)	11.5%	61.5%	50.0%	50.0%	24.6%	24.6%	13.8%	38.5%
Yellow Time (s)	3.0	4.6	4.6	4.6	4.2	4.2	3.0	4.2
All-Red Time (s)	0.0	2.4	2.4	2.4	2.8	2.8	0.0	2.8
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	3.0	7.0	7.0	7.0	7.0	7.0	3.0	7.0
Lead/Lag	Lead		Lag	Lag	Lag	Lag	Lead	
Lead-Lag Optimize?								
Recall Mode	None	C-Max	C-Max	C-Max	None	None	None	None
v/c Ratio	0.56	0.19	0.09	0.26	0.23	0.67	0.44	0.72
Control Delay (s/veh)	13.9	10.2	20.7	19.7	54.2	58.2	43.0	38.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	13.9	10.2	20.7	19.7	54.2	58.2	43.0	38.1
Queue Length 50th (m)	42.2	22.6	6.2	35.6	5.8	47.5	22.4	64.5
Queue Length 95th (m)	72.1	36.5	14.9	51.3	15.0	62.4	39.9	80.5
Internal Link Dist (m)		689.8		209.6		684.9		579.6
Turn Bay Length (m)	100.0		85.0		105.0		145.0	
Base Capacity (vph)	660	1951	448	1548	133	672	174	1119
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.56	0.19	0.09	0.26	0.17	0.51	0.40	0.56

Intersection Summary

Cycle Length: 130
Actuated Cycle Length: 130
Offset: 92 (71%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle: 100
Control Type: Actuated-Coordinated

Splits and Phases: 1: Coleraine Dr & Mayfield Rd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	370	339	32	39	358	41	23	314	31	70	365	261
Future Volume (vph)	370	339	32	39	358	41	23	314	31	70	365	261
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.5	3.7	3.5	3.5	3.7	3.5	3.5	3.7	3.5	3.5	3.7	3.5
Total Lost time (s)	3.0	7.0		7.0	7.0		7.0	7.0		3.0	7.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	0.95		1.00	0.95	
Frt	1.00	0.99		1.00	0.98		1.00	0.99		1.00	0.94	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1638	3010		1580	3038		1716	3466		1014	3087	
Flt Permitted	0.48	1.00		0.53	1.00		0.38	1.00		0.34	1.00	
Satd. Flow (perm)	832	3010		883	3038		692	3466		359	3087	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	370	339	32	39	358	41	23	314	31	70	365	261
RTOR Reduction (vph)	0	4	0	0	6	0	0	6	0	0	111	0
Lane Group Flow (vph)	370	367	0	39	393	0	23	339	0	70	515	0
Heavy Vehicles (%)	9%	21%	6%	13%	14%	56%	4%	3%	13%	76%	5%	19%
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		pm+pt	NA	
Protected Phases	5	2			6			4		3	8	
Permitted Phases	2			6			4			8		
Actuated Green, G (s)	83.5	83.5		65.4	65.4		19.1	19.1		32.5	32.5	
Effective Green, g (s)	83.5	83.5		65.4	65.4		19.1	19.1		32.5	32.5	
Actuated g/C Ratio	0.64	0.64		0.50	0.50		0.15	0.15		0.25	0.25	
Clearance Time (s)	3.0	7.0		7.0	7.0		7.0	7.0		3.0	7.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	628	1933		444	1528		101	509		142	771	
v/s Ratio Prot	c0.07	0.12			0.13			0.10		0.04	c0.17	
v/s Ratio Perm	c0.31			0.04			0.03			0.08		
v/c Ratio	0.59	0.19		0.09	0.26		0.23	0.67		0.49	0.67	
Uniform Delay, d1	10.9	9.5		16.8	18.4		48.9	52.4		39.6	43.9	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	1.4	0.2		0.4	0.4		1.2	3.3		2.7	2.2	
Delay (s)	12.3	9.7		17.2	18.8		50.1	55.7		42.3	46.1	
Level of Service	B	A		B	B		D	E		D	D	
Approach Delay (s/veh)		11.0			18.7			55.4			45.7	
Approach LOS		B			B			E			D	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	30.5	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.64		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	81.0%	ICU Level of Service	D
Analysis Period (min)	15		

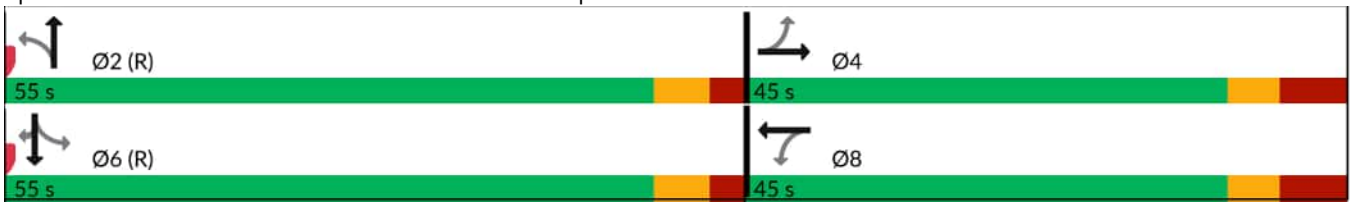
c Critical Lane Group

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	1	1	33	13	11	652	88	615	5
Future Volume (vph)	1	1	33	13	11	652	88	615	5
Lane Group Flow (vph)	1	2	33	133	11	706	88	615	5
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA	Perm
Protected Phases		4		8		2		6	
Permitted Phases	4		8		2		6		6
Detector Phase	4	4	8	8	2	2	6	6	6
Switch Phase									
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	41.0	41.0	41.0	41.0	36.7	36.7	36.7	36.7	36.7
Total Split (s)	45.0	45.0	45.0	45.0	55.0	55.0	55.0	55.0	55.0
Total Split (%)	45.0%	45.0%	45.0%	45.0%	55.0%	55.0%	55.0%	55.0%	55.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.2	4.2	4.2	4.2	4.2
All-Red Time (s)	5.0	5.0	5.0	5.0	2.5	2.5	2.5	2.5	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	9.0	9.0	9.0	9.0	6.7	6.7	6.7	6.7	6.7
Lead/Lag									
Lead-Lag Optimize?									
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	C-Max	C-Max
v/c Ratio	0.01	0.01	0.25	0.54	0.02	0.29	0.21	0.27	0.00
Control Delay (s/veh)	38.0	33.0	45.5	18.3	4.2	4.9	5.8	4.9	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	38.0	33.0	45.5	18.3	4.2	4.9	5.8	4.9	0.0
Queue Length 50th (m)	0.2	0.2	7.2	2.6	0.6	21.7	5.3	19.7	0.0
Queue Length 95th (m)	1.8	2.3	17.4	21.1	2.7	34.7	13.9	32.1	0.0
Internal Link Dist (m)		93.8		472.1		202.5		1020.4	
Turn Bay Length (m)	14.0		30.0		37.0		35.0		25.0
Base Capacity (vph)	454	640	433	541	455	2417	428	2292	1190
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.00	0.00	0.08	0.25	0.02	0.29	0.21	0.27	0.00

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated

Splits and Phases: 2: Coleraine Dr & The Beer Store Corporate Office/Parr Blvd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	1	1	33	13	120	11	652	54	88	615	5
Future Volume (vph)	1	1	1	33	13	120	11	652	54	88	615	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.5	3.7	3.5	3.5	3.7	3.5	3.5	3.7	3.5	3.5	3.7	3.5
Total Lost time (s)	9.0	9.0		9.0	9.0		6.7	6.7		6.7	6.7	6.7
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95		1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Frt	1.00	0.93		1.00	0.86		1.00	0.99		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1785	1777		1513	1290		1405	3284		1451	3120	1597
Flt Permitted	0.67	1.00		0.76	1.00		0.42	1.00		0.38	1.00	1.00
Satd. Flow (perm)	1262	1777		1205	1290		620	3284		584	3120	1597
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	1	1	1	33	13	120	11	652	54	88	615	5
RTOR Reduction (vph)	0	1	0	0	107	0	0	3	0	0	0	1
Lane Group Flow (vph)	1	1	0	33	26	0	11	703	0	88	615	4
Confl. Bikes (#/hr)									1			
Heavy Vehicles (%)	0%	0%	0%	18%	8%	31%	27%	10%	6%	23%	17%	0%
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	Perm
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		6
Actuated Green, G (s)	10.8	10.8		10.8	10.8		73.5	73.5		73.5	73.5	73.5
Effective Green, g (s)	10.8	10.8		10.8	10.8		73.5	73.5		73.5	73.5	73.5
Actuated g/C Ratio	0.11	0.11		0.11	0.11		0.74	0.74		0.74	0.74	0.74
Clearance Time (s)	9.0	9.0		9.0	9.0		6.7	6.7		6.7	6.7	6.7
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	136	191		130	139		455	2413		429	2293	1173
v/s Ratio Prot		0.00			0.02			c0.21			0.20	
v/s Ratio Perm	0.00			c0.03			0.02			0.15		0.00
v/c Ratio	0.01	0.01		0.25	0.19		0.02	0.29		0.21	0.27	0.00
Uniform Delay, d1	39.8	39.8		40.9	40.6		3.6	4.5		4.1	4.4	3.5
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	0.0	0.0		1.0	0.7		0.1	0.3		1.1	0.3	0.0
Delay (s)	39.8	39.8		41.9	41.3		3.7	4.8		5.2	4.7	3.5
Level of Service	D	D		D	D		A	A		A	A	A
Approach Delay (s/veh)		39.8			41.4			4.8			4.7	
Approach LOS		D			D			A			A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	8.6	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.29		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	15.7
Intersection Capacity Utilization	55.2%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	3	144	15	12	178	12	5	7	4	7	5	14
Future Vol, veh/h	3	144	15	12	178	12	5	7	4	7	5	14
Conflicting Peds, #/hr	1	0	0	0	0	1	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	15	0	0	19	17	40	14	50	43	20	36
Mvmt Flow	3	144	15	12	178	12	5	7	4	7	5	14

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	191	0	0	159	0	0	376	373	152	372	374	185
Stage 1	-	-	-	-	-	-	158	158	-	209	209	-
Stage 2	-	-	-	-	-	-	218	215	-	163	165	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.64	6.7	7.53	6.7	6.56
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.64	-	6.53	5.7	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.64	-	6.53	5.7	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.86	4.126	3.75	3.887	4.18	3.624
Pot Cap-1 Maneuver	1395	-	-	1433	-	-	518	539	782	516	529	777
Stage 1	-	-	-	-	-	-	762	745	-	708	697	-
Stage 2	-	-	-	-	-	-	706	703	-	752	729	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1394	-	-	1433	-	-	501	533	782	504	523	776
Mov Cap-2 Maneuver	-	-	-	-	-	-	501	533	-	504	523	-
Stage 1	-	-	-	-	-	-	760	744	-	706	690	-
Stage 2	-	-	-	-	-	-	682	696	-	740	728	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.1	0.4	11.5	11
HCM LOS			B	B

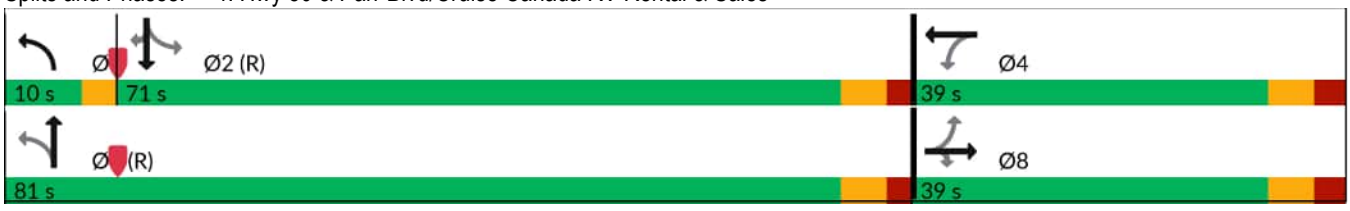
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	567	1394	-	-	1433	-	-	627
HCM Lane V/C Ratio	0.028	0.002	-	-	0.008	-	-	0.041
HCM Ctrl Dly (s/v)	11.5	7.6	0	-	7.5	0	-	11
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q (veh)	0.1	0	-	-	0	-	-	0.1

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	27	0	103	1	0	202	1102	1219	44
Future Volume (vph)	27	0	103	1	0	202	1102	1219	44
Lane Group Flow (vph)	0	27	103	0	1	202	1104	1219	44
Turn Type	Perm	NA	Perm	Perm	NA	pm+pt	NA	NA	Perm
Protected Phases		8			4	1	6	2	
Permitted Phases	8		8	4		6			2
Detector Phase	8	8	8	4	4	1	6	2	2
Switch Phase									
Minimum Initial (s)	8.0	8.0	8.0	8.0	8.0	5.0	12.0	12.0	12.0
Minimum Split (s)	33.9	33.9	33.9	33.9	33.9	9.5	30.1	30.1	30.1
Total Split (s)	39.0	39.0	39.0	39.0	39.0	10.0	81.0	71.0	71.0
Total Split (%)	32.5%	32.5%	32.5%	32.5%	32.5%	8.3%	67.5%	59.2%	59.2%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	3.0	4.0	4.0	4.0
All-Red Time (s)	2.9	2.9	2.9	2.9	2.9	0.0	2.1	2.1	2.1
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.9	6.9		6.9	3.0	6.1	6.1	6.1
Lead/Lag						Lead		Lag	Lag
Lead-Lag Optimize?									
Recall Mode	None	None	None	None	None	None	C-Max	C-Max	C-Max
v/c Ratio		0.26	0.56		0.01	0.54	0.40	0.57	0.04
Control Delay (s/veh)		57.4	21.7		49.0	8.1	3.7	12.0	1.2
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)		57.4	21.7		49.0	8.1	3.7	12.0	1.2
Queue Length 50th (m)		6.5	0.0		0.2	7.0	30.8	78.5	0.0
Queue Length 95th (m)		15.8	22.1		2.0	18.6	51.4	127.7	2.9
Internal Link Dist (m)		828.8			20.9		520.2	332.3	
Turn Bay Length (m)						35.0			20.0
Base Capacity (vph)		363	384		380	376	2726	2153	1029
Starvation Cap Reductn		0	0		0	0	0	0	0
Spillback Cap Reductn		0	0		0	0	0	0	0
Storage Cap Reductn		0	0		0	0	0	0	0
Reduced v/c Ratio		0.07	0.27		0.00	0.54	0.40	0.57	0.04

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 8 (7%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 4: Hwy 50 & Parr Blvd/Cruise Canada RV Rental & Sales



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	27	0	103	1	0	0	202	1102	2	0	1219	44
Future Volume (vph)	27	0	103	1	0	0	202	1102	2	0	1219	44
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.5	3.7	3.5	3.5	3.7	3.5	3.5	3.7	3.5	3.5	3.7	3.5
Total Lost time (s)		6.9	6.9		6.9		3.0	6.1			6.1	6.1
Lane Util. Factor		1.00	1.00		1.00		1.00	0.95			0.95	1.00
Frpb, ped/bikes		1.00	1.00		1.00		1.00	1.00			1.00	0.98
Flpb, ped/bikes		1.00	1.00		1.00		1.00	1.00			1.00	1.00
Frt		1.00	0.85		1.00		1.00	1.00			1.00	0.85
Flt Protected		0.95	1.00		0.95		0.95	1.00			1.00	1.00
Satd. Flow (prot)		1706	1157		1825		1513	3348			3174	1487
Flt Permitted		0.76	1.00		0.74		0.18	1.00			1.00	1.00
Satd. Flow (perm)		1360	1157		1421		287	3348			3174	1487
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	27	0	103	1	0	0	202	1102	2	0	1219	44
RTOR Reduction (vph)	0	0	95	0	0	0	0	0	0	0	0	14
Lane Group Flow (vph)	0	27	8	0	1	0	202	1104	0	0	1219	30
Confl. Peds. (#/hr)							1		2	2		1
Confl. Bikes (#/hr)									1			
Heavy Vehicles (%)	7%	0%	38%	0%	0%	0%	18%	9%	0%	0%	15%	5%
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA		Perm	NA	Perm
Protected Phases		8			4		1	6			2	
Permitted Phases	8		8	4			6			2		2
Actuated Green, G (s)		9.3	9.3		9.3		97.7	97.7			81.4	81.4
Effective Green, g (s)		9.3	9.3		9.3		97.7	97.7			81.4	81.4
Actuated g/C Ratio		0.08	0.08		0.08		0.81	0.81			0.68	0.68
Clearance Time (s)		6.9	6.9		6.9		3.0	6.1			6.1	6.1
Vehicle Extension (s)		3.0	3.0		3.0		3.0	3.0			3.0	3.0
Lane Grp Cap (vph)		105	89		110		369	2725			2153	1008
v/s Ratio Prot							c0.06	0.33			c0.38	
v/s Ratio Perm		c0.02	0.01		0.00		0.38					0.02
v/c Ratio		0.26	0.09		0.01		0.55	0.41			0.57	0.03
Uniform Delay, d1		52.1	51.4		51.1		5.5	3.1			10.1	6.3
Progression Factor		1.00	1.00		1.00		1.00	1.00			1.00	1.00
Incremental Delay, d2		1.3	0.4		0.0		1.7	0.4			1.1	0.1
Delay (s)		53.4	51.9		51.1		7.2	3.5			11.2	6.4
Level of Service		D	D		D		A	A			B	A
Approach Delay (s/veh)		52.2			51.1			4.1			11.0	
Approach LOS		D			D			A			B	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	9.7	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.54		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	65.7%	ICU Level of Service	C
Analysis Period (min)	15		

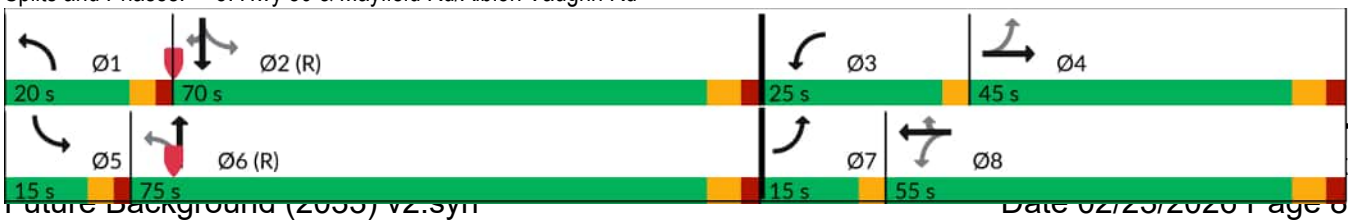
c Critical Lane Group

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	64	161	370	271	40	119	1129	31	1179	64
Future Volume (vph)	64	161	370	271	40	119	1129	31	1179	64
Lane Group Flow (vph)	64	373	370	271	40	119	1299	31	1179	64
Turn Type	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA	pm+pt	NA	Perm
Protected Phases	7	4	3	8		1	6	5	2	
Permitted Phases	4		8		8	6		2		2
Detector Phase	7	4	3	8	8	1	6	5	2	2
Switch Phase										
Minimum Initial (s)	5.0	12.0	10.0	12.0	12.0	10.0	20.0	10.0	20.0	20.0
Minimum Split (s)	9.5	43.5	14.5	43.5	43.5	15.0	41.3	15.0	41.3	41.3
Total Split (s)	15.0	45.0	25.0	55.0	55.0	20.0	75.0	15.0	70.0	70.0
Total Split (%)	9.4%	28.1%	15.6%	34.4%	34.4%	12.5%	46.9%	9.4%	43.8%	43.8%
Yellow Time (s)	3.0	4.0	3.0	4.0	4.0	3.0	4.2	3.0	4.2	4.2
All-Red Time (s)	0.0	2.5	0.0	2.5	2.5	2.0	2.1	2.0	2.1	2.1
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	3.0	6.5	3.0	6.5	6.5	5.0	6.3	5.0	6.3	6.3
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?										
Recall Mode	None	None	None	None	None	None	C-Max	None	C-Max	C-Max
v/c Ratio	0.26	0.86	1.25	0.68	0.10	0.56	0.51	0.13	0.76	0.08
Control Delay (s/veh)	40.9	58.3	177.7	66.4	0.7	25.5	23.9	14.6	38.5	1.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	40.9	58.3	177.7	66.4	0.7	25.5	23.9	14.6	38.5	1.5
Queue Length 50th (m)	16.3	46.8	~137.1	89.7	0.0	20.0	106.2	4.1	185.8	0.0
Queue Length 95th (m)	27.2	67.5	#194.1	119.2	0.8	44.6	136.7	10.5	#278.6	3.1
Internal Link Dist (m)		330.4		656.8			717.1		188.2	
Turn Bay Length (m)	60.0		50.0		50.0	100.0		35.0		120.0
Base Capacity (vph)	270	660	296	544	514	222	2572	236	1545	762
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.24	0.57	1.25	0.50	0.08	0.54	0.51	0.13	0.76	0.08

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 27 (17%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 125
Control Type: Actuated-Coordinated
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 5: Hwy 50 & Mayfield Rd/Albion Vaughn Rd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	64	161	212	370	271	40	119	1129	170	31	1179	64
Future Volume (vph)	64	161	212	370	271	40	119	1129	170	31	1179	64
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.5	3.7	3.5	3.5	3.7	3.5	3.5	3.7	3.5	3.5	3.7	3.5
Total Lost time (s)	3.0	6.5		3.0	6.5	6.5	5.0	6.3		5.0	6.3	6.3
Lane Util. Factor	1.00	0.95		1.00	1.00	1.00	1.00	0.91		1.00	0.95	1.00
Frt	1.00	0.91		1.00	1.00	0.85	1.00	0.98		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1653	2262		1623	1795	1521	1240	4616		1539	3120	1439
Flt Permitted	0.54	1.00		0.24	1.00	1.00	0.12	1.00		0.17	1.00	1.00
Satd. Flow (perm)	944	2262		418	1795	1521	158	4616		279	3120	1439
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	64	161	212	370	271	40	119	1129	170	31	1179	64
RTOR Reduction (vph)	0	132	0	0	0	31	0	10	0	0	0	33
Lane Group Flow (vph)	64	241	0	370	271	9	119	1289	0	31	1179	31
Heavy Vehicles (%)	8%	26%	64%	10%	7%	5%	44%	11%	14%	16%	17%	11%
Turn Type	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA	Perm
Protected Phases	7	4		3	8		1	6		5	2	
Permitted Phases	4			8		8	6			2		2
Actuated Green, G (s)	30.2	21.9		46.9	35.6	35.6	100.3	87.3		86.7	78.7	78.7
Effective Green, g (s)	30.2	21.9		46.9	35.6	35.6	100.3	87.3		86.7	78.7	78.7
Actuated g/C Ratio	0.19	0.14		0.29	0.22	0.22	0.63	0.55		0.54	0.49	0.49
Clearance Time (s)	3.0	6.5		3.0	6.5	6.5	5.0	6.3		5.0	6.3	6.3
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	214	309		288	399	338	211	2518		214	1534	707
v/s Ratio Prot	0.02	0.11		c0.18	0.15		c0.06	0.28		0.01	c0.38	
v/s Ratio Perm	0.04			c0.20		0.01	0.30			0.07		0.02
v/c Ratio	0.30	0.78		1.28	0.68	0.03	0.56	0.51		0.14	0.77	0.04
Uniform Delay, d1	54.8	66.7		50.9	57.0	48.6	21.0	22.9		17.6	33.2	21.1
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	0.8	11.8		151.9	4.6	0.0	3.4	0.7		0.3	3.8	0.1
Delay (s)	55.6	78.5		202.8	61.5	48.7	24.4	23.7		17.9	37.0	21.2
Level of Service	E	E		F	E	D	C	C		B	D	C
Approach Delay (s/veh)		75.1			137.5			23.7			35.7	
Approach LOS		E			F			C			D	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	54.0	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.93		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	20.8
Intersection Capacity Utilization	90.9%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	439	436	1	1	2
Future Vol, veh/h	1	439	436	1	1	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	30	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	39	19	0	0	100
Mvmt Flow	1	439	436	1	1	2

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	437	0	-	0	659	219
Stage 1	-	-	-	-	437	-
Stage 2	-	-	-	-	222	-
Critical Hdwy	4.1	-	-	-	6.8	8.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	4.3
Pot Cap-1 Maneuver	1134	-	-	-	401	554
Stage 1	-	-	-	-	624	-
Stage 2	-	-	-	-	800	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1134	-	-	-	401	554
Mov Cap-2 Maneuver	-	-	-	-	401	-
Stage 1	-	-	-	-	623	-
Stage 2	-	-	-	-	800	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	12.3
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1134	-	-	-	401	554
HCM Lane V/C Ratio	0.001	-	-	-	0.002	0.004
HCM Ctrl Dly (s/v)	8.2	0	-	-	14	11.5
HCM Lane LOS	A	A	-	-	B	B
HCM 95th %tile Q (veh)	0	-	-	-	0	0

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	705	0	0	661
Future Vol, veh/h	0	0	705	0	0	661
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	7	0	0	21
Mvmt Flow	0	0	705	0	0	661

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1036	353	0	0	705	0
Stage 1	705	-	-	-	-	-
Stage 2	331	-	-	-	-	-
Critical Hdwy	6.8	6.9	-	-	4.1	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	231	649	-	-	902	-
Stage 1	456	-	-	-	-	-
Stage 2	706	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	231	649	-	-	902	-
Mov Cap-2 Maneuver	350	-	-	-	-	-
Stage 1	456	-	-	-	-	-
Stage 2	706	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	902	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Ctrl Dly (s/v)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q (veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	439	436	1	0	1
Future Vol, veh/h	1	439	436	1	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	15	-	-	-	0	80
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	39	19	0	0	0
Mvmt Flow	1	439	436	1	0	1

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	437	0	-	0	659	219
Stage 1	-	-	-	-	437	-
Stage 2	-	-	-	-	222	-
Critical Hdwy	4.1	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1134	-	-	-	401	791
Stage 1	-	-	-	-	624	-
Stage 2	-	-	-	-	800	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1134	-	-	-	401	791
Mov Cap-2 Maneuver	-	-	-	-	401	-
Stage 1	-	-	-	-	623	-
Stage 2	-	-	-	-	800	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	9.6
HCM LOS			A

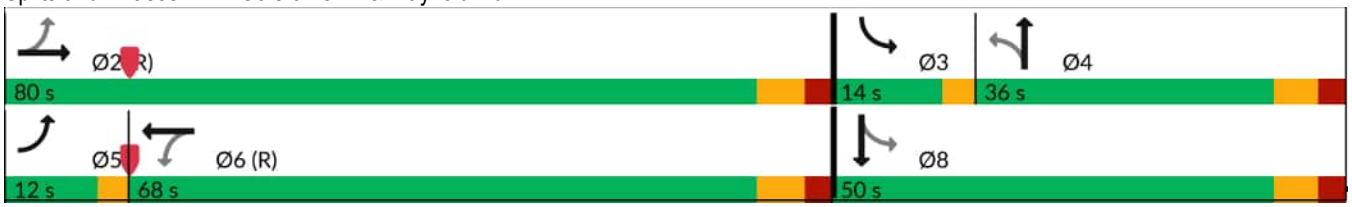
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1134	-	-	-	-	791
HCM Lane V/C Ratio	0.001	-	-	-	-	0.001
HCM Ctrl Dly (s/v)	8.2	-	-	-	0	9.6
HCM Lane LOS	A	-	-	-	A	A
HCM 95th %tile Q (veh)	0	-	-	-	-	0

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	328	388	26	359	26	536	99	502
Future Volume (vph)	328	388	26	359	26	536	99	502
Lane Group Flow (vph)	328	423	26	443	26	567	99	965
Turn Type	pm+pt	NA	Perm	NA	Perm	NA	pm+pt	NA
Protected Phases	5	2		6		4	3	8
Permitted Phases	2		6		4		8	
Detector Phase	5	2	6	6	4	4	3	8
Switch Phase								
Minimum Initial (s)	5.0	12.0	12.0	12.0	12.0	12.0	5.0	12.0
Minimum Split (s)	9.5	37.0	37.0	37.0	37.0	37.0	12.5	37.0
Total Split (s)	12.0	80.0	68.0	68.0	36.0	36.0	14.0	50.0
Total Split (%)	9.2%	61.5%	52.3%	52.3%	27.7%	27.7%	10.8%	38.5%
Yellow Time (s)	3.0	4.6	4.6	4.6	4.2	4.2	3.0	4.2
All-Red Time (s)	0.0	2.4	2.4	2.4	2.8	2.8	0.0	2.8
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	3.0	7.0	7.0	7.0	7.0	7.0	3.0	7.0
Lead/Lag	Lead		Lag	Lag	Lag	Lag	Lead	
Lead-Lag Optimize?								
Recall Mode	None	C-Max	C-Max	C-Max	None	None	None	None
v/c Ratio	0.64	0.21	0.07	0.32	0.51	0.82	0.58	0.88
Control Delay (s/veh)	20.7	12.8	19.7	20.3	80.2	59.9	44.2	44.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	20.7	12.8	19.7	20.3	80.2	59.9	44.2	44.2
Queue Length 50th (m)	46.6	28.0	4.2	39.7	6.8	78.6	23.3	108.0
Queue Length 95th (m)	73.2	40.0	10.6	54.1	#20.6	98.0	40.1	132.6
Internal Link Dist (m)		689.8		209.6		684.9		579.6
Turn Bay Length (m)	100.0		85.0		105.0		145.0	
Base Capacity (vph)	512	1973	398	1381	58	783	177	1196
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.64	0.21	0.07	0.32	0.45	0.72	0.56	0.81

Intersection Summary

Cycle Length: 130
Actuated Cycle Length: 130
Offset: 116 (89%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle: 100
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: Coleraine Dr & Mayfield Rd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	328	388	35	26	359	84	26	536	31	99	502	463
Future Volume (vph)	328	388	35	26	359	84	26	536	31	99	502	463
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.5	3.7	3.5	3.5	3.7	3.5	3.5	3.7	3.5	3.5	3.7	3.5
Total Lost time (s)	3.0	7.0		7.0	7.0		7.0	7.0		3.0	7.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.99		1.00	0.97		1.00	0.99		1.00	0.93	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1500	3315		1552	2827		1594	3499		1352	3230	
Flt Permitted	0.45	1.00		0.51	1.00		0.16	1.00		0.18	1.00	
Satd. Flow (perm)	710	3315		825	2827		262	3499		259	3230	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	328	388	35	26	359	84	26	536	31	99	502	463
RTOR Reduction (vph)	0	5	0	0	15	0	0	3	0	0	135	0
Lane Group Flow (vph)	328	418	0	26	428	0	26	564	0	99	830	0
Confl. Peds. (#/hr)									1	1		
Heavy Vehicles (%)	19%	9%	6%	15%	15%	70%	12%	3%	10%	32%	2%	8%
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		pm+pt	NA	
Protected Phases	5	2			6			4		3	8	
Permitted Phases	2			6			4			8		
Actuated Green, G (s)	77.1	77.1		62.7	62.7		25.6	25.6		38.9	38.9	
Effective Green, g (s)	77.1	77.1		62.7	62.7		25.6	25.6		38.9	38.9	
Actuated g/C Ratio	0.59	0.59		0.48	0.48		0.20	0.20		0.30	0.30	
Clearance Time (s)	3.0	7.0		7.0	7.0		7.0	7.0		3.0	7.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	490	1966		397	1363		51	689		164	966	
v/s Ratio Prot	c0.06	0.13			0.15			0.16		0.05	c0.26	
v/s Ratio Perm	c0.34			0.03			0.10			0.13		
v/c Ratio	0.67	0.21		0.07	0.31		0.51	0.82		0.60	0.86	
Uniform Delay, d1	15.2	12.3		18.0	20.5		46.6	50.0		35.7	43.0	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	3.5	0.2		0.3	0.6		7.8	7.5		6.1	7.7	
Delay (s)	18.7	12.6		18.3	21.1		54.4	57.5		41.9	50.7	
Level of Service	B	B		B	C		D	E		D	D	
Approach Delay (s/veh)		15.2			21.0			57.3			49.9	
Approach LOS		B			C			E			D	

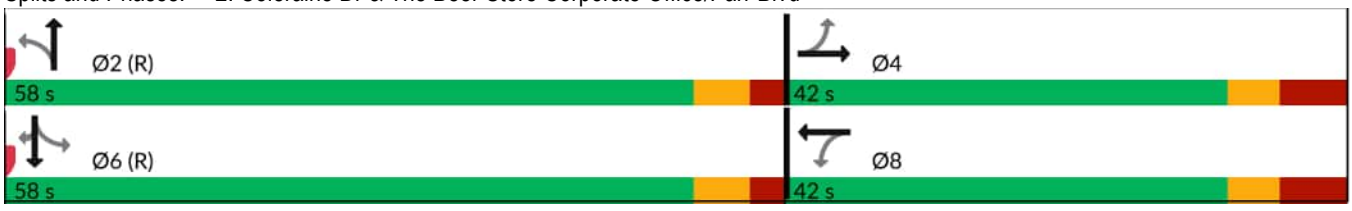
Intersection Summary			
HCM 2000 Control Delay (s/veh)	37.7	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.77		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	90.4%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	3	4	31	6	13	901	109	987	4
Future Volume (vph)	3	4	31	6	13	901	109	987	4
Lane Group Flow (vph)	3	17	31	104	13	922	109	987	4
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA	Perm
Protected Phases		4		8		2		6	
Permitted Phases	4		8		2		6		6
Detector Phase	4	4	8	8	2	2	6	6	6
Switch Phase									
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	41.0	41.0	41.0	41.0	36.7	36.7	36.7	36.7	36.7
Total Split (s)	42.0	42.0	42.0	42.0	58.0	58.0	58.0	58.0	58.0
Total Split (%)	42.0%	42.0%	42.0%	42.0%	58.0%	58.0%	58.0%	58.0%	58.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.2	4.2	4.2	4.2	4.2
All-Red Time (s)	5.0	5.0	5.0	5.0	2.5	2.5	2.5	2.5	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	9.0	9.0	9.0	9.0	6.7	6.7	6.7	6.7	6.7
Lead/Lag									
Lead-Lag Optimize?									
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	C-Max	C-Max
v/c Ratio	0.02	0.10	0.25	0.45	0.06	0.35	0.27	0.37	0.00
Control Delay (s/veh)	40.3	24.1	46.3	16.4	4.5	4.5	6.3	4.7	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	40.3	24.1	46.3	16.4	4.5	4.5	6.3	4.7	0.0
Queue Length 50th (m)	0.6	0.9	6.6	1.5	1.0	30.8	6.5	33.6	0.0
Queue Length 95th (m)	3.3	8.6	16.7	23.0	4.0	43.6	15.9	47.0	0.0
Internal Link Dist (m)		93.8		472.1		202.5		1020.4	
Turn Bay Length (m)	14.0		30.0		37.0		35.0		25.0
Base Capacity (vph)	427	509	398	523	223	2655	403	2696	1002
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.01	0.03	0.08	0.20	0.06	0.35	0.27	0.37	0.00

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated

Splits and Phases: 2: Coleraine Dr & The Beer Store Corporate Office/Parr Blvd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	3	4	13	31	6	98	13	901	21	109	987	4
Future Volume (vph)	3	4	13	31	6	98	13	901	21	109	987	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.5	3.7	3.5	3.5	3.7	3.5	3.5	3.7	3.5	3.5	3.7	3.5
Total Lost time (s)	9.0	9.0		9.0	9.0		6.7	6.7		6.7	6.7	6.7
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95		1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	0.98
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Frt	1.00	0.89		1.00	0.86		1.00	1.00		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1785	1519		1539	1387		965	3355		1608	3411	1251
Flt Permitted	0.69	1.00		0.75	1.00		0.28	1.00		0.30	1.00	1.00
Satd. Flow (perm)	1296	1519		1209	1387		283	3355		509	3411	1251
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	3	4	13	31	6	98	13	901	21	109	987	4
RTOR Reduction (vph)	0	12	0	0	90	0	0	1	0	0	0	1
Lane Group Flow (vph)	3	5	0	31	14	0	13	921	0	109	987	3
Confl. Bikes (#/hr)									1			1
Heavy Vehicles (%)	0%	25%	8%	16%	50%	17%	85%	8%	24%	11%	7%	25%
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	Perm
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		6
Actuated Green, G (s)	8.4	8.4		8.4	8.4		75.9	75.9		75.9	75.9	75.9
Effective Green, g (s)	8.4	8.4		8.4	8.4		75.9	75.9		75.9	75.9	75.9
Actuated g/C Ratio	0.08	0.08		0.08	0.08		0.76	0.76		0.76	0.76	0.76
Clearance Time (s)	9.0	9.0		9.0	9.0		6.7	6.7		6.7	6.7	6.7
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	108	127		101	116		214	2546		386	2588	949
v/s Ratio Prot		0.00			0.01			0.27			c0.29	
v/s Ratio Perm	0.00			c0.03			0.05			0.21		0.00
v/c Ratio	0.03	0.04		0.31	0.12		0.06	0.36		0.28	0.38	0.00
Uniform Delay, d1	42.1	42.1		43.1	42.4		3.0	4.0		3.7	4.1	2.9
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	0.1	0.1		1.7	0.5		0.5	0.4		1.8	0.4	0.0
Delay (s)	42.2	42.2		44.8	42.9		3.6	4.4		5.5	4.5	2.9
Level of Service	D	D		D	D		A	A		A	A	A
Approach Delay (s/veh)		42.2			43.3			4.4			4.6	
Approach LOS		D			D			A			A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	7.2	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.37		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	15.7
Intersection Capacity Utilization	62.7%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

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	4	168	8	7	135	14	8	1	8	21	2	9
Future Vol, veh/h	4	168	8	7	135	14	8	1	8	21	2	9
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	25	10	13	29	17	50	13	0	25	10	0	11
Mvmt Flow	4	168	8	7	135	14	8	1	8	21	2	9

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	149	0	0	176	0	0	342	343	172	341	340	142
Stage 1	-	-	-	-	-	-	180	180	-	156	156	-
Stage 2	-	-	-	-	-	-	162	163	-	185	184	-
Critical Hdwy	4.35	-	-	4.39	-	-	7.23	6.5	6.45	7.2	6.5	6.31
Critical Hdwy Stg 1	-	-	-	-	-	-	6.23	5.5	-	6.2	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.23	5.5	-	6.2	5.5	-
Follow-up Hdwy	2.425	-	-	2.461	-	-	3.617	4	3.525	3.59	4	3.399
Pot Cap-1 Maneuver	1303	-	-	1253	-	-	592	583	815	598	585	882
Stage 1	-	-	-	-	-	-	797	754	-	828	772	-
Stage 2	-	-	-	-	-	-	815	767	-	799	751	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1303	-	-	1253	-	-	580	578	815	587	580	882
Mov Cap-2 Maneuver	-	-	-	-	-	-	580	578	-	587	580	-
Stage 1	-	-	-	-	-	-	795	752	-	826	767	-
Stage 2	-	-	-	-	-	-	800	762	-	788	749	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.2	0.4	10.5	10.9
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	671	1303	-	-	1253	-	-	647
HCM Lane V/C Ratio	0.025	0.003	-	-	0.006	-	-	0.049
HCM Ctrl Dly (s/v)	10.5	7.8	0	-	7.9	0	-	10.9
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q (veh)	0.1	0	-	-	0	-	-	0.2

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	55	0	172	1	0	114	1336	1	1262	39
Future Volume (vph)	55	0	172	1	0	114	1336	1	1262	39
Lane Group Flow (vph)	0	55	172	0	2	114	1336	1	1262	39
Turn Type	Perm	NA	Perm	Perm	NA	pm+pt	NA	Perm	NA	Perm
Protected Phases		8			4	1	6		2	
Permitted Phases	8		8	4		6		2		2
Detector Phase	8	8	8	4	4	1	6	2	2	2
Switch Phase										
Minimum Initial (s)	8.0	8.0	8.0	8.0	8.0	5.0	12.0	12.0	12.0	12.0
Minimum Split (s)	33.9	33.9	33.9	33.9	33.9	9.5	30.1	30.1	30.1	30.1
Total Split (s)	39.0	39.0	39.0	39.0	39.0	10.0	81.0	71.0	71.0	71.0
Total Split (%)	32.5%	32.5%	32.5%	32.5%	32.5%	8.3%	67.5%	59.2%	59.2%	59.2%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	3.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.9	2.9	2.9	2.9	2.9	0.0	2.1	2.1	2.1	2.1
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.9	6.9		6.9	3.0	6.1	6.1	6.1	6.1
Lead/Lag						Lead		Lag	Lag	Lag
Lead-Lag Optimize?										
Recall Mode	None	None	None	None	None	None	C-Max	C-Max	C-Max	C-Max
v/c Ratio		0.44	0.65		0.01	0.40	0.50	0.00	0.51	0.04
Control Delay (s/veh)		61.8	23.1		0.0	6.3	5.0	7.0	9.3	0.8
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)		61.8	23.1		0.0	6.3	5.0	7.0	9.3	0.8
Queue Length 50th (m)		13.2	5.8		0.0	4.6	47.9	0.1	65.5	0.0
Queue Length 95th (m)		26.1	29.3		0.0	11.6	78.5	0.8	107.7	2.0
Internal Link Dist (m)		828.8			20.9		520.2		332.3	
Turn Bay Length (m)						35.0		25.0		20.0
Base Capacity (vph)		369	497		451	291	2658	273	2473	1076
Starvation Cap Reductn		0	0		0	0	0	0	0	0
Spillback Cap Reductn		0	0		0	0	0	0	0	0
Storage Cap Reductn		0	0		0	0	0	0	0	0
Reduced v/c Ratio		0.15	0.35		0.00	0.39	0.50	0.00	0.51	0.04

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 3 (3%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated

Splits and Phases: 4: Hwy 50 & Parr Blvd/Cruise Canada RV Rental & Sales

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	55	0	172	1	0	1	114	1336	0	1	1262	39
Future Volume (vph)	55	0	172	1	0	1	114	1336	0	1	1262	39
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.5	3.7	3.5	3.5	3.7	3.5	3.5	3.7	3.5	3.5	3.7	3.5
Total Lost time (s)		6.9	6.9		6.9		3.0	6.1		6.1	6.1	6.1
Lane Util. Factor		1.00	1.00		1.00		1.00	0.95		1.00	0.95	1.00
Frpb, ped/bikes		1.00	1.00		0.99		1.00	1.00		1.00	1.00	0.98
Flpb, ped/bikes		1.00	1.00		1.00		1.00	1.00		1.00	1.00	1.00
Frt		1.00	0.85		0.93		1.00	1.00		1.00	1.00	0.85
Flt Protected		0.95	1.00		0.98		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)		1734	1452		1735		1394	3318		1785	3476	1487
Flt Permitted		0.76	1.00		0.86		0.18	1.00		0.20	1.00	1.00
Satd. Flow (perm)		1380	1452		1536		261	3318		385	3476	1487
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	55	0	172	1	0	1	114	1336	0	1	1262	39
RTOR Reduction (vph)	0	0	135	0	2	0	0	0	0	0	0	11
Lane Group Flow (vph)	0	55	37	0	0	0	114	1336	0	1	1262	28
Confl. Peds. (#/hr)	2					2	1					1
Heavy Vehicles (%)	5%	0%	10%	0%	0%	0%	28%	10%	0%	0%	5%	5%
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA		Perm	NA	Perm
Protected Phases		8			4		1	6			2	
Permitted Phases	8		8	4			6			2		2
Actuated Green, G (s)		10.9	10.9		10.9		96.1	96.1		85.4	85.4	85.4
Effective Green, g (s)		10.9	10.9		10.9		96.1	96.1		85.4	85.4	85.4
Actuated g/C Ratio		0.09	0.09		0.09		0.80	0.80		0.71	0.71	0.71
Clearance Time (s)		6.9	6.9		6.9		3.0	6.1		6.1	6.1	6.1
Vehicle Extension (s)		3.0	3.0		3.0		3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)		125	131		139		281	2657		273	2473	1058
v/s Ratio Prot							0.03	c0.40			0.36	
v/s Ratio Perm		c0.04	0.03		0.00		0.30			0.00		0.02
v/c Ratio		0.44	0.28		0.00		0.41	0.50		0.00	0.51	0.03
Uniform Delay, d1		51.7	50.9		49.6		4.5	4.0		5.0	7.8	5.1
Progression Factor		1.00	1.00		1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2		2.5	1.2		0.0		1.0	0.7		0.0	0.8	0.0
Delay (s)		54.1	52.0		49.6		5.4	4.7		5.0	8.6	5.1
Level of Service		D	D		D		A	A		A	A	A
Approach Delay (s/veh)		52.6			49.6			4.7			8.5	
Approach LOS		D			D			A			A	

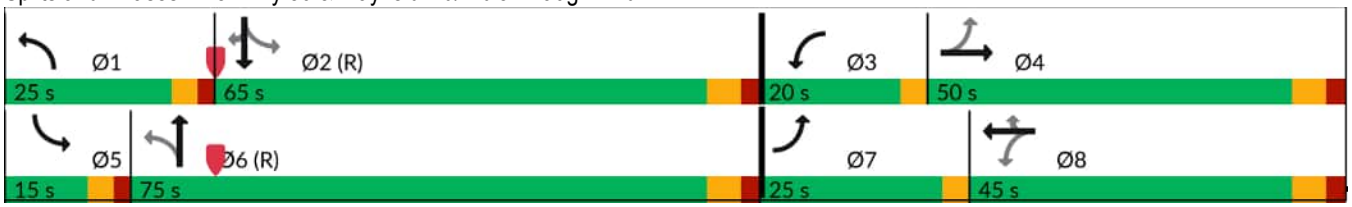
Intersection Summary			
HCM 2000 Control Delay (s/veh)	10.0	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.51		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	70.5%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	87	249	222	158	33	103	1181	36	1339	73
Future Volume (vph)	87	249	222	158	33	103	1181	36	1339	73
Lane Group Flow (vph)	87	493	222	158	33	103	1594	36	1339	73
Turn Type	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA	pm+pt	NA	Perm
Protected Phases	7	4	3	8		1	6	5	2	
Permitted Phases	4		8		8	6		2		2
Detector Phase	7	4	3	8	8	1	6	5	2	2
Switch Phase										
Minimum Initial (s)	5.0	12.0	10.0	12.0	12.0	10.0	20.0	10.0	20.0	20.0
Minimum Split (s)	9.5	43.5	14.5	43.5	43.5	15.0	41.3	15.0	41.3	41.3
Total Split (s)	25.0	50.0	20.0	45.0	45.0	25.0	75.0	15.0	65.0	65.0
Total Split (%)	15.6%	31.3%	12.5%	28.1%	28.1%	15.6%	46.9%	9.4%	40.6%	40.6%
Yellow Time (s)	3.0	4.0	3.0	4.0	4.0	3.0	4.2	3.0	4.2	4.2
All-Red Time (s)	0.0	2.5	0.0	2.5	2.5	2.0	2.1	2.0	2.1	2.1
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	3.0	6.5	3.0	6.5	6.5	5.0	6.3	5.0	6.3	6.3
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?										
Recall Mode	None	None	None	None	None	None	C-Max	None	C-Max	C-Max
v/c Ratio	0.25	0.84	1.00	0.55	0.09	0.62	0.62	0.19	0.77	0.09
Control Delay (s/veh)	41.3	57.7	105.1	65.3	0.5	37.0	25.2	15.2	37.2	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	41.3	57.7	105.1	65.3	0.5	37.0	25.2	15.2	37.2	0.2
Queue Length 50th (m)	21.5	64.5	64.4	58.6	0.0	18.2	140.3	4.6	193.7	0.0
Queue Length 95th (m)	34.1	83.5	#114.3	86.9	0.0	51.8	176.6	11.3	#290.1	0.0
Internal Link Dist (m)		330.4		656.8			717.1		188.2	
Turn Bay Length (m)	60.0		50.0		50.0	100.0		35.0		120.0
Base Capacity (vph)	446	894	224	355	434	198	2572	191	1744	856
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.20	0.55	0.99	0.45	0.08	0.52	0.62	0.19	0.77	0.09

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 72 (45%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 125
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 5: Hwy 50 & Mayfield Rd/Albion Vaughn Rd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	87	249	244	222	158	33	103	1181	413	36	1339	73
Future Volume (vph)	87	249	244	222	158	33	103	1181	413	36	1339	73
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.5	3.7	3.5	3.5	3.7	3.5	3.5	3.7	3.5	3.5	3.7	3.5
Total Lost time (s)	3.0	6.5		3.0	6.5	6.5	5.0	6.3		5.0	6.3	6.3
Lane Util. Factor	1.00	0.95		1.00	1.00	1.00	1.00	0.91		1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Frt	1.00	0.93		1.00	1.00	0.85	1.00	0.96		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1767	2878		1623	1478	1389	1123	4523		1566	3444	1562
Flt Permitted	0.65	1.00		0.15	1.00	1.00	0.09	1.00		0.11	1.00	1.00
Satd. Flow (perm)	1217	2878		262	1478	1389	102	4523		182	3444	1562
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	87	249	244	222	158	33	103	1181	413	36	1339	73
RTOR Reduction (vph)	0	130	0	0	0	27	0	31	0	0	0	36
Lane Group Flow (vph)	87	363	0	222	158	6	103	1563	0	36	1339	37
Confl. Bikes (#/hr)												1
Heavy Vehicles (%)	1%	10%	25%	10%	30%	15%	59%	13%	7%	14%	6%	1%
Turn Type	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA	Perm
Protected Phases	7	4		3	8		1	6		5	2	
Permitted Phases	4			8		8	6			2		2
Actuated Green, G (s)	36.5	25.4		45.3	31.2	31.2	101.9	88.9		89.0	81.0	81.0
Effective Green, g (s)	36.5	25.4		45.3	31.2	31.2	101.9	88.9		89.0	81.0	81.0
Actuated g/C Ratio	0.23	0.16		0.28	0.20	0.20	0.64	0.56		0.56	0.51	0.51
Clearance Time (s)	3.0	6.5		3.0	6.5	6.5	5.0	6.3		5.0	6.3	6.3
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	315	456		217	288	270	166	2513		170	1743	790
v/s Ratio Prot	0.02	0.13		c0.11	0.11		c0.06	0.35		0.01	c0.39	
v/s Ratio Perm	0.04			c0.18		0.00	0.33			0.11		0.02
v/c Ratio	0.28	0.80		1.02	0.55	0.02	0.62	0.62		0.21	0.77	0.05
Uniform Delay, d1	50.1	64.8		49.9	58.1	52.1	25.2	24.1		17.6	31.9	20.0
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	0.5	9.4		67.2	2.1	0.0	7.0	1.2		0.6	3.3	0.1
Delay (s)	50.6	74.2		117.1	60.2	52.1	32.3	25.3		18.2	35.2	20.1
Level of Service	D	E		F	E	D	C	C		B	D	C
Approach Delay (s/veh)		70.6			90.1			25.7			34.0	
Approach LOS		E			F			C			C	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	41.4	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.85		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	20.8
Intersection Capacity Utilization	90.5%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	5	513	464	3	7	5
Future Vol, veh/h	5	513	464	3	7	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	30	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	60	16	22	33	29	20
Mvmt Flow	5	513	464	3	7	5

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	467	0	-	0	733	234
Stage 1	-	-	-	-	466	-
Stage 2	-	-	-	-	267	-
Critical Hdwy	5.3	-	-	-	7.38	7.3
Critical Hdwy Stg 1	-	-	-	-	6.38	-
Critical Hdwy Stg 2	-	-	-	-	6.38	-
Follow-up Hdwy	2.8	-	-	-	3.79	3.5
Pot Cap-1 Maneuver	771	-	-	-	303	716
Stage 1	-	-	-	-	526	-
Stage 2	-	-	-	-	679	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	771	-	-	-	300	716
Mov Cap-2 Maneuver	-	-	-	-	300	-
Stage 1	-	-	-	-	521	-
Stage 2	-	-	-	-	679	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.1	0	14.3
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	771	-	-	-	300	716
HCM Lane V/C Ratio	0.006	-	-	-	0.023	0.007
HCM Ctrl Dly (s/v)	9.7	0	-	-	17.3	10.1
HCM Lane LOS	A	A	-	-	C	B
HCM 95th %tile Q (veh)	0	-	-	-	0.1	0

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	918	1	0	1038
Future Vol, veh/h	0	0	918	1	0	1038
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	11	0	0	7
Mvmt Flow	0	0	918	1	0	1038

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1438	460	0	0	919	0
Stage 1	919	-	-	-	-	-
Stage 2	519	-	-	-	-	-
Critical Hdwy	6.8	6.9	-	-	4.1	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	126	554	-	-	751	-
Stage 1	354	-	-	-	-	-
Stage 2	568	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	126	554	-	-	751	-
Mov Cap-2 Maneuver	252	-	-	-	-	-
Stage 1	354	-	-	-	-	-
Stage 2	568	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	751	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Ctrl Dly (s/v)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q (veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	519	466	0	1	1
Future Vol, veh/h	1	519	466	0	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	15	-	-	-	0	80
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	16	23	0	0	0
Mvmt Flow	1	519	466	0	1	1

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	466	0	-	0	728	233
Stage 1	-	-	-	-	466	-
Stage 2	-	-	-	-	262	-
Critical Hdwy	4.1	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1106	-	-	-	363	775
Stage 1	-	-	-	-	604	-
Stage 2	-	-	-	-	764	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1106	-	-	-	363	775
Mov Cap-2 Maneuver	-	-	-	-	363	-
Stage 1	-	-	-	-	603	-
Stage 2	-	-	-	-	764	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	12.3
HCM LOS			B

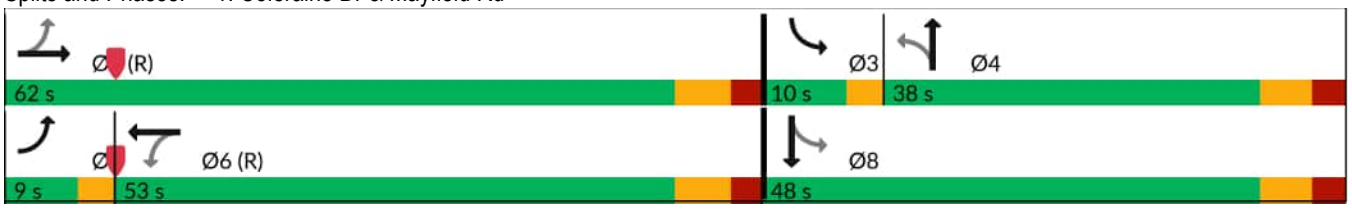
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1106	-	-	-	363	775
HCM Lane V/C Ratio	0.001	-	-	-	0.003	0.001
HCM Ctrl Dly (s/v)	8.3	-	-	-	14.9	9.7
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q (veh)	0	-	-	-	0	0

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	105	289	2	303	6	12	90	0
Future Volume (vph)	105	289	2	303	6	12	90	0
Lane Group Flow (vph)	105	290	2	363	6	12	90	160
Turn Type	pm+pt	NA	Perm	NA	Perm	NA	pm+pt	NA
Protected Phases	5	2		6		4	3	8
Permitted Phases	2		6		4		8	
Detector Phase	5	2	6	6	4	4	3	8
Switch Phase								
Minimum Initial (s)	5.0	12.0	12.0	12.0	12.0	12.0	5.0	12.0
Minimum Split (s)	9.5	37.0	37.0	37.0	37.0	37.0	12.5	37.0
Total Split (s)	9.0	62.0	53.0	53.0	38.0	38.0	10.0	48.0
Total Split (%)	8.2%	56.4%	48.2%	48.2%	34.5%	34.5%	9.1%	43.6%
Yellow Time (s)	3.0	4.6	4.6	4.6	4.2	4.2	3.0	4.2
All-Red Time (s)	0.0	2.4	2.4	2.4	2.8	2.8	0.0	2.8
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	3.0	7.0	7.0	7.0	7.0	7.0	3.0	7.0
Lead/Lag	Lead		Lag	Lag	Lag	Lag	Lead	
Lead-Lag Optimize?								
Recall Mode	None	C-Max	C-Max	C-Max	None	None	None	None
v/c Ratio	0.16	0.12	0.01	0.17	0.05	0.03	0.42	0.19
Control Delay (s/veh)	4.6	5.1	10.5	8.9	45.0	44.1	44.2	0.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	4.6	5.1	10.5	8.9	45.0	44.1	44.2	0.5
Queue Length 50th (m)	4.6	7.8	0.2	13.5	1.2	1.3	21.4	0.0
Queue Length 95th (m)	13.5	16.9	2.4	27.5	5.4	4.4	35.7	0.0
Internal Link Dist (m)		689.8		209.6		684.9		579.6
Turn Bay Length (m)	100.0		85.0		105.0		145.0	
Base Capacity (vph)	665	2479	339	2082	344	1028	214	1397
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.16	0.12	0.01	0.17	0.02	0.01	0.42	0.11

Intersection Summary

Cycle Length: 110
Actuated Cycle Length: 110
Offset: 48 (44%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle: 100
Control Type: Actuated-Coordinated

Splits and Phases: 1: Coleraine Dr & Mayfield Rd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	105	289	1	2	303	60	6	12	0	90	0	160
Future Volume (vph)	105	289	1	2	303	60	6	12	0	90	0	160
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.5	3.7	3.5	3.5	3.7	3.5	3.5	3.7	3.5	3.5	3.7	3.5
Total Lost time (s)	3.0	7.0		7.0	7.0		7.0	7.0		3.0	7.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	0.95		1.00	0.95	
Frt	1.00	1.00		1.00	0.98		1.00	1.00		1.00	0.85	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1500	3410		892	3287		1785	3650		1487	2900	
Flt Permitted	0.51	1.00		0.57	1.00		0.65	1.00		0.53	1.00	
Satd. Flow (perm)	808	3410		539	3287		1222	3650		828	2900	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	105	289	1	2	303	60	6	12	0	90	0	160
RTOR Reduction (vph)	0	0	0	0	10	0	0	0	0	0	132	0
Lane Group Flow (vph)	105	290	0	2	353	0	6	12	0	90	28	0
Heavy Vehicles (%)	19%	7%	0%	100%	3%	35%	0%	0%	0%	20%	0%	7%
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		pm+pt	NA	
Protected Phases	5	2			6			4		3	8	
Permitted Phases	2			6			4			8		
Actuated Green, G (s)	76.6	76.6		66.0	66.0		7.2	7.2		19.4	19.4	
Effective Green, g (s)	76.6	76.6		66.0	66.0		7.2	7.2		19.4	19.4	
Actuated g/C Ratio	0.70	0.70		0.60	0.60		0.07	0.07		0.18	0.18	
Clearance Time (s)	3.0	7.0		7.0	7.0		7.0	7.0		3.0	7.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	610	2374		323	1972		79	238		201	511	
v/s Ratio Prot	c0.01	0.09			c0.11			0.00		c0.04	0.01	
v/s Ratio Perm	0.11			0.00			0.00			c0.04		
v/c Ratio	0.17	0.12		0.01	0.18		0.08	0.05		0.45	0.06	
Uniform Delay, d1	5.5	5.5		8.8	9.9		48.3	48.2		39.8	37.7	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.1	0.1		0.0	0.2		0.4	0.1		1.6	0.0	
Delay (s)	5.6	5.6		8.9	10.1		48.7	48.3		41.3	37.7	
Level of Service	A	A		A	B		D	D		D	D	
Approach Delay (s/veh)		5.6			10.0			48.4			39.0	
Approach LOS		A			B			D			D	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	16.1	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.24		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	49.2%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	1	4	18	1	1	146	23	199	2
Future Volume (vph)	1	4	18	1	1	146	23	199	2
Lane Group Flow (vph)	1	5	18	31	1	150	23	199	2
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA	Perm
Protected Phases		4		8		2		6	
Permitted Phases	4		8		2		6		6
Detector Phase	4	4	8	8	2	2	6	6	6
Switch Phase									
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	41.0	41.0	41.0	41.0	36.7	36.7	36.7	36.7	36.7
Total Split (s)	44.0	44.0	44.0	44.0	61.7	61.7	61.7	61.7	61.7
Total Split (%)	41.6%	41.6%	41.6%	41.6%	58.4%	58.4%	58.4%	58.4%	58.4%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.2	4.2	4.2	4.2	4.2
All-Red Time (s)	5.0	5.0	5.0	5.0	2.5	2.5	2.5	2.5	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	9.0	9.0	9.0	9.0	6.7	6.7	6.7	6.7	6.7
Lead/Lag									
Lead-Lag Optimize?									
Recall Mode	None	None	None	None	Max	Max	Max	Max	Max
v/c Ratio	0.01	0.02	0.11	0.16	0.00	0.06	0.03	0.07	0.00
Control Delay (s/veh)	33.0	30.8	35.5	15.3	4.0	3.3	4.0	3.3	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	33.0	30.8	35.5	15.3	4.0	3.3	4.0	3.3	0.0
Queue Length 50th (m)	0.2	0.7	3.4	0.3	0.1	3.9	1.2	5.2	0.0
Queue Length 95th (m)	1.6	3.8	9.3	13.6	0.5	7.0	3.6	8.7	0.0
Internal Link Dist (m)		93.8		472.1		202.5		1020.4	
Turn Bay Length (m)	14.0		30.0		37.0		35.0		25.0
Base Capacity (vph)	585	787	564	597	970	2592	869	2708	1326
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.00	0.01	0.03	0.05	0.00	0.06	0.03	0.07	0.00

Intersection Summary
Cycle Length: 105.7
Actuated Cycle Length: 83.4
Natural Cycle: 80
Control Type: Semi Act-Uncoord

Splits and Phases: 2: Coleraine Dr & The Beer Store Corporate Office/Parr Blvd

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	4	1	18	1	30	1	146	4	23	199	2
Future Volume (vph)	1	4	1	18	1	30	1	146	4	23	199	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.5	3.7	3.5	3.5	3.7	3.5	3.5	3.7	3.5	3.5	3.7	3.5
Total Lost time (s)	9.0	9.0		9.0	9.0		6.7	6.7		6.7	6.7	6.7
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95		1.00	0.95	1.00
Frt	1.00	0.97		1.00	0.85		1.00	1.00		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1785	1863		1684	1372		1785	3146		1526	3288	1597
Flt Permitted	0.74	1.00		0.75	1.00		0.63	1.00		0.66	1.00	1.00
Satd. Flow (perm)	1385	1863		1337	1372		1178	3146		1055	3288	1597
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	1	4	1	18	1	30	1	146	4	23	199	2
RTOR Reduction (vph)	0	1	0	0	28	0	0	1	0	0	0	0
Lane Group Flow (vph)	1	4	0	18	3	0	1	149	0	23	199	2
Heavy Vehicles (%)	0%	0%	0%	6%	100%	17%	0%	16%	0%	17%	11%	0%
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	Perm
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		6
Actuated Green, G (s)	5.7	5.7		5.7	5.7		65.8	65.8		65.8	65.8	65.8
Effective Green, g (s)	5.7	5.7		5.7	5.7		65.8	65.8		65.8	65.8	65.8
Actuated g/C Ratio	0.07	0.07		0.07	0.07		0.75	0.75		0.75	0.75	0.75
Clearance Time (s)	9.0	9.0		9.0	9.0		6.7	6.7		6.7	6.7	6.7
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	90	121		87	89		888	2373		796	2481	1205
v/s Ratio Prot		0.00			0.00			0.05			c0.06	
v/s Ratio Perm	0.00			c0.01			0.00			0.02		0.00
v/c Ratio	0.01	0.03		0.21	0.03		0.00	0.06		0.03	0.08	0.00
Uniform Delay, d1	38.1	38.2		38.6	38.2		2.6	2.8		2.7	2.8	2.6
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	0.0	0.1		1.2	0.2		0.0	0.1		0.1	0.1	0.0
Delay (s)	38.2	38.3		39.8	38.3		2.6	2.8		2.8	2.9	2.6
Level of Service	D	D		D	D		A	A		A	A	A
Approach Delay (s/veh)		38.3			38.9			2.8			2.8	
Approach LOS		D			D			A			A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	7.4	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.09		
Actuated Cycle Length (s)	87.2	Sum of lost time (s)	15.7
Intersection Capacity Utilization	43.7%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

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	0	36	1	3	42	3	3	2	5	4	4	5
Future Vol, veh/h	0	36	1	3	42	3	3	2	5	4	4	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	11	0	0	12	67	33	0	20	0	25	0
Mvmt Flow	0	36	1	3	42	3	3	2	5	4	4	5

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	45	0	0	37	0	0	91	88	37	90	87	44
Stage 1	-	-	-	-	-	-	37	37	-	50	50	-
Stage 2	-	-	-	-	-	-	54	51	-	40	37	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.43	6.5	6.4	7.1	6.75	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.43	5.5	-	6.1	5.75	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.43	5.5	-	6.1	5.75	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.797	4	3.48	3.5	4.225	3.3
Pot Cap-1 Maneuver	1576	-	-	1587	-	-	824	806	986	900	761	1032
Stage 1	-	-	-	-	-	-	905	868	-	968	810	-
Stage 2	-	-	-	-	-	-	886	856	-	980	821	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1576	-	-	1587	-	-	816	804	986	893	759	1032
Mov Cap-2 Maneuver	-	-	-	-	-	-	816	804	-	893	759	-
Stage 1	-	-	-	-	-	-	905	868	-	968	808	-
Stage 2	-	-	-	-	-	-	876	854	-	973	821	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	0.5	9.1	9.1
HCM LOS			A	A

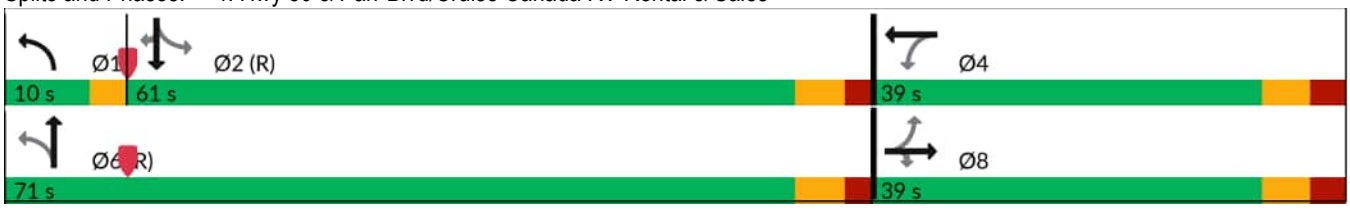
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	890	1576	-	-	1587	-	-	891
HCM Lane V/C Ratio	0.011	-	-	-	0.002	-	-	0.015
HCM Ctrl Dly (s/v)	9.1	0	-	-	7.3	0	-	9.1
HCM Lane LOS	A	A	-	-	A	A	-	A
HCM 95th %tile Q (veh)	0	0	-	-	0	-	-	0

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	19	0	43	4	2	36	1019	6	1004	18
Future Volume (vph)	19	0	43	4	2	36	1019	6	1004	18
Lane Group Flow (vph)	0	19	43	0	8	36	1019	6	1004	18
Turn Type	Perm	NA	Perm	Perm	NA	pm+pt	NA	Perm	NA	Perm
Protected Phases		8			4	1	6		2	
Permitted Phases	8		8	4		6		2		2
Detector Phase	8	8	8	4	4	1	6	2	2	2
Switch Phase										
Minimum Initial (s)	8.0	8.0	8.0	8.0	8.0	5.0	12.0	12.0	12.0	12.0
Minimum Split (s)	33.9	33.9	33.9	33.9	33.9	9.5	30.1	30.1	30.1	30.1
Total Split (s)	39.0	39.0	39.0	39.0	39.0	10.0	71.0	61.0	61.0	61.0
Total Split (%)	35.5%	35.5%	35.5%	35.5%	35.5%	9.1%	64.5%	55.5%	55.5%	55.5%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	3.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.9	2.9	2.9	2.9	2.9	0.0	2.1	2.1	2.1	2.1
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.9	6.9		6.9	3.0	6.1	6.1	6.1	6.1
Lead/Lag						Lead		Lag	Lag	Lag
Lead-Lag Optimize?										
Recall Mode	None	None	None	None	None	None	C-Max	C-Max	C-Max	C-Max
v/c Ratio		0.18	0.27		0.10	0.08	0.35	0.02	0.36	0.01
Control Delay (s/veh)		51.5	11.3		44.8	2.0	2.9	4.7	5.0	0.0
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)		51.5	11.3		44.8	2.0	2.9	4.7	5.0	0.0
Queue Length 50th (m)		4.1	0.0		2.2	1.1	26.2	0.5	40.1	0.0
Queue Length 95th (m)		11.8	8.2		11.1	2.8	35.5	2.2	54.1	0.0
Internal Link Dist (m)		828.8			20.9		520.2		332.3	
Turn Bay Length (m)						35.0		25.0		20.0
Base Capacity (vph)		421	458		300	453	2937	279	2817	1255
Starvation Cap Reductn		0	0		0	0	0	0	0	0
Spillback Cap Reductn		0	0		0	0	0	0	0	0
Storage Cap Reductn		0	0		0	0	0	0	0	0
Reduced v/c Ratio		0.05	0.09		0.03	0.08	0.35	0.02	0.36	0.01

Intersection Summary

Cycle Length: 110
Actuated Cycle Length: 110
Offset: 105 (95%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 75
Control Type: Actuated-Coordinated

Splits and Phases: 4: Hwy 50 & Parr Blvd/Cruise Canada RV Rental & Sales



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	19	0	43	4	2	2	36	1019	0	6	1004	18
Future Volume (vph)	19	0	43	4	2	2	36	1019	0	6	1004	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.5	3.7	3.5	3.5	3.7	3.5	3.5	3.7	3.5	3.5	3.7	3.5
Total Lost time (s)		6.9	6.9		6.9		3.0	6.1		6.1	6.1	6.1
Lane Util. Factor		1.00	1.00		1.00		1.00	0.95		1.00	0.95	1.00
Frpb, ped/bikes		1.00	1.00		1.00		1.00	1.00		1.00	1.00	0.98
Flpb, ped/bikes		1.00	1.00		1.00		1.00	1.00		1.00	1.00	1.00
Frt		1.00	0.85		0.97		1.00	1.00		1.00	1.00	0.85
Flt Protected		0.95	1.00		0.98		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)		1823	1426		1203		1608	3476		1189	3544	1562
Flt Permitted		0.75	1.00		0.83		0.26	1.00		0.28	1.00	1.00
Satd. Flow (perm)		1444	1426		1026		439	3476		352	3544	1562
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	19	0	43	4	2	2	36	1019	0	6	1004	18
RTOR Reduction (vph)	0	0	40	0	2	0	0	0	0	0	0	4
Lane Group Flow (vph)	0	19	3	0	6	0	36	1019	0	6	1004	14
Confl. Peds. (#/hr)	1					1	1		1	1		1
Heavy Vehicles (%)	0%	0%	12%	25%	100%	50%	11%	5%	0%	50%	3%	0%
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA		Perm	NA	Perm
Protected Phases		8			4		1	6			2	
Permitted Phases	8		8	4			6			2		2
Actuated Green, G (s)		6.7	6.7		6.7		90.3	90.3		83.6	83.6	83.6
Effective Green, g (s)		6.7	6.7		6.7		90.3	90.3		83.6	83.6	83.6
Actuated g/C Ratio		0.06	0.06		0.06		0.82	0.82		0.76	0.76	0.76
Clearance Time (s)		6.9	6.9		6.9		3.0	6.1		6.1	6.1	6.1
Vehicle Extension (s)		3.0	3.0		3.0		3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)		87	86		62		399	2853		267	2693	1187
v/s Ratio Prot							0.00	c0.29			c0.28	
v/s Ratio Perm		c0.01	0.00		0.01		0.07			0.02		0.01
v/c Ratio		0.22	0.03		0.10		0.09	0.36		0.02	0.37	0.01
Uniform Delay, d1		49.2	48.6		48.8		2.1	2.5		3.2	4.4	3.2
Progression Factor		1.00	1.00		1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2		1.3	0.1		0.7		0.1	0.4		0.2	0.4	0.0
Delay (s)		50.4	48.7		49.5		2.2	2.8		3.4	4.8	3.2
Level of Service		D	D		D		A	A		A	A	A
Approach Delay (s/veh)		49.3			49.5			2.8			4.8	
Approach LOS		D			D			A			A	

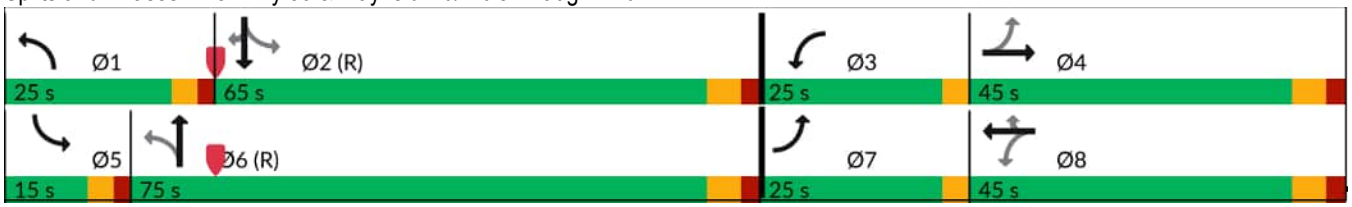
Intersection Summary			
HCM 2000 Control Delay (s/veh)	5.3	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.36		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	58.2%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	95	124	244	131	10	101	910	14	927	101
Future Volume (vph)	95	124	244	131	10	101	910	14	927	101
Lane Group Flow (vph)	95	271	244	131	10	101	1141	14	927	101
Turn Type	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA	pm+pt	NA	Perm
Protected Phases	7	4	3	8		1	6	5	2	
Permitted Phases	4		8		8	6		2		2
Detector Phase	7	4	3	8	8	1	6	5	2	2
Switch Phase										
Minimum Initial (s)	5.0	12.0	10.0	12.0	12.0	10.0	20.0	10.0	20.0	20.0
Minimum Split (s)	9.5	43.5	14.5	43.5	43.5	15.0	41.3	15.0	41.3	41.3
Total Split (s)	25.0	45.0	25.0	45.0	45.0	25.0	75.0	15.0	65.0	65.0
Total Split (%)	15.6%	28.1%	15.6%	28.1%	28.1%	15.6%	46.9%	9.4%	40.6%	40.6%
Yellow Time (s)	3.0	4.0	3.0	4.0	4.0	3.0	4.2	3.0	4.2	4.2
All-Red Time (s)	0.0	2.5	0.0	2.5	2.5	2.0	2.1	2.0	2.1	2.1
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	3.0	6.5	3.0	6.5	6.5	5.0	6.3	5.0	6.3	6.3
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?										
Recall Mode	None	None	None	None	None	None	C-Max	None	C-Max	C-Max
v/c Ratio	0.35	0.70	0.86	0.52	0.04	0.30	0.36	0.04	0.45	0.10
Control Delay (s/veh)	49.7	41.9	78.7	71.5	0.3	11.2	14.1	9.1	20.0	2.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	49.7	41.9	78.7	71.5	0.3	11.2	14.1	9.1	20.0	2.3
Queue Length 50th (m)	25.6	22.5	74.7	44.1	0.0	11.4	53.0	1.4	89.0	0.0
Queue Length 95th (m)	40.8	39.0	#111.7	68.7	0.0	21.6	90.1	4.6	119.8	7.7
Internal Link Dist (m)		330.4		656.8			717.1		188.2	
Turn Bay Length (m)	60.0		50.0		50.0	100.0		35.0		120.0
Base Capacity (vph)	373	812	290	423	380	410	3131	336	2074	963
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.25	0.33	0.84	0.31	0.03	0.25	0.36	0.04	0.45	0.10

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 7 (4%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 115
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 5: Hwy 50 & Mayfield Rd/Albion Vaughn Rd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	95	124	147	244	131	10	101	910	231	14	927	101
Future Volume (vph)	95	124	147	244	131	10	101	910	231	14	927	101
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.5	3.7	3.5	3.5	3.7	3.5	3.5	3.7	3.5	3.5	3.7	3.5
Total Lost time (s)	3.0	6.5		3.0	6.5	6.5	5.0	6.3		5.0	6.3	6.3
Lane Util. Factor	1.00	0.95		1.00	1.00	1.00	1.00	0.91		1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Frt	1.00	0.92		1.00	1.00	0.85	1.00	0.97		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1750	2912		1684	1762	1229	1552	4831		1668	3544	1566
Flt Permitted	0.67	1.00		0.27	1.00	1.00	0.24	1.00		0.22	1.00	1.00
Satd. Flow (perm)	1240	2912		480	1762	1229	384	4831		392	3544	1566
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	95	124	147	244	131	10	101	910	231	14	927	101
RTOR Reduction (vph)	0	134	0	0	0	9	0	18	0	0	0	42
Lane Group Flow (vph)	95	137	0	244	131	1	101	1123	0	14	927	59
Confl. Bikes (#/hr)									1			
Heavy Vehicles (%)	2%	7%	22%	6%	9%	30%	15%	5%	5%	7%	3%	2%
Turn Type	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA	Perm
Protected Phases	7	4		3	8		1	6		5	2	
Permitted Phases	4			8		8	6			2		2
Actuated Green, G (s)	26.1	13.9		38.1	22.9	22.9	109.1	100.1		97.7	93.7	93.7
Effective Green, g (s)	26.1	13.9		38.1	22.9	22.9	109.1	100.1		97.7	93.7	93.7
Actuated g/C Ratio	0.16	0.09		0.24	0.14	0.14	0.68	0.63		0.61	0.59	0.59
Clearance Time (s)	3.0	6.5		3.0	6.5	6.5	5.0	6.3		5.0	6.3	6.3
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	241	252		273	252	175	337	3022		271	2075	917
v/s Ratio Prot	0.03	0.05		c0.12	0.07		c0.02	c0.23		0.00	c0.26	
v/s Ratio Perm	0.03			c0.09		0.00	0.18			0.03		0.04
v/c Ratio	0.39	0.54		0.89	0.52	0.01	0.30	0.37		0.05	0.45	0.06
Uniform Delay, d1	59.2	70.0		54.6	63.5	58.8	10.8	14.6		12.3	18.6	14.3
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	1.1	2.4		28.6	1.8	0.0	0.5	0.4		0.1	0.7	0.1
Delay (s)	60.3	72.4		83.2	65.3	58.8	11.3	15.0		12.4	19.3	14.4
Level of Service	E	E		F	E	E	B	B		B	B	B
Approach Delay (s/veh)		69.3			76.5			14.7			18.7	
Approach LOS		E			E			B			B	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	30.5	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.57		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	20.8
Intersection Capacity Utilization	75.6%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	3	380	369	2	3	2
Future Vol, veh/h	3	380	369	2	3	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	30	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	33	10	9	0	33	0
Mvmt Flow	3	380	369	2	3	2

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	371	0	-	0	566	186
Stage 1	-	-	-	-	370	-
Stage 2	-	-	-	-	196	-
Critical Hdwy	4.76	-	-	-	7.46	6.9
Critical Hdwy Stg 1	-	-	-	-	6.46	-
Critical Hdwy Stg 2	-	-	-	-	6.46	-
Follow-up Hdwy	2.53	-	-	-	3.83	3.3
Pot Cap-1 Maneuver	990	-	-	-	387	831
Stage 1	-	-	-	-	585	-
Stage 2	-	-	-	-	733	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	990	-	-	-	385	831
Mov Cap-2 Maneuver	-	-	-	-	385	-
Stage 1	-	-	-	-	583	-
Stage 2	-	-	-	-	733	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.1	0	12.4
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	990	-	-	-	385	831
HCM Lane V/C Ratio	0.003	-	-	-	0.008	0.002
HCM Ctrl Dly (s/v)	8.6	0	-	-	14.4	9.3
HCM Lane LOS	A	A	-	-	B	A
HCM 95th %tile Q (veh)	0	-	-	-	0	0

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	1	0	166	1	0	242
Future Vol, veh/h	1	0	166	1	0	242
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	100	0	23	100	0	10
Mvmt Flow	1	0	166	1	0	242

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	288	84	0	0	167	0
Stage 1	167	-	-	-	-	-
Stage 2	121	-	-	-	-	-
Critical Hdwy	8.8	6.9	-	-	4.1	-
Critical Hdwy Stg 1	7.8	-	-	-	-	-
Critical Hdwy Stg 2	7.8	-	-	-	-	-
Follow-up Hdwy	4.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	471	965	-	-	1423	-
Stage 1	617	-	-	-	-	-
Stage 2	663	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	471	965	-	-	1423	-
Mov Cap-2 Maneuver	506	-	-	-	-	-
Stage 1	617	-	-	-	-	-
Stage 2	663	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	12.1	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	506	1423	-
HCM Lane V/C Ratio	-	-	0.002	-	-
HCM Ctrl Dly (s/v)	-	-	12.1	0	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q (veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	382	370	0	1	1
Future Vol, veh/h	1	382	370	0	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	15	-	-	-	0	80
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	10	9	0	0	0
Mvmt Flow	1	382	370	0	1	1

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	370	0	-	0	563	185
Stage 1	-	-	-	-	370	-
Stage 2	-	-	-	-	193	-
Critical Hdwy	4.1	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1200	-	-	-	461	832
Stage 1	-	-	-	-	675	-
Stage 2	-	-	-	-	827	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1200	-	-	-	461	832
Mov Cap-2 Maneuver	-	-	-	-	461	-
Stage 1	-	-	-	-	674	-
Stage 2	-	-	-	-	827	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	11.1
HCM LOS			B

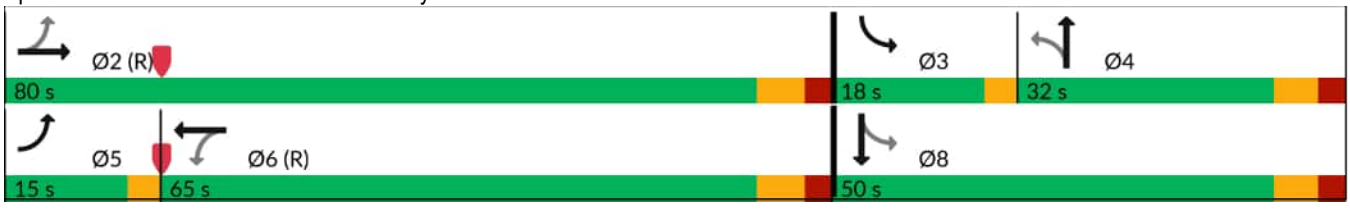
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1200	-	-	-	461	832
HCM Lane V/C Ratio	0.001	-	-	-	0.002	0.001
HCM Ctrl Dly (s/v)	8	-	-	-	12.8	9.3
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q (veh)	0	-	-	-	0	0

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	370	339	39	358	23	314	70	365
Future Volume (vph)	370	339	39	358	23	314	70	365
Lane Group Flow (vph)	370	371	39	399	23	345	70	626
Turn Type	pm+pt	NA	Perm	NA	Perm	NA	pm+pt	NA
Protected Phases	5	2		6		4	3	8
Permitted Phases	2		6		4		8	
Detector Phase	5	2	6	6	4	4	3	8
Switch Phase								
Minimum Initial (s)	5.0	12.0	12.0	12.0	12.0	12.0	5.0	12.0
Minimum Split (s)	9.5	37.0	37.0	37.0	37.0	37.0	12.5	37.0
Total Split (s)	15.0	80.0	65.0	65.0	32.0	32.0	18.0	50.0
Total Split (%)	11.5%	61.5%	50.0%	50.0%	24.6%	24.6%	13.8%	38.5%
Yellow Time (s)	3.0	4.6	4.6	4.6	4.2	4.2	3.0	4.2
All-Red Time (s)	0.0	2.4	2.4	2.4	2.8	2.8	0.0	2.8
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	3.0	7.0	7.0	7.0	7.0	7.0	3.0	7.0
Lead/Lag	Lead		Lag	Lag	Lag	Lag	Lead	
Lead-Lag Optimize?								
Recall Mode	None	C-Max	C-Max	C-Max	None	None	None	None
v/c Ratio	0.56	0.19	0.09	0.26	0.23	0.67	0.44	0.72
Control Delay (s/veh)	13.9	10.2	20.7	19.7	54.2	58.2	43.0	38.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	13.9	10.2	20.7	19.7	54.2	58.2	43.0	38.1
Queue Length 50th (m)	42.2	22.6	6.2	35.6	5.8	47.5	22.4	64.5
Queue Length 95th (m)	72.1	36.5	14.9	51.3	15.0	62.4	39.9	80.5
Internal Link Dist (m)		689.8		209.6		684.9		579.6
Turn Bay Length (m)	100.0		85.0		105.0		145.0	
Base Capacity (vph)	660	1951	448	1548	133	672	174	1119
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.56	0.19	0.09	0.26	0.17	0.51	0.40	0.56

Intersection Summary

Cycle Length: 130
Actuated Cycle Length: 130
Offset: 92 (71%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle: 100
Control Type: Actuated-Coordinated

Splits and Phases: 1: Coleraine Dr & Mayfield Rd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	370	339	32	39	358	41	23	314	31	70	365	261
Future Volume (vph)	370	339	32	39	358	41	23	314	31	70	365	261
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.5	3.7	3.5	3.5	3.7	3.5	3.5	3.7	3.5	3.5	3.7	3.5
Total Lost time (s)	3.0	7.0		7.0	7.0		7.0	7.0		3.0	7.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	0.95		1.00	0.95	
Frt	1.00	0.99		1.00	0.98		1.00	0.99		1.00	0.94	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1638	3010		1580	3038		1716	3466		1014	3087	
Flt Permitted	0.48	1.00		0.53	1.00		0.38	1.00		0.34	1.00	
Satd. Flow (perm)	832	3010		883	3038		692	3466		359	3087	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	370	339	32	39	358	41	23	314	31	70	365	261
RTOR Reduction (vph)	0	4	0	0	6	0	0	6	0	0	111	0
Lane Group Flow (vph)	370	367	0	39	393	0	23	339	0	70	515	0
Heavy Vehicles (%)	9%	21%	6%	13%	14%	56%	4%	3%	13%	76%	5%	19%
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		pm+pt	NA	
Protected Phases	5	2			6			4		3	8	
Permitted Phases	2			6			4			8		
Actuated Green, G (s)	83.5	83.5		65.4	65.4		19.1	19.1		32.5	32.5	
Effective Green, g (s)	83.5	83.5		65.4	65.4		19.1	19.1		32.5	32.5	
Actuated g/C Ratio	0.64	0.64		0.50	0.50		0.15	0.15		0.25	0.25	
Clearance Time (s)	3.0	7.0		7.0	7.0		7.0	7.0		3.0	7.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	628	1933		444	1528		101	509		142	771	
v/s Ratio Prot	c0.07	0.12			0.13			0.10		0.04	c0.17	
v/s Ratio Perm	c0.31			0.04			0.03			0.08		
v/c Ratio	0.59	0.19		0.09	0.26		0.23	0.67		0.49	0.67	
Uniform Delay, d1	10.9	9.5		16.8	18.4		48.9	52.4		39.6	43.9	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	1.4	0.2		0.4	0.4		1.2	3.3		2.7	2.2	
Delay (s)	12.3	9.7		17.2	18.8		50.1	55.7		42.3	46.1	
Level of Service	B	A		B	B		D	E		D	D	
Approach Delay (s/veh)		11.0			18.7			55.4			45.7	
Approach LOS		B			B			E			D	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	30.5	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.64		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	81.0%	ICU Level of Service	D
Analysis Period (min)	15		

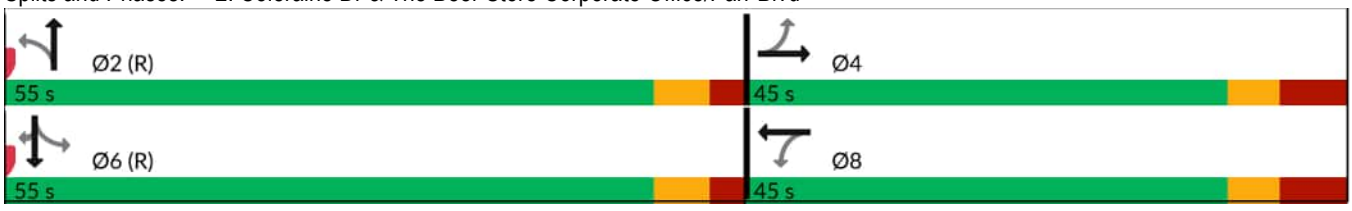
c Critical Lane Group

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	1	1	33	13	11	652	88	615	5
Future Volume (vph)	1	1	33	13	11	652	88	615	5
Lane Group Flow (vph)	1	2	33	133	11	706	88	615	5
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA	Perm
Protected Phases		4		8		2		6	
Permitted Phases	4		8		2		6		6
Detector Phase	4	4	8	8	2	2	6	6	6
Switch Phase									
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	41.0	41.0	41.0	41.0	36.7	36.7	36.7	36.7	36.7
Total Split (s)	45.0	45.0	45.0	45.0	55.0	55.0	55.0	55.0	55.0
Total Split (%)	45.0%	45.0%	45.0%	45.0%	55.0%	55.0%	55.0%	55.0%	55.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.2	4.2	4.2	4.2	4.2
All-Red Time (s)	5.0	5.0	5.0	5.0	2.5	2.5	2.5	2.5	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	9.0	9.0	9.0	9.0	6.7	6.7	6.7	6.7	6.7
Lead/Lag									
Lead-Lag Optimize?									
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	C-Max	C-Max
v/c Ratio	0.01	0.01	0.25	0.54	0.02	0.29	0.21	0.27	0.00
Control Delay (s/veh)	38.0	33.0	45.5	18.3	4.2	4.9	5.8	4.9	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	38.0	33.0	45.5	18.3	4.2	4.9	5.8	4.9	0.0
Queue Length 50th (m)	0.2	0.2	7.2	2.6	0.6	21.7	5.3	19.7	0.0
Queue Length 95th (m)	1.8	2.3	17.4	21.1	2.7	34.7	13.9	32.1	0.0
Internal Link Dist (m)		93.8		472.1		202.5		1020.4	
Turn Bay Length (m)	14.0		30.0		37.0		35.0		25.0
Base Capacity (vph)	454	640	433	541	455	2417	428	2292	1190
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.00	0.00	0.08	0.25	0.02	0.29	0.21	0.27	0.00

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated

Splits and Phases: 2: Coleraine Dr & The Beer Store Corporate Office/Parr Blvd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	1	1	33	13	120	11	652	54	88	615	5
Future Volume (vph)	1	1	1	33	13	120	11	652	54	88	615	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.5	3.7	3.5	3.5	3.7	3.5	3.5	3.7	3.5	3.5	3.7	3.5
Total Lost time (s)	9.0	9.0		9.0	9.0		6.7	6.7		6.7	6.7	6.7
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95		1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Frt	1.00	0.93		1.00	0.86		1.00	0.99		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1785	1777		1513	1290		1405	3284		1451	3120	1597
Flt Permitted	0.67	1.00		0.76	1.00		0.42	1.00		0.38	1.00	1.00
Satd. Flow (perm)	1262	1777		1205	1290		620	3284		584	3120	1597
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	1	1	1	33	13	120	11	652	54	88	615	5
RTOR Reduction (vph)	0	1	0	0	107	0	0	3	0	0	0	1
Lane Group Flow (vph)	1	1	0	33	26	0	11	703	0	88	615	4
Confl. Bikes (#/hr)									1			
Heavy Vehicles (%)	0%	0%	0%	18%	8%	31%	27%	10%	6%	23%	17%	0%
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	Perm
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		6
Actuated Green, G (s)	10.8	10.8		10.8	10.8		73.5	73.5		73.5	73.5	73.5
Effective Green, g (s)	10.8	10.8		10.8	10.8		73.5	73.5		73.5	73.5	73.5
Actuated g/C Ratio	0.11	0.11		0.11	0.11		0.74	0.74		0.74	0.74	0.74
Clearance Time (s)	9.0	9.0		9.0	9.0		6.7	6.7		6.7	6.7	6.7
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	136	191		130	139		455	2413		429	2293	1173
v/s Ratio Prot		0.00			0.02			c0.21			0.20	
v/s Ratio Perm	0.00			c0.03			0.02			0.15		0.00
v/c Ratio	0.01	0.01		0.25	0.19		0.02	0.29		0.21	0.27	0.00
Uniform Delay, d1	39.8	39.8		40.9	40.6		3.6	4.5		4.1	4.4	3.5
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	0.0	0.0		1.0	0.7		0.1	0.3		1.1	0.3	0.0
Delay (s)	39.8	39.8		41.9	41.3		3.7	4.8		5.2	4.7	3.5
Level of Service	D	D		D	D		A	A		A	A	A
Approach Delay (s/veh)		39.8			41.4			4.8			4.7	
Approach LOS		D			D			A			A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	8.6	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.29		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	15.7
Intersection Capacity Utilization	55.2%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	3	144	15	12	178	12	5	7	4	7	5	14
Future Vol, veh/h	3	144	15	12	178	12	5	7	4	7	5	14
Conflicting Peds, #/hr	1	0	0	0	0	1	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	15	0	0	19	17	40	14	50	43	20	36
Mvmt Flow	3	144	15	12	178	12	5	7	4	7	5	14

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	191	0	0	159	0	0	376	373	152	372	374	185
Stage 1	-	-	-	-	-	-	158	158	-	209	209	-
Stage 2	-	-	-	-	-	-	218	215	-	163	165	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.64	6.7	7.53	6.7	6.56
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.64	-	6.53	5.7	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.64	-	6.53	5.7	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.86	4.126	3.75	3.887	4.18	3.624
Pot Cap-1 Maneuver	1395	-	-	1433	-	-	518	539	782	516	529	777
Stage 1	-	-	-	-	-	-	762	745	-	708	697	-
Stage 2	-	-	-	-	-	-	706	703	-	752	729	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1394	-	-	1433	-	-	501	533	782	504	523	776
Mov Cap-2 Maneuver	-	-	-	-	-	-	501	533	-	504	523	-
Stage 1	-	-	-	-	-	-	760	744	-	706	690	-
Stage 2	-	-	-	-	-	-	682	696	-	740	728	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.1	0.4	11.5	11
HCM LOS			B	B

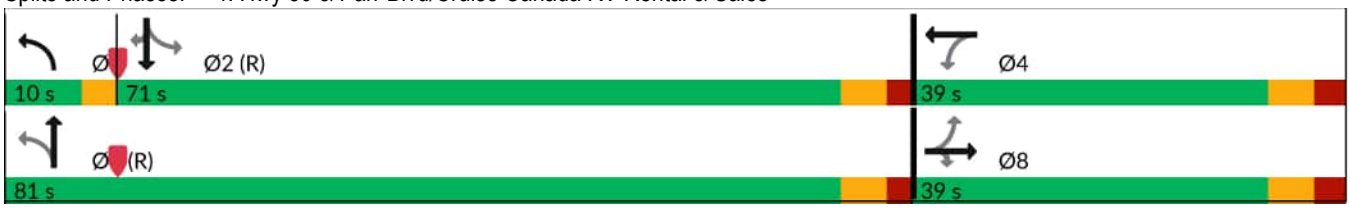
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	567	1394	-	-	1433	-	-	627
HCM Lane V/C Ratio	0.028	0.002	-	-	0.008	-	-	0.041
HCM Ctrl Dly (s/v)	11.5	7.6	0	-	7.5	0	-	11
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q (veh)	0.1	0	-	-	0	-	-	0.1

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	27	0	103	1	0	202	1102	1219	44
Future Volume (vph)	27	0	103	1	0	202	1102	1219	44
Lane Group Flow (vph)	0	27	103	0	1	202	1104	1219	44
Turn Type	Perm	NA	Perm	Perm	NA	pm+pt	NA	NA	Perm
Protected Phases		8			4	1	6	2	
Permitted Phases	8		8	4		6			2
Detector Phase	8	8	8	4	4	1	6	2	2
Switch Phase									
Minimum Initial (s)	8.0	8.0	8.0	8.0	8.0	5.0	12.0	12.0	12.0
Minimum Split (s)	33.9	33.9	33.9	33.9	33.9	9.5	30.1	30.1	30.1
Total Split (s)	39.0	39.0	39.0	39.0	39.0	10.0	81.0	71.0	71.0
Total Split (%)	32.5%	32.5%	32.5%	32.5%	32.5%	8.3%	67.5%	59.2%	59.2%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	3.0	4.0	4.0	4.0
All-Red Time (s)	2.9	2.9	2.9	2.9	2.9	0.0	2.1	2.1	2.1
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.9	6.9		6.9	3.0	6.1	6.1	6.1
Lead/Lag						Lead		Lag	Lag
Lead-Lag Optimize?									
Recall Mode	None	None	None	None	None	None	C-Max	C-Max	C-Max
v/c Ratio		0.26	0.56		0.01	0.54	0.40	0.57	0.04
Control Delay (s/veh)		57.4	21.7		49.0	8.1	3.7	12.0	1.2
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)		57.4	21.7		49.0	8.1	3.7	12.0	1.2
Queue Length 50th (m)		6.5	0.0		0.2	7.0	30.8	78.5	0.0
Queue Length 95th (m)		15.8	22.1		2.0	18.6	51.4	127.7	2.9
Internal Link Dist (m)		828.8			20.9		520.2	332.3	
Turn Bay Length (m)						35.0			20.0
Base Capacity (vph)		363	384		380	376	2726	2153	1029
Starvation Cap Reductn		0	0		0	0	0	0	0
Spillback Cap Reductn		0	0		0	0	0	0	0
Storage Cap Reductn		0	0		0	0	0	0	0
Reduced v/c Ratio		0.07	0.27		0.00	0.54	0.40	0.57	0.04

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 8 (7%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 4: Hwy 50 & Parr Blvd/Cruise Canada RV Rental & Sales



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	27	0	103	1	0	0	202	1102	2	0	1219	44
Future Volume (vph)	27	0	103	1	0	0	202	1102	2	0	1219	44
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.5	3.7	3.5	3.5	3.7	3.5	3.5	3.7	3.5	3.5	3.7	3.5
Total Lost time (s)		6.9	6.9		6.9		3.0	6.1			6.1	6.1
Lane Util. Factor		1.00	1.00		1.00		1.00	0.95			0.95	1.00
Frpb, ped/bikes		1.00	1.00		1.00		1.00	1.00			1.00	0.98
Flpb, ped/bikes		1.00	1.00		1.00		1.00	1.00			1.00	1.00
Frt		1.00	0.85		1.00		1.00	1.00			1.00	0.85
Flt Protected		0.95	1.00		0.95		0.95	1.00			1.00	1.00
Satd. Flow (prot)		1706	1157		1825		1513	3348			3174	1487
Flt Permitted		0.76	1.00		0.74		0.18	1.00			1.00	1.00
Satd. Flow (perm)		1360	1157		1421		287	3348			3174	1487
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	27	0	103	1	0	0	202	1102	2	0	1219	44
RTOR Reduction (vph)	0	0	95	0	0	0	0	0	0	0	0	14
Lane Group Flow (vph)	0	27	8	0	1	0	202	1104	0	0	1219	30
Confl. Peds. (#/hr)							1		2	2		1
Confl. Bikes (#/hr)									1			
Heavy Vehicles (%)	7%	0%	38%	0%	0%	0%	18%	9%	0%	0%	15%	5%
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA		Perm	NA	Perm
Protected Phases		8			4		1	6			2	
Permitted Phases	8		8	4			6			2		2
Actuated Green, G (s)		9.3	9.3		9.3		97.7	97.7			81.4	81.4
Effective Green, g (s)		9.3	9.3		9.3		97.7	97.7			81.4	81.4
Actuated g/C Ratio		0.08	0.08		0.08		0.81	0.81			0.68	0.68
Clearance Time (s)		6.9	6.9		6.9		3.0	6.1			6.1	6.1
Vehicle Extension (s)		3.0	3.0		3.0		3.0	3.0			3.0	3.0
Lane Grp Cap (vph)		105	89		110		369	2725			2153	1008
v/s Ratio Prot							c0.06	0.33			c0.38	
v/s Ratio Perm		c0.02	0.01		0.00		0.38					0.02
v/c Ratio		0.26	0.09		0.01		0.55	0.41			0.57	0.03
Uniform Delay, d1		52.1	51.4		51.1		5.5	3.1			10.1	6.3
Progression Factor		1.00	1.00		1.00		1.00	1.00			1.00	1.00
Incremental Delay, d2		1.3	0.4		0.0		1.7	0.4			1.1	0.1
Delay (s)		53.4	51.9		51.1		7.2	3.5			11.2	6.4
Level of Service		D	D		D		A	A			B	A
Approach Delay (s/veh)		52.2			51.1			4.1			11.0	
Approach LOS		D			D			A			B	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	9.7	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.54		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	65.7%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	64	161	370	271	40	119	1129	31	1179	64
Future Volume (vph)	64	161	370	271	40	119	1129	31	1179	64
Lane Group Flow (vph)	64	373	370	271	40	119	1299	31	1179	64
Turn Type	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA	pm+pt	NA	Perm
Protected Phases	7	4	3	8		1	6	5	2	
Permitted Phases	4		8		8	6		2		2
Detector Phase	7	4	3	8	8	1	6	5	2	2
Switch Phase										
Minimum Initial (s)	5.0	12.0	10.0	12.0	12.0	10.0	20.0	10.0	20.0	20.0
Minimum Split (s)	9.5	43.5	14.5	43.5	43.5	15.0	41.3	15.0	41.3	41.3
Total Split (s)	26.0	45.0	36.0	55.0	55.0	20.0	64.0	15.0	59.0	59.0
Total Split (%)	16.3%	28.1%	22.5%	34.4%	34.4%	12.5%	40.0%	9.4%	36.9%	36.9%
Yellow Time (s)	3.0	4.0	3.0	4.0	4.0	3.0	4.2	3.0	4.2	4.2
All-Red Time (s)	0.0	2.5	0.0	2.5	2.5	2.0	2.1	2.0	2.1	2.1
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	3.0	6.5	3.0	6.5	6.5	5.0	6.3	5.0	6.3	6.3
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?										
Recall Mode	None	None	None	None	None	None	C-Max	None	C-Max	C-Max
v/c Ratio	0.26	0.86	0.96	0.55	0.08	0.62	0.56	0.15	0.86	0.09
Control Delay (s/veh)	36.6	53.8	81.0	54.1	0.6	38.1	29.8	18.8	48.7	1.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	36.6	53.8	81.0	54.1	0.6	38.1	29.8	18.8	48.7	1.8
Queue Length 50th (m)	14.9	41.2	108.9	82.9	0.0	23.3	120.0	4.8	210.0	0.0
Queue Length 95th (m)	24.6	62.2	#163.8	110.0	0.7	57.1	152.7	12.1	#318.1	3.4
Internal Link Dist (m)		330.4		656.8			717.1		188.2	
Turn Bay Length (m)	60.0		50.0		50.0	100.0		35.0		120.0
Base Capacity (vph)	385	681	392	545	515	200	2338	213	1372	688
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.17	0.55	0.94	0.50	0.08	0.60	0.56	0.15	0.86	0.09

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 27 (17%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 125
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 5: Hwy 50 & Mayfield Rd/Albion Vaughn Rd

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	64	161	212	370	271	40	119	1129	170	31	1179	64
Future Volume (vph)	64	161	212	370	271	40	119	1129	170	31	1179	64
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.5	3.7	3.5	3.5	3.7	3.5	3.5	3.7	3.5	3.5	3.7	3.5
Total Lost time (s)	3.0	6.5		3.0	6.5	6.5	5.0	6.3		5.0	6.3	6.3
Lane Util. Factor	1.00	0.95		1.00	1.00	1.00	1.00	0.91		1.00	0.95	1.00
Frt	1.00	0.91		1.00	1.00	0.85	1.00	0.98		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1653	2262		1623	1795	1521	1240	4616		1539	3120	1439
Flt Permitted	0.59	1.00		0.22	1.00	1.00	0.09	1.00		0.16	1.00	1.00
Satd. Flow (perm)	1031	2262		369	1795	1521	120	4616		263	3120	1439
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	64	161	212	370	271	40	119	1129	170	31	1179	64
RTOR Reduction (vph)	0	158	0	0	0	29	0	10	0	0	0	36
Lane Group Flow (vph)	64	215	0	370	271	11	119	1289	0	31	1179	28
Heavy Vehicles (%)	8%	26%	64%	10%	7%	5%	44%	11%	14%	16%	17%	11%
Turn Type	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA	Perm
Protected Phases	7	4		3	8		1	6		5	2	
Permitted Phases	4			8		8	6			2		2
Actuated Green, G (s)	28.1	20.0		55.0	43.9	43.9	92.2	79.2		77.8	69.8	69.8
Effective Green, g (s)	28.1	20.0		55.0	43.9	43.9	92.2	79.2		77.8	69.8	69.8
Actuated g/C Ratio	0.18	0.13		0.34	0.27	0.27	0.58	0.50		0.49	0.44	0.44
Clearance Time (s)	3.0	6.5		3.0	6.5	6.5	5.0	6.3		5.0	6.3	6.3
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	212	282		377	492	417	190	2284		191	1361	627
v/s Ratio Prot	0.02	0.09		c0.20	0.15		c0.07	0.28		0.01	c0.38	
v/s Ratio Perm	0.04			c0.14		0.01	0.29			0.07		0.02
v/c Ratio	0.30	0.76		0.98	0.55	0.03	0.63	0.56		0.16	0.87	0.04
Uniform Delay, d1	56.6	67.7		45.7	49.6	42.4	26.6	28.3		22.2	40.9	25.9
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	0.8	11.5		41.2	1.3	0.0	6.3	1.0		0.4	7.6	0.1
Delay (s)	57.4	79.2		86.9	51.0	42.5	32.9	29.3		22.6	48.5	26.1
Level of Service	E	E		F	D	D	C	C		C	D	C
Approach Delay (s/veh)		76.0			70.0			29.6			46.7	
Approach LOS		E			E			C			D	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	47.9	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.90		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	20.8
Intersection Capacity Utilization	90.9%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	439	436	1	1	2
Future Vol, veh/h	1	439	436	1	1	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	30	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	39	19	0	0	100
Mvmt Flow	1	439	436	1	1	2

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	437	0	-	0	659	219
Stage 1	-	-	-	-	437	-
Stage 2	-	-	-	-	222	-
Critical Hdwy	4.1	-	-	-	6.8	8.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	4.3
Pot Cap-1 Maneuver	1134	-	-	-	401	554
Stage 1	-	-	-	-	624	-
Stage 2	-	-	-	-	800	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1134	-	-	-	401	554
Mov Cap-2 Maneuver	-	-	-	-	401	-
Stage 1	-	-	-	-	623	-
Stage 2	-	-	-	-	800	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	12.3
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1134	-	-	-	401	554
HCM Lane V/C Ratio	0.001	-	-	-	0.002	0.004
HCM Ctrl Dly (s/v)	8.2	0	-	-	14	11.5
HCM Lane LOS	A	A	-	-	B	B
HCM 95th %tile Q (veh)	0	-	-	-	0	0

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	705	0	0	661
Future Vol, veh/h	0	0	705	0	0	661
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	7	0	0	21
Mvmt Flow	0	0	705	0	0	661

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1036	353	0	0	705	0
Stage 1	705	-	-	-	-	-
Stage 2	331	-	-	-	-	-
Critical Hdwy	6.8	6.9	-	-	4.1	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	231	649	-	-	902	-
Stage 1	456	-	-	-	-	-
Stage 2	706	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	231	649	-	-	902	-
Mov Cap-2 Maneuver	350	-	-	-	-	-
Stage 1	456	-	-	-	-	-
Stage 2	706	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	902	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Ctrl Dly (s/v)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q (veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	439	436	1	0	1
Future Vol, veh/h	1	439	436	1	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	15	-	-	-	0	80
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	39	19	0	0	0
Mvmt Flow	1	439	436	1	0	1

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	437	0	-	0	659	219
Stage 1	-	-	-	-	437	-
Stage 2	-	-	-	-	222	-
Critical Hdwy	4.1	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1134	-	-	-	401	791
Stage 1	-	-	-	-	624	-
Stage 2	-	-	-	-	800	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1134	-	-	-	401	791
Mov Cap-2 Maneuver	-	-	-	-	401	-
Stage 1	-	-	-	-	623	-
Stage 2	-	-	-	-	800	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	9.6
HCM LOS			A

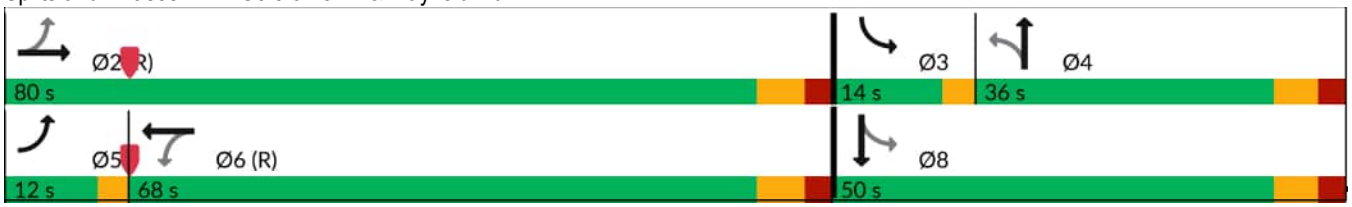
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1134	-	-	-	-	791
HCM Lane V/C Ratio	0.001	-	-	-	-	0.001
HCM Ctrl Dly (s/v)	8.2	-	-	-	0	9.6
HCM Lane LOS	A	-	-	-	A	A
HCM 95th %tile Q (veh)	0	-	-	-	-	0

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	328	388	26	359	26	536	99	502
Future Volume (vph)	328	388	26	359	26	536	99	502
Lane Group Flow (vph)	328	423	26	443	26	567	99	965
Turn Type	pm+pt	NA	Perm	NA	Perm	NA	pm+pt	NA
Protected Phases	5	2		6		4	3	8
Permitted Phases	2		6		4		8	
Detector Phase	5	2	6	6	4	4	3	8
Switch Phase								
Minimum Initial (s)	5.0	12.0	12.0	12.0	12.0	12.0	5.0	12.0
Minimum Split (s)	9.5	37.0	37.0	37.0	37.0	37.0	12.5	37.0
Total Split (s)	12.0	80.0	68.0	68.0	36.0	36.0	14.0	50.0
Total Split (%)	9.2%	61.5%	52.3%	52.3%	27.7%	27.7%	10.8%	38.5%
Yellow Time (s)	3.0	4.6	4.6	4.6	4.2	4.2	3.0	4.2
All-Red Time (s)	0.0	2.4	2.4	2.4	2.8	2.8	0.0	2.8
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	3.0	7.0	7.0	7.0	7.0	7.0	3.0	7.0
Lead/Lag	Lead		Lag	Lag	Lag	Lag	Lead	
Lead-Lag Optimize?								
Recall Mode	None	C-Max	C-Max	C-Max	None	None	None	None
v/c Ratio	0.64	0.21	0.07	0.32	0.51	0.82	0.58	0.88
Control Delay (s/veh)	20.7	12.8	19.7	20.3	80.2	59.9	44.2	44.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	20.7	12.8	19.7	20.3	80.2	59.9	44.2	44.2
Queue Length 50th (m)	46.6	28.0	4.2	39.7	6.8	78.6	23.3	108.0
Queue Length 95th (m)	73.2	40.0	10.6	54.1	#20.6	98.0	40.1	132.6
Internal Link Dist (m)		689.8		209.6		684.9		579.6
Turn Bay Length (m)	100.0		85.0		105.0		145.0	
Base Capacity (vph)	512	1973	398	1381	58	783	177	1196
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.64	0.21	0.07	0.32	0.45	0.72	0.56	0.81

Intersection Summary

Cycle Length: 130
Actuated Cycle Length: 130
Offset: 116 (89%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle: 100
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: Coleraine Dr & Mayfield Rd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	328	388	35	26	359	84	26	536	31	99	502	463
Future Volume (vph)	328	388	35	26	359	84	26	536	31	99	502	463
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.5	3.7	3.5	3.5	3.7	3.5	3.5	3.7	3.5	3.5	3.7	3.5
Total Lost time (s)	3.0	7.0		7.0	7.0		7.0	7.0		3.0	7.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.99		1.00	0.97		1.00	0.99		1.00	0.93	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1500	3315		1552	2827		1594	3499		1352	3230	
Flt Permitted	0.45	1.00		0.51	1.00		0.16	1.00		0.18	1.00	
Satd. Flow (perm)	710	3315		825	2827		262	3499		259	3230	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	328	388	35	26	359	84	26	536	31	99	502	463
RTOR Reduction (vph)	0	5	0	0	15	0	0	3	0	0	135	0
Lane Group Flow (vph)	328	418	0	26	428	0	26	564	0	99	830	0
Confl. Peds. (#/hr)									1	1		
Heavy Vehicles (%)	19%	9%	6%	15%	15%	70%	12%	3%	10%	32%	2%	8%
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		pm+pt	NA	
Protected Phases	5	2			6			4		3	8	
Permitted Phases	2			6			4			8		
Actuated Green, G (s)	77.1	77.1		62.7	62.7		25.6	25.6		38.9	38.9	
Effective Green, g (s)	77.1	77.1		62.7	62.7		25.6	25.6		38.9	38.9	
Actuated g/C Ratio	0.59	0.59		0.48	0.48		0.20	0.20		0.30	0.30	
Clearance Time (s)	3.0	7.0		7.0	7.0		7.0	7.0		3.0	7.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	490	1966		397	1363		51	689		164	966	
v/s Ratio Prot	c0.06	0.13			0.15			0.16		0.05	c0.26	
v/s Ratio Perm	c0.34			0.03			0.10			0.13		
v/c Ratio	0.67	0.21		0.07	0.31		0.51	0.82		0.60	0.86	
Uniform Delay, d1	15.2	12.3		18.0	20.5		46.6	50.0		35.7	43.0	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	3.5	0.2		0.3	0.6		7.8	7.5		6.1	7.7	
Delay (s)	18.7	12.6		18.3	21.1		54.4	57.5		41.9	50.7	
Level of Service	B	B		B	C		D	E		D	D	
Approach Delay (s/veh)		15.2			21.0			57.3			49.9	
Approach LOS		B			C			E			D	

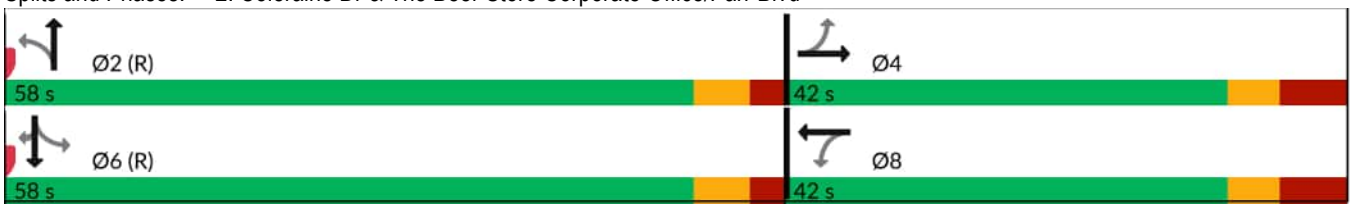
Intersection Summary			
HCM 2000 Control Delay (s/veh)	37.7	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.77		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	90.4%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	3	4	31	6	13	901	109	987	4
Future Volume (vph)	3	4	31	6	13	901	109	987	4
Lane Group Flow (vph)	3	17	31	104	13	922	109	987	4
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA	Perm
Protected Phases		4		8		2		6	
Permitted Phases	4		8		2		6		6
Detector Phase	4	4	8	8	2	2	6	6	6
Switch Phase									
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	41.0	41.0	41.0	41.0	36.7	36.7	36.7	36.7	36.7
Total Split (s)	42.0	42.0	42.0	42.0	58.0	58.0	58.0	58.0	58.0
Total Split (%)	42.0%	42.0%	42.0%	42.0%	58.0%	58.0%	58.0%	58.0%	58.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.2	4.2	4.2	4.2	4.2
All-Red Time (s)	5.0	5.0	5.0	5.0	2.5	2.5	2.5	2.5	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	9.0	9.0	9.0	9.0	6.7	6.7	6.7	6.7	6.7
Lead/Lag									
Lead-Lag Optimize?									
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	C-Max	C-Max
v/c Ratio	0.02	0.10	0.25	0.45	0.06	0.35	0.27	0.37	0.00
Control Delay (s/veh)	40.3	24.1	46.3	16.4	4.5	4.5	6.3	4.7	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	40.3	24.1	46.3	16.4	4.5	4.5	6.3	4.7	0.0
Queue Length 50th (m)	0.6	0.9	6.6	1.5	1.0	30.8	6.5	33.6	0.0
Queue Length 95th (m)	3.3	8.6	16.7	23.0	4.0	43.6	15.9	47.0	0.0
Internal Link Dist (m)		93.8		472.1		202.5		1020.4	
Turn Bay Length (m)	14.0		30.0		37.0		35.0		25.0
Base Capacity (vph)	427	509	398	523	223	2655	403	2696	1002
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.01	0.03	0.08	0.20	0.06	0.35	0.27	0.37	0.00

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated

Splits and Phases: 2: Coleraine Dr & The Beer Store Corporate Office/Parr Blvd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	3	4	13	31	6	98	13	901	21	109	987	4
Future Volume (vph)	3	4	13	31	6	98	13	901	21	109	987	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.5	3.7	3.5	3.5	3.7	3.5	3.5	3.7	3.5	3.5	3.7	3.5
Total Lost time (s)	9.0	9.0		9.0	9.0		6.7	6.7		6.7	6.7	6.7
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95		1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	0.98
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Frt	1.00	0.89		1.00	0.86		1.00	1.00		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1785	1519		1539	1387		965	3355		1608	3411	1251
Flt Permitted	0.69	1.00		0.75	1.00		0.28	1.00		0.30	1.00	1.00
Satd. Flow (perm)	1296	1519		1209	1387		283	3355		509	3411	1251
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	3	4	13	31	6	98	13	901	21	109	987	4
RTOR Reduction (vph)	0	12	0	0	90	0	0	1	0	0	0	1
Lane Group Flow (vph)	3	5	0	31	14	0	13	921	0	109	987	3
Confl. Bikes (#/hr)									1			1
Heavy Vehicles (%)	0%	25%	8%	16%	50%	17%	85%	8%	24%	11%	7%	25%
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	Perm
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		6
Actuated Green, G (s)	8.4	8.4		8.4	8.4		75.9	75.9		75.9	75.9	75.9
Effective Green, g (s)	8.4	8.4		8.4	8.4		75.9	75.9		75.9	75.9	75.9
Actuated g/C Ratio	0.08	0.08		0.08	0.08		0.76	0.76		0.76	0.76	0.76
Clearance Time (s)	9.0	9.0		9.0	9.0		6.7	6.7		6.7	6.7	6.7
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	108	127		101	116		214	2546		386	2588	949
v/s Ratio Prot		0.00			0.01			0.27			c0.29	
v/s Ratio Perm	0.00			c0.03			0.05			0.21		0.00
v/c Ratio	0.03	0.04		0.31	0.12		0.06	0.36		0.28	0.38	0.00
Uniform Delay, d1	42.1	42.1		43.1	42.4		3.0	4.0		3.7	4.1	2.9
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	0.1	0.1		1.7	0.5		0.5	0.4		1.8	0.4	0.0
Delay (s)	42.2	42.2		44.8	42.9		3.6	4.4		5.5	4.5	2.9
Level of Service	D	D		D	D		A	A		A	A	A
Approach Delay (s/veh)		42.2			43.3			4.4			4.6	
Approach LOS		D			D			A			A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	7.2	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.37		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	15.7
Intersection Capacity Utilization	62.7%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

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	4	168	8	7	135	14	8	1	8	21	2	9
Future Vol, veh/h	4	168	8	7	135	14	8	1	8	21	2	9
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	25	10	13	29	17	50	13	0	25	10	0	11
Mvmt Flow	4	168	8	7	135	14	8	1	8	21	2	9

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	149	0	0	176	0	0	342	343	172	341	340	142
Stage 1	-	-	-	-	-	-	180	180	-	156	156	-
Stage 2	-	-	-	-	-	-	162	163	-	185	184	-
Critical Hdwy	4.35	-	-	4.39	-	-	7.23	6.5	6.45	7.2	6.5	6.31
Critical Hdwy Stg 1	-	-	-	-	-	-	6.23	5.5	-	6.2	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.23	5.5	-	6.2	5.5	-
Follow-up Hdwy	2.425	-	-	2.461	-	-	3.617	4	3.525	3.59	4	3.399
Pot Cap-1 Maneuver	1303	-	-	1253	-	-	592	583	815	598	585	882
Stage 1	-	-	-	-	-	-	797	754	-	828	772	-
Stage 2	-	-	-	-	-	-	815	767	-	799	751	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1303	-	-	1253	-	-	580	578	815	587	580	882
Mov Cap-2 Maneuver	-	-	-	-	-	-	580	578	-	587	580	-
Stage 1	-	-	-	-	-	-	795	752	-	826	767	-
Stage 2	-	-	-	-	-	-	800	762	-	788	749	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.2	0.4	10.5	10.9
HCM LOS			B	B

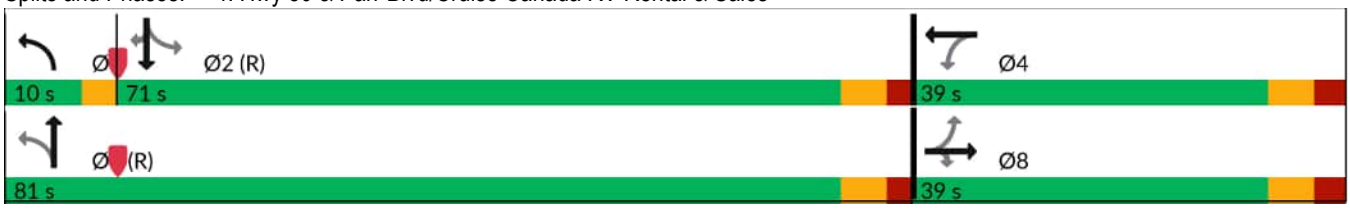
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	671	1303	-	-	1253	-	-	647
HCM Lane V/C Ratio	0.025	0.003	-	-	0.006	-	-	0.049
HCM Ctrl Dly (s/v)	10.5	7.8	0	-	7.9	0	-	10.9
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q (veh)	0.1	0	-	-	0	-	-	0.2

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	55	0	172	1	0	114	1336	1	1262	39
Future Volume (vph)	55	0	172	1	0	114	1336	1	1262	39
Lane Group Flow (vph)	0	55	172	0	2	114	1336	1	1262	39
Turn Type	Perm	NA	Perm	Perm	NA	pm+pt	NA	Perm	NA	Perm
Protected Phases		8			4	1	6		2	
Permitted Phases	8		8	4		6		2		2
Detector Phase	8	8	8	4	4	1	6	2	2	2
Switch Phase										
Minimum Initial (s)	8.0	8.0	8.0	8.0	8.0	5.0	12.0	12.0	12.0	12.0
Minimum Split (s)	33.9	33.9	33.9	33.9	33.9	9.5	30.1	30.1	30.1	30.1
Total Split (s)	39.0	39.0	39.0	39.0	39.0	10.0	81.0	71.0	71.0	71.0
Total Split (%)	32.5%	32.5%	32.5%	32.5%	32.5%	8.3%	67.5%	59.2%	59.2%	59.2%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	3.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.9	2.9	2.9	2.9	2.9	0.0	2.1	2.1	2.1	2.1
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.9	6.9		6.9	3.0	6.1	6.1	6.1	6.1
Lead/Lag						Lead		Lag	Lag	Lag
Lead-Lag Optimize?										
Recall Mode	None	None	None	None	None	None	C-Max	C-Max	C-Max	C-Max
v/c Ratio		0.44	0.65		0.01	0.40	0.50	0.00	0.51	0.04
Control Delay (s/veh)		61.8	23.1		0.0	6.3	5.0	7.0	9.3	0.8
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)		61.8	23.1		0.0	6.3	5.0	7.0	9.3	0.8
Queue Length 50th (m)		13.2	5.8		0.0	4.6	47.9	0.1	65.5	0.0
Queue Length 95th (m)		26.1	29.3		0.0	11.6	78.5	0.8	107.7	2.0
Internal Link Dist (m)		828.8			20.9		520.2		332.3	
Turn Bay Length (m)						35.0		25.0		20.0
Base Capacity (vph)		369	497		451	291	2658	273	2473	1076
Starvation Cap Reductn		0	0		0	0	0	0	0	0
Spillback Cap Reductn		0	0		0	0	0	0	0	0
Storage Cap Reductn		0	0		0	0	0	0	0	0
Reduced v/c Ratio		0.15	0.35		0.00	0.39	0.50	0.00	0.51	0.04

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 3 (3%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated

Splits and Phases: 4: Hwy 50 & Parr Blvd/Cruise Canada RV Rental & Sales



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	55	0	172	1	0	1	114	1336	0	1	1262	39
Future Volume (vph)	55	0	172	1	0	1	114	1336	0	1	1262	39
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.5	3.7	3.5	3.5	3.7	3.5	3.5	3.7	3.5	3.5	3.7	3.5
Total Lost time (s)		6.9	6.9		6.9		3.0	6.1		6.1	6.1	6.1
Lane Util. Factor		1.00	1.00		1.00		1.00	0.95		1.00	0.95	1.00
Frpb, ped/bikes		1.00	1.00		0.99		1.00	1.00		1.00	1.00	0.98
Flpb, ped/bikes		1.00	1.00		1.00		1.00	1.00		1.00	1.00	1.00
Frt		1.00	0.85		0.93		1.00	1.00		1.00	1.00	0.85
Flt Protected		0.95	1.00		0.98		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)		1734	1452		1735		1394	3318		1785	3476	1487
Flt Permitted		0.76	1.00		0.86		0.18	1.00		0.20	1.00	1.00
Satd. Flow (perm)		1380	1452		1536		261	3318		385	3476	1487
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	55	0	172	1	0	1	114	1336	0	1	1262	39
RTOR Reduction (vph)	0	0	135	0	2	0	0	0	0	0	0	11
Lane Group Flow (vph)	0	55	37	0	0	0	114	1336	0	1	1262	28
Confl. Peds. (#/hr)	2					2	1					1
Heavy Vehicles (%)	5%	0%	10%	0%	0%	0%	28%	10%	0%	0%	5%	5%
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA		Perm	NA	Perm
Protected Phases		8			4		1	6			2	
Permitted Phases	8		8	4			6			2		2
Actuated Green, G (s)		10.9	10.9		10.9		96.1	96.1		85.4	85.4	85.4
Effective Green, g (s)		10.9	10.9		10.9		96.1	96.1		85.4	85.4	85.4
Actuated g/C Ratio		0.09	0.09		0.09		0.80	0.80		0.71	0.71	0.71
Clearance Time (s)		6.9	6.9		6.9		3.0	6.1		6.1	6.1	6.1
Vehicle Extension (s)		3.0	3.0		3.0		3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)		125	131		139		281	2657		273	2473	1058
v/s Ratio Prot							0.03	c0.40			0.36	
v/s Ratio Perm		c0.04	0.03		0.00		0.30			0.00		0.02
v/c Ratio		0.44	0.28		0.00		0.41	0.50		0.00	0.51	0.03
Uniform Delay, d1		51.7	50.9		49.6		4.5	4.0		5.0	7.8	5.1
Progression Factor		1.00	1.00		1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2		2.5	1.2		0.0		1.0	0.7		0.0	0.8	0.0
Delay (s)		54.1	52.0		49.6		5.4	4.7		5.0	8.6	5.1
Level of Service		D	D		D		A	A		A	A	A
Approach Delay (s/veh)		52.6			49.6			4.7			8.5	
Approach LOS		D			D			A			A	

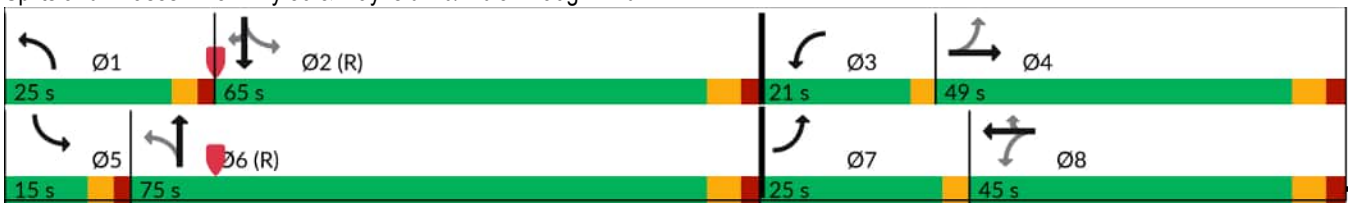
Intersection Summary			
HCM 2000 Control Delay (s/veh)	10.0	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.51		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	70.5%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	87	249	222	158	33	103	1181	36	1339	73
Future Volume (vph)	87	249	222	158	33	103	1181	36	1339	73
Lane Group Flow (vph)	87	493	222	158	33	103	1594	36	1339	73
Turn Type	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA	pm+pt	NA	Perm
Protected Phases	7	4	3	8		1	6	5	2	
Permitted Phases	4		8		8	6		2		2
Detector Phase	7	4	3	8	8	1	6	5	2	2
Switch Phase										
Minimum Initial (s)	5.0	12.0	10.0	12.0	12.0	10.0	20.0	10.0	20.0	20.0
Minimum Split (s)	9.5	43.5	14.5	43.5	43.5	15.0	41.3	15.0	41.3	41.3
Total Split (s)	25.0	49.0	21.0	45.0	45.0	25.0	75.0	15.0	65.0	65.0
Total Split (%)	15.6%	30.6%	13.1%	28.1%	28.1%	15.6%	46.9%	9.4%	40.6%	40.6%
Yellow Time (s)	3.0	4.0	3.0	4.0	4.0	3.0	4.2	3.0	4.2	4.2
All-Red Time (s)	0.0	2.5	0.0	2.5	2.5	2.0	2.1	2.0	2.1	2.1
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	3.0	6.5	3.0	6.5	6.5	5.0	6.3	5.0	6.3	6.3
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?										
Recall Mode	None	None	None	None	None	None	C-Max	None	C-Max	C-Max
v/c Ratio	0.25	0.84	0.96	0.54	0.09	0.62	0.63	0.19	0.78	0.09
Control Delay (s/veh)	40.7	57.9	94.5	63.9	0.5	39.5	25.8	15.6	38.0	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	40.7	57.9	94.5	63.9	0.5	39.5	25.8	15.6	38.0	0.2
Queue Length 50th (m)	21.3	64.7	63.8	58.1	0.0	19.8	142.3	4.7	196.3	0.0
Queue Length 95th (m)	33.8	83.6	#109.7	86.1	0.0	53.2	179.0	11.5	#294.2	0.0
Internal Link Dist (m)		330.4		656.8			717.1		188.2	
Turn Bay Length (m)	60.0		50.0		50.0	100.0		35.0		120.0
Base Capacity (vph)	453	876	233	355	434	196	2549	189	1726	848
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.19	0.56	0.95	0.45	0.08	0.53	0.63	0.19	0.78	0.09

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 72 (45%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 125
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 5: Hwy 50 & Mayfield Rd/Albion Vaughn Rd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	87	249	244	222	158	33	103	1181	413	36	1339	73
Future Volume (vph)	87	249	244	222	158	33	103	1181	413	36	1339	73
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.5	3.7	3.5	3.5	3.7	3.5	3.5	3.7	3.5	3.5	3.7	3.5
Total Lost time (s)	3.0	6.5		3.0	6.5	6.5	5.0	6.3		5.0	6.3	6.3
Lane Util. Factor	1.00	0.95		1.00	1.00	1.00	1.00	0.91		1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Frt	1.00	0.93		1.00	1.00	0.85	1.00	0.96		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1767	2878		1623	1478	1389	1123	4523		1566	3444	1562
Flt Permitted	0.66	1.00		0.15	1.00	1.00	0.08	1.00		0.11	1.00	1.00
Satd. Flow (perm)	1222	2878		262	1478	1389	100	4523		181	3444	1562
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	87	249	244	222	158	33	103	1181	413	36	1339	73
RTOR Reduction (vph)	0	129	0	0	0	26	0	31	0	0	0	36
Lane Group Flow (vph)	87	364	0	222	158	7	103	1563	0	36	1339	37
Confl. Bikes (#/hr)												1
Heavy Vehicles (%)	1%	10%	25%	10%	30%	15%	59%	13%	7%	14%	6%	1%
Turn Type	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA	Perm
Protected Phases	7	4		3	8		1	6		5	2	
Permitted Phases	4			8		8	6			2		2
Actuated Green, G (s)	36.5	25.4		46.1	32.0	32.0	101.1	88.1		88.2	80.2	80.2
Effective Green, g (s)	36.5	25.4		46.1	32.0	32.0	101.1	88.1		88.2	80.2	80.2
Actuated g/C Ratio	0.23	0.16		0.29	0.20	0.20	0.63	0.55		0.55	0.50	0.50
Clearance Time (s)	3.0	6.5		3.0	6.5	6.5	5.0	6.3		5.0	6.3	6.3
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	316	456		226	295	277	164	2490		169	1726	782
v/s Ratio Prot	0.02	0.13		c0.11	0.11		c0.06	0.35		0.01	c0.39	
v/s Ratio Perm	0.04			c0.17		0.00	0.33			0.11		0.02
v/c Ratio	0.28	0.80		0.98	0.54	0.02	0.63	0.63		0.21	0.78	0.05
Uniform Delay, d1	50.1	64.8		48.9	57.3	51.4	26.8	24.7		18.0	32.6	20.4
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	0.5	9.5		54.5	1.9	0.0	7.3	1.2		0.6	3.5	0.1
Delay (s)	50.6	74.3		103.5	59.2	51.5	34.1	25.9		18.6	36.1	20.5
Level of Service	D	E		F	E	D	C	C		B	D	C
Approach Delay (s/veh)		70.7			82.4			26.4			34.8	
Approach LOS		E			F			C			C	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	41.2	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.84		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	20.8
Intersection Capacity Utilization	90.5%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	5	513	464	3	7	5
Future Vol, veh/h	5	513	464	3	7	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	30	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	60	16	22	33	29	20
Mvmt Flow	5	513	464	3	7	5

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	467	0	-	0	733	234
Stage 1	-	-	-	-	466	-
Stage 2	-	-	-	-	267	-
Critical Hdwy	5.3	-	-	-	7.38	7.3
Critical Hdwy Stg 1	-	-	-	-	6.38	-
Critical Hdwy Stg 2	-	-	-	-	6.38	-
Follow-up Hdwy	2.8	-	-	-	3.79	3.5
Pot Cap-1 Maneuver	771	-	-	-	303	716
Stage 1	-	-	-	-	526	-
Stage 2	-	-	-	-	679	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	771	-	-	-	300	716
Mov Cap-2 Maneuver	-	-	-	-	300	-
Stage 1	-	-	-	-	521	-
Stage 2	-	-	-	-	679	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.1	0	14.3
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	771	-	-	-	300	716
HCM Lane V/C Ratio	0.006	-	-	-	0.023	0.007
HCM Ctrl Dly (s/v)	9.7	0	-	-	17.3	10.1
HCM Lane LOS	A	A	-	-	C	B
HCM 95th %tile Q (veh)	0	-	-	-	0.1	0

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	918	1	0	1038
Future Vol, veh/h	0	0	918	1	0	1038
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	11	0	0	7
Mvmt Flow	0	0	918	1	0	1038

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1438	460	0	0	919	0
Stage 1	919	-	-	-	-	-
Stage 2	519	-	-	-	-	-
Critical Hdwy	6.8	6.9	-	-	4.1	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	126	554	-	-	751	-
Stage 1	354	-	-	-	-	-
Stage 2	568	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	126	554	-	-	751	-
Mov Cap-2 Maneuver	252	-	-	-	-	-
Stage 1	354	-	-	-	-	-
Stage 2	568	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	751	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Ctrl Dly (s/v)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q (veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	519	466	0	1	1
Future Vol, veh/h	1	519	466	0	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	15	-	-	-	0	80
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	16	23	0	0	0
Mvmt Flow	1	519	466	0	1	1

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	466	0	-	0	728	233
Stage 1	-	-	-	-	466	-
Stage 2	-	-	-	-	262	-
Critical Hdwy	4.1	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1106	-	-	-	363	775
Stage 1	-	-	-	-	604	-
Stage 2	-	-	-	-	764	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1106	-	-	-	363	775
Mov Cap-2 Maneuver	-	-	-	-	363	-
Stage 1	-	-	-	-	603	-
Stage 2	-	-	-	-	764	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	12.3
HCM LOS			B

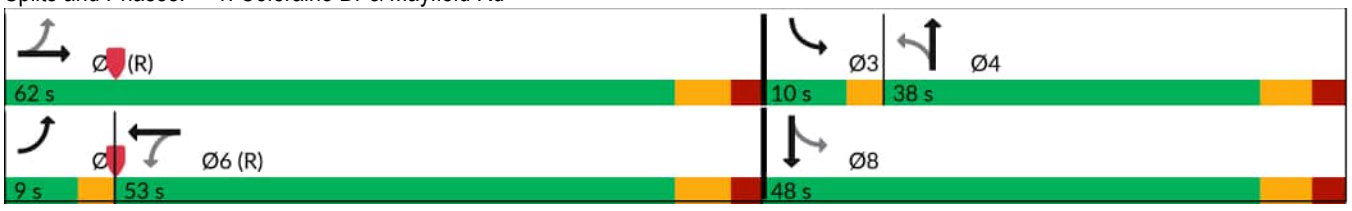
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1106	-	-	-	363	775
HCM Lane V/C Ratio	0.001	-	-	-	0.003	0.001
HCM Ctrl Dly (s/v)	8.3	-	-	-	14.9	9.7
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q (veh)	0	-	-	-	0	0

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	105	289	2	303	6	12	90	0
Future Volume (vph)	105	289	2	303	6	12	90	0
Lane Group Flow (vph)	105	290	2	363	6	12	90	160
Turn Type	pm+pt	NA	Perm	NA	Perm	NA	pm+pt	NA
Protected Phases	5	2		6		4	3	8
Permitted Phases	2		6		4		8	
Detector Phase	5	2	6	6	4	4	3	8
Switch Phase								
Minimum Initial (s)	5.0	12.0	12.0	12.0	12.0	12.0	5.0	12.0
Minimum Split (s)	9.5	37.0	37.0	37.0	37.0	37.0	12.5	37.0
Total Split (s)	9.0	62.0	53.0	53.0	38.0	38.0	10.0	48.0
Total Split (%)	8.2%	56.4%	48.2%	48.2%	34.5%	34.5%	9.1%	43.6%
Yellow Time (s)	3.0	4.6	4.6	4.6	4.2	4.2	3.0	4.2
All-Red Time (s)	0.0	2.4	2.4	2.4	2.8	2.8	0.0	2.8
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	3.0	7.0	7.0	7.0	7.0	7.0	3.0	7.0
Lead/Lag	Lead		Lag	Lag	Lag	Lag	Lead	
Lead-Lag Optimize?								
Recall Mode	None	C-Max	C-Max	C-Max	None	None	None	None
v/c Ratio	0.16	0.12	0.01	0.17	0.05	0.03	0.42	0.19
Control Delay (s/veh)	4.6	5.1	10.5	8.9	45.0	44.1	44.2	0.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	4.6	5.1	10.5	8.9	45.0	44.1	44.2	0.5
Queue Length 50th (m)	4.6	7.8	0.2	13.5	1.2	1.3	21.4	0.0
Queue Length 95th (m)	13.5	16.9	2.4	27.5	5.4	4.4	35.7	0.0
Internal Link Dist (m)		689.8		209.6		684.9		579.6
Turn Bay Length (m)	100.0		85.0		105.0		145.0	
Base Capacity (vph)	665	2479	339	2082	344	1028	214	1397
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.16	0.12	0.01	0.17	0.02	0.01	0.42	0.11

Intersection Summary

Cycle Length: 110
Actuated Cycle Length: 110
Offset: 48 (44%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle: 100
Control Type: Actuated-Coordinated

Splits and Phases: 1: Coleraine Dr & Mayfield Rd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	105	289	1	2	303	60	6	12	0	90	0	160
Future Volume (vph)	105	289	1	2	303	60	6	12	0	90	0	160
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.5	3.7	3.5	3.5	3.7	3.5	3.5	3.7	3.5	3.5	3.7	3.5
Total Lost time (s)	3.0	7.0		7.0	7.0		7.0	7.0		3.0	7.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	0.95		1.00	0.95	
Frt	1.00	1.00		1.00	0.98		1.00	1.00		1.00	0.85	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1500	3410		892	3287		1785	3650		1487	2900	
Flt Permitted	0.51	1.00		0.57	1.00		0.65	1.00		0.53	1.00	
Satd. Flow (perm)	808	3410		539	3287		1222	3650		828	2900	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	105	289	1	2	303	60	6	12	0	90	0	160
RTOR Reduction (vph)	0	0	0	0	10	0	0	0	0	0	132	0
Lane Group Flow (vph)	105	290	0	2	353	0	6	12	0	90	28	0
Heavy Vehicles (%)	19%	7%	0%	100%	3%	35%	0%	0%	0%	20%	0%	7%
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		pm+pt	NA	
Protected Phases	5	2			6			4		3	8	
Permitted Phases	2			6			4			8		
Actuated Green, G (s)	76.6	76.6		66.0	66.0		7.2	7.2		19.4	19.4	
Effective Green, g (s)	76.6	76.6		66.0	66.0		7.2	7.2		19.4	19.4	
Actuated g/C Ratio	0.70	0.70		0.60	0.60		0.07	0.07		0.18	0.18	
Clearance Time (s)	3.0	7.0		7.0	7.0		7.0	7.0		3.0	7.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	610	2374		323	1972		79	238		201	511	
v/s Ratio Prot	c0.01	0.09			c0.11			0.00		c0.04	0.01	
v/s Ratio Perm	0.11			0.00			0.00			c0.04		
v/c Ratio	0.17	0.12		0.01	0.18		0.08	0.05		0.45	0.06	
Uniform Delay, d1	5.5	5.5		8.8	9.9		48.3	48.2		39.8	37.7	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.1	0.1		0.0	0.2		0.4	0.1		1.6	0.0	
Delay (s)	5.6	5.6		8.9	10.1		48.7	48.3		41.3	37.7	
Level of Service	A	A		A	B		D	D		D	D	
Approach Delay (s/veh)		5.6			10.0			48.4			39.0	
Approach LOS		A			B			D			D	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	16.1	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.24		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	49.2%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	1	4	18	1	1	146	23	199	2
Future Volume (vph)	1	4	18	1	1	146	23	199	2
Lane Group Flow (vph)	1	5	18	31	1	150	23	199	2
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA	Perm
Protected Phases		4		8		2		6	
Permitted Phases	4		8		2		6		6
Detector Phase	4	4	8	8	2	2	6	6	6
Switch Phase									
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	41.0	41.0	41.0	41.0	36.7	36.7	36.7	36.7	36.7
Total Split (s)	44.0	44.0	44.0	44.0	61.7	61.7	61.7	61.7	61.7
Total Split (%)	41.6%	41.6%	41.6%	41.6%	58.4%	58.4%	58.4%	58.4%	58.4%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.2	4.2	4.2	4.2	4.2
All-Red Time (s)	5.0	5.0	5.0	5.0	2.5	2.5	2.5	2.5	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	9.0	9.0	9.0	9.0	6.7	6.7	6.7	6.7	6.7
Lead/Lag									
Lead-Lag Optimize?									
Recall Mode	None	None	None	None	Max	Max	Max	Max	Max
v/c Ratio	0.01	0.02	0.11	0.16	0.00	0.06	0.03	0.07	0.00
Control Delay (s/veh)	33.0	30.8	35.5	15.3	4.0	3.3	4.0	3.3	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	33.0	30.8	35.5	15.3	4.0	3.3	4.0	3.3	0.0
Queue Length 50th (m)	0.2	0.7	3.4	0.3	0.1	3.9	1.2	5.2	0.0
Queue Length 95th (m)	1.6	3.8	9.3	13.6	0.5	7.0	3.6	8.7	0.0
Internal Link Dist (m)		93.8		472.1		202.5		1020.4	
Turn Bay Length (m)	14.0		30.0		37.0		35.0		25.0
Base Capacity (vph)	585	787	564	597	970	2592	869	2708	1326
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.00	0.01	0.03	0.05	0.00	0.06	0.03	0.07	0.00

Intersection Summary
Cycle Length: 105.7
Actuated Cycle Length: 83.4
Natural Cycle: 80
Control Type: Semi Act-Uncoord

Splits and Phases: 2: Coleraine Dr & The Beer Store Corporate Office/Parr Blvd

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	4	1	18	1	30	1	146	4	23	199	2
Future Volume (vph)	1	4	1	18	1	30	1	146	4	23	199	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.5	3.7	3.5	3.5	3.7	3.5	3.5	3.7	3.5	3.5	3.7	3.5
Total Lost time (s)	9.0	9.0		9.0	9.0		6.7	6.7		6.7	6.7	6.7
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95		1.00	0.95	1.00
Frt	1.00	0.97		1.00	0.85		1.00	1.00		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1785	1863		1684	1372		1785	3146		1526	3288	1597
Flt Permitted	0.74	1.00		0.75	1.00		0.63	1.00		0.66	1.00	1.00
Satd. Flow (perm)	1385	1863		1337	1372		1178	3146		1055	3288	1597
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	1	4	1	18	1	30	1	146	4	23	199	2
RTOR Reduction (vph)	0	1	0	0	28	0	0	1	0	0	0	0
Lane Group Flow (vph)	1	4	0	18	3	0	1	149	0	23	199	2
Heavy Vehicles (%)	0%	0%	0%	6%	100%	17%	0%	16%	0%	17%	11%	0%
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	Perm
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		6
Actuated Green, G (s)	5.7	5.7		5.7	5.7		65.8	65.8		65.8	65.8	65.8
Effective Green, g (s)	5.7	5.7		5.7	5.7		65.8	65.8		65.8	65.8	65.8
Actuated g/C Ratio	0.07	0.07		0.07	0.07		0.75	0.75		0.75	0.75	0.75
Clearance Time (s)	9.0	9.0		9.0	9.0		6.7	6.7		6.7	6.7	6.7
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	90	121		87	89		888	2373		796	2481	1205
v/s Ratio Prot		0.00			0.00			0.05			c0.06	
v/s Ratio Perm	0.00			c0.01			0.00			0.02		0.00
v/c Ratio	0.01	0.03		0.21	0.03		0.00	0.06		0.03	0.08	0.00
Uniform Delay, d1	38.1	38.2		38.6	38.2		2.6	2.8		2.7	2.8	2.6
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	0.0	0.1		1.2	0.2		0.0	0.1		0.1	0.1	0.0
Delay (s)	38.2	38.3		39.8	38.3		2.6	2.8		2.8	2.9	2.6
Level of Service	D	D		D	D		A	A		A	A	A
Approach Delay (s/veh)		38.3			38.9			2.8			2.8	
Approach LOS		D			D			A			A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	7.4	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.09		
Actuated Cycle Length (s)	87.2	Sum of lost time (s)	15.7
Intersection Capacity Utilization	43.7%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

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	0	36	1	3	42	3	3	2	5	4	4	5
Future Vol, veh/h	0	36	1	3	42	3	3	2	5	4	4	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	11	0	0	12	67	33	0	20	0	25	0
Mvmt Flow	0	36	1	3	42	3	3	2	5	4	4	5

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	45	0	0	37	0	0	91	88	37	90	87	44
Stage 1	-	-	-	-	-	-	37	37	-	50	50	-
Stage 2	-	-	-	-	-	-	54	51	-	40	37	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.43	6.5	6.4	7.1	6.75	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.43	5.5	-	6.1	5.75	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.43	5.5	-	6.1	5.75	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.797	4	3.48	3.5	4.225	3.3
Pot Cap-1 Maneuver	1576	-	-	1587	-	-	824	806	986	900	761	1032
Stage 1	-	-	-	-	-	-	905	868	-	968	810	-
Stage 2	-	-	-	-	-	-	886	856	-	980	821	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1576	-	-	1587	-	-	816	804	986	893	759	1032
Mov Cap-2 Maneuver	-	-	-	-	-	-	816	804	-	893	759	-
Stage 1	-	-	-	-	-	-	905	868	-	968	808	-
Stage 2	-	-	-	-	-	-	876	854	-	973	821	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	0.5	9.1	9.1
HCM LOS			A	A

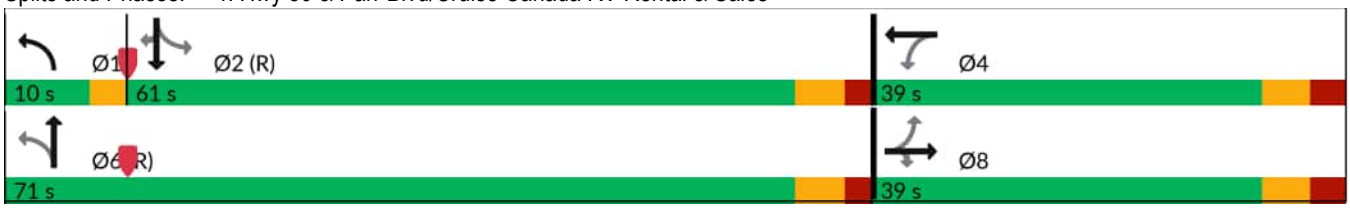
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	890	1576	-	-	1587	-	-	891
HCM Lane V/C Ratio	0.011	-	-	-	0.002	-	-	0.015
HCM Ctrl Dly (s/v)	9.1	0	-	-	7.3	0	-	9.1
HCM Lane LOS	A	A	-	-	A	A	-	A
HCM 95th %tile Q (veh)	0	0	-	-	0	-	-	0

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	19	0	43	4	2	36	1019	6	1004	18
Future Volume (vph)	19	0	43	4	2	36	1019	6	1004	18
Lane Group Flow (vph)	0	19	43	0	8	36	1019	6	1004	18
Turn Type	Perm	NA	Perm	Perm	NA	pm+pt	NA	Perm	NA	Perm
Protected Phases		8			4	1	6		2	
Permitted Phases	8		8	4		6		2		2
Detector Phase	8	8	8	4	4	1	6	2	2	2
Switch Phase										
Minimum Initial (s)	8.0	8.0	8.0	8.0	8.0	5.0	12.0	12.0	12.0	12.0
Minimum Split (s)	33.9	33.9	33.9	33.9	33.9	9.5	30.1	30.1	30.1	30.1
Total Split (s)	39.0	39.0	39.0	39.0	39.0	10.0	71.0	61.0	61.0	61.0
Total Split (%)	35.5%	35.5%	35.5%	35.5%	35.5%	9.1%	64.5%	55.5%	55.5%	55.5%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	3.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.9	2.9	2.9	2.9	2.9	0.0	2.1	2.1	2.1	2.1
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.9	6.9		6.9	3.0	6.1	6.1	6.1	6.1
Lead/Lag						Lead		Lag	Lag	Lag
Lead-Lag Optimize?										
Recall Mode	None	None	None	None	None	None	C-Max	C-Max	C-Max	C-Max
v/c Ratio		0.18	0.27		0.10	0.08	0.35	0.02	0.36	0.01
Control Delay (s/veh)		51.5	11.3		44.8	2.0	2.9	4.7	5.0	0.0
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)		51.5	11.3		44.8	2.0	2.9	4.7	5.0	0.0
Queue Length 50th (m)		4.1	0.0		2.2	1.1	26.2	0.5	40.1	0.0
Queue Length 95th (m)		11.8	8.2		11.1	2.8	35.5	2.2	54.1	0.0
Internal Link Dist (m)		828.8			20.9		520.2		332.3	
Turn Bay Length (m)						35.0		25.0		20.0
Base Capacity (vph)		421	458		300	453	2937	279	2817	1255
Starvation Cap Reductn		0	0		0	0	0	0	0	0
Spillback Cap Reductn		0	0		0	0	0	0	0	0
Storage Cap Reductn		0	0		0	0	0	0	0	0
Reduced v/c Ratio		0.05	0.09		0.03	0.08	0.35	0.02	0.36	0.01

Intersection Summary

Cycle Length: 110
Actuated Cycle Length: 110
Offset: 105 (95%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 75
Control Type: Actuated-Coordinated

Splits and Phases: 4: Hwy 50 & Parr Blvd/Cruise Canada RV Rental & Sales



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	19	0	43	4	2	2	36	1019	0	6	1004	18
Future Volume (vph)	19	0	43	4	2	2	36	1019	0	6	1004	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.5	3.7	3.5	3.5	3.7	3.5	3.5	3.7	3.5	3.5	3.7	3.5
Total Lost time (s)		6.9	6.9		6.9		3.0	6.1		6.1	6.1	6.1
Lane Util. Factor		1.00	1.00		1.00		1.00	0.95		1.00	0.95	1.00
Frpb, ped/bikes		1.00	1.00		1.00		1.00	1.00		1.00	1.00	0.98
Flpb, ped/bikes		1.00	1.00		1.00		1.00	1.00		1.00	1.00	1.00
Frt		1.00	0.85		0.97		1.00	1.00		1.00	1.00	0.85
Flt Protected		0.95	1.00		0.98		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)		1823	1426		1203		1608	3476		1189	3544	1562
Flt Permitted		0.75	1.00		0.83		0.26	1.00		0.28	1.00	1.00
Satd. Flow (perm)		1444	1426		1026		439	3476		352	3544	1562
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	19	0	43	4	2	2	36	1019	0	6	1004	18
RTOR Reduction (vph)	0	0	40	0	2	0	0	0	0	0	0	4
Lane Group Flow (vph)	0	19	3	0	6	0	36	1019	0	6	1004	14
Confl. Peds. (#/hr)	1					1	1		1	1		1
Heavy Vehicles (%)	0%	0%	12%	25%	100%	50%	11%	5%	0%	50%	3%	0%
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA		Perm	NA	Perm
Protected Phases		8			4		1	6			2	
Permitted Phases	8		8	4			6			2		2
Actuated Green, G (s)		6.7	6.7		6.7		90.3	90.3		83.6	83.6	83.6
Effective Green, g (s)		6.7	6.7		6.7		90.3	90.3		83.6	83.6	83.6
Actuated g/C Ratio		0.06	0.06		0.06		0.82	0.82		0.76	0.76	0.76
Clearance Time (s)		6.9	6.9		6.9		3.0	6.1		6.1	6.1	6.1
Vehicle Extension (s)		3.0	3.0		3.0		3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)		87	86		62		399	2853		267	2693	1187
v/s Ratio Prot							0.00	c0.29			c0.28	
v/s Ratio Perm		c0.01	0.00		0.01		0.07			0.02		0.01
v/c Ratio		0.22	0.03		0.10		0.09	0.36		0.02	0.37	0.01
Uniform Delay, d1		49.2	48.6		48.8		2.1	2.5		3.2	4.4	3.2
Progression Factor		1.00	1.00		1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2		1.3	0.1		0.7		0.1	0.4		0.2	0.4	0.0
Delay (s)		50.4	48.7		49.5		2.2	2.8		3.4	4.8	3.2
Level of Service		D	D		D		A	A		A	A	A
Approach Delay (s/veh)		49.3			49.5			2.8			4.8	
Approach LOS		D			D			A			A	

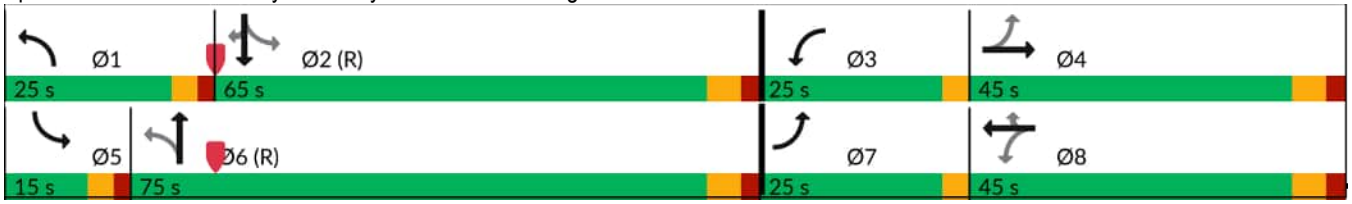
Intersection Summary			
HCM 2000 Control Delay (s/veh)	5.3	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.36		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	58.2%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	95	124	244	131	10	101	910	14	927	101
Future Volume (vph)	95	124	244	131	10	101	910	14	927	101
Lane Group Flow (vph)	95	271	244	131	10	101	1141	14	927	101
Turn Type	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA	pm+pt	NA	Perm
Protected Phases	7	4	3	8		1	6	5	2	
Permitted Phases	4		8		8	6		2		2
Detector Phase	7	4	3	8	8	1	6	5	2	2
Switch Phase										
Minimum Initial (s)	5.0	12.0	10.0	12.0	12.0	10.0	20.0	10.0	20.0	20.0
Minimum Split (s)	9.5	43.5	14.5	43.5	43.5	15.0	41.3	15.0	41.3	41.3
Total Split (s)	25.0	45.0	25.0	45.0	45.0	25.0	75.0	15.0	65.0	65.0
Total Split (%)	15.6%	28.1%	15.6%	28.1%	28.1%	15.6%	46.9%	9.4%	40.6%	40.6%
Yellow Time (s)	3.0	4.0	3.0	4.0	4.0	3.0	4.2	3.0	4.2	4.2
All-Red Time (s)	0.0	2.5	0.0	2.5	2.5	2.0	2.1	2.0	2.1	2.1
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	3.0	6.5	3.0	6.5	6.5	5.0	6.3	5.0	6.3	6.3
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?										
Recall Mode	None	None	None	None	None	None	C-Max	None	C-Max	C-Max
v/c Ratio	0.35	0.70	0.86	0.52	0.04	0.30	0.36	0.04	0.45	0.10
Control Delay (s/veh)	49.7	41.9	78.7	71.5	0.3	11.2	14.1	9.1	20.0	2.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	49.7	41.9	78.7	71.5	0.3	11.2	14.1	9.1	20.0	2.3
Queue Length 50th (m)	25.6	22.5	74.7	44.1	0.0	11.4	53.0	1.4	89.0	0.0
Queue Length 95th (m)	40.8	39.0	#111.7	68.7	0.0	21.6	90.1	4.6	119.8	7.7
Internal Link Dist (m)		330.4		656.8			717.1		188.2	
Turn Bay Length (m)	60.0		50.0		50.0	100.0		35.0		120.0
Base Capacity (vph)	373	812	290	423	380	410	3131	336	2074	963
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.25	0.33	0.84	0.31	0.03	0.25	0.36	0.04	0.45	0.10

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 7 (4%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 115
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 5: Hwy 50 & Mayfield Rd/Albion Vaughn Rd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	95	124	147	244	131	10	101	910	231	14	927	101
Future Volume (vph)	95	124	147	244	131	10	101	910	231	14	927	101
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.5	3.7	3.5	3.5	3.7	3.5	3.5	3.7	3.5	3.5	3.7	3.5
Total Lost time (s)	3.0	6.5		3.0	6.5	6.5	5.0	6.3		5.0	6.3	6.3
Lane Util. Factor	1.00	0.95		1.00	1.00	1.00	1.00	0.91		1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Frt	1.00	0.92		1.00	1.00	0.85	1.00	0.97		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1750	2912		1684	1762	1229	1552	4831		1668	3544	1566
Flt Permitted	0.67	1.00		0.27	1.00	1.00	0.24	1.00		0.22	1.00	1.00
Satd. Flow (perm)	1240	2912		480	1762	1229	384	4831		392	3544	1566
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	95	124	147	244	131	10	101	910	231	14	927	101
RTOR Reduction (vph)	0	134	0	0	0	9	0	18	0	0	0	42
Lane Group Flow (vph)	95	137	0	244	131	1	101	1123	0	14	927	59
Confl. Bikes (#/hr)									1			
Heavy Vehicles (%)	2%	7%	22%	6%	9%	30%	15%	5%	5%	7%	3%	2%
Turn Type	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA	Perm
Protected Phases	7	4		3	8		1	6		5	2	
Permitted Phases	4			8		8	6			2		2
Actuated Green, G (s)	26.1	13.9		38.1	22.9	22.9	109.1	100.1		97.7	93.7	93.7
Effective Green, g (s)	26.1	13.9		38.1	22.9	22.9	109.1	100.1		97.7	93.7	93.7
Actuated g/C Ratio	0.16	0.09		0.24	0.14	0.14	0.68	0.63		0.61	0.59	0.59
Clearance Time (s)	3.0	6.5		3.0	6.5	6.5	5.0	6.3		5.0	6.3	6.3
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	241	252		273	252	175	337	3022		271	2075	917
v/s Ratio Prot	0.03	0.05		c0.12	0.07		c0.02	c0.23		0.00	c0.26	
v/s Ratio Perm	0.03			c0.09		0.00	0.18			0.03		0.04
v/c Ratio	0.39	0.54		0.89	0.52	0.01	0.30	0.37		0.05	0.45	0.06
Uniform Delay, d1	59.2	70.0		54.6	63.5	58.8	10.8	14.6		12.3	18.6	14.3
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	1.1	2.4		28.6	1.8	0.0	0.5	0.4		0.1	0.7	0.1
Delay (s)	60.3	72.4		83.2	65.3	58.8	11.3	15.0		12.4	19.3	14.4
Level of Service	E	E		F	E	E	B	B		B	B	B
Approach Delay (s/veh)		69.3			76.5			14.7			18.7	
Approach LOS		E			E			B			B	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	30.5	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.57		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	20.8
Intersection Capacity Utilization	75.6%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	3	380	369	2	3	2
Future Vol, veh/h	3	380	369	2	3	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	30	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	33	10	9	0	33	0
Mvmt Flow	3	380	369	2	3	2

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	371	0	-	0	566	186
Stage 1	-	-	-	-	370	-
Stage 2	-	-	-	-	196	-
Critical Hdwy	4.76	-	-	-	7.46	6.9
Critical Hdwy Stg 1	-	-	-	-	6.46	-
Critical Hdwy Stg 2	-	-	-	-	6.46	-
Follow-up Hdwy	2.53	-	-	-	3.83	3.3
Pot Cap-1 Maneuver	990	-	-	-	387	831
Stage 1	-	-	-	-	585	-
Stage 2	-	-	-	-	733	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	990	-	-	-	385	831
Mov Cap-2 Maneuver	-	-	-	-	385	-
Stage 1	-	-	-	-	583	-
Stage 2	-	-	-	-	733	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.1	0	12.4
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	990	-	-	-	385	831
HCM Lane V/C Ratio	0.003	-	-	-	0.008	0.002
HCM Ctrl Dly (s/v)	8.6	0	-	-	14.4	9.3
HCM Lane LOS	A	A	-	-	B	A
HCM 95th %tile Q (veh)	0	-	-	-	0	0

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	1	0	166	1	0	242
Future Vol, veh/h	1	0	166	1	0	242
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	100	0	23	100	0	10
Mvmt Flow	1	0	166	1	0	242

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	288	84	0	0	167	0
Stage 1	167	-	-	-	-	-
Stage 2	121	-	-	-	-	-
Critical Hdwy	8.8	6.9	-	-	4.1	-
Critical Hdwy Stg 1	7.8	-	-	-	-	-
Critical Hdwy Stg 2	7.8	-	-	-	-	-
Follow-up Hdwy	4.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	471	965	-	-	1423	-
Stage 1	617	-	-	-	-	-
Stage 2	663	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	471	965	-	-	1423	-
Mov Cap-2 Maneuver	506	-	-	-	-	-
Stage 1	617	-	-	-	-	-
Stage 2	663	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	12.1	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	506	1423	-
HCM Lane V/C Ratio	-	-	0.002	-	-
HCM Ctrl Dly (s/v)	-	-	12.1	0	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q (veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	382	370	0	1	1
Future Vol, veh/h	1	382	370	0	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	15	-	-	-	0	80
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	10	9	0	0	0
Mvmt Flow	1	382	370	0	1	1

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	370	0	-	0	563	185
Stage 1	-	-	-	-	370	-
Stage 2	-	-	-	-	193	-
Critical Hdwy	4.1	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1200	-	-	-	461	832
Stage 1	-	-	-	-	675	-
Stage 2	-	-	-	-	827	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1200	-	-	-	461	832
Mov Cap-2 Maneuver	-	-	-	-	461	-
Stage 1	-	-	-	-	674	-
Stage 2	-	-	-	-	827	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	11.1
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1200	-	-	-	461	832
HCM Lane V/C Ratio	0.001	-	-	-	0.002	0.001
HCM Ctrl Dly (s/v)	8	-	-	-	12.8	9.3
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q (veh)	0	-	-	-	0	0

APPENDIX H

2028 & 2033 Future Total Intersection Capacity Analysis

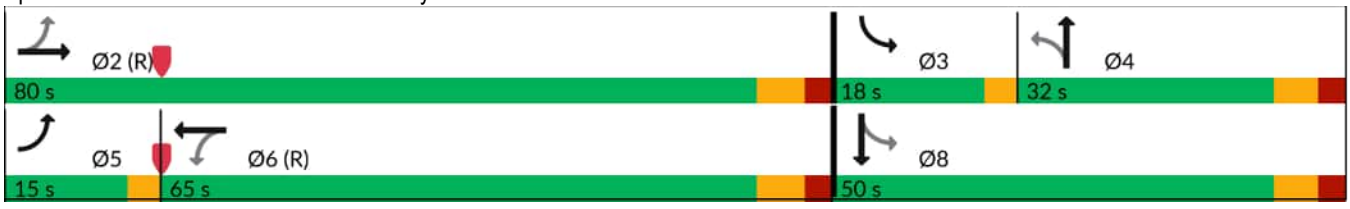
2028 Future Total Intersection Capacity Analysis

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	330	391	39	319	23	303	60	345
Future Volume (vph)	330	391	39	319	23	303	60	345
Lane Group Flow (vph)	330	423	39	358	23	334	60	576
Turn Type	pm+pt	NA	Perm	NA	Perm	NA	pm+pt	NA
Protected Phases	5	2		6		4	3	8
Permitted Phases	2		6		4		8	
Detector Phase	5	2	6	6	4	4	3	8
Switch Phase								
Minimum Initial (s)	5.0	12.0	12.0	12.0	12.0	12.0	5.0	12.0
Minimum Split (s)	9.5	37.0	37.0	37.0	37.0	37.0	12.5	37.0
Total Split (s)	15.0	80.0	65.0	65.0	32.0	32.0	18.0	50.0
Total Split (%)	11.5%	61.5%	50.0%	50.0%	24.6%	24.6%	13.8%	38.5%
Yellow Time (s)	3.0	4.6	4.6	4.6	4.2	4.2	3.0	4.2
All-Red Time (s)	0.0	2.4	2.4	2.4	2.8	2.8	0.0	2.8
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	3.0	7.0	7.0	7.0	7.0	7.0	3.0	7.0
Lead/Lag	Lead		Lag	Lag	Lag	Lag	Lead	
Lead-Lag Optimize?								
Recall Mode	None	C-Max	C-Max	C-Max	None	None	None	None
v/c Ratio	0.43	0.17	0.08	0.18	0.25	0.67	0.26	0.69
Control Delay (s/veh)	9.5	8.4	18.4	16.4	56.3	59.0	38.5	39.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	9.5	8.4	18.4	16.4	56.3	59.0	38.5	39.4
Queue Length 50th (m)	29.7	20.1	4.9	24.2	5.7	45.0	12.6	58.0
Queue Length 95th (m)	51.7	32.0	13.5	40.5	14.7	59.6	22.7	73.1
Internal Link Dist (m)		689.8		209.6		564.3		107.5
Turn Bay Length (m)	100.0		85.0		105.0		145.0	
Base Capacity (vph)	780	2450	517	1964	130	697	287	1223
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.42	0.17	0.08	0.18	0.18	0.48	0.21	0.47

Intersection Summary

Cycle Length: 130
Actuated Cycle Length: 130
Offset: 92 (71%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle: 100
Control Type: Actuated-Coordinated

Splits and Phases: 1: Coleraine Dr & Mayfield Rd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	330	391	32	39	319	39	23	303	31	60	345	231
Future Volume (vph)	330	391	32	39	319	39	23	303	31	60	345	231
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.5	3.7	3.5	3.5	3.7	3.5	3.5	3.7	3.5	3.5	3.7	3.5
Total Lost time (s)	3.0	7.0		7.0	7.0		7.0	7.0		3.0	7.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	0.95		1.00	0.95	
Frt	1.00	0.99		1.00	0.98		1.00	0.99		1.00	0.94	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1785	3609		1785	3590		1785	3599		1785	3431	
Flt Permitted	0.52	1.00		0.51	1.00		0.36	1.00		0.33	1.00	
Satd. Flow (perm)	969	3609		949	3590		681	3599		629	3431	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	330	391	32	39	319	39	23	303	31	60	345	231
RTOR Reduction (vph)	0	4	0	0	6	0	0	6	0	0	104	0
Lane Group Flow (vph)	330	419	0	39	352	0	23	328	0	60	472	0
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		pm+pt	NA	
Protected Phases	5	2			6			4		3	8	
Permitted Phases	2			6			4			8		
Actuated Green, G (s)	87.6	87.6		70.4	70.4		17.8	17.8		28.4	28.4	
Effective Green, g (s)	87.6	87.6		70.4	70.4		17.8	17.8		28.4	28.4	
Actuated g/C Ratio	0.67	0.67		0.54	0.54		0.14	0.14		0.22	0.22	
Clearance Time (s)	3.0	7.0		7.0	7.0		7.0	7.0		3.0	7.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	742	2431		513	1944		93	492		204	749	
v/s Ratio Prot	c0.05	0.12			0.10			0.09		0.02	c0.14	
v/s Ratio Perm	c0.25			0.04			0.03			0.05		
v/c Ratio	0.44	0.17		0.08	0.18		0.25	0.67		0.29	0.63	
Uniform Delay, d1	8.5	7.8		14.2	15.1		50.1	53.3		41.4	46.0	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.4	0.2		0.3	0.2		1.4	3.4		0.8	1.7	
Delay (s)	9.0	8.0		14.5	15.4		51.5	56.7		42.2	47.8	
Level of Service	A	A		B	B		D	E		D	D	
Approach Delay (s/veh)		8.4			15.3			56.4			47.2	
Approach LOS		A			B			E			D	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	29.2	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.52		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	76.1%	ICU Level of Service	D
Analysis Period (min)	15		

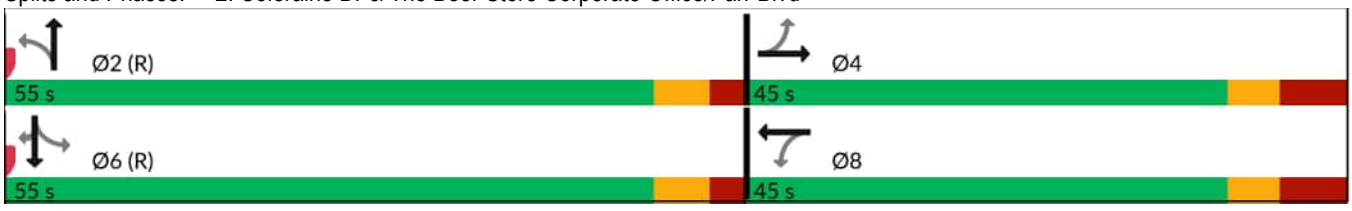
c Critical Lane Group

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	1	1	34	12	11	599	144	595	5
Future Volume (vph)	1	1	34	12	11	599	144	595	5
Lane Group Flow (vph)	1	2	34	155	11	653	144	595	5
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA	Perm
Protected Phases		4		8		2		6	
Permitted Phases	4		8		2		6		6
Detector Phase	4	4	8	8	2	2	6	6	6
Switch Phase									
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	41.0	41.0	41.0	41.0	36.7	36.7	36.7	36.7	36.7
Total Split (s)	45.0	45.0	45.0	45.0	55.0	55.0	55.0	55.0	55.0
Total Split (%)	45.0%	45.0%	45.0%	45.0%	55.0%	55.0%	55.0%	55.0%	55.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.2	4.2	4.2	4.2	4.2
All-Red Time (s)	5.0	5.0	5.0	5.0	2.5	2.5	2.5	2.5	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	9.0	9.0	9.0	9.0	6.7	6.7	6.7	6.7	6.7
Lead/Lag									
Lead-Lag Optimize?									
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	C-Max	C-Max
v/c Ratio	0.01	0.01	0.23	0.51	0.02	0.25	0.26	0.22	0.00
Control Delay (s/veh)	39.0	33.5	44.7	15.3	3.8	4.4	5.7	4.4	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	39.0	33.5	44.7	15.3	3.8	4.4	5.7	4.4	0.0
Queue Length 50th (m)	0.2	0.2	6.5	2.3	0.5	17.9	7.8	16.4	0.0
Queue Length 95th (m)	1.8	2.4	16.0	20.7	2.1	26.8	16.9	24.6	0.0
Internal Link Dist (m)		93.8		472.1		202.5		1020.4	
Turn Bay Length (m)	14.0		30.0		37.0		35.0		25.0
Base Capacity (vph)	445	640	511	687	591	2660	559	2693	1195
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.00	0.00	0.07	0.23	0.02	0.25	0.26	0.22	0.00

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated

Splits and Phases: 2: Coleraine Dr & The Beer Store Corporate Office/Parr Blvd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	1	1	34	12	143	11	599	54	144	595	5
Future Volume (vph)	1	1	1	34	12	143	11	599	54	144	595	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.5	3.7	3.5	3.5	3.7	3.5	3.5	3.7	3.5	3.5	3.7	3.5
Total Lost time (s)	9.0	9.0		9.0	9.0		6.7	6.7		6.7	6.7	6.7
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95		1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Frt	1.00	0.93		1.00	0.86		1.00	0.99		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1785	1777		1785	1655		1785	3599		1785	3650	1597
Flt Permitted	0.66	1.00		0.76	1.00		0.43	1.00		0.40	1.00	1.00
Satd. Flow (perm)	1237	1777		1421	1655		803	3599		758	3650	1597
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	1	1	1	34	12	143	11	599	54	144	595	5
RTOR Reduction (vph)	0	1	0	0	128	0	0	3	0	0	0	1
Lane Group Flow (vph)	1	1	0	34	27	0	11	650	0	144	595	4
Confl. Bikes (#/hr)									1			
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	Perm
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		6
Actuated Green, G (s)	10.5	10.5		10.5	10.5		73.8	73.8		73.8	73.8	73.8
Effective Green, g (s)	10.5	10.5		10.5	10.5		73.8	73.8		73.8	73.8	73.8
Actuated g/C Ratio	0.11	0.11		0.11	0.11		0.74	0.74		0.74	0.74	0.74
Clearance Time (s)	9.0	9.0		9.0	9.0		6.7	6.7		6.7	6.7	6.7
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	129	186		149	173		592	2656		559	2693	1178
v/s Ratio Prot		0.00			0.02			0.18			0.16	
v/s Ratio Perm	0.00			c0.02			0.01			c0.19		0.00
v/c Ratio	0.01	0.01		0.23	0.16		0.02	0.24		0.26	0.22	0.00
Uniform Delay, d1	40.1	40.1		41.0	40.7		3.5	4.2		4.2	4.1	3.4
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	0.0	0.0		0.8	0.4		0.1	0.2		1.1	0.2	0.0
Delay (s)	40.1	40.1		41.8	41.1		3.5	4.4		5.4	4.3	3.4
Level of Service	D	D		D	D		A	A		A	A	A
Approach Delay (s/veh)		40.1			41.3			4.4			4.5	
Approach LOS		D			D			A			A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	8.9	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.25		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	15.7
Intersection Capacity Utilization	54.7%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Intersection	
Int Delay, s/veh	2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	3	130	71	20	163	12	28	6	7	7	4	14
Future Vol, veh/h	3	130	71	20	163	12	28	6	7	7	4	14
Conflicting Peds, #/hr	1	0	0	0	0	1	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	3	130	71	20	163	12	28	6	7	7	4	14

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	176	0	0	201	0	0	390	388	166	388	417	170
Stage 1	-	-	-	-	-	-	172	172	-	210	210	-
Stage 2	-	-	-	-	-	-	218	216	-	178	207	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1412	-	-	1383	-	-	573	550	884	574	530	879
Stage 1	-	-	-	-	-	-	835	760	-	797	732	-
Stage 2	-	-	-	-	-	-	789	728	-	828	734	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1411	-	-	1383	-	-	553	540	884	556	520	878
Mov Cap-2 Maneuver	-	-	-	-	-	-	553	540	-	556	520	-
Stage 1	-	-	-	-	-	-	833	758	-	795	720	-
Stage 2	-	-	-	-	-	-	760	716	-	813	733	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.1	0.8	11.6	10.4
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	589	1411	-	-	1383	-	-	690
HCM Lane V/C Ratio	0.07	0.002	-	-	0.014	-	-	0.036
HCM Ctrl Dly (s/v)	11.6	7.6	0	-	7.6	0	-	10.4
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q (veh)	0.2	0	-	-	0	-	-	0.1

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	30	0	103	1	0	202	1065	1181	53
Future Volume (vph)	30	0	103	1	0	202	1065	1181	53
Lane Group Flow (vph)	0	30	103	0	1	202	1067	1181	53
Turn Type	Perm	NA	Perm	Perm	NA	pm+pt	NA	NA	Perm
Protected Phases		8			4	1	6	2	
Permitted Phases	8		8	4		6			2
Detector Phase	8	8	8	4	4	1	6	2	2
Switch Phase									
Minimum Initial (s)	8.0	8.0	8.0	8.0	8.0	5.0	12.0	12.0	12.0
Minimum Split (s)	33.9	33.9	33.9	33.9	33.9	9.5	30.1	30.1	30.1
Total Split (s)	39.0	39.0	39.0	39.0	39.0	10.0	81.0	71.0	71.0
Total Split (%)	32.5%	32.5%	32.5%	32.5%	32.5%	8.3%	67.5%	59.2%	59.2%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	3.0	4.0	4.0	4.0
All-Red Time (s)	2.9	2.9	2.9	2.9	2.9	0.0	2.1	2.1	2.1
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.9	6.9		6.9	3.0	6.1	6.1	6.1
Lead/Lag						Lead		Lag	Lag
Lead-Lag Optimize?									
Recall Mode	None	None	None	None	None	None	C-Max	C-Max	C-Max
v/c Ratio		0.28	0.48		0.01	0.48	0.36	0.45	0.05
Control Delay (s/veh)		59.0	17.8		50.0	5.6	3.2	8.1	1.4
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)		59.0	17.8		50.0	5.6	3.2	8.1	1.4
Queue Length 50th (m)		7.2	0.0		0.2	6.0	26.4	53.9	0.0
Queue Length 95th (m)		17.1	17.3		2.1	11.9	39.0	84.5	3.4
Internal Link Dist (m)		828.8			20.9		732.4	332.3	
Turn Bay Length (m)						35.0			20.0
Base Capacity (vph)		388	502		379	423	2985	2614	1135
Starvation Cap Reductn		0	0		0	0	0	0	0
Spillback Cap Reductn		0	0		0	0	0	0	0
Storage Cap Reductn		0	0		0	0	0	0	0
Reduced v/c Ratio		0.08	0.21		0.00	0.48	0.36	0.45	0.05

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 8 (7%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated

Splits and Phases: 4: Hwy 50 & Parr Blvd/Cruise Canada RV Rental & Sales

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	30	0	103	1	0	0	202	1065	2	0	1181	53
Future Volume (vph)	30	0	103	1	0	0	202	1065	2	0	1181	53
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.5	3.7	3.5	3.5	3.7	3.5	3.5	3.7	3.5	3.5	3.7	3.5
Total Lost time (s)		6.9	6.9		6.9		3.0	6.1			6.1	6.1
Lane Util. Factor		1.00	1.00		1.00		1.00	0.95			0.95	1.00
Frpb, ped/bikes		1.00	1.00		1.00		1.00	1.00			1.00	0.98
Flpb, ped/bikes		1.00	1.00		1.00		1.00	1.00			1.00	1.00
Frt		1.00	0.85		1.00		1.00	1.00			1.00	0.85
Flt Protected		0.95	1.00		0.95		0.95	1.00			1.00	1.00
Satd. Flow (prot)		1825	1597		1825		1785	3649			3650	1561
Flt Permitted		0.76	1.00		0.74		0.20	1.00			1.00	1.00
Satd. Flow (perm)		1455	1597		1417		374	3649			3650	1561
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	30	0	103	1	0	0	202	1065	2	0	1181	53
RTOR Reduction (vph)	0	0	95	0	0	0	0	0	0	0	0	15
Lane Group Flow (vph)	0	30	8	0	1	0	202	1067	0	0	1181	38
Confl. Peds. (#/hr)							1		2	2		1
Confl. Bikes (#/hr)									1			
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA		Perm	NA	Perm
Protected Phases		8			4		1	6			2	
Permitted Phases	8		8	4			6			2		2
Actuated Green, G (s)		8.9	8.9		8.9		98.1	98.1			85.9	85.9
Effective Green, g (s)		8.9	8.9		8.9		98.1	98.1			85.9	85.9
Actuated g/C Ratio		0.07	0.07		0.07		0.82	0.82			0.72	0.72
Clearance Time (s)		6.9	6.9		6.9		3.0	6.1			6.1	6.1
Vehicle Extension (s)		3.0	3.0		3.0		3.0	3.0			3.0	3.0
Lane Grp Cap (vph)		107	118		105		413	2983			2612	1117
v/s Ratio Prot							c0.04	0.29			0.32	
v/s Ratio Perm		c0.02	0.00		0.00		c0.36					0.02
v/c Ratio		0.28	0.06		0.01		0.49	0.36			0.45	0.03
Uniform Delay, d1		52.5	51.7		51.5		3.9	2.8			7.2	5.0
Progression Factor		1.00	1.00		1.00		1.00	1.00			1.00	1.00
Incremental Delay, d2		1.4	0.2		0.0		0.9	0.3			0.6	0.1
Delay (s)		54.0	51.9		51.5		4.8	3.2			7.7	5.0
Level of Service		D	D		D		A	A			A	A
Approach Delay (s/veh)		52.4			51.5			3.4			7.6	
Approach LOS		D			D			A			A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	7.9	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.48		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	64.7%	ICU Level of Service	C
Analysis Period (min)	15		

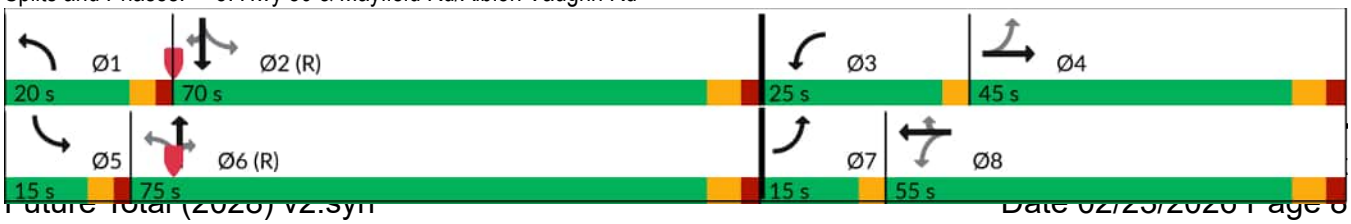
c Critical Lane Group

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	61	130	354	241	40	164	1093	170	31	1140	65
Future Volume (vph)	61	130	354	241	40	164	1093	170	31	1140	65
Lane Group Flow (vph)	61	344	354	241	40	164	1093	170	31	1140	65
Turn Type	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4	3	8		1	6		5	2	
Permitted Phases	4		8		8	6		6	2		2
Detector Phase	7	4	3	8	8	1	6	6	5	2	2
Switch Phase											
Minimum Initial (s)	5.0	12.0	10.0	12.0	12.0	10.0	20.0	20.0	10.0	20.0	20.0
Minimum Split (s)	9.5	43.5	14.5	43.5	43.5	15.0	41.3	41.3	15.0	41.3	41.3
Total Split (s)	15.0	45.0	25.0	55.0	55.0	20.0	75.0	75.0	15.0	70.0	70.0
Total Split (%)	9.4%	28.1%	15.6%	34.4%	34.4%	12.5%	46.9%	46.9%	9.4%	43.8%	43.8%
Yellow Time (s)	3.0	4.0	3.0	4.0	4.0	3.0	4.2	4.2	3.0	4.2	4.2
All-Red Time (s)	0.0	2.5	0.0	2.5	2.5	2.0	2.1	2.1	2.0	2.1	2.1
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	3.0	6.5	3.0	6.5	6.5	5.0	6.3	6.3	5.0	6.3	6.3
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?											
Recall Mode	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
v/c Ratio	0.25	0.74	1.18	0.66	0.11	0.50	0.51	0.17	0.10	0.58	0.07
Control Delay (s/veh)	45.3	47.8	155.1	70.2	0.9	15.5	21.4	4.8	11.0	27.2	1.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	45.3	47.8	155.1	70.2	0.9	15.5	21.4	4.8	11.0	27.2	1.3
Queue Length 50th (m)	15.6	33.4	~125.2	78.0	0.0	18.0	111.4	4.7	3.1	126.5	0.0
Queue Length 95th (m)	26.6	49.1	#177.9	105.2	0.8	33.0	150.0	18.3	8.4	183.2	2.9
Internal Link Dist (m)		330.4		656.8			717.1			732.4	
Turn Bay Length (m)	60.0		50.0		50.0	100.0		85.0	35.0		120.0
Base Capacity (vph)	271	913	299	582	537	347	2152	997	323	1976	910
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.23	0.38	1.18	0.41	0.07	0.47	0.51	0.17	0.10	0.58	0.07

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 27 (17%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 115
Control Type: Actuated-Coordinated
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 5: Hwy 50 & Mayfield Rd/Albion Vaughn Rd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	61	130	214	354	241	40	164	1093	170	31	1140	65
Future Volume (vph)	61	130	214	354	241	40	164	1093	170	31	1140	65
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.5	3.7	3.5	3.5	3.7	3.5	3.5	3.7	3.5	3.5	3.7	3.5
Total Lost time (s)	3.0	6.5		3.0	6.5	6.5	5.0	6.3	6.3	5.0	6.3	6.3
Lane Util. Factor	1.00	0.95		1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt	1.00	0.91		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1785	3310		1785	1921	1597	1785	3650	1597	1785	3650	1597
Flt Permitted	0.61	1.00		0.21	1.00	1.00	0.15	1.00	1.00	0.20	1.00	1.00
Satd. Flow (perm)	1144	3310		387	1921	1597	285	3650	1597	385	3650	1597
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	61	130	214	354	241	40	164	1093	170	31	1140	65
RTOR Reduction (vph)	0	138	0	0	0	32	0	0	57	0	0	30
Lane Group Flow (vph)	61	206	0	354	241	8	164	1093	113	31	1140	35
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4		3	8		1	6		5	2	
Permitted Phases	4			8		8	6		6	2		2
Actuated Green, G (s)	24.5	16.4		41.4	30.3	30.3	105.8	92.8	92.8	94.1	86.1	86.1
Effective Green, g (s)	24.5	16.4		41.4	30.3	30.3	105.8	92.8	92.8	94.1	86.1	86.1
Actuated g/C Ratio	0.15	0.10		0.26	0.19	0.19	0.66	0.58	0.58	0.59	0.54	0.54
Clearance Time (s)	3.0	6.5		3.0	6.5	6.5	5.0	6.3	6.3	5.0	6.3	6.3
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	207	339		292	363	302	326	2117	926	296	1964	859
v/s Ratio Prot	0.01	0.06		c0.17	0.13		c0.05	0.30		0.01	c0.31	
v/s Ratio Perm	0.03			c0.15		0.00	0.29		0.07	0.06		0.02
v/c Ratio	0.29	0.61		1.21	0.66	0.03	0.50	0.52	0.12	0.10	0.58	0.04
Uniform Delay, d1	59.4	68.7		53.9	60.1	52.8	16.2	20.1	15.2	15.0	24.8	17.4
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.8	3.1		122.9	4.5	0.0	1.2	0.9	0.3	0.2	1.3	0.1
Delay (s)	60.2	71.8		176.8	64.7	52.9	17.4	21.0	15.5	15.1	26.1	17.5
Level of Service	E	E		F	E	D	B	C	B	B	C	B
Approach Delay (s/veh)		70.0			126.4			20.0			25.4	
Approach LOS		E			F			B			C	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	45.5	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.77		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	20.8
Intersection Capacity Utilization	88.9%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	11	471	393	7	1	4
Future Vol, veh/h	11	471	393	7	1	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	30	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	11	471	393	7	1	4

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	400	0	-	0	655	200
Stage 1	-	-	-	-	397	-
Stage 2	-	-	-	-	258	-
Critical Hdwy	4.1	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1170	-	-	-	404	814
Stage 1	-	-	-	-	654	-
Stage 2	-	-	-	-	767	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1170	-	-	-	399	814
Mov Cap-2 Maneuver	-	-	-	-	399	-
Stage 1	-	-	-	-	645	-
Stage 2	-	-	-	-	767	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.3	0	10.3
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1170	-	-	-	399	814
HCM Lane V/C Ratio	0.009	-	-	-	0.003	0.005
HCM Ctrl Dly (s/v)	8.1	0.1	-	-	14	9.4
HCM Lane LOS	A	A	-	-	B	A
HCM 95th %tile Q (veh)	0	-	-	-	0	0

Intersection	
Int Delay, s/veh	0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	3	2	649	13	5	635
Future Vol, veh/h	3	2	649	13	5	635
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	3	2	649	13	5	635

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	984	331	0	0	662	0
Stage 1	656	-	-	-	-	-
Stage 2	328	-	-	-	-	-
Critical Hdwy	6.8	6.9	-	-	4.1	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	249	671	-	-	936	-
Stage 1	483	-	-	-	-	-
Stage 2	708	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	247	671	-	-	936	-
Mov Cap-2 Maneuver	367	-	-	-	-	-
Stage 1	483	-	-	-	-	-
Stage 2	702	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	13.1	0	0.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	448	936	-
HCM Lane V/C Ratio	-	-	0.011	0.005	-
HCM Ctrl Dly (s/v)	-	-	13.1	8.9	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q (veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	76	396	375	75	13	25
Future Vol, veh/h	76	396	375	75	13	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	15	-	-	-	0	80
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	76	396	375	75	13	25

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	450	0	-	0	763	225
Stage 1	-	-	-	-	413	-
Stage 2	-	-	-	-	350	-
Critical Hdwy	4.1	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1121	-	-	-	345	784
Stage 1	-	-	-	-	642	-
Stage 2	-	-	-	-	690	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1121	-	-	-	322	784
Mov Cap-2 Maneuver	-	-	-	-	322	-
Stage 1	-	-	-	-	598	-
Stage 2	-	-	-	-	690	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	1.4	0	12.1
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1121	-	-	-	322	784
HCM Lane V/C Ratio	0.068	-	-	-	0.04	0.032
HCM Ctrl Dly (s/v)	8.4	-	-	-	16.7	9.7
HCM Lane LOS	A	-	-	-	C	A
HCM 95th %tile Q (veh)	0.2	-	-	-	0.1	0.1

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	2	1	661	4	2	635
Future Vol, veh/h	2	1	661	4	2	635
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	2	1	661	4	2	635

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	985	333	0	0	665	0
Stage 1	663	-	-	-	-	-
Stage 2	322	-	-	-	-	-
Critical Hdwy	6.8	6.9	-	-	4.1	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	249	669	-	-	934	-
Stage 1	480	-	-	-	-	-
Stage 2	713	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	248	669	-	-	934	-
Mov Cap-2 Maneuver	367	-	-	-	-	-
Stage 1	480	-	-	-	-	-
Stage 2	711	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	13.4	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	432	934	-
HCM Lane V/C Ratio	-	-	0.007	0.002	-
HCM Ctrl Dly (s/v)	-	-	13.4	8.9	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q (veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	2	1	664	8	3	634
Future Vol, veh/h	2	1	664	8	3	634
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	2	1	664	8	3	634

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	991	336	0	0	672	0
Stage 1	668	-	-	-	-	-
Stage 2	323	-	-	-	-	-
Critical Hdwy	6.8	6.9	-	-	4.1	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	247	666	-	-	928	-
Stage 1	477	-	-	-	-	-
Stage 2	712	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	246	666	-	-	928	-
Mov Cap-2 Maneuver	365	-	-	-	-	-
Stage 1	477	-	-	-	-	-
Stage 2	708	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	13.4	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	430	928	-
HCM Lane V/C Ratio	-	-	0.007	0.003	-
HCM Ctrl Dly (s/v)	-	-	13.4	8.9	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q (veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	7	11	42	109	27	18
Future Vol, veh/h	7	11	42	109	27	18
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	7	11	42	109	27	18

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	229	36	45	0	-	0
Stage 1	36	-	-	-	-	-
Stage 2	193	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	764	1042	1576	-	-	-
Stage 1	992	-	-	-	-	-
Stage 2	845	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	743	1042	1576	-	-	-
Mov Cap-2 Maneuver	743	-	-	-	-	-
Stage 1	964	-	-	-	-	-
Stage 2	845	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	9.1	2	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1576	-	901	-	-
HCM Lane V/C Ratio	0.027	-	0.02	-	-
HCM Ctrl Dly (s/v)	7.3	0	9.1	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q (veh)	0.1	-	0.1	-	-

Intersection	
Int Delay, s/veh	4.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	15	21	86	30	24	37
Future Vol, veh/h	15	21	86	30	24	37
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	15	21	86	30	24	37

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	245	43	61	0	-	0
Stage 1	43	-	-	-	-	-
Stage 2	202	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	748	1033	1555	-	-	-
Stage 1	985	-	-	-	-	-
Stage 2	837	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	706	1033	1555	-	-	-
Mov Cap-2 Maneuver	706	-	-	-	-	-
Stage 1	930	-	-	-	-	-
Stage 2	837	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	9.3	5.5	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1555	-	866	-	-
HCM Lane V/C Ratio	0.055	-	0.042	-	-
HCM Ctrl Dly (s/v)	7.5	0	9.3	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q (veh)	0.2	-	0.1	-	-

Intersection	
Int Delay, s/veh	2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	4	5	21	24	56	9
Future Vol, veh/h	4	5	21	24	56	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	4	5	21	24	56	9

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	127	61	65	0	-	0
Stage 1	61	-	-	-	-	-
Stage 2	66	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	872	1010	1550	-	-	-
Stage 1	967	-	-	-	-	-
Stage 2	962	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	860	1010	1550	-	-	-
Mov Cap-2 Maneuver	860	-	-	-	-	-
Stage 1	953	-	-	-	-	-
Stage 2	962	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	8.9	3.4	0
HCM LOS	A		

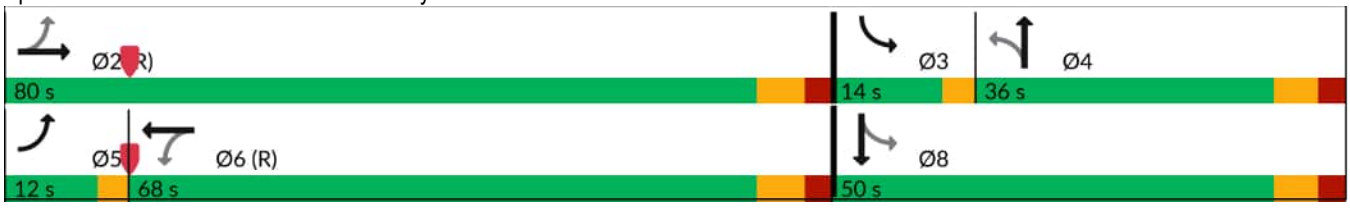
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1550	-	937	-	-
HCM Lane V/C Ratio	0.014	-	0.01	-	-
HCM Ctrl Dly (s/v)	7.4	0	8.9	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q (veh)	0	-	0	-	-

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	288	368	26	395	26	511	89	477
Future Volume (vph)	288	368	26	395	26	511	89	477
Lane Group Flow (vph)	288	403	26	473	26	541	89	904
Turn Type	pm+pt	NA	Perm	NA	Perm	NA	pm+pt	NA
Protected Phases	5	2		6		4	3	8
Permitted Phases	2		6		4		8	
Detector Phase	5	2	6	6	4	4	3	8
Switch Phase								
Minimum Initial (s)	5.0	12.0	12.0	12.0	12.0	12.0	5.0	12.0
Minimum Split (s)	9.5	37.0	37.0	37.0	37.0	37.0	12.5	37.0
Total Split (s)	12.0	80.0	68.0	68.0	36.0	36.0	14.0	50.0
Total Split (%)	9.2%	61.5%	52.3%	52.3%	27.7%	27.7%	10.8%	38.5%
Yellow Time (s)	3.0	4.6	4.6	4.6	4.2	4.2	3.0	4.2
All-Red Time (s)	0.0	2.4	2.4	2.4	2.8	2.8	0.0	2.8
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	3.0	7.0	7.0	7.0	7.0	7.0	3.0	7.0
Lead/Lag	Lead		Lag	Lag	Lag	Lag	Lead	
Lead-Lag Optimize?								
Recall Mode	None	C-Max	C-Max	C-Max	None	None	None	None
v/c Ratio	0.48	0.18	0.05	0.26	0.46	0.80	0.41	0.83
Control Delay (s/veh)	14.0	11.7	19.1	19.0	71.3	59.2	36.5	40.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	14.0	11.7	19.1	19.0	71.3	59.2	36.5	40.9
Queue Length 50th (m)	31.8	23.4	3.8	38.0	6.3	73.5	17.1	97.1
Queue Length 95th (m)	52.5	35.2	9.4	50.3	16.7	90.5	28.9	116.3
Internal Link Dist (m)		689.8		209.6		564.3		107.5
Turn Bay Length (m)	100.0		85.0		105.0		145.0	
Base Capacity (vph)	606	2197	482	1786	69	810	232	1246
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.48	0.18	0.05	0.26	0.38	0.67	0.38	0.73

Intersection Summary

Cycle Length: 130
Actuated Cycle Length: 130
Offset: 116 (89%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle: 100
Control Type: Actuated-Coordinated

Splits and Phases: 1: Coleraine Dr & Mayfield Rd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	288	368	35	26	395	78	26	511	30	89	477	427
Future Volume (vph)	288	368	35	26	395	78	26	511	30	89	477	427
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.5	3.7	3.5	3.5	3.7	3.5	3.5	3.7	3.5	3.5	3.7	3.5
Total Lost time (s)	3.0	7.0		7.0	7.0		7.0	7.0		3.0	7.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.99		1.00	0.98		1.00	0.99		1.00	0.93	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1785	3603		1785	3560		1785	3617		1785	3391	
Flt Permitted	0.44	1.00		0.51	1.00		0.16	1.00		0.19	1.00	
Satd. Flow (perm)	818	3603		967	3560		309	3617		354	3391	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	288	368	35	26	395	78	26	511	30	89	477	427
RTOR Reduction (vph)	0	5	0	0	12	0	0	3	0	0	133	0
Lane Group Flow (vph)	288	398	0	26	461	0	26	538	0	89	771	0
Confl. Peds. (#/hr)									1	1		
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		pm+pt	NA	
Protected Phases	5	2			6			4		3	8	
Permitted Phases	2			6			4			8		
Actuated Green, G (s)	79.1	79.1		64.8	64.8		24.3	24.3		36.9	36.9	
Effective Green, g (s)	79.1	79.1		64.8	64.8		24.3	24.3		36.9	36.9	
Actuated g/C Ratio	0.61	0.61		0.50	0.50		0.19	0.19		0.28	0.28	
Clearance Time (s)	3.0	7.0		7.0	7.0		7.0	7.0		3.0	7.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	581	2192		482	1774		57	676		206	962	
v/s Ratio Prot	c0.04	0.11			0.13			0.15		0.03	c0.23	
v/s Ratio Perm	c0.26			0.03			0.08			0.09		
v/c Ratio	0.50	0.18		0.05	0.26		0.46	0.80		0.43	0.80	
Uniform Delay, d1	12.1	11.2		16.8	18.8		47.0	50.5		36.2	43.2	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.7	0.2		0.2	0.4		5.7	6.4		1.5	4.9	
Delay (s)	12.8	11.4		17.0	19.1		52.7	56.9		37.6	48.0	
Level of Service	B	B		B	B		D	E		D	D	
Approach Delay (s/veh)		12.0			19.0			56.7			47.1	
Approach LOS		B			B			E			D	

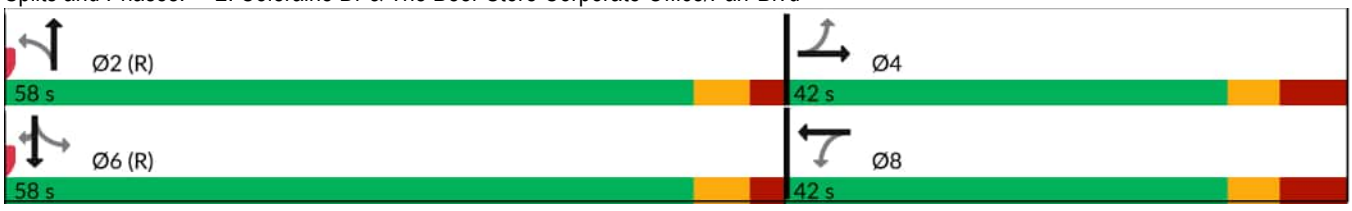
Intersection Summary			
HCM 2000 Control Delay (s/veh)	35.2	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.62		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	87.1%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	3	3	31	6	13	863	127	926	4
Future Volume (vph)	3	3	31	6	13	863	127	926	4
Lane Group Flow (vph)	3	16	31	180	13	886	127	926	4
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA	Perm
Protected Phases		4		8		2		6	
Permitted Phases	4		8		2		6		6
Detector Phase	4	4	8	8	2	2	6	6	6
Switch Phase									
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	41.0	41.0	41.0	41.0	36.7	36.7	36.7	36.7	36.7
Total Split (s)	42.0	42.0	42.0	42.0	58.0	58.0	58.0	58.0	58.0
Total Split (%)	42.0%	42.0%	42.0%	42.0%	58.0%	58.0%	58.0%	58.0%	58.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.2	4.2	4.2	4.2	4.2
All-Red Time (s)	5.0	5.0	5.0	5.0	2.5	2.5	2.5	2.5	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	9.0	9.0	9.0	9.0	6.7	6.7	6.7	6.7	6.7
Lead/Lag									
Lead-Lag Optimize?									
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	C-Max	C-Max
v/c Ratio	0.02	0.08	0.19	0.61	0.03	0.34	0.30	0.35	0.00
Control Delay (s/veh)	37.3	21.4	41.5	24.8	4.8	5.6	7.6	5.7	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	37.3	21.4	41.5	24.8	4.8	5.6	7.6	5.7	0.0
Queue Length 50th (m)	0.6	0.6	5.9	12.1	0.6	26.8	7.1	28.6	0.0
Queue Length 95th (m)	3.2	6.6	14.1	32.2	2.8	45.3	19.6	47.9	0.0
Internal Link Dist (m)		93.8		472.1		202.5		1020.4	
Turn Bay Length (m)	14.0		30.0		37.0		35.0		25.0
Base Capacity (vph)	371	565	463	621	400	2640	420	2650	1153
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.01	0.03	0.07	0.29	0.03	0.34	0.30	0.35	0.00

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated

Splits and Phases: 2: Coleraine Dr & The Beer Store Corporate Office/Parr Blvd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	3	3	13	31	6	174	13	863	23	127	926	4
Future Volume (vph)	3	3	13	31	6	174	13	863	23	127	926	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.5	3.7	3.5	3.5	3.7	3.5	3.5	3.7	3.5	3.5	3.7	3.5
Total Lost time (s)	9.0	9.0		9.0	9.0		6.7	6.7		6.7	6.7	6.7
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95		1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	0.98
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Frt	1.00	0.88		1.00	0.86		1.00	1.00		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1785	1687		1785	1643		1785	3634		1785	3650	1564
Flt Permitted	0.60	1.00		0.75	1.00		0.29	1.00		0.31	1.00	1.00
Satd. Flow (perm)	1126	1687		1404	1643		552	3634		579	3650	1564
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	3	3	13	31	6	174	13	863	23	127	926	4
RTOR Reduction (vph)	0	11	0	0	104	0	0	1	0	0	0	1
Lane Group Flow (vph)	3	5	0	31	76	0	13	885	0	127	926	3
Confl. Bikes (#/hr)									1			1
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	Perm
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		6
Actuated Green, G (s)	11.7	11.7		11.7	11.7		72.6	72.6		72.6	72.6	72.6
Effective Green, g (s)	11.7	11.7		11.7	11.7		72.6	72.6		72.6	72.6	72.6
Actuated g/C Ratio	0.12	0.12		0.12	0.12		0.73	0.73		0.73	0.73	0.73
Clearance Time (s)	9.0	9.0		9.0	9.0		6.7	6.7		6.7	6.7	6.7
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	131	197		164	192		400	2638		420	2649	1135
v/s Ratio Prot		0.00			c0.05			0.24			c0.25	
v/s Ratio Perm	0.00			0.02			0.02			0.22		0.00
v/c Ratio	0.02	0.02		0.19	0.39		0.03	0.34		0.30	0.35	0.00
Uniform Delay, d1	39.1	39.1		39.9	40.9		3.8	5.0		4.8	5.0	3.8
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	0.1	0.0		0.6	1.3		0.2	0.3		1.8	0.4	0.0
Delay (s)	39.2	39.1		40.4	42.2		4.0	5.3		6.7	5.4	3.8
Level of Service	D	D		D	D		A	A		A	A	A
Approach Delay (s/veh)		39.1			41.9			5.3			5.5	
Approach LOS		D			D			A			A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	9.2	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.36		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	15.7
Intersection Capacity Utilization	63.7%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

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	4	154	26	9	122	14	84	1	19	21	2	9
Future Vol, veh/h	4	154	26	9	122	14	84	1	19	21	2	9
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	4	154	26	9	122	14	84	1	19	21	2	9

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	136	0	0	180	0	0	328	329	167	332	335	129
Stage 1	-	-	-	-	-	-	175	175	-	147	147	-
Stage 2	-	-	-	-	-	-	153	154	-	185	188	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1461	-	-	1408	-	-	629	593	882	625	589	926
Stage 1	-	-	-	-	-	-	832	758	-	860	779	-
Stage 2	-	-	-	-	-	-	854	774	-	821	748	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1461	-	-	1408	-	-	616	587	882	606	583	926
Mov Cap-2 Maneuver	-	-	-	-	-	-	616	587	-	606	583	-
Stage 1	-	-	-	-	-	-	830	756	-	857	774	-
Stage 2	-	-	-	-	-	-	838	769	-	800	746	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.2	0.5	11.6	10.7
HCM LOS			B	B

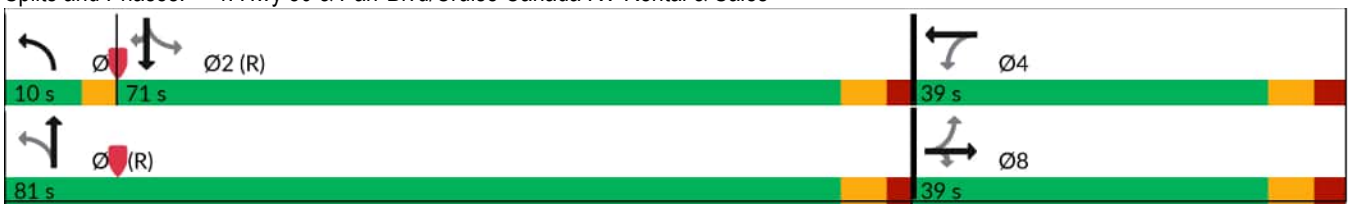
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	652	1461	-	-	1408	-	-	669
HCM Lane V/C Ratio	0.16	0.003	-	-	0.006	-	-	0.048
HCM Ctrl Dly (s/v)	11.6	7.5	0	-	7.6	0	-	10.7
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q (veh)	0.6	0	-	-	0	-	-	0.2

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	68	0	172	1	0	114	1291	1	1190	41
Future Volume (vph)	68	0	172	1	0	114	1291	1	1190	41
Lane Group Flow (vph)	0	68	172	0	2	114	1291	1	1190	41
Turn Type	Perm	NA	Perm	Perm	NA	pm+pt	NA	Perm	NA	Perm
Protected Phases		8			4	1	6		2	
Permitted Phases	8		8	4		6		2		2
Detector Phase	8	8	8	4	4	1	6	2	2	2
Switch Phase										
Minimum Initial (s)	8.0	8.0	8.0	8.0	8.0	5.0	12.0	12.0	12.0	12.0
Minimum Split (s)	33.9	33.9	33.9	33.9	33.9	9.5	30.1	30.1	30.1	30.1
Total Split (s)	39.0	39.0	39.0	39.0	39.0	10.0	81.0	71.0	71.0	71.0
Total Split (%)	32.5%	32.5%	32.5%	32.5%	32.5%	8.3%	67.5%	59.2%	59.2%	59.2%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	3.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.9	2.9	2.9	2.9	2.9	0.0	2.1	2.1	2.1	2.1
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.9	6.9		6.9	3.0	6.1	6.1	6.1	6.1
Lead/Lag						Lead		Lag	Lag	Lag
Lead-Lag Optimize?										
Recall Mode	None	None	None	None	None	None	C-Max	C-Max	C-Max	C-Max
v/c Ratio		0.50	0.59		0.01	0.30	0.44	0.00	0.46	0.04
Control Delay (s/veh)		63.3	18.1		0.0	4.3	4.6	6.0	8.4	0.8
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)		63.3	18.1		0.0	4.3	4.6	6.0	8.4	0.8
Queue Length 50th (m)		16.3	3.2		0.0	4.0	42.2	0.1	57.5	0.0
Queue Length 95th (m)		30.6	24.4		0.0	9.3	64.5	0.7	86.0	2.0
Internal Link Dist (m)		828.8			20.9		732.4		332.3	
Turn Bay Length (m)						35.0		25.0		20.0
Base Capacity (vph)		387	542		451	390	2909	286	2604	1131
Starvation Cap Reductn		0	0		0	0	0	0	0	0
Spillback Cap Reductn		0	0		0	0	0	0	0	0
Storage Cap Reductn		0	0		0	0	0	0	0	0
Reduced v/c Ratio		0.18	0.32		0.00	0.29	0.44	0.00	0.46	0.04

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 3 (3%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 75
Control Type: Actuated-Coordinated

Splits and Phases: 4: Hwy 50 & Parr Blvd/Cruise Canada RV Rental & Sales



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	68	0	172	1	0	1	114	1291	0	1	1190	41
Future Volume (vph)	68	0	172	1	0	1	114	1291	0	1	1190	41
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.5	3.7	3.5	3.5	3.7	3.5	3.5	3.7	3.5	3.5	3.7	3.5
Total Lost time (s)		6.9	6.9		6.9		3.0	6.1		6.1	6.1	6.1
Lane Util. Factor		1.00	1.00		1.00		1.00	0.95		1.00	0.95	1.00
Frpb, ped/bikes		1.00	1.00		0.99		1.00	1.00		1.00	1.00	0.98
Flpb, ped/bikes		1.00	1.00		1.00		1.00	1.00		1.00	1.00	1.00
Frt		1.00	0.85		0.93		1.00	1.00		1.00	1.00	0.85
Flt Protected		0.95	1.00		0.98		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)		1820	1597		1735		1785	3650		1785	3650	1561
Flt Permitted		0.76	1.00		0.86		0.20	1.00		0.21	1.00	1.00
Satd. Flow (perm)		1450	1597		1537		369	3650		402	3650	1561
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	68	0	172	1	0	1	114	1291	0	1	1190	41
RTOR Reduction (vph)	0	0	143	0	2	0	0	0	0	0	0	12
Lane Group Flow (vph)	0	68	29	0	0	0	114	1291	0	1	1190	29
Confl. Peds. (#/hr)	2					2	1					1
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA		Perm	NA	Perm
Protected Phases		8			4		1	6			2	
Permitted Phases	8		8	4			6			2		2
Actuated Green, G (s)		11.4	11.4		11.4		95.6	95.6		85.6	85.6	85.6
Effective Green, g (s)		11.4	11.4		11.4		95.6	95.6		85.6	85.6	85.6
Actuated g/C Ratio		0.10	0.10		0.10		0.80	0.80		0.71	0.71	0.71
Clearance Time (s)		6.9	6.9		6.9		3.0	6.1		6.1	6.1	6.1
Vehicle Extension (s)		3.0	3.0		3.0		3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)		137	151		146		376	2907		286	2603	1113
v/s Ratio Prot							0.02	c0.35			c0.33	
v/s Ratio Perm		c0.05	0.02		0.00		0.22			0.00		0.02
v/c Ratio		0.50	0.19		0.00		0.30	0.44		0.00	0.46	0.03
Uniform Delay, d1		51.6	50.1		49.1		4.0	3.8		4.9	7.3	5.0
Progression Factor		1.00	1.00		1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2		2.8	0.6		0.0		0.5	0.5		0.0	0.6	0.0
Delay (s)		54.4	50.7		49.2		4.4	4.3		5.0	7.9	5.1
Level of Service		D	D		D		A	A		A	A	A
Approach Delay (s/veh)		51.7			49.2			4.3			7.8	
Approach LOS		D			D			A			A	

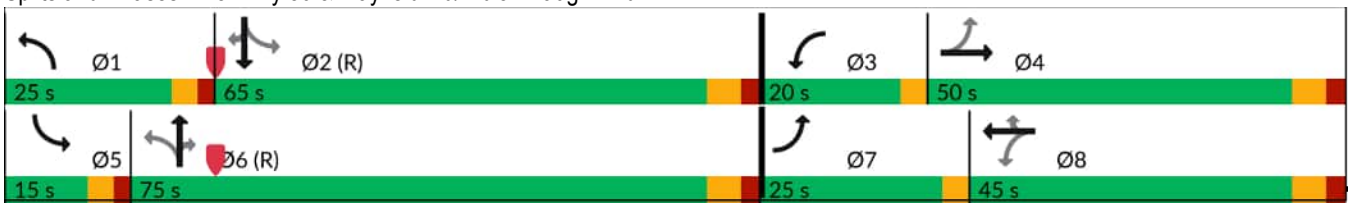
Intersection Summary			
HCM 2000 Control Delay (s/veh)	9.8	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.46		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	69.3%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	85	206	212	128	33	111	1140	413	36	1268	70
Future Volume (vph)	85	206	212	128	33	111	1140	413	36	1268	70
Lane Group Flow (vph)	85	485	212	128	33	111	1140	413	36	1268	70
Turn Type	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4	3	8		1	6		5	2	
Permitted Phases	4		8		8	6		6	2		2
Detector Phase	7	4	3	8	8	1	6	6	5	2	2
Switch Phase											
Minimum Initial (s)	5.0	12.0	10.0	12.0	12.0	10.0	20.0	20.0	10.0	20.0	20.0
Minimum Split (s)	9.5	43.5	14.5	43.5	43.5	15.0	41.3	41.3	15.0	41.3	41.3
Total Split (s)	25.0	50.0	20.0	45.0	45.0	25.0	75.0	75.0	15.0	65.0	65.0
Total Split (%)	15.6%	31.3%	12.5%	28.1%	28.1%	15.6%	46.9%	46.9%	9.4%	40.6%	40.6%
Yellow Time (s)	3.0	4.0	3.0	4.0	4.0	3.0	4.2	4.2	3.0	4.2	4.2
All-Red Time (s)	0.0	2.5	0.0	2.5	2.5	2.0	2.1	2.1	2.0	2.1	2.1
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	3.0	6.5	3.0	6.5	6.5	5.0	6.3	6.3	5.0	6.3	6.3
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?											
Recall Mode	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
v/c Ratio	0.28	0.82	0.89	0.43	0.09	0.40	0.52	0.38	0.11	0.61	0.07
Control Delay (s/veh)	46.3	50.1	84.1	65.3	0.5	13.7	21.1	5.5	10.5	25.5	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	46.3	50.1	84.1	65.3	0.5	13.7	21.1	5.5	10.5	25.5	0.1
Queue Length 50th (m)	22.0	48.8	59.3	39.3	0.0	11.8	118.8	14.1	3.7	140.6	0.0
Queue Length 95th (m)	35.4	67.3	#90.5	60.2	0.0	22.3	154.1	38.4	9.0	195.7	0.0
Internal Link Dist (m)		330.4		656.8			717.1			732.4	
Turn Bay Length (m)	60.0		50.0		50.0	100.0		85.0	35.0		120.0
Base Capacity (vph)	408	1059	242	462	484	360	2192	1085	316	2079	955
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.21	0.46	0.88	0.28	0.07	0.31	0.52	0.38	0.11	0.61	0.07

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 72 (45%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 115
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 5: Hwy 50 & Mayfield Rd/Albion Vaughn Rd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	85	206	279	212	128	33	111	1140	413	36	1268	70
Future Volume (vph)	85	206	279	212	128	33	111	1140	413	36	1268	70
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.5	3.7	3.5	3.5	3.7	3.5	3.5	3.7	3.5	3.5	3.7	3.5
Total Lost time (s)	3.0	6.5		3.0	6.5	6.5	5.0	6.3	6.3	5.0	6.3	6.3
Lane Util. Factor	1.00	0.95		1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.91		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1785	3335		1785	1921	1597	1785	3650	1597	1785	3650	1577
Flt Permitted	0.67	1.00		0.18	1.00	1.00	0.13	1.00	1.00	0.19	1.00	1.00
Satd. Flow (perm)	1268	3335		334	1921	1597	246	3650	1597	354	3650	1577
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	85	206	279	212	128	33	111	1140	413	36	1268	70
RTOR Reduction (vph)	0	184	0	0	0	28	0	0	128	0	0	30
Lane Group Flow (vph)	85	301	0	212	128	5	111	1140	285	36	1268	40
Confl. Bikes (#/hr)												1
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4		3	8		1	6		5	2	
Permitted Phases	4			8		8	6		6	2		2
Actuated Green, G (s)	30.8	19.5		39.1	24.8	24.8	107.1	95.1	95.1	99.1	91.1	91.1
Effective Green, g (s)	30.8	19.5		39.1	24.8	24.8	107.1	95.1	95.1	99.1	91.1	91.1
Actuated g/C Ratio	0.19	0.12		0.24	0.16	0.16	0.67	0.59	0.59	0.62	0.57	0.57
Clearance Time (s)	3.0	6.5		3.0	6.5	6.5	5.0	6.3	6.3	5.0	6.3	6.3
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	280	406		232	297	247	280	2169	949	290	2078	897
v/s Ratio Prot	0.02	0.09		c0.09	0.07		c0.03	c0.31		0.01	c0.35	
v/s Ratio Perm	0.04			c0.13		0.00	0.24		0.18	0.07		0.03
v/c Ratio	0.30	0.74		0.91	0.43	0.02	0.40	0.53	0.30	0.12	0.61	0.04
Uniform Delay, d1	54.8	67.8		53.0	61.2	57.3	15.6	19.1	16.0	13.5	22.7	15.2
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.6	7.1		36.3	1.0	0.0	0.9	0.9	0.8	0.2	1.3	0.1
Delay (s)	55.4	74.9		89.4	62.2	57.3	16.5	20.1	16.8	13.7	24.1	15.3
Level of Service	E	E		F	E	E	B	C	B	B	C	B
Approach Delay (s/veh)		72.0			77.2			19.0			23.4	
Approach LOS		E			E			B			C	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	33.6	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.69		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	20.8
Intersection Capacity Utilization	88.0%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	4	483	486	2	6	13
Future Vol, veh/h	4	483	486	2	6	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	30	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	4	483	486	2	6	13

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	488	0	-	0	737	244
Stage 1	-	-	-	-	487	-
Stage 2	-	-	-	-	250	-
Critical Hdwy	4.1	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1086	-	-	-	358	763
Stage 1	-	-	-	-	589	-
Stage 2	-	-	-	-	774	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1086	-	-	-	356	763
Mov Cap-2 Maneuver	-	-	-	-	356	-
Stage 1	-	-	-	-	586	-
Stage 2	-	-	-	-	774	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.1	0	11.5
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1086	-	-	-	356	763
HCM Lane V/C Ratio	0.004	-	-	-	0.017	0.017
HCM Ctrl Dly (s/v)	8.3	0	-	-	15.3	9.8
HCM Lane LOS	A	A	-	-	C	A
HCM 95th %tile Q (veh)	0	-	-	-	0.1	0.1

Intersection	
Int Delay, s/veh	0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	10	7	875	5	1	974
Future Vol, veh/h	10	7	875	5	1	974
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	10	7	875	5	1	974

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1367	440	0	0	880	0
Stage 1	878	-	-	-	-	-
Stage 2	489	-	-	-	-	-
Critical Hdwy	6.8	6.9	-	-	4.1	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	141	570	-	-	777	-
Stage 1	372	-	-	-	-	-
Stage 2	588	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	141	570	-	-	777	-
Mov Cap-2 Maneuver	268	-	-	-	-	-
Stage 1	372	-	-	-	-	-
Stage 2	586	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	16	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	343	777	-
HCM Lane V/C Ratio	-	-	0.05	0.001	-
HCM Ctrl Dly (s/v)	-	-	16	9.6	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q (veh)	-	-	0.2	0	-

Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	24	465	411	21	48	77
Future Vol, veh/h	24	465	411	21	48	77
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	15	-	-	-	0	80
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	24	465	411	21	48	77

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	432	0	-	0	703	216
Stage 1	-	-	-	-	422	-
Stage 2	-	-	-	-	281	-
Critical Hdwy	4.1	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1138	-	-	-	376	795
Stage 1	-	-	-	-	635	-
Stage 2	-	-	-	-	747	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1138	-	-	-	368	795
Mov Cap-2 Maneuver	-	-	-	-	368	-
Stage 1	-	-	-	-	622	-
Stage 2	-	-	-	-	747	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.4	0	12.4
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1138	-	-	-	368	795
HCM Lane V/C Ratio	0.021	-	-	-	0.13	0.097
HCM Ctrl Dly (s/v)	8.2	-	-	-	16.2	10
HCM Lane LOS	A	-	-	-	C	B
HCM 95th %tile Q (veh)	0.1	-	-	-	0.4	0.3

Intersection	
Int Delay, s/veh	0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	5	2	893	1	1	1003
Future Vol, veh/h	5	2	893	1	1	1003
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	5	2	893	1	1	1003

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1398	447	0	0	894	0
Stage 1	894	-	-	-	-	-
Stage 2	504	-	-	-	-	-
Critical Hdwy	6.8	6.9	-	-	4.1	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	134	564	-	-	767	-
Stage 1	365	-	-	-	-	-
Stage 2	578	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	134	564	-	-	767	-
Mov Cap-2 Maneuver	261	-	-	-	-	-
Stage 1	365	-	-	-	-	-
Stage 2	576	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	17	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	308	767	-
HCM Lane V/C Ratio	-	-	0.023	0.001	-
HCM Ctrl Dly (s/v)	-	-	17	9.7	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q (veh)	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	7	4	890	3	1	1007
Future Vol, veh/h	7	4	890	3	1	1007
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	7	4	890	3	1	1007

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1398	447	0	0	893	0
Stage 1	892	-	-	-	-	-
Stage 2	506	-	-	-	-	-
Critical Hdwy	6.8	6.9	-	-	4.1	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	134	564	-	-	768	-
Stage 1	366	-	-	-	-	-
Stage 2	576	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	134	564	-	-	768	-
Mov Cap-2 Maneuver	261	-	-	-	-	-
Stage 1	366	-	-	-	-	-
Stage 2	574	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	16.5	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	324	768	-
HCM Lane V/C Ratio	-	-	0.034	0.001	-
HCM Ctrl Dly (s/v)	-	-	16.5	9.7	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q (veh)	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	3.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	24	35	12	33	90	6
Future Vol, veh/h	24	35	12	33	90	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	24	35	12	33	90	6

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	150	93	96	0	-	0
Stage 1	93	-	-	-	-	-
Stage 2	57	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	847	970	1510	-	-	-
Stage 1	936	-	-	-	-	-
Stage 2	971	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	840	970	1510	-	-	-
Mov Cap-2 Maneuver	840	-	-	-	-	-
Stage 1	929	-	-	-	-	-
Stage 2	971	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	9.2	2	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1510	-	913	-	-
HCM Lane V/C Ratio	0.008	-	0.065	-	-
HCM Ctrl Dly (s/v)	7.4	0	9.2	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q (veh)	0	-	0.2	-	-

Intersection	
Int Delay, s/veh	6.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	51	71	26	31	25	11
Future Vol, veh/h	51	71	26	31	25	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	51	71	26	31	25	11

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	114	31	36	0	-	0
Stage 1	31	-	-	-	-	-
Stage 2	83	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	887	1049	1588	-	-	-
Stage 1	997	-	-	-	-	-
Stage 2	945	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	872	1049	1588	-	-	-
Mov Cap-2 Maneuver	872	-	-	-	-	-
Stage 1	980	-	-	-	-	-
Stage 2	945	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	9.3	3.3	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1588	-	967	-	-
HCM Lane V/C Ratio	0.016	-	0.126	-	-
HCM Ctrl Dly (s/v)	7.3	0	9.3	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q (veh)	0.1	-	0.4	-	-

Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	12	17	6	76	19	3
Future Vol, veh/h	12	17	6	76	19	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	12	17	6	76	19	3

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	109	21	22	0	-	0
Stage 1	21	-	-	-	-	-
Stage 2	88	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	893	1062	1607	-	-	-
Stage 1	1007	-	-	-	-	-
Stage 2	940	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	889	1062	1607	-	-	-
Mov Cap-2 Maneuver	889	-	-	-	-	-
Stage 1	1003	-	-	-	-	-
Stage 2	940	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	8.8	0.5	0
HCM LOS	A		

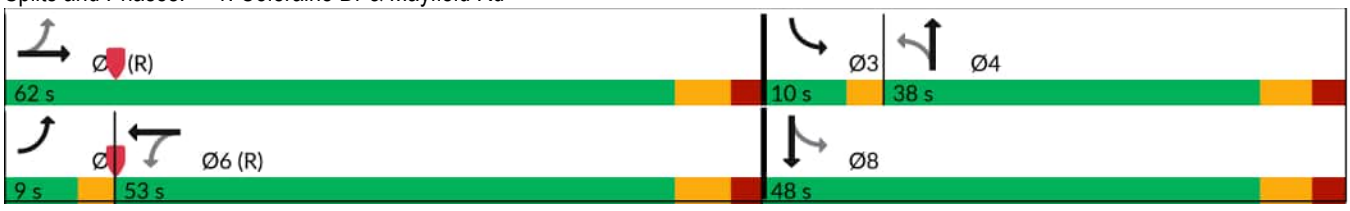
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1607	-	983	-	-
HCM Lane V/C Ratio	0.004	-	0.03	-	-
HCM Ctrl Dly (s/v)	7.2	0	8.8	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q (veh)	0	-	0.1	-	-

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	95	305	2	368	6	11	91	0
Future Volume (vph)	95	305	2	368	6	11	91	0
Lane Group Flow (vph)	95	306	2	429	6	11	91	159
Turn Type	pm+pt	NA	Perm	NA	Perm	NA	pm+pt	NA
Protected Phases	5	2		6		4	3	8
Permitted Phases	2		6		4		8	
Detector Phase	5	2	6	6	4	4	3	8
Switch Phase								
Minimum Initial (s)	5.0	12.0	12.0	12.0	12.0	12.0	5.0	12.0
Minimum Split (s)	9.5	37.0	37.0	37.0	37.0	37.0	12.5	37.0
Total Split (s)	9.0	62.0	53.0	53.0	38.0	38.0	10.0	48.0
Total Split (%)	8.2%	56.4%	48.2%	48.2%	34.5%	34.5%	9.1%	43.6%
Yellow Time (s)	3.0	4.6	4.6	4.6	4.2	4.2	3.0	4.2
All-Red Time (s)	0.0	2.4	2.4	2.4	2.8	2.8	0.0	2.8
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	3.0	7.0	7.0	7.0	7.0	7.0	3.0	7.0
Lead/Lag	Lead		Lag	Lag	Lag	Lag	Lead	
Lead-Lag Optimize?								
Recall Mode	None	C-Max	C-Max	C-Max	None	None	None	None
v/c Ratio	0.13	0.12	0.00	0.19	0.05	0.03	0.36	0.19
Control Delay (s/veh)	4.3	5.1	10.0	8.9	45.0	44.1	41.4	0.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	4.3	5.1	10.0	8.9	45.0	44.1	41.4	0.5
Queue Length 50th (m)	3.6	7.8	0.2	16.0	1.2	1.2	18.8	0.0
Queue Length 95th (m)	10.7	16.8	1.3	31.1	5.4	4.1	31.1	0.0
Internal Link Dist (m)		689.8		209.6		564.3		107.5
Turn Bay Length (m)	100.0		85.0		105.0		145.0	
Base Capacity (vph)	745	2654	668	2280	344	1028	256	1429
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.13	0.12	0.00	0.19	0.02	0.01	0.36	0.11

Intersection Summary

Cycle Length: 110
Actuated Cycle Length: 110
Offset: 48 (44%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle: 100
Control Type: Actuated-Coordinated

Splits and Phases: 1: Coleraine Dr & Mayfield Rd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	95	305	1	2	368	61	6	11	0	91	0	159
Future Volume (vph)	95	305	1	2	368	61	6	11	0	91	0	159
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.5	3.7	3.5	3.5	3.7	3.5	3.5	3.7	3.5	3.5	3.7	3.5
Total Lost time (s)	3.0	7.0		7.0	7.0		7.0	7.0		3.0	7.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	0.95		1.00	0.95	
Frt	1.00	1.00		1.00	0.98		1.00	1.00		1.00	0.85	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1785	3648		1767	3572		1785	3650		1785	3103	
Flt Permitted	0.48	1.00		0.57	1.00		0.65	1.00		0.53	1.00	
Satd. Flow (perm)	903	3648		1052	3572		1224	3650		995	3103	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	95	305	1	2	368	61	6	11	0	91	0	159
RTOR Reduction (vph)	0	0	0	0	8	0	0	0	0	0	131	0
Lane Group Flow (vph)	95	306	0	2	421	0	6	11	0	91	28	0
Heavy Vehicles (%)	0%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		pm+pt	NA	
Protected Phases	5	2			6			4		3	8	
Permitted Phases	2			6			4			8		
Actuated Green, G (s)	76.6	76.6		66.6	66.6		7.2	7.2		19.4	19.4	
Effective Green, g (s)	76.6	76.6		66.6	66.6		7.2	7.2		19.4	19.4	
Actuated g/C Ratio	0.70	0.70		0.61	0.61		0.07	0.07		0.18	0.18	
Clearance Time (s)	3.0	7.0		7.0	7.0		7.0	7.0		3.0	7.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	684	2540		636	2162		80	238		241	547	
v/s Ratio Prot	c0.01	0.08			c0.12			0.00		c0.03	0.01	
v/s Ratio Perm	0.09			0.00			0.00			c0.03		
v/c Ratio	0.14	0.12		0.00	0.19		0.08	0.05		0.38	0.05	
Uniform Delay, d1	5.4	5.5		8.6	9.7		48.3	48.2		39.4	37.7	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.1	0.1		0.0	0.2		0.4	0.1		1.0	0.0	
Delay (s)	5.5	5.6		8.6	9.9		48.7	48.3		40.4	37.7	
Level of Service	A	A		A	A		D	D		D	D	
Approach Delay (s/veh)		5.6			9.9			48.4			38.7	
Approach LOS		A			A			D			D	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	15.5	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.24		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	49.2%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	1	3	18	1	1	152	41	191	2
Future Volume (vph)	1	3	18	1	1	152	41	191	2
Lane Group Flow (vph)	1	4	18	107	1	158	41	191	2
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA	Perm
Protected Phases		4		8		2		6	
Permitted Phases	4		8		2		6		6
Detector Phase	4	4	8	8	2	2	6	6	6
Switch Phase									
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	41.0	41.0	41.0	41.0	36.7	36.7	36.7	36.7	36.7
Total Split (s)	44.0	44.0	44.0	44.0	61.7	61.7	61.7	61.7	61.7
Total Split (%)	41.6%	41.6%	41.6%	41.6%	58.4%	58.4%	58.4%	58.4%	58.4%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.2	4.2	4.2	4.2	4.2
All-Red Time (s)	5.0	5.0	5.0	5.0	2.5	2.5	2.5	2.5	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	9.0	9.0	9.0	9.0	6.7	6.7	6.7	6.7	6.7
Lead/Lag									
Lead-Lag Optimize?									
Recall Mode	None	None	None	None	Max	Max	Max	Max	Max
v/c Ratio	0.01	0.02	0.10	0.37	0.00	0.06	0.04	0.07	0.00
Control Delay (s/veh)	31.0	28.8	33.3	11.3	4.0	3.9	4.4	4.0	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	31.0	28.8	33.3	11.3	4.0	3.9	4.4	4.0	0.0
Queue Length 50th (m)	0.2	0.4	2.6	0.2	0.1	3.6	1.9	4.6	0.0
Queue Length 95th (m)	1.6	3.2	8.9	14.3	0.5	6.4	4.8	7.7	0.0
Internal Link Dist (m)		93.8		472.1		202.5		1020.4	
Turn Bay Length (m)	14.0		30.0		37.0		35.0		25.0
Base Capacity (vph)	552	790	606	759	893	2733	922	2748	1218
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.00	0.01	0.03	0.14	0.00	0.06	0.04	0.07	0.00

Intersection Summary
Cycle Length: 105.7
Actuated Cycle Length: 82.2
Natural Cycle: 80
Control Type: Semi Act-Uncoord

Splits and Phases: 2: Coleraine Dr & The Beer Store Corporate Office/Parr Blvd

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	3	1	18	1	106	1	152	6	41	191	2
Future Volume (vph)	1	3	1	18	1	106	1	152	6	41	191	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.5	3.7	3.5	3.5	3.7	3.5	3.5	3.7	3.5	3.5	3.7	3.5
Total Lost time (s)	9.0	9.0		9.0	9.0		6.7	6.7		6.7	6.7	6.7
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95		1.00	0.95	1.00
Frt	1.00	0.96		1.00	0.85		1.00	0.99		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1785	1849		1785	1635		1785	3629		1785	3650	1597
Flt Permitted	0.69	1.00		0.76	1.00		0.63	1.00		0.65	1.00	1.00
Satd. Flow (perm)	1293	1849		1419	1635		1187	3629		1225	3650	1597
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	1	3	1	18	1	106	1	152	6	41	191	2
RTOR Reduction (vph)	0	1	0	0	96	0	0	2	0	0	0	1
Lane Group Flow (vph)	1	3	0	18	11	0	1	156	0	41	191	1
Heavy Vehicles (%)	0%	0%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	Perm
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		6
Actuated Green, G (s)	7.9	7.9		7.9	7.9		60.4	60.4		60.4	60.4	60.4
Effective Green, g (s)	7.9	7.9		7.9	7.9		60.4	60.4		60.4	60.4	60.4
Actuated g/C Ratio	0.09	0.09		0.09	0.09		0.72	0.72		0.72	0.72	0.72
Clearance Time (s)	9.0	9.0		9.0	9.0		6.7	6.7		6.7	6.7	6.7
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	121	173		133	153		853	2609		880	2624	1148
v/s Ratio Prot		0.00			0.01			0.04			c0.05	
v/s Ratio Perm	0.00			c0.01			0.00			0.03		0.00
v/c Ratio	0.01	0.02		0.14	0.07		0.00	0.06		0.05	0.07	0.00
Uniform Delay, d1	34.5	34.5		34.9	34.7		3.3	3.5		3.4	3.5	3.3
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	0.0	0.0		0.5	0.2		0.0	0.0		0.1	0.1	0.0
Delay (s)	34.5	34.6		35.4	34.9		3.3	3.5		3.5	3.6	3.3
Level of Service	C	C		D	C		A	A		A	A	A
Approach Delay (s/veh)		34.6			35.0			3.5			3.5	
Approach LOS		C			C			A			A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	11.3	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.08		
Actuated Cycle Length (s)	84.0	Sum of lost time (s)	15.7
Intersection Capacity Utilization	43.7%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Intersection	
Int Delay, s/veh	5.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	35	19	5	39	3	79	2	16	4	4	5
Future Vol, veh/h	0	35	19	5	39	3	79	2	16	4	4	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	35	19	5	39	3	79	2	16	4	4	5

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	42	0	0	54	0	0	100	97	45	105	105	41
Stage 1	-	-	-	-	-	-	45	45	-	51	51	-
Stage 2	-	-	-	-	-	-	55	52	-	54	54	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1580	-	-	1564	-	-	886	797	1031	880	789	1036
Stage 1	-	-	-	-	-	-	974	861	-	967	856	-
Stage 2	-	-	-	-	-	-	962	856	-	963	854	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1580	-	-	1564	-	-	876	795	1031	862	787	1036
Mov Cap-2 Maneuver	-	-	-	-	-	-	876	795	-	862	787	-
Stage 1	-	-	-	-	-	-	974	861	-	967	853	-
Stage 2	-	-	-	-	-	-	950	853	-	946	854	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	0.8	9.5	9.1
HCM LOS			A	A

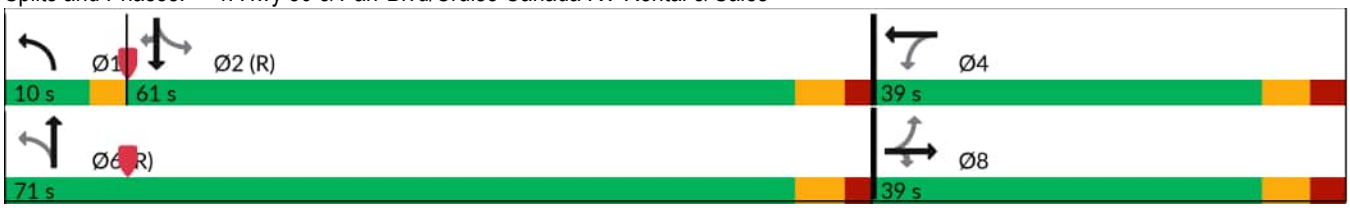
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	896	1580	-	-	1564	-	-	894
HCM Lane V/C Ratio	0.108	-	-	-	0.003	-	-	0.015
HCM Ctrl Dly (s/v)	9.5	0	-	-	7.3	0	-	9.1
HCM Lane LOS	A	A	-	-	A	A	-	A
HCM 95th %tile Q (veh)	0.4	0	-	-	0	-	-	0

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	32	0	43	4	2	36	992	6	975	20
Future Volume (vph)	32	0	43	4	2	36	992	6	975	20
Lane Group Flow (vph)	0	32	43	0	8	36	992	6	975	20
Turn Type	Perm	NA	Perm	Perm	NA	pm+pt	NA	Perm	NA	Perm
Protected Phases		8			4	1	6		2	
Permitted Phases	8		8	4		6		2		2
Detector Phase	8	8	8	4	4	1	6	2	2	2
Switch Phase										
Minimum Initial (s)	8.0	8.0	8.0	8.0	8.0	5.0	12.0	12.0	12.0	12.0
Minimum Split (s)	33.9	33.9	33.9	33.9	33.9	9.5	30.1	30.1	30.1	30.1
Total Split (s)	39.0	39.0	39.0	39.0	39.0	10.0	71.0	61.0	61.0	61.0
Total Split (%)	35.5%	35.5%	35.5%	35.5%	35.5%	9.1%	64.5%	55.5%	55.5%	55.5%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	3.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.9	2.9	2.9	2.9	2.9	0.0	2.1	2.1	2.1	2.1
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.9	6.9		6.9	3.0	6.1	6.1	6.1	6.1
Lead/Lag						Lead		Lag	Lag	Lag
Lead-Lag Optimize?										
Recall Mode	None	None	None	None	None	None	C-Max	C-Max	C-Max	C-Max
v/c Ratio		0.28	0.24		0.07	0.07	0.32	0.01	0.34	0.02
Control Delay (s/veh)		53.5	10.1		41.9	2.1	3.0	4.8	5.1	0.0
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)		53.5	10.1		41.9	2.1	3.0	4.8	5.1	0.0
Queue Length 50th (m)		7.0	0.0		1.3	1.0	23.9	0.3	37.1	0.0
Queue Length 95th (m)		16.8	7.4		6.4	2.9	35.5	1.7	53.1	0.0
Internal Link Dist (m)		828.8			20.9		732.4		332.3	
Turn Bay Length (m)						35.0		25.0		20.0
Base Capacity (vph)		421	508		445	512	3066	429	2885	1249
Starvation Cap Reductn		0	0		0	0	0	0	0	0
Spillback Cap Reductn		0	0		0	0	0	0	0	0
Storage Cap Reductn		0	0		0	0	0	0	0	0
Reduced v/c Ratio		0.08	0.08		0.02	0.07	0.32	0.01	0.34	0.02

Intersection Summary

Cycle Length: 110
Actuated Cycle Length: 110
Offset: 105 (95%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 75
Control Type: Actuated-Coordinated

Splits and Phases: 4: Hwy 50 & Parr Blvd/Cruise Canada RV Rental & Sales



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	32	0	43	4	2	2	36	992	0	6	975	20
Future Volume (vph)	32	0	43	4	2	2	36	992	0	6	975	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.5	3.7	3.5	3.5	3.7	3.5	3.5	3.7	3.5	3.5	3.7	3.5
Total Lost time (s)		6.9	6.9		6.9		3.0	6.1		6.1	6.1	6.1
Lane Util. Factor		1.00	1.00		1.00		1.00	0.95		1.00	0.95	1.00
Frpb, ped/bikes		1.00	1.00		1.00		1.00	1.00		1.00	1.00	0.98
Flpb, ped/bikes		1.00	1.00		1.00		1.00	1.00		1.00	1.00	1.00
Frt		1.00	0.85		0.97		1.00	1.00		1.00	1.00	0.85
Flt Protected		0.95	1.00		0.98		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)		1823	1597		1801		1785	3650		1784	3650	1562
Flt Permitted		0.75	1.00		0.83		0.27	1.00		0.29	1.00	1.00
Satd. Flow (perm)		1444	1597		1523		503	3650		542	3650	1562
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	32	0	43	4	2	2	36	992	0	6	975	20
RTOR Reduction (vph)	0	0	40	0	2	0	0	0	0	0	0	5
Lane Group Flow (vph)	0	32	3	0	6	0	36	992	0	6	975	15
Confl. Peds. (#/hr)	1					1	1		1	1		1
Heavy Vehicles (%)	0%	0%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA		Perm	NA	Perm
Protected Phases		8			4		1	6			2	
Permitted Phases	8		8	4			6			2		2
Actuated Green, G (s)		7.2	7.2		7.2		89.8	89.8		83.2	83.2	83.2
Effective Green, g (s)		7.2	7.2		7.2		89.8	89.8		83.2	83.2	83.2
Actuated g/C Ratio		0.07	0.07		0.07		0.82	0.82		0.76	0.76	0.76
Clearance Time (s)		6.9	6.9		6.9		3.0	6.1		6.1	6.1	6.1
Vehicle Extension (s)		3.0	3.0		3.0		3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)		94	104		99		452	2979		409	2760	1181
v/s Ratio Prot							0.00	c0.27			c0.27	
v/s Ratio Perm		c0.02	0.00		0.00		0.06			0.01		0.01
v/c Ratio		0.34	0.03		0.06		0.08	0.33		0.01	0.35	0.01
Uniform Delay, d1		49.1	48.1		48.2		2.2	2.5		3.3	4.5	3.3
Progression Factor		1.00	1.00		1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2		2.2	0.1		0.3		0.1	0.3		0.1	0.4	0.0
Delay (s)		51.3	48.2		48.5		2.2	2.8		3.4	4.8	3.3
Level of Service		D	D		D		A	A		A	A	A
Approach Delay (s/veh)		49.5			48.5			2.8			4.8	
Approach LOS		D			D			A			A	

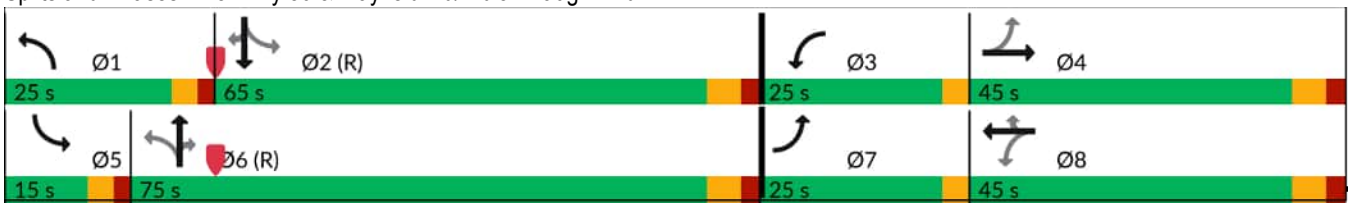
Intersection Summary			
HCM 2000 Control Delay (s/veh)	5.6	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.35		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	57.4%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	91	129	232	131	10	114	888	231	14	904	97
Future Volume (vph)	91	129	232	131	10	114	888	231	14	904	97
Lane Group Flow (vph)	91	316	232	131	10	114	888	231	14	904	97
Turn Type	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4	3	8		1	6		5	2	
Permitted Phases	4		8		8	6		6	2		2
Detector Phase	7	4	3	8	8	1	6	6	5	2	2
Switch Phase											
Minimum Initial (s)	5.0	12.0	10.0	12.0	12.0	10.0	20.0	20.0	10.0	20.0	20.0
Minimum Split (s)	9.5	43.5	14.5	43.5	43.5	15.0	41.3	41.3	15.0	41.3	41.3
Total Split (s)	25.0	45.0	25.0	45.0	45.0	25.0	75.0	75.0	15.0	65.0	65.0
Total Split (%)	15.6%	28.1%	15.6%	28.1%	28.1%	15.6%	46.9%	46.9%	9.4%	40.6%	40.6%
Yellow Time (s)	3.0	4.0	3.0	4.0	4.0	3.0	4.2	4.2	3.0	4.2	4.2
All-Red Time (s)	0.0	2.5	0.0	2.5	2.5	2.0	2.1	2.1	2.0	2.1	2.1
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	3.0	6.5	3.0	6.5	6.5	5.0	6.3	6.3	5.0	6.3	6.3
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?											
Recall Mode	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
v/c Ratio	0.34	0.70	0.81	0.49	0.03	0.28	0.37	0.21	0.03	0.42	0.10
Control Delay (s/veh)	50.0	37.2	72.5	70.2	0.2	10.4	14.8	2.4	8.7	18.9	2.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	50.0	37.2	72.5	70.2	0.2	10.4	14.8	2.4	8.7	18.9	2.0
Queue Length 50th (m)	24.2	22.3	67.3	41.2	0.0	11.5	60.2	0.4	1.3	82.7	0.0
Queue Length 95th (m)	39.0	39.1	#93.1	63.9	0.0	21.0	104.8	13.3	4.3	109.7	6.8
Internal Link Dist (m)		330.4		656.8			717.1			732.4	
Turn Bay Length (m)	60.0		50.0		50.0	100.0		85.0	35.0		120.0
Base Capacity (vph)	375	942	298	462	468	485	2373	1104	442	2161	991
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.24	0.34	0.78	0.28	0.02	0.24	0.37	0.21	0.03	0.42	0.10

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 7 (4%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 115
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 5: Hwy 50 & Mayfield Rd/Albion Vaughn Rd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	91	129	187	232	131	10	114	888	231	14	904	97
Future Volume (vph)	91	129	187	232	131	10	114	888	231	14	904	97
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.5	3.7	3.5	3.5	3.7	3.5	3.5	3.7	3.5	3.5	3.7	3.5
Total Lost time (s)	3.0	6.5		3.0	6.5	6.5	5.0	6.3	6.3	5.0	6.3	6.3
Lane Util. Factor	1.00	0.95		1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00	0.99	1.00	1.00	1.00
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.91		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1785	3326		1785	1921	1597	1785	3650	1577	1785	3650	1597
Flt Permitted	0.67	1.00		0.24	1.00	1.00	0.25	1.00	1.00	0.29	1.00	1.00
Satd. Flow (perm)	1265	3326		455	1921	1597	461	3650	1577	551	3650	1597
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	91	129	187	232	131	10	114	888	231	14	904	97
RTOR Reduction (vph)	0	171	0	0	0	9	0	0	84	0	0	40
Lane Group Flow (vph)	91	145	0	232	131	1	114	888	147	14	904	57
Confl. Bikes (#/hr)									1			
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4		3	8		1	6		5	2	
Permitted Phases	4			8		8	6		6	2		2
Actuated Green, G (s)	25.3	13.5		37.1	22.3	22.3	110.1	101.1	101.1	98.8	94.8	94.8
Effective Green, g (s)	25.3	13.5		37.1	22.3	22.3	110.1	101.1	101.1	98.8	94.8	94.8
Actuated g/C Ratio	0.16	0.08		0.23	0.14	0.14	0.69	0.63	0.63	0.62	0.59	0.59
Clearance Time (s)	3.0	6.5		3.0	6.5	6.5	5.0	6.3	6.3	5.0	6.3	6.3
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	238	280		276	267	222	402	2306	996	371	2162	946
v/s Ratio Prot	0.03	0.04		c0.11	0.07		c0.02	c0.24		0.00	c0.25	
v/s Ratio Perm	0.03			c0.09		0.00	0.18		0.09	0.02		0.04
v/c Ratio	0.38	0.52		0.84	0.49	0.01	0.28	0.39	0.15	0.04	0.42	0.06
Uniform Delay, d1	59.7	70.1		54.7	63.6	59.3	10.2	14.3	12.0	12.0	17.7	13.8
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	1.0	1.6		20.0	1.4	0.0	0.4	0.5	0.3	0.0	0.6	0.1
Delay (s)	60.8	71.7		74.7	65.0	59.3	10.6	14.8	12.3	12.0	18.3	13.9
Level of Service	E	E		E	E	E	B	B	B	B	B	B
Approach Delay (s/veh)		69.3			70.9			13.9			17.8	
Approach LOS		E			E			B			B	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	29.7	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.53		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	20.8
Intersection Capacity Utilization	74.3%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	4	394	421	2	6	13
Future Vol, veh/h	4	394	421	2	6	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	30	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	4	394	421	2	6	13

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	423	0	-	0	627	212
Stage 1	-	-	-	-	422	-
Stage 2	-	-	-	-	205	-
Critical Hdwy	4.1	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1147	-	-	-	420	800
Stage 1	-	-	-	-	635	-
Stage 2	-	-	-	-	815	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1147	-	-	-	418	800
Mov Cap-2 Maneuver	-	-	-	-	418	-
Stage 1	-	-	-	-	632	-
Stage 2	-	-	-	-	815	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.1	0	10.9
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1147	-	-	-	418	800
HCM Lane V/C Ratio	0.003	-	-	-	0.014	0.016
HCM Ctrl Dly (s/v)	8.2	0	-	-	13.7	9.6
HCM Lane LOS	A	A	-	-	B	A
HCM 95th %tile Q (veh)	0	-	-	-	0	0.1

Intersection	
Int Delay, s/veh	0.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	10	7	166	5	1	232
Future Vol, veh/h	10	7	166	5	1	232
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	10	7	166	5	1	232

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	287	86	0	0	171	0
Stage 1	169	-	-	-	-	-
Stage 2	118	-	-	-	-	-
Critical Hdwy	6.8	6.9	-	-	4.1	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	685	962	-	-	1418	-
Stage 1	850	-	-	-	-	-
Stage 2	900	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	684	962	-	-	1418	-
Mov Cap-2 Maneuver	710	-	-	-	-	-
Stage 1	850	-	-	-	-	-
Stage 2	899	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	9.6	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	796	1418	-
HCM Lane V/C Ratio	-	-	0.021	0.001	-
HCM Ctrl Dly (s/v)	-	-	9.6	7.5	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q (veh)	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	24	376	346	21	48	77
Future Vol, veh/h	24	376	346	21	48	77
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	15	-	-	-	0	80
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	24	376	346	21	48	77

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	367	0	-	0	593	184
Stage 1	-	-	-	-	357	-
Stage 2	-	-	-	-	236	-
Critical Hdwy	4.1	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1203	-	-	-	442	833
Stage 1	-	-	-	-	685	-
Stage 2	-	-	-	-	787	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1203	-	-	-	433	833
Mov Cap-2 Maneuver	-	-	-	-	433	-
Stage 1	-	-	-	-	671	-
Stage 2	-	-	-	-	787	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.5	0	11.5
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1203	-	-	-	433	833
HCM Lane V/C Ratio	0.02	-	-	-	0.111	0.092
HCM Ctrl Dly (s/v)	8.1	-	-	-	14.3	9.8
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q (veh)	0.1	-	-	-	0.4	0.3

Intersection	
Int Delay, s/veh	0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	5	2	181	1	1	250
Future Vol, veh/h	5	2	181	1	1	250
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	5	2	181	1	1	250

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	309	91	0	0	182	0
Stage 1	182	-	-	-	-	-
Stage 2	127	-	-	-	-	-
Critical Hdwy	6.8	6.9	-	-	4.1	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	664	955	-	-	1405	-
Stage 1	837	-	-	-	-	-
Stage 2	891	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	663	955	-	-	1405	-
Mov Cap-2 Maneuver	695	-	-	-	-	-
Stage 1	837	-	-	-	-	-
Stage 2	890	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	9.8	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	754	1405	-
HCM Lane V/C Ratio	-	-	0.009	0.001	-
HCM Ctrl Dly (s/v)	-	-	9.8	7.6	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q (veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	7	4	178	3	1	254
Future Vol, veh/h	7	4	178	3	1	254
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	7	4	178	3	1	254

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	309	91	0	0	181	0
Stage 1	180	-	-	-	-	-
Stage 2	129	-	-	-	-	-
Critical Hdwy	6.8	6.9	-	-	4.1	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	664	955	-	-	1407	-
Stage 1	839	-	-	-	-	-
Stage 2	889	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	663	955	-	-	1407	-
Mov Cap-2 Maneuver	695	-	-	-	-	-
Stage 1	839	-	-	-	-	-
Stage 2	888	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	9.7	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	771	1407	-
HCM Lane V/C Ratio	-	-	0.014	0.001	-
HCM Ctrl Dly (s/v)	-	-	9.7	7.6	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q (veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	3.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	24	35	12	33	90	6
Future Vol, veh/h	24	35	12	33	90	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	24	35	12	33	90	6

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	150	93	96	0	-	0
Stage 1	93	-	-	-	-	-
Stage 2	57	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	847	970	1510	-	-	-
Stage 1	936	-	-	-	-	-
Stage 2	971	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	840	970	1510	-	-	-
Mov Cap-2 Maneuver	840	-	-	-	-	-
Stage 1	929	-	-	-	-	-
Stage 2	971	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	9.2	2	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1510	-	913	-	-
HCM Lane V/C Ratio	0.008	-	0.065	-	-
HCM Ctrl Dly (s/v)	7.4	0	9.2	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q (veh)	0	-	0.2	-	-

Intersection	
Int Delay, s/veh	6.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	51	71	26	31	25	11
Future Vol, veh/h	51	71	26	31	25	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	51	71	26	31	25	11

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	114	31	36	0	-	0
Stage 1	31	-	-	-	-	-
Stage 2	83	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	887	1049	1588	-	-	-
Stage 1	997	-	-	-	-	-
Stage 2	945	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	872	1049	1588	-	-	-
Mov Cap-2 Maneuver	872	-	-	-	-	-
Stage 1	980	-	-	-	-	-
Stage 2	945	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	9.3	3.3	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1588	-	967	-	-
HCM Lane V/C Ratio	0.016	-	0.126	-	-
HCM Ctrl Dly (s/v)	7.3	0	9.3	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q (veh)	0.1	-	0.4	-	-

Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	12	17	6	76	19	3
Future Vol, veh/h	12	17	6	76	19	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	12	17	6	76	19	3

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	109	21	22	0	-	0
Stage 1	21	-	-	-	-	-
Stage 2	88	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	893	1062	1607	-	-	-
Stage 1	1007	-	-	-	-	-
Stage 2	940	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	889	1062	1607	-	-	-
Mov Cap-2 Maneuver	889	-	-	-	-	-
Stage 1	1003	-	-	-	-	-
Stage 2	940	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	8.8	0.5	0
HCM LOS	A		

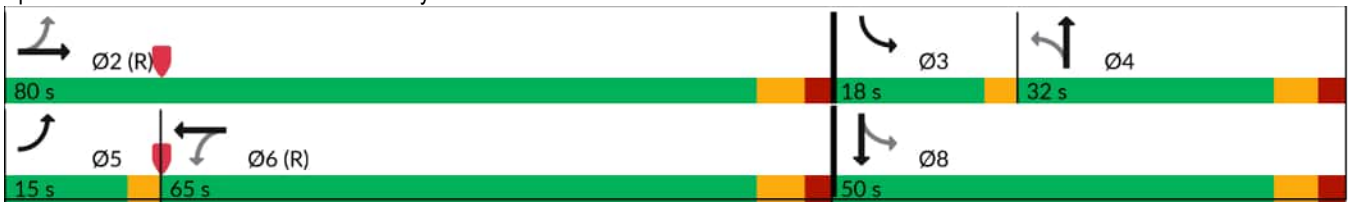
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1607	-	983	-	-
HCM Lane V/C Ratio	0.004	-	0.03	-	-
HCM Ctrl Dly (s/v)	7.2	0	8.8	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q (veh)	0	-	0.1	-	-

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	330	391	39	319	23	303	60	345
Future Volume (vph)	330	391	39	319	23	303	60	345
Lane Group Flow (vph)	330	423	39	358	23	334	60	576
Turn Type	pm+pt	NA	Perm	NA	Perm	NA	pm+pt	NA
Protected Phases	5	2		6		4	3	8
Permitted Phases	2		6		4		8	
Detector Phase	5	2	6	6	4	4	3	8
Switch Phase								
Minimum Initial (s)	5.0	12.0	12.0	12.0	12.0	12.0	5.0	12.0
Minimum Split (s)	9.5	37.0	37.0	37.0	37.0	37.0	12.5	37.0
Total Split (s)	15.0	80.0	65.0	65.0	32.0	32.0	18.0	50.0
Total Split (%)	11.5%	61.5%	50.0%	50.0%	24.6%	24.6%	13.8%	38.5%
Yellow Time (s)	3.0	4.6	4.6	4.6	4.2	4.2	3.0	4.2
All-Red Time (s)	0.0	2.4	2.4	2.4	2.8	2.8	0.0	2.8
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	3.0	7.0	7.0	7.0	7.0	7.0	3.0	7.0
Lead/Lag	Lead		Lag	Lag	Lag	Lag	Lead	
Lead-Lag Optimize?								
Recall Mode	None	C-Max	C-Max	C-Max	None	None	None	None
v/c Ratio	0.43	0.17	0.08	0.18	0.25	0.67	0.26	0.69
Control Delay (s/veh)	9.5	8.4	18.4	16.4	56.3	59.0	38.5	39.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	9.5	8.4	18.4	16.4	56.3	59.0	38.5	39.4
Queue Length 50th (m)	29.7	20.1	4.9	24.2	5.7	45.0	12.6	58.0
Queue Length 95th (m)	51.7	32.0	13.5	40.5	14.7	59.6	22.7	73.1
Internal Link Dist (m)		689.8		209.6		564.3		107.5
Turn Bay Length (m)	100.0		85.0		105.0		145.0	
Base Capacity (vph)	780	2450	517	1964	130	697	287	1223
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.42	0.17	0.08	0.18	0.18	0.48	0.21	0.47

Intersection Summary

Cycle Length: 130
Actuated Cycle Length: 130
Offset: 92 (71%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle: 100
Control Type: Actuated-Coordinated

Splits and Phases: 1: Coleraine Dr & Mayfield Rd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	330	391	32	39	319	39	23	303	31	60	345	231
Future Volume (vph)	330	391	32	39	319	39	23	303	31	60	345	231
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.5	3.7	3.5	3.5	3.7	3.5	3.5	3.7	3.5	3.5	3.7	3.5
Total Lost time (s)	3.0	7.0		7.0	7.0		7.0	7.0		3.0	7.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	0.95		1.00	0.95	
Frt	1.00	0.99		1.00	0.98		1.00	0.99		1.00	0.94	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1785	3609		1785	3590		1785	3599		1785	3431	
Flt Permitted	0.52	1.00		0.51	1.00		0.36	1.00		0.33	1.00	
Satd. Flow (perm)	969	3609		949	3590		681	3599		629	3431	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	330	391	32	39	319	39	23	303	31	60	345	231
RTOR Reduction (vph)	0	4	0	0	6	0	0	6	0	0	104	0
Lane Group Flow (vph)	330	419	0	39	352	0	23	328	0	60	472	0
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		pm+pt	NA	
Protected Phases	5	2			6			4		3	8	
Permitted Phases	2			6			4			8		
Actuated Green, G (s)	87.6	87.6		70.4	70.4		17.8	17.8		28.4	28.4	
Effective Green, g (s)	87.6	87.6		70.4	70.4		17.8	17.8		28.4	28.4	
Actuated g/C Ratio	0.67	0.67		0.54	0.54		0.14	0.14		0.22	0.22	
Clearance Time (s)	3.0	7.0		7.0	7.0		7.0	7.0		3.0	7.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	742	2431		513	1944		93	492		204	749	
v/s Ratio Prot	c0.05	0.12			0.10			0.09		0.02	c0.14	
v/s Ratio Perm	c0.25			0.04			0.03			0.05		
v/c Ratio	0.44	0.17		0.08	0.18		0.25	0.67		0.29	0.63	
Uniform Delay, d1	8.5	7.8		14.2	15.1		50.1	53.3		41.4	46.0	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.4	0.2		0.3	0.2		1.4	3.4		0.8	1.7	
Delay (s)	9.0	8.0		14.5	15.4		51.5	56.7		42.2	47.8	
Level of Service	A	A		B	B		D	E		D	D	
Approach Delay (s/veh)		8.4			15.3			56.4			47.2	
Approach LOS		A			B			E			D	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	29.2	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.52		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	76.1%	ICU Level of Service	D
Analysis Period (min)	15		

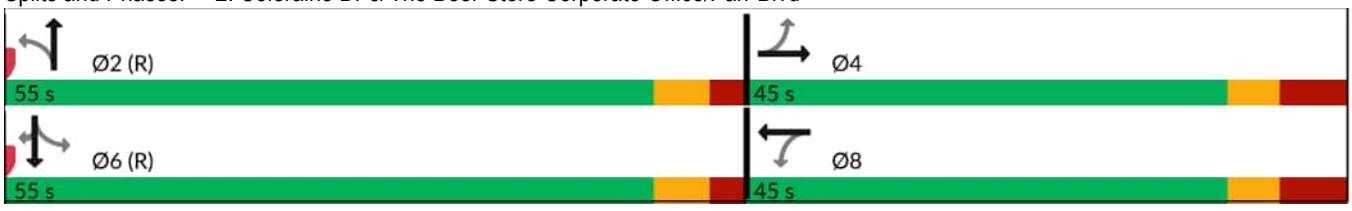
c Critical Lane Group

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	1	1	34	12	11	599	144	595	5
Future Volume (vph)	1	1	34	12	11	599	144	595	5
Lane Group Flow (vph)	1	2	34	155	11	653	144	595	5
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA	Perm
Protected Phases		4		8		2		6	
Permitted Phases	4		8		2		6		6
Detector Phase	4	4	8	8	2	2	6	6	6
Switch Phase									
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	41.0	41.0	41.0	41.0	36.7	36.7	36.7	36.7	36.7
Total Split (s)	45.0	45.0	45.0	45.0	55.0	55.0	55.0	55.0	55.0
Total Split (%)	45.0%	45.0%	45.0%	45.0%	55.0%	55.0%	55.0%	55.0%	55.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.2	4.2	4.2	4.2	4.2
All-Red Time (s)	5.0	5.0	5.0	5.0	2.5	2.5	2.5	2.5	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	9.0	9.0	9.0	9.0	6.7	6.7	6.7	6.7	6.7
Lead/Lag									
Lead-Lag Optimize?									
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	C-Max	C-Max
v/c Ratio	0.01	0.01	0.23	0.51	0.02	0.25	0.26	0.22	0.00
Control Delay (s/veh)	39.0	33.5	44.7	15.3	3.8	4.4	5.7	4.4	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	39.0	33.5	44.7	15.3	3.8	4.4	5.7	4.4	0.0
Queue Length 50th (m)	0.2	0.2	6.5	2.3	0.5	17.9	7.8	16.4	0.0
Queue Length 95th (m)	1.8	2.4	16.0	20.7	2.1	26.8	16.9	24.6	0.0
Internal Link Dist (m)		93.8		472.1		202.5		1020.4	
Turn Bay Length (m)	14.0		30.0		37.0		35.0		25.0
Base Capacity (vph)	445	640	511	687	591	2660	559	2693	1195
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.00	0.00	0.07	0.23	0.02	0.25	0.26	0.22	0.00

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated

Splits and Phases: 2: Coleraine Dr & The Beer Store Corporate Office/Parr Blvd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	1	1	34	12	143	11	599	54	144	595	5
Future Volume (vph)	1	1	1	34	12	143	11	599	54	144	595	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.5	3.7	3.5	3.5	3.7	3.5	3.5	3.7	3.5	3.5	3.7	3.5
Total Lost time (s)	9.0	9.0		9.0	9.0		6.7	6.7		6.7	6.7	6.7
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95		1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Frt	1.00	0.93		1.00	0.86		1.00	0.99		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1785	1777		1785	1655		1785	3599		1785	3650	1597
Flt Permitted	0.66	1.00		0.76	1.00		0.43	1.00		0.40	1.00	1.00
Satd. Flow (perm)	1237	1777		1421	1655		803	3599		758	3650	1597
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	1	1	1	34	12	143	11	599	54	144	595	5
RTOR Reduction (vph)	0	1	0	0	128	0	0	3	0	0	0	1
Lane Group Flow (vph)	1	1	0	34	27	0	11	650	0	144	595	4
Confl. Bikes (#/hr)									1			
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	Perm
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		6
Actuated Green, G (s)	10.5	10.5		10.5	10.5		73.8	73.8		73.8	73.8	73.8
Effective Green, g (s)	10.5	10.5		10.5	10.5		73.8	73.8		73.8	73.8	73.8
Actuated g/C Ratio	0.11	0.11		0.11	0.11		0.74	0.74		0.74	0.74	0.74
Clearance Time (s)	9.0	9.0		9.0	9.0		6.7	6.7		6.7	6.7	6.7
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	129	186		149	173		592	2656		559	2693	1178
v/s Ratio Prot		0.00			0.02			0.18			0.16	
v/s Ratio Perm	0.00			c0.02			0.01			c0.19		0.00
v/c Ratio	0.01	0.01		0.23	0.16		0.02	0.24		0.26	0.22	0.00
Uniform Delay, d1	40.1	40.1		41.0	40.7		3.5	4.2		4.2	4.1	3.4
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	0.0	0.0		0.8	0.4		0.1	0.2		1.1	0.2	0.0
Delay (s)	40.1	40.1		41.8	41.1		3.5	4.4		5.4	4.3	3.4
Level of Service	D	D		D	D		A	A		A	A	A
Approach Delay (s/veh)		40.1			41.3			4.4			4.5	
Approach LOS		D			D			A			A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	8.9	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.25		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	15.7
Intersection Capacity Utilization	54.7%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Intersection	
Int Delay, s/veh	2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	3	130	71	20	163	12	28	6	7	7	4	14
Future Vol, veh/h	3	130	71	20	163	12	28	6	7	7	4	14
Conflicting Peds, #/hr	1	0	0	0	0	1	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	3	130	71	20	163	12	28	6	7	7	4	14

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	176	0	0	201	0	0	390	388	166	388	417	170
Stage 1	-	-	-	-	-	-	172	172	-	210	210	-
Stage 2	-	-	-	-	-	-	218	216	-	178	207	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1412	-	-	1383	-	-	573	550	884	574	530	879
Stage 1	-	-	-	-	-	-	835	760	-	797	732	-
Stage 2	-	-	-	-	-	-	789	728	-	828	734	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1411	-	-	1383	-	-	553	540	884	556	520	878
Mov Cap-2 Maneuver	-	-	-	-	-	-	553	540	-	556	520	-
Stage 1	-	-	-	-	-	-	833	758	-	795	720	-
Stage 2	-	-	-	-	-	-	760	716	-	813	733	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.1	0.8	11.6	10.4
HCM LOS			B	B

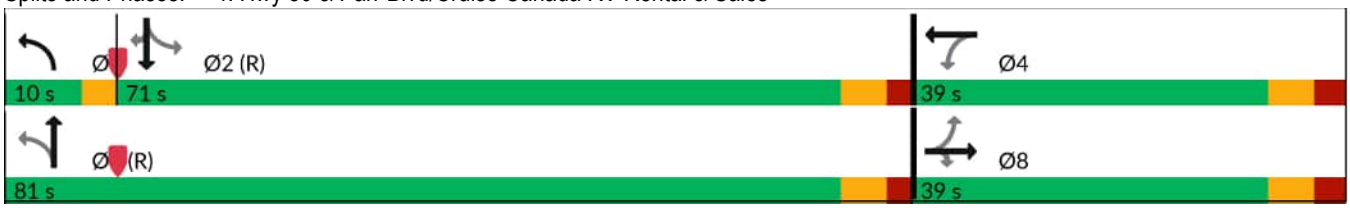
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	589	1411	-	-	1383	-	-	690
HCM Lane V/C Ratio	0.07	0.002	-	-	0.014	-	-	0.036
HCM Ctrl Dly (s/v)	11.6	7.6	0	-	7.6	0	-	10.4
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q (veh)	0.2	0	-	-	0	-	-	0.1

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	30	0	103	1	0	202	1065	1181	53
Future Volume (vph)	30	0	103	1	0	202	1065	1181	53
Lane Group Flow (vph)	0	30	103	0	1	202	1067	1181	53
Turn Type	Perm	NA	Perm	Perm	NA	pm+pt	NA	NA	Perm
Protected Phases		8			4	1	6	2	
Permitted Phases	8		8	4		6			2
Detector Phase	8	8	8	4	4	1	6	2	2
Switch Phase									
Minimum Initial (s)	8.0	8.0	8.0	8.0	8.0	5.0	12.0	12.0	12.0
Minimum Split (s)	33.9	33.9	33.9	33.9	33.9	9.5	30.1	30.1	30.1
Total Split (s)	39.0	39.0	39.0	39.0	39.0	10.0	81.0	71.0	71.0
Total Split (%)	32.5%	32.5%	32.5%	32.5%	32.5%	8.3%	67.5%	59.2%	59.2%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	3.0	4.0	4.0	4.0
All-Red Time (s)	2.9	2.9	2.9	2.9	2.9	0.0	2.1	2.1	2.1
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.9	6.9		6.9	3.0	6.1	6.1	6.1
Lead/Lag						Lead		Lag	Lag
Lead-Lag Optimize?									
Recall Mode	None	None	None	None	None	None	C-Max	C-Max	C-Max
v/c Ratio		0.28	0.48		0.01	0.48	0.36	0.45	0.05
Control Delay (s/veh)		59.0	17.8		50.0	5.6	3.2	8.1	1.4
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)		59.0	17.8		50.0	5.6	3.2	8.1	1.4
Queue Length 50th (m)		7.2	0.0		0.2	6.0	26.4	53.9	0.0
Queue Length 95th (m)		17.1	17.3		2.1	11.9	39.0	84.5	3.4
Internal Link Dist (m)		828.8			20.9		732.4	332.3	
Turn Bay Length (m)						35.0			20.0
Base Capacity (vph)		388	502		379	423	2985	2614	1135
Starvation Cap Reductn		0	0		0	0	0	0	0
Spillback Cap Reductn		0	0		0	0	0	0	0
Storage Cap Reductn		0	0		0	0	0	0	0
Reduced v/c Ratio		0.08	0.21		0.00	0.48	0.36	0.45	0.05

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 8 (7%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated

Splits and Phases: 4: Hwy 50 & Parr Blvd/Cruise Canada RV Rental & Sales



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	30	0	103	1	0	0	202	1065	2	0	1181	53
Future Volume (vph)	30	0	103	1	0	0	202	1065	2	0	1181	53
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.5	3.7	3.5	3.5	3.7	3.5	3.5	3.7	3.5	3.5	3.7	3.5
Total Lost time (s)		6.9	6.9		6.9		3.0	6.1			6.1	6.1
Lane Util. Factor		1.00	1.00		1.00		1.00	0.95			0.95	1.00
Frpb, ped/bikes		1.00	1.00		1.00		1.00	1.00			1.00	0.98
Flpb, ped/bikes		1.00	1.00		1.00		1.00	1.00			1.00	1.00
Frt		1.00	0.85		1.00		1.00	1.00			1.00	0.85
Flt Protected		0.95	1.00		0.95		0.95	1.00			1.00	1.00
Satd. Flow (prot)		1825	1597		1825		1785	3649			3650	1561
Flt Permitted		0.76	1.00		0.74		0.20	1.00			1.00	1.00
Satd. Flow (perm)		1455	1597		1417		374	3649			3650	1561
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	30	0	103	1	0	0	202	1065	2	0	1181	53
RTOR Reduction (vph)	0	0	95	0	0	0	0	0	0	0	0	15
Lane Group Flow (vph)	0	30	8	0	1	0	202	1067	0	0	1181	38
Confl. Peds. (#/hr)							1		2	2		1
Confl. Bikes (#/hr)									1			
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA		Perm	NA	Perm
Protected Phases		8			4		1	6			2	
Permitted Phases	8		8	4			6			2		2
Actuated Green, G (s)		8.9	8.9		8.9		98.1	98.1			85.9	85.9
Effective Green, g (s)		8.9	8.9		8.9		98.1	98.1			85.9	85.9
Actuated g/C Ratio		0.07	0.07		0.07		0.82	0.82			0.72	0.72
Clearance Time (s)		6.9	6.9		6.9		3.0	6.1			6.1	6.1
Vehicle Extension (s)		3.0	3.0		3.0		3.0	3.0			3.0	3.0
Lane Grp Cap (vph)		107	118		105		413	2983			2612	1117
v/s Ratio Prot							c0.04	0.29			0.32	
v/s Ratio Perm		c0.02	0.00		0.00		c0.36					0.02
v/c Ratio		0.28	0.06		0.01		0.49	0.36			0.45	0.03
Uniform Delay, d1		52.5	51.7		51.5		3.9	2.8			7.2	5.0
Progression Factor		1.00	1.00		1.00		1.00	1.00			1.00	1.00
Incremental Delay, d2		1.4	0.2		0.0		0.9	0.3			0.6	0.1
Delay (s)		54.0	51.9		51.5		4.8	3.2			7.7	5.0
Level of Service		D	D		D		A	A			A	A
Approach Delay (s/veh)		52.4			51.5			3.4			7.6	
Approach LOS		D			D			A			A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	7.9	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.48		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	64.7%	ICU Level of Service	C
Analysis Period (min)	15		

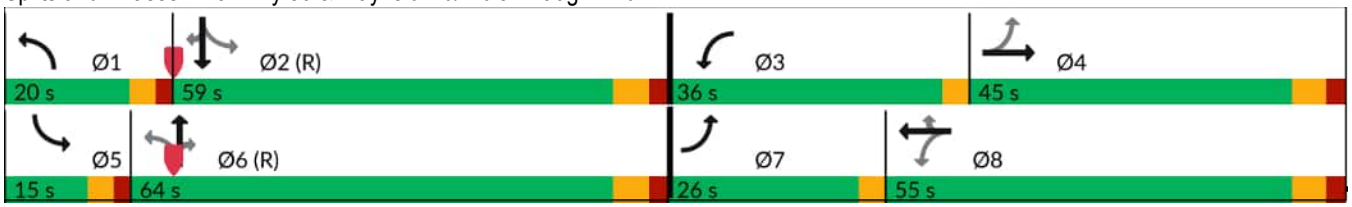
c Critical Lane Group

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	61	130	354	241	40	164	1093	170	31	1140	65
Future Volume (vph)	61	130	354	241	40	164	1093	170	31	1140	65
Lane Group Flow (vph)	61	344	354	241	40	164	1093	170	31	1140	65
Turn Type	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4	3	8		1	6		5	2	
Permitted Phases	4		8		8	6		6	2		2
Detector Phase	7	4	3	8	8	1	6	6	5	2	2
Switch Phase											
Minimum Initial (s)	5.0	12.0	10.0	12.0	12.0	10.0	20.0	20.0	10.0	20.0	20.0
Minimum Split (s)	9.5	43.5	14.5	43.5	43.5	15.0	41.3	41.3	15.0	41.3	41.3
Total Split (s)	26.0	45.0	36.0	55.0	55.0	20.0	64.0	64.0	15.0	59.0	59.0
Total Split (%)	16.3%	28.1%	22.5%	34.4%	34.4%	12.5%	40.0%	40.0%	9.4%	36.9%	36.9%
Yellow Time (s)	3.0	4.0	3.0	4.0	4.0	3.0	4.2	4.2	3.0	4.2	4.2
All-Red Time (s)	0.0	2.5	0.0	2.5	2.5	2.0	2.1	2.1	2.0	2.1	2.1
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	3.0	6.5	3.0	6.5	6.5	5.0	6.3	6.3	5.0	6.3	6.3
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?											
Recall Mode	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
v/c Ratio	0.27	0.75	0.89	0.54	0.09	0.53	0.55	0.18	0.11	0.64	0.08
Control Delay (s/veh)	42.0	42.8	70.6	59.1	0.7	19.4	26.1	7.2	14.1	33.8	1.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	42.0	42.8	70.6	59.1	0.7	19.4	26.1	7.2	14.1	33.8	1.5
Queue Length 50th (m)	14.4	27.4	100.4	72.3	0.0	21.6	127.7	7.9	3.8	147.7	0.0
Queue Length 95th (m)	25.1	44.6	#138.6	100.3	0.8	36.4	161.9	22.8	9.2	199.3	3.2
Internal Link Dist (m)		330.4		656.8			717.1			732.4	
Turn Bay Length (m)	60.0		50.0		50.0	100.0		85.0	35.0		120.0
Base Capacity (vph)	380	939	416	582	537	321	1999	929	292	1790	833
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.16	0.37	0.85	0.41	0.07	0.51	0.55	0.18	0.11	0.64	0.08

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 27 (17%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 115
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 5: Hwy 50 & Mayfield Rd/Albion Vaughn Rd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	61	130	214	354	241	40	164	1093	170	31	1140	65
Future Volume (vph)	61	130	214	354	241	40	164	1093	170	31	1140	65
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.5	3.7	3.5	3.5	3.7	3.5	3.5	3.7	3.5	3.5	3.7	3.5
Total Lost time (s)	3.0	6.5		3.0	6.5	6.5	5.0	6.3	6.3	5.0	6.3	6.3
Lane Util. Factor	1.00	0.95		1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt	1.00	0.91		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1785	3310		1785	1921	1597	1785	3650	1597	1785	3650	1597
Flt Permitted	0.61	1.00		0.23	1.00	1.00	0.13	1.00	1.00	0.19	1.00	1.00
Satd. Flow (perm)	1144	3310		432	1921	1597	243	3650	1597	363	3650	1597
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	61	130	214	354	241	40	164	1093	170	31	1140	65
RTOR Reduction (vph)	0	171	0	0	0	31	0	0	56	0	0	33
Lane Group Flow (vph)	61	173	0	354	241	9	164	1093	114	31	1140	32
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4		3	8		1	6		5	2	
Permitted Phases	4			8		8	6		6	2		2
Actuated Green, G (s)	22.4	14.4		48.2	37.2	37.2	99.0	86.0	86.0	85.8	77.8	77.8
Effective Green, g (s)	22.4	14.4		48.2	37.2	37.2	99.0	86.0	86.0	85.8	77.8	77.8
Actuated g/C Ratio	0.14	0.09		0.30	0.23	0.23	0.62	0.54	0.54	0.54	0.49	0.49
Clearance Time (s)	3.0	6.5		3.0	6.5	6.5	5.0	6.3	6.3	5.0	6.3	6.3
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	192	297		390	446	371	306	1961	858	265	1774	776
v/s Ratio Prot	0.02	0.05		c0.17	0.13		c0.05	0.30		0.01	c0.31	
v/s Ratio Perm	0.03			c0.10		0.01	0.28		0.07	0.06		0.02
v/c Ratio	0.32	0.58		0.91	0.54	0.03	0.54	0.56	0.13	0.12	0.64	0.04
Uniform Delay, d1	61.3	69.9		49.4	53.9	47.4	20.4	24.4	18.4	18.9	30.7	21.5
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	1.0	2.9		24.1	1.3	0.0	1.8	1.1	0.3	0.2	1.8	0.1
Delay (s)	62.2	72.8		73.5	55.2	47.4	22.2	25.6	18.8	19.1	32.5	21.6
Level of Service	E	E		E	E	D	C	C	B	B	C	C
Approach Delay (s/veh)		71.2			64.9			24.4			31.6	
Approach LOS		E			E			C			C	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	38.9	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.73		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	20.8
Intersection Capacity Utilization	88.9%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	11	471	393	7	1	4
Future Vol, veh/h	11	471	393	7	1	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	30	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	11	471	393	7	1	4

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	400	0	-	0	655	200
Stage 1	-	-	-	-	397	-
Stage 2	-	-	-	-	258	-
Critical Hdwy	4.1	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1170	-	-	-	404	814
Stage 1	-	-	-	-	654	-
Stage 2	-	-	-	-	767	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1170	-	-	-	399	814
Mov Cap-2 Maneuver	-	-	-	-	399	-
Stage 1	-	-	-	-	645	-
Stage 2	-	-	-	-	767	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.3	0	10.3
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1170	-	-	-	399	814
HCM Lane V/C Ratio	0.009	-	-	-	0.003	0.005
HCM Ctrl Dly (s/v)	8.1	0.1	-	-	14	9.4
HCM Lane LOS	A	A	-	-	B	A
HCM 95th %tile Q (veh)	0	-	-	-	0	0

Intersection	
Int Delay, s/veh	0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	3	2	649	13	5	635
Future Vol, veh/h	3	2	649	13	5	635
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	3	2	649	13	5	635

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	984	331	0	0	662	0
Stage 1	656	-	-	-	-	-
Stage 2	328	-	-	-	-	-
Critical Hdwy	6.8	6.9	-	-	4.1	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	249	671	-	-	936	-
Stage 1	483	-	-	-	-	-
Stage 2	708	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	247	671	-	-	936	-
Mov Cap-2 Maneuver	367	-	-	-	-	-
Stage 1	483	-	-	-	-	-
Stage 2	702	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	13.1	0	0.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	448	936	-
HCM Lane V/C Ratio	-	-	0.011	0.005	-
HCM Ctrl Dly (s/v)	-	-	13.1	8.9	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q (veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	76	396	375	75	13	25
Future Vol, veh/h	76	396	375	75	13	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	15	-	-	-	0	80
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	76	396	375	75	13	25

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	450	0	-	0	763	225
Stage 1	-	-	-	-	413	-
Stage 2	-	-	-	-	350	-
Critical Hdwy	4.1	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1121	-	-	-	345	784
Stage 1	-	-	-	-	642	-
Stage 2	-	-	-	-	690	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1121	-	-	-	322	784
Mov Cap-2 Maneuver	-	-	-	-	322	-
Stage 1	-	-	-	-	598	-
Stage 2	-	-	-	-	690	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	1.4	0	12.1
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1121	-	-	-	322	784
HCM Lane V/C Ratio	0.068	-	-	-	0.04	0.032
HCM Ctrl Dly (s/v)	8.4	-	-	-	16.7	9.7
HCM Lane LOS	A	-	-	-	C	A
HCM 95th %tile Q (veh)	0.2	-	-	-	0.1	0.1

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	2	1	661	4	2	635
Future Vol, veh/h	2	1	661	4	2	635
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	2	1	661	4	2	635

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	985	333	0	0	665	0
Stage 1	663	-	-	-	-	-
Stage 2	322	-	-	-	-	-
Critical Hdwy	6.8	6.9	-	-	4.1	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	249	669	-	-	934	-
Stage 1	480	-	-	-	-	-
Stage 2	713	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	248	669	-	-	934	-
Mov Cap-2 Maneuver	367	-	-	-	-	-
Stage 1	480	-	-	-	-	-
Stage 2	711	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	13.4	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	432	934	-
HCM Lane V/C Ratio	-	-	0.007	0.002	-
HCM Ctrl Dly (s/v)	-	-	13.4	8.9	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q (veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	2	1	664	8	3	634
Future Vol, veh/h	2	1	664	8	3	634
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	2	1	664	8	3	634

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	991	336	0	0	672	0
Stage 1	668	-	-	-	-	-
Stage 2	323	-	-	-	-	-
Critical Hdwy	6.8	6.9	-	-	4.1	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	247	666	-	-	928	-
Stage 1	477	-	-	-	-	-
Stage 2	712	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	246	666	-	-	928	-
Mov Cap-2 Maneuver	365	-	-	-	-	-
Stage 1	477	-	-	-	-	-
Stage 2	708	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	13.4	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	430	928	-
HCM Lane V/C Ratio	-	-	0.007	0.003	-
HCM Ctrl Dly (s/v)	-	-	13.4	8.9	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q (veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	7	11	42	109	27	18
Future Vol, veh/h	7	11	42	109	27	18
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	7	11	42	109	27	18

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	229	36	45	0	-	0
Stage 1	36	-	-	-	-	-
Stage 2	193	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	764	1042	1576	-	-	-
Stage 1	992	-	-	-	-	-
Stage 2	845	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	743	1042	1576	-	-	-
Mov Cap-2 Maneuver	743	-	-	-	-	-
Stage 1	964	-	-	-	-	-
Stage 2	845	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	9.1	2	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1576	-	901	-	-
HCM Lane V/C Ratio	0.027	-	0.02	-	-
HCM Ctrl Dly (s/v)	7.3	0	9.1	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q (veh)	0.1	-	0.1	-	-

Intersection	
Int Delay, s/veh	4.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	15	21	86	30	24	37
Future Vol, veh/h	15	21	86	30	24	37
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	15	21	86	30	24	37

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	245	43	61	0	-	0
Stage 1	43	-	-	-	-	-
Stage 2	202	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	748	1033	1555	-	-	-
Stage 1	985	-	-	-	-	-
Stage 2	837	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	706	1033	1555	-	-	-
Mov Cap-2 Maneuver	706	-	-	-	-	-
Stage 1	930	-	-	-	-	-
Stage 2	837	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	9.3	5.5	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1555	-	866	-	-
HCM Lane V/C Ratio	0.055	-	0.042	-	-
HCM Ctrl Dly (s/v)	7.5	0	9.3	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q (veh)	0.2	-	0.1	-	-

Intersection	
Int Delay, s/veh	2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	4	5	21	24	56	9
Future Vol, veh/h	4	5	21	24	56	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	4	5	21	24	56	9

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	127	61	65	0	-	0
Stage 1	61	-	-	-	-	-
Stage 2	66	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	872	1010	1550	-	-	-
Stage 1	967	-	-	-	-	-
Stage 2	962	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	860	1010	1550	-	-	-
Mov Cap-2 Maneuver	860	-	-	-	-	-
Stage 1	953	-	-	-	-	-
Stage 2	962	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	8.9	3.4	0
HCM LOS	A		

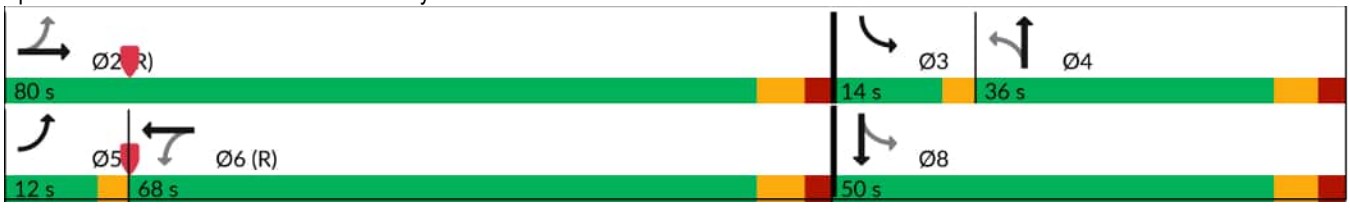
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1550	-	937	-	-
HCM Lane V/C Ratio	0.014	-	0.01	-	-
HCM Ctrl Dly (s/v)	7.4	0	8.9	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q (veh)	0	-	0	-	-

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	288	368	26	395	26	511	89	477
Future Volume (vph)	288	368	26	395	26	511	89	477
Lane Group Flow (vph)	288	403	26	473	26	541	89	904
Turn Type	pm+pt	NA	Perm	NA	Perm	NA	pm+pt	NA
Protected Phases	5	2		6		4	3	8
Permitted Phases	2		6		4		8	
Detector Phase	5	2	6	6	4	4	3	8
Switch Phase								
Minimum Initial (s)	5.0	12.0	12.0	12.0	12.0	12.0	5.0	12.0
Minimum Split (s)	9.5	37.0	37.0	37.0	37.0	37.0	12.5	37.0
Total Split (s)	12.0	80.0	68.0	68.0	36.0	36.0	14.0	50.0
Total Split (%)	9.2%	61.5%	52.3%	52.3%	27.7%	27.7%	10.8%	38.5%
Yellow Time (s)	3.0	4.6	4.6	4.6	4.2	4.2	3.0	4.2
All-Red Time (s)	0.0	2.4	2.4	2.4	2.8	2.8	0.0	2.8
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	3.0	7.0	7.0	7.0	7.0	7.0	3.0	7.0
Lead/Lag	Lead		Lag	Lag	Lag	Lag	Lead	
Lead-Lag Optimize?								
Recall Mode	None	C-Max	C-Max	C-Max	None	None	None	None
v/c Ratio	0.48	0.18	0.05	0.26	0.46	0.80	0.41	0.83
Control Delay (s/veh)	14.0	11.7	19.1	19.0	71.3	59.2	36.5	40.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	14.0	11.7	19.1	19.0	71.3	59.2	36.5	40.9
Queue Length 50th (m)	31.8	23.4	3.8	38.0	6.3	73.5	17.1	97.1
Queue Length 95th (m)	52.5	35.2	9.4	50.3	16.7	90.5	28.9	116.3
Internal Link Dist (m)		689.8		209.6		564.3		107.5
Turn Bay Length (m)	100.0		85.0		105.0		145.0	
Base Capacity (vph)	606	2197	482	1786	69	810	232	1246
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.48	0.18	0.05	0.26	0.38	0.67	0.38	0.73

Intersection Summary

Cycle Length: 130
Actuated Cycle Length: 130
Offset: 116 (89%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle: 100
Control Type: Actuated-Coordinated

Splits and Phases: 1: Coleraine Dr & Mayfield Rd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	288	368	35	26	395	78	26	511	30	89	477	427
Future Volume (vph)	288	368	35	26	395	78	26	511	30	89	477	427
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.5	3.7	3.5	3.5	3.7	3.5	3.5	3.7	3.5	3.5	3.7	3.5
Total Lost time (s)	3.0	7.0		7.0	7.0		7.0	7.0		3.0	7.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.99		1.00	0.98		1.00	0.99		1.00	0.93	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1785	3603		1785	3560		1785	3617		1785	3391	
Flt Permitted	0.44	1.00		0.51	1.00		0.16	1.00		0.19	1.00	
Satd. Flow (perm)	818	3603		967	3560		309	3617		354	3391	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	288	368	35	26	395	78	26	511	30	89	477	427
RTOR Reduction (vph)	0	5	0	0	12	0	0	3	0	0	133	0
Lane Group Flow (vph)	288	398	0	26	461	0	26	538	0	89	771	0
Confl. Peds. (#/hr)									1	1		
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		pm+pt	NA	
Protected Phases	5	2			6			4		3	8	
Permitted Phases	2			6			4			8		
Actuated Green, G (s)	79.1	79.1		64.8	64.8		24.3	24.3		36.9	36.9	
Effective Green, g (s)	79.1	79.1		64.8	64.8		24.3	24.3		36.9	36.9	
Actuated g/C Ratio	0.61	0.61		0.50	0.50		0.19	0.19		0.28	0.28	
Clearance Time (s)	3.0	7.0		7.0	7.0		7.0	7.0		3.0	7.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	581	2192		482	1774		57	676		206	962	
v/s Ratio Prot	c0.04	0.11			0.13			0.15		0.03	c0.23	
v/s Ratio Perm	c0.26			0.03			0.08			0.09		
v/c Ratio	0.50	0.18		0.05	0.26		0.46	0.80		0.43	0.80	
Uniform Delay, d1	12.1	11.2		16.8	18.8		47.0	50.5		36.2	43.2	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.7	0.2		0.2	0.4		5.7	6.4		1.5	4.9	
Delay (s)	12.8	11.4		17.0	19.1		52.7	56.9		37.6	48.0	
Level of Service	B	B		B	B		D	E		D	D	
Approach Delay (s/veh)		12.0			19.0			56.7			47.1	
Approach LOS		B			B			E			D	

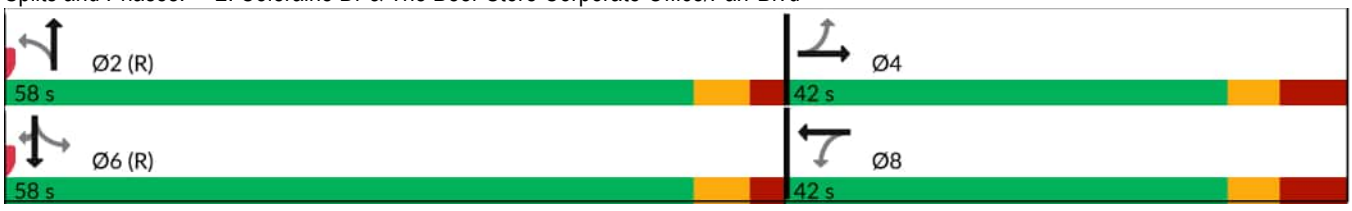
Intersection Summary			
HCM 2000 Control Delay (s/veh)	35.2	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.62		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	87.1%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	3	3	31	6	13	863	127	926	4
Future Volume (vph)	3	3	31	6	13	863	127	926	4
Lane Group Flow (vph)	3	16	31	180	13	886	127	926	4
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA	Perm
Protected Phases		4		8		2		6	
Permitted Phases	4		8		2		6		6
Detector Phase	4	4	8	8	2	2	6	6	6
Switch Phase									
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	41.0	41.0	41.0	41.0	36.7	36.7	36.7	36.7	36.7
Total Split (s)	42.0	42.0	42.0	42.0	58.0	58.0	58.0	58.0	58.0
Total Split (%)	42.0%	42.0%	42.0%	42.0%	58.0%	58.0%	58.0%	58.0%	58.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.2	4.2	4.2	4.2	4.2
All-Red Time (s)	5.0	5.0	5.0	5.0	2.5	2.5	2.5	2.5	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	9.0	9.0	9.0	9.0	6.7	6.7	6.7	6.7	6.7
Lead/Lag									
Lead-Lag Optimize?									
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	C-Max	C-Max
v/c Ratio	0.02	0.08	0.19	0.61	0.03	0.34	0.30	0.35	0.00
Control Delay (s/veh)	37.3	21.4	41.5	24.8	4.8	5.6	7.6	5.7	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	37.3	21.4	41.5	24.8	4.8	5.6	7.6	5.7	0.0
Queue Length 50th (m)	0.6	0.6	5.9	12.1	0.6	26.8	7.1	28.6	0.0
Queue Length 95th (m)	3.2	6.6	14.1	32.2	2.8	45.3	19.6	47.9	0.0
Internal Link Dist (m)		93.8		472.1		202.5		1020.4	
Turn Bay Length (m)	14.0		30.0		37.0		35.0		25.0
Base Capacity (vph)	371	565	463	621	400	2640	420	2650	1153
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.01	0.03	0.07	0.29	0.03	0.34	0.30	0.35	0.00

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated

Splits and Phases: 2: Coleraine Dr & The Beer Store Corporate Office/Parr Blvd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	3	3	13	31	6	174	13	863	23	127	926	4
Future Volume (vph)	3	3	13	31	6	174	13	863	23	127	926	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.5	3.7	3.5	3.5	3.7	3.5	3.5	3.7	3.5	3.5	3.7	3.5
Total Lost time (s)	9.0	9.0		9.0	9.0		6.7	6.7		6.7	6.7	6.7
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95		1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	0.98
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Frt	1.00	0.88		1.00	0.86		1.00	1.00		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1785	1687		1785	1643		1785	3634		1785	3650	1564
Flt Permitted	0.60	1.00		0.75	1.00		0.29	1.00		0.31	1.00	1.00
Satd. Flow (perm)	1126	1687		1404	1643		552	3634		579	3650	1564
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	3	3	13	31	6	174	13	863	23	127	926	4
RTOR Reduction (vph)	0	11	0	0	104	0	0	1	0	0	0	1
Lane Group Flow (vph)	3	5	0	31	76	0	13	885	0	127	926	3
Confl. Bikes (#/hr)									1			1
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	Perm
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		6
Actuated Green, G (s)	11.7	11.7		11.7	11.7		72.6	72.6		72.6	72.6	72.6
Effective Green, g (s)	11.7	11.7		11.7	11.7		72.6	72.6		72.6	72.6	72.6
Actuated g/C Ratio	0.12	0.12		0.12	0.12		0.73	0.73		0.73	0.73	0.73
Clearance Time (s)	9.0	9.0		9.0	9.0		6.7	6.7		6.7	6.7	6.7
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	131	197		164	192		400	2638		420	2649	1135
v/s Ratio Prot		0.00			c0.05			0.24			c0.25	
v/s Ratio Perm	0.00			0.02			0.02			0.22		0.00
v/c Ratio	0.02	0.02		0.19	0.39		0.03	0.34		0.30	0.35	0.00
Uniform Delay, d1	39.1	39.1		39.9	40.9		3.8	5.0		4.8	5.0	3.8
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	0.1	0.0		0.6	1.3		0.2	0.3		1.8	0.4	0.0
Delay (s)	39.2	39.1		40.4	42.2		4.0	5.3		6.7	5.4	3.8
Level of Service	D	D		D	D		A	A		A	A	A
Approach Delay (s/veh)		39.1			41.9			5.3			5.5	
Approach LOS		D			D			A			A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	9.2	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.36		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	15.7
Intersection Capacity Utilization	63.7%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

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	4	154	26	9	122	14	84	1	19	21	2	9
Future Vol, veh/h	4	154	26	9	122	14	84	1	19	21	2	9
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	4	154	26	9	122	14	84	1	19	21	2	9

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	136	0	0	180	0	0	328	329	167	332	335	129
Stage 1	-	-	-	-	-	-	175	175	-	147	147	-
Stage 2	-	-	-	-	-	-	153	154	-	185	188	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1461	-	-	1408	-	-	629	593	882	625	589	926
Stage 1	-	-	-	-	-	-	832	758	-	860	779	-
Stage 2	-	-	-	-	-	-	854	774	-	821	748	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1461	-	-	1408	-	-	616	587	882	606	583	926
Mov Cap-2 Maneuver	-	-	-	-	-	-	616	587	-	606	583	-
Stage 1	-	-	-	-	-	-	830	756	-	857	774	-
Stage 2	-	-	-	-	-	-	838	769	-	800	746	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.2	0.5	11.6	10.7
HCM LOS			B	B

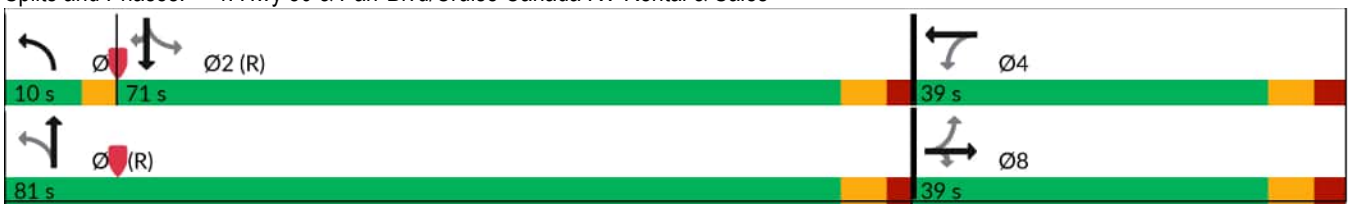
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	652	1461	-	-	1408	-	-	669
HCM Lane V/C Ratio	0.16	0.003	-	-	0.006	-	-	0.048
HCM Ctrl Dly (s/v)	11.6	7.5	0	-	7.6	0	-	10.7
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q (veh)	0.6	0	-	-	0	-	-	0.2

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	68	0	172	1	0	114	1291	1	1190	41
Future Volume (vph)	68	0	172	1	0	114	1291	1	1190	41
Lane Group Flow (vph)	0	68	172	0	2	114	1291	1	1190	41
Turn Type	Perm	NA	Perm	Perm	NA	pm+pt	NA	Perm	NA	Perm
Protected Phases		8			4	1	6		2	
Permitted Phases	8		8	4		6		2		2
Detector Phase	8	8	8	4	4	1	6	2	2	2
Switch Phase										
Minimum Initial (s)	8.0	8.0	8.0	8.0	8.0	5.0	12.0	12.0	12.0	12.0
Minimum Split (s)	33.9	33.9	33.9	33.9	33.9	9.5	30.1	30.1	30.1	30.1
Total Split (s)	39.0	39.0	39.0	39.0	39.0	10.0	81.0	71.0	71.0	71.0
Total Split (%)	32.5%	32.5%	32.5%	32.5%	32.5%	8.3%	67.5%	59.2%	59.2%	59.2%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	3.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.9	2.9	2.9	2.9	2.9	0.0	2.1	2.1	2.1	2.1
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.9	6.9		6.9	3.0	6.1	6.1	6.1	6.1
Lead/Lag						Lead		Lag	Lag	Lag
Lead-Lag Optimize?										
Recall Mode	None	None	None	None	None	None	C-Max	C-Max	C-Max	C-Max
v/c Ratio		0.50	0.59		0.01	0.30	0.44	0.00	0.46	0.04
Control Delay (s/veh)		63.3	18.1		0.0	4.3	4.6	6.0	8.4	0.8
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)		63.3	18.1		0.0	4.3	4.6	6.0	8.4	0.8
Queue Length 50th (m)		16.3	3.2		0.0	4.0	42.2	0.1	57.5	0.0
Queue Length 95th (m)		30.6	24.4		0.0	9.3	64.5	0.7	86.0	2.0
Internal Link Dist (m)		828.8			20.9		732.4		332.3	
Turn Bay Length (m)						35.0		25.0		20.0
Base Capacity (vph)		387	542		451	390	2909	286	2604	1131
Starvation Cap Reductn		0	0		0	0	0	0	0	0
Spillback Cap Reductn		0	0		0	0	0	0	0	0
Storage Cap Reductn		0	0		0	0	0	0	0	0
Reduced v/c Ratio		0.18	0.32		0.00	0.29	0.44	0.00	0.46	0.04

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 3 (3%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 75
Control Type: Actuated-Coordinated

Splits and Phases: 4: Hwy 50 & Parr Blvd/Cruise Canada RV Rental & Sales



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	68	0	172	1	0	1	114	1291	0	1	1190	41
Future Volume (vph)	68	0	172	1	0	1	114	1291	0	1	1190	41
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.5	3.7	3.5	3.5	3.7	3.5	3.5	3.7	3.5	3.5	3.7	3.5
Total Lost time (s)		6.9	6.9		6.9		3.0	6.1		6.1	6.1	6.1
Lane Util. Factor		1.00	1.00		1.00		1.00	0.95		1.00	0.95	1.00
Frpb, ped/bikes		1.00	1.00		0.99		1.00	1.00		1.00	1.00	0.98
Flpb, ped/bikes		1.00	1.00		1.00		1.00	1.00		1.00	1.00	1.00
Frt		1.00	0.85		0.93		1.00	1.00		1.00	1.00	0.85
Flt Protected		0.95	1.00		0.98		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)		1820	1597		1735		1785	3650		1785	3650	1561
Flt Permitted		0.76	1.00		0.86		0.20	1.00		0.21	1.00	1.00
Satd. Flow (perm)		1450	1597		1537		369	3650		402	3650	1561
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	68	0	172	1	0	1	114	1291	0	1	1190	41
RTOR Reduction (vph)	0	0	143	0	2	0	0	0	0	0	0	12
Lane Group Flow (vph)	0	68	29	0	0	0	114	1291	0	1	1190	29
Confl. Peds. (#/hr)	2					2	1					1
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA		Perm	NA	Perm
Protected Phases		8			4		1	6			2	
Permitted Phases	8		8	4			6			2		2
Actuated Green, G (s)		11.4	11.4		11.4		95.6	95.6		85.6	85.6	85.6
Effective Green, g (s)		11.4	11.4		11.4		95.6	95.6		85.6	85.6	85.6
Actuated g/C Ratio		0.10	0.10		0.10		0.80	0.80		0.71	0.71	0.71
Clearance Time (s)		6.9	6.9		6.9		3.0	6.1		6.1	6.1	6.1
Vehicle Extension (s)		3.0	3.0		3.0		3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)		137	151		146		376	2907		286	2603	1113
v/s Ratio Prot							0.02	c0.35			c0.33	
v/s Ratio Perm		c0.05	0.02		0.00		0.22			0.00		0.02
v/c Ratio		0.50	0.19		0.00		0.30	0.44		0.00	0.46	0.03
Uniform Delay, d1		51.6	50.1		49.1		4.0	3.8		4.9	7.3	5.0
Progression Factor		1.00	1.00		1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2		2.8	0.6		0.0		0.5	0.5		0.0	0.6	0.0
Delay (s)		54.4	50.7		49.2		4.4	4.3		5.0	7.9	5.1
Level of Service		D	D		D		A	A		A	A	A
Approach Delay (s/veh)		51.7			49.2			4.3			7.8	
Approach LOS		D			D			A			A	

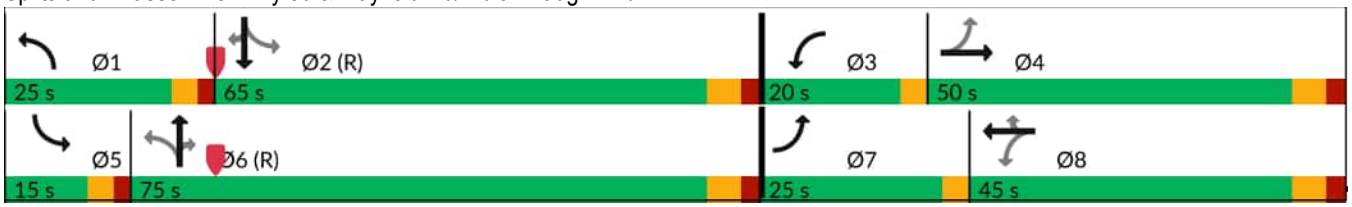
Intersection Summary			
HCM 2000 Control Delay (s/veh)	9.8	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.46		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	69.3%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	85	206	212	128	33	111	1140	413	36	1268	70
Future Volume (vph)	85	206	212	128	33	111	1140	413	36	1268	70
Lane Group Flow (vph)	85	485	212	128	33	111	1140	413	36	1268	70
Turn Type	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4	3	8		1	6		5	2	
Permitted Phases	4		8		8	6		6	2		2
Detector Phase	7	4	3	8	8	1	6	6	5	2	2
Switch Phase											
Minimum Initial (s)	5.0	12.0	10.0	12.0	12.0	10.0	20.0	20.0	10.0	20.0	20.0
Minimum Split (s)	9.5	43.5	14.5	43.5	43.5	15.0	41.3	41.3	15.0	41.3	41.3
Total Split (s)	25.0	50.0	20.0	45.0	45.0	25.0	75.0	75.0	15.0	65.0	65.0
Total Split (%)	15.6%	31.3%	12.5%	28.1%	28.1%	15.6%	46.9%	46.9%	9.4%	40.6%	40.6%
Yellow Time (s)	3.0	4.0	3.0	4.0	4.0	3.0	4.2	4.2	3.0	4.2	4.2
All-Red Time (s)	0.0	2.5	0.0	2.5	2.5	2.0	2.1	2.1	2.0	2.1	2.1
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	3.0	6.5	3.0	6.5	6.5	5.0	6.3	6.3	5.0	6.3	6.3
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?											
Recall Mode	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
v/c Ratio	0.28	0.82	0.89	0.43	0.09	0.40	0.52	0.38	0.11	0.61	0.07
Control Delay (s/veh)	46.3	50.1	84.1	65.3	0.5	13.7	21.1	5.5	10.5	25.5	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	46.3	50.1	84.1	65.3	0.5	13.7	21.1	5.5	10.5	25.5	0.1
Queue Length 50th (m)	22.0	48.8	59.3	39.3	0.0	11.8	118.8	14.1	3.7	140.6	0.0
Queue Length 95th (m)	35.4	67.3	#90.5	60.2	0.0	22.3	154.1	38.4	9.0	195.7	0.0
Internal Link Dist (m)		330.4		656.8			717.1			732.4	
Turn Bay Length (m)	60.0		50.0		50.0	100.0		85.0	35.0		120.0
Base Capacity (vph)	408	1059	242	462	484	360	2192	1085	316	2079	955
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.21	0.46	0.88	0.28	0.07	0.31	0.52	0.38	0.11	0.61	0.07

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 72 (45%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 115
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 5: Hwy 50 & Mayfield Rd/Albion Vaughn Rd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	85	206	279	212	128	33	111	1140	413	36	1268	70
Future Volume (vph)	85	206	279	212	128	33	111	1140	413	36	1268	70
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.5	3.7	3.5	3.5	3.7	3.5	3.5	3.7	3.5	3.5	3.7	3.5
Total Lost time (s)	3.0	6.5		3.0	6.5	6.5	5.0	6.3	6.3	5.0	6.3	6.3
Lane Util. Factor	1.00	0.95		1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.91		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1785	3335		1785	1921	1597	1785	3650	1597	1785	3650	1577
Flt Permitted	0.67	1.00		0.18	1.00	1.00	0.13	1.00	1.00	0.19	1.00	1.00
Satd. Flow (perm)	1268	3335		334	1921	1597	246	3650	1597	354	3650	1577
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	85	206	279	212	128	33	111	1140	413	36	1268	70
RTOR Reduction (vph)	0	184	0	0	0	28	0	0	128	0	0	30
Lane Group Flow (vph)	85	301	0	212	128	5	111	1140	285	36	1268	40
Confl. Bikes (#/hr)												1
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4		3	8		1	6		5	2	
Permitted Phases	4			8		8	6		6	2		2
Actuated Green, G (s)	30.8	19.5		39.1	24.8	24.8	107.1	95.1	95.1	99.1	91.1	91.1
Effective Green, g (s)	30.8	19.5		39.1	24.8	24.8	107.1	95.1	95.1	99.1	91.1	91.1
Actuated g/C Ratio	0.19	0.12		0.24	0.16	0.16	0.67	0.59	0.59	0.62	0.57	0.57
Clearance Time (s)	3.0	6.5		3.0	6.5	6.5	5.0	6.3	6.3	5.0	6.3	6.3
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	280	406		232	297	247	280	2169	949	290	2078	897
v/s Ratio Prot	0.02	0.09		c0.09	0.07		c0.03	c0.31		0.01	c0.35	
v/s Ratio Perm	0.04			c0.13		0.00	0.24		0.18	0.07		0.03
v/c Ratio	0.30	0.74		0.91	0.43	0.02	0.40	0.53	0.30	0.12	0.61	0.04
Uniform Delay, d1	54.8	67.8		53.0	61.2	57.3	15.6	19.1	16.0	13.5	22.7	15.2
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.6	7.1		36.3	1.0	0.0	0.9	0.9	0.8	0.2	1.3	0.1
Delay (s)	55.4	74.9		89.4	62.2	57.3	16.5	20.1	16.8	13.7	24.1	15.3
Level of Service	E	E		F	E	E	B	C	B	B	C	B
Approach Delay (s/veh)		72.0			77.2			19.0			23.4	
Approach LOS		E			E			B			C	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	33.6	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.69		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	20.8
Intersection Capacity Utilization	88.0%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	4	483	486	2	6	13
Future Vol, veh/h	4	483	486	2	6	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	30	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	4	483	486	2	6	13

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	488	0	-	0	737	244
Stage 1	-	-	-	-	487	-
Stage 2	-	-	-	-	250	-
Critical Hdwy	4.1	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1086	-	-	-	358	763
Stage 1	-	-	-	-	589	-
Stage 2	-	-	-	-	774	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1086	-	-	-	356	763
Mov Cap-2 Maneuver	-	-	-	-	356	-
Stage 1	-	-	-	-	586	-
Stage 2	-	-	-	-	774	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.1	0	11.5
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1086	-	-	-	356	763
HCM Lane V/C Ratio	0.004	-	-	-	0.017	0.017
HCM Ctrl Dly (s/v)	8.3	0	-	-	15.3	9.8
HCM Lane LOS	A	A	-	-	C	A
HCM 95th %tile Q (veh)	0	-	-	-	0.1	0.1

Intersection	
Int Delay, s/veh	0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	10	7	875	5	1	974
Future Vol, veh/h	10	7	875	5	1	974
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	10	7	875	5	1	974

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1367	440	0	0	880	0
Stage 1	878	-	-	-	-	-
Stage 2	489	-	-	-	-	-
Critical Hdwy	6.8	6.9	-	-	4.1	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	141	570	-	-	777	-
Stage 1	372	-	-	-	-	-
Stage 2	588	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	141	570	-	-	777	-
Mov Cap-2 Maneuver	268	-	-	-	-	-
Stage 1	372	-	-	-	-	-
Stage 2	586	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	16	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	343	777	-
HCM Lane V/C Ratio	-	-	0.05	0.001	-
HCM Ctrl Dly (s/v)	-	-	16	9.6	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q (veh)	-	-	0.2	0	-

Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	24	465	411	21	48	77
Future Vol, veh/h	24	465	411	21	48	77
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	15	-	-	-	0	80
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	24	465	411	21	48	77

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	432	0	-	0	703	216
Stage 1	-	-	-	-	422	-
Stage 2	-	-	-	-	281	-
Critical Hdwy	4.1	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1138	-	-	-	376	795
Stage 1	-	-	-	-	635	-
Stage 2	-	-	-	-	747	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1138	-	-	-	368	795
Mov Cap-2 Maneuver	-	-	-	-	368	-
Stage 1	-	-	-	-	622	-
Stage 2	-	-	-	-	747	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.4	0	12.4
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1138	-	-	-	368	795
HCM Lane V/C Ratio	0.021	-	-	-	0.13	0.097
HCM Ctrl Dly (s/v)	8.2	-	-	-	16.2	10
HCM Lane LOS	A	-	-	-	C	B
HCM 95th %tile Q (veh)	0.1	-	-	-	0.4	0.3

Intersection	
Int Delay, s/veh	0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	5	2	893	1	1	1003
Future Vol, veh/h	5	2	893	1	1	1003
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	5	2	893	1	1	1003

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1398	447	0	0	894	0
Stage 1	894	-	-	-	-	-
Stage 2	504	-	-	-	-	-
Critical Hdwy	6.8	6.9	-	-	4.1	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	134	564	-	-	767	-
Stage 1	365	-	-	-	-	-
Stage 2	578	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	134	564	-	-	767	-
Mov Cap-2 Maneuver	261	-	-	-	-	-
Stage 1	365	-	-	-	-	-
Stage 2	576	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	17	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	308	767	-
HCM Lane V/C Ratio	-	-	0.023	0.001	-
HCM Ctrl Dly (s/v)	-	-	17	9.7	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q (veh)	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	7	4	890	3	1	1007
Future Vol, veh/h	7	4	890	3	1	1007
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	7	4	890	3	1	1007

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1398	447	0	0	893	0
Stage 1	892	-	-	-	-	-
Stage 2	506	-	-	-	-	-
Critical Hdwy	6.8	6.9	-	-	4.1	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	134	564	-	-	768	-
Stage 1	366	-	-	-	-	-
Stage 2	576	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	134	564	-	-	768	-
Mov Cap-2 Maneuver	261	-	-	-	-	-
Stage 1	366	-	-	-	-	-
Stage 2	574	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	16.5	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	324	768	-
HCM Lane V/C Ratio	-	-	0.034	0.001	-
HCM Ctrl Dly (s/v)	-	-	16.5	9.7	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q (veh)	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	3.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	24	35	12	33	90	6
Future Vol, veh/h	24	35	12	33	90	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	24	35	12	33	90	6

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	150	93	96	0	-	0
Stage 1	93	-	-	-	-	-
Stage 2	57	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	847	970	1510	-	-	-
Stage 1	936	-	-	-	-	-
Stage 2	971	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	840	970	1510	-	-	-
Mov Cap-2 Maneuver	840	-	-	-	-	-
Stage 1	929	-	-	-	-	-
Stage 2	971	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	9.2	2	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1510	-	913	-	-
HCM Lane V/C Ratio	0.008	-	0.065	-	-
HCM Ctrl Dly (s/v)	7.4	0	9.2	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q (veh)	0	-	0.2	-	-

Intersection	
Int Delay, s/veh	6.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	51	71	26	31	25	11
Future Vol, veh/h	51	71	26	31	25	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	51	71	26	31	25	11

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	114	31	36	0	-	0
Stage 1	31	-	-	-	-	-
Stage 2	83	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	887	1049	1588	-	-	-
Stage 1	997	-	-	-	-	-
Stage 2	945	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	872	1049	1588	-	-	-
Mov Cap-2 Maneuver	872	-	-	-	-	-
Stage 1	980	-	-	-	-	-
Stage 2	945	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	9.3	3.3	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1588	-	967	-	-
HCM Lane V/C Ratio	0.016	-	0.126	-	-
HCM Ctrl Dly (s/v)	7.3	0	9.3	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q (veh)	0.1	-	0.4	-	-

Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	12	17	6	76	19	3
Future Vol, veh/h	12	17	6	76	19	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	12	17	6	76	19	3

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	109	21	22	0	-	0
Stage 1	21	-	-	-	-	-
Stage 2	88	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	893	1062	1607	-	-	-
Stage 1	1007	-	-	-	-	-
Stage 2	940	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	889	1062	1607	-	-	-
Mov Cap-2 Maneuver	889	-	-	-	-	-
Stage 1	1003	-	-	-	-	-
Stage 2	940	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	8.8	0.5	0
HCM LOS	A		

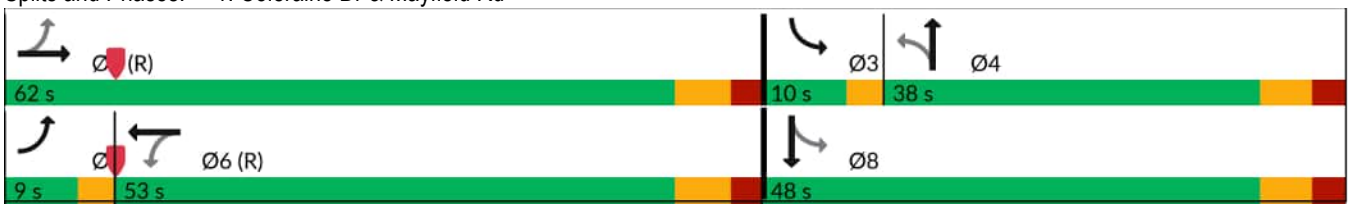
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1607	-	983	-	-
HCM Lane V/C Ratio	0.004	-	0.03	-	-
HCM Ctrl Dly (s/v)	7.2	0	8.8	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q (veh)	0	-	0.1	-	-

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	95	305	2	368	6	11	91	0
Future Volume (vph)	95	305	2	368	6	11	91	0
Lane Group Flow (vph)	95	306	2	429	6	11	91	159
Turn Type	pm+pt	NA	Perm	NA	Perm	NA	pm+pt	NA
Protected Phases	5	2		6		4	3	8
Permitted Phases	2		6		4		8	
Detector Phase	5	2	6	6	4	4	3	8
Switch Phase								
Minimum Initial (s)	5.0	12.0	12.0	12.0	12.0	12.0	5.0	12.0
Minimum Split (s)	9.5	37.0	37.0	37.0	37.0	37.0	12.5	37.0
Total Split (s)	9.0	62.0	53.0	53.0	38.0	38.0	10.0	48.0
Total Split (%)	8.2%	56.4%	48.2%	48.2%	34.5%	34.5%	9.1%	43.6%
Yellow Time (s)	3.0	4.6	4.6	4.6	4.2	4.2	3.0	4.2
All-Red Time (s)	0.0	2.4	2.4	2.4	2.8	2.8	0.0	2.8
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	3.0	7.0	7.0	7.0	7.0	7.0	3.0	7.0
Lead/Lag	Lead		Lag	Lag	Lag	Lag	Lead	
Lead-Lag Optimize?								
Recall Mode	None	C-Max	C-Max	C-Max	None	None	None	None
v/c Ratio	0.13	0.12	0.00	0.19	0.05	0.03	0.36	0.19
Control Delay (s/veh)	4.3	5.1	10.0	8.9	45.0	44.1	41.4	0.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	4.3	5.1	10.0	8.9	45.0	44.1	41.4	0.5
Queue Length 50th (m)	3.6	7.8	0.2	16.0	1.2	1.2	18.8	0.0
Queue Length 95th (m)	10.7	16.8	1.3	31.1	5.4	4.1	31.1	0.0
Internal Link Dist (m)		689.8		209.6		564.3		107.5
Turn Bay Length (m)	100.0		85.0		105.0		145.0	
Base Capacity (vph)	745	2654	668	2280	344	1028	256	1429
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.13	0.12	0.00	0.19	0.02	0.01	0.36	0.11

Intersection Summary

Cycle Length: 110
Actuated Cycle Length: 110
Offset: 48 (44%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle: 100
Control Type: Actuated-Coordinated

Splits and Phases: 1: Coleraine Dr & Mayfield Rd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	95	305	1	2	368	61	6	11	0	91	0	159
Future Volume (vph)	95	305	1	2	368	61	6	11	0	91	0	159
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.5	3.7	3.5	3.5	3.7	3.5	3.5	3.7	3.5	3.5	3.7	3.5
Total Lost time (s)	3.0	7.0		7.0	7.0		7.0	7.0		3.0	7.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	0.95		1.00	0.95	
Frt	1.00	1.00		1.00	0.98		1.00	1.00		1.00	0.85	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1785	3648		1767	3572		1785	3650		1785	3103	
Flt Permitted	0.48	1.00		0.57	1.00		0.65	1.00		0.53	1.00	
Satd. Flow (perm)	903	3648		1052	3572		1224	3650		995	3103	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	95	305	1	2	368	61	6	11	0	91	0	159
RTOR Reduction (vph)	0	0	0	0	8	0	0	0	0	0	131	0
Lane Group Flow (vph)	95	306	0	2	421	0	6	11	0	91	28	0
Heavy Vehicles (%)	0%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		pm+pt	NA	
Protected Phases	5	2			6			4		3	8	
Permitted Phases	2			6			4			8		
Actuated Green, G (s)	76.6	76.6		66.6	66.6		7.2	7.2		19.4	19.4	
Effective Green, g (s)	76.6	76.6		66.6	66.6		7.2	7.2		19.4	19.4	
Actuated g/C Ratio	0.70	0.70		0.61	0.61		0.07	0.07		0.18	0.18	
Clearance Time (s)	3.0	7.0		7.0	7.0		7.0	7.0		3.0	7.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	684	2540		636	2162		80	238		241	547	
v/s Ratio Prot	c0.01	0.08			c0.12			0.00		c0.03	0.01	
v/s Ratio Perm	0.09			0.00			0.00			c0.03		
v/c Ratio	0.14	0.12		0.00	0.19		0.08	0.05		0.38	0.05	
Uniform Delay, d1	5.4	5.5		8.6	9.7		48.3	48.2		39.4	37.7	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.1	0.1		0.0	0.2		0.4	0.1		1.0	0.0	
Delay (s)	5.5	5.6		8.6	9.9		48.7	48.3		40.4	37.7	
Level of Service	A	A		A	A		D	D		D	D	
Approach Delay (s/veh)		5.6			9.9			48.4			38.7	
Approach LOS		A			A			D			D	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	15.5	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.24		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	49.2%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	1	3	18	1	1	152	41	191	2
Future Volume (vph)	1	3	18	1	1	152	41	191	2
Lane Group Flow (vph)	1	4	18	107	1	158	41	191	2
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA	Perm
Protected Phases		4		8		2		6	
Permitted Phases	4		8		2		6		6
Detector Phase	4	4	8	8	2	2	6	6	6
Switch Phase									
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	41.0	41.0	41.0	41.0	36.7	36.7	36.7	36.7	36.7
Total Split (s)	44.0	44.0	44.0	44.0	61.7	61.7	61.7	61.7	61.7
Total Split (%)	41.6%	41.6%	41.6%	41.6%	58.4%	58.4%	58.4%	58.4%	58.4%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.2	4.2	4.2	4.2	4.2
All-Red Time (s)	5.0	5.0	5.0	5.0	2.5	2.5	2.5	2.5	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	9.0	9.0	9.0	9.0	6.7	6.7	6.7	6.7	6.7
Lead/Lag									
Lead-Lag Optimize?									
Recall Mode	None	None	None	None	Max	Max	Max	Max	Max
v/c Ratio	0.01	0.02	0.10	0.37	0.00	0.06	0.04	0.07	0.00
Control Delay (s/veh)	31.0	28.8	33.3	11.3	4.0	3.9	4.4	4.0	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	31.0	28.8	33.3	11.3	4.0	3.9	4.4	4.0	0.0
Queue Length 50th (m)	0.2	0.4	2.6	0.2	0.1	3.6	1.9	4.6	0.0
Queue Length 95th (m)	1.6	3.2	8.9	14.3	0.5	6.4	4.8	7.7	0.0
Internal Link Dist (m)		93.8		472.1		202.5		1020.4	
Turn Bay Length (m)	14.0		30.0		37.0		35.0		25.0
Base Capacity (vph)	552	790	606	759	893	2733	922	2748	1218
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.00	0.01	0.03	0.14	0.00	0.06	0.04	0.07	0.00

Intersection Summary
Cycle Length: 105.7
Actuated Cycle Length: 82.2
Natural Cycle: 80
Control Type: Semi Act-Uncoord

Splits and Phases: 2: Coleraine Dr & The Beer Store Corporate Office/Parr Blvd

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	3	1	18	1	106	1	152	6	41	191	2
Future Volume (vph)	1	3	1	18	1	106	1	152	6	41	191	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.5	3.7	3.5	3.5	3.7	3.5	3.5	3.7	3.5	3.5	3.7	3.5
Total Lost time (s)	9.0	9.0		9.0	9.0		6.7	6.7		6.7	6.7	6.7
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95		1.00	0.95	1.00
Frt	1.00	0.96		1.00	0.85		1.00	0.99		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1785	1849		1785	1635		1785	3629		1785	3650	1597
Flt Permitted	0.69	1.00		0.76	1.00		0.63	1.00		0.65	1.00	1.00
Satd. Flow (perm)	1293	1849		1419	1635		1187	3629		1225	3650	1597
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	1	3	1	18	1	106	1	152	6	41	191	2
RTOR Reduction (vph)	0	1	0	0	96	0	0	2	0	0	0	1
Lane Group Flow (vph)	1	3	0	18	11	0	1	156	0	41	191	1
Heavy Vehicles (%)	0%	0%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	Perm
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		6
Actuated Green, G (s)	7.9	7.9		7.9	7.9		60.4	60.4		60.4	60.4	60.4
Effective Green, g (s)	7.9	7.9		7.9	7.9		60.4	60.4		60.4	60.4	60.4
Actuated g/C Ratio	0.09	0.09		0.09	0.09		0.72	0.72		0.72	0.72	0.72
Clearance Time (s)	9.0	9.0		9.0	9.0		6.7	6.7		6.7	6.7	6.7
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	121	173		133	153		853	2609		880	2624	1148
v/s Ratio Prot		0.00			0.01			0.04			c0.05	
v/s Ratio Perm	0.00			c0.01			0.00			0.03		0.00
v/c Ratio	0.01	0.02		0.14	0.07		0.00	0.06		0.05	0.07	0.00
Uniform Delay, d1	34.5	34.5		34.9	34.7		3.3	3.5		3.4	3.5	3.3
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	0.0	0.0		0.5	0.2		0.0	0.0		0.1	0.1	0.0
Delay (s)	34.5	34.6		35.4	34.9		3.3	3.5		3.5	3.6	3.3
Level of Service	C	C		D	C		A	A		A	A	A
Approach Delay (s/veh)		34.6			35.0			3.5			3.5	
Approach LOS		C			C			A			A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	11.3	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.08		
Actuated Cycle Length (s)	84.0	Sum of lost time (s)	15.7
Intersection Capacity Utilization	43.7%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Intersection	
Int Delay, s/veh	5.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	35	19	5	39	3	79	2	16	4	4	5
Future Vol, veh/h	0	35	19	5	39	3	79	2	16	4	4	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	35	19	5	39	3	79	2	16	4	4	5

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	42	0	0	54	0	0	100	97	45	105	105	41
Stage 1	-	-	-	-	-	-	45	45	-	51	51	-
Stage 2	-	-	-	-	-	-	55	52	-	54	54	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1580	-	-	1564	-	-	886	797	1031	880	789	1036
Stage 1	-	-	-	-	-	-	974	861	-	967	856	-
Stage 2	-	-	-	-	-	-	962	856	-	963	854	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1580	-	-	1564	-	-	876	795	1031	862	787	1036
Mov Cap-2 Maneuver	-	-	-	-	-	-	876	795	-	862	787	-
Stage 1	-	-	-	-	-	-	974	861	-	967	853	-
Stage 2	-	-	-	-	-	-	950	853	-	946	854	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	0.8	9.5	9.1
HCM LOS			A	A

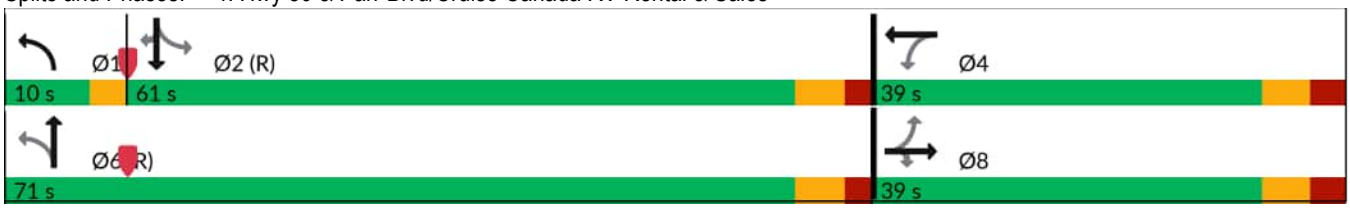
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	896	1580	-	-	1564	-	-	894
HCM Lane V/C Ratio	0.108	-	-	-	0.003	-	-	0.015
HCM Ctrl Dly (s/v)	9.5	0	-	-	7.3	0	-	9.1
HCM Lane LOS	A	A	-	-	A	A	-	A
HCM 95th %tile Q (veh)	0.4	0	-	-	0	-	-	0

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	32	0	43	4	2	36	992	6	975	20
Future Volume (vph)	32	0	43	4	2	36	992	6	975	20
Lane Group Flow (vph)	0	32	43	0	8	36	992	6	975	20
Turn Type	Perm	NA	Perm	Perm	NA	pm+pt	NA	Perm	NA	Perm
Protected Phases		8			4	1	6		2	
Permitted Phases	8		8	4		6		2		2
Detector Phase	8	8	8	4	4	1	6	2	2	2
Switch Phase										
Minimum Initial (s)	8.0	8.0	8.0	8.0	8.0	5.0	12.0	12.0	12.0	12.0
Minimum Split (s)	33.9	33.9	33.9	33.9	33.9	9.5	30.1	30.1	30.1	30.1
Total Split (s)	39.0	39.0	39.0	39.0	39.0	10.0	71.0	61.0	61.0	61.0
Total Split (%)	35.5%	35.5%	35.5%	35.5%	35.5%	9.1%	64.5%	55.5%	55.5%	55.5%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	3.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.9	2.9	2.9	2.9	2.9	0.0	2.1	2.1	2.1	2.1
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.9	6.9		6.9	3.0	6.1	6.1	6.1	6.1
Lead/Lag						Lead		Lag	Lag	Lag
Lead-Lag Optimize?										
Recall Mode	None	None	None	None	None	None	C-Max	C-Max	C-Max	C-Max
v/c Ratio		0.28	0.24		0.07	0.07	0.32	0.01	0.34	0.02
Control Delay (s/veh)		53.5	10.1		41.9	2.1	3.0	4.8	5.1	0.0
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)		53.5	10.1		41.9	2.1	3.0	4.8	5.1	0.0
Queue Length 50th (m)		7.0	0.0		1.3	1.0	23.9	0.3	37.1	0.0
Queue Length 95th (m)		16.8	7.4		6.4	2.9	35.5	1.7	53.1	0.0
Internal Link Dist (m)		828.8			20.9		732.4		332.3	
Turn Bay Length (m)						35.0		25.0		20.0
Base Capacity (vph)		421	508		445	512	3066	429	2885	1249
Starvation Cap Reductn		0	0		0	0	0	0	0	0
Spillback Cap Reductn		0	0		0	0	0	0	0	0
Storage Cap Reductn		0	0		0	0	0	0	0	0
Reduced v/c Ratio		0.08	0.08		0.02	0.07	0.32	0.01	0.34	0.02

Intersection Summary

Cycle Length: 110
Actuated Cycle Length: 110
Offset: 105 (95%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 75
Control Type: Actuated-Coordinated

Splits and Phases: 4: Hwy 50 & Parr Blvd/Cruise Canada RV Rental & Sales



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	32	0	43	4	2	2	36	992	0	6	975	20
Future Volume (vph)	32	0	43	4	2	2	36	992	0	6	975	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.5	3.7	3.5	3.5	3.7	3.5	3.5	3.7	3.5	3.5	3.7	3.5
Total Lost time (s)		6.9	6.9		6.9		3.0	6.1		6.1	6.1	6.1
Lane Util. Factor		1.00	1.00		1.00		1.00	0.95		1.00	0.95	1.00
Frpb, ped/bikes		1.00	1.00		1.00		1.00	1.00		1.00	1.00	0.98
Flpb, ped/bikes		1.00	1.00		1.00		1.00	1.00		1.00	1.00	1.00
Frt		1.00	0.85		0.97		1.00	1.00		1.00	1.00	0.85
Flt Protected		0.95	1.00		0.98		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)		1823	1597		1801		1785	3650		1784	3650	1562
Flt Permitted		0.75	1.00		0.83		0.27	1.00		0.29	1.00	1.00
Satd. Flow (perm)		1444	1597		1523		503	3650		542	3650	1562
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	32	0	43	4	2	2	36	992	0	6	975	20
RTOR Reduction (vph)	0	0	40	0	2	0	0	0	0	0	0	5
Lane Group Flow (vph)	0	32	3	0	6	0	36	992	0	6	975	15
Confl. Peds. (#/hr)	1					1	1		1	1		1
Heavy Vehicles (%)	0%	0%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA		Perm	NA	Perm
Protected Phases		8			4		1	6			2	
Permitted Phases	8		8	4			6			2		2
Actuated Green, G (s)		7.2	7.2		7.2		89.8	89.8		83.2	83.2	83.2
Effective Green, g (s)		7.2	7.2		7.2		89.8	89.8		83.2	83.2	83.2
Actuated g/C Ratio		0.07	0.07		0.07		0.82	0.82		0.76	0.76	0.76
Clearance Time (s)		6.9	6.9		6.9		3.0	6.1		6.1	6.1	6.1
Vehicle Extension (s)		3.0	3.0		3.0		3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)		94	104		99		452	2979		409	2760	1181
v/s Ratio Prot							0.00	c0.27			c0.27	
v/s Ratio Perm		c0.02	0.00		0.00		0.06			0.01		0.01
v/c Ratio		0.34	0.03		0.06		0.08	0.33		0.01	0.35	0.01
Uniform Delay, d1		49.1	48.1		48.2		2.2	2.5		3.3	4.5	3.3
Progression Factor		1.00	1.00		1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2		2.2	0.1		0.3		0.1	0.3		0.1	0.4	0.0
Delay (s)		51.3	48.2		48.5		2.2	2.8		3.4	4.8	3.3
Level of Service		D	D		D		A	A		A	A	A
Approach Delay (s/veh)		49.5			48.5			2.8			4.8	
Approach LOS		D			D			A			A	

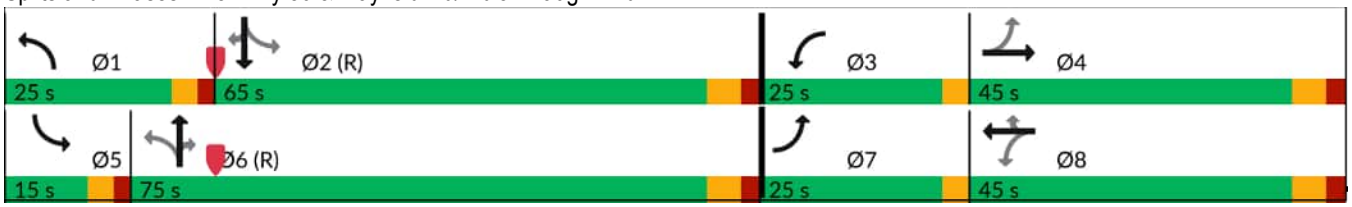
Intersection Summary			
HCM 2000 Control Delay (s/veh)	5.6	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.35		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	57.4%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	91	129	232	131	10	114	888	231	14	904	97
Future Volume (vph)	91	129	232	131	10	114	888	231	14	904	97
Lane Group Flow (vph)	91	316	232	131	10	114	888	231	14	904	97
Turn Type	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4	3	8		1	6		5	2	
Permitted Phases	4		8		8	6		6	2		2
Detector Phase	7	4	3	8	8	1	6	6	5	2	2
Switch Phase											
Minimum Initial (s)	5.0	12.0	10.0	12.0	12.0	10.0	20.0	20.0	10.0	20.0	20.0
Minimum Split (s)	9.5	43.5	14.5	43.5	43.5	15.0	41.3	41.3	15.0	41.3	41.3
Total Split (s)	25.0	45.0	25.0	45.0	45.0	25.0	75.0	75.0	15.0	65.0	65.0
Total Split (%)	15.6%	28.1%	15.6%	28.1%	28.1%	15.6%	46.9%	46.9%	9.4%	40.6%	40.6%
Yellow Time (s)	3.0	4.0	3.0	4.0	4.0	3.0	4.2	4.2	3.0	4.2	4.2
All-Red Time (s)	0.0	2.5	0.0	2.5	2.5	2.0	2.1	2.1	2.0	2.1	2.1
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	3.0	6.5	3.0	6.5	6.5	5.0	6.3	6.3	5.0	6.3	6.3
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?											
Recall Mode	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
v/c Ratio	0.34	0.70	0.81	0.49	0.03	0.28	0.37	0.21	0.03	0.42	0.10
Control Delay (s/veh)	50.0	37.2	72.5	70.2	0.2	10.4	14.8	2.4	8.7	18.9	2.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	50.0	37.2	72.5	70.2	0.2	10.4	14.8	2.4	8.7	18.9	2.0
Queue Length 50th (m)	24.2	22.3	67.3	41.2	0.0	11.5	60.2	0.4	1.3	82.7	0.0
Queue Length 95th (m)	39.0	39.1	#93.1	63.9	0.0	21.0	104.8	13.3	4.3	109.7	6.8
Internal Link Dist (m)		330.4		656.8			717.1			732.4	
Turn Bay Length (m)	60.0		50.0		50.0	100.0		85.0	35.0		120.0
Base Capacity (vph)	375	942	298	462	468	485	2373	1104	442	2161	991
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.24	0.34	0.78	0.28	0.02	0.24	0.37	0.21	0.03	0.42	0.10

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 7 (4%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 115
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 5: Hwy 50 & Mayfield Rd/Albion Vaughn Rd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	91	129	187	232	131	10	114	888	231	14	904	97
Future Volume (vph)	91	129	187	232	131	10	114	888	231	14	904	97
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.5	3.7	3.5	3.5	3.7	3.5	3.5	3.7	3.5	3.5	3.7	3.5
Total Lost time (s)	3.0	6.5		3.0	6.5	6.5	5.0	6.3	6.3	5.0	6.3	6.3
Lane Util. Factor	1.00	0.95		1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00	0.99	1.00	1.00	1.00
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.91		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1785	3326		1785	1921	1597	1785	3650	1577	1785	3650	1597
Flt Permitted	0.67	1.00		0.24	1.00	1.00	0.25	1.00	1.00	0.29	1.00	1.00
Satd. Flow (perm)	1265	3326		455	1921	1597	461	3650	1577	551	3650	1597
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	91	129	187	232	131	10	114	888	231	14	904	97
RTOR Reduction (vph)	0	171	0	0	0	9	0	0	84	0	0	40
Lane Group Flow (vph)	91	145	0	232	131	1	114	888	147	14	904	57
Confl. Bikes (#/hr)									1			
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4		3	8		1	6		5	2	
Permitted Phases	4			8		8	6		6	2		2
Actuated Green, G (s)	25.3	13.5		37.1	22.3	22.3	110.1	101.1	101.1	98.8	94.8	94.8
Effective Green, g (s)	25.3	13.5		37.1	22.3	22.3	110.1	101.1	101.1	98.8	94.8	94.8
Actuated g/C Ratio	0.16	0.08		0.23	0.14	0.14	0.69	0.63	0.63	0.62	0.59	0.59
Clearance Time (s)	3.0	6.5		3.0	6.5	6.5	5.0	6.3	6.3	5.0	6.3	6.3
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	238	280		276	267	222	402	2306	996	371	2162	946
v/s Ratio Prot	0.03	0.04		c0.11	0.07		c0.02	c0.24		0.00	c0.25	
v/s Ratio Perm	0.03			c0.09		0.00	0.18		0.09	0.02		0.04
v/c Ratio	0.38	0.52		0.84	0.49	0.01	0.28	0.39	0.15	0.04	0.42	0.06
Uniform Delay, d1	59.7	70.1		54.7	63.6	59.3	10.2	14.3	12.0	12.0	17.7	13.8
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	1.0	1.6		20.0	1.4	0.0	0.4	0.5	0.3	0.0	0.6	0.1
Delay (s)	60.8	71.7		74.7	65.0	59.3	10.6	14.8	12.3	12.0	18.3	13.9
Level of Service	E	E		E	E	E	B	B	B	B	B	B
Approach Delay (s/veh)		69.3			70.9			13.9			17.8	
Approach LOS		E			E			B			B	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	29.7	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.53		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	20.8
Intersection Capacity Utilization	74.3%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	4	394	421	2	6	13
Future Vol, veh/h	4	394	421	2	6	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	30	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	4	394	421	2	6	13

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	423	0	-	0	627	212
Stage 1	-	-	-	-	422	-
Stage 2	-	-	-	-	205	-
Critical Hdwy	4.1	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1147	-	-	-	420	800
Stage 1	-	-	-	-	635	-
Stage 2	-	-	-	-	815	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1147	-	-	-	418	800
Mov Cap-2 Maneuver	-	-	-	-	418	-
Stage 1	-	-	-	-	632	-
Stage 2	-	-	-	-	815	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.1	0	10.9
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1147	-	-	-	418	800
HCM Lane V/C Ratio	0.003	-	-	-	0.014	0.016
HCM Ctrl Dly (s/v)	8.2	0	-	-	13.7	9.6
HCM Lane LOS	A	A	-	-	B	A
HCM 95th %tile Q (veh)	0	-	-	-	0	0.1

Intersection	
Int Delay, s/veh	0.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	10	7	166	5	1	232
Future Vol, veh/h	10	7	166	5	1	232
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	10	7	166	5	1	232

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	287	86	0	0	171	0
Stage 1	169	-	-	-	-	-
Stage 2	118	-	-	-	-	-
Critical Hdwy	6.8	6.9	-	-	4.1	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	685	962	-	-	1418	-
Stage 1	850	-	-	-	-	-
Stage 2	900	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	684	962	-	-	1418	-
Mov Cap-2 Maneuver	710	-	-	-	-	-
Stage 1	850	-	-	-	-	-
Stage 2	899	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	9.6	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	796	1418	-
HCM Lane V/C Ratio	-	-	0.021	0.001	-
HCM Ctrl Dly (s/v)	-	-	9.6	7.5	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q (veh)	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	24	376	346	21	48	77
Future Vol, veh/h	24	376	346	21	48	77
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	15	-	-	-	0	80
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	24	376	346	21	48	77

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	367	0	-	0	593	184
Stage 1	-	-	-	-	357	-
Stage 2	-	-	-	-	236	-
Critical Hdwy	4.1	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1203	-	-	-	442	833
Stage 1	-	-	-	-	685	-
Stage 2	-	-	-	-	787	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1203	-	-	-	433	833
Mov Cap-2 Maneuver	-	-	-	-	433	-
Stage 1	-	-	-	-	671	-
Stage 2	-	-	-	-	787	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.5	0	11.5
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1203	-	-	-	433	833
HCM Lane V/C Ratio	0.02	-	-	-	0.111	0.092
HCM Ctrl Dly (s/v)	8.1	-	-	-	14.3	9.8
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q (veh)	0.1	-	-	-	0.4	0.3

Intersection	
Int Delay, s/veh	0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	5	2	181	1	1	250
Future Vol, veh/h	5	2	181	1	1	250
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	5	2	181	1	1	250

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	309	91	0	0	182	0
Stage 1	182	-	-	-	-	-
Stage 2	127	-	-	-	-	-
Critical Hdwy	6.8	6.9	-	-	4.1	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	664	955	-	-	1405	-
Stage 1	837	-	-	-	-	-
Stage 2	891	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	663	955	-	-	1405	-
Mov Cap-2 Maneuver	695	-	-	-	-	-
Stage 1	837	-	-	-	-	-
Stage 2	890	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	9.8	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	754	1405	-
HCM Lane V/C Ratio	-	-	0.009	0.001	-
HCM Ctrl Dly (s/v)	-	-	9.8	7.6	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q (veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	7	4	178	3	1	254
Future Vol, veh/h	7	4	178	3	1	254
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	7	4	178	3	1	254

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	309	91	0	0	181	0
Stage 1	180	-	-	-	-	-
Stage 2	129	-	-	-	-	-
Critical Hdwy	6.8	6.9	-	-	4.1	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	664	955	-	-	1407	-
Stage 1	839	-	-	-	-	-
Stage 2	889	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	663	955	-	-	1407	-
Mov Cap-2 Maneuver	695	-	-	-	-	-
Stage 1	839	-	-	-	-	-
Stage 2	888	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	9.7	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	771	1407	-
HCM Lane V/C Ratio	-	-	0.014	0.001	-
HCM Ctrl Dly (s/v)	-	-	9.7	7.6	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q (veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	3.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	24	35	12	33	90	6
Future Vol, veh/h	24	35	12	33	90	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	24	35	12	33	90	6

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	150	93	96	0	-	0
Stage 1	93	-	-	-	-	-
Stage 2	57	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	847	970	1510	-	-	-
Stage 1	936	-	-	-	-	-
Stage 2	971	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	840	970	1510	-	-	-
Mov Cap-2 Maneuver	840	-	-	-	-	-
Stage 1	929	-	-	-	-	-
Stage 2	971	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	9.2	2	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1510	-	913	-	-
HCM Lane V/C Ratio	0.008	-	0.065	-	-
HCM Ctrl Dly (s/v)	7.4	0	9.2	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q (veh)	0	-	0.2	-	-

Intersection	
Int Delay, s/veh	6.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	51	71	26	31	25	11
Future Vol, veh/h	51	71	26	31	25	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	51	71	26	31	25	11

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	114	31	36	0	-	0
Stage 1	31	-	-	-	-	-
Stage 2	83	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	887	1049	1588	-	-	-
Stage 1	997	-	-	-	-	-
Stage 2	945	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	872	1049	1588	-	-	-
Mov Cap-2 Maneuver	872	-	-	-	-	-
Stage 1	980	-	-	-	-	-
Stage 2	945	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	9.3	3.3	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1588	-	967	-	-
HCM Lane V/C Ratio	0.016	-	0.126	-	-
HCM Ctrl Dly (s/v)	7.3	0	9.3	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q (veh)	0.1	-	0.4	-	-

Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	12	17	6	76	19	3
Future Vol, veh/h	12	17	6	76	19	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	12	17	6	76	19	3

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	109	21	22	0	-	0
Stage 1	21	-	-	-	-	-
Stage 2	88	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	893	1062	1607	-	-	-
Stage 1	1007	-	-	-	-	-
Stage 2	940	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	889	1062	1607	-	-	-
Mov Cap-2 Maneuver	889	-	-	-	-	-
Stage 1	1003	-	-	-	-	-
Stage 2	940	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	8.8	0.5	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1607	-	983	-	-
HCM Lane V/C Ratio	0.004	-	0.03	-	-
HCM Ctrl Dly (s/v)	7.2	0	8.8	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q (veh)	0	-	0.1	-	-

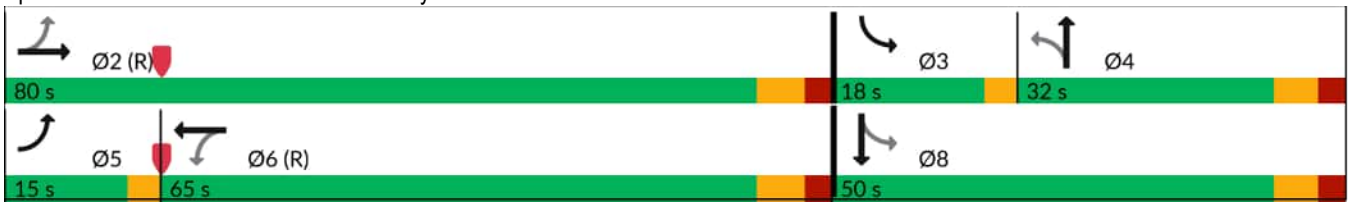
2033 Future Total Intersection Capacity Analysis

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	364	420	39	383	23	310	66	354
Future Volume (vph)	364	420	39	383	23	310	66	354
Lane Group Flow (vph)	364	452	39	434	23	341	66	598
Turn Type	pm+pt	NA	Perm	NA	Perm	NA	pm+pt	NA
Protected Phases	5	2		6		4	3	8
Permitted Phases	2		6		4		8	
Detector Phase	5	2	6	6	4	4	3	8
Switch Phase								
Minimum Initial (s)	5.0	12.0	12.0	12.0	12.0	12.0	5.0	12.0
Minimum Split (s)	9.5	37.0	37.0	37.0	37.0	37.0	12.5	37.0
Total Split (s)	15.0	80.0	65.0	65.0	32.0	32.0	18.0	50.0
Total Split (%)	11.5%	61.5%	50.0%	50.0%	24.6%	24.6%	13.8%	38.5%
Yellow Time (s)	3.0	4.6	4.6	4.6	4.2	4.2	3.0	4.2
All-Red Time (s)	0.0	2.4	2.4	2.4	2.8	2.8	0.0	2.8
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	3.0	7.0	7.0	7.0	7.0	7.0	3.0	7.0
Lead/Lag	Lead		Lag	Lag	Lag	Lag	Lead	
Lead-Lag Optimize?								
Recall Mode	None	C-Max	C-Max	C-Max	None	None	None	None
v/c Ratio	0.50	0.19	0.08	0.23	0.26	0.67	0.28	0.69
Control Delay (s/veh)	10.7	8.7	19.1	17.4	56.7	58.8	38.6	39.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	10.7	8.7	19.1	17.4	56.7	58.8	38.6	39.0
Queue Length 50th (m)	34.1	22.1	5.1	31.2	5.7	46.0	13.8	59.8
Queue Length 95th (m)	58.9	34.8	13.6	49.1	14.8	60.6	24.2	74.7
Internal Link Dist (m)		689.8		209.6		684.9		107.5
Turn Bay Length (m)	100.0		85.0		105.0		145.0	
Base Capacity (vph)	724	2434	493	1924	124	697	288	1228
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.50	0.19	0.08	0.23	0.19	0.49	0.23	0.49

Intersection Summary

Cycle Length: 130
Actuated Cycle Length: 130
Offset: 92 (71%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle: 100
Control Type: Actuated-Coordinated

Splits and Phases: 1: Coleraine Dr & Mayfield Rd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	364	420	32	39	383	51	23	310	31	66	354	244
Future Volume (vph)	364	420	32	39	383	51	23	310	31	66	354	244
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.5	3.7	3.5	3.5	3.7	3.5	3.5	3.7	3.5	3.5	3.7	3.5
Total Lost time (s)	3.0	7.0		7.0	7.0		7.0	7.0		3.0	7.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	0.95		1.00	0.95	
Frt	1.00	0.99		1.00	0.98		1.00	0.99		1.00	0.94	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1785	3611		1785	3586		1785	3600		1785	3427	
Flt Permitted	0.47	1.00		0.49	1.00		0.34	1.00		0.33	1.00	
Satd. Flow (perm)	875	3611		923	3586		645	3600		619	3427	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	364	420	32	39	383	51	23	310	31	66	354	244
RTOR Reduction (vph)	0	3	0	0	7	0	0	6	0	0	110	0
Lane Group Flow (vph)	364	449	0	39	427	0	23	335	0	66	488	0
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		pm+pt	NA	
Protected Phases	5	2			6			4		3	8	
Permitted Phases	2			6			4			8		
Actuated Green, G (s)	87.0	87.0		69.0	69.0		18.1	18.1		29.0	29.0	
Effective Green, g (s)	87.0	87.0		69.0	69.0		18.1	18.1		29.0	29.0	
Actuated g/C Ratio	0.67	0.67		0.53	0.53		0.14	0.14		0.22	0.22	
Clearance Time (s)	3.0	7.0		7.0	7.0		7.0	7.0		3.0	7.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	690	2416		489	1903		89	501		208	764	
v/s Ratio Prot	c0.06	0.12			0.12			0.09		0.02	c0.14	
v/s Ratio Perm	c0.29			0.04			0.04			0.05		
v/c Ratio	0.53	0.19		0.08	0.22		0.26	0.67		0.32	0.64	
Uniform Delay, d1	9.1	8.1		14.9	16.2		50.0	53.1		41.0	45.7	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.7	0.2		0.3	0.3		1.5	3.4		0.9	1.8	
Delay (s)	9.8	8.3		15.3	16.5		51.5	56.5		41.9	47.5	
Level of Service	A	A		B	B		D	E		D	D	
Approach Delay (s/veh)		9.0			16.4			56.2			47.0	
Approach LOS		A			B			E			D	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	28.8	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.58		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	80.8%	ICU Level of Service	D
Analysis Period (min)	15		

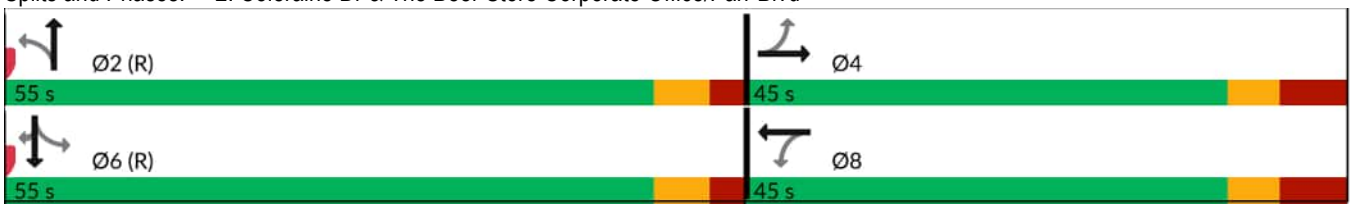
c Critical Lane Group

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	1	1	34	13	11	652	144	622	5
Future Volume (vph)	1	1	34	13	11	652	144	622	5
Lane Group Flow (vph)	1	2	34	156	11	706	144	622	5
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA	Perm
Protected Phases		4		8		2		6	
Permitted Phases	4		8		2		6		6
Detector Phase	4	4	8	8	2	2	6	6	6
Switch Phase									
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	41.0	41.0	41.0	41.0	36.7	36.7	36.7	36.7	36.7
Total Split (s)	45.0	45.0	45.0	45.0	55.0	55.0	55.0	55.0	55.0
Total Split (%)	45.0%	45.0%	45.0%	45.0%	55.0%	55.0%	55.0%	55.0%	55.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.2	4.2	4.2	4.2	4.2
All-Red Time (s)	5.0	5.0	5.0	5.0	2.5	2.5	2.5	2.5	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	9.0	9.0	9.0	9.0	6.7	6.7	6.7	6.7	6.7
Lead/Lag									
Lead-Lag Optimize?									
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	C-Max	C-Max
v/c Ratio	0.01	0.01	0.23	0.52	0.02	0.27	0.27	0.23	0.00
Control Delay (s/veh)	39.0	33.5	44.6	15.4	3.8	4.5	6.0	4.5	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	39.0	33.5	44.6	15.4	3.8	4.5	6.0	4.5	0.0
Queue Length 50th (m)	0.2	0.2	6.5	2.5	0.5	19.8	7.9	17.2	0.0
Queue Length 95th (m)	1.8	2.4	16.0	20.9	2.1	29.4	17.4	26.0	0.0
Internal Link Dist (m)		93.8		472.1		202.5		1020.4	
Turn Bay Length (m)	14.0		30.0		37.0		35.0		25.0
Base Capacity (vph)	444	640	511	687	577	2661	530	2692	1195
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.00	0.00	0.07	0.23	0.02	0.27	0.27	0.23	0.00

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated

Splits and Phases: 2: Coleraine Dr & The Beer Store Corporate Office/Parr Blvd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	1	1	34	13	143	11	652	54	144	622	5
Future Volume (vph)	1	1	1	34	13	143	11	652	54	144	622	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.5	3.7	3.5	3.5	3.7	3.5	3.5	3.7	3.5	3.5	3.7	3.5
Total Lost time (s)	9.0	9.0		9.0	9.0		6.7	6.7		6.7	6.7	6.7
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95		1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Frt	1.00	0.93		1.00	0.86		1.00	0.99		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1785	1777		1785	1657		1785	3603		1785	3650	1597
Flt Permitted	0.66	1.00		0.76	1.00		0.42	1.00		0.38	1.00	1.00
Satd. Flow (perm)	1236	1777		1421	1657		782	3603		719	3650	1597
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	1	1	1	34	13	143	11	652	54	144	622	5
RTOR Reduction (vph)	0	1	0	0	128	0	0	3	0	0	0	1
Lane Group Flow (vph)	1	1	0	34	28	0	11	703	0	144	622	4
Confl. Bikes (#/hr)									1			
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	Perm
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		6
Actuated Green, G (s)	10.5	10.5		10.5	10.5		73.8	73.8		73.8	73.8	73.8
Effective Green, g (s)	10.5	10.5		10.5	10.5		73.8	73.8		73.8	73.8	73.8
Actuated g/C Ratio	0.11	0.11		0.11	0.11		0.74	0.74		0.74	0.74	0.74
Clearance Time (s)	9.0	9.0		9.0	9.0		6.7	6.7		6.7	6.7	6.7
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	129	186		149	173		577	2659		530	2693	1178
v/s Ratio Prot		0.00			0.02			0.20			0.17	
v/s Ratio Perm	0.00			c0.02			0.01			c0.20		0.00
v/c Ratio	0.01	0.01		0.23	0.16		0.02	0.26		0.27	0.23	0.00
Uniform Delay, d1	40.1	40.1		41.0	40.7		3.5	4.3		4.3	4.1	3.4
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	0.0	0.0		0.8	0.4		0.1	0.2		1.3	0.2	0.0
Delay (s)	40.1	40.1		41.8	41.2		3.5	4.5		5.6	4.3	3.4
Level of Service	D	D		D	D		A	A		A	A	A
Approach Delay (s/veh)		40.1			41.3			4.5			4.6	
Approach LOS		D			D			A			A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	8.7	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.27		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	15.7
Intersection Capacity Utilization	56.3%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

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	3	144	71	20	179	12	28	7	7	7	5	14
Future Vol, veh/h	3	144	71	20	179	12	28	7	7	7	5	14
Conflicting Peds, #/hr	1	0	0	0	0	1	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	3	144	71	20	179	12	28	7	7	7	5	14

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	192	0	0	215	0	0	421	418	180	419	447	186
Stage 1	-	-	-	-	-	-	186	186	-	226	226	-
Stage 2	-	-	-	-	-	-	235	232	-	193	221	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1394	-	-	1367	-	-	546	529	868	548	509	861
Stage 1	-	-	-	-	-	-	820	750	-	781	721	-
Stage 2	-	-	-	-	-	-	773	716	-	813	724	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1393	-	-	1367	-	-	526	519	868	530	499	860
Mov Cap-2 Maneuver	-	-	-	-	-	-	526	519	-	530	499	-
Stage 1	-	-	-	-	-	-	818	749	-	779	709	-
Stage 2	-	-	-	-	-	-	743	704	-	797	723	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.1	0.7	11.9	10.7
HCM LOS			B	B

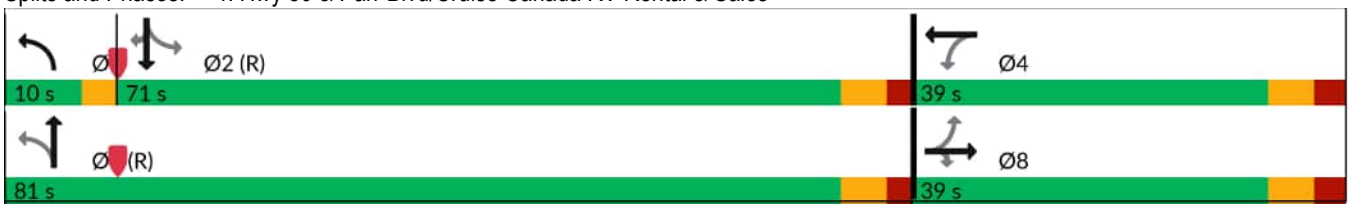
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	562	1393	-	-	1367	-	-	658
HCM Lane V/C Ratio	0.075	0.002	-	-	0.015	-	-	0.04
HCM Ctrl Dly (s/v)	11.9	7.6	0	-	7.7	0	-	10.7
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q (veh)	0.2	0	-	-	0	-	-	0.1

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	30	0	103	1	0	202	1100	1220	53
Future Volume (vph)	30	0	103	1	0	202	1100	1220	53
Lane Group Flow (vph)	0	30	103	0	1	202	1102	1220	53
Turn Type	Perm	NA	Perm	Perm	NA	pm+pt	NA	NA	Perm
Protected Phases		8			4	1	6	2	
Permitted Phases	8		8	4		6			2
Detector Phase	8	8	8	4	4	1	6	2	2
Switch Phase									
Minimum Initial (s)	8.0	8.0	8.0	8.0	8.0	5.0	12.0	12.0	12.0
Minimum Split (s)	33.9	33.9	33.9	33.9	33.9	9.5	30.1	30.1	30.1
Total Split (s)	39.0	39.0	39.0	39.0	39.0	10.0	81.0	71.0	71.0
Total Split (%)	32.5%	32.5%	32.5%	32.5%	32.5%	8.3%	67.5%	59.2%	59.2%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	3.0	4.0	4.0	4.0
All-Red Time (s)	2.9	2.9	2.9	2.9	2.9	0.0	2.1	2.1	2.1
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.9	6.9		6.9	3.0	6.1	6.1	6.1
Lead/Lag						Lead		Lag	Lag
Lead-Lag Optimize?									
Recall Mode	None	None	None	None	None	None	C-Max	C-Max	C-Max
v/c Ratio		0.28	0.48		0.01	0.49	0.37	0.47	0.05
Control Delay (s/veh)		59.0	17.8		50.0	5.9	3.3	8.6	1.4
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)		59.0	17.8		50.0	5.9	3.3	8.6	1.4
Queue Length 50th (m)		7.2	0.0		0.2	6.0	27.6	57.0	0.0
Queue Length 95th (m)		17.1	17.3		2.1	11.9	40.9	90.6	3.5
Internal Link Dist (m)		828.8			20.9		520.2	332.3	
Turn Bay Length (m)						35.0			20.0
Base Capacity (vph)		388	502		379	413	2985	2598	1129
Starvation Cap Reductn		0	0		0	0	0	0	0
Spillback Cap Reductn		0	0		0	0	0	0	0
Storage Cap Reductn		0	0		0	0	0	0	0
Reduced v/c Ratio		0.08	0.21		0.00	0.49	0.37	0.47	0.05

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 8 (7%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated

Splits and Phases: 4: Hwy 50 & Parr Blvd/Cruise Canada RV Rental & Sales



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	30	0	103	1	0	0	202	1100	2	0	1220	53
Future Volume (vph)	30	0	103	1	0	0	202	1100	2	0	1220	53
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.5	3.7	3.5	3.5	3.7	3.5	3.5	3.7	3.5	3.5	3.7	3.5
Total Lost time (s)		6.9	6.9		6.9		3.0	6.1			6.1	6.1
Lane Util. Factor		1.00	1.00		1.00		1.00	0.95			0.95	1.00
Frpb, ped/bikes		1.00	1.00		1.00		1.00	1.00			1.00	0.98
Flpb, ped/bikes		1.00	1.00		1.00		1.00	1.00			1.00	1.00
Frt		1.00	0.85		1.00		1.00	1.00			1.00	0.85
Flt Protected		0.95	1.00		0.95		0.95	1.00			1.00	1.00
Satd. Flow (prot)		1825	1597		1825		1785	3649			3650	1561
Flt Permitted		0.76	1.00		0.74		0.19	1.00			1.00	1.00
Satd. Flow (perm)		1455	1597		1417		354	3649			3650	1561
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	30	0	103	1	0	0	202	1100	2	0	1220	53
RTOR Reduction (vph)	0	0	95	0	0	0	0	0	0	0	0	15
Lane Group Flow (vph)	0	30	8	0	1	0	202	1102	0	0	1220	38
Confl. Peds. (#/hr)							1		2	2		1
Confl. Bikes (#/hr)									1			
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA		Perm	NA	Perm
Protected Phases		8			4		1	6			2	
Permitted Phases	8		8	4			6			2		2
Actuated Green, G (s)		8.9	8.9		8.9		98.1	98.1			85.4	85.4
Effective Green, g (s)		8.9	8.9		8.9		98.1	98.1			85.4	85.4
Actuated g/C Ratio		0.07	0.07		0.07		0.82	0.82			0.71	0.71
Clearance Time (s)		6.9	6.9		6.9		3.0	6.1			6.1	6.1
Vehicle Extension (s)		3.0	3.0		3.0		3.0	3.0			3.0	3.0
Lane Grp Cap (vph)		107	118		105		405	2983			2597	1110
v/s Ratio Prot							c0.04	0.30			0.33	
v/s Ratio Perm		c0.02	0.00		0.00		c0.37					0.02
v/c Ratio		0.28	0.06		0.01		0.50	0.37			0.47	0.03
Uniform Delay, d1		52.5	51.7		51.5		4.3	2.9			7.5	5.1
Progression Factor		1.00	1.00		1.00		1.00	1.00			1.00	1.00
Incremental Delay, d2		1.4	0.2		0.0		1.0	0.4			0.6	0.1
Delay (s)		54.0	51.9		51.5		5.2	3.2			8.1	5.2
Level of Service		D	D		D		A	A			A	A
Approach Delay (s/veh)		52.4			51.5			3.5			8.0	
Approach LOS		D			D			A			A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	8.0	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.49		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	65.7%	ICU Level of Service	C
Analysis Period (min)	15		

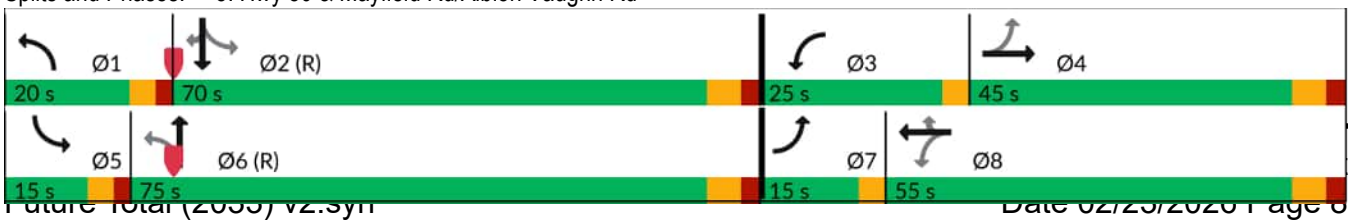
c Critical Lane Group

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	62	161	370	299	40	179	1129	31	1179	65
Future Volume (vph)	62	161	370	299	40	179	1129	31	1179	65
Lane Group Flow (vph)	62	380	370	299	40	179	1299	31	1179	65
Turn Type	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA	pm+pt	NA	Perm
Protected Phases	7	4	3	8		1	6	5	2	
Permitted Phases	4		8		8	6		2		2
Detector Phase	7	4	3	8	8	1	6	5	2	2
Switch Phase										
Minimum Initial (s)	5.0	12.0	10.0	12.0	12.0	10.0	20.0	10.0	20.0	20.0
Minimum Split (s)	9.5	43.5	14.5	43.5	43.5	15.0	41.3	15.0	41.3	41.3
Total Split (s)	15.0	45.0	25.0	55.0	55.0	20.0	75.0	15.0	70.0	70.0
Total Split (%)	9.4%	28.1%	15.6%	34.4%	34.4%	12.5%	46.9%	9.4%	43.8%	43.8%
Yellow Time (s)	3.0	4.0	3.0	4.0	4.0	3.0	4.2	3.0	4.2	4.2
All-Red Time (s)	0.0	2.5	0.0	2.5	2.5	2.0	2.1	2.0	2.1	2.1
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	3.0	6.5	3.0	6.5	6.5	5.0	6.3	5.0	6.3	6.3
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?										
Recall Mode	None	None	None	None	None	None	C-Max	None	C-Max	C-Max
v/c Ratio	0.28	0.72	1.21	0.74	0.10	0.56	0.44	0.11	0.64	0.08
Control Delay (s/veh)	42.8	47.8	161.9	71.1	0.8	20.3	21.5	13.4	32.6	1.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	42.8	47.8	161.9	71.1	0.8	20.3	21.5	13.4	32.6	1.5
Queue Length 50th (m)	15.4	40.3	~130.6	97.4	0.0	21.4	89.9	3.4	146.3	0.0
Queue Length 95th (m)	25.3	55.0	#181.0	125.3	0.8	42.8	119.5	9.2	211.0	3.2
Internal Link Dist (m)		330.4		656.8			717.1		188.2	
Turn Bay Length (m)	60.0		50.0		50.0	100.0		35.0		120.0
Base Capacity (vph)	249	915	306	582	537	328	2933	281	1851	858
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.25	0.42	1.21	0.51	0.07	0.55	0.44	0.11	0.64	0.08

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 27 (17%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 115
Control Type: Actuated-Coordinated
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 5: Hwy 50 & Mayfield Rd/Albion Vaughn Rd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	62	161	219	370	299	40	179	1129	170	31	1179	65
Future Volume (vph)	62	161	219	370	299	40	179	1129	170	31	1179	65
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.5	3.7	3.5	3.5	3.7	3.5	3.5	3.7	3.5	3.5	3.7	3.5
Total Lost time (s)	3.0	6.5		3.0	6.5	6.5	5.0	6.3		5.0	6.3	6.3
Lane Util. Factor	1.00	0.95		1.00	1.00	1.00	1.00	0.91		1.00	0.95	1.00
Frt	1.00	0.91		1.00	1.00	0.85	1.00	0.98		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1785	3335		1785	1921	1597	1785	5142		1785	3650	1597
Flt Permitted	0.44	1.00		0.20	1.00	1.00	0.13	1.00		0.18	1.00	1.00
Satd. Flow (perm)	818	3335		381	1921	1597	237	5142		329	3650	1597
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	62	161	219	370	299	40	179	1129	170	31	1179	65
RTOR Reduction (vph)	0	131	0	0	0	32	0	10	0	0	0	32
Lane Group Flow (vph)	62	249	0	370	299	8	179	1289	0	31	1179	33
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA	Perm
Protected Phases	7	4		3	8		1	6		5	2	
Permitted Phases	4			8		8	6			2		2
Actuated Green, G (s)	28.0	19.8		44.8	33.6	33.6	102.4	89.4		88.5	80.5	80.5
Effective Green, g (s)	28.0	19.8		44.8	33.6	33.6	102.4	89.4		88.5	80.5	80.5
Actuated g/C Ratio	0.18	0.12		0.28	0.21	0.21	0.64	0.56		0.55	0.50	0.50
Clearance Time (s)	3.0	6.5		3.0	6.5	6.5	5.0	6.3		5.0	6.3	6.3
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	192	412		299	403	335	315	2873		254	1836	803
v/s Ratio Prot	0.02	0.07		c0.17	0.16		c0.06	0.25		0.01	c0.32	
v/s Ratio Perm	0.04			c0.18		0.01	0.30			0.06		0.02
v/c Ratio	0.32	0.61		1.24	0.74	0.03	0.57	0.45		0.12	0.64	0.04
Uniform Delay, d1	56.5	66.4		51.5	59.1	50.2	20.0	20.8		16.6	29.2	20.2
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	1.0	2.5		132.2	7.2	0.0	2.3	0.5		0.2	1.7	0.1
Delay (s)	57.5	68.9		183.7	66.3	50.2	22.4	21.3		16.8	30.9	20.3
Level of Service	E	E		F	E	D	C	C		B	C	C
Approach Delay (s/veh)		67.3			126.7			21.4			30.0	
Approach LOS		E			F			C			C	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	48.5	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.84		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	20.8
Intersection Capacity Utilization	92.7%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	11	506	469	7	1	4
Future Vol, veh/h	11	506	469	7	1	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	30	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	11	506	469	7	1	4

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	476	0	-	0	748	238
Stage 1	-	-	-	-	473	-
Stage 2	-	-	-	-	275	-
Critical Hdwy	4.1	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1097	-	-	-	352	769
Stage 1	-	-	-	-	599	-
Stage 2	-	-	-	-	753	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1097	-	-	-	347	769
Mov Cap-2 Maneuver	-	-	-	-	347	-
Stage 1	-	-	-	-	591	-
Stage 2	-	-	-	-	753	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.3	0	10.8
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1097	-	-	-	347	769
HCM Lane V/C Ratio	0.01	-	-	-	0.003	0.005
HCM Ctrl Dly (s/v)	8.3	0.1	-	-	15.4	9.7
HCM Lane LOS	A	A	-	-	C	A
HCM 95th %tile Q (veh)	0	-	-	-	0	0

Intersection	
Int Delay, s/veh	0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	3	2	703	13	5	664
Future Vol, veh/h	3	2	703	13	5	664
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	3	2	703	13	5	664

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1052	358	0	0	716	0
Stage 1	710	-	-	-	-	-
Stage 2	342	-	-	-	-	-
Critical Hdwy	6.8	6.9	-	-	4.1	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	225	644	-	-	894	-
Stage 1	454	-	-	-	-	-
Stage 2	697	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	223	644	-	-	894	-
Mov Cap-2 Maneuver	345	-	-	-	-	-
Stage 1	454	-	-	-	-	-
Stage 2	691	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	13.6	0	0.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	424	894	-
HCM Lane V/C Ratio	-	-	0.012	0.006	-
HCM Ctrl Dly (s/v)	-	-	13.6	9	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q (veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	76	431	451	75	13	25
Future Vol, veh/h	76	431	451	75	13	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	15	-	-	-	0	80
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	76	431	451	75	13	25

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	526	0	-	0	857	263
Stage 1	-	-	-	-	489	-
Stage 2	-	-	-	-	368	-
Critical Hdwy	4.1	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1051	-	-	-	300	742
Stage 1	-	-	-	-	588	-
Stage 2	-	-	-	-	676	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1051	-	-	-	278	742
Mov Cap-2 Maneuver	-	-	-	-	278	-
Stage 1	-	-	-	-	546	-
Stage 2	-	-	-	-	676	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	1.3	0	12.9
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1051	-	-	-	278	742
HCM Lane V/C Ratio	0.072	-	-	-	0.047	0.034
HCM Ctrl Dly (s/v)	8.7	-	-	-	18.6	10
HCM Lane LOS	A	-	-	-	C	B
HCM 95th %tile Q (veh)	0.2	-	-	-	0.1	0.1

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	2	1	714	4	2	663
Future Vol, veh/h	2	1	714	4	2	663
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	2	1	714	4	2	663

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1052	359	0	0	718	0
Stage 1	716	-	-	-	-	-
Stage 2	336	-	-	-	-	-
Critical Hdwy	6.8	6.9	-	-	4.1	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	225	643	-	-	892	-
Stage 1	450	-	-	-	-	-
Stage 2	702	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	224	643	-	-	892	-
Mov Cap-2 Maneuver	344	-	-	-	-	-
Stage 1	450	-	-	-	-	-
Stage 2	699	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	13.9	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	407	892	-
HCM Lane V/C Ratio	-	-	0.007	0.002	-
HCM Ctrl Dly (s/v)	-	-	13.9	9	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q (veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	2	1	717	8	3	662
Future Vol, veh/h	2	1	717	8	3	662
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	2	1	717	8	3	662

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1058	363	0	0	725	0
Stage 1	721	-	-	-	-	-
Stage 2	337	-	-	-	-	-
Critical Hdwy	6.8	6.9	-	-	4.1	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	223	640	-	-	887	-
Stage 1	448	-	-	-	-	-
Stage 2	701	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	222	640	-	-	887	-
Mov Cap-2 Maneuver	342	-	-	-	-	-
Stage 1	448	-	-	-	-	-
Stage 2	697	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	14	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	405	887	-
HCM Lane V/C Ratio	-	-	0.007	0.003	-
HCM Ctrl Dly (s/v)	-	-	14	9.1	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q (veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	7	11	42	109	27	18
Future Vol, veh/h	7	11	42	109	27	18
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	7	11	42	109	27	18

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	229	36	45	0	-	0
Stage 1	36	-	-	-	-	-
Stage 2	193	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	764	1042	1576	-	-	-
Stage 1	992	-	-	-	-	-
Stage 2	845	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	743	1042	1576	-	-	-
Mov Cap-2 Maneuver	743	-	-	-	-	-
Stage 1	964	-	-	-	-	-
Stage 2	845	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	9.1	2	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1576	-	901	-	-
HCM Lane V/C Ratio	0.027	-	0.02	-	-
HCM Ctrl Dly (s/v)	7.3	0	9.1	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q (veh)	0.1	-	0.1	-	-

Intersection	
Int Delay, s/veh	4.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	15	21	86	30	24	37
Future Vol, veh/h	15	21	86	30	24	37
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	15	21	86	30	24	37

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	245	43	61	0	-	0
Stage 1	43	-	-	-	-	-
Stage 2	202	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	748	1033	1555	-	-	-
Stage 1	985	-	-	-	-	-
Stage 2	837	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	706	1033	1555	-	-	-
Mov Cap-2 Maneuver	706	-	-	-	-	-
Stage 1	930	-	-	-	-	-
Stage 2	837	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	9.3	5.5	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1555	-	866	-	-
HCM Lane V/C Ratio	0.055	-	0.042	-	-
HCM Ctrl Dly (s/v)	7.5	0	9.3	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q (veh)	0.2	-	0.1	-	-

Intersection	
Int Delay, s/veh	2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	4	5	21	24	56	9
Future Vol, veh/h	4	5	21	24	56	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	4	5	21	24	56	9

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	127	61	65	0	-	0
Stage 1	61	-	-	-	-	-
Stage 2	66	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	872	1010	1550	-	-	-
Stage 1	967	-	-	-	-	-
Stage 2	962	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	860	1010	1550	-	-	-
Mov Cap-2 Maneuver	860	-	-	-	-	-
Stage 1	953	-	-	-	-	-
Stage 2	962	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	8.9	3.4	0
HCM LOS	A		

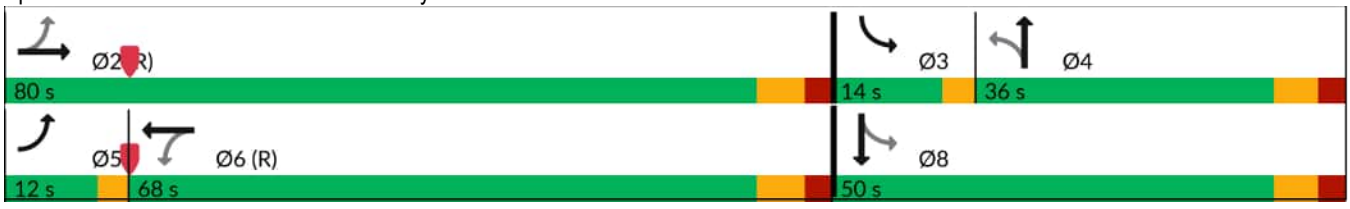
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1550	-	937	-	-
HCM Lane V/C Ratio	0.014	-	0.01	-	-
HCM Ctrl Dly (s/v)	7.4	0	8.9	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q (veh)	0	-	0	-	-

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	309	411	26	437	26	524	102	489
Future Volume (vph)	309	411	26	437	26	524	102	489
Lane Group Flow (vph)	309	446	26	522	26	554	102	946
Turn Type	pm+pt	NA	Perm	NA	Perm	NA	pm+pt	NA
Protected Phases	5	2		6		4	3	8
Permitted Phases	2		6		4		8	
Detector Phase	5	2	6	6	4	4	3	8
Switch Phase								
Minimum Initial (s)	5.0	12.0	12.0	12.0	12.0	12.0	5.0	12.0
Minimum Split (s)	9.5	37.0	37.0	37.0	37.0	37.0	12.5	37.0
Total Split (s)	12.0	80.0	68.0	68.0	36.0	36.0	14.0	50.0
Total Split (%)	9.2%	61.5%	52.3%	52.3%	27.7%	27.7%	10.8%	38.5%
Yellow Time (s)	3.0	4.6	4.6	4.6	4.2	4.2	3.0	4.2
All-Red Time (s)	0.0	2.4	2.4	2.4	2.8	2.8	0.0	2.8
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	3.0	7.0	7.0	7.0	7.0	7.0	3.0	7.0
Lead/Lag	Lead		Lag	Lag	Lag	Lag	Lead	
Lead-Lag Optimize?								
Recall Mode	None	C-Max	C-Max	C-Max	None	None	None	None
v/c Ratio	0.54	0.20	0.06	0.30	0.46	0.81	0.47	0.85
Control Delay (s/veh)	15.7	12.2	19.3	19.8	71.2	59.5	37.8	41.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	15.7	12.2	19.3	19.8	71.2	59.5	37.8	41.9
Queue Length 50th (m)	35.5	27.0	3.8	42.9	6.3	75.2	19.5	102.0
Queue Length 95th (m)	56.5	39.2	9.5	56.1	16.8	92.8	32.2	123.2
Internal Link Dist (m)		689.8		209.6		684.9		107.5
Turn Bay Length (m)	100.0		85.0		105.0		145.0	
Base Capacity (vph)	571	2180	457	1769	68	810	230	1250
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.54	0.20	0.06	0.30	0.38	0.68	0.44	0.76

Intersection Summary

Cycle Length: 130
Actuated Cycle Length: 130
Offset: 116 (89%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle: 100
Control Type: Actuated-Coordinated

Splits and Phases: 1: Coleraine Dr & Mayfield Rd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	309	411	35	26	437	85	26	524	30	102	489	457
Future Volume (vph)	309	411	35	26	437	85	26	524	30	102	489	457
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.5	3.7	3.5	3.5	3.7	3.5	3.5	3.7	3.5	3.5	3.7	3.5
Total Lost time (s)	3.0	7.0		7.0	7.0		7.0	7.0		3.0	7.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.99		1.00	0.98		1.00	0.99		1.00	0.93	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1785	3607		1785	3561		1785	3618		1785	3386	
Flt Permitted	0.41	1.00		0.49	1.00		0.16	1.00		0.18	1.00	
Satd. Flow (perm)	761	3607		928	3561		306	3618		340	3386	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	309	411	35	26	437	85	26	524	30	102	489	457
RTOR Reduction (vph)	0	4	0	0	12	0	0	3	0	0	139	0
Lane Group Flow (vph)	309	442	0	26	510	0	26	551	0	102	807	0
Confl. Peds. (#/hr)									1	1		
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		pm+pt	NA	
Protected Phases	5	2			6			4		3	8	
Permitted Phases	2			6			4			8		
Actuated Green, G (s)	78.5	78.5		64.2	64.2		24.6	24.6		37.5	37.5	
Effective Green, g (s)	78.5	78.5		64.2	64.2		24.6	24.6		37.5	37.5	
Actuated g/C Ratio	0.60	0.60		0.49	0.49		0.19	0.19		0.29	0.29	
Clearance Time (s)	3.0	7.0		7.0	7.0		7.0	7.0		3.0	7.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	548	2178		458	1758		57	684		208	976	
v/s Ratio Prot	c0.05	0.12			0.14			0.15		0.04	c0.24	
v/s Ratio Perm	c0.29			0.03			0.09			0.10		
v/c Ratio	0.56	0.20		0.06	0.29		0.46	0.81		0.49	0.83	
Uniform Delay, d1	12.7	11.6		17.1	19.4		46.8	50.4		36.1	43.2	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	1.3	0.2		0.2	0.4		5.7	6.9		1.8	5.8	
Delay (s)	14.0	11.8		17.4	19.9		52.5	57.3		37.9	49.1	
Level of Service	B	B		B	B		D	E		D	D	
Approach Delay (s/veh)		12.7			19.7			57.1			48.0	
Approach LOS		B			B			E			D	

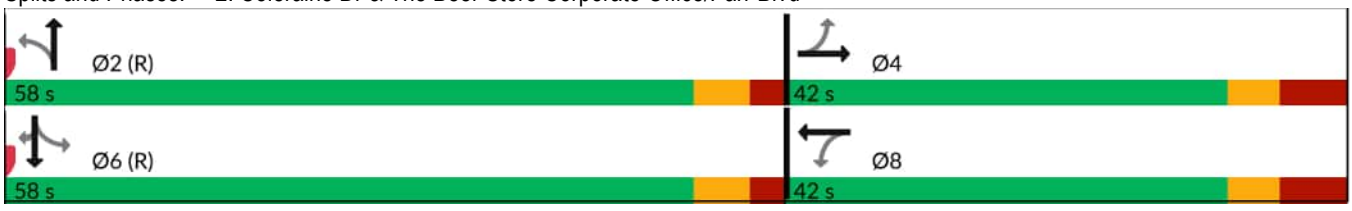
Intersection Summary			
HCM 2000 Control Delay (s/veh)	35.4	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.68		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	90.9%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	3	4	31	6	13	905	127	982	4
Future Volume (vph)	3	4	31	6	13	905	127	982	4
Lane Group Flow (vph)	3	17	31	180	13	928	127	982	4
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA	Perm
Protected Phases		4		8		2		6	
Permitted Phases	4		8		2		6		6
Detector Phase	4	4	8	8	2	2	6	6	6
Switch Phase									
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	41.0	41.0	41.0	41.0	36.7	36.7	36.7	36.7	36.7
Total Split (s)	42.0	42.0	42.0	42.0	58.0	58.0	58.0	58.0	58.0
Total Split (%)	42.0%	42.0%	42.0%	42.0%	58.0%	58.0%	58.0%	58.0%	58.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.2	4.2	4.2	4.2	4.2
All-Red Time (s)	5.0	5.0	5.0	5.0	2.5	2.5	2.5	2.5	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	9.0	9.0	9.0	9.0	6.7	6.7	6.7	6.7	6.7
Lead/Lag									
Lead-Lag Optimize?									
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	C-Max	C-Max
v/c Ratio	0.02	0.08	0.18	0.62	0.03	0.35	0.32	0.37	0.00
Control Delay (s/veh)	36.7	21.5	40.8	27.8	5.1	5.9	8.2	6.0	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	36.7	21.5	40.8	27.8	5.1	5.9	8.2	6.0	0.0
Queue Length 50th (m)	0.6	0.8	5.9	14.7	0.6	28.8	7.3	31.3	0.0
Queue Length 95th (m)	3.1	6.9	14.0	34.7	2.9	49.4	20.8	53.2	0.0
Internal Link Dist (m)		93.8		472.1		202.5		1020.4	
Turn Bay Length (m)	14.0		30.0		37.0		35.0		25.0
Base Capacity (vph)	373	569	462	612	372	2627	396	2637	1147
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.01	0.03	0.07	0.29	0.03	0.35	0.32	0.37	0.00

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated

Splits and Phases: 2: Coleraine Dr & The Beer Store Corporate Office/Parr Blvd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	3	4	13	31	6	174	13	905	23	127	982	4
Future Volume (vph)	3	4	13	31	6	174	13	905	23	127	982	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.5	3.7	3.5	3.5	3.7	3.5	3.5	3.7	3.5	3.5	3.7	3.5
Total Lost time (s)	9.0	9.0		9.0	9.0		6.7	6.7		6.7	6.7	6.7
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95		1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	0.98
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Frt	1.00	0.89		1.00	0.86		1.00	1.00		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1785	1701		1785	1643		1785	3635		1785	3650	1564
Flt Permitted	0.60	1.00		0.75	1.00		0.27	1.00		0.29	1.00	1.00
Satd. Flow (perm)	1131	1701		1402	1643		514	3635		549	3650	1564
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	3	4	13	31	6	174	13	905	23	127	982	4
RTOR Reduction (vph)	0	11	0	0	92	0	0	1	0	0	0	1
Lane Group Flow (vph)	3	6	0	31	88	0	13	927	0	127	982	3
Confl. Bikes (#/hr)									1			1
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	Perm
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		6
Actuated Green, G (s)	12.0	12.0		12.0	12.0		72.3	72.3		72.3	72.3	72.3
Effective Green, g (s)	12.0	12.0		12.0	12.0		72.3	72.3		72.3	72.3	72.3
Actuated g/C Ratio	0.12	0.12		0.12	0.12		0.72	0.72		0.72	0.72	0.72
Clearance Time (s)	9.0	9.0		9.0	9.0		6.7	6.7		6.7	6.7	6.7
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	135	204		168	197		371	2628		396	2638	1130
v/s Ratio Prot		0.00			c0.05			0.26			c0.27	
v/s Ratio Perm	0.00			0.02			0.03			0.23		0.00
v/c Ratio	0.02	0.03		0.18	0.44		0.04	0.35		0.32	0.37	0.00
Uniform Delay, d1	38.8	38.8		39.6	40.9		3.9	5.1		5.0	5.2	3.8
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	0.1	0.1		0.5	1.6		0.2	0.4		2.1	0.4	0.0
Delay (s)	38.9	38.9		40.1	42.5		4.1	5.5		7.1	5.7	3.8
Level of Service	D	D		D	D		A	A		A	A	A
Approach Delay (s/veh)		38.9			42.2			5.5			5.8	
Approach LOS		D			D			A			A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	9.3	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.38		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	15.7
Intersection Capacity Utilization	65.2%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Intersection	
Int Delay, s/veh	3.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	4	170	26	9	135	14	84	1	19	21	2	9
Future Vol, veh/h	4	170	26	9	135	14	84	1	19	21	2	9
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	4	170	26	9	135	14	84	1	19	21	2	9

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	149	0	0	196	0	0	357	358	183	361	364	142
Stage 1	-	-	-	-	-	-	191	191	-	160	160	-
Stage 2	-	-	-	-	-	-	166	167	-	201	204	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1445	-	-	1389	-	-	602	572	865	598	567	911
Stage 1	-	-	-	-	-	-	815	746	-	847	769	-
Stage 2	-	-	-	-	-	-	841	764	-	805	737	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1445	-	-	1389	-	-	590	566	865	579	561	911
Mov Cap-2 Maneuver	-	-	-	-	-	-	590	566	-	579	561	-
Stage 1	-	-	-	-	-	-	813	744	-	844	764	-
Stage 2	-	-	-	-	-	-	825	759	-	784	735	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.1	0.4	11.9	10.9
HCM LOS			B	B

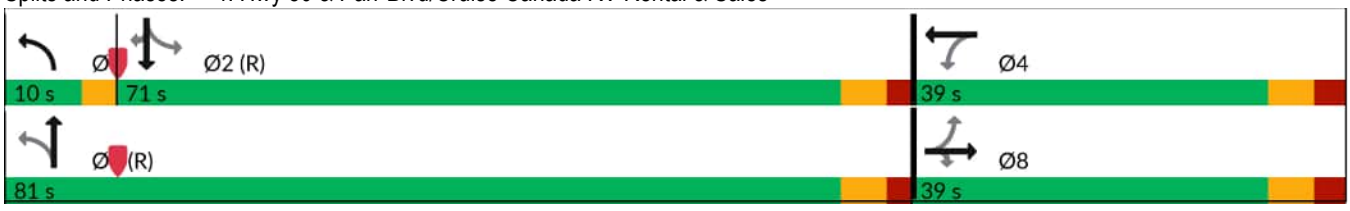
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	626	1445	-	-	1389	-	-	644
HCM Lane V/C Ratio	0.166	0.003	-	-	0.006	-	-	0.05
HCM Ctrl Dly (s/v)	11.9	7.5	0	-	7.6	0	-	10.9
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q (veh)	0.6	0	-	-	0	-	-	0.2

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	68	0	172	1	0	114	1336	1	1259	41
Future Volume (vph)	68	0	172	1	0	114	1336	1	1259	41
Lane Group Flow (vph)	0	68	172	0	2	114	1336	1	1259	41
Turn Type	Perm	NA	Perm	Perm	NA	pm+pt	NA	Perm	NA	Perm
Protected Phases		8			4	1	6		2	
Permitted Phases	8		8	4		6		2		2
Detector Phase	8	8	8	4	4	1	6	2	2	2
Switch Phase										
Minimum Initial (s)	8.0	8.0	8.0	8.0	8.0	5.0	12.0	12.0	12.0	12.0
Minimum Split (s)	33.9	33.9	33.9	33.9	33.9	9.5	30.1	30.1	30.1	30.1
Total Split (s)	39.0	39.0	39.0	39.0	39.0	10.0	81.0	71.0	71.0	71.0
Total Split (%)	32.5%	32.5%	32.5%	32.5%	32.5%	8.3%	67.5%	59.2%	59.2%	59.2%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	3.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.9	2.9	2.9	2.9	2.9	0.0	2.1	2.1	2.1	2.1
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.9	6.9		6.9	3.0	6.1	6.1	6.1	6.1
Lead/Lag						Lead		Lag	Lag	Lag
Lead-Lag Optimize?										
Recall Mode	None	None	None	None	None	None	C-Max	C-Max	C-Max	C-Max
v/c Ratio		0.50	0.60		0.01	0.32	0.46	0.00	0.48	0.04
Control Delay (s/veh)		63.3	20.5		0.0	4.6	4.7	6.0	8.7	0.8
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)		63.3	20.5		0.0	4.6	4.7	6.0	8.7	0.8
Queue Length 50th (m)		16.3	5.4		0.0	4.0	44.4	0.1	62.7	0.0
Queue Length 95th (m)		30.6	26.8		0.0	9.3	67.7	0.7	93.3	2.0
Internal Link Dist (m)		828.8			20.9		520.2		332.3	
Turn Bay Length (m)						35.0		25.0		20.0
Base Capacity (vph)		387	536		451	365	2909	274	2604	1131
Starvation Cap Reductn		0	0		0	0	0	0	0	0
Spillback Cap Reductn		0	0		0	0	0	0	0	0
Storage Cap Reductn		0	0		0	0	0	0	0	0
Reduced v/c Ratio		0.18	0.32		0.00	0.31	0.46	0.00	0.48	0.04

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 3 (3%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated

Splits and Phases: 4: Hwy 50 & Parr Blvd/Cruise Canada RV Rental & Sales



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	68	0	172	1	0	1	114	1336	0	1	1259	41
Future Volume (vph)	68	0	172	1	0	1	114	1336	0	1	1259	41
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.5	3.7	3.5	3.5	3.7	3.5	3.5	3.7	3.5	3.5	3.7	3.5
Total Lost time (s)		6.9	6.9		6.9		3.0	6.1		6.1	6.1	6.1
Lane Util. Factor		1.00	1.00		1.00		1.00	0.95		1.00	0.95	1.00
Frpb, ped/bikes		1.00	1.00		0.99		1.00	1.00		1.00	1.00	0.98
Flpb, ped/bikes		1.00	1.00		1.00		1.00	1.00		1.00	1.00	1.00
Frt		1.00	0.85		0.93		1.00	1.00		1.00	1.00	0.85
Flt Protected		0.95	1.00		0.98		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)		1820	1597		1735		1785	3650		1785	3650	1561
Flt Permitted		0.76	1.00		0.86		0.18	1.00		0.20	1.00	1.00
Satd. Flow (perm)		1450	1597		1537		336	3650		385	3650	1561
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	68	0	172	1	0	1	114	1336	0	1	1259	41
RTOR Reduction (vph)	0	0	135	0	2	0	0	0	0	0	0	12
Lane Group Flow (vph)	0	68	37	0	0	0	114	1336	0	1	1259	29
Confl. Peds. (#/hr)	2					2	1					1
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA		Perm	NA	Perm
Protected Phases		8			4		1	6			2	
Permitted Phases	8		8	4			6			2		2
Actuated Green, G (s)		11.4	11.4		11.4		95.6	95.6		85.6	85.6	85.6
Effective Green, g (s)		11.4	11.4		11.4		95.6	95.6		85.6	85.6	85.6
Actuated g/C Ratio		0.10	0.10		0.10		0.80	0.80		0.71	0.71	0.71
Clearance Time (s)		6.9	6.9		6.9		3.0	6.1		6.1	6.1	6.1
Vehicle Extension (s)		3.0	3.0		3.0		3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)		137	151		146		352	2907		274	2603	1113
v/s Ratio Prot							0.02	c0.37			c0.34	
v/s Ratio Perm		c0.05	0.02		0.00		0.24			0.00		0.02
v/c Ratio		0.50	0.25		0.00		0.32	0.46		0.00	0.48	0.03
Uniform Delay, d1		51.6	50.3		49.1		4.3	3.9		4.9	7.5	5.0
Progression Factor		1.00	1.00		1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2		2.8	0.9		0.0		0.5	0.5		0.0	0.6	0.0
Delay (s)		54.4	51.2		49.2		4.8	4.4		5.0	8.2	5.1
Level of Service		D	D		D		A	A		A	A	A
Approach Delay (s/veh)		52.1			49.2			4.5			8.1	
Approach LOS		D			D			A			A	

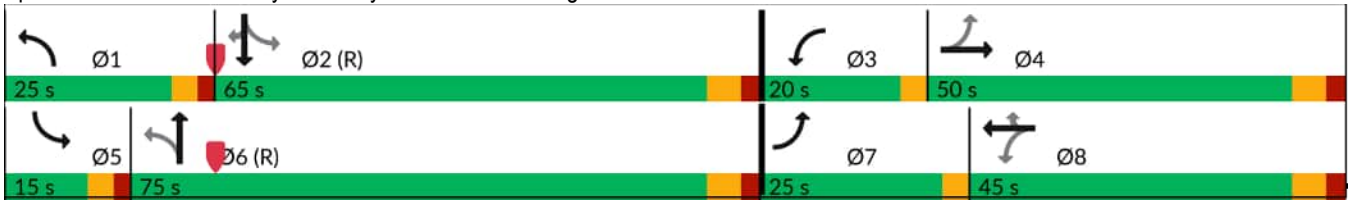
Intersection Summary			
HCM 2000 Control Delay (s/veh)	9.9	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.49		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	70.5%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	87	257	222	160	33	119	1181	36	1339	70
Future Volume (vph)	87	257	222	160	33	119	1181	36	1339	70
Lane Group Flow (vph)	87	542	222	160	33	119	1594	36	1339	70
Turn Type	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA	pm+pt	NA	Perm
Protected Phases	7	4	3	8		1	6	5	2	
Permitted Phases	4		8		8	6		2		2
Detector Phase	7	4	3	8	8	1	6	5	2	2
Switch Phase										
Minimum Initial (s)	5.0	12.0	10.0	12.0	12.0	10.0	20.0	10.0	20.0	20.0
Minimum Split (s)	9.5	43.5	14.5	43.5	43.5	15.0	41.3	15.0	41.3	41.3
Total Split (s)	25.0	50.0	20.0	45.0	45.0	25.0	75.0	15.0	65.0	65.0
Total Split (%)	15.6%	31.3%	12.5%	28.1%	28.1%	15.6%	46.9%	9.4%	40.6%	40.6%
Yellow Time (s)	3.0	4.0	3.0	4.0	4.0	3.0	4.2	3.0	4.2	4.2
All-Red Time (s)	0.0	2.5	0.0	2.5	2.5	2.0	2.1	2.0	2.1	2.1
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	3.0	6.5	3.0	6.5	6.5	5.0	6.3	5.0	6.3	6.3
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?										
Recall Mode	None	None	None	None	None	None	C-Max	None	C-Max	C-Max
v/c Ratio	0.26	0.83	0.93	0.45	0.08	0.48	0.55	0.16	0.68	0.08
Control Delay (s/veh)	42.6	56.0	88.6	61.9	0.4	17.9	22.4	13.2	30.5	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	42.6	56.0	88.6	61.9	0.4	17.9	22.4	13.2	30.5	0.2
Queue Length 50th (m)	21.6	65.4	60.0	48.2	0.0	14.0	119.0	4.1	166.1	0.0
Queue Length 95th (m)	34.6	83.9	#100.5	71.1	0.0	25.8	147.5	9.9	228.5	0.0
Internal Link Dist (m)		330.4		656.8			717.1		188.2	
Turn Bay Length (m)	60.0		50.0		50.0	100.0		35.0		120.0
Base Capacity (vph)	434	1040	241	462	484	324	2913	222	1965	910
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.20	0.52	0.92	0.35	0.07	0.37	0.55	0.16	0.68	0.08

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 72 (45%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 125
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 5: Hwy 50 & Mayfield Rd/Albion Vaughn Rd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	87	257	285	222	160	33	119	1181	413	36	1339	70
Future Volume (vph)	87	257	285	222	160	33	119	1181	413	36	1339	70
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.5	3.7	3.5	3.5	3.7	3.5	3.5	3.7	3.5	3.5	3.7	3.5
Total Lost time (s)	3.0	6.5		3.0	6.5	6.5	5.0	6.3		5.0	6.3	6.3
Lane Util. Factor	1.00	0.95		1.00	1.00	1.00	1.00	0.91		1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Frt	1.00	0.92		1.00	1.00	0.85	1.00	0.96		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1785	3362		1785	1921	1597	1785	5041		1785	3650	1577
Flt Permitted	0.64	1.00		0.15	1.00	1.00	0.10	1.00		0.11	1.00	1.00
Satd. Flow (perm)	1200	3362		278	1921	1597	190	5041		203	3650	1577
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	87	257	285	222	160	33	119	1181	413	36	1339	70
RTOR Reduction (vph)	0	147	0	0	0	27	0	30	0	0	0	32
Lane Group Flow (vph)	87	395	0	222	160	6	119	1564	0	36	1339	38
Confl. Bikes (#/hr)												1
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA	Perm
Protected Phases	7	4		3	8		1	6		5	2	
Permitted Phases	4			8		8	6			2		2
Actuated Green, G (s)	35.1	24.0		43.7	29.6	29.6	102.9	90.5		94.1	86.1	86.1
Effective Green, g (s)	35.1	24.0		43.7	29.6	29.6	102.9	90.5		94.1	86.1	86.1
Actuated g/C Ratio	0.22	0.15		0.27	0.19	0.19	0.64	0.57		0.59	0.54	0.54
Clearance Time (s)	3.0	6.5		3.0	6.5	6.5	5.0	6.3		5.0	6.3	6.3
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	303	504		233	355	295	245	2851		198	1964	848
v/s Ratio Prot	0.02	0.12		c0.10	0.08		c0.04	c0.31		0.01	c0.37	
v/s Ratio Perm	0.04			c0.16		0.00	0.27			0.10		0.02
v/c Ratio	0.29	0.78		0.95	0.45	0.02	0.49	0.55		0.18	0.68	0.04
Uniform Delay, d1	51.2	65.5		50.1	58.0	53.3	20.4	21.9		15.7	27.0	17.5
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	0.5	7.8		45.6	0.9	0.0	1.5	0.8		0.4	1.9	0.1
Delay (s)	51.8	73.3		95.6	58.9	53.4	21.9	22.6		16.1	28.9	17.6
Level of Service	D	E		F	E	D	C	C		B	C	B
Approach Delay (s/veh)		70.3			78.1			22.6			28.0	
Approach LOS		E			E			C			C	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	37.1	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.76		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	20.8
Intersection Capacity Utilization	92.1%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	4	539	535	2	6	13
Future Vol, veh/h	4	539	535	2	6	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	30	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	4	539	535	2	6	13

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	537	0	-	0	814	269
Stage 1	-	-	-	-	536	-
Stage 2	-	-	-	-	278	-
Critical Hdwy	4.1	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1041	-	-	-	320	735
Stage 1	-	-	-	-	556	-
Stage 2	-	-	-	-	750	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1041	-	-	-	318	735
Mov Cap-2 Maneuver	-	-	-	-	318	-
Stage 1	-	-	-	-	553	-
Stage 2	-	-	-	-	750	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.1	0	12.1
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1041	-	-	-	318	735
HCM Lane V/C Ratio	0.004	-	-	-	0.019	0.018
HCM Ctrl Dly (s/v)	8.5	0	-	-	16.5	10
HCM Lane LOS	A	A	-	-	C	B
HCM 95th %tile Q (veh)	0	-	-	-	0.1	0.1

Intersection	
Int Delay, s/veh	0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	10	7	917	5	1	1032
Future Vol, veh/h	10	7	917	5	1	1032
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	10	7	917	5	1	1032

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1438	461	0	0	922	0
Stage 1	920	-	-	-	-	-
Stage 2	518	-	-	-	-	-
Critical Hdwy	6.8	6.9	-	-	4.1	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	126	553	-	-	749	-
Stage 1	353	-	-	-	-	-
Stage 2	568	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	126	553	-	-	749	-
Mov Cap-2 Maneuver	252	-	-	-	-	-
Stage 1	353	-	-	-	-	-
Stage 2	566	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	16.7	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	325	749	-
HCM Lane V/C Ratio	-	-	0.052	0.001	-
HCM Ctrl Dly (s/v)	-	-	16.7	9.8	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q (veh)	-	-	0.2	0	-

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	24	521	460	21	48	77
Future Vol, veh/h	24	521	460	21	48	77
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	15	-	-	-	0	80
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	24	521	460	21	48	77

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	481	0	-	0	780	241
Stage 1	-	-	-	-	471	-
Stage 2	-	-	-	-	309	-
Critical Hdwy	4.1	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1092	-	-	-	336	766
Stage 1	-	-	-	-	600	-
Stage 2	-	-	-	-	724	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1092	-	-	-	329	766
Mov Cap-2 Maneuver	-	-	-	-	329	-
Stage 1	-	-	-	-	587	-
Stage 2	-	-	-	-	724	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.4	0	13.1
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1092	-	-	-	329	766
HCM Lane V/C Ratio	0.022	-	-	-	0.146	0.101
HCM Ctrl Dly (s/v)	8.4	-	-	-	17.8	10.2
HCM Lane LOS	A	-	-	-	C	B
HCM 95th %tile Q (veh)	0.1	-	-	-	0.5	0.3

Intersection	
Int Delay, s/veh	0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	5	2	934	1	1	1058
Future Vol, veh/h	5	2	934	1	1	1058
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	5	2	934	1	1	1058

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1466	468	0	0	935	0
Stage 1	935	-	-	-	-	-
Stage 2	531	-	-	-	-	-
Critical Hdwy	6.8	6.9	-	-	4.1	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	121	547	-	-	741	-
Stage 1	347	-	-	-	-	-
Stage 2	560	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	121	547	-	-	741	-
Mov Cap-2 Maneuver	246	-	-	-	-	-
Stage 1	347	-	-	-	-	-
Stage 2	558	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	17.6	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	292	741	-
HCM Lane V/C Ratio	-	-	0.024	0.001	-
HCM Ctrl Dly (s/v)	-	-	17.6	9.9	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q (veh)	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	7	4	931	3	1	1062
Future Vol, veh/h	7	4	931	3	1	1062
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	7	4	931	3	1	1062

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1466	467	0	0	934	0
Stage 1	933	-	-	-	-	-
Stage 2	533	-	-	-	-	-
Critical Hdwy	6.8	6.9	-	-	4.1	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	121	548	-	-	741	-
Stage 1	348	-	-	-	-	-
Stage 2	558	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	121	548	-	-	741	-
Mov Cap-2 Maneuver	247	-	-	-	-	-
Stage 1	348	-	-	-	-	-
Stage 2	556	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	17.1	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	309	741	-
HCM Lane V/C Ratio	-	-	0.036	0.001	-
HCM Ctrl Dly (s/v)	-	-	17.1	9.9	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q (veh)	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	3.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	24	35	12	33	90	6
Future Vol, veh/h	24	35	12	33	90	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	24	35	12	33	90	6

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	150	93	96	0	-	0
Stage 1	93	-	-	-	-	-
Stage 2	57	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	847	970	1510	-	-	-
Stage 1	936	-	-	-	-	-
Stage 2	971	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	840	970	1510	-	-	-
Mov Cap-2 Maneuver	840	-	-	-	-	-
Stage 1	929	-	-	-	-	-
Stage 2	971	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	9.2	2	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1510	-	913	-	-
HCM Lane V/C Ratio	0.008	-	0.065	-	-
HCM Ctrl Dly (s/v)	7.4	0	9.2	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q (veh)	0	-	0.2	-	-

Intersection	
Int Delay, s/veh	6.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	51	71	26	31	25	11
Future Vol, veh/h	51	71	26	31	25	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	51	71	26	31	25	11

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	114	31	36	0	-	0
Stage 1	31	-	-	-	-	-
Stage 2	83	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	887	1049	1588	-	-	-
Stage 1	997	-	-	-	-	-
Stage 2	945	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	872	1049	1588	-	-	-
Mov Cap-2 Maneuver	872	-	-	-	-	-
Stage 1	980	-	-	-	-	-
Stage 2	945	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	9.3	3.3	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1588	-	967	-	-
HCM Lane V/C Ratio	0.016	-	0.126	-	-
HCM Ctrl Dly (s/v)	7.3	0	9.3	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q (veh)	0.1	-	0.4	-	-

Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	12	17	6	76	19	3
Future Vol, veh/h	12	17	6	76	19	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	12	17	6	76	19	3

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	109	21	22	0	-	0
Stage 1	21	-	-	-	-	-
Stage 2	88	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	893	1062	1607	-	-	-
Stage 1	1007	-	-	-	-	-
Stage 2	940	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	889	1062	1607	-	-	-
Mov Cap-2 Maneuver	889	-	-	-	-	-
Stage 1	1003	-	-	-	-	-
Stage 2	940	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	8.8	0.5	0
HCM LOS	A		

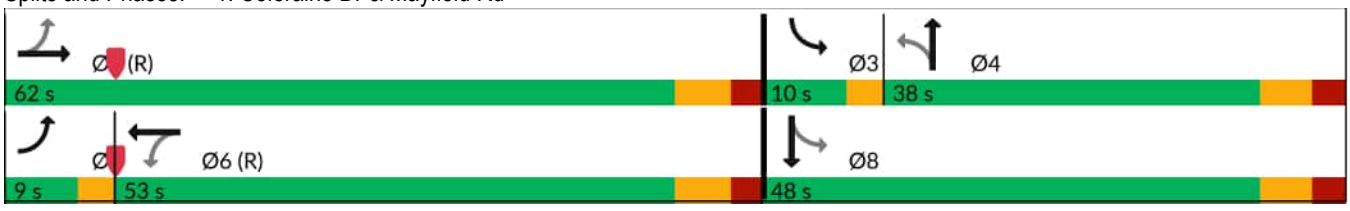
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1607	-	983	-	-
HCM Lane V/C Ratio	0.004	-	0.03	-	-
HCM Ctrl Dly (s/v)	7.2	0	8.8	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q (veh)	0	-	0.1	-	-

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	98	312	2	383	6	12	91	0
Future Volume (vph)	98	312	2	383	6	12	91	0
Lane Group Flow (vph)	98	313	2	444	6	12	91	163
Turn Type	pm+pt	NA	Perm	NA	Perm	NA	pm+pt	NA
Protected Phases	5	2		6		4	3	8
Permitted Phases	2		6		4		8	
Detector Phase	5	2	6	6	4	4	3	8
Switch Phase								
Minimum Initial (s)	5.0	12.0	12.0	12.0	12.0	12.0	5.0	12.0
Minimum Split (s)	9.5	37.0	37.0	37.0	37.0	37.0	12.5	37.0
Total Split (s)	9.0	62.0	53.0	53.0	38.0	38.0	10.0	48.0
Total Split (%)	8.2%	56.4%	48.2%	48.2%	34.5%	34.5%	9.1%	43.6%
Yellow Time (s)	3.0	4.6	4.6	4.6	4.2	4.2	3.0	4.2
All-Red Time (s)	0.0	2.4	2.4	2.4	2.8	2.8	0.0	2.8
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	3.0	7.0	7.0	7.0	7.0	7.0	3.0	7.0
Lead/Lag	Lead		Lag	Lag	Lag	Lag	Lead	
Lead-Lag Optimize?								
Recall Mode	None	C-Max	C-Max	C-Max	None	None	None	None
v/c Ratio	0.13	0.12	0.00	0.19	0.05	0.03	0.36	0.20
Control Delay (s/veh)	4.4	5.1	10.0	9.0	45.0	44.1	41.4	0.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	4.4	5.1	10.0	9.0	45.0	44.1	41.4	0.6
Queue Length 50th (m)	3.7	8.0	0.2	16.7	1.2	1.3	18.8	0.0
Queue Length 95th (m)	11.0	17.1	1.3	32.4	5.4	4.4	31.1	0.0
Internal Link Dist (m)		689.8		209.6		684.9		107.5
Turn Bay Length (m)	100.0		85.0		105.0		145.0	
Base Capacity (vph)	737	2654	663	2277	343	1028	256	1420
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.13	0.12	0.00	0.19	0.02	0.01	0.36	0.11

Intersection Summary

Cycle Length: 110
Actuated Cycle Length: 110
Offset: 48 (44%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle: 100
Control Type: Actuated-Coordinated

Splits and Phases: 1: Coleraine Dr & Mayfield Rd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	98	312	1	2	383	61	6	12	0	91	0	163
Future Volume (vph)	98	312	1	2	383	61	6	12	0	91	0	163
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.5	3.7	3.5	3.5	3.7	3.5	3.5	3.7	3.5	3.5	3.7	3.5
Total Lost time (s)	3.0	7.0		7.0	7.0		7.0	7.0		3.0	7.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	0.95		1.00	0.95	
Frt	1.00	1.00		1.00	0.98		1.00	1.00		1.00	0.85	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1785	3648		1767	3575		1785	3650		1785	3103	
Flt Permitted	0.47	1.00		0.56	1.00		0.65	1.00		0.53	1.00	
Satd. Flow (perm)	890	3648		1045	3575		1219	3650		994	3103	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	98	312	1	2	383	61	6	12	0	91	0	163
RTOR Reduction (vph)	0	0	0	0	8	0	0	0	0	0	134	0
Lane Group Flow (vph)	98	313	0	2	436	0	6	12	0	91	29	0
Heavy Vehicles (%)	0%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		pm+pt	NA	
Protected Phases	5	2			6			4		3	8	
Permitted Phases	2			6			4			8		
Actuated Green, G (s)	76.6	76.6		66.5	66.5		7.2	7.2		19.4	19.4	
Effective Green, g (s)	76.6	76.6		66.5	66.5		7.2	7.2		19.4	19.4	
Actuated g/C Ratio	0.70	0.70		0.60	0.60		0.07	0.07		0.18	0.18	
Clearance Time (s)	3.0	7.0		7.0	7.0		7.0	7.0		3.0	7.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	677	2540		631	2161		79	238		241	547	
v/s Ratio Prot	c0.01	0.09			c0.12			0.00		c0.03	0.01	
v/s Ratio Perm	0.09			0.00			0.00			c0.03		
v/c Ratio	0.14	0.12		0.00	0.20		0.08	0.05		0.38	0.05	
Uniform Delay, d1	5.4	5.5		8.6	9.8		48.3	48.2		39.4	37.7	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.1	0.1		0.0	0.2		0.4	0.1		1.0	0.0	
Delay (s)	5.5	5.6		8.6	10.0		48.7	48.3		40.4	37.7	
Level of Service	A	A		A	B		D	D		D	D	
Approach Delay (s/veh)		5.6			10.0			48.4			38.7	
Approach LOS		A			B			D			D	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	15.5	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.24		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	49.2%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	1	4	18	1	1	155	41	196	2
Future Volume (vph)	1	4	18	1	1	155	41	196	2
Lane Group Flow (vph)	1	5	18	107	1	161	41	196	2
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA	Perm
Protected Phases		4		8		2		6	
Permitted Phases	4		8		2		6		6
Detector Phase	4	4	8	8	2	2	6	6	6
Switch Phase									
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	41.0	41.0	41.0	41.0	36.7	36.7	36.7	36.7	36.7
Total Split (s)	44.0	44.0	44.0	44.0	61.7	61.7	61.7	61.7	61.7
Total Split (%)	41.6%	41.6%	41.6%	41.6%	58.4%	58.4%	58.4%	58.4%	58.4%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.2	4.2	4.2	4.2	4.2
All-Red Time (s)	5.0	5.0	5.0	5.0	2.5	2.5	2.5	2.5	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	9.0	9.0	9.0	9.0	6.7	6.7	6.7	6.7	6.7
Lead/Lag									
Lead-Lag Optimize?									
Recall Mode	None	None	None	None	Max	Max	Max	Max	Max
v/c Ratio	0.01	0.02	0.10	0.37	0.00	0.06	0.04	0.07	0.00
Control Delay (s/veh)	31.0	29.2	33.3	11.3	4.0	3.9	4.4	4.0	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	31.0	29.2	33.3	11.3	4.0	3.9	4.4	4.0	0.0
Queue Length 50th (m)	0.2	0.6	2.6	0.2	0.1	3.7	1.9	4.7	0.0
Queue Length 95th (m)	1.6	3.8	8.9	14.3	0.5	6.5	4.8	7.9	0.0
Internal Link Dist (m)		93.8		472.1		202.5		1020.4	
Turn Bay Length (m)	14.0		30.0		37.0		35.0		25.0
Base Capacity (vph)	552	797	605	759	890	2733	919	2748	1218
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.00	0.01	0.03	0.14	0.00	0.06	0.04	0.07	0.00

Intersection Summary
Cycle Length: 105.7
Actuated Cycle Length: 82.2
Natural Cycle: 80
Control Type: Semi Act-Uncoord

Splits and Phases: 2: Coleraine Dr & The Beer Store Corporate Office/Parr Blvd

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	4	1	18	1	106	1	155	6	41	196	2
Future Volume (vph)	1	4	1	18	1	106	1	155	6	41	196	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.5	3.7	3.5	3.5	3.7	3.5	3.5	3.7	3.5	3.5	3.7	3.5
Total Lost time (s)	9.0	9.0		9.0	9.0		6.7	6.7		6.7	6.7	6.7
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95		1.00	0.95	1.00
Frt	1.00	0.97		1.00	0.85		1.00	0.99		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1785	1863		1785	1635		1785	3630		1785	3650	1597
Flt Permitted	0.69	1.00		0.75	1.00		0.63	1.00		0.65	1.00	1.00
Satd. Flow (perm)	1293	1863		1418	1635		1181	3630		1221	3650	1597
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	1	4	1	18	1	106	1	155	6	41	196	2
RTOR Reduction (vph)	0	1	0	0	96	0	0	1	0	0	0	1
Lane Group Flow (vph)	1	4	0	18	11	0	1	160	0	41	196	1
Heavy Vehicles (%)	0%	0%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	Perm
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		6
Actuated Green, G (s)	7.9	7.9		7.9	7.9		60.4	60.4		60.4	60.4	60.4
Effective Green, g (s)	7.9	7.9		7.9	7.9		60.4	60.4		60.4	60.4	60.4
Actuated g/C Ratio	0.09	0.09		0.09	0.09		0.72	0.72		0.72	0.72	0.72
Clearance Time (s)	9.0	9.0		9.0	9.0		6.7	6.7		6.7	6.7	6.7
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	121	175		133	153		849	2610		877	2624	1148
v/s Ratio Prot		0.00			0.01			0.04			c0.05	
v/s Ratio Perm	0.00			c0.01			0.00			0.03		0.00
v/c Ratio	0.01	0.02		0.14	0.07		0.00	0.06		0.05	0.07	0.00
Uniform Delay, d1	34.5	34.5		34.9	34.7		3.3	3.5		3.4	3.5	3.3
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	0.0	0.1		0.5	0.2		0.0	0.0		0.1	0.1	0.0
Delay (s)	34.5	34.6		35.4	34.9		3.3	3.5		3.5	3.6	3.3
Level of Service	C	C		D	C		A	A		A	A	A
Approach Delay (s/veh)		34.6			35.0			3.5			3.6	
Approach LOS		C			C			A			A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	11.3	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.08		
Actuated Cycle Length (s)	84.0	Sum of lost time (s)	15.7
Intersection Capacity Utilization	43.7%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

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	0	38	19	5	42	3	79	2	16	4	4	5
Future Vol, veh/h	0	38	19	5	42	3	79	2	16	4	4	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	38	19	5	42	3	79	2	16	4	4	5

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	45	0	0	57	0	0	106	103	48	111	111	44
Stage 1	-	-	-	-	-	-	48	48	-	54	54	-
Stage 2	-	-	-	-	-	-	58	55	-	57	57	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1576	-	-	1560	-	-	878	791	1027	872	783	1032
Stage 1	-	-	-	-	-	-	971	859	-	963	854	-
Stage 2	-	-	-	-	-	-	959	853	-	960	851	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1576	-	-	1560	-	-	868	789	1027	855	781	1032
Mov Cap-2 Maneuver	-	-	-	-	-	-	868	789	-	855	781	-
Stage 1	-	-	-	-	-	-	971	859	-	963	851	-
Stage 2	-	-	-	-	-	-	947	850	-	943	851	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	0.7	9.5	9.1
HCM LOS			A	A

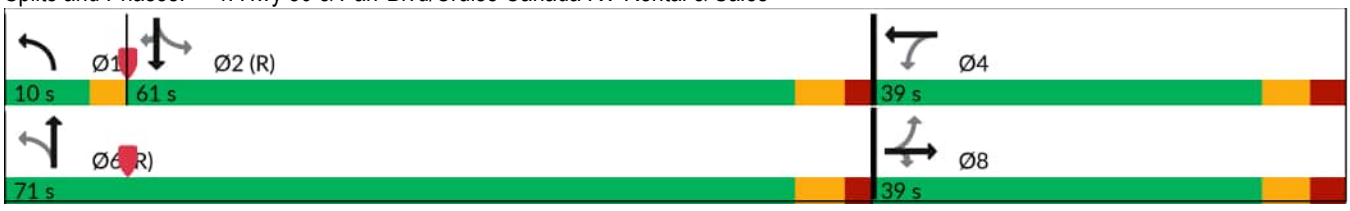
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	889	1576	-	-	1560	-	-	888
HCM Lane V/C Ratio	0.109	-	-	-	0.003	-	-	0.015
HCM Ctrl Dly (s/v)	9.5	0	-	-	7.3	0	-	9.1
HCM Lane LOS	A	A	-	-	A	A	-	A
HCM 95th %tile Q (veh)	0.4	0	-	-	0	-	-	0

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	32	0	43	4	2	36	1018	6	1000	20
Future Volume (vph)	32	0	43	4	2	36	1018	6	1000	20
Lane Group Flow (vph)	0	32	43	0	8	36	1018	6	1000	20
Turn Type	Perm	NA	Perm	Perm	NA	pm+pt	NA	Perm	NA	Perm
Protected Phases		8			4	1	6		2	
Permitted Phases	8		8	4		6		2		2
Detector Phase	8	8	8	4	4	1	6	2	2	2
Switch Phase										
Minimum Initial (s)	8.0	8.0	8.0	8.0	8.0	5.0	12.0	12.0	12.0	12.0
Minimum Split (s)	33.9	33.9	33.9	33.9	33.9	9.5	30.1	30.1	30.1	30.1
Total Split (s)	39.0	39.0	39.0	39.0	39.0	10.0	71.0	61.0	61.0	61.0
Total Split (%)	35.5%	35.5%	35.5%	35.5%	35.5%	9.1%	64.5%	55.5%	55.5%	55.5%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	3.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.9	2.9	2.9	2.9	2.9	0.0	2.1	2.1	2.1	2.1
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.9	6.9		6.9	3.0	6.1	6.1	6.1	6.1
Lead/Lag						Lead		Lag	Lag	Lag
Lead-Lag Optimize?										
Recall Mode	None	None	None	None	None	None	C-Max	C-Max	C-Max	C-Max
v/c Ratio		0.28	0.24		0.07	0.07	0.33	0.01	0.35	0.02
Control Delay (s/veh)		53.5	10.1		41.9	2.1	3.0	4.8	5.2	0.0
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)		53.5	10.1		41.9	2.1	3.0	4.8	5.2	0.0
Queue Length 50th (m)		7.0	0.0		1.3	1.0	24.8	0.3	38.4	0.0
Queue Length 95th (m)		16.8	7.4		6.4	2.9	37.0	1.7	54.8	0.0
Internal Link Dist (m)		828.8			20.9		520.2		332.3	
Turn Bay Length (m)						35.0		25.0		20.0
Base Capacity (vph)		421	508		445	501	3066	419	2885	1249
Starvation Cap Reductn		0	0		0	0	0	0	0	0
Spillback Cap Reductn		0	0		0	0	0	0	0	0
Storage Cap Reductn		0	0		0	0	0	0	0	0
Reduced v/c Ratio		0.08	0.08		0.02	0.07	0.33	0.01	0.35	0.02

Intersection Summary

Cycle Length: 110
Actuated Cycle Length: 110
Offset: 105 (95%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 75
Control Type: Actuated-Coordinated

Splits and Phases: 4: Hwy 50 & Parr Blvd/Cruise Canada RV Rental & Sales



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	32	0	43	4	2	2	36	1018	0	6	1000	20
Future Volume (vph)	32	0	43	4	2	2	36	1018	0	6	1000	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.5	3.7	3.5	3.5	3.7	3.5	3.5	3.7	3.5	3.5	3.7	3.5
Total Lost time (s)		6.9	6.9		6.9		3.0	6.1		6.1	6.1	6.1
Lane Util. Factor		1.00	1.00		1.00		1.00	0.95		1.00	0.95	1.00
Frpb, ped/bikes		1.00	1.00		1.00		1.00	1.00		1.00	1.00	0.98
Flpb, ped/bikes		1.00	1.00		1.00		1.00	1.00		1.00	1.00	1.00
Frt		1.00	0.85		0.97		1.00	1.00		1.00	1.00	0.85
Flt Protected		0.95	1.00		0.98		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)		1823	1597		1801		1785	3650		1784	3650	1562
Flt Permitted		0.75	1.00		0.83		0.26	1.00		0.28	1.00	1.00
Satd. Flow (perm)		1444	1597		1523		489	3650		529	3650	1562
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	32	0	43	4	2	2	36	1018	0	6	1000	20
RTOR Reduction (vph)	0	0	40	0	2	0	0	0	0	0	0	5
Lane Group Flow (vph)	0	32	3	0	6	0	36	1018	0	6	1000	15
Confl. Peds. (#/hr)	1					1	1		1	1		1
Heavy Vehicles (%)	0%	0%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA		Perm	NA	Perm
Protected Phases		8			4		1	6			2	
Permitted Phases	8		8	4			6			2		2
Actuated Green, G (s)		7.2	7.2		7.2		89.8	89.8		83.2	83.2	83.2
Effective Green, g (s)		7.2	7.2		7.2		89.8	89.8		83.2	83.2	83.2
Actuated g/C Ratio		0.07	0.07		0.07		0.82	0.82		0.76	0.76	0.76
Clearance Time (s)		6.9	6.9		6.9		3.0	6.1		6.1	6.1	6.1
Vehicle Extension (s)		3.0	3.0		3.0		3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)		94	104		99		441	2979		400	2760	1181
v/s Ratio Prot							0.00	c0.28			c0.27	
v/s Ratio Perm		c0.02	0.00		0.00		0.06			0.01		0.01
v/c Ratio		0.34	0.03		0.06		0.08	0.34		0.02	0.36	0.01
Uniform Delay, d1		49.1	48.1		48.2		2.2	2.6		3.3	4.5	3.3
Progression Factor		1.00	1.00		1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2		2.2	0.1		0.3		0.1	0.3		0.1	0.4	0.0
Delay (s)		51.3	48.2		48.5		2.3	2.9		3.4	4.9	3.3
Level of Service		D	D		D		A	A		A	A	A
Approach Delay (s/veh)		49.5			48.5			2.9			4.8	
Approach LOS		D			D			A			A	

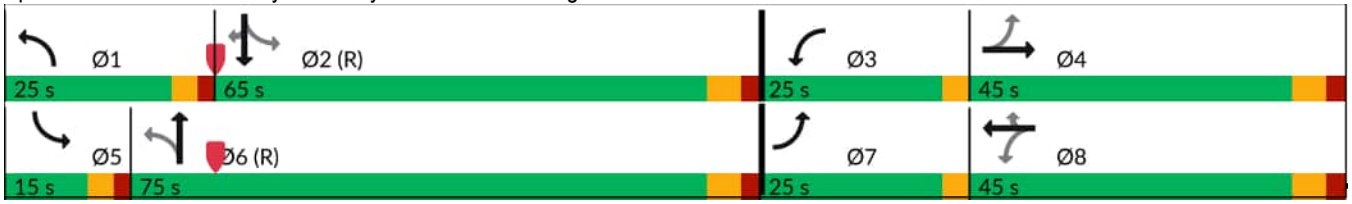
Intersection Summary			
HCM 2000 Control Delay (s/veh)	5.6	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.36		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	58.1%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	94	132	244	137	10	114	910	14	927	97
Future Volume (vph)	94	132	244	137	10	114	910	14	927	97
Lane Group Flow (vph)	94	322	244	137	10	114	1141	14	927	97
Turn Type	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA	pm+pt	NA	Perm
Protected Phases	7	4	3	8		1	6	5	2	
Permitted Phases	4		8		8	6		2		2
Detector Phase	7	4	3	8	8	1	6	5	2	2
Switch Phase										
Minimum Initial (s)	5.0	12.0	10.0	12.0	12.0	10.0	20.0	10.0	20.0	20.0
Minimum Split (s)	9.5	43.5	14.5	43.5	43.5	15.0	41.3	15.0	41.3	41.3
Total Split (s)	25.0	45.0	25.0	45.0	45.0	25.0	75.0	15.0	65.0	65.0
Total Split (%)	15.6%	28.1%	15.6%	28.1%	28.1%	15.6%	46.9%	9.4%	40.6%	40.6%
Yellow Time (s)	3.0	4.0	3.0	4.0	4.0	3.0	4.2	3.0	4.2	4.2
All-Red Time (s)	0.0	2.5	0.0	2.5	2.5	2.0	2.1	2.0	2.1	2.1
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	3.0	6.5	3.0	6.5	6.5	5.0	6.3	5.0	6.3	6.3
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?										
Recall Mode	None	None	None	None	None	None	C-Max	None	C-Max	C-Max
v/c Ratio	0.35	0.70	0.84	0.51	0.03	0.29	0.35	0.04	0.43	0.10
Control Delay (s/veh)	50.0	37.4	75.7	70.6	0.2	10.6	13.6	8.9	19.3	2.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	50.0	37.4	75.7	70.6	0.2	10.6	13.6	8.9	19.3	2.0
Queue Length 50th (m)	25.0	22.8	71.3	43.3	0.0	11.5	50.0	1.3	85.6	0.0
Queue Length 95th (m)	40.1	39.6	#102.9	66.5	0.0	21.1	84.7	4.3	113.6	6.8
Internal Link Dist (m)		330.4		656.8			717.1		188.2	
Turn Bay Length (m)	60.0		50.0		50.0	100.0		35.0		120.0
Base Capacity (vph)	377	944	299	462	468	476	3303	362	2152	987
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.25	0.34	0.82	0.30	0.02	0.24	0.35	0.04	0.43	0.10

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 7 (4%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 115
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 5: Hwy 50 & Mayfield Rd/Albion Vaughn Rd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	94	132	190	244	137	10	114	910	231	14	927	97
Future Volume (vph)	94	132	190	244	137	10	114	910	231	14	927	97
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.5	3.7	3.5	3.5	3.7	3.5	3.5	3.7	3.5	3.5	3.7	3.5
Total Lost time (s)	3.0	6.5		3.0	6.5	6.5	5.0	6.3		5.0	6.3	6.3
Lane Util. Factor	1.00	0.95		1.00	1.00	1.00	1.00	0.91		1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Frt	1.00	0.91		1.00	1.00	0.85	1.00	0.97		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1785	3327		1785	1921	1597	1785	5073		1785	3650	1597
Flt Permitted	0.67	1.00		0.24	1.00	1.00	0.24	1.00		0.22	1.00	1.00
Satd. Flow (perm)	1258	3327		453	1921	1597	444	5073		420	3650	1597
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	94	132	190	244	137	10	114	910	231	14	927	97
RTOR Reduction (vph)	0	174	0	0	0	9	0	18	0	0	0	40
Lane Group Flow (vph)	94	148	0	244	137	1	114	1123	0	14	927	57
Confl. Bikes (#/hr)									1			
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA	Perm
Protected Phases	7	4		3	8		1	6		5	2	
Permitted Phases	4			8		8	6			2		2
Actuated Green, G (s)	25.6	13.6		37.5	22.5	22.5	109.7	100.7		98.4	94.4	94.4
Effective Green, g (s)	25.6	13.6		37.5	22.5	22.5	109.7	100.7		98.4	94.4	94.4
Actuated g/C Ratio	0.16	0.09		0.23	0.14	0.14	0.69	0.63		0.62	0.59	0.59
Clearance Time (s)	3.0	6.5		3.0	6.5	6.5	5.0	6.3		5.0	6.3	6.3
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	240	282		280	270	224	390	3192		292	2153	942
v/s Ratio Prot	0.03	0.04		c0.11	0.07		c0.02	c0.22		0.00	c0.25	
v/s Ratio Perm	0.03			c0.09		0.00	0.18			0.03		0.04
v/c Ratio	0.39	0.53		0.87	0.51	0.01	0.29	0.35		0.05	0.43	0.06
Uniform Delay, d1	59.6	70.1		54.8	63.6	59.1	10.5	14.1		12.0	18.0	13.9
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	1.1	1.8		24.3	1.5	0.0	0.4	0.3		0.1	0.6	0.1
Delay (s)	60.6	71.9		79.1	65.1	59.1	10.9	14.4		12.1	18.7	14.1
Level of Service	E	E		E	E	E	B	B		B	B	B
Approach Delay (s/veh)		69.3			73.7			14.1			18.1	
Approach LOS		E			E			B			B	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	30.4	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.55		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	20.8
Intersection Capacity Utilization	75.6%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	4	403	439	2	6	13
Future Vol, veh/h	4	403	439	2	6	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	30	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	4	403	439	2	6	13

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	441	0	-	0	650	221
Stage 1	-	-	-	-	440	-
Stage 2	-	-	-	-	210	-
Critical Hdwy	4.1	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1130	-	-	-	406	789
Stage 1	-	-	-	-	622	-
Stage 2	-	-	-	-	811	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1130	-	-	-	404	789
Mov Cap-2 Maneuver	-	-	-	-	404	-
Stage 1	-	-	-	-	619	-
Stage 2	-	-	-	-	811	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.1	0	11
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1130	-	-	-	404	789
HCM Lane V/C Ratio	0.004	-	-	-	0.015	0.016
HCM Ctrl Dly (s/v)	8.2	0	-	-	14	9.6
HCM Lane LOS	A	A	-	-	B	A
HCM 95th %tile Q (veh)	0	-	-	-	0	0.1

Intersection	
Int Delay, s/veh	0.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	10	7	170	5	1	238
Future Vol, veh/h	10	7	170	5	1	238
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	10	7	170	5	1	238

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	294	88	0	0	175	0
Stage 1	173	-	-	-	-	-
Stage 2	121	-	-	-	-	-
Critical Hdwy	6.8	6.9	-	-	4.1	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	679	959	-	-	1414	-
Stage 1	846	-	-	-	-	-
Stage 2	897	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	678	959	-	-	1414	-
Mov Cap-2 Maneuver	705	-	-	-	-	-
Stage 1	846	-	-	-	-	-
Stage 2	896	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	9.7	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	791	1414	-
HCM Lane V/C Ratio	-	-	0.021	0.001	-
HCM Ctrl Dly (s/v)	-	-	9.7	7.5	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q (veh)	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	24	385	364	21	48	77
Future Vol, veh/h	24	385	364	21	48	77
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	15	-	-	-	0	80
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	24	385	364	21	48	77

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	385	0	-	0	616	193
Stage 1	-	-	-	-	375	-
Stage 2	-	-	-	-	241	-
Critical Hdwy	4.1	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1185	-	-	-	427	822
Stage 1	-	-	-	-	671	-
Stage 2	-	-	-	-	783	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1185	-	-	-	418	822
Mov Cap-2 Maneuver	-	-	-	-	418	-
Stage 1	-	-	-	-	658	-
Stage 2	-	-	-	-	783	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.5	0	11.7
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1185	-	-	-	418	822
HCM Lane V/C Ratio	0.02	-	-	-	0.115	0.094
HCM Ctrl Dly (s/v)	8.1	-	-	-	14.7	9.8
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q (veh)	0.1	-	-	-	0.4	0.3

Intersection	
Int Delay, s/veh	0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	5	2	185	1	1	254
Future Vol, veh/h	5	2	185	1	1	254
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	5	2	185	1	1	254

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	315	93	0	0	186	0
Stage 1	186	-	-	-	-	-
Stage 2	129	-	-	-	-	-
Critical Hdwy	6.8	6.9	-	-	4.1	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	659	952	-	-	1401	-
Stage 1	833	-	-	-	-	-
Stage 2	889	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	658	952	-	-	1401	-
Mov Cap-2 Maneuver	691	-	-	-	-	-
Stage 1	833	-	-	-	-	-
Stage 2	888	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	9.8	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	750	1401	-
HCM Lane V/C Ratio	-	-	0.009	0.001	-
HCM Ctrl Dly (s/v)	-	-	9.8	7.6	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q (veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	7	4	182	3	1	258
Future Vol, veh/h	7	4	182	3	1	258
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	7	4	182	3	1	258

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	315	93	0	0	185	0
Stage 1	184	-	-	-	-	-
Stage 2	131	-	-	-	-	-
Critical Hdwy	6.8	6.9	-	-	4.1	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	659	952	-	-	1402	-
Stage 1	835	-	-	-	-	-
Stage 2	887	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	658	952	-	-	1402	-
Mov Cap-2 Maneuver	692	-	-	-	-	-
Stage 1	835	-	-	-	-	-
Stage 2	886	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	9.8	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	768	1402	-
HCM Lane V/C Ratio	-	-	0.014	0.001	-
HCM Ctrl Dly (s/v)	-	-	9.8	7.6	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q (veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	3.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	24	35	12	33	90	6
Future Vol, veh/h	24	35	12	33	90	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	24	35	12	33	90	6

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	150	93	96	0	-	0
Stage 1	93	-	-	-	-	-
Stage 2	57	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	847	970	1510	-	-	-
Stage 1	936	-	-	-	-	-
Stage 2	971	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	840	970	1510	-	-	-
Mov Cap-2 Maneuver	840	-	-	-	-	-
Stage 1	929	-	-	-	-	-
Stage 2	971	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	9.2	2	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1510	-	913	-	-
HCM Lane V/C Ratio	0.008	-	0.065	-	-
HCM Ctrl Dly (s/v)	7.4	0	9.2	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q (veh)	0	-	0.2	-	-

Intersection	
Int Delay, s/veh	6.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	51	71	26	31	25	11
Future Vol, veh/h	51	71	26	31	25	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	51	71	26	31	25	11

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	114	31	36	0	-	0
Stage 1	31	-	-	-	-	-
Stage 2	83	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	887	1049	1588	-	-	-
Stage 1	997	-	-	-	-	-
Stage 2	945	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	872	1049	1588	-	-	-
Mov Cap-2 Maneuver	872	-	-	-	-	-
Stage 1	980	-	-	-	-	-
Stage 2	945	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	9.3	3.3	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1588	-	967	-	-
HCM Lane V/C Ratio	0.016	-	0.126	-	-
HCM Ctrl Dly (s/v)	7.3	0	9.3	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q (veh)	0.1	-	0.4	-	-

Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	12	17	6	76	19	3
Future Vol, veh/h	12	17	6	76	19	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	12	17	6	76	19	3

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	109	21	22	0	-	0
Stage 1	21	-	-	-	-	-
Stage 2	88	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	893	1062	1607	-	-	-
Stage 1	1007	-	-	-	-	-
Stage 2	940	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	889	1062	1607	-	-	-
Mov Cap-2 Maneuver	889	-	-	-	-	-
Stage 1	1003	-	-	-	-	-
Stage 2	940	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	8.8	0.5	0
HCM LOS	A		

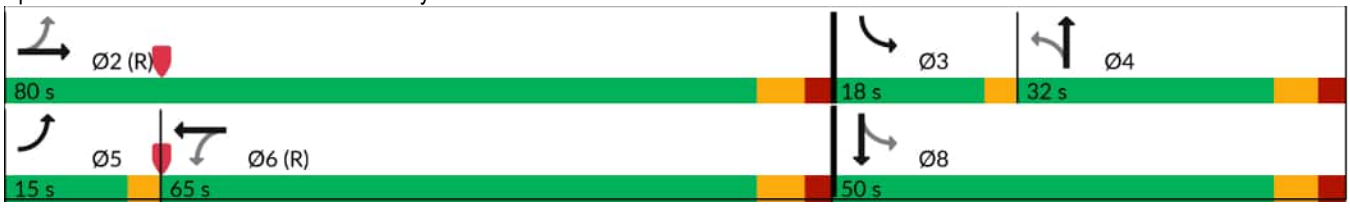
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1607	-	983	-	-
HCM Lane V/C Ratio	0.004	-	0.03	-	-
HCM Ctrl Dly (s/v)	7.2	0	8.8	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q (veh)	0	-	0.1	-	-

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	364	420	39	383	23	310	66	354
Future Volume (vph)	364	420	39	383	23	310	66	354
Lane Group Flow (vph)	364	452	39	434	23	341	66	598
Turn Type	pm+pt	NA	Perm	NA	Perm	NA	pm+pt	NA
Protected Phases	5	2		6		4	3	8
Permitted Phases	2		6		4		8	
Detector Phase	5	2	6	6	4	4	3	8
Switch Phase								
Minimum Initial (s)	5.0	12.0	12.0	12.0	12.0	12.0	5.0	12.0
Minimum Split (s)	9.5	37.0	37.0	37.0	37.0	37.0	12.5	37.0
Total Split (s)	15.0	80.0	65.0	65.0	32.0	32.0	18.0	50.0
Total Split (%)	11.5%	61.5%	50.0%	50.0%	24.6%	24.6%	13.8%	38.5%
Yellow Time (s)	3.0	4.6	4.6	4.6	4.2	4.2	3.0	4.2
All-Red Time (s)	0.0	2.4	2.4	2.4	2.8	2.8	0.0	2.8
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	3.0	7.0	7.0	7.0	7.0	7.0	3.0	7.0
Lead/Lag	Lead		Lag	Lag	Lag	Lag	Lead	
Lead-Lag Optimize?								
Recall Mode	None	C-Max	C-Max	C-Max	None	None	None	None
v/c Ratio	0.50	0.19	0.08	0.23	0.26	0.67	0.28	0.69
Control Delay (s/veh)	10.7	8.7	19.1	17.4	56.7	58.8	38.6	39.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	10.7	8.7	19.1	17.4	56.7	58.8	38.6	39.0
Queue Length 50th (m)	34.1	22.1	5.1	31.2	5.7	46.0	13.8	59.8
Queue Length 95th (m)	58.9	34.8	13.6	49.1	14.8	60.6	24.2	74.7
Internal Link Dist (m)		689.8		209.6		684.9		107.5
Turn Bay Length (m)	100.0		85.0		105.0		145.0	
Base Capacity (vph)	724	2434	493	1924	124	697	288	1228
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.50	0.19	0.08	0.23	0.19	0.49	0.23	0.49

Intersection Summary

Cycle Length: 130
Actuated Cycle Length: 130
Offset: 92 (71%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle: 100
Control Type: Actuated-Coordinated

Splits and Phases: 1: Coleraine Dr & Mayfield Rd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	364	420	32	39	383	51	23	310	31	66	354	244
Future Volume (vph)	364	420	32	39	383	51	23	310	31	66	354	244
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.5	3.7	3.5	3.5	3.7	3.5	3.5	3.7	3.5	3.5	3.7	3.5
Total Lost time (s)	3.0	7.0		7.0	7.0		7.0	7.0		3.0	7.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	0.95		1.00	0.95	
Frt	1.00	0.99		1.00	0.98		1.00	0.99		1.00	0.94	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1785	3611		1785	3586		1785	3600		1785	3427	
Flt Permitted	0.47	1.00		0.49	1.00		0.34	1.00		0.33	1.00	
Satd. Flow (perm)	875	3611		923	3586		645	3600		619	3427	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	364	420	32	39	383	51	23	310	31	66	354	244
RTOR Reduction (vph)	0	3	0	0	7	0	0	6	0	0	110	0
Lane Group Flow (vph)	364	449	0	39	427	0	23	335	0	66	488	0
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		pm+pt	NA	
Protected Phases	5	2			6			4		3	8	
Permitted Phases	2			6			4			8		
Actuated Green, G (s)	87.0	87.0		69.0	69.0		18.1	18.1		29.0	29.0	
Effective Green, g (s)	87.0	87.0		69.0	69.0		18.1	18.1		29.0	29.0	
Actuated g/C Ratio	0.67	0.67		0.53	0.53		0.14	0.14		0.22	0.22	
Clearance Time (s)	3.0	7.0		7.0	7.0		7.0	7.0		3.0	7.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	690	2416		489	1903		89	501		208	764	
v/s Ratio Prot	c0.06	0.12			0.12			0.09		0.02	c0.14	
v/s Ratio Perm	c0.29			0.04			0.04			0.05		
v/c Ratio	0.53	0.19		0.08	0.22		0.26	0.67		0.32	0.64	
Uniform Delay, d1	9.1	8.1		14.9	16.2		50.0	53.1		41.0	45.7	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.7	0.2		0.3	0.3		1.5	3.4		0.9	1.8	
Delay (s)	9.8	8.3		15.3	16.5		51.5	56.5		41.9	47.5	
Level of Service	A	A		B	B		D	E		D	D	
Approach Delay (s/veh)		9.0			16.4			56.2			47.0	
Approach LOS		A			B			E			D	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	28.8	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.58		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	80.8%	ICU Level of Service	D
Analysis Period (min)	15		

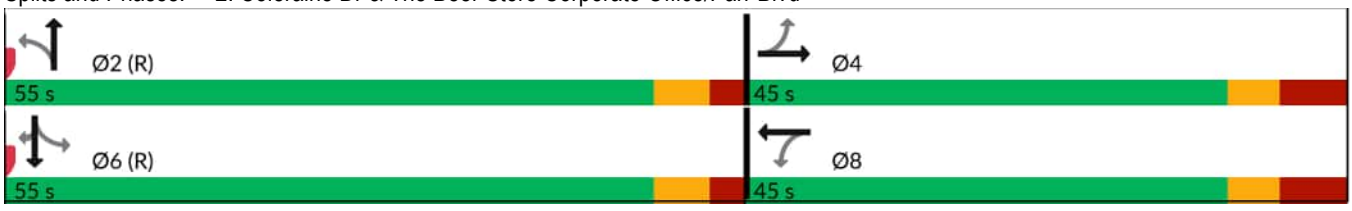
c Critical Lane Group

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	1	1	34	13	11	652	144	622	5
Future Volume (vph)	1	1	34	13	11	652	144	622	5
Lane Group Flow (vph)	1	2	34	156	11	706	144	622	5
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA	Perm
Protected Phases		4		8		2		6	
Permitted Phases	4		8		2		6		6
Detector Phase	4	4	8	8	2	2	6	6	6
Switch Phase									
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	41.0	41.0	41.0	41.0	36.7	36.7	36.7	36.7	36.7
Total Split (s)	45.0	45.0	45.0	45.0	55.0	55.0	55.0	55.0	55.0
Total Split (%)	45.0%	45.0%	45.0%	45.0%	55.0%	55.0%	55.0%	55.0%	55.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.2	4.2	4.2	4.2	4.2
All-Red Time (s)	5.0	5.0	5.0	5.0	2.5	2.5	2.5	2.5	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	9.0	9.0	9.0	9.0	6.7	6.7	6.7	6.7	6.7
Lead/Lag									
Lead-Lag Optimize?									
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	C-Max	C-Max
v/c Ratio	0.01	0.01	0.23	0.52	0.02	0.27	0.27	0.23	0.00
Control Delay (s/veh)	39.0	33.5	44.6	15.4	3.8	4.5	6.0	4.5	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	39.0	33.5	44.6	15.4	3.8	4.5	6.0	4.5	0.0
Queue Length 50th (m)	0.2	0.2	6.5	2.5	0.5	19.8	7.9	17.2	0.0
Queue Length 95th (m)	1.8	2.4	16.0	20.9	2.1	29.4	17.4	26.0	0.0
Internal Link Dist (m)		93.8		472.1		202.5		1020.4	
Turn Bay Length (m)	14.0		30.0		37.0		35.0		25.0
Base Capacity (vph)	444	640	511	687	577	2661	530	2692	1195
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.00	0.00	0.07	0.23	0.02	0.27	0.27	0.23	0.00

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated

Splits and Phases: 2: Coleraine Dr & The Beer Store Corporate Office/Parr Blvd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	1	1	34	13	143	11	652	54	144	622	5
Future Volume (vph)	1	1	1	34	13	143	11	652	54	144	622	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.5	3.7	3.5	3.5	3.7	3.5	3.5	3.7	3.5	3.5	3.7	3.5
Total Lost time (s)	9.0	9.0		9.0	9.0		6.7	6.7		6.7	6.7	6.7
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95		1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Frt	1.00	0.93		1.00	0.86		1.00	0.99		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1785	1777		1785	1657		1785	3603		1785	3650	1597
Flt Permitted	0.66	1.00		0.76	1.00		0.42	1.00		0.38	1.00	1.00
Satd. Flow (perm)	1236	1777		1421	1657		782	3603		719	3650	1597
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	1	1	1	34	13	143	11	652	54	144	622	5
RTOR Reduction (vph)	0	1	0	0	128	0	0	3	0	0	0	1
Lane Group Flow (vph)	1	1	0	34	28	0	11	703	0	144	622	4
Confl. Bikes (#/hr)									1			
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	Perm
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		6
Actuated Green, G (s)	10.5	10.5		10.5	10.5		73.8	73.8		73.8	73.8	73.8
Effective Green, g (s)	10.5	10.5		10.5	10.5		73.8	73.8		73.8	73.8	73.8
Actuated g/C Ratio	0.11	0.11		0.11	0.11		0.74	0.74		0.74	0.74	0.74
Clearance Time (s)	9.0	9.0		9.0	9.0		6.7	6.7		6.7	6.7	6.7
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	129	186		149	173		577	2659		530	2693	1178
v/s Ratio Prot		0.00			0.02			0.20			0.17	
v/s Ratio Perm	0.00			c0.02			0.01			c0.20		0.00
v/c Ratio	0.01	0.01		0.23	0.16		0.02	0.26		0.27	0.23	0.00
Uniform Delay, d1	40.1	40.1		41.0	40.7		3.5	4.3		4.3	4.1	3.4
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	0.0	0.0		0.8	0.4		0.1	0.2		1.3	0.2	0.0
Delay (s)	40.1	40.1		41.8	41.2		3.5	4.5		5.6	4.3	3.4
Level of Service	D	D		D	D		A	A		A	A	A
Approach Delay (s/veh)		40.1			41.3			4.5			4.6	
Approach LOS		D			D			A			A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	8.7	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.27		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	15.7
Intersection Capacity Utilization	56.3%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

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	3	144	71	20	179	12	28	7	7	7	5	14
Future Vol, veh/h	3	144	71	20	179	12	28	7	7	7	5	14
Conflicting Peds, #/hr	1	0	0	0	0	1	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	3	144	71	20	179	12	28	7	7	7	5	14

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	192	0	0	215	0	0	421	418	180	419	447	186
Stage 1	-	-	-	-	-	-	186	186	-	226	226	-
Stage 2	-	-	-	-	-	-	235	232	-	193	221	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1394	-	-	1367	-	-	546	529	868	548	509	861
Stage 1	-	-	-	-	-	-	820	750	-	781	721	-
Stage 2	-	-	-	-	-	-	773	716	-	813	724	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1393	-	-	1367	-	-	526	519	868	530	499	860
Mov Cap-2 Maneuver	-	-	-	-	-	-	526	519	-	530	499	-
Stage 1	-	-	-	-	-	-	818	749	-	779	709	-
Stage 2	-	-	-	-	-	-	743	704	-	797	723	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.1	0.7	11.9	10.7
HCM LOS			B	B

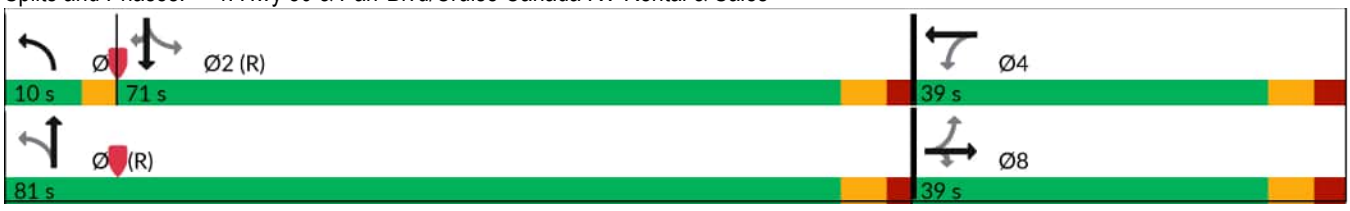
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	562	1393	-	-	1367	-	-	658
HCM Lane V/C Ratio	0.075	0.002	-	-	0.015	-	-	0.04
HCM Ctrl Dly (s/v)	11.9	7.6	0	-	7.7	0	-	10.7
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q (veh)	0.2	0	-	-	0	-	-	0.1

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	30	0	103	1	0	202	1100	1220	53
Future Volume (vph)	30	0	103	1	0	202	1100	1220	53
Lane Group Flow (vph)	0	30	103	0	1	202	1102	1220	53
Turn Type	Perm	NA	Perm	Perm	NA	pm+pt	NA	NA	Perm
Protected Phases		8			4	1	6	2	
Permitted Phases	8		8	4		6			2
Detector Phase	8	8	8	4	4	1	6	2	2
Switch Phase									
Minimum Initial (s)	8.0	8.0	8.0	8.0	8.0	5.0	12.0	12.0	12.0
Minimum Split (s)	33.9	33.9	33.9	33.9	33.9	9.5	30.1	30.1	30.1
Total Split (s)	39.0	39.0	39.0	39.0	39.0	10.0	81.0	71.0	71.0
Total Split (%)	32.5%	32.5%	32.5%	32.5%	32.5%	8.3%	67.5%	59.2%	59.2%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	3.0	4.0	4.0	4.0
All-Red Time (s)	2.9	2.9	2.9	2.9	2.9	0.0	2.1	2.1	2.1
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.9	6.9		6.9	3.0	6.1	6.1	6.1
Lead/Lag						Lead		Lag	Lag
Lead-Lag Optimize?									
Recall Mode	None	None	None	None	None	None	C-Max	C-Max	C-Max
v/c Ratio		0.28	0.48		0.01	0.49	0.37	0.47	0.05
Control Delay (s/veh)		59.0	17.8		50.0	5.9	3.3	8.6	1.4
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)		59.0	17.8		50.0	5.9	3.3	8.6	1.4
Queue Length 50th (m)		7.2	0.0		0.2	6.0	27.6	57.0	0.0
Queue Length 95th (m)		17.1	17.3		2.1	11.9	40.9	90.6	3.5
Internal Link Dist (m)		828.8			20.9		520.2	332.3	
Turn Bay Length (m)						35.0			20.0
Base Capacity (vph)		388	502		379	413	2985	2598	1129
Starvation Cap Reductn		0	0		0	0	0	0	0
Spillback Cap Reductn		0	0		0	0	0	0	0
Storage Cap Reductn		0	0		0	0	0	0	0
Reduced v/c Ratio		0.08	0.21		0.00	0.49	0.37	0.47	0.05

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 8 (7%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated

Splits and Phases: 4: Hwy 50 & Parr Blvd/Cruise Canada RV Rental & Sales



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	30	0	103	1	0	0	202	1100	2	0	1220	53
Future Volume (vph)	30	0	103	1	0	0	202	1100	2	0	1220	53
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.5	3.7	3.5	3.5	3.7	3.5	3.5	3.7	3.5	3.5	3.7	3.5
Total Lost time (s)		6.9	6.9		6.9		3.0	6.1			6.1	6.1
Lane Util. Factor		1.00	1.00		1.00		1.00	0.95			0.95	1.00
Frpb, ped/bikes		1.00	1.00		1.00		1.00	1.00			1.00	0.98
Flpb, ped/bikes		1.00	1.00		1.00		1.00	1.00			1.00	1.00
Frt		1.00	0.85		1.00		1.00	1.00			1.00	0.85
Flt Protected		0.95	1.00		0.95		0.95	1.00			1.00	1.00
Satd. Flow (prot)		1825	1597		1825		1785	3649			3650	1561
Flt Permitted		0.76	1.00		0.74		0.19	1.00			1.00	1.00
Satd. Flow (perm)		1455	1597		1417		354	3649			3650	1561
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	30	0	103	1	0	0	202	1100	2	0	1220	53
RTOR Reduction (vph)	0	0	95	0	0	0	0	0	0	0	0	15
Lane Group Flow (vph)	0	30	8	0	1	0	202	1102	0	0	1220	38
Confl. Peds. (#/hr)							1		2	2		1
Confl. Bikes (#/hr)									1			
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA		Perm	NA	Perm
Protected Phases		8			4		1	6			2	
Permitted Phases	8		8	4			6			2		2
Actuated Green, G (s)		8.9	8.9		8.9		98.1	98.1			85.4	85.4
Effective Green, g (s)		8.9	8.9		8.9		98.1	98.1			85.4	85.4
Actuated g/C Ratio		0.07	0.07		0.07		0.82	0.82			0.71	0.71
Clearance Time (s)		6.9	6.9		6.9		3.0	6.1			6.1	6.1
Vehicle Extension (s)		3.0	3.0		3.0		3.0	3.0			3.0	3.0
Lane Grp Cap (vph)		107	118		105		405	2983			2597	1110
v/s Ratio Prot							c0.04	0.30			0.33	
v/s Ratio Perm		c0.02	0.00		0.00		c0.37					0.02
v/c Ratio		0.28	0.06		0.01		0.50	0.37			0.47	0.03
Uniform Delay, d1		52.5	51.7		51.5		4.3	2.9			7.5	5.1
Progression Factor		1.00	1.00		1.00		1.00	1.00			1.00	1.00
Incremental Delay, d2		1.4	0.2		0.0		1.0	0.4			0.6	0.1
Delay (s)		54.0	51.9		51.5		5.2	3.2			8.1	5.2
Level of Service		D	D		D		A	A			A	A
Approach Delay (s/veh)		52.4			51.5			3.5			8.0	
Approach LOS		D			D			A			A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	8.0	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.49		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	65.7%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	62	161	370	299	40	179	1129	31	1179	65
Future Volume (vph)	62	161	370	299	40	179	1129	31	1179	65
Lane Group Flow (vph)	62	380	370	299	40	179	1299	31	1179	65
Turn Type	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA	pm+pt	NA	Perm
Protected Phases	7	4	3	8		1	6	5	2	
Permitted Phases	4		8		8	6		2		2
Detector Phase	7	4	3	8	8	1	6	5	2	2
Switch Phase										
Minimum Initial (s)	5.0	12.0	10.0	12.0	12.0	10.0	20.0	10.0	20.0	20.0
Minimum Split (s)	9.5	43.5	14.5	43.5	43.5	15.0	41.3	15.0	41.3	41.3
Total Split (s)	26.0	45.0	36.0	55.0	55.0	20.0	64.0	15.0	59.0	59.0
Total Split (%)	16.3%	28.1%	22.5%	34.4%	34.4%	12.5%	40.0%	9.4%	36.9%	36.9%
Yellow Time (s)	3.0	4.0	3.0	4.0	4.0	3.0	4.2	3.0	4.2	4.2
All-Red Time (s)	0.0	2.5	0.0	2.5	2.5	2.0	2.1	2.0	2.1	2.1
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	3.0	6.5	3.0	6.5	6.5	5.0	6.3	5.0	6.3	6.3
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?										
Recall Mode	None	None	None	None	None	None	C-Max	None	C-Max	C-Max
v/c Ratio	0.27	0.79	0.92	0.64	0.09	0.60	0.47	0.12	0.69	0.08
Control Delay (s/veh)	40.4	48.9	74.3	61.0	0.6	26.4	24.7	15.5	37.9	1.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	40.4	48.9	74.3	61.0	0.6	26.4	24.7	15.5	37.9	1.6
Queue Length 50th (m)	14.3	35.3	103.7	91.1	0.0	24.8	100.8	3.9	164.0	0.0
Queue Length 95th (m)	24.7	52.9	#149.9	122.6	0.8	50.6	123.6	9.6	218.5	3.3
Internal Link Dist (m)		330.4		656.8			717.1		188.2	
Turn Bay Length (m)	60.0		50.0		50.0	100.0		35.0		120.0
Base Capacity (vph)	384	939	417	582	537	307	2762	263	1709	800
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.16	0.40	0.89	0.51	0.07	0.58	0.47	0.12	0.69	0.08

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 27 (17%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 115
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 5: Hwy 50 & Mayfield Rd/Albion Vaughn Rd

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	62	161	219	370	299	40	179	1129	170	31	1179	65
Future Volume (vph)	62	161	219	370	299	40	179	1129	170	31	1179	65
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.5	3.7	3.5	3.5	3.7	3.5	3.5	3.7	3.5	3.5	3.7	3.5
Total Lost time (s)	3.0	6.5		3.0	6.5	6.5	5.0	6.3		5.0	6.3	6.3
Lane Util. Factor	1.00	0.95		1.00	1.00	1.00	1.00	0.91		1.00	0.95	1.00
Frt	1.00	0.91		1.00	1.00	0.85	1.00	0.98		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1785	3335		1785	1921	1597	1785	5142		1785	3650	1597
Flt Permitted	0.58	1.00		0.21	1.00	1.00	0.11	1.00		0.17	1.00	1.00
Satd. Flow (perm)	1085	3335		396	1921	1597	201	5142		320	3650	1597
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	62	161	219	370	299	40	179	1129	170	31	1179	65
RTOR Reduction (vph)	0	162	0	0	0	30	0	10	0	0	0	35
Lane Group Flow (vph)	62	218	0	370	299	10	179	1290	0	31	1179	30
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA	Perm
Protected Phases	7	4		3	8		1	6		5	2	
Permitted Phases	4			8		8	6			2		2
Actuated Green, G (s)	24.0	16.0		50.2	39.2	39.2	97.0	84.0		82.2	74.2	74.2
Effective Green, g (s)	24.0	16.0		50.2	39.2	39.2	97.0	84.0		82.2	74.2	74.2
Actuated g/C Ratio	0.15	0.10		0.31	0.25	0.25	0.61	0.53		0.51	0.46	0.46
Clearance Time (s)	3.0	6.5		3.0	6.5	6.5	5.0	6.3		5.0	6.3	6.3
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	197	333		395	470	391	298	2699		237	1692	740
v/s Ratio Prot	0.02	0.07		c0.18	0.16		c0.07	0.25		0.01	c0.32	
v/s Ratio Perm	0.03			c0.11		0.01	0.30			0.06		0.02
v/c Ratio	0.31	0.65		0.94	0.64	0.03	0.60	0.48		0.13	0.70	0.04
Uniform Delay, d1	59.9	69.3		48.4	54.0	45.9	23.8	24.1		19.7	34.0	23.4
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	0.9	4.6		29.4	2.8	0.0	3.4	0.6		0.3	2.4	0.1
Delay (s)	60.8	73.9		77.8	56.8	45.9	27.1	24.7		19.9	36.4	23.6
Level of Service	E	E		E	E	D	C	C		B	D	C
Approach Delay (s/veh)		72.1			67.2			25.0			35.3	
Approach LOS		E			E			C			D	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	41.4	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.78		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	20.8
Intersection Capacity Utilization	92.7%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	11	506	469	7	1	4
Future Vol, veh/h	11	506	469	7	1	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	30	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	11	506	469	7	1	4

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	476	0	-	0	748	238
Stage 1	-	-	-	-	473	-
Stage 2	-	-	-	-	275	-
Critical Hdwy	4.1	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1097	-	-	-	352	769
Stage 1	-	-	-	-	599	-
Stage 2	-	-	-	-	753	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1097	-	-	-	347	769
Mov Cap-2 Maneuver	-	-	-	-	347	-
Stage 1	-	-	-	-	591	-
Stage 2	-	-	-	-	753	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.3	0	10.8
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1097	-	-	-	347	769
HCM Lane V/C Ratio	0.01	-	-	-	0.003	0.005
HCM Ctrl Dly (s/v)	8.3	0.1	-	-	15.4	9.7
HCM Lane LOS	A	A	-	-	C	A
HCM 95th %tile Q (veh)	0	-	-	-	0	0

Intersection	
Int Delay, s/veh	0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	3	2	703	13	5	664
Future Vol, veh/h	3	2	703	13	5	664
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	3	2	703	13	5	664

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1052	358	0	0	716	0
Stage 1	710	-	-	-	-	-
Stage 2	342	-	-	-	-	-
Critical Hdwy	6.8	6.9	-	-	4.1	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	225	644	-	-	894	-
Stage 1	454	-	-	-	-	-
Stage 2	697	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	223	644	-	-	894	-
Mov Cap-2 Maneuver	345	-	-	-	-	-
Stage 1	454	-	-	-	-	-
Stage 2	691	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	13.6	0	0.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	424	894	-
HCM Lane V/C Ratio	-	-	0.012	0.006	-
HCM Ctrl Dly (s/v)	-	-	13.6	9	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q (veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	76	431	451	75	13	25
Future Vol, veh/h	76	431	451	75	13	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	15	-	-	-	0	80
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	76	431	451	75	13	25

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	526	0	-	0	857	263
Stage 1	-	-	-	-	489	-
Stage 2	-	-	-	-	368	-
Critical Hdwy	4.1	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1051	-	-	-	300	742
Stage 1	-	-	-	-	588	-
Stage 2	-	-	-	-	676	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1051	-	-	-	278	742
Mov Cap-2 Maneuver	-	-	-	-	278	-
Stage 1	-	-	-	-	546	-
Stage 2	-	-	-	-	676	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	1.3	0	12.9
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1051	-	-	-	278	742
HCM Lane V/C Ratio	0.072	-	-	-	0.047	0.034
HCM Ctrl Dly (s/v)	8.7	-	-	-	18.6	10
HCM Lane LOS	A	-	-	-	C	B
HCM 95th %tile Q (veh)	0.2	-	-	-	0.1	0.1

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	2	1	714	4	2	663
Future Vol, veh/h	2	1	714	4	2	663
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	2	1	714	4	2	663

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1052	359	0	0	718	0
Stage 1	716	-	-	-	-	-
Stage 2	336	-	-	-	-	-
Critical Hdwy	6.8	6.9	-	-	4.1	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	225	643	-	-	892	-
Stage 1	450	-	-	-	-	-
Stage 2	702	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	224	643	-	-	892	-
Mov Cap-2 Maneuver	344	-	-	-	-	-
Stage 1	450	-	-	-	-	-
Stage 2	699	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	13.9	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	407	892	-
HCM Lane V/C Ratio	-	-	0.007	0.002	-
HCM Ctrl Dly (s/v)	-	-	13.9	9	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q (veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	2	1	717	8	3	662
Future Vol, veh/h	2	1	717	8	3	662
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	2	1	717	8	3	662

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1058	363	0	0	725	0
Stage 1	721	-	-	-	-	-
Stage 2	337	-	-	-	-	-
Critical Hdwy	6.8	6.9	-	-	4.1	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	223	640	-	-	887	-
Stage 1	448	-	-	-	-	-
Stage 2	701	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	222	640	-	-	887	-
Mov Cap-2 Maneuver	342	-	-	-	-	-
Stage 1	448	-	-	-	-	-
Stage 2	697	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	14	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	405	887	-
HCM Lane V/C Ratio	-	-	0.007	0.003	-
HCM Ctrl Dly (s/v)	-	-	14	9.1	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q (veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	7	11	42	109	27	18
Future Vol, veh/h	7	11	42	109	27	18
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	7	11	42	109	27	18

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	229	36	45	0	-	0
Stage 1	36	-	-	-	-	-
Stage 2	193	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	764	1042	1576	-	-	-
Stage 1	992	-	-	-	-	-
Stage 2	845	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	743	1042	1576	-	-	-
Mov Cap-2 Maneuver	743	-	-	-	-	-
Stage 1	964	-	-	-	-	-
Stage 2	845	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	9.1	2	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1576	-	901	-	-
HCM Lane V/C Ratio	0.027	-	0.02	-	-
HCM Ctrl Dly (s/v)	7.3	0	9.1	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q (veh)	0.1	-	0.1	-	-

Intersection	
Int Delay, s/veh	4.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	15	21	86	30	24	37
Future Vol, veh/h	15	21	86	30	24	37
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	15	21	86	30	24	37

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	245	43	61	0	-	0
Stage 1	43	-	-	-	-	-
Stage 2	202	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	748	1033	1555	-	-	-
Stage 1	985	-	-	-	-	-
Stage 2	837	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	706	1033	1555	-	-	-
Mov Cap-2 Maneuver	706	-	-	-	-	-
Stage 1	930	-	-	-	-	-
Stage 2	837	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	9.3	5.5	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1555	-	866	-	-
HCM Lane V/C Ratio	0.055	-	0.042	-	-
HCM Ctrl Dly (s/v)	7.5	0	9.3	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q (veh)	0.2	-	0.1	-	-

Intersection	
Int Delay, s/veh	2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	4	5	21	24	56	9
Future Vol, veh/h	4	5	21	24	56	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	4	5	21	24	56	9

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	127	61	65	0	-	0
Stage 1	61	-	-	-	-	-
Stage 2	66	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	872	1010	1550	-	-	-
Stage 1	967	-	-	-	-	-
Stage 2	962	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	860	1010	1550	-	-	-
Mov Cap-2 Maneuver	860	-	-	-	-	-
Stage 1	953	-	-	-	-	-
Stage 2	962	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	8.9	3.4	0
HCM LOS	A		

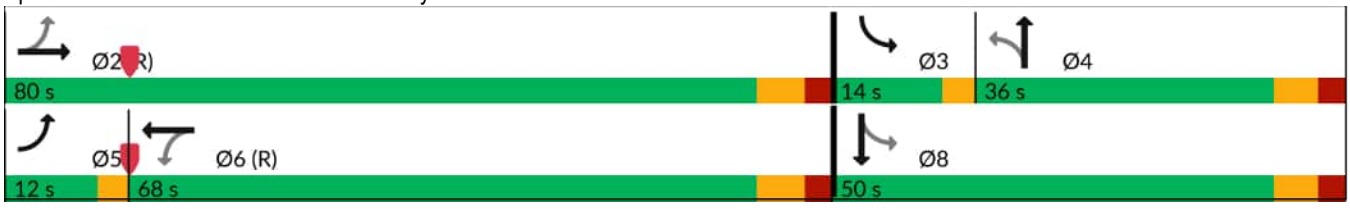
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1550	-	937	-	-
HCM Lane V/C Ratio	0.014	-	0.01	-	-
HCM Ctrl Dly (s/v)	7.4	0	8.9	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q (veh)	0	-	0	-	-

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	309	411	26	437	26	524	102	489
Future Volume (vph)	309	411	26	437	26	524	102	489
Lane Group Flow (vph)	309	446	26	522	26	554	102	946
Turn Type	pm+pt	NA	Perm	NA	Perm	NA	pm+pt	NA
Protected Phases	5	2		6		4	3	8
Permitted Phases	2		6		4		8	
Detector Phase	5	2	6	6	4	4	3	8
Switch Phase								
Minimum Initial (s)	5.0	12.0	12.0	12.0	12.0	12.0	5.0	12.0
Minimum Split (s)	9.5	37.0	37.0	37.0	37.0	37.0	12.5	37.0
Total Split (s)	12.0	80.0	68.0	68.0	36.0	36.0	14.0	50.0
Total Split (%)	9.2%	61.5%	52.3%	52.3%	27.7%	27.7%	10.8%	38.5%
Yellow Time (s)	3.0	4.6	4.6	4.6	4.2	4.2	3.0	4.2
All-Red Time (s)	0.0	2.4	2.4	2.4	2.8	2.8	0.0	2.8
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	3.0	7.0	7.0	7.0	7.0	7.0	3.0	7.0
Lead/Lag	Lead		Lag	Lag	Lag	Lag	Lead	
Lead-Lag Optimize?								
Recall Mode	None	C-Max	C-Max	C-Max	None	None	None	None
v/c Ratio	0.54	0.20	0.06	0.30	0.46	0.81	0.47	0.85
Control Delay (s/veh)	15.7	12.2	19.3	19.8	71.2	59.5	37.8	41.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	15.7	12.2	19.3	19.8	71.2	59.5	37.8	41.9
Queue Length 50th (m)	35.5	27.0	3.8	42.9	6.3	75.2	19.5	102.0
Queue Length 95th (m)	56.5	39.2	9.5	56.1	16.8	92.8	32.2	123.2
Internal Link Dist (m)		689.8		209.6		684.9		107.5
Turn Bay Length (m)	100.0		85.0		105.0		145.0	
Base Capacity (vph)	571	2180	457	1769	68	810	230	1250
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.54	0.20	0.06	0.30	0.38	0.68	0.44	0.76

Intersection Summary

Cycle Length: 130
Actuated Cycle Length: 130
Offset: 116 (89%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle: 100
Control Type: Actuated-Coordinated

Splits and Phases: 1: Coleraine Dr & Mayfield Rd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	309	411	35	26	437	85	26	524	30	102	489	457
Future Volume (vph)	309	411	35	26	437	85	26	524	30	102	489	457
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.5	3.7	3.5	3.5	3.7	3.5	3.5	3.7	3.5	3.5	3.7	3.5
Total Lost time (s)	3.0	7.0		7.0	7.0		7.0	7.0		3.0	7.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.99		1.00	0.98		1.00	0.99		1.00	0.93	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1785	3607		1785	3561		1785	3618		1785	3386	
Flt Permitted	0.41	1.00		0.49	1.00		0.16	1.00		0.18	1.00	
Satd. Flow (perm)	761	3607		928	3561		306	3618		340	3386	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	309	411	35	26	437	85	26	524	30	102	489	457
RTOR Reduction (vph)	0	4	0	0	12	0	0	3	0	0	139	0
Lane Group Flow (vph)	309	442	0	26	510	0	26	551	0	102	807	0
Confl. Peds. (#/hr)									1	1		
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		pm+pt	NA	
Protected Phases	5	2			6			4		3	8	
Permitted Phases	2			6			4			8		
Actuated Green, G (s)	78.5	78.5		64.2	64.2		24.6	24.6		37.5	37.5	
Effective Green, g (s)	78.5	78.5		64.2	64.2		24.6	24.6		37.5	37.5	
Actuated g/C Ratio	0.60	0.60		0.49	0.49		0.19	0.19		0.29	0.29	
Clearance Time (s)	3.0	7.0		7.0	7.0		7.0	7.0		3.0	7.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	548	2178		458	1758		57	684		208	976	
v/s Ratio Prot	c0.05	0.12			0.14			0.15		0.04	c0.24	
v/s Ratio Perm	c0.29			0.03			0.09			0.10		
v/c Ratio	0.56	0.20		0.06	0.29		0.46	0.81		0.49	0.83	
Uniform Delay, d1	12.7	11.6		17.1	19.4		46.8	50.4		36.1	43.2	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	1.3	0.2		0.2	0.4		5.7	6.9		1.8	5.8	
Delay (s)	14.0	11.8		17.4	19.9		52.5	57.3		37.9	49.1	
Level of Service	B	B		B	B		D	E		D	D	
Approach Delay (s/veh)		12.7			19.7			57.1			48.0	
Approach LOS		B			B			E			D	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	35.4	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.68		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	90.9%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	3	4	31	6	13	905	127	982	4
Future Volume (vph)	3	4	31	6	13	905	127	982	4
Lane Group Flow (vph)	3	17	31	180	13	928	127	982	4
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA	Perm
Protected Phases		4		8		2		6	
Permitted Phases	4		8		2		6		6
Detector Phase	4	4	8	8	2	2	6	6	6
Switch Phase									
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	41.0	41.0	41.0	41.0	36.7	36.7	36.7	36.7	36.7
Total Split (s)	42.0	42.0	42.0	42.0	58.0	58.0	58.0	58.0	58.0
Total Split (%)	42.0%	42.0%	42.0%	42.0%	58.0%	58.0%	58.0%	58.0%	58.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.2	4.2	4.2	4.2	4.2
All-Red Time (s)	5.0	5.0	5.0	5.0	2.5	2.5	2.5	2.5	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	9.0	9.0	9.0	9.0	6.7	6.7	6.7	6.7	6.7
Lead/Lag									
Lead-Lag Optimize?									
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	C-Max	C-Max
v/c Ratio	0.02	0.08	0.18	0.62	0.03	0.35	0.32	0.37	0.00
Control Delay (s/veh)	36.7	21.5	40.8	27.8	5.1	5.9	8.2	6.0	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	36.7	21.5	40.8	27.8	5.1	5.9	8.2	6.0	0.0
Queue Length 50th (m)	0.6	0.8	5.9	14.7	0.6	28.8	7.3	31.3	0.0
Queue Length 95th (m)	3.1	6.9	14.0	34.7	2.9	49.4	20.8	53.2	0.0
Internal Link Dist (m)		93.8		472.1		202.5		1020.4	
Turn Bay Length (m)	14.0		30.0		37.0		35.0		25.0
Base Capacity (vph)	373	569	462	612	372	2627	396	2637	1147
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.01	0.03	0.07	0.29	0.03	0.35	0.32	0.37	0.00

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated

Splits and Phases: 2: Coleraine Dr & The Beer Store Corporate Office/Parr Blvd

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	3	4	13	31	6	174	13	905	23	127	982	4
Future Volume (vph)	3	4	13	31	6	174	13	905	23	127	982	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.5	3.7	3.5	3.5	3.7	3.5	3.5	3.7	3.5	3.5	3.7	3.5
Total Lost time (s)	9.0	9.0		9.0	9.0		6.7	6.7		6.7	6.7	6.7
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95		1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	0.98
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Frt	1.00	0.89		1.00	0.86		1.00	1.00		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1785	1701		1785	1643		1785	3635		1785	3650	1564
Flt Permitted	0.60	1.00		0.75	1.00		0.27	1.00		0.29	1.00	1.00
Satd. Flow (perm)	1131	1701		1402	1643		514	3635		549	3650	1564
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	3	4	13	31	6	174	13	905	23	127	982	4
RTOR Reduction (vph)	0	11	0	0	92	0	0	1	0	0	0	1
Lane Group Flow (vph)	3	6	0	31	88	0	13	927	0	127	982	3
Confl. Bikes (#/hr)									1			1
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	Perm
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		6
Actuated Green, G (s)	12.0	12.0		12.0	12.0		72.3	72.3		72.3	72.3	72.3
Effective Green, g (s)	12.0	12.0		12.0	12.0		72.3	72.3		72.3	72.3	72.3
Actuated g/C Ratio	0.12	0.12		0.12	0.12		0.72	0.72		0.72	0.72	0.72
Clearance Time (s)	9.0	9.0		9.0	9.0		6.7	6.7		6.7	6.7	6.7
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	135	204		168	197		371	2628		396	2638	1130
v/s Ratio Prot		0.00			c0.05			0.26			c0.27	
v/s Ratio Perm	0.00			0.02			0.03			0.23		0.00
v/c Ratio	0.02	0.03		0.18	0.44		0.04	0.35		0.32	0.37	0.00
Uniform Delay, d1	38.8	38.8		39.6	40.9		3.9	5.1		5.0	5.2	3.8
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	0.1	0.1		0.5	1.6		0.2	0.4		2.1	0.4	0.0
Delay (s)	38.9	38.9		40.1	42.5		4.1	5.5		7.1	5.7	3.8
Level of Service	D	D		D	D		A	A		A	A	A
Approach Delay (s/veh)		38.9			42.2			5.5			5.8	
Approach LOS		D			D			A			A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	9.3	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.38		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	15.7
Intersection Capacity Utilization	65.2%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Intersection	
Int Delay, s/veh	3.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	4	170	26	9	135	14	84	1	19	21	2	9
Future Vol, veh/h	4	170	26	9	135	14	84	1	19	21	2	9
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	4	170	26	9	135	14	84	1	19	21	2	9

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	149	0	0	196	0	0	357	358	183	361	364	142
Stage 1	-	-	-	-	-	-	191	191	-	160	160	-
Stage 2	-	-	-	-	-	-	166	167	-	201	204	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1445	-	-	1389	-	-	602	572	865	598	567	911
Stage 1	-	-	-	-	-	-	815	746	-	847	769	-
Stage 2	-	-	-	-	-	-	841	764	-	805	737	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1445	-	-	1389	-	-	590	566	865	579	561	911
Mov Cap-2 Maneuver	-	-	-	-	-	-	590	566	-	579	561	-
Stage 1	-	-	-	-	-	-	813	744	-	844	764	-
Stage 2	-	-	-	-	-	-	825	759	-	784	735	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.1	0.4	11.9	10.9
HCM LOS			B	B

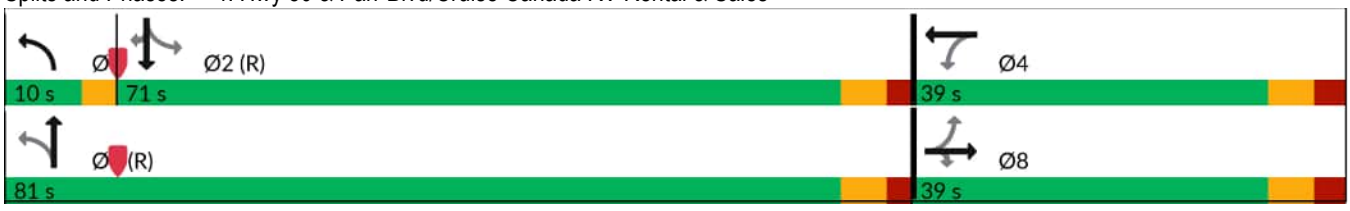
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	626	1445	-	-	1389	-	-	644
HCM Lane V/C Ratio	0.166	0.003	-	-	0.006	-	-	0.05
HCM Ctrl Dly (s/v)	11.9	7.5	0	-	7.6	0	-	10.9
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q (veh)	0.6	0	-	-	0	-	-	0.2

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	68	0	172	1	0	114	1336	1	1259	41
Future Volume (vph)	68	0	172	1	0	114	1336	1	1259	41
Lane Group Flow (vph)	0	68	172	0	2	114	1336	1	1259	41
Turn Type	Perm	NA	Perm	Perm	NA	pm+pt	NA	Perm	NA	Perm
Protected Phases		8			4	1	6		2	
Permitted Phases	8		8	4		6		2		2
Detector Phase	8	8	8	4	4	1	6	2	2	2
Switch Phase										
Minimum Initial (s)	8.0	8.0	8.0	8.0	8.0	5.0	12.0	12.0	12.0	12.0
Minimum Split (s)	33.9	33.9	33.9	33.9	33.9	9.5	30.1	30.1	30.1	30.1
Total Split (s)	39.0	39.0	39.0	39.0	39.0	10.0	81.0	71.0	71.0	71.0
Total Split (%)	32.5%	32.5%	32.5%	32.5%	32.5%	8.3%	67.5%	59.2%	59.2%	59.2%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	3.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.9	2.9	2.9	2.9	2.9	0.0	2.1	2.1	2.1	2.1
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.9	6.9		6.9	3.0	6.1	6.1	6.1	6.1
Lead/Lag						Lead		Lag	Lag	Lag
Lead-Lag Optimize?										
Recall Mode	None	None	None	None	None	None	C-Max	C-Max	C-Max	C-Max
v/c Ratio		0.50	0.60		0.01	0.32	0.46	0.00	0.48	0.04
Control Delay (s/veh)		63.3	20.5		0.0	4.6	4.7	6.0	8.7	0.8
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)		63.3	20.5		0.0	4.6	4.7	6.0	8.7	0.8
Queue Length 50th (m)		16.3	5.4		0.0	4.0	44.4	0.1	62.7	0.0
Queue Length 95th (m)		30.6	26.8		0.0	9.3	67.7	0.7	93.3	2.0
Internal Link Dist (m)		828.8			20.9		520.2		332.3	
Turn Bay Length (m)						35.0		25.0		20.0
Base Capacity (vph)		387	536		451	365	2909	274	2604	1131
Starvation Cap Reductn		0	0		0	0	0	0	0	0
Spillback Cap Reductn		0	0		0	0	0	0	0	0
Storage Cap Reductn		0	0		0	0	0	0	0	0
Reduced v/c Ratio		0.18	0.32		0.00	0.31	0.46	0.00	0.48	0.04

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 3 (3%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated

Splits and Phases: 4: Hwy 50 & Parr Blvd/Cruise Canada RV Rental & Sales



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	68	0	172	1	0	1	114	1336	0	1	1259	41
Future Volume (vph)	68	0	172	1	0	1	114	1336	0	1	1259	41
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.5	3.7	3.5	3.5	3.7	3.5	3.5	3.7	3.5	3.5	3.7	3.5
Total Lost time (s)		6.9	6.9		6.9		3.0	6.1		6.1	6.1	6.1
Lane Util. Factor		1.00	1.00		1.00		1.00	0.95		1.00	0.95	1.00
Frpb, ped/bikes		1.00	1.00		0.99		1.00	1.00		1.00	1.00	0.98
Flpb, ped/bikes		1.00	1.00		1.00		1.00	1.00		1.00	1.00	1.00
Frt		1.00	0.85		0.93		1.00	1.00		1.00	1.00	0.85
Flt Protected		0.95	1.00		0.98		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)		1820	1597		1735		1785	3650		1785	3650	1561
Flt Permitted		0.76	1.00		0.86		0.18	1.00		0.20	1.00	1.00
Satd. Flow (perm)		1450	1597		1537		336	3650		385	3650	1561
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	68	0	172	1	0	1	114	1336	0	1	1259	41
RTOR Reduction (vph)	0	0	135	0	2	0	0	0	0	0	0	12
Lane Group Flow (vph)	0	68	37	0	0	0	114	1336	0	1	1259	29
Confl. Peds. (#/hr)	2					2	1					1
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA		Perm	NA	Perm
Protected Phases		8			4		1	6			2	
Permitted Phases	8		8	4			6			2		2
Actuated Green, G (s)		11.4	11.4		11.4		95.6	95.6		85.6	85.6	85.6
Effective Green, g (s)		11.4	11.4		11.4		95.6	95.6		85.6	85.6	85.6
Actuated g/C Ratio		0.10	0.10		0.10		0.80	0.80		0.71	0.71	0.71
Clearance Time (s)		6.9	6.9		6.9		3.0	6.1		6.1	6.1	6.1
Vehicle Extension (s)		3.0	3.0		3.0		3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)		137	151		146		352	2907		274	2603	1113
v/s Ratio Prot							0.02	c0.37			c0.34	
v/s Ratio Perm		c0.05	0.02		0.00		0.24			0.00		0.02
v/c Ratio		0.50	0.25		0.00		0.32	0.46		0.00	0.48	0.03
Uniform Delay, d1		51.6	50.3		49.1		4.3	3.9		4.9	7.5	5.0
Progression Factor		1.00	1.00		1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2		2.8	0.9		0.0		0.5	0.5		0.0	0.6	0.0
Delay (s)		54.4	51.2		49.2		4.8	4.4		5.0	8.2	5.1
Level of Service		D	D		D		A	A		A	A	A
Approach Delay (s/veh)		52.1			49.2			4.5			8.1	
Approach LOS		D			D			A			A	

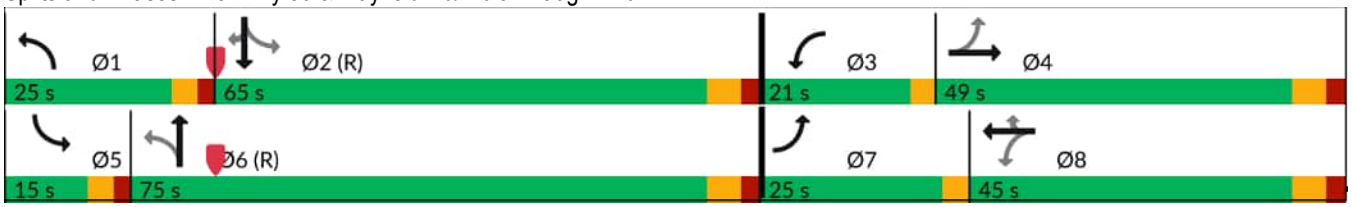
Intersection Summary			
HCM 2000 Control Delay (s/veh)	9.9	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.49		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	70.5%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	87	257	222	160	33	119	1181	36	1339	70
Future Volume (vph)	87	257	222	160	33	119	1181	36	1339	70
Lane Group Flow (vph)	87	542	222	160	33	119	1594	36	1339	70
Turn Type	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA	pm+pt	NA	Perm
Protected Phases	7	4	3	8		1	6	5	2	
Permitted Phases	4		8		8	6		2		2
Detector Phase	7	4	3	8	8	1	6	5	2	2
Switch Phase										
Minimum Initial (s)	5.0	12.0	10.0	12.0	12.0	10.0	20.0	10.0	20.0	20.0
Minimum Split (s)	9.5	43.5	14.5	43.5	43.5	15.0	41.3	15.0	41.3	41.3
Total Split (s)	25.0	49.0	21.0	45.0	45.0	25.0	75.0	15.0	65.0	65.0
Total Split (%)	15.6%	30.6%	13.1%	28.1%	28.1%	15.6%	46.9%	9.4%	40.6%	40.6%
Yellow Time (s)	3.0	4.0	3.0	4.0	4.0	3.0	4.2	3.0	4.2	4.2
All-Red Time (s)	0.0	2.5	0.0	2.5	2.5	2.0	2.1	2.0	2.1	2.1
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	3.0	6.5	3.0	6.5	6.5	5.0	6.3	5.0	6.3	6.3
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?										
Recall Mode	None	None	None	None	None	None	C-Max	None	C-Max	C-Max
v/c Ratio	0.26	0.84	0.90	0.44	0.08	0.49	0.55	0.16	0.69	0.08
Control Delay (s/veh)	41.9	56.4	80.4	60.7	0.4	18.6	23.0	13.6	31.3	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	41.9	56.4	80.4	60.7	0.4	18.6	23.0	13.6	31.3	0.2
Queue Length 50th (m)	21.5	65.8	59.5	47.8	0.0	14.3	120.9	4.1	168.4	0.0
Queue Length 95th (m)	34.3	84.3	#95.7	70.4	0.0	26.3	149.5	10.0	231.2	0.0
Internal Link Dist (m)		330.4		656.8			717.1		188.2	
Turn Bay Length (m)	60.0		50.0		50.0	100.0		35.0		120.0
Base Capacity (vph)	445	1018	252	462	484	320	2887	220	1945	902
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.20	0.53	0.88	0.35	0.07	0.37	0.55	0.16	0.69	0.08

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 72 (45%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 125
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 5: Hwy 50 & Mayfield Rd/Albion Vaughn Rd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	87	257	285	222	160	33	119	1181	413	36	1339	70
Future Volume (vph)	87	257	285	222	160	33	119	1181	413	36	1339	70
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.5	3.7	3.5	3.5	3.7	3.5	3.5	3.7	3.5	3.5	3.7	3.5
Total Lost time (s)	3.0	6.5		3.0	6.5	6.5	5.0	6.3		5.0	6.3	6.3
Lane Util. Factor	1.00	0.95		1.00	1.00	1.00	1.00	0.91		1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Frt	1.00	0.92		1.00	1.00	0.85	1.00	0.96		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1785	3362		1785	1921	1597	1785	5041		1785	3650	1577
Flt Permitted	0.66	1.00		0.15	1.00	1.00	0.10	1.00		0.11	1.00	1.00
Satd. Flow (perm)	1232	3362		278	1921	1597	186	5041		201	3650	1577
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	87	257	285	222	160	33	119	1181	413	36	1339	70
RTOR Reduction (vph)	0	145	0	0	0	27	0	30	0	0	0	33
Lane Group Flow (vph)	87	397	0	222	160	6	119	1564	0	36	1339	37
Confl. Bikes (#/hr)												1
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA	Perm
Protected Phases	7	4		3	8		1	6		5	2	
Permitted Phases	4			8		8	6			2		2
Actuated Green, G (s)	35.1	24.0		44.5	30.4	30.4	102.1	89.7		93.3	85.3	85.3
Effective Green, g (s)	35.1	24.0		44.5	30.4	30.4	102.1	89.7		93.3	85.3	85.3
Actuated g/C Ratio	0.22	0.15		0.28	0.19	0.19	0.64	0.56		0.58	0.53	0.53
Clearance Time (s)	3.0	6.5		3.0	6.5	6.5	5.0	6.3		5.0	6.3	6.3
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	308	504		242	364	303	242	2826		196	1945	840
v/s Ratio Prot	0.02	0.12		c0.10	0.08		c0.04	c0.31		0.01	c0.37	
v/s Ratio Perm	0.04			c0.15		0.00	0.27			0.10		0.02
v/c Ratio	0.28	0.79		0.92	0.44	0.02	0.49	0.55		0.18	0.69	0.04
Uniform Delay, d1	51.2	65.5		49.4	57.3	52.7	20.9	22.4		16.1	27.5	17.9
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	0.5	7.9		35.9	0.9	0.0	1.6	0.8		0.5	2.0	0.1
Delay (s)	51.8	73.5		85.3	58.1	52.7	22.5	23.2		16.6	29.6	18.0
Level of Service	D	E		F	E	D	C	C		B	C	B
Approach Delay (s/veh)		70.5			72.3			23.1			28.7	
Approach LOS		E			E			C			C	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	37.0	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.76		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	20.8
Intersection Capacity Utilization	92.1%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	4	539	535	2	6	13
Future Vol, veh/h	4	539	535	2	6	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	30	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	4	539	535	2	6	13

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	537	0	-	0	814	269
Stage 1	-	-	-	-	536	-
Stage 2	-	-	-	-	278	-
Critical Hdwy	4.1	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1041	-	-	-	320	735
Stage 1	-	-	-	-	556	-
Stage 2	-	-	-	-	750	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1041	-	-	-	318	735
Mov Cap-2 Maneuver	-	-	-	-	318	-
Stage 1	-	-	-	-	553	-
Stage 2	-	-	-	-	750	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.1	0	12.1
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1041	-	-	-	318	735
HCM Lane V/C Ratio	0.004	-	-	-	0.019	0.018
HCM Ctrl Dly (s/v)	8.5	0	-	-	16.5	10
HCM Lane LOS	A	A	-	-	C	B
HCM 95th %tile Q (veh)	0	-	-	-	0.1	0.1

Intersection	
Int Delay, s/veh	0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	10	7	917	5	1	1032
Future Vol, veh/h	10	7	917	5	1	1032
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	10	7	917	5	1	1032

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1438	461	0	0	922	0
Stage 1	920	-	-	-	-	-
Stage 2	518	-	-	-	-	-
Critical Hdwy	6.8	6.9	-	-	4.1	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	126	553	-	-	749	-
Stage 1	353	-	-	-	-	-
Stage 2	568	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	126	553	-	-	749	-
Mov Cap-2 Maneuver	252	-	-	-	-	-
Stage 1	353	-	-	-	-	-
Stage 2	566	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	16.7	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	325	749	-
HCM Lane V/C Ratio	-	-	0.052	0.001	-
HCM Ctrl Dly (s/v)	-	-	16.7	9.8	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q (veh)	-	-	0.2	0	-

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	24	521	460	21	48	77
Future Vol, veh/h	24	521	460	21	48	77
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	15	-	-	-	0	80
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	24	521	460	21	48	77

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	481	0	-	0	780	241
Stage 1	-	-	-	-	471	-
Stage 2	-	-	-	-	309	-
Critical Hdwy	4.1	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1092	-	-	-	336	766
Stage 1	-	-	-	-	600	-
Stage 2	-	-	-	-	724	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1092	-	-	-	329	766
Mov Cap-2 Maneuver	-	-	-	-	329	-
Stage 1	-	-	-	-	587	-
Stage 2	-	-	-	-	724	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.4	0	13.1
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1092	-	-	-	329	766
HCM Lane V/C Ratio	0.022	-	-	-	0.146	0.101
HCM Ctrl Dly (s/v)	8.4	-	-	-	17.8	10.2
HCM Lane LOS	A	-	-	-	C	B
HCM 95th %tile Q (veh)	0.1	-	-	-	0.5	0.3

Intersection	
Int Delay, s/veh	0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	5	2	934	1	1	1058
Future Vol, veh/h	5	2	934	1	1	1058
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	5	2	934	1	1	1058

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1466	468	0	0	935	0
Stage 1	935	-	-	-	-	-
Stage 2	531	-	-	-	-	-
Critical Hdwy	6.8	6.9	-	-	4.1	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	121	547	-	-	741	-
Stage 1	347	-	-	-	-	-
Stage 2	560	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	121	547	-	-	741	-
Mov Cap-2 Maneuver	246	-	-	-	-	-
Stage 1	347	-	-	-	-	-
Stage 2	558	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	17.6	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	292	741	-
HCM Lane V/C Ratio	-	-	0.024	0.001	-
HCM Ctrl Dly (s/v)	-	-	17.6	9.9	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q (veh)	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	7	4	931	3	1	1062
Future Vol, veh/h	7	4	931	3	1	1062
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	7	4	931	3	1	1062

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1466	467	0	0	934	0
Stage 1	933	-	-	-	-	-
Stage 2	533	-	-	-	-	-
Critical Hdwy	6.8	6.9	-	-	4.1	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	121	548	-	-	741	-
Stage 1	348	-	-	-	-	-
Stage 2	558	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	121	548	-	-	741	-
Mov Cap-2 Maneuver	247	-	-	-	-	-
Stage 1	348	-	-	-	-	-
Stage 2	556	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	17.1	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	309	741	-
HCM Lane V/C Ratio	-	-	0.036	0.001	-
HCM Ctrl Dly (s/v)	-	-	17.1	9.9	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q (veh)	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	3.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	24	35	12	33	90	6
Future Vol, veh/h	24	35	12	33	90	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	24	35	12	33	90	6

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	150	93	96	0	-	0
Stage 1	93	-	-	-	-	-
Stage 2	57	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	847	970	1510	-	-	-
Stage 1	936	-	-	-	-	-
Stage 2	971	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	840	970	1510	-	-	-
Mov Cap-2 Maneuver	840	-	-	-	-	-
Stage 1	929	-	-	-	-	-
Stage 2	971	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	9.2	2	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1510	-	913	-	-
HCM Lane V/C Ratio	0.008	-	0.065	-	-
HCM Ctrl Dly (s/v)	7.4	0	9.2	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q (veh)	0	-	0.2	-	-

Intersection	
Int Delay, s/veh	6.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	51	71	26	31	25	11
Future Vol, veh/h	51	71	26	31	25	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	51	71	26	31	25	11

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	114	31	36	0	-	0
Stage 1	31	-	-	-	-	-
Stage 2	83	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	887	1049	1588	-	-	-
Stage 1	997	-	-	-	-	-
Stage 2	945	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	872	1049	1588	-	-	-
Mov Cap-2 Maneuver	872	-	-	-	-	-
Stage 1	980	-	-	-	-	-
Stage 2	945	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	9.3	3.3	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1588	-	967	-	-
HCM Lane V/C Ratio	0.016	-	0.126	-	-
HCM Ctrl Dly (s/v)	7.3	0	9.3	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q (veh)	0.1	-	0.4	-	-

Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	12	17	6	76	19	3
Future Vol, veh/h	12	17	6	76	19	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	12	17	6	76	19	3

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	109	21	22	0	-	0
Stage 1	21	-	-	-	-	-
Stage 2	88	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	893	1062	1607	-	-	-
Stage 1	1007	-	-	-	-	-
Stage 2	940	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	889	1062	1607	-	-	-
Mov Cap-2 Maneuver	889	-	-	-	-	-
Stage 1	1003	-	-	-	-	-
Stage 2	940	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	8.8	0.5	0
HCM LOS	A		

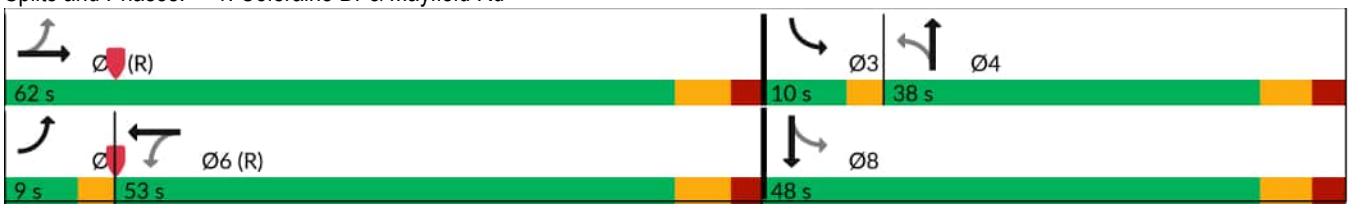
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1607	-	983	-	-
HCM Lane V/C Ratio	0.004	-	0.03	-	-
HCM Ctrl Dly (s/v)	7.2	0	8.8	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q (veh)	0	-	0.1	-	-

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	98	312	2	383	6	12	91	0
Future Volume (vph)	98	312	2	383	6	12	91	0
Lane Group Flow (vph)	98	313	2	444	6	12	91	163
Turn Type	pm+pt	NA	Perm	NA	Perm	NA	pm+pt	NA
Protected Phases	5	2		6		4	3	8
Permitted Phases	2		6		4		8	
Detector Phase	5	2	6	6	4	4	3	8
Switch Phase								
Minimum Initial (s)	5.0	12.0	12.0	12.0	12.0	12.0	5.0	12.0
Minimum Split (s)	9.5	37.0	37.0	37.0	37.0	37.0	12.5	37.0
Total Split (s)	9.0	62.0	53.0	53.0	38.0	38.0	10.0	48.0
Total Split (%)	8.2%	56.4%	48.2%	48.2%	34.5%	34.5%	9.1%	43.6%
Yellow Time (s)	3.0	4.6	4.6	4.6	4.2	4.2	3.0	4.2
All-Red Time (s)	0.0	2.4	2.4	2.4	2.8	2.8	0.0	2.8
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	3.0	7.0	7.0	7.0	7.0	7.0	3.0	7.0
Lead/Lag	Lead		Lag	Lag	Lag	Lag	Lead	
Lead-Lag Optimize?								
Recall Mode	None	C-Max	C-Max	C-Max	None	None	None	None
v/c Ratio	0.13	0.12	0.00	0.19	0.05	0.03	0.36	0.20
Control Delay (s/veh)	4.4	5.1	10.0	9.0	45.0	44.1	41.4	0.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	4.4	5.1	10.0	9.0	45.0	44.1	41.4	0.6
Queue Length 50th (m)	3.7	8.0	0.2	16.7	1.2	1.3	18.8	0.0
Queue Length 95th (m)	11.0	17.1	1.3	32.4	5.4	4.4	31.1	0.0
Internal Link Dist (m)		689.8		209.6		684.9		107.5
Turn Bay Length (m)	100.0		85.0		105.0		145.0	
Base Capacity (vph)	737	2654	663	2277	343	1028	256	1420
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.13	0.12	0.00	0.19	0.02	0.01	0.36	0.11

Intersection Summary

Cycle Length: 110
Actuated Cycle Length: 110
Offset: 48 (44%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle: 100
Control Type: Actuated-Coordinated

Splits and Phases: 1: Coleraine Dr & Mayfield Rd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	98	312	1	2	383	61	6	12	0	91	0	163
Future Volume (vph)	98	312	1	2	383	61	6	12	0	91	0	163
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.5	3.7	3.5	3.5	3.7	3.5	3.5	3.7	3.5	3.5	3.7	3.5
Total Lost time (s)	3.0	7.0		7.0	7.0		7.0	7.0		3.0	7.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	0.95		1.00	0.95	
Frt	1.00	1.00		1.00	0.98		1.00	1.00		1.00	0.85	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1785	3648		1767	3575		1785	3650		1785	3103	
Flt Permitted	0.47	1.00		0.56	1.00		0.65	1.00		0.53	1.00	
Satd. Flow (perm)	890	3648		1045	3575		1219	3650		994	3103	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	98	312	1	2	383	61	6	12	0	91	0	163
RTOR Reduction (vph)	0	0	0	0	8	0	0	0	0	0	134	0
Lane Group Flow (vph)	98	313	0	2	436	0	6	12	0	91	29	0
Heavy Vehicles (%)	0%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		pm+pt	NA	
Protected Phases	5	2			6			4		3	8	
Permitted Phases	2			6			4			8		
Actuated Green, G (s)	76.6	76.6		66.5	66.5		7.2	7.2		19.4	19.4	
Effective Green, g (s)	76.6	76.6		66.5	66.5		7.2	7.2		19.4	19.4	
Actuated g/C Ratio	0.70	0.70		0.60	0.60		0.07	0.07		0.18	0.18	
Clearance Time (s)	3.0	7.0		7.0	7.0		7.0	7.0		3.0	7.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	677	2540		631	2161		79	238		241	547	
v/s Ratio Prot	c0.01	0.09			c0.12			0.00		c0.03	0.01	
v/s Ratio Perm	0.09			0.00			0.00			c0.03		
v/c Ratio	0.14	0.12		0.00	0.20		0.08	0.05		0.38	0.05	
Uniform Delay, d1	5.4	5.5		8.6	9.8		48.3	48.2		39.4	37.7	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.1	0.1		0.0	0.2		0.4	0.1		1.0	0.0	
Delay (s)	5.5	5.6		8.6	10.0		48.7	48.3		40.4	37.7	
Level of Service	A	A		A	B		D	D		D	D	
Approach Delay (s/veh)		5.6			10.0			48.4			38.7	
Approach LOS		A			B			D			D	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	15.5	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.24		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	49.2%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	1	4	18	1	1	155	41	196	2
Future Volume (vph)	1	4	18	1	1	155	41	196	2
Lane Group Flow (vph)	1	5	18	107	1	161	41	196	2
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA	Perm
Protected Phases		4		8		2		6	
Permitted Phases	4		8		2		6		6
Detector Phase	4	4	8	8	2	2	6	6	6
Switch Phase									
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	41.0	41.0	41.0	41.0	36.7	36.7	36.7	36.7	36.7
Total Split (s)	44.0	44.0	44.0	44.0	61.7	61.7	61.7	61.7	61.7
Total Split (%)	41.6%	41.6%	41.6%	41.6%	58.4%	58.4%	58.4%	58.4%	58.4%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.2	4.2	4.2	4.2	4.2
All-Red Time (s)	5.0	5.0	5.0	5.0	2.5	2.5	2.5	2.5	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	9.0	9.0	9.0	9.0	6.7	6.7	6.7	6.7	6.7
Lead/Lag									
Lead-Lag Optimize?									
Recall Mode	None	None	None	None	Max	Max	Max	Max	Max
v/c Ratio	0.01	0.02	0.10	0.37	0.00	0.06	0.04	0.07	0.00
Control Delay (s/veh)	31.0	29.2	33.3	11.3	4.0	3.9	4.4	4.0	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	31.0	29.2	33.3	11.3	4.0	3.9	4.4	4.0	0.0
Queue Length 50th (m)	0.2	0.6	2.6	0.2	0.1	3.7	1.9	4.7	0.0
Queue Length 95th (m)	1.6	3.8	8.9	14.3	0.5	6.5	4.8	7.9	0.0
Internal Link Dist (m)		93.8		472.1		202.5		1020.4	
Turn Bay Length (m)	14.0		30.0		37.0		35.0		25.0
Base Capacity (vph)	552	797	605	759	890	2733	919	2748	1218
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.00	0.01	0.03	0.14	0.00	0.06	0.04	0.07	0.00

Intersection Summary
Cycle Length: 105.7
Actuated Cycle Length: 82.2
Natural Cycle: 80
Control Type: Semi Act-Uncoord

Splits and Phases: 2: Coleraine Dr & The Beer Store Corporate Office/Parr Blvd

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	4	1	18	1	106	1	155	6	41	196	2
Future Volume (vph)	1	4	1	18	1	106	1	155	6	41	196	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.5	3.7	3.5	3.5	3.7	3.5	3.5	3.7	3.5	3.5	3.7	3.5
Total Lost time (s)	9.0	9.0		9.0	9.0		6.7	6.7		6.7	6.7	6.7
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95		1.00	0.95	1.00
Frt	1.00	0.97		1.00	0.85		1.00	0.99		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1785	1863		1785	1635		1785	3630		1785	3650	1597
Flt Permitted	0.69	1.00		0.75	1.00		0.63	1.00		0.65	1.00	1.00
Satd. Flow (perm)	1293	1863		1418	1635		1181	3630		1221	3650	1597
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	1	4	1	18	1	106	1	155	6	41	196	2
RTOR Reduction (vph)	0	1	0	0	96	0	0	1	0	0	0	1
Lane Group Flow (vph)	1	4	0	18	11	0	1	160	0	41	196	1
Heavy Vehicles (%)	0%	0%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	Perm
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		6
Actuated Green, G (s)	7.9	7.9		7.9	7.9		60.4	60.4		60.4	60.4	60.4
Effective Green, g (s)	7.9	7.9		7.9	7.9		60.4	60.4		60.4	60.4	60.4
Actuated g/C Ratio	0.09	0.09		0.09	0.09		0.72	0.72		0.72	0.72	0.72
Clearance Time (s)	9.0	9.0		9.0	9.0		6.7	6.7		6.7	6.7	6.7
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	121	175		133	153		849	2610		877	2624	1148
v/s Ratio Prot		0.00			0.01			0.04			c0.05	
v/s Ratio Perm	0.00			c0.01			0.00			0.03		0.00
v/c Ratio	0.01	0.02		0.14	0.07		0.00	0.06		0.05	0.07	0.00
Uniform Delay, d1	34.5	34.5		34.9	34.7		3.3	3.5		3.4	3.5	3.3
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	0.0	0.1		0.5	0.2		0.0	0.0		0.1	0.1	0.0
Delay (s)	34.5	34.6		35.4	34.9		3.3	3.5		3.5	3.6	3.3
Level of Service	C	C		D	C		A	A		A	A	A
Approach Delay (s/veh)		34.6			35.0			3.5			3.6	
Approach LOS		C			C			A			A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	11.3	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.08		
Actuated Cycle Length (s)	84.0	Sum of lost time (s)	15.7
Intersection Capacity Utilization	43.7%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

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	0	38	19	5	42	3	79	2	16	4	4	5
Future Vol, veh/h	0	38	19	5	42	3	79	2	16	4	4	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	38	19	5	42	3	79	2	16	4	4	5

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	45	0	0	57	0	0	106	103	48	111	111	44
Stage 1	-	-	-	-	-	-	48	48	-	54	54	-
Stage 2	-	-	-	-	-	-	58	55	-	57	57	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1576	-	-	1560	-	-	878	791	1027	872	783	1032
Stage 1	-	-	-	-	-	-	971	859	-	963	854	-
Stage 2	-	-	-	-	-	-	959	853	-	960	851	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1576	-	-	1560	-	-	868	789	1027	855	781	1032
Mov Cap-2 Maneuver	-	-	-	-	-	-	868	789	-	855	781	-
Stage 1	-	-	-	-	-	-	971	859	-	963	851	-
Stage 2	-	-	-	-	-	-	947	850	-	943	851	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	0.7	9.5	9.1
HCM LOS			A	A

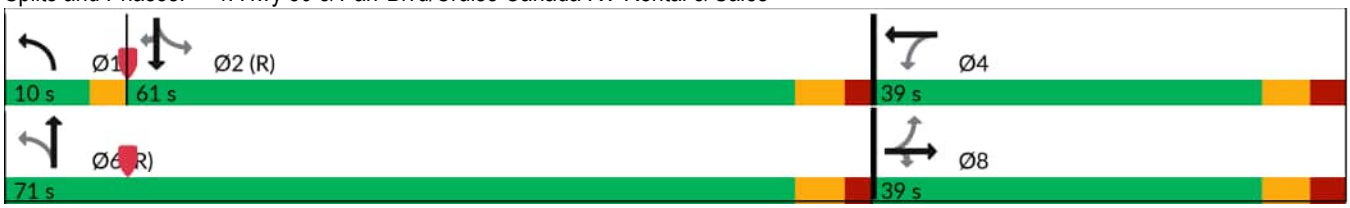
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	889	1576	-	-	1560	-	-	888
HCM Lane V/C Ratio	0.109	-	-	-	0.003	-	-	0.015
HCM Ctrl Dly (s/v)	9.5	0	-	-	7.3	0	-	9.1
HCM Lane LOS	A	A	-	-	A	A	-	A
HCM 95th %tile Q (veh)	0.4	0	-	-	0	-	-	0

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	32	0	43	4	2	36	1018	6	1000	20
Future Volume (vph)	32	0	43	4	2	36	1018	6	1000	20
Lane Group Flow (vph)	0	32	43	0	8	36	1018	6	1000	20
Turn Type	Perm	NA	Perm	Perm	NA	pm+pt	NA	Perm	NA	Perm
Protected Phases		8			4	1	6		2	
Permitted Phases	8		8	4		6		2		2
Detector Phase	8	8	8	4	4	1	6	2	2	2
Switch Phase										
Minimum Initial (s)	8.0	8.0	8.0	8.0	8.0	5.0	12.0	12.0	12.0	12.0
Minimum Split (s)	33.9	33.9	33.9	33.9	33.9	9.5	30.1	30.1	30.1	30.1
Total Split (s)	39.0	39.0	39.0	39.0	39.0	10.0	71.0	61.0	61.0	61.0
Total Split (%)	35.5%	35.5%	35.5%	35.5%	35.5%	9.1%	64.5%	55.5%	55.5%	55.5%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	3.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.9	2.9	2.9	2.9	2.9	0.0	2.1	2.1	2.1	2.1
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.9	6.9		6.9	3.0	6.1	6.1	6.1	6.1
Lead/Lag						Lead		Lag	Lag	Lag
Lead-Lag Optimize?										
Recall Mode	None	None	None	None	None	None	C-Max	C-Max	C-Max	C-Max
v/c Ratio		0.28	0.24		0.07	0.07	0.33	0.01	0.35	0.02
Control Delay (s/veh)		53.5	10.1		41.9	2.1	3.0	4.8	5.2	0.0
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)		53.5	10.1		41.9	2.1	3.0	4.8	5.2	0.0
Queue Length 50th (m)		7.0	0.0		1.3	1.0	24.8	0.3	38.4	0.0
Queue Length 95th (m)		16.8	7.4		6.4	2.9	37.0	1.7	54.8	0.0
Internal Link Dist (m)		828.8			20.9		520.2		332.3	
Turn Bay Length (m)						35.0		25.0		20.0
Base Capacity (vph)		421	508		445	501	3066	419	2885	1249
Starvation Cap Reductn		0	0		0	0	0	0	0	0
Spillback Cap Reductn		0	0		0	0	0	0	0	0
Storage Cap Reductn		0	0		0	0	0	0	0	0
Reduced v/c Ratio		0.08	0.08		0.02	0.07	0.33	0.01	0.35	0.02

Intersection Summary

Cycle Length: 110
Actuated Cycle Length: 110
Offset: 105 (95%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 75
Control Type: Actuated-Coordinated

Splits and Phases: 4: Hwy 50 & Parr Blvd/Cruise Canada RV Rental & Sales



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	32	0	43	4	2	2	36	1018	0	6	1000	20
Future Volume (vph)	32	0	43	4	2	2	36	1018	0	6	1000	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.5	3.7	3.5	3.5	3.7	3.5	3.5	3.7	3.5	3.5	3.7	3.5
Total Lost time (s)		6.9	6.9		6.9		3.0	6.1		6.1	6.1	6.1
Lane Util. Factor		1.00	1.00		1.00		1.00	0.95		1.00	0.95	1.00
Frpb, ped/bikes		1.00	1.00		1.00		1.00	1.00		1.00	1.00	0.98
Flpb, ped/bikes		1.00	1.00		1.00		1.00	1.00		1.00	1.00	1.00
Frt		1.00	0.85		0.97		1.00	1.00		1.00	1.00	0.85
Flt Protected		0.95	1.00		0.98		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)		1823	1597		1801		1785	3650		1784	3650	1562
Flt Permitted		0.75	1.00		0.83		0.26	1.00		0.28	1.00	1.00
Satd. Flow (perm)		1444	1597		1523		489	3650		529	3650	1562
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	32	0	43	4	2	2	36	1018	0	6	1000	20
RTOR Reduction (vph)	0	0	40	0	2	0	0	0	0	0	0	5
Lane Group Flow (vph)	0	32	3	0	6	0	36	1018	0	6	1000	15
Confl. Peds. (#/hr)	1					1	1		1	1		1
Heavy Vehicles (%)	0%	0%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA		Perm	NA	Perm
Protected Phases		8			4		1	6			2	
Permitted Phases	8		8	4			6			2		2
Actuated Green, G (s)		7.2	7.2		7.2		89.8	89.8		83.2	83.2	83.2
Effective Green, g (s)		7.2	7.2		7.2		89.8	89.8		83.2	83.2	83.2
Actuated g/C Ratio		0.07	0.07		0.07		0.82	0.82		0.76	0.76	0.76
Clearance Time (s)		6.9	6.9		6.9		3.0	6.1		6.1	6.1	6.1
Vehicle Extension (s)		3.0	3.0		3.0		3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)		94	104		99		441	2979		400	2760	1181
v/s Ratio Prot							0.00	c0.28			c0.27	
v/s Ratio Perm		c0.02	0.00		0.00		0.06			0.01		0.01
v/c Ratio		0.34	0.03		0.06		0.08	0.34		0.02	0.36	0.01
Uniform Delay, d1		49.1	48.1		48.2		2.2	2.6		3.3	4.5	3.3
Progression Factor		1.00	1.00		1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2		2.2	0.1		0.3		0.1	0.3		0.1	0.4	0.0
Delay (s)		51.3	48.2		48.5		2.3	2.9		3.4	4.9	3.3
Level of Service		D	D		D		A	A		A	A	A
Approach Delay (s/veh)		49.5			48.5			2.9			4.8	
Approach LOS		D			D			A			A	

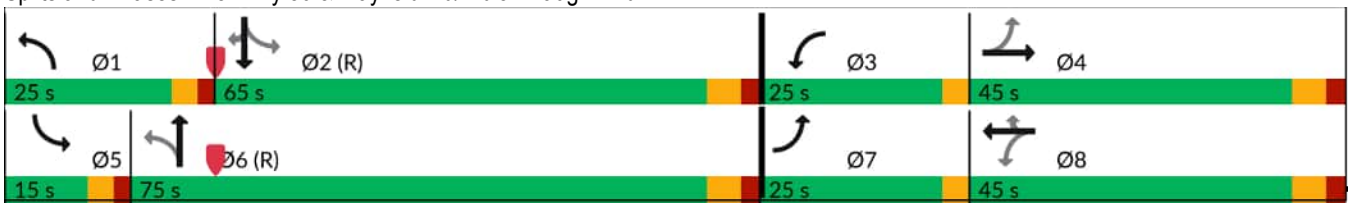
Intersection Summary			
HCM 2000 Control Delay (s/veh)	5.6	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.36		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	58.1%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	94	132	244	137	10	114	910	14	927	97
Future Volume (vph)	94	132	244	137	10	114	910	14	927	97
Lane Group Flow (vph)	94	322	244	137	10	114	1141	14	927	97
Turn Type	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA	pm+pt	NA	Perm
Protected Phases	7	4	3	8		1	6	5	2	
Permitted Phases	4		8		8	6		2		2
Detector Phase	7	4	3	8	8	1	6	5	2	2
Switch Phase										
Minimum Initial (s)	5.0	12.0	10.0	12.0	12.0	10.0	20.0	10.0	20.0	20.0
Minimum Split (s)	9.5	43.5	14.5	43.5	43.5	15.0	41.3	15.0	41.3	41.3
Total Split (s)	25.0	45.0	25.0	45.0	45.0	25.0	75.0	15.0	65.0	65.0
Total Split (%)	15.6%	28.1%	15.6%	28.1%	28.1%	15.6%	46.9%	9.4%	40.6%	40.6%
Yellow Time (s)	3.0	4.0	3.0	4.0	4.0	3.0	4.2	3.0	4.2	4.2
All-Red Time (s)	0.0	2.5	0.0	2.5	2.5	2.0	2.1	2.0	2.1	2.1
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	3.0	6.5	3.0	6.5	6.5	5.0	6.3	5.0	6.3	6.3
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?										
Recall Mode	None	None	None	None	None	None	C-Max	None	C-Max	C-Max
v/c Ratio	0.35	0.70	0.84	0.51	0.03	0.29	0.35	0.04	0.43	0.10
Control Delay (s/veh)	50.0	37.4	75.7	70.6	0.2	10.6	13.6	8.9	19.3	2.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	50.0	37.4	75.7	70.6	0.2	10.6	13.6	8.9	19.3	2.0
Queue Length 50th (m)	25.0	22.8	71.3	43.3	0.0	11.5	50.0	1.3	85.6	0.0
Queue Length 95th (m)	40.1	39.6	#102.9	66.5	0.0	21.1	84.7	4.3	113.6	6.8
Internal Link Dist (m)		330.4		656.8			717.1		188.2	
Turn Bay Length (m)	60.0		50.0		50.0	100.0		35.0		120.0
Base Capacity (vph)	377	944	299	462	468	476	3303	362	2152	987
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.25	0.34	0.82	0.30	0.02	0.24	0.35	0.04	0.43	0.10

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 7 (4%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 115
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 5: Hwy 50 & Mayfield Rd/Albion Vaughn Rd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	94	132	190	244	137	10	114	910	231	14	927	97
Future Volume (vph)	94	132	190	244	137	10	114	910	231	14	927	97
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.5	3.7	3.5	3.5	3.7	3.5	3.5	3.7	3.5	3.5	3.7	3.5
Total Lost time (s)	3.0	6.5		3.0	6.5	6.5	5.0	6.3		5.0	6.3	6.3
Lane Util. Factor	1.00	0.95		1.00	1.00	1.00	1.00	0.91		1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Frt	1.00	0.91		1.00	1.00	0.85	1.00	0.97		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1785	3327		1785	1921	1597	1785	5073		1785	3650	1597
Flt Permitted	0.67	1.00		0.24	1.00	1.00	0.24	1.00		0.22	1.00	1.00
Satd. Flow (perm)	1258	3327		453	1921	1597	444	5073		420	3650	1597
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	94	132	190	244	137	10	114	910	231	14	927	97
RTOR Reduction (vph)	0	174	0	0	0	9	0	18	0	0	0	40
Lane Group Flow (vph)	94	148	0	244	137	1	114	1123	0	14	927	57
Confl. Bikes (#/hr)									1			
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA	Perm
Protected Phases	7	4		3	8		1	6		5	2	
Permitted Phases	4			8		8	6			2		2
Actuated Green, G (s)	25.6	13.6		37.5	22.5	22.5	109.7	100.7		98.4	94.4	94.4
Effective Green, g (s)	25.6	13.6		37.5	22.5	22.5	109.7	100.7		98.4	94.4	94.4
Actuated g/C Ratio	0.16	0.09		0.23	0.14	0.14	0.69	0.63		0.62	0.59	0.59
Clearance Time (s)	3.0	6.5		3.0	6.5	6.5	5.0	6.3		5.0	6.3	6.3
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	240	282		280	270	224	390	3192		292	2153	942
v/s Ratio Prot	0.03	0.04		c0.11	0.07		c0.02	c0.22		0.00	c0.25	
v/s Ratio Perm	0.03			c0.09		0.00	0.18			0.03		0.04
v/c Ratio	0.39	0.53		0.87	0.51	0.01	0.29	0.35		0.05	0.43	0.06
Uniform Delay, d1	59.6	70.1		54.8	63.6	59.1	10.5	14.1		12.0	18.0	13.9
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	1.1	1.8		24.3	1.5	0.0	0.4	0.3		0.1	0.6	0.1
Delay (s)	60.6	71.9		79.1	65.1	59.1	10.9	14.4		12.1	18.7	14.1
Level of Service	E	E		E	E	E	B	B		B	B	B
Approach Delay (s/veh)		69.3			73.7			14.1			18.1	
Approach LOS		E			E			B			B	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	30.4	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.55		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	20.8
Intersection Capacity Utilization	75.6%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	4	403	439	2	6	13
Future Vol, veh/h	4	403	439	2	6	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	30	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	4	403	439	2	6	13

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	441	0	-	0	650	221
Stage 1	-	-	-	-	440	-
Stage 2	-	-	-	-	210	-
Critical Hdwy	4.1	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1130	-	-	-	406	789
Stage 1	-	-	-	-	622	-
Stage 2	-	-	-	-	811	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1130	-	-	-	404	789
Mov Cap-2 Maneuver	-	-	-	-	404	-
Stage 1	-	-	-	-	619	-
Stage 2	-	-	-	-	811	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.1	0	11
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1130	-	-	-	404	789
HCM Lane V/C Ratio	0.004	-	-	-	0.015	0.016
HCM Ctrl Dly (s/v)	8.2	0	-	-	14	9.6
HCM Lane LOS	A	A	-	-	B	A
HCM 95th %tile Q (veh)	0	-	-	-	0	0.1

Intersection	
Int Delay, s/veh	0.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	10	7	170	5	1	238
Future Vol, veh/h	10	7	170	5	1	238
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	10	7	170	5	1	238

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	294	88	0	0	175	0
Stage 1	173	-	-	-	-	-
Stage 2	121	-	-	-	-	-
Critical Hdwy	6.8	6.9	-	-	4.1	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	679	959	-	-	1414	-
Stage 1	846	-	-	-	-	-
Stage 2	897	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	678	959	-	-	1414	-
Mov Cap-2 Maneuver	705	-	-	-	-	-
Stage 1	846	-	-	-	-	-
Stage 2	896	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	9.7	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	791	1414	-
HCM Lane V/C Ratio	-	-	0.021	0.001	-
HCM Ctrl Dly (s/v)	-	-	9.7	7.5	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q (veh)	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	24	385	364	21	48	77
Future Vol, veh/h	24	385	364	21	48	77
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	15	-	-	-	0	80
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	24	385	364	21	48	77

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	385	0	-	0	616	193
Stage 1	-	-	-	-	375	-
Stage 2	-	-	-	-	241	-
Critical Hdwy	4.1	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1185	-	-	-	427	822
Stage 1	-	-	-	-	671	-
Stage 2	-	-	-	-	783	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1185	-	-	-	418	822
Mov Cap-2 Maneuver	-	-	-	-	418	-
Stage 1	-	-	-	-	658	-
Stage 2	-	-	-	-	783	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.5	0	11.7
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1185	-	-	-	418	822
HCM Lane V/C Ratio	0.02	-	-	-	0.115	0.094
HCM Ctrl Dly (s/v)	8.1	-	-	-	14.7	9.8
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q (veh)	0.1	-	-	-	0.4	0.3

Intersection	
Int Delay, s/veh	0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	5	2	185	1	1	254
Future Vol, veh/h	5	2	185	1	1	254
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	5	2	185	1	1	254

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	315	93	0	0	186	0
Stage 1	186	-	-	-	-	-
Stage 2	129	-	-	-	-	-
Critical Hdwy	6.8	6.9	-	-	4.1	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	659	952	-	-	1401	-
Stage 1	833	-	-	-	-	-
Stage 2	889	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	658	952	-	-	1401	-
Mov Cap-2 Maneuver	691	-	-	-	-	-
Stage 1	833	-	-	-	-	-
Stage 2	888	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	9.8	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	750	1401	-
HCM Lane V/C Ratio	-	-	0.009	0.001	-
HCM Ctrl Dly (s/v)	-	-	9.8	7.6	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q (veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	7	4	182	3	1	258
Future Vol, veh/h	7	4	182	3	1	258
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	7	4	182	3	1	258

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	315	93	0	0	185	0
Stage 1	184	-	-	-	-	-
Stage 2	131	-	-	-	-	-
Critical Hdwy	6.8	6.9	-	-	4.1	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	659	952	-	-	1402	-
Stage 1	835	-	-	-	-	-
Stage 2	887	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	658	952	-	-	1402	-
Mov Cap-2 Maneuver	692	-	-	-	-	-
Stage 1	835	-	-	-	-	-
Stage 2	886	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	9.8	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	768	1402	-
HCM Lane V/C Ratio	-	-	0.014	0.001	-
HCM Ctrl Dly (s/v)	-	-	9.8	7.6	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q (veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	3.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	24	35	12	33	90	6
Future Vol, veh/h	24	35	12	33	90	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	24	35	12	33	90	6

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	150	93	96	0	-	0
Stage 1	93	-	-	-	-	-
Stage 2	57	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	847	970	1510	-	-	-
Stage 1	936	-	-	-	-	-
Stage 2	971	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	840	970	1510	-	-	-
Mov Cap-2 Maneuver	840	-	-	-	-	-
Stage 1	929	-	-	-	-	-
Stage 2	971	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	9.2	2	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1510	-	913	-	-
HCM Lane V/C Ratio	0.008	-	0.065	-	-
HCM Ctrl Dly (s/v)	7.4	0	9.2	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q (veh)	0	-	0.2	-	-

Intersection	
Int Delay, s/veh	6.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	51	71	26	31	25	11
Future Vol, veh/h	51	71	26	31	25	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	51	71	26	31	25	11

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	114	31	36	0	-	0
Stage 1	31	-	-	-	-	-
Stage 2	83	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	887	1049	1588	-	-	-
Stage 1	997	-	-	-	-	-
Stage 2	945	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	872	1049	1588	-	-	-
Mov Cap-2 Maneuver	872	-	-	-	-	-
Stage 1	980	-	-	-	-	-
Stage 2	945	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	9.3	3.3	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1588	-	967	-	-
HCM Lane V/C Ratio	0.016	-	0.126	-	-
HCM Ctrl Dly (s/v)	7.3	0	9.3	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q (veh)	0.1	-	0.4	-	-

Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	12	17	6	76	19	3
Future Vol, veh/h	12	17	6	76	19	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	12	17	6	76	19	3

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	109	21	22	0	-	0
Stage 1	21	-	-	-	-	-
Stage 2	88	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	893	1062	1607	-	-	-
Stage 1	1007	-	-	-	-	-
Stage 2	940	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	889	1062	1607	-	-	-
Mov Cap-2 Maneuver	889	-	-	-	-	-
Stage 1	1003	-	-	-	-	-
Stage 2	940	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	8.8	0.5	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1607	-	983	-	-
HCM Lane V/C Ratio	0.004	-	0.03	-	-
HCM Ctrl Dly (s/v)	7.2	0	8.8	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q (veh)	0	-	0.1	-	-

APPENDIX I

Warrant Analysis

LEFT TURN WARRANT

INTERSECTION: Simpson Rd (Future) and Mayfield Rd

HORIZON / DESCRIPTION: Future Total (2033)

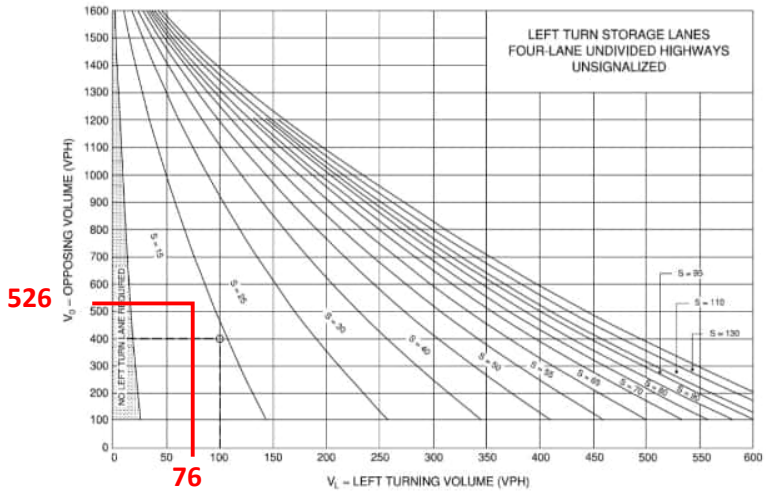
	Volumes	
	AM	PM
NBL	0	0
NBT	0	0
NBR	0	0
SBL	13	48
SBT	0	0
SBR	25	77
EBL	76	24
EBT	431	521
EBR	0	0
WBL	0	0
WBT	451	460
WBR	75	21

Major Direction: East-West

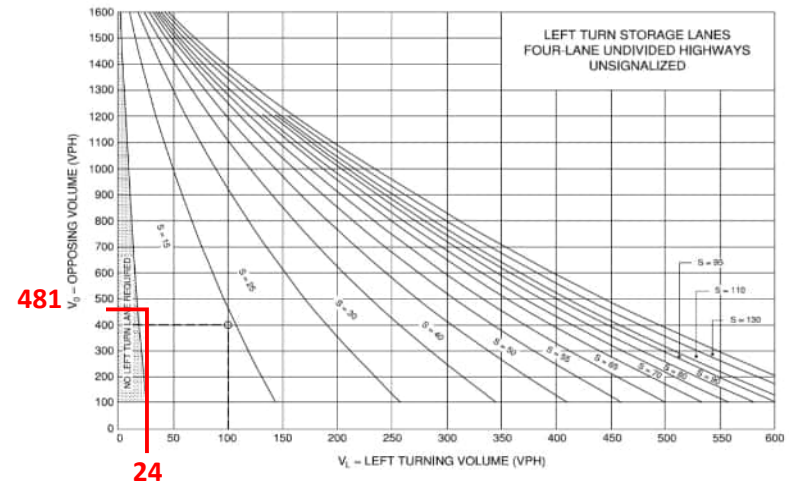
Turning Lane: Eastbound

Criteria / Value	AM	PM
Design Speed (km/h)	80	
Advance Volume (vph) (VA)	507	545
Left Turning Volume (vph) (VL)	76	24
% of Left Turning Volume	15%	4%
Opposing Volume (vph) (VO)	526	481
Warrant Met?	yes	yes
Storage Lane (m)	15	15

AM



PM



Methodology from Appendix 9A of *MTO Design Supplement For TAC Geometric Design Guide (GDG) for Canadian Roads*

M.T.O. MINIMUM REQUIREMENTS
FOR INSTALLATION OF TRAFFIC SIGNAL

Methodology from Section 4 of *Ontario Traffic Manual Book 12: Traffic Signals*

INTERSECTION: Simpson Road & Mayfield Road

HORIZON / DESCRIPTION: Future Total 2033

Number of lanes on main road: ≥2
Flow conditions: Free (speeds of 70 km/h or greater, with infrequent side friction)
Number of approach legs: 3 (T-intersection)
Number of existing roads: 1 (three or fewer existing approach legs)
Major direction: East-West

Result
Condition not met
Condition not met
Condition not met

Justification 1: if both Justification 1A and 1B are 100% fulfilled.
Justification 2: if both Justification 2A and 2B are 100% fulfilled.
Justification 3: if all of Justifications 1A, 1B, 2A, and 2B are at least 80% fulfilled (only if both roads exist).

All justifications modified by Justification 7 to use peak hour projected volumes.

Justification 1: Minimum Vehicle Volume

A. Base volume requirement: 600
Requirement after 150% expansion: 900

Value	Percent Met
556	62%

B. Base volume requirement (minor street): 180
Requirement after 150% expansion: 270

Value	Percent Met
41	15%

Justification 2: Delay to Cross Traffic

A. Base volume requirement (major street): 600
Requirement after 150% expansion: 900

Value	Percent Met
515	57%

B. Base volume requirement (crossing major): 50
Requirement after 150% expansion: 75

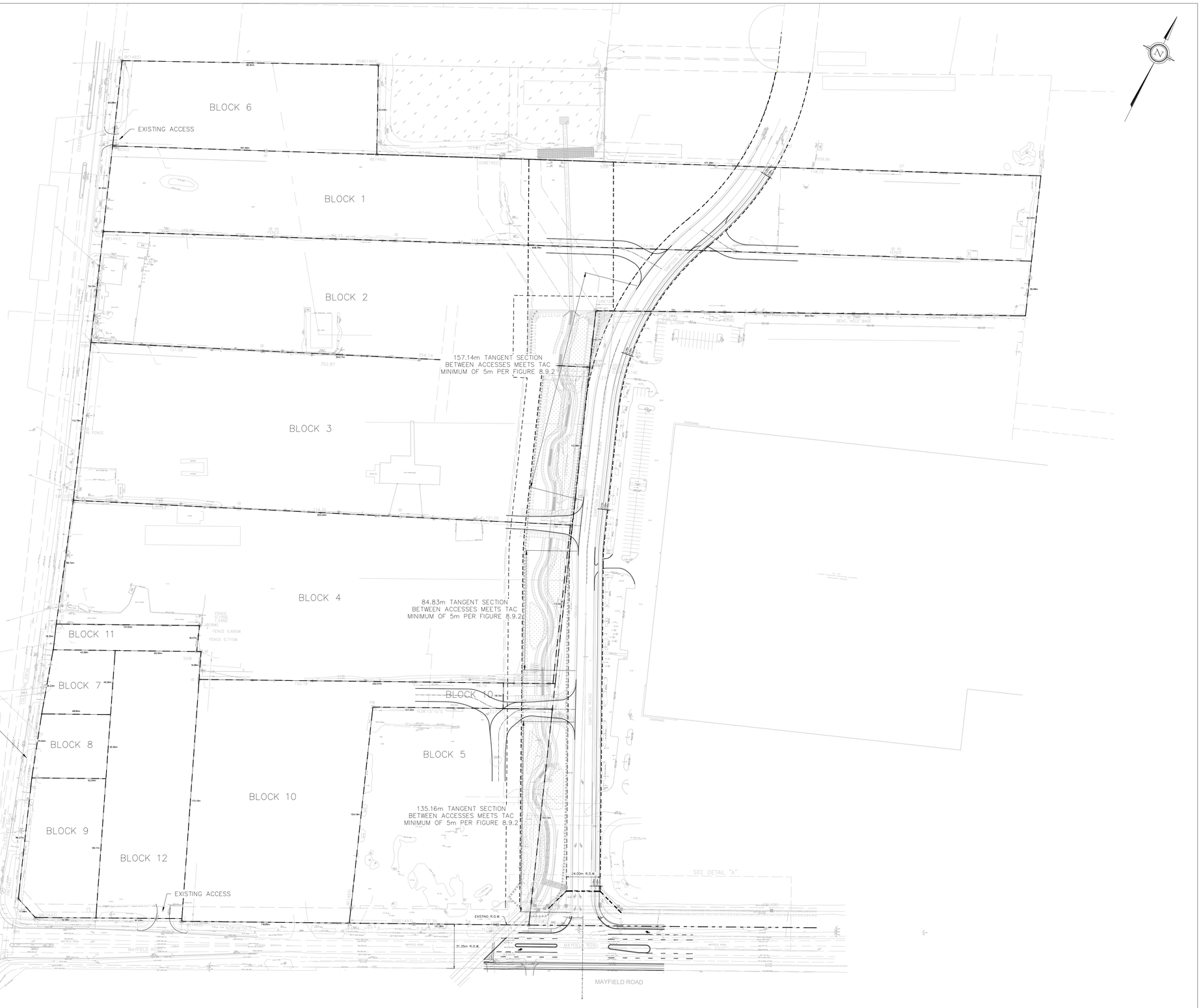
Value	Percent Met
15	20%

	Volumes		Sum	Average Hourly
	AM	PM		
NBL	0	0	0	0
NBT	0	0	0	0
NBR	0	0	0	0
SBL	13	48	61	15
SBT	0	0	0	0
SBR	25	77	102	26
EBL	76	24	100	25
EBT	431	521	952	238
EBR	0	0	0	0
WBL	0	0	0	0
WBT	451	460	911	228
WBR	75	21	96	24
Peds	0	0	0	0

Pedestrians crossing major road

APPENDIX J

Functional Design Review



KEY PLAN

NOTES:

1. ACCESS SPACING AS PER TAC FIGURE 8.9.2
2. ACCESS DESIGN OFF OF SIMPSON ROAD AS PER OPSD 350.010 AND TOWN OF CALEDON DEVELOPMENT STANDARDS MANUAL SECTION 4.4.6.1

26 0 26 54 78m

1:1300

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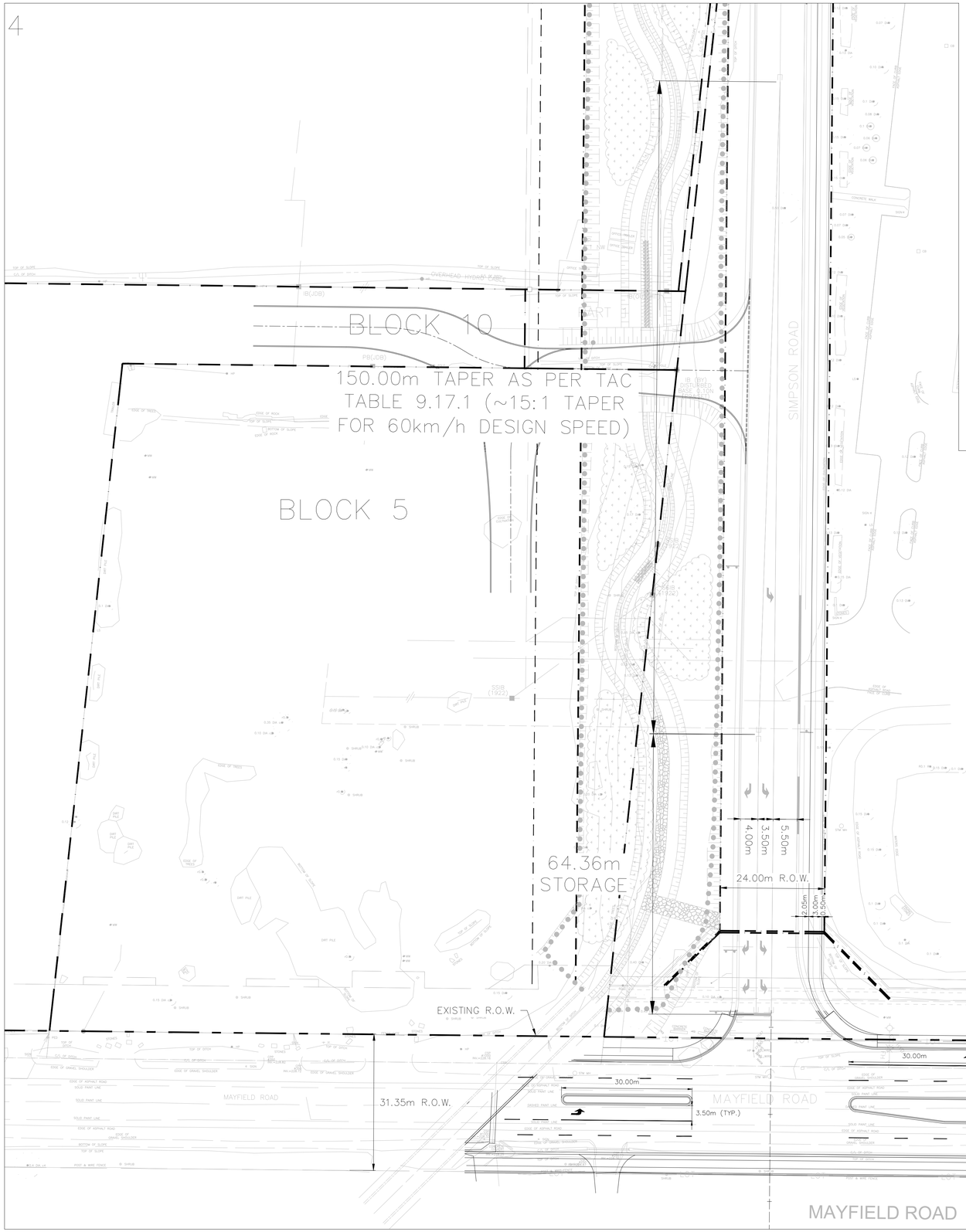
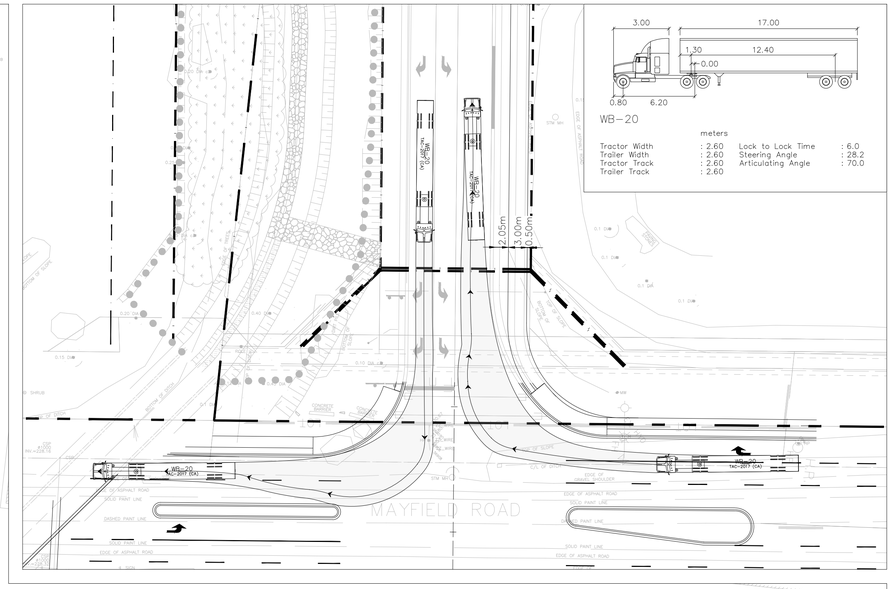
COLERAINE DRIVE & MAYFIELD ROAD
CALEDON ONTARIO

DRAFT PLAN OF SUBDIVISION

Design By: X.C	Date: APR 29, 2026
Drawn By: X.C.	Checked By: M.X.
Project No.: 24085	Drawing No.: 001

4





WB-20

meters

Tractor Width	: 2.60	Lock to Lock Time	: 6.0
Trailer Width	: 2.60	Steering Angle	: 28.2
Tractor Track	: 2.60	Articulating Angle	: 70.0
Trailer Track	: 2.60		

FOR ILLUSTRATION PURPOSES ONLY

KEY PLAN

NOTES:

1. ACCESS SPACING AS PER TAC FIGURE 8.9.2
2. ACCESS DESIGN OFF OF SIMPSON ROAD AS PER OPSD 350.010 AND TOWN OF CALEDON DEVELOPMENT STANDARDS MANUAL SECTION 4.4.6.1

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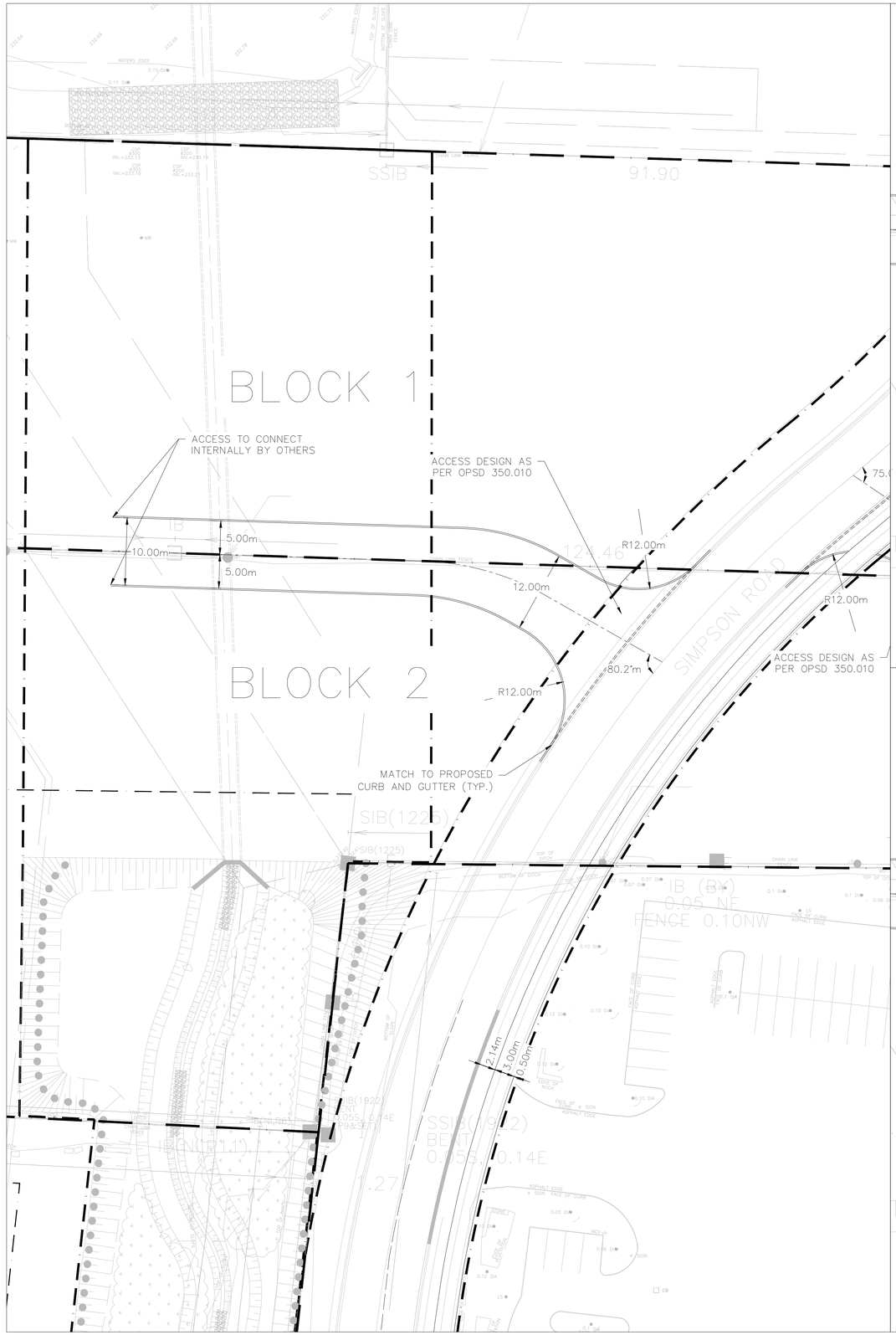
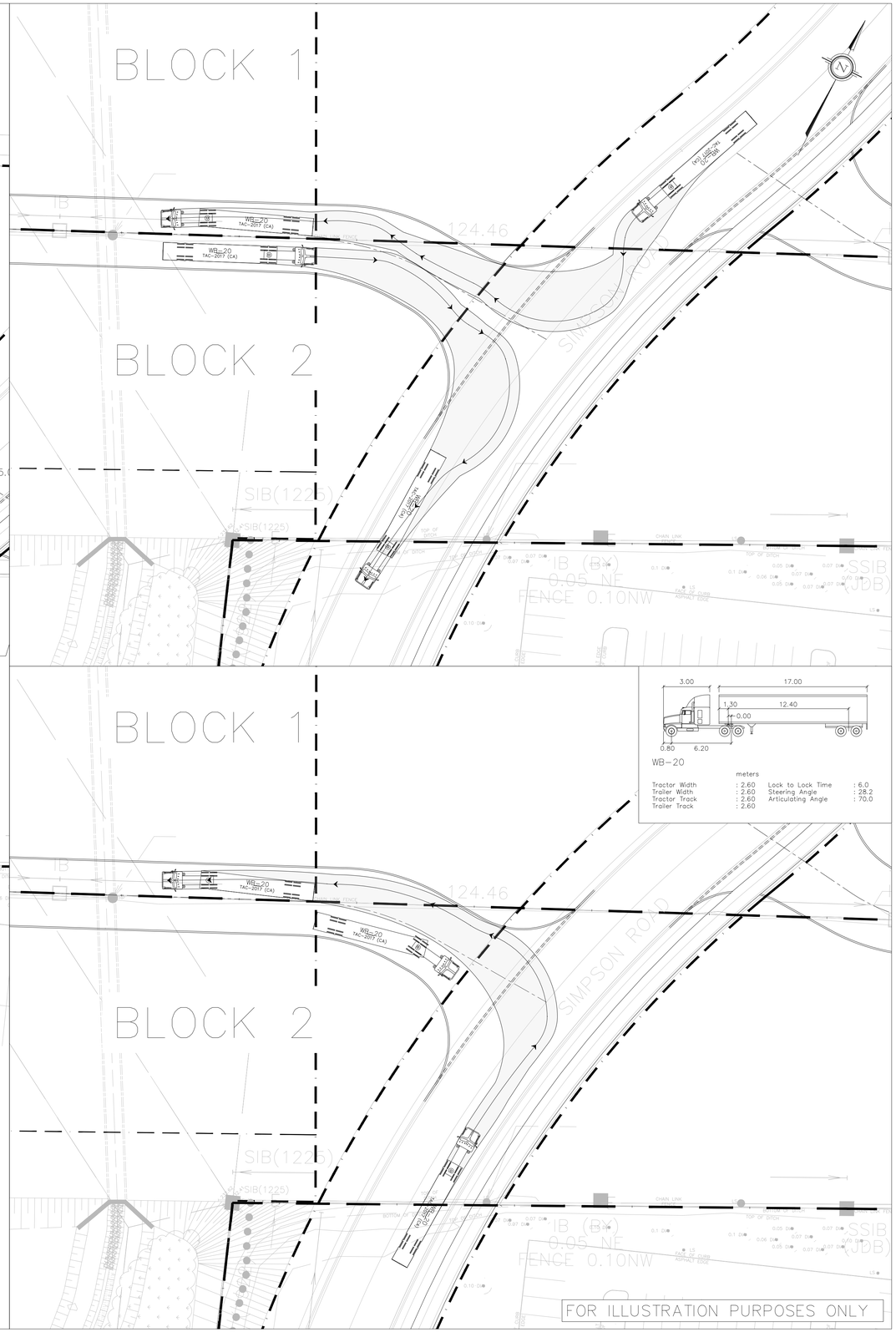
COLERAINE DRIVE & MAYFIELD ROAD
CALEDON ONTARIO

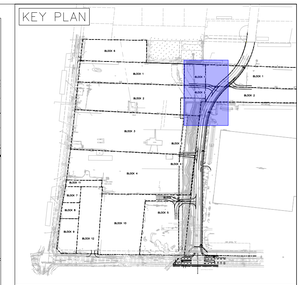
INTERSECTION DESIGN
SIMPSON RD & MAYFIELD RD

Design By: X.C	Date: APR 29, 2026
Drawn By: X.C.	Checked By: M.X.
Project No.: 24085	Drawing No.: 002





KEY PLAN



NOTES:

1. ACCESS SPACING AS PER TAC FIGURE 8.9.2
2. ACCESS DESIGN OFF OF SIMPSON ROAD AS PER OPSD 350.010 AND TOWN OF CALEDON DEVELOPMENT STANDARDS MANUAL SECTION 4.4.6.1

7 0 7 14 21m

1: 350

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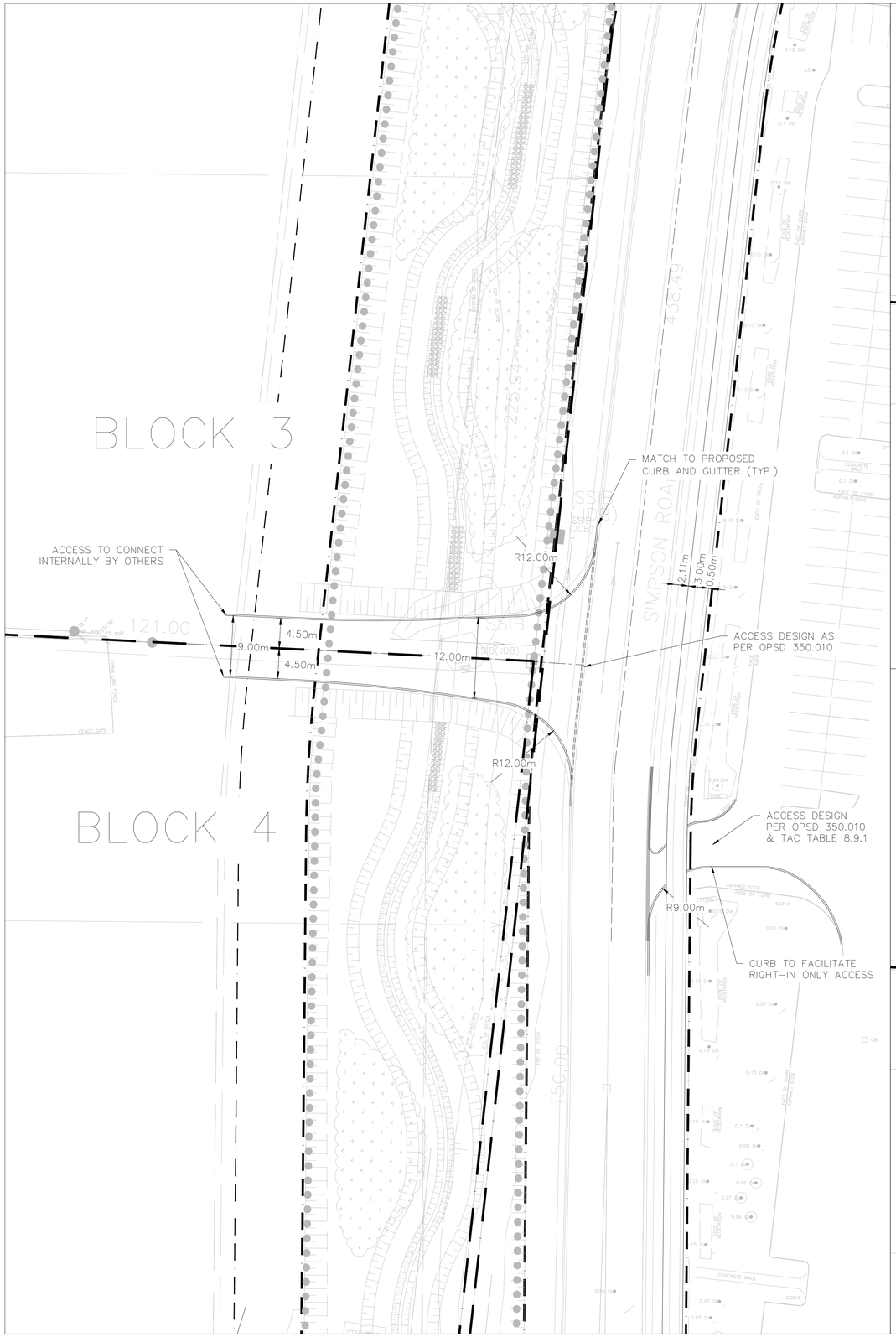
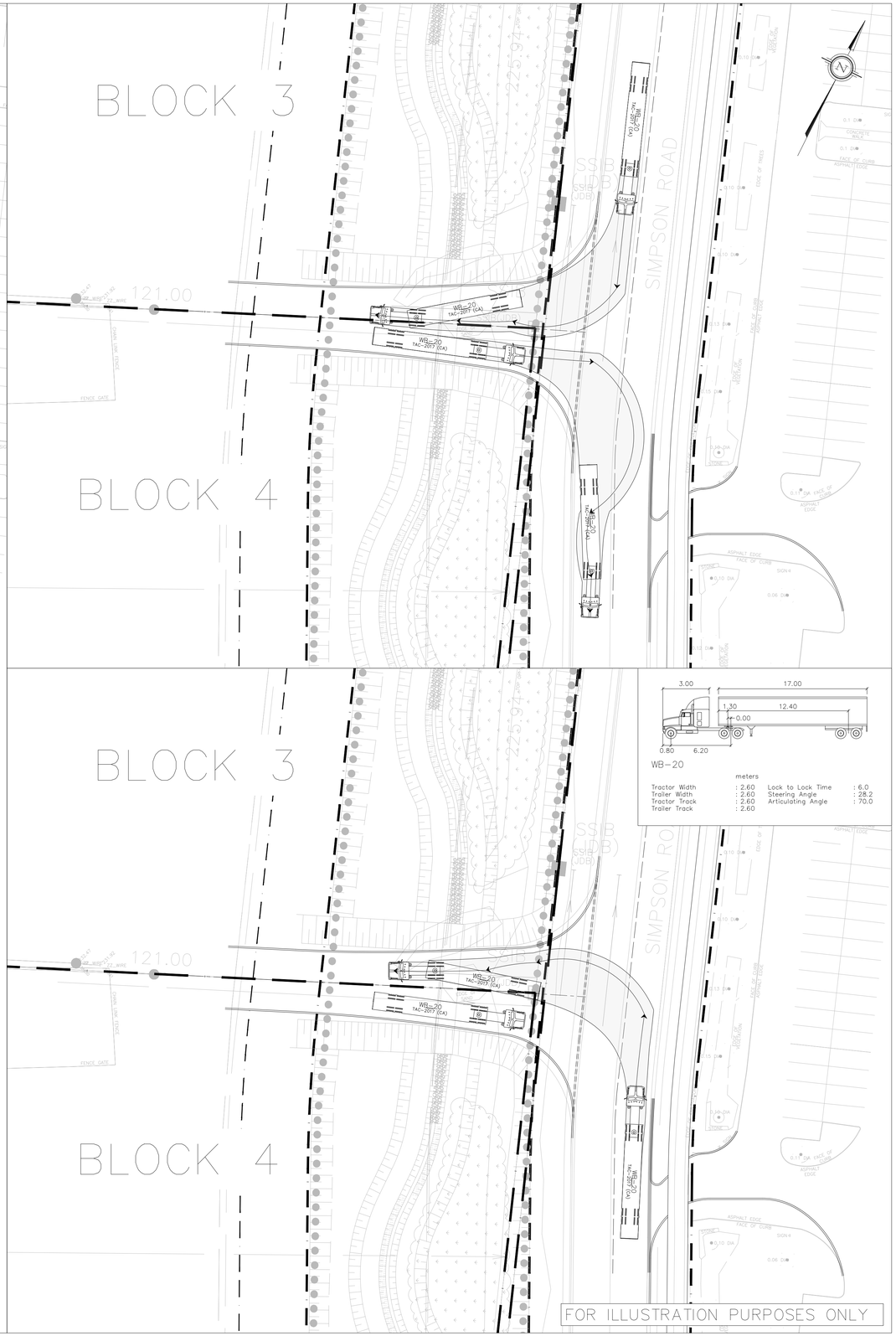
COLERAINE DRIVE & MAYFIELD ROAD
CALEDON ONTARIO

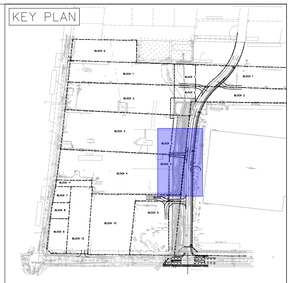
BLOCKS 1 & 2
SHARED ACCESS
WEST

Design By: X.C	Date: APR 29, 2026
Drawn By: X.C.	Checked By: M.X.
Project No.: 24085	Drawing No.: 003





KEY PLAN



NOTES:

1. ACCESS SPACING AS PER TAC FIGURE 8.9.2
2. ACCESS DESIGN OFF OF SIMPSON ROAD AS PER OPSD 350.010 AND TOWN OF CALEDON DEVELOPMENT STANDARDS MANUAL SECTION 4.4.6.1

7 0 7 14 21m
1:350

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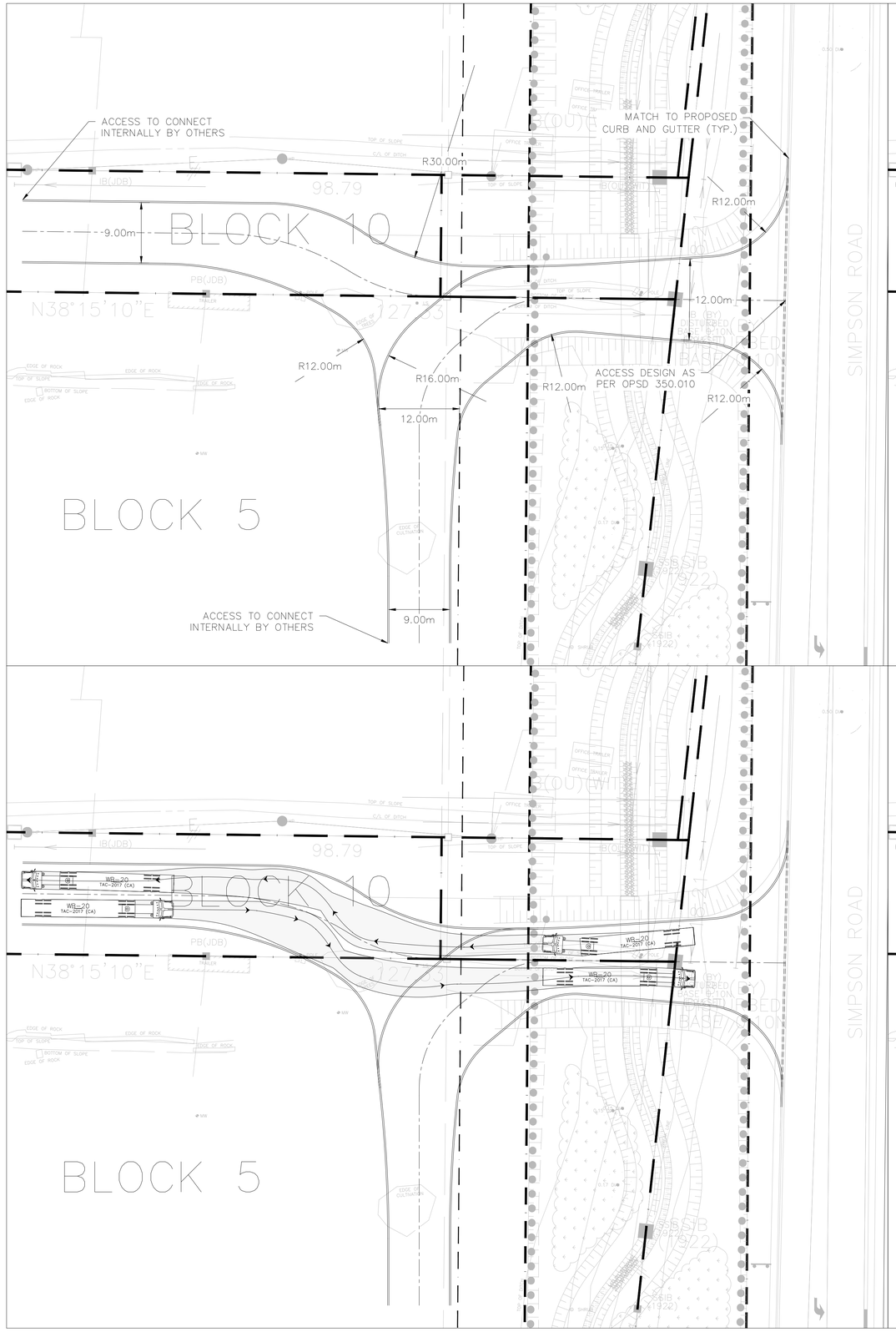
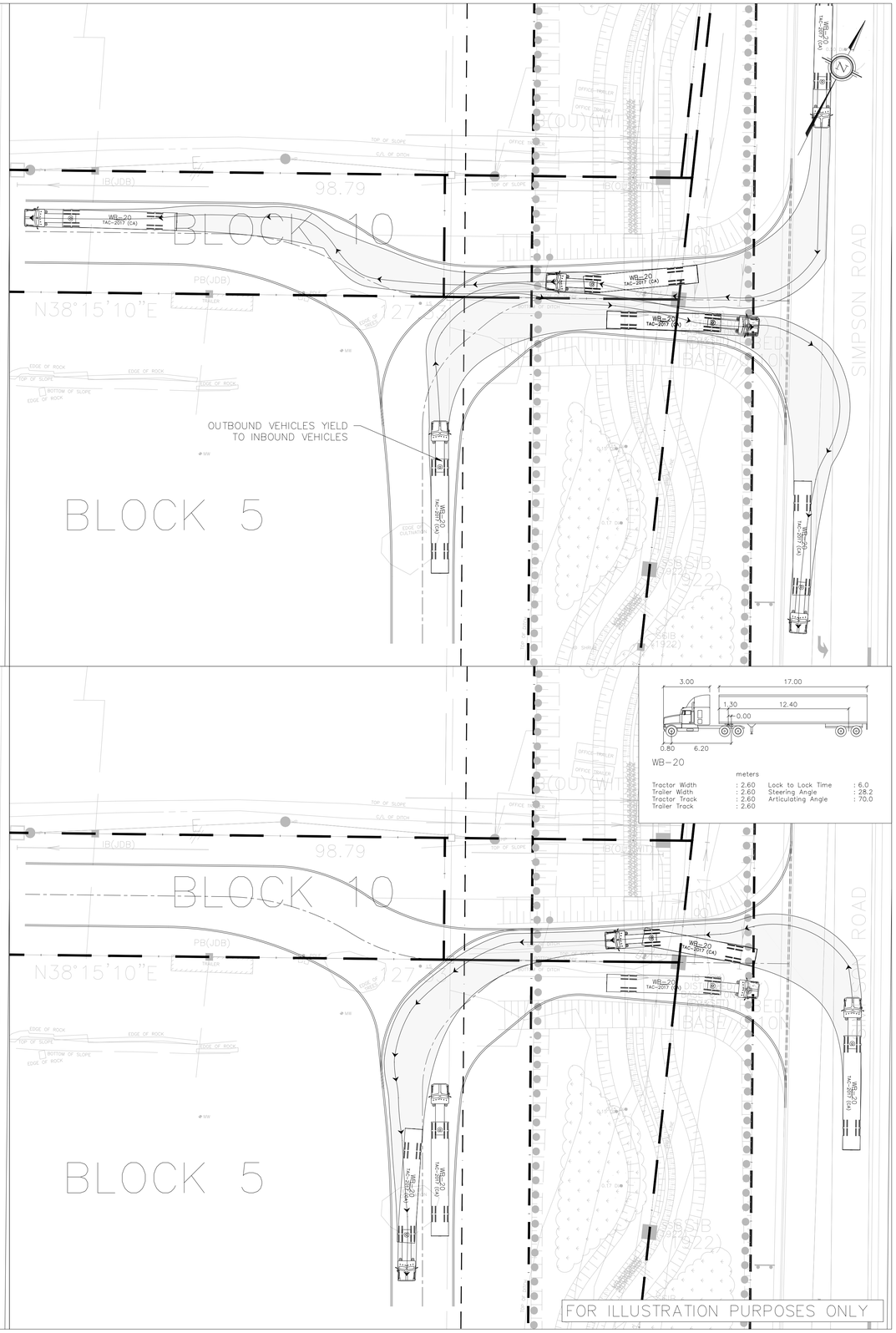
CALEDON ONTARIO

BLOCKS 3 & 4
SHARED ACCESS

Design By: X.C	Date: APR 29, 2026
Drawn By: X.C.	Checked By: M.X.
Project No.: 24085	Drawing No.: 004





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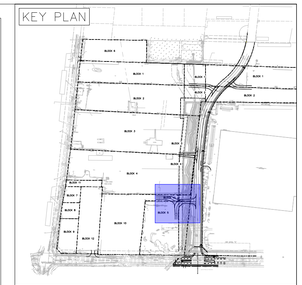

NOTES:

1. ACCESS SPACING AS PER TAC FIGURE 8.9.2
2. ACCESS DESIGN OFF OF SIMPSON ROAD AS PER OPSD 350.010 AND TOWN OF CALEDON DEVELOPMENT STANDARDS MANUAL SECTION 4.4.6.1

7 0 7 14 21m
1:350

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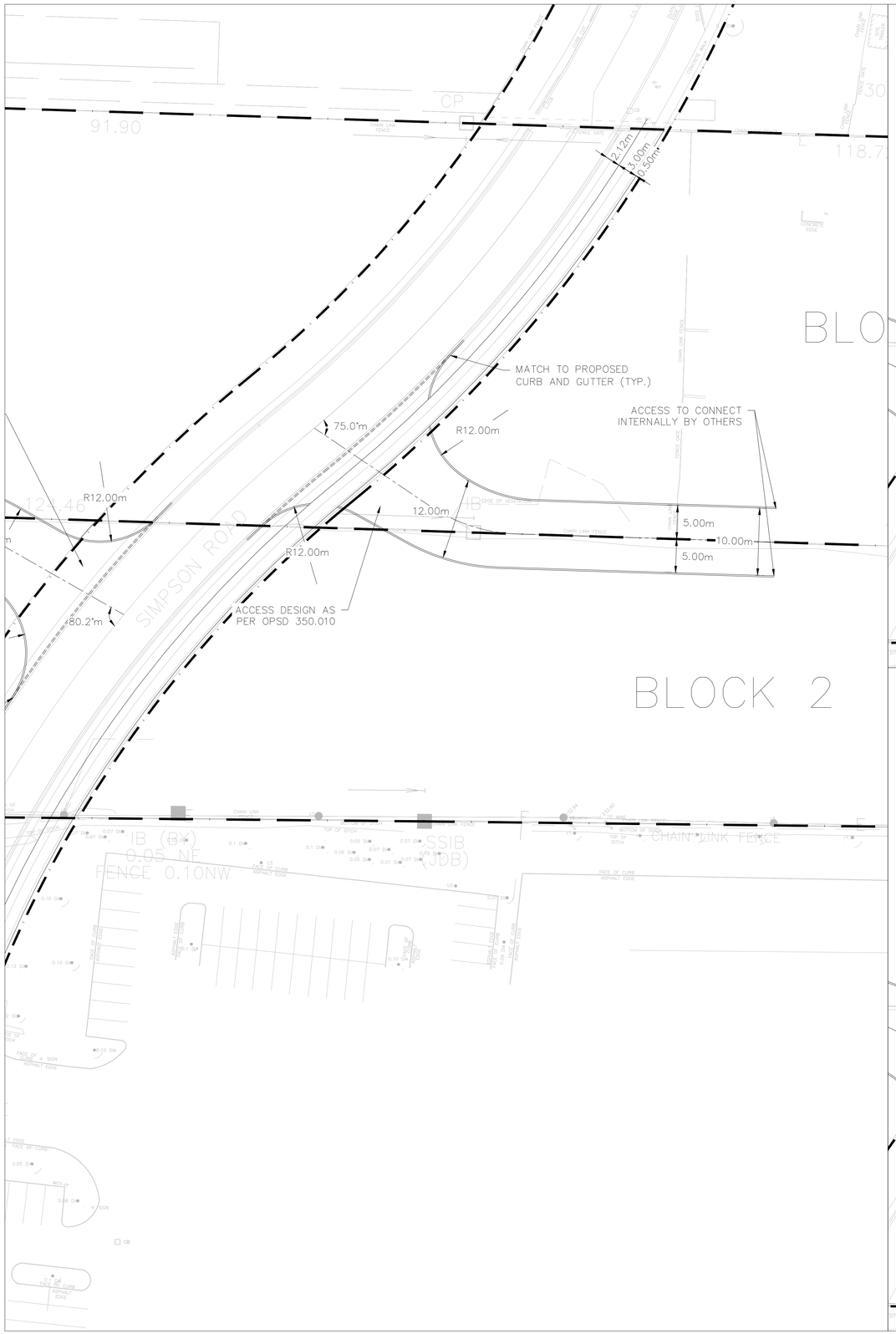
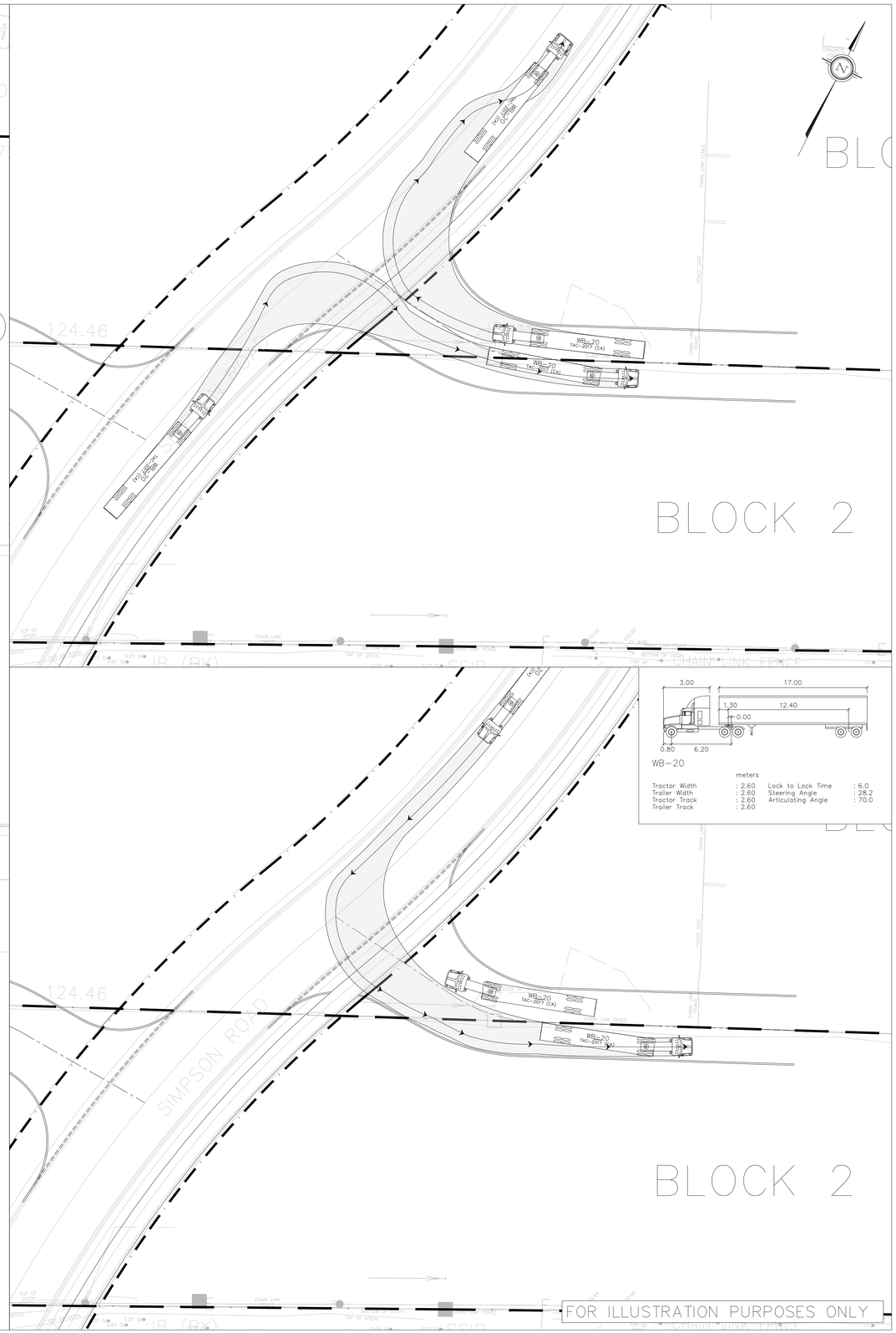
CALEDON ONTARIO

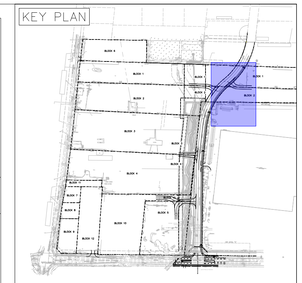
BLOCKS 5 & 10 SHARED ACCESS

Design By	Date
X.C	APR 29, 2026
Drawn By	Checked By
X.C.	M.X.
Project No.	Drawing No.
24085	005





KEY PLAN



NOTES:

1. ACCESS SPACING AS PER TAC FIGURE 8.9.2
2. ACCESS DESIGN OFF OF SIMPSON ROAD AS PER OPSD 350.010 AND TOWN OF CALEDON DEVELOPMENT STANDARDS MANUAL SECTION 4.4.6.1

7 0 7 14 21m

1:350

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and Planners
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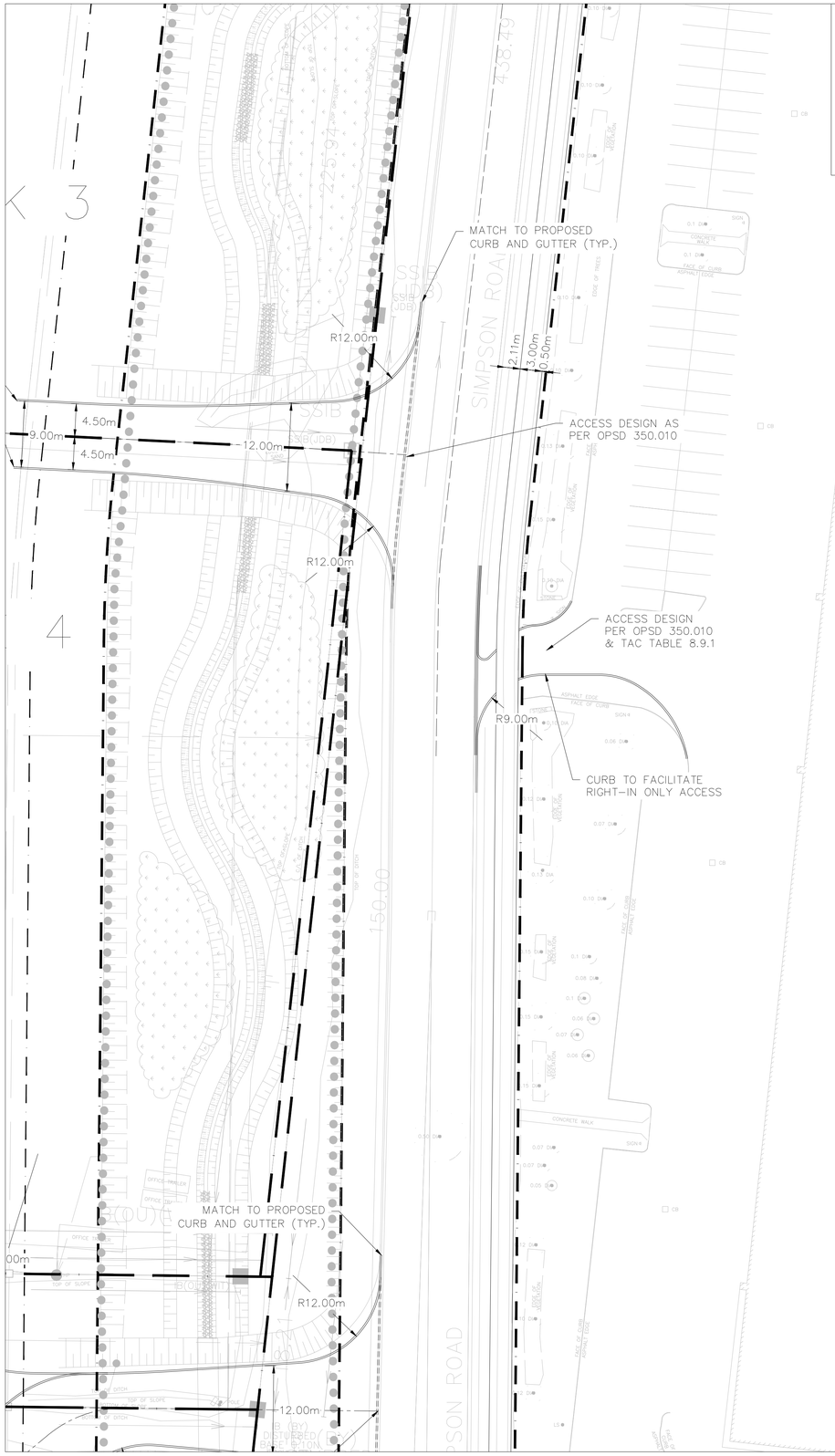
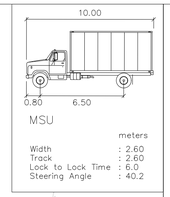
COLERAINE DRIVE & MAYFIELD ROAD
CALEDON ONTARIO

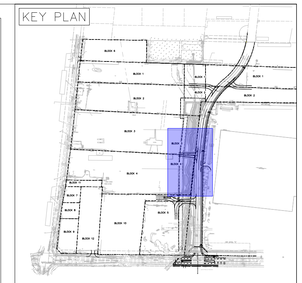
BLOCKS 1 & 2 SHARED ACCESS EAST

Design By	Date
X.C	APR 29, 2026
Drawn By	Checked By
X.C.	M.X.
Project No.	Drawing No.
24085	006





KEY PLAN



NOTES:

1. ACCESS SPACING AS PER TAC FIGURE 8.9.2
2. ACCESS DESIGN OFF OF SIMPSON ROAD AS PER OPSD 350.010 AND TOWN OF CALEDON DEVELOPMENT STANDARDS MANUAL SECTION 4.4.6.1

7 0 7 14 21m

1:350

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COLERAINE DRIVE &
MAYFIELD ROAD
CALEDON ONTARIO

EXISTING HOME
DEPOT ACCESS

Design By: X.C	Date: APR 29, 2026
Drawn By: X.C.	Checked By: M.X.
Project No.: 24085	Drawing No.: 007

DETAIL A

LEGEND

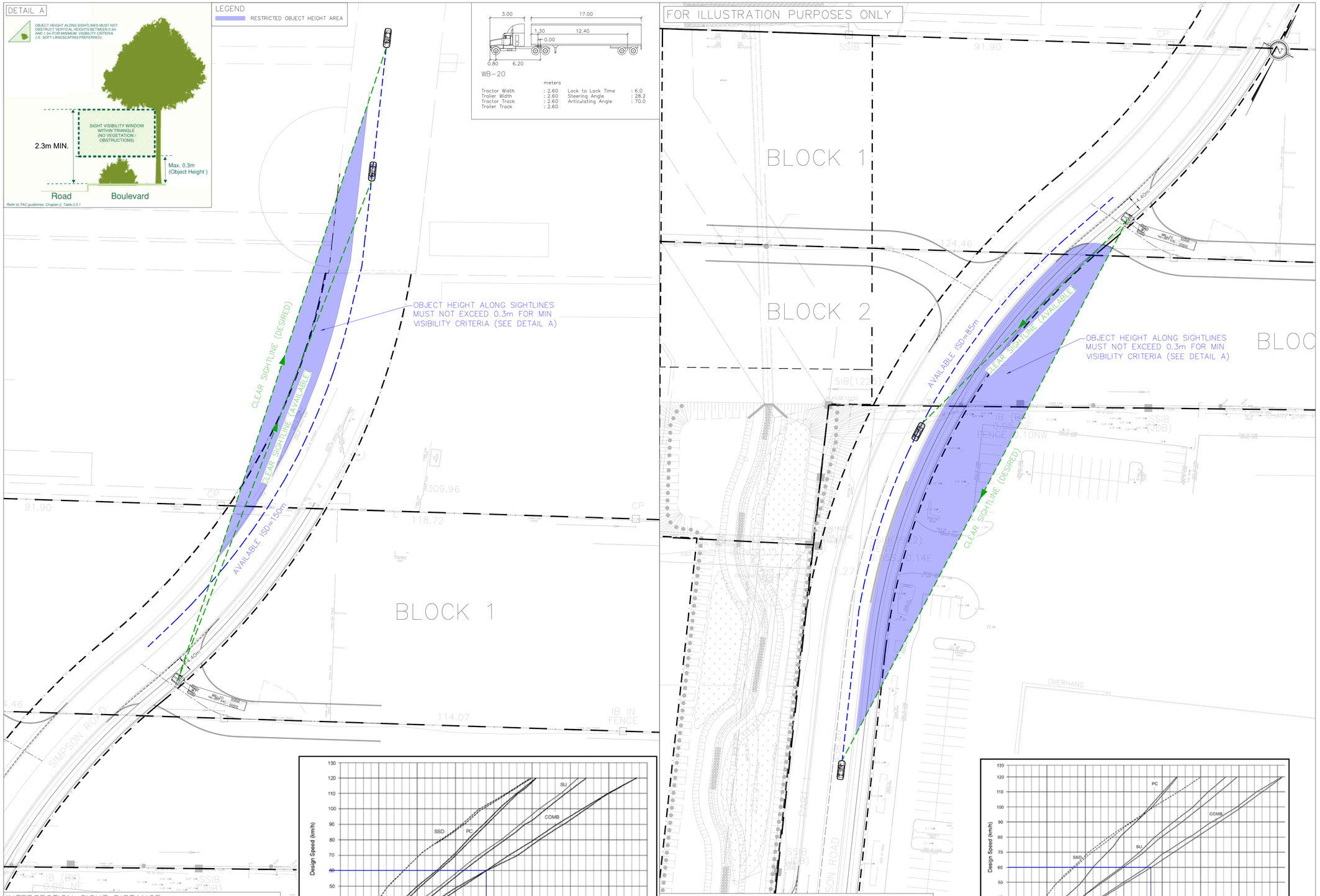
RESTRICTED OBJECT HEIGHT AREA

WB–20

meters

Tractor Width	: 2.60	Lock to Lock Time	: 6.0
Trailer Width	: 2.60	Steering Angle	: 28.2
Tractor Track	: 2.60	Articulating Angle	: 70.0
Trailer Track	: 2.60		

FOR ILLUSTRATION PURPOSES ONLY



INTERSECTION SIGHT DISTANCE
- POSTED SPEED = 50km/h
- DESIGN SPEED = 60km/h

(CASE B1: LEFT TURN FROM STOP)
- PER "TAC" FIGURE 9.9.4
- DESIRED LEFT TURN SIGHT DISTANCE = 190m
- AVAILABLE LEFT TURN SIGHT DISTANCE = 150m
- DOES IT MEET THE DESIRED DISTANCE – NO

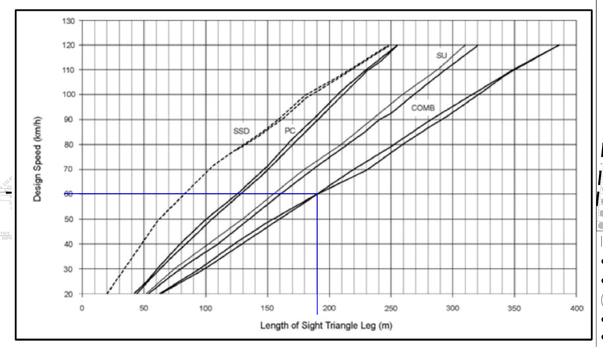


Figure 9.9.4: Intersection Sight Distance – Case B1, Left Turn from Stop (Calculated and Design Values Plotted)

INTERSECTION SIGHT DISTANCE
- POSTED SPEED = 50km/h
- DESIGN SPEED = 60km/h

(CASE B2: RIGHT TURN FROM STOP)
- PER "TAC" FIGURE 9.9.5
- DESIRED RIGHT TURN SIGHT DISTANCE = 185m
- AVAILABLE RIGHT TURN SIGHT DISTANCE = 85m
- DOES IT MEET THE DESIRED DISTANCE – NO

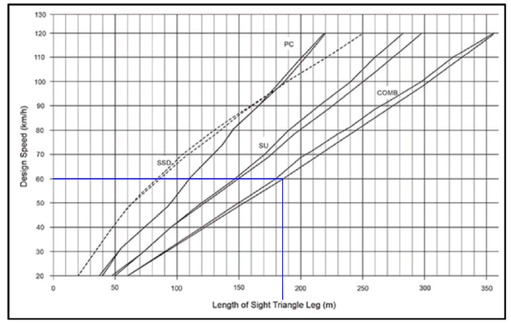
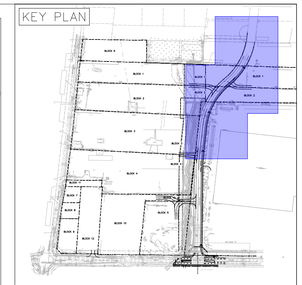


Figure 9.9.5: Intersection Sight Distance – Case B2, Right Turn from Stop, and Case B3, Crossing Maneuver (Calculated and Design Values Plotted)

KEY PLAN



NOTES:

1. ACCESS SPACING AS PER TAC FIGURE 8.9.2
2. ACCESS DESIGN OFF OF SIMPSON ROAD AS PER OPSD 350.010 AND TOWN OF CALEDON DEVELOPMENT STANDARDS MANUAL SECTION 4.4.6.1

10 0 10 20 30m

1:500

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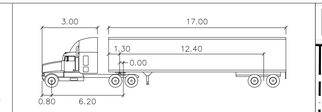
COLERAINE DRIVE & MAYFIELD ROAD
CALEDON ONTARIO

BLOCKS 1 & 2
SHARED ACCESS EAST
INTERSECTION SIGHT DISTANCE

Design By: X.C	Date: APR 29, 2026
Drawn By: X.C.	Checked By: M.X.
Project No.: 24085	Drawing No.: 008

LEGEND

2.3m MIN.



WB–20

meters

Tractor Width	: 2.60	Lock to Lock Time	: 6.0
Trailer Width	: 2.60	Steering Angle	: 28.2
Tractor Track	: 2.60	Articulating Angle	: 70.0
Trailer Track	: 2.60		

FOR ILLUSTRATION PURPOSES ONLY

BLOCK 1

BLOCK 2

CLEAR SIGHTLINE (AVAILABLE)

AVAILABLE SSD=85m

SIMPSON ROAD

CP

SSIB

IB

IB IN FENCE

91.90

309.96

118.72

114.07

124.46

0.05 NE

0.10NW

CHAIN LINK FENCE

BENT, HELD BASE

OVERHANG

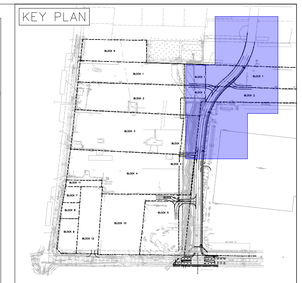
STOPPING SIGHT DISTANCE
- POSTED SPEED = 50km/h
- DESIGN SPEED = 60km/h

(CASE B1: LEFT TURN FROM STOP)
- PER "TAC" TABLE 9.9.4
- REQUIRED LEFT TURN SIGHT DISTANCE = 85m
- AVAILABLE LEFT TURN SIGHT DISTANCE = 85m
- DOES IT MEET THE REQUIREMENT – YES

STOPPING SIGHT DISTANCE
- POSTED SPEED = 50km/h
- DESIGN SPEED = 60km/h

(CASE B2: RIGHT TURN FROM STOP)
- PER "TAC" TABLE 9.9.6
- REQUIRED RIGHT TURN SIGHT DISTANCE = 85m
- AVAILABLE RIGHT TURN SIGHT DISTANCE = 85m
- DOES IT MEET THE REQUIREMENT – YES

KEY PLAN



NOTES:

1. ACCESS SPACING AS PER TAC FIGURE 8.9.2
2. ACCESS DESIGN OFF OF SIMPSON ROAD AS PER OPSD 350.010 AND TOWN OF CALEDON DEVELOPMENT STANDARDS MANUAL SECTION 4.4.6.1

10 0 10 20 30m

1:500

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COLERAINE DRIVE & MAYFIELD ROAD
CALEDON ONTARIO

BLOCKS 1 & 2
SHARED ACCESS EAST
STOPPING SIGHT DISTANCE

Design By: X.C	Date: APR 29, 2026
Drawn By: X.C.	Checked By: M.X.
Project No.: 24085	Drawing No.: 009

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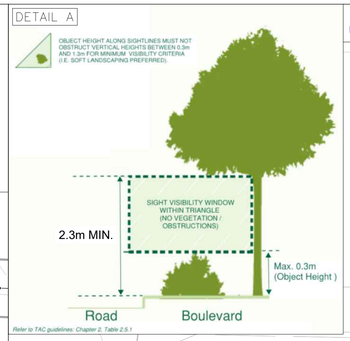
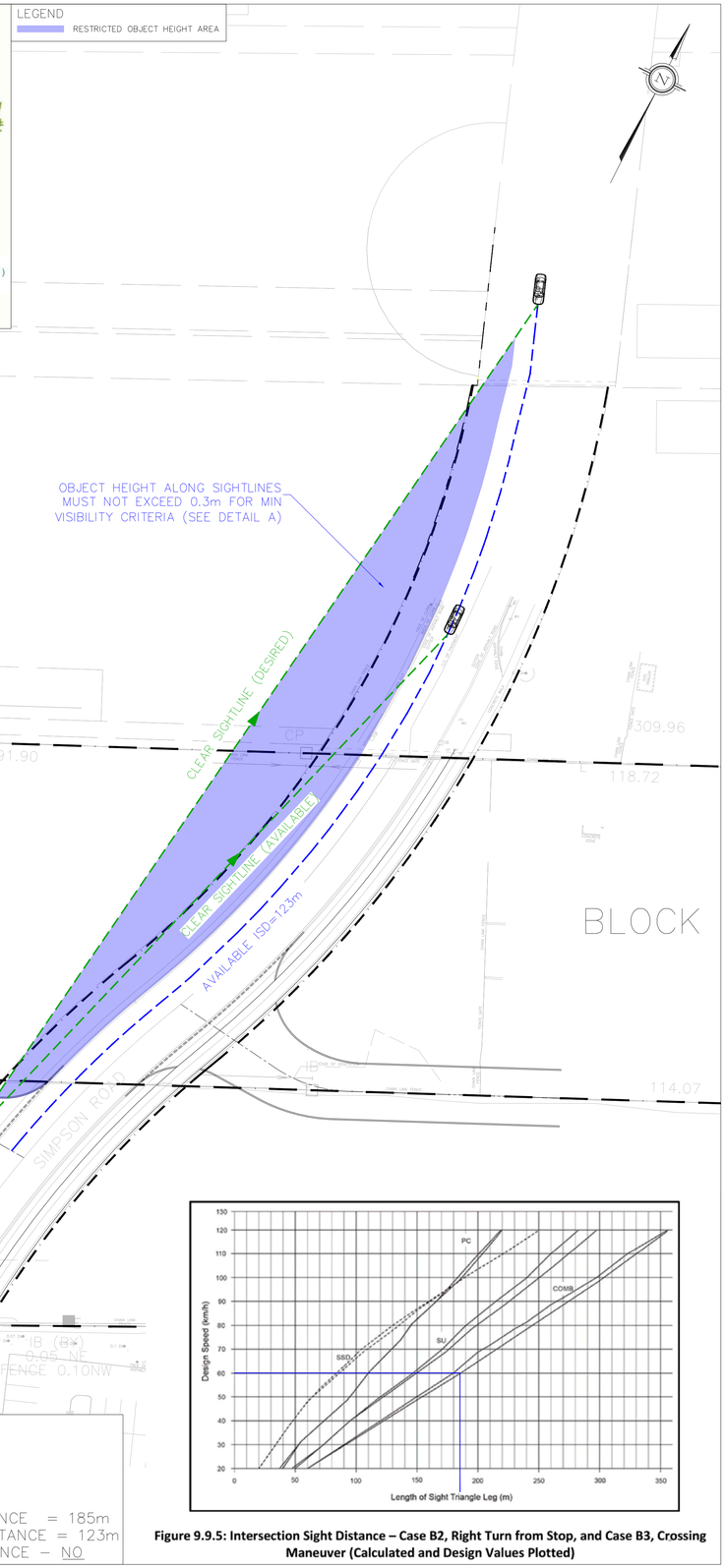




INTERSECTION SIGHT DISTANCE
- POSTED SPEED = 50km/h
- DESIGN SPEED = 60km/h

(CASE B1: LEFT TURN FROM STOP)
- PER "TAC" FIGURE 9.9.4
- DESIRED LEFT TURN SIGHT DISTANCE = 190m
- AVAILABLE LEFT TURN SIGHT DISTANCE = 190m
- DOES IT MEET THE DESIRED DISTANCE – YES

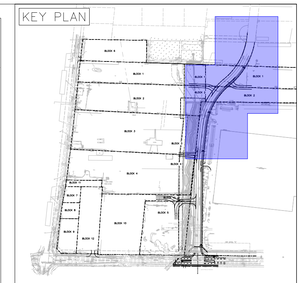
Figure 9.9.4: Intersection Sight Distance – Case B1, Left Turn from Stop (Calculated and Design Values Plotted)

INTERSECTION SIGHT DISTANCE
- POSTED SPEED = 50km/h
- DESIGN SPEED = 60km/h

(CASE B2: RIGHT TURN FROM STOP)
- PER "TAC" FIGURE 9.9.5
- DESIRED RIGHT TURN SIGHT DISTANCE = 185m
- AVAILABLE RIGHT TURN SIGHT DISTANCE = 123m
- DOES IT MEET THE DESIRED DISTANCE – NO

Figure 9.9.5: Intersection Sight Distance – Case B2, Right Turn from Stop, and Case B3, Crossing Maneuver (Calculated and Design Values Plotted)

KEY PLAN



NOTES:

1. ACCESS SPACING AS PER TAC FIGURE 8.9.2
2. ACCESS DESIGN OFF OF SIMPSON ROAD AS PER OPSD 350.010 AND TOWN OF CALEDON DEVELOPMENT STANDARDS MANUAL SECTION 4.4.6.1

10 0 10 20 30m
1:500

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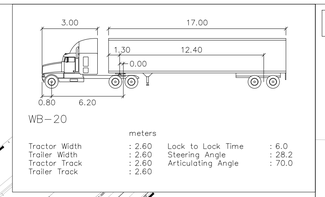
COLERAINE DRIVE & MAYFIELD ROAD
CALEDON ONTARIO

BLOCKS 1 & 2
SHARED ACCESS EAST
INTERSECTION SIGHT DISTANCE

Design By: X.C	Date: APR 29, 2026
Drawn By: X.C.	Checked By: M.X.
Project No.: 24085	Drawing No.: 010



WB-20

meters

Tractor Width	: 2.60	Lock to Lock Time	: 6.0
Trailer Width	: 2.60	Steering Angle	: 28.2
Tractor Track	: 2.60	Articulating Angle	: 70.0
Trailer Track	: 2.60		

BLOCK 1

BLOCK 2

AVAILABLE SSD=85m

CLEAR SIGHTLINE (AVAILABLE)

SIMPSON ROAD

OVERHANG

STOPPING SIGHT DISTANCE
- POSTED SPEED = 50km/h
- DESIGN SPEED = 60km/h

(CASE B1: LEFT TURN FROM STOP)
- PER "TAC" TABLE 9.9.4
- REQUIRED LEFT TURN SIGHT DISTANCE = 85m
- AVAILABLE LEFT TURN SIGHT DISTANCE = 85m
- DOES IT MEET THE REQUIREMENT – YES

FOR ILLUSTRATION PURPOSES ONLY

BLOCK 1

BLOCK 2

CLEAR SIGHTLINE (AVAILABLE)

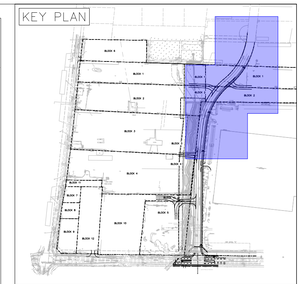
AVAILABLE SSD=85m

SIMPSON ROAD

STOPPING SIGHT DISTANCE
- POSTED SPEED = 50km/h
- DESIGN SPEED = 60km/h

(CASE B2: RIGHT TURN FROM STOP)
- PER "TAC" TABLE 9.9.6
- REQUIRED RIGHT TURN SIGHT DISTANCE = 85m
- AVAILABLE RIGHT TURN SIGHT DISTANCE = 85m
- DOES IT MEET THE REQUIREMENT – YES

KEY PLAN



NOTES:

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2. ACCESS DESIGN OFF OF SIMPSON ROAD AS PER OPSD 350.010 AND TOWN OF CALEDON DEVELOPMENT STANDARDS MANUAL SECTION 4.4.6.1

10 0 10 20 30m

1:500

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COLERAINE DRIVE & MAYFIELD ROAD
CALEDON ONTARIO

BLOCKS 1 & 2
SHARED ACCESS EAST
STOPPING SIGHT DISTANCE

Design By: X.C	Date: APR 29, 2026
Drawn By: X.C.	Checked By: M.X.
Project No.: 24085	Drawing No.: 011

APPENDIX K

Town Correspondence

Jorge Ordenes

From: Emma Howlett <Emma.Howlett@caledon.ca>
Sent: January 8, 2026 4:26 PM
To: Jorge Ordenes
Cc: Tong Wang; Zara McCormick
Subject: Fw: Clarification on Comment Regarding Traffic Impact Study – Mayfield Road and Coleraine Road
Attachments: 2025.10.03 - Transportation Comments.pdf

External Sender

Hi Jorge,

After internal discussion, this comment no longer needs to be addressed. Transportation confirmed with Planning that the proposed land use and density remain unchanged from previous approvals.

Thank you for your attention to this matter.

Warm regards,

Warm Regards,

Emma Howlett, P.Eng.
Transportation Engineer
Engineering, Public Works, & Transportation Department
Office: 905.584.2272 | Email: Emma.Howlett@caledon.ca

TOWN OF CALEDON

x.com/**townofcaledon**
facebook.com/**thetownofcaledon**
instagram.com/**townofcaledon**

From: Jorge Ordenes <jordenes@lea.ca>
Sent: Tuesday, January 6, 2026 8:25 AM
To: Emma Howlett <Emma.Howlett@caledon.ca>
Cc: Tong Wang <Tong.Wang@caledon.ca>; Zara McCormick <ZMcCormick@lea.ca>
Subject: FW: Clarification on Comment Regarding Traffic Impact Study – Mayfield Road and Coleraine Road

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

Hi Emma,

I hope you are doing great. Happy New Year!

I wanted to follow up on my email below since Tong is currently out of the office.

Thanks,

Jorge Ordenes, M.Sc., E.I.T.
Project Coordinator, Transportation & Systems

LEA Consulting Ltd.
T: 905 470 0015 ext. 329 **E:** jordenes@lea.ca **W:** www.LEA.ca

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From: Jorge Ordenes
Sent: December 30, 2025 8:55 AM
To: Tong.Wang@caledon.ca
Cc: Zara McCormick <ZMcCormick@lea.ca>
Subject: Clarification on Comment Regarding Traffic Impact Study – Mayfield Road and Coleraine Road

Hi Tong,

I hope you had a wonderful Christmas!

We are currently working on the Mayfield Road and Coleraine Road project, for which you provided comments on September 26, 2025 (please find them attached).

We need clarification on one of your comments:

"The proposed traffic impact study should be expanded to investigate a 2031, 2041, and 2051 scenario for the secondary plan."

Since this was not included in the original Terms of Reference, which have already been approved by the Town, could you please confirm whether this is intended as an extension to the approved scope or as a replacement? For reference, the approved scope in the Terms of Reference was for 2028 and 2033.

Thanks,

Jorge Ordenes, M.Sc., E.I.T.
Project Coordinator, Transportation & Systems

LEA Consulting Ltd.
T: 905 470 0015 ext. 329 **E:** jordenes@lea.ca **W:** www.LEA.ca

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Jorge Ordenes

From: Tong Wang <Tong.Wang@caledon.ca>
Sent: October 24, 2025 3:11 PM
To: Nicholas Klymciw; Alex Schittenhelm
Cc: Darrin Cohen; Sabrina Sgotto; Sabina Mostacci; Sarah Mowder; Sandra DeMaria
Subject: RE: South Simpson Second Submission Transportation Comments- POPA 2024-0005

Hi Nicholas,

I spoke with Alex from the Towns development engineering team to get the background on this issue. As part of the design work that will need to be done to satisfy CLI ECA requirements, transportation will be looking for an urbanization to this extension as opposed to the previous semi-urban cross-section with a swale on one side.

However, given the context of what was approved before, we will remain flexible to the overall ROW requirement and will work with development engineering to see if everything can be accommodated within the 24m or if a widening is required.

I believe Alex will also be providing a comment similar to this effect.

Tong Wang P.Eng
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From: Nicholas Klymciw <nklymciw@westonconsulting.com>
Sent: Friday, October 24, 2025 3:04 PM
To: Tong Wang <Tong.Wang@caledon.ca>
Cc: Darrin Cohen <dcohen@westonconsulting.com>; Sabrina Sgotto <ssgotto@westonconsulting.com>; Sabina Mostacci <smostacci@westonconsulting.com>; Sarah Mowder <Sarah.Mowder@caledon.ca>; Sandra DeMaria <Sandra.DeMaria@caledon.ca>
Subject: RE: South Simpson Second Submission Transportation Comments- POPA 2024-0005

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Hi Tong,

Just kindly following up on my email below. Please advise.

Kind regards,

NICHOLAS KLYMCIW, BURPL
PLANNER
HE/HIM

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From: Nicholas Klymciw <nklymciw@westonconsulting.com>
Sent: October 16, 2025 8:22 AM
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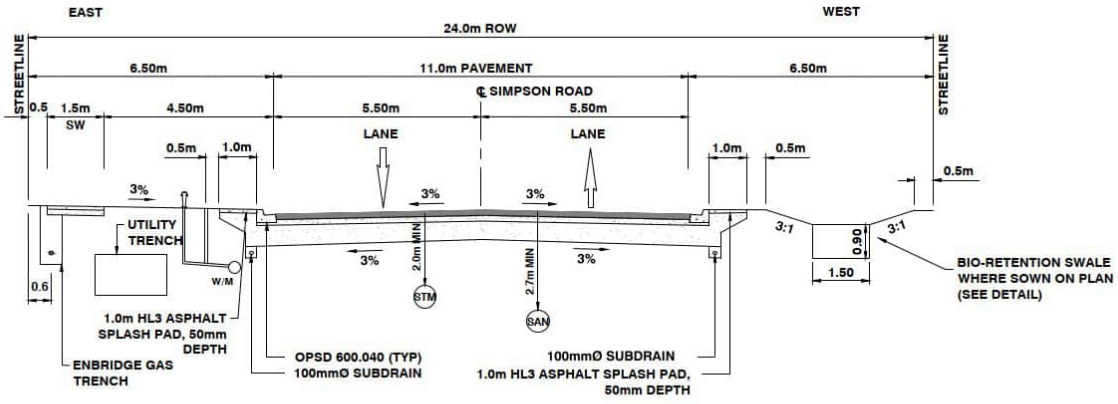
Subject: South Simpson Second Submission Transportation Comments- POPA 2024-0005

Hi Tong,

Thank you for circulating comments from Transportation Engineering last month. We note the first comment in the attached memo reads as follows:

- *The Block Plan figure prepared by Weston Consulting dated August 2025 shows the proposed extension of Simpson Rd as 24m. This needs to be 26m in accordance with the draft official plan and the ROW of Simpson Rd.*

This comment was not raised on the first submission, which is likely because the Simpson Road has been planned, designed, and approved with a 24-metre ROW. **Please refer to the Simpson Road drawings prepared by Wood, specifically page 16, that shows a 24 metre ROW (snippet below).** These drawings were approved and ready for tender. The Dropbox link below includes Agency Approval Applications and contract documents as well as the tender drawings.



SIMPSON ROAD - EXTENSION
STA 10+860 TO STA 11+223
SCALE 1:100

https://www.dropbox.com/scl/fo/nebjj5m8vccpe3d6g419z/APn4GN6AXE_H-nmLGBTG6pM?rlkey=0hk9v3pemcbd81rkqlf03l4zq&st=x48ow1qx&dl=0

The Region has already taken land for the future Simpson Road extension where it connects to Mayfield Road. See below screenshot that shows the existing daylight triangle for Simpson Road with a 24m ROW.

While we understand that the Future Caledon Official Plan Schedules indicate a 26 metre ROW, we are happy to update our draft Official Plan Amendment to show the 24m ROW.

Based on this, can you please confirm that your comment is cleared?

Please do not hesitate to contact me and I would be happy to discuss further.

Kind regards,

NICHOLAS KLYMCIW, BURPL
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