DILLON CONSULTING

Ganatchio Gardens Inc.

Official Plan and Zoning By-Law Amendments

Transportation Impact Study

Southwest Corner of Florence Avenue and Wyandotte Street East

Windsor, Ontario

March 2023 – 21-1691

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1.0 Introduction

1.1 Purpose

Dillon Consulting Limited (Dillon) has been retained by Ganatchio Gardens Inc. to undertake a Transportation Impact Study (TIS) which reviews the impact of a proposed residential development in the city of Windsor, Ontario. This proposed development (containing 303 residential dwelling units) would be located on a vacant parcel in the southwest quadrant of the Florence Avenue and Wyandotte Street East intersection.

This report documents the anticipated change to traffic volumes and intersection operations associated with the proposed development and identifies any modification to traffic controls or infrastructure that may be necessary to mitigate the impacts from the additional traffic.

1.2 Proposed Development

The proposed residential development is located in the southwest quadrant of the Wyandotte Street East and Florence Avenue intersection. The proposed development includes 28 townhome units and a single 16-storey apartment building featuring 275 dwelling units.

An extension of Florence Avenue to the south of Wyandotte Street East is envisioned. This extension would extend along the limits of the development parcel. Two driveways to the Florence Avenue extension are proposed, with the north driveway located approximately 21 metres south of the Wyandotte Street East and Florence Avenue intersection.

Figure 1 illustrates the proposed development plan. This can also be found in Appendix A.

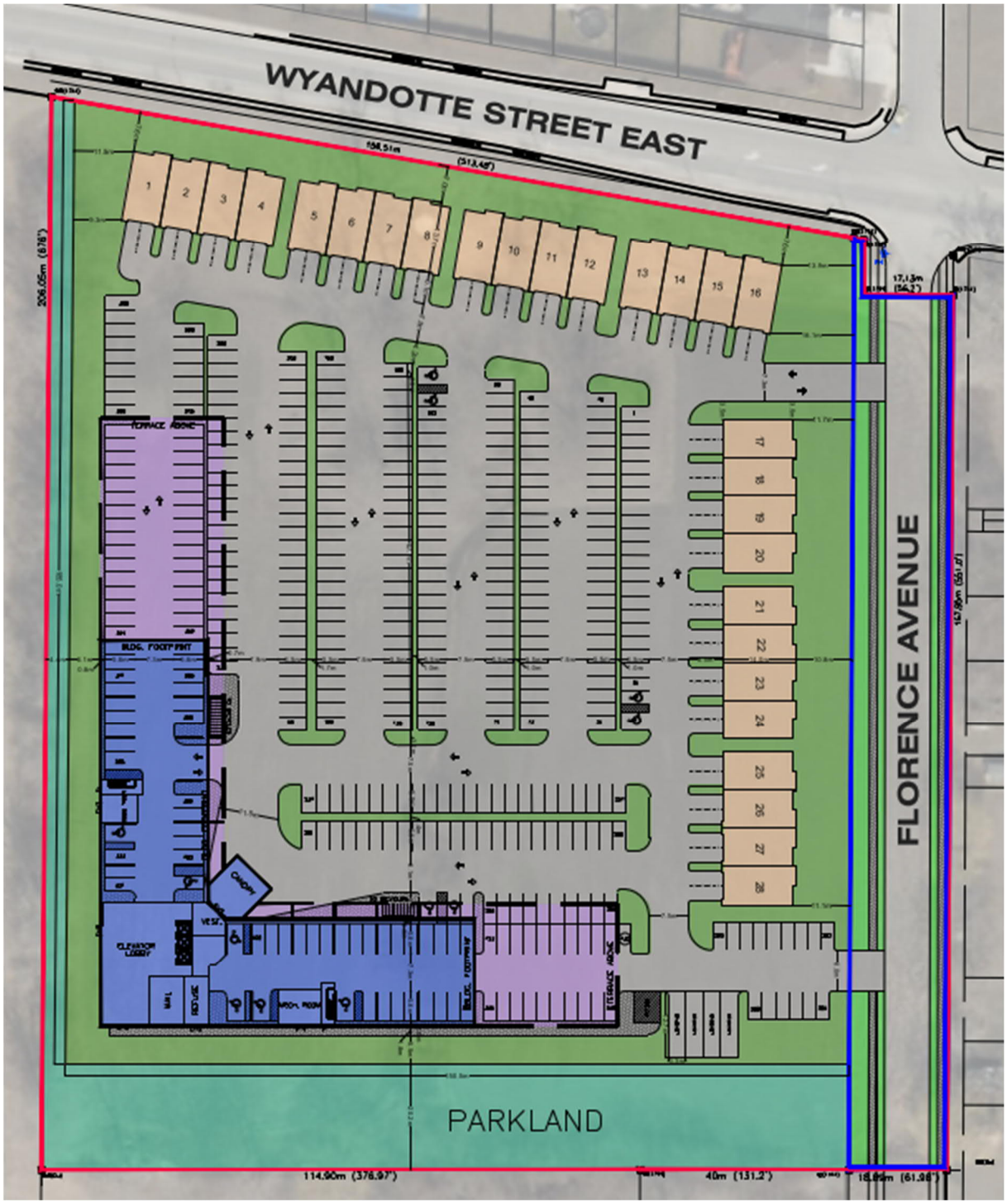


Figure 1: Conceptual Development Plan

1.3 Scope of Analyses

The report documents the following:

- Existing traffic volumes, and traffic projections for the study area intersections and accesses;
- Intersection capacity analyses under existing conditions, future background conditions, and total future conditions; and
- Existing transit and active transportation facilities near the site.

Traffic data collection, forecasts and operational analyses have been completed at:

- Wyandotte Street East and Florence Avenue (unsignalized);
- Wyandotte Street East and Clover Street (unsignalized); and
- The proposed driveways to Florence Avenue (unsignalized).

An existing single-detached house has a driveway which utilizes the south leg of the Wyandotte Street East and Clover Street intersection. As a result, there is only a minor amount of traffic currently using the south leg of the intersection, although it is known that Clover Street will ultimately extend further south and connect to both McHugh Street and Tecumseh Street East in the future.

Traffic projections and intersection analyses were completed for the weekday AM, PM, and Saturday mid-day peak hours. The proposed residential development is anticipated to be fully built-out by 2024. Therefore, within this report and associated analyses, the final horizon year has been identified as 2029 (five years following the complete build-out).

2.0 Existing (2023) Conditions

2.1 Existing Transportation Network Characteristics

The following describes the existing road network in the immediate study area:

Wyandotte Street East is an east-west Class II Arterial Road that is under the jurisdiction of the City of Windsor. The roadway runs across the City of Windsor from Huron Church Road (Wyandotte Street West) to Banwell Road (Wyandotte Street East). Within the study area, Wyandotte Street East features a two-lane cross-section (one lane per direction) with bicycle lanes in both directions. Near the site, the posted speed limit is 50 km/h.

Florence Avenue is a north-south local road that is under the jurisdiction of the City of Windsor. It connects Riverside Drive East to Wyandotte Street East. Within the study area, Florence Avenue features a two-lane cross-section with on-street parking permitted on the east side of the road between Wyandotte Street East and Menard Street. As no speed limit signage is present, the speed limit would default to the statutory limit of 50 km/h.

Clover Street is a north-south Class I Collector Road that is under the jurisdiction of the City of Windsor. The road connects Riverside Drive East to Wyandotte Street East. Within the study area, Clover Street features a two-lane cross-section with on-street parking permitted on both sides of the road between Wyandotte Street East and Clairview Avenue. As no speed limit signage is present, the speed limit would default to the statutory limit of 50 km/h.

Figure 2 illustrates the existing lane configurations and traffic controls at the study area intersections.

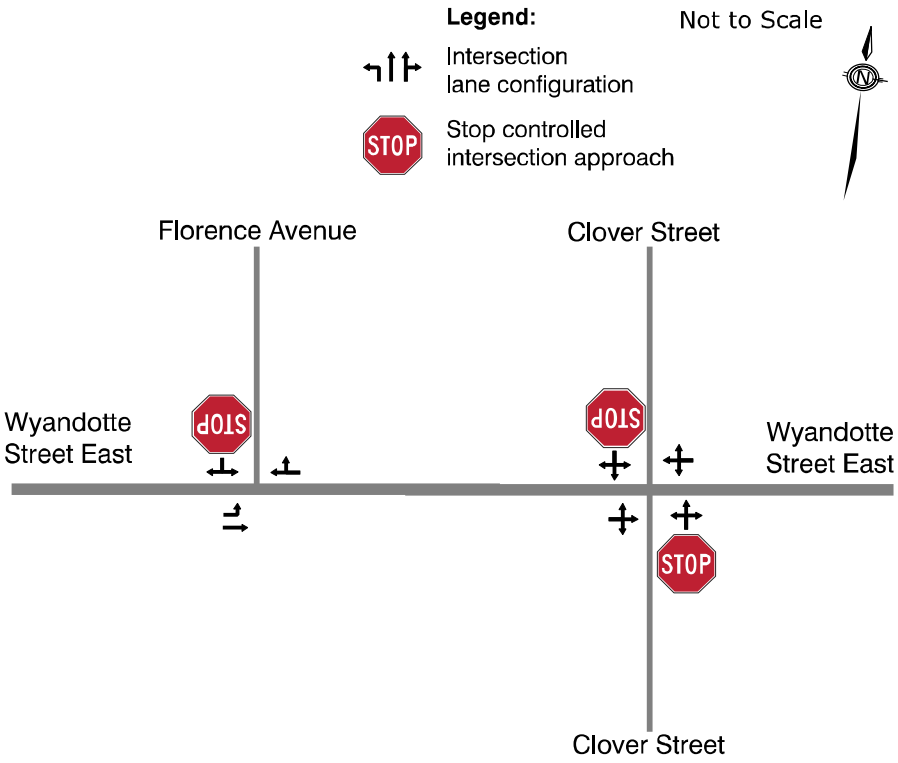


Figure 2: Existing Laning and Traffic Control

2.2 Existing Alternative Transportation Facilities

Active transportation facilities, as well as public transit service, currently exist in the study area. A summary of these facilities is noted below.

Wyandotte Street East: Within the study area, sidewalks and bicycle lanes exist on both sides of the road. A multi-use path, the Ganatchio Trail, runs north-south, crossing Wyandotte Street East to the west of Florence Avenue.

Florence Avenue: Within the study area, a sidewalk exists on the west side of the road.

Clover Street: Within the study area, sidewalks exist on both sides of the road starting approximately 60 metres north of Wyandotte Street East. No sidewalks are present to the immediate north of Wyandotte Street East.

2.2.1 Transit Services

Lauzon 10

This route travels westbound along Wyandotte Street East in the study area. The two transit stops in the study area are located west of Florence Avenue and west of Clover Street. The route travels through east Windsor, and originates at the Tecumseh Mall Terminal. At the Tecumseh Mall Terminal, connections to the 518X, the Transway 1C, the Crosstown 2, and the Ottawa 4 bus routes can be made. On weekdays and during the AM, PM, and evening peak hours, the route frequency operates every 35 minutes, while on Saturdays, the Lauzon 10 transit route operates every 70 minutes. The Lauzon 10 transit route does not provide Sunday or Holiday service.

Figure 3 shows the routing of Lauzon 10 transit route sourced from Transit Windsor's website[1].

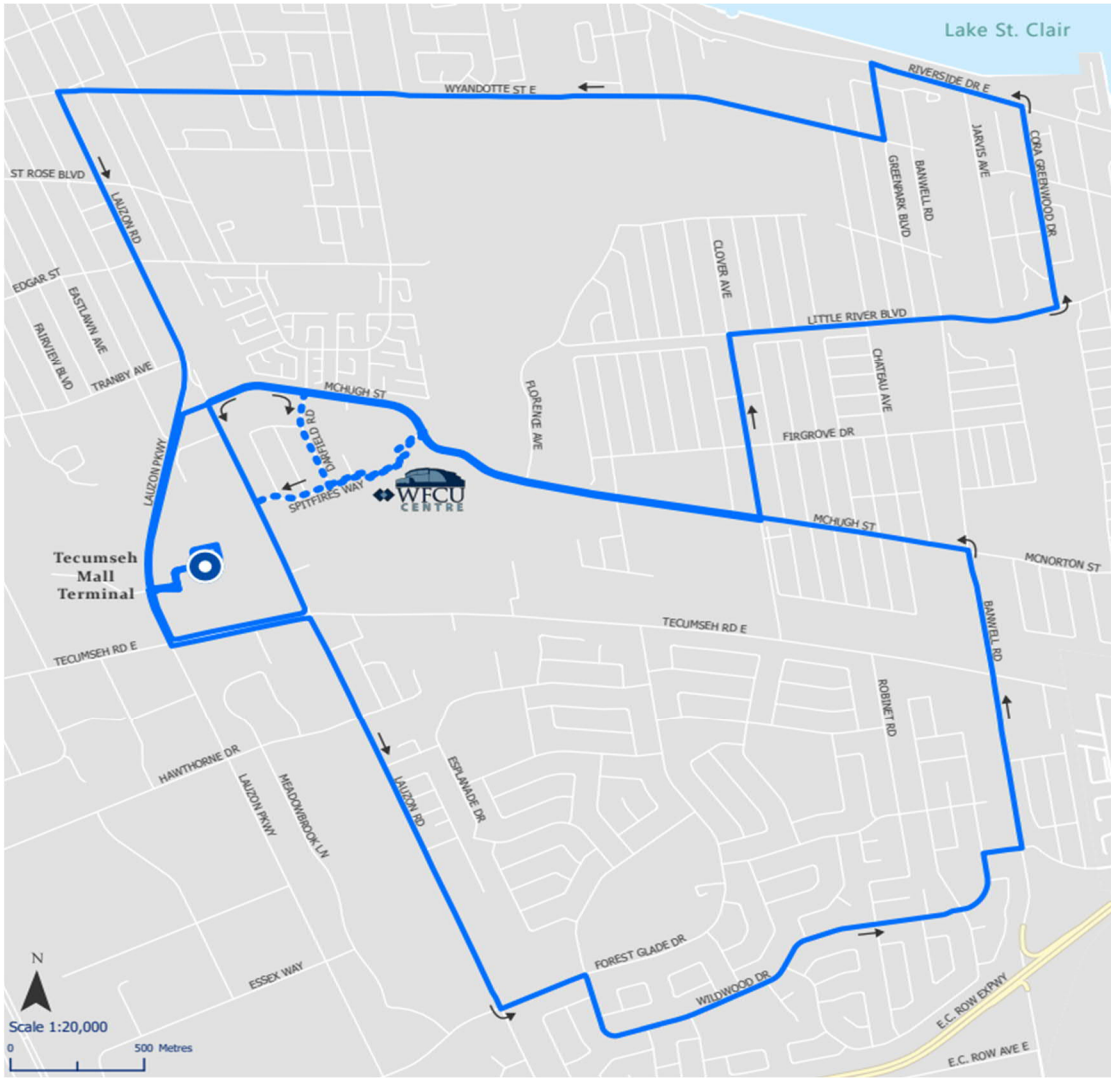


Figure 3: Lauzon 10 Bus Routing Surrounding the Study Area

[1] https://www.citywindsor.ca/residents/transitwindsor/Routes-and-Schedules/Documents/Schedule/Lauzon10.pdf

2.3 Traffic Data Collection

Turning movement count (TMC) data was collected by Dillon in the field. The TMC data can be found in Appendix B.

TMC data was collected at the following locations:

- Wyandotte Street East and Florence Avenue (unsignalized); and
- Wyandotte Street East and Clover Street (unsignalized).

The data collected was inclusive of the following periods:

- Weekday mornings between 7:00 AM and 10:00 AM;
- Weekday afternoon between 3:00 PM and 6:00 PM; and
- Saturday mid-day between 12:00 PM and 3:00 PM.

Table 1 identifies the dates when the field traffic counts were performed.

Table 1: Traffic Data Collection

Intersection	Weekday	Saturday
Wyandotte Street East and Florence Avenue	Wednesday, February 16, 2022	February 19, 2022
Wyandotte Street East and Clover Street	Wednesday, February 16, 2022	February 19, 2022

2.3.1 Volume Adjustments

Even though the traffic data was collected in February 2022 and during the ongoing COVID-19 pandemic, the collected traffic data is believed to be representative of typical peak hour volumes in the area. As such, no adjustments were made to the collected traffic data to compensate for pandemic conditions. However, to forecast the existing (2023) traffic volumes, a 1.0% per annum background growth rate has been applied to most movements within the study area, noting that no adjustments were made to the south leg of Clover Street as it currently connects to one single-family home.

2.4 Existing (2023) Traffic Volumes

Figure 4 illustrates the existing (2023) traffic volumes at the two study area intersections during the weekday AM, PM, and Saturday mid-day peak hours.

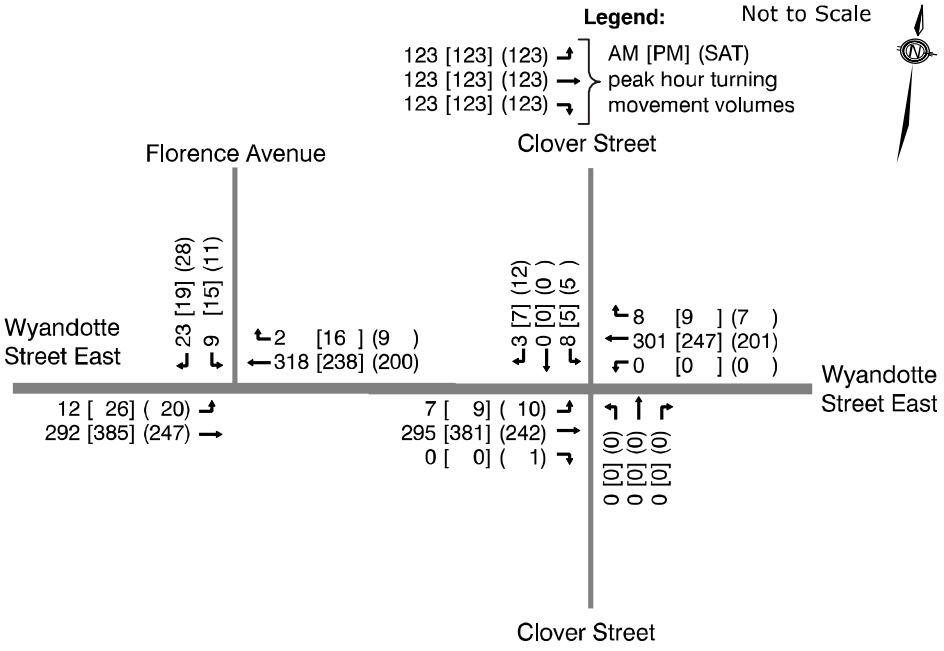


Figure 4: Existing (2023) Traffic Volumes

2.5 Existing (2023) Operational Analyses

Existing (2023) peak hour operations were determined based on the methodology outlined in the Highway Capacity Manual (HCM) and facilitated using Synchro (version 10) analysis software. The intersection analyses are based on existing lane configurations.

For each movement, the volume-to-capacity ratio, level of service, average delay and 95th percentile queue were noted. The level of service definitions are provided in Appendix C. The Synchro analysis worksheets are provided in Appendix D. The results were reviewed to identify any critical movements, defined as follows:

- Any through lane/movement with a v/c ratio of 0.85 or higher;
- Any exclusive turning lane/movement with a v/c ratio of 1.00 or higher;
- Any movement at an unsignalized intersection operating at LOS E or LOS F; or
- Any turning movement with a 95th percentile queue exceeding the available storage.

Table 2 summarizes the intersection operations under the existing (2023) peak hour traffic volumes.

Table 2: Existing (2023) Intersection Operations

Intersection	Movement	Weekday AM Peak Hour				Weekday PM Peak Hour				Saturday Mid-day Peak Hour			
		v/c	LOS	Delay (s/veh)	95th %ile queue (m)	v/c	LOS	Delay (s/veh)	95th %ile queue (m)	v/c	LOS	Delay (s/veh)	95th %ile queue (m)
Wyandotte Street East and Florence Avenue	EBL	0.01	A	8.0	0	0.02	A	7.9	1	0.02	A	7.7	0
	SBLR	0.06	B	11.6	2	0.07	B	12.3	2	0.06	B	10.5	2
Wyandotte Street East and Clover Street	NBLTR	0.00	A	0.0	0	0.00	A	0.0	0	0.00	A	0.0	0
	SBLTR	0.03	B	13.8	1	0.02	B	12.0	1	0.03	B	10.4	1

Under the existing (2023) conditions, the two intersections within the study area operate in an acceptable matter. All stop-controlled approaches during the weekday AM, weekday PM, and Saturday mid-day peak hours operate at LOS B or better.

3.0 Future Background Conditions

The future background traffic volumes reflect the volume of traffic that is anticipated to be on the road network during both the 2024 and 2029 horizon years without the subject development in place.

Typically, this is comprised of two components:

- The application of site-specific traffic volumes for any background developments near the site; and
- The application of a growth rate to reflect general background traffic growth on the road network.

3.1 Background Developments

It is understood that a separate Environmental Assessment (EA) study is being conducted for the extension of Florence Avenue south of Wyandotte Street East. It is anticipated that this study will incorporate the development potential for lands within the East Riverside Secondary Plan area. As a result, these matters were not explicitly considered within this assessment.

Given the location of the proposed subdivision it has been confirmed that a number of background developments are in the midst of being planned and constructed within and close to the study area. As a result, three (3) separate background developments were identified.

The three (3) background developments included:

- The Riverside Sportsmen residential development found northeast of the Clover Street and Wyandotte Street East intersection:
  - This residential development proposes the construction of three apartment buildings with a total of 184 dwelling units.
- The VGA residential development found on the southeast corner of the Florence Street and Wyandotte Street East intersection:
  - This residential development proposes the construction of a single four (4) storey apartment building with 15 dwelling units.
- The 'North Neighbourhood Subdivision' found south of Wyandotte Street East, east of Florence Avenue and north of Beverly Glen Street:
  - This residential subdivision proposes a significant number of dwellings, where:
    - Phase 1 includes 81 single-family dwellings
    - Phase 2 includes 82 single-family dwellings
    - Phase 3 includes 117 townhome dwelling units
    - Phase 4 includes 11 single-family dwellings
    - Phase 5 includes 30 townhome dwelling units
    - Phase 6 includes 477 apartment dwelling units in five apartment buildings
    - Phase 7 includes 308 apartment dwelling units in two apartment buildings.

3.1.1 Riverside Sportsmen Residential Development

A new residential development is underway to the immediate south of the existing Riverside Sportsmen facility which is found at 10835 Riverside Drive East. This site is located northeast of the Clover Street and Wyandotte Street East intersection and proposes three apartment buildings with a total of 184 dwelling units.

Table 3 summarizes the number of vehicle trips that are projected to be generated by the proposed apartment buildings located on the Riverside Sportsmen parcel. Given the nature of this background development, ITE Land Use code 221 – Multifamily Housing (Mid-Rise) was used.

Table 3: Trip Generation – Riverside Sportsmen Residential Development

	Weekday AM Peak Hour			Weekday PM Peak Hour			Saturday Peak Hour		
	In	Out	Total	In	Out	Total	In	Out	Total
Three Apartment Buildings (184 units) – ITE Land Use Code 221									
In/Out/Rate	23%	77%	0.37	61%	39%	0.39	51%	49%	0.39
Total Trips	16	52	68	44	28	72	37	35	72

The proposed Riverside Sportsmen residential development is projected to generate 68 vehicle trips during the AM peak hour and 72 vehicle trips during the PM and Saturday peak hours.

3.1.2 VGA Residential Development

A small residential development is proposed on the southeast corner of the Wyandotte Street East and Florence Avenue intersection. Here, the construction of a single four (4) storey apartment building with 15 dwelling units is proposed. This site includes a single driveway to Florence Avenue between the two proposed driveways for this subject development.

Table 4 summarizes the number of vehicle trips that are projected to be generated by the proposed VGA residential development. Given the nature of this background development, ITE Land Use code 220 – Multifamily Housing (Low-Rise) was used.

Table 4: Trip Generation – VGA Residential Development

	Weekday AM Peak Hour			Weekday PM Peak Hour			Saturday Peak Hour		
	In	Out	Total	In	Out	Total	In	Out	Total
One Apartment Building (15 units) – ITE Land Use Code 220									
In/Out/Rate	24%	76%	0.40	63%	37%	0.51	50%	50%	0.41
Total Trips	1	5	6	5	3	8	3	3	6

The proposed VGA residential development is projected to generate 6 vehicle trips in the AM and Saturday peak hours and 8 vehicle trips in the PM peak hour.

3.1.3 'North Neighbourhood Subdivision'

In 2022, Dillon prepared a comprehensive TIS for the proposed 'North Neighbourhood Subdivision' which will be located to the south of Wyandotte Street East, east of Florence Avenue and north of Beverly Glen Street. Within this study, it was assumed the entire subdivision would be completed by 2029. However, after reviewing some phasing plans within this background development, it has been confirmed that Phase 2, Phase 3, and Phase 5 will be completed by 2024, while Phase 1, Phase 4, Phase 6, and Phase 7 are anticipated to be constructed by 2029.

Phases Constructed by 2024:

- Phase 2 includes 82 single-family dwellings
- Phase 3 includes 117 townhome dwelling units
- Phase 5 includes 30 townhome dwelling units.

Phases Constructed by 2029:

- Phase 1 includes 81 single-family dwellings
- Phase 4 includes 11 single-family dwellings
- Phase 6 includes 477 apartment dwelling units in five apartment buildings
- Phase 7 includes 308 apartment dwelling units in two apartment buildings.

Phase 2, Phase 3, and Phase 5 were calculated to generate 127 vehicle trips during the AM peak hour, 161 vehicle trips during the PM peak hour and 159 vehicle trips during the Saturday peak hour.

Phase 1, Phase 4, Phase 6, and Phase 7 were calculated to generate 288 vehicle trips during the AM peak hour, 342 vehicle trips during the PM peak hour and 363 vehicle trips during the Saturday peak hour.

The same induced vehicle trips mentioned in the 'North Neighbourhood Subdivision' TIS completed by Dillon in November 2022 were also applied in the subject analysis. Based on the stages of the construction phases, the Clover Street extension is anticipated to be constructed after 2024, while Florence Street is expected to be continuous by 2024. Once Clover Street is constructed to the immediate south of Wyandotte Street East, it is anticipated the eastbound and westbound left-turn lanes will be introduced at this intersection.

Figure 5 and Figure 6 show how these induced vehicle trips were applied to the various movements within the study area for the 2024 and 2029 horizon years, respectively.

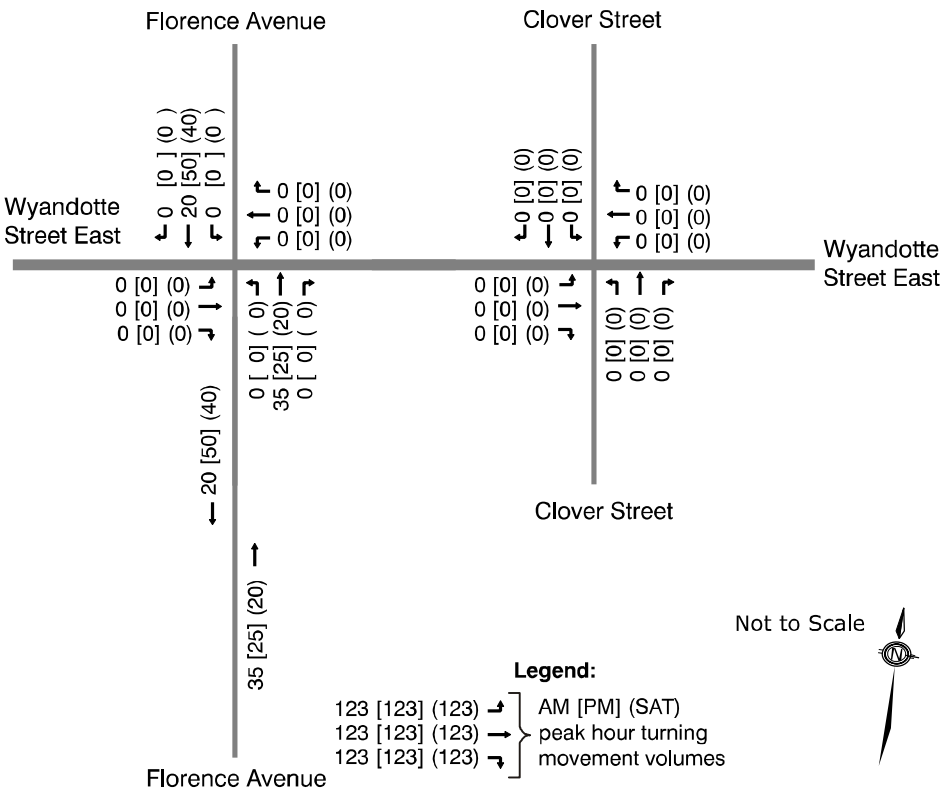


Figure 5: 2024 Additional Induced Traffic Volumes

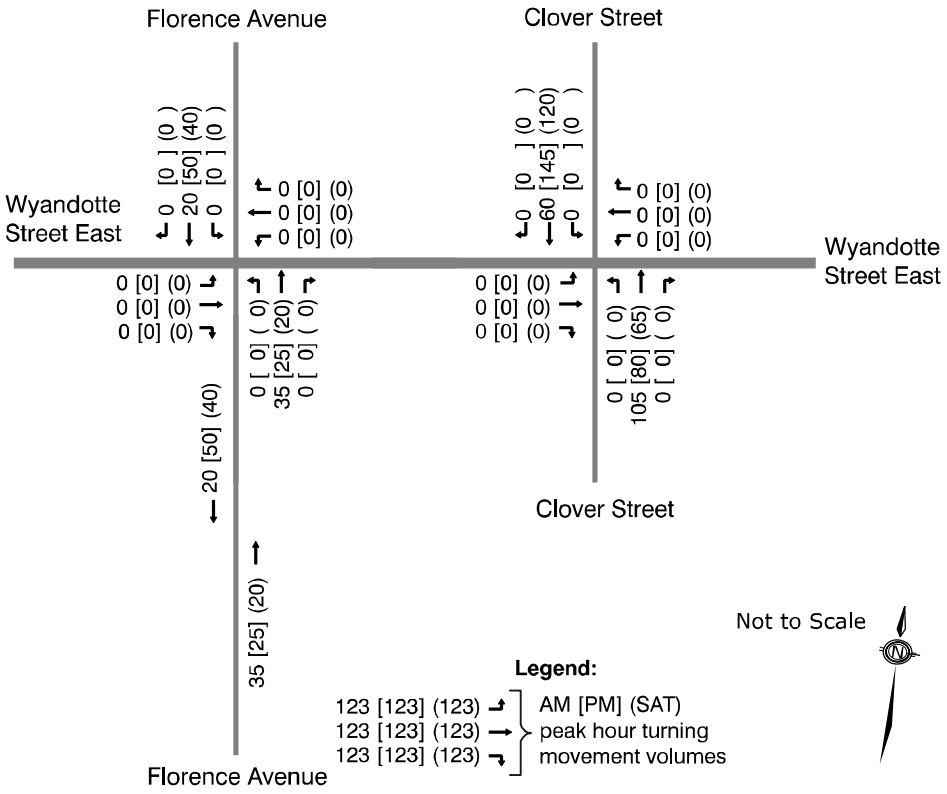


Figure 6: 2029 Additional Induced Traffic Volumes

3.1.4 Background Developments Summary

The future vehicle trips that would be generated by each of these three residential background developments were included within the future background traffic volumes for both the 2024 and 2029 horizon years.

Figure 7 and Figure 8 show how these trips were distributed and assigned by these three background developments through the study area for the 2024 and 2029 horizon years, respectively. Given the majority of these background developments were close to the Wyandotte Street East corridor, a notable number of trips were distributed and assigned along this corridor.

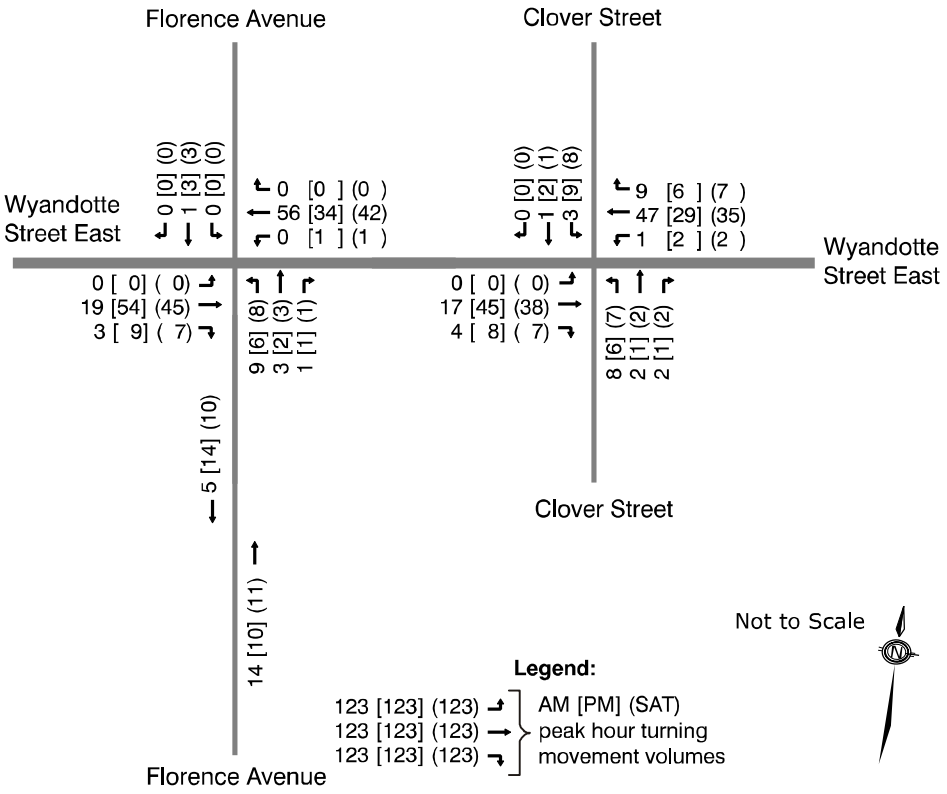


Figure 7: 2024 Background Developments Traffic Volumes

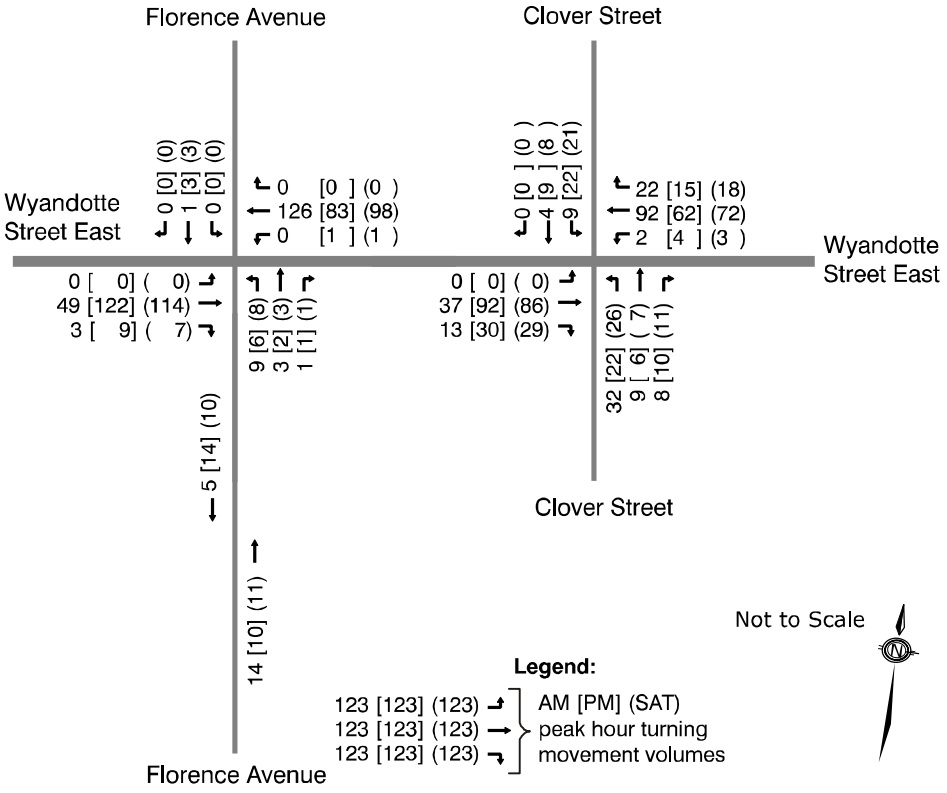


Figure 8: 2029 Background Developments Traffic Volumes

3.2 Background Growth

As for traffic growth that would not be associated with a specific development, Dillon reviewed a city-wide historical traffic growth rate chart of the relative traffic volumes from 1967 to 2017. It was observed that the City of Windsor's relative traffic growth has been decreasing or stagnant within the past 15 years (2002 – 2017). However, given the time forecast between the base year (2023) and the final horizon year (2029), and considering the size, scope and location of the subject development, a 1.0% per annum background growth rate has been applied to the collected traffic movements at each intersection located within the study area.

3.3 Future Background Traffic Volumes

3.3.1 Future Background (2024) Traffic Volumes

The future background (2024) traffic volumes are illustrated in Figure 9.

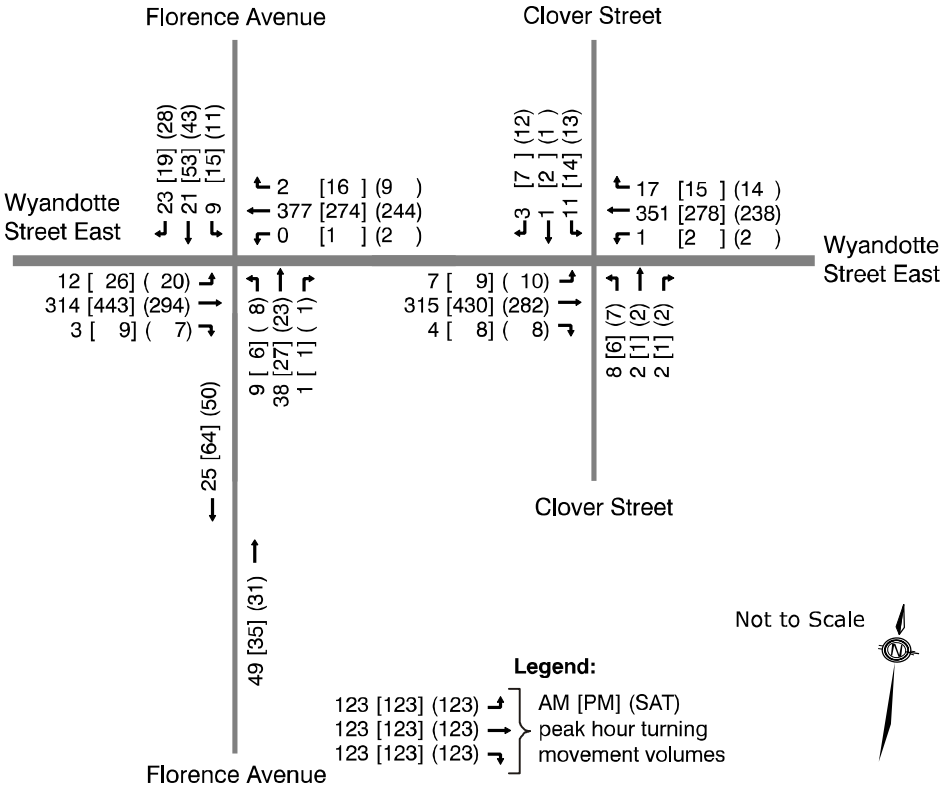


Figure 9: Future Background (2024) Traffic Volumes

3.3.2 Future Background (2029) Traffic Volumes

The future background (2029) traffic volumes are illustrated in Figure 10.

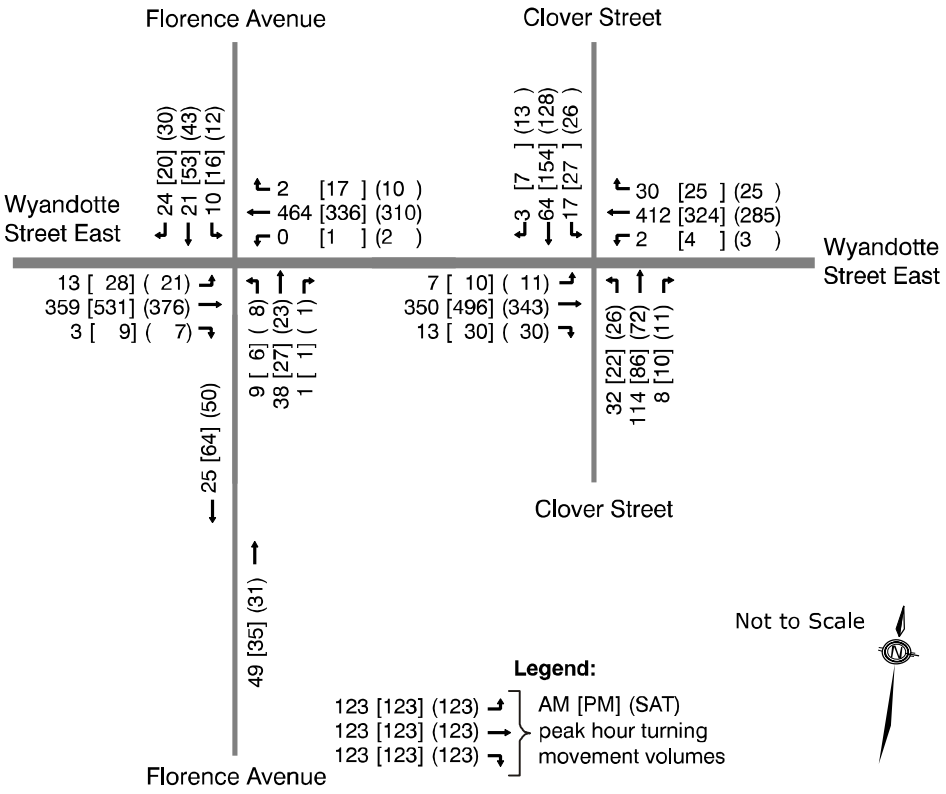


Figure 10: Future Background (2029) Traffic Volumes

3.4 Future Background Operational Analyses

Future background intersection operations for both the 2024 and 2029 horizon year were assessed using the same methodology as the existing conditions analysis.

3.4.1 Future Background (2024) Intersection Operations

Table 5 summarizes the intersections under future background (2024) conditions.

Table 5: Future Background (2024) Intersection Operations

Intersection	Movement	Weekday AM Peak Hour				Weekday PM Peak Hour				Saturday Mid-day Peak Hour			
		v/c	LOS	Delay (s/veh)	95th %ile queue (m)	v/c	LOS	Delay (s/veh)	95th %ile queue (m)	v/c	LOS	Delay (s/veh)	95th %ile queue (m)
Wyandotte Street East and Florence Avenue	EBL	0.01	A	8.2	0	0.02	A	8.0	1	0.02	A	7.8	0
	WBL	0.00	A	0.0	0	0.00	A	8.4	0	0.00	A	7.9	0
	NBLTR	0.17	C	18.8	5	0.14	C	20.3	4	0.10	C	15.9	3
	SBLTR	0.15	C	15.7	4	0.29	C	20.7	10	0.20	B	14.8	6
Wyandotte Street East and Clover Street	NBLTR	0.04	C	15.6	1	0.03	C	17.0	1	0.03	B	13.7	1
	SBLTR	0.05	C	15.6	1	0.07	C	15.5	2	0.05	B	12.3	1

Compared to existing (2023) operations, most stop-controlled approaches at the two study area intersections are projected to operate in an acceptable manner; operating at LOS C or better. With the background developments and the three anticipated phases of the 'North Neighbourhood Subdivision' constructed prior to 2024, acceptable levels of delay and queuing is projected at the two intersections during all three peak periods.

3.4.2 Future Background (2029) Intersection Operations

Table 6 summarizes the intersections under future background (2029) conditions.

Table 6: Future Background (2029) Intersection Operations

Intersection	Movement	Weekday AM Peak Hour				Weekday PM Peak Hour				Saturday Mid-day Peak Hour			
		v/c	LOS	Delay (s/veh)	95th %ile queue (m)	v/c	LOS	Delay (s/veh)	95th %ile queue (m)	v/c	LOS	Delay (s/veh)	95th %ile queue (m)
Wyandotte Street East and Florence Avenue	EBL	0.01	A	8.4	0	0.03	A	8.1	1	0.02	A	8.0	1
	WBL	0.00	A	0.0	0	0.00	A	8.6	0	0.00	A	8.2	0
	NBLTR	0.20	C	22.7	6	0.17	D	25.5	5	0.12	C	19.3	3
	SBLTR	0.18	C	18.6	5	0.38	D	27.2	13	0.25	C	17.7	8
Wyandotte Street East and Clover Street	NBLTR	0.63	E	38.6	31	0.64	F	51.2	30	0.40	D	25.1	15
	SBLTR	0.37	D	27.7	13	0.87	F	73.9	56	0.55	D	28.8	25

Compared to future background (2024) operations, most stop-controlled approaches at the two study area intersections are projected to operate in an acceptable manner. With the anticipated phases of the 'North Neighbourhood Subdivision' constructed after 2024, minimal delay and queuing is projected at the two intersections during all three peak periods.

At the Wyandotte Street East and Florence Avenue intersection, all approaches are projected to operate well under capacity and at LOS D or better. The maximum 95th percentile queue at this intersection is projected to be 13 metres, or approximately 2 vehicles.

At the Wyandotte Street East and Clover Street intersection, the northbound approach during the AM and PM peak hours, and the southbound approach during the PM peak hour, are projected to operate critically at LOS E or LOS F. During the PM peak hour, the northbound 95th percentile queue is expected to be 30 metres, while the southbound 95th percentile queue is expected to be 56 metres.

4.0 Proposed Development

The proposed development will be located on a vacant parcel in the southwest quadrant of the Wyandotte Street East and Florence Avenue intersection. The proposed development includes 28 townhome units and a single 16-storey multi-residential building featuring 275 apartment dwellings. On the site, a total of 544 parking stalls and four (4) loading spaces are proposed.

At the Wyandotte Street East and Florence Avenue intersection, it is envisioned that the existing flush median on the east leg of the intersection will be reconfigured to form a new westbound left-turn lane.

Two site driveways are proposed to connect to the planned Florence Avenue extension; the north driveway is approximately 21 metres south of Wyandotte Street East, and the south driveway is in the site's southeast corner.

Pedestrian access to/from Wyandotte Street East is available at both the northeast and southeast corners of the site. These connections provide access to the site, to the Ganatchio Trail and to the transit stop located on the north side of Wyandotte Street East, west of Florence Avenue.

4.1 Trip Generation

The number of vehicle trips that are expected to be generated by the proposed residential development was estimated based on trip generation rates published within the Institute of Transportation Engineers' Document Trip Generation Manual (11th edition). The proposed development includes the construction of a single 16-storey multi-residential building (275 total apartment units) and 28 townhome units.

Table 7 summarizes the number of vehicle trips anticipated to be generated by the proposed residential development during the AM, PM and Saturday mid-day peak hours. Given the nature of the proposed development, ITE Land Use Code 222 (Multifamily Housing (High-Rise)) was used for the 275 apartment units while Land Use Code 215 (Single-Family Attached Housing) was used for the 28 townhouse units.

Table 7: Trip Generation

	Weekday AM peak hour			Weekday PM peak hour			Saturday Mid-day peak hour		
	In	Out	Total	In	Out	Total	In	Out	Total
Multifamily Housing Building (High-Rise) - (275 dwelling units) – ITE Land Use Code 222									
In/Out/Rate	26%	74%	0.27	62%	38%	0.32	57%	43%	0.36
Vehicle Trips	19	55	74	55	33	88	56	43	99
Single-Family Attached units – (28 units) – ITE Land Use Code 215									
In/Out/Rate	25%	75%	0.48	59%	41%	0.57	48%	52%	0.57
Vehicle Trips	3	10	13	9	7	16	8	8	16
Total Vehicle Trips	22	65	87	64	40	104	64	51	115

The proposed residential development is forecast to generate 87 vehicle trips in the AM peak hour (22 inbound, 65 outbound), 104 vehicle trips in the PM peak hour (64 inbound, 40 outbound), and 115 vehicle trips (64 inbound, 51 outbound) during the Saturday mid-day peak hour.

4.1.1 Non-Auto Travel

Three sources were reviewed in order to estimate existing modal splits in the Windsor area.

- The EWRTMP included a travel survey that recorded respondents' mode of travel for trips made during the PM peak period;
- The 2016 Census included questions about the typical mode of travel for the trip to work. This data was available both for the Windsor metropolitan area and for individual census dissemination areas; and
- The 2019 Active Transportation Master Plan which notes target mode shares for 2041 for various areas within the city of Windsor.
    - For newer communities, the targeted non-auto mode share in 2041 has been identified as 14%.

Table 8 summarizes the assumed modal split for the subject site development, noting that the modal split for vehicles is in line with the 2041 target mode shares as found in the City of Windsor's 2019 Active Transportation Master Plan.

Table 8: Projected Site Development Modal Split

Mode	Weekday AM peak hour	Weekday PM peak hour trips	Saturday Mid-day peak hour trips	Modal Split
Auto[2]	87	104	115	86%
Transit	5	6	6	5%
Walking	5	6	6	5%
Cycling	3	4	5	4%
Total	100	120	132	100%

The proposed residential development is projected to generate 100 total trips during the AM peak hour, 120 total trips during the PM peak hour and 132 total trips during the Saturday mid-day peak hour.

4.2 Vehicle Trip Distribution & Assignment

The vehicle trips generated by the proposed development were distributed to the road network based on travel and demographic characteristics published in the 2005 Essex-Windsor Regional Transportation Master Plan (EWRTMP). The EWRTMP included a geographic distribution of projected 2021 population and employment throughout the City of Windsor and County of Essex, as well as an estimate of the trips

[2] The number of vehicles as calculated in Section 4.1.

made in the Windsor-Essex region during the PM peak period according to the purpose of the trip (e.g., trips from work to home; trips from home to shopping, etc.).

Table 9 lists the trip distribution applied to the vehicle trips generated by the proposed development within the study area.

Table 9: Trip Distribution & Assignment

To/From:	Trip Distribution %
West: Wyandotte Street East towards Lauzon Road	50%
East: Wyandotte Street East towards Banwell Road	20%
North: Florence Avenue towards Riverside Drive East	10%
North: Clover Street towards Riverside Drive East	0%
South: Florence Avenue towards McHugh Street	20%
TOTAL	100%

Given the layout of the proposed development, all site trips will need to access the road network via one of the two site proposed driveways connecting to Florence Avenue.

For vehicles distributed to the west and east, all vehicles are envisioned to use Wyandotte Street East.

For vehicles distributed to the north; 10% of vehicles were projected to use Florence Avenue. It is assumed that no vehicles will use Clover Street as Florence Avenue provides direct access to Riverside Drive East. For vehicles distributed to the south, 20% of vehicles were projected to use Florence Avenue. Again, no vehicles were assumed to use Clover Street to the immediate south of Wyandotte Street due to the planned internal road network of the 'North Neighbourhood Subdivision'.

For vehicles distributed to the north, east, and west, 70% of traffic (both inbound and outbound) was assumed to use the north driveway while the remaining 30% of traffic would use the south driveway. For vehicles distributed to the south, 30% of traffic (both inbound and outbound) was assumed to use the north driveway while the remaining 70% of traffic would use the south driveway

4.3 Site-Generated Vehicle Trips

Figure 11 illustrates how these vehicle trips were distributed and assigned through the two study area intersections and two site driveways.

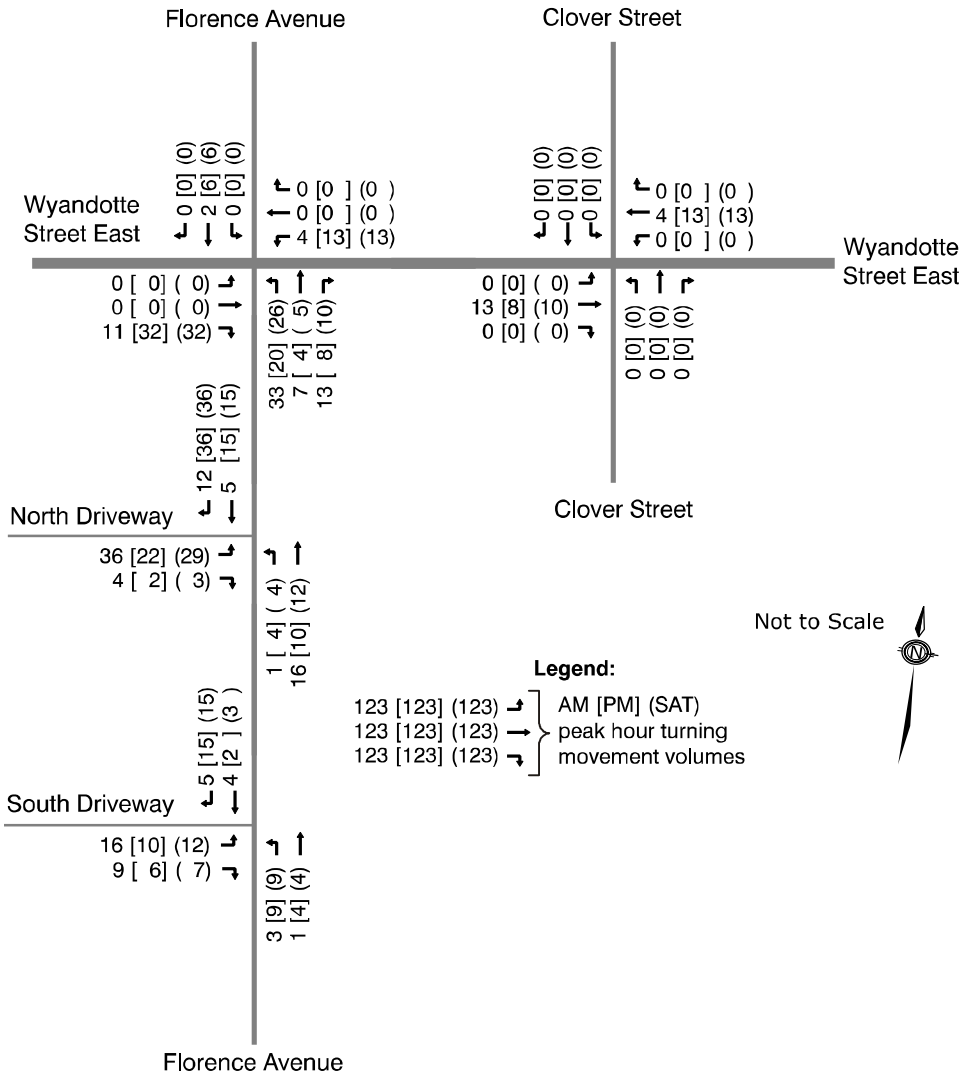


Figure 11: Site-Generated Trips

5.0 Total Future Conditions

5.1 Total Future Traffic Volumes

The total future traffic volumes were calculated by adding the site-generated trips as distributed and assigned to the future background traffic volumes.

5.1.1 Total Future (2024) Traffic Volumes

Figure 12 illustrates the total future (2024) traffic volumes.

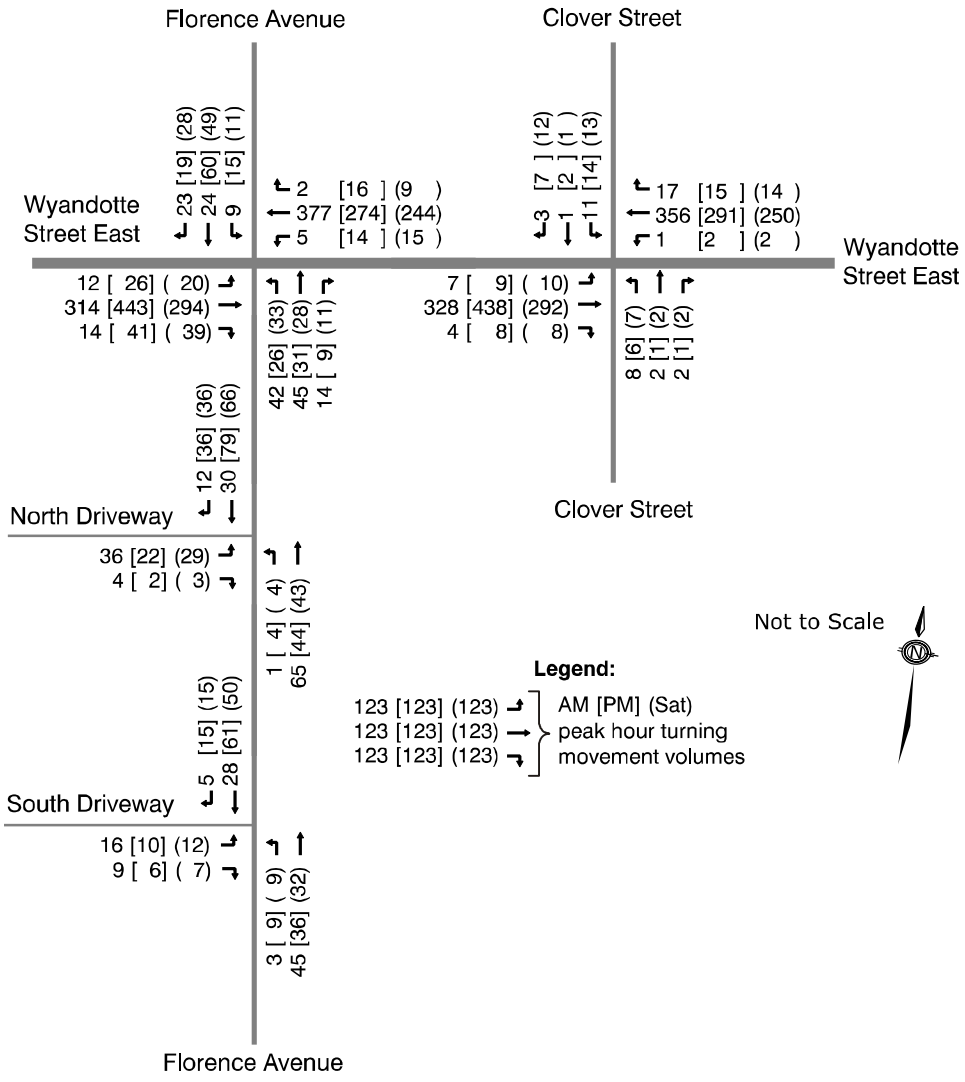


Figure 12: Total Future (2024) Traffic Volumes

5.1.2 Total Future (2029) Traffic Volumes

Figure 13 illustrates the total future (2029) traffic volumes

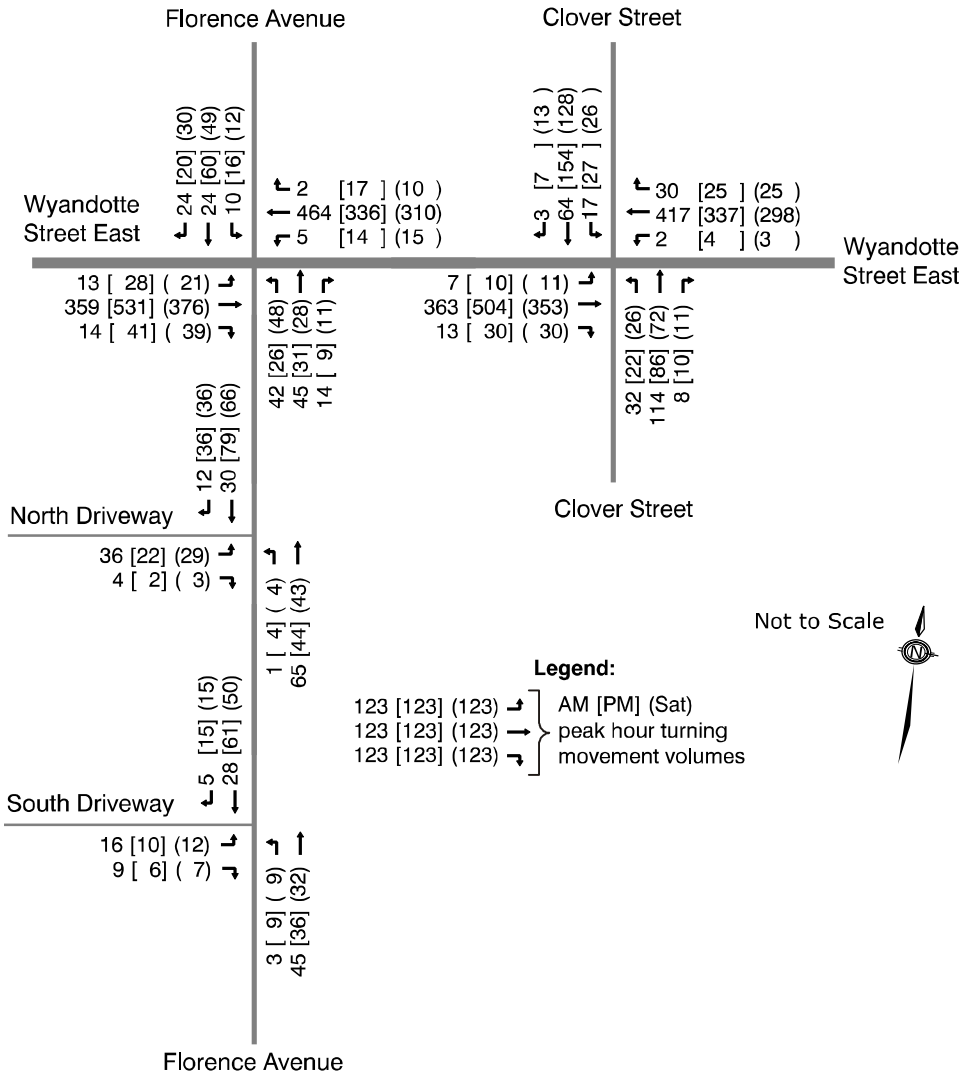


Figure 13: Total Future (2029) Traffic Volumes

5.2 Total Future Operational Analyses

5.2.1 Total Future (2024) Intersection Operations

Table 10 summarizes the intersection operations under the total future (2024) peak hour traffic volumes. Within the total future analysis, it has been assumed that a westbound left-turn lane on Wyandotte Street East at Florence Avenue will be introduced (to mirror the existing eastbound left turn lane at that intersection).

Table 10: Total Future (2024) Intersection Operations

Intersection	Movement	Weekday AM Peak Hour				Weekday PM Peak Hour				Saturday Mid-day Peak Hour			
		v/c	LOS	Delay (s/veh)	95th %ile queue (m)	v/c	LOS	Delay (s/veh)	95th %ile queue (m)	v/c	LOS	Delay (s/veh)	95th %ile queue (m)
Wyandotte Street East and Florence Avenue	EBL	0.01	A	8.2	0	0.02	A	8.0	1	0.02	A	7.8	0
	WBL	0.00	A	8.0	0	0.01	A	8.5	0	0.01	A	8.0	0
	NBLTR	0.36	C	23.0	13	0.30	D	25.9	10	0.23	C	18.9	7
	SBLTR	0.16	C	16.5	5	0.35	C	23.8	12	0.23	C	16.2	7
Wyandotte Street East and Clover Street	NBLTR	0.04	C	16.0	1	0.03	C	17.4	1	0.03	B	14.0	1
	SBLTR	0.05	C	15.9	1	0.07	C	15.9	2	0.06	B	12.6	1
Florence Avenue and North Driveway	EBLR	0.05	A	9.2	1	0.03	A	9.4	1	0.04	A	9.4	1
Florence Avenue and South Driveway	EBLR	0.03	A	8.9	1	0.02	A	9.1	1	0.02	A	9.0	1

Compared to future background (2024) operations, the two study area intersections are projected to continue operating in an acceptable manner. All stop-controlled approaches are anticipated to operate at LOS D or better. Minimal delay and queuing is projected at the two intersections and two driveways.

During the weekday AM peak hour, it is projected that the northbound queue at the Wyandotte Street East and Florence Avenue intersection will extend 13 metres south of the intersection, well short of the proposed location of the north site driveway.

5.2.2 Total Future (2029) Intersection Operations

Table 11 summarizes the intersection operations under the total future (2029) peak hour traffic volumes.

Table 11: Total Future (2029) Intersection Operations

Intersection	Movement	Weekday AM Peak Hour				Weekday PM Peak Hour				Saturday Mid-Day Peak Hour			
		v/c	LOS	Delay (s/veh)	95th %ile queue (m)	v/c	LOS	Delay (s/veh)	95th %ile queue (m)	v/c	LOS	Delay (s/veh)	95th %ile queue (m)
Wyandotte Street East and Florence Avenue	EBL	0.01	A	8.4	0	0.03	A	8.1	1	0.02	A	8.0	1
	WBL	0.00	A	8.1	0	0.02	A	8.8	0	0.01	A	8.3	0
	NBLTR	0.44	D	30.6	17	0.39	E	36.6	14	0.38	D	28.1	13
	SBLTR	0.20	C	19.7	6	0.45	D	32.6	17	0.29	C	19.8	9
Wyandotte Street East and Clover Street	NBLTR	0.65	E	41.0	32	0.68	F	56.8	33	0.42	D	26.5	16
	SBLTR	0.38	D	28.9	14	0.90	F	81.9	60	0.57	D	30.7	27
Florence Avenue and North Driveway	EBLR	0.05	A	9.2	1	0.03	A	9.4	1	0.04	A	9.4	1
Florence Avenue and South Driveway	EBLR	0.03	A	8.9	1	0.02	A	9.1	1	0.02	A	9.0	1

Compared to future background (2029) operations, most stop-controlled approaches at the two study area intersections are projected to operate in an acceptable manner. Minimal delay and queuing is projected at each intersection and driveway.

The northbound approach at Wyandotte Street East and Florence Avenue is anticipated to operate at LOS E with the site-generated volumes, compared to LOS D previously. However, this movement is projected to operate well under capacity with an acceptable delay and 95th percentile queue.

The same critical moments at the Wyandotte Street East and Clover Street intersection are projected to continue operating at LOS E during the AM peak hour and LOS F during the PM peak hour. During the PM peak hour, the 95th percentile queues at the Wyandotte Street East and Clover Street intersection are expected to increase slightly by four metres. However, it has been assumed that this subject development will not be adding any traffic volumes to the northbound and southbound approaches at this intersection.

Compared to the total future (2024) operations, it is projected that the northbound queue at Wyandotte Street East and Florence Avenue during the AM peak hour will continue to extend four metres further south of the intersection, but will remain short of the proposed location of the site's north driveway. That said, once the environmental assessment for the Florence Avenue extension is complete, there will be a need to revisit the location of the site's north driveway to determine if the future operation of the Wyandotte Street East and Florence Avenue intersection (i.e., northbound queues) will interfere with driveway operations.

6.0 Summary

Dillon Consulting Limited (Dillon) has been retained by Ganatchio Gardens Inc. to undertake a Transportation Impact Study (TIS) which reviews the impact of a proposed residential development in the city of Windsor, Ontario. This development is envisioned for a vacant parcel located in the southwest quadrant of the Florence Avenue and Wyandotte Street East intersection. The proposed development includes 28 townhome units and a 16-storey apartment building featuring 275 dwelling units.

The proposed development is forecast to generate 87 vehicle trips in the AM peak hour, 104 vehicle trips in the PM peak hour, and 115 vehicle trips during the Saturday mid-day peak hour. A relatively small number of these trips are also projected to be in the form of walking, cycling or transit trips.

Florence Avenue will ultimately be extended south of the development. A separate environmental assessment study is considering the needs for the Florence Avenue and Wyandotte Street East intersection stemming from the needs of the area as a whole. It is also understood that Clover Street will ultimately be extended south of Wyandotte Street East by 2029.

Under total future (2029) operations, most stop-controlled approaches at the two study area intersections are projected to operate in an acceptable manner; at LOS D or better.

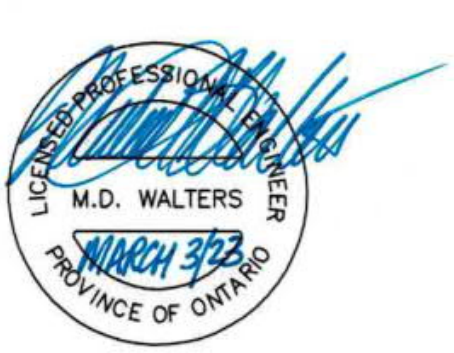
The northbound approach at Wyandotte Street East and Florence Avenue is anticipated to operate at LOS E during the PM peak hour. However, the movement is projected to operate well under capacity with an acceptable delay and 95th percentile queue.

It is projected that the 95th percentile northbound queue on Florence Avenue at Wyandotte Street East will ultimately be 17 metres (approximately two or three vehicles). While this is projected to be well short of the distance between the proposed north site driveway and Wyandotte Street East, it may be necessary to reassess the location of the site's north driveway based on the upcoming findings from the future Florence Avenue Extension Environmental Assessment study.

At the Wyandotte Street East and Clover Street intersection, under future background and total future operations for the 2029 horizon year, the northbound approach during the AM and PM peak hours, and the southbound approach during the PM peak hour, are projected to operate critically at LOS E or LOS F.

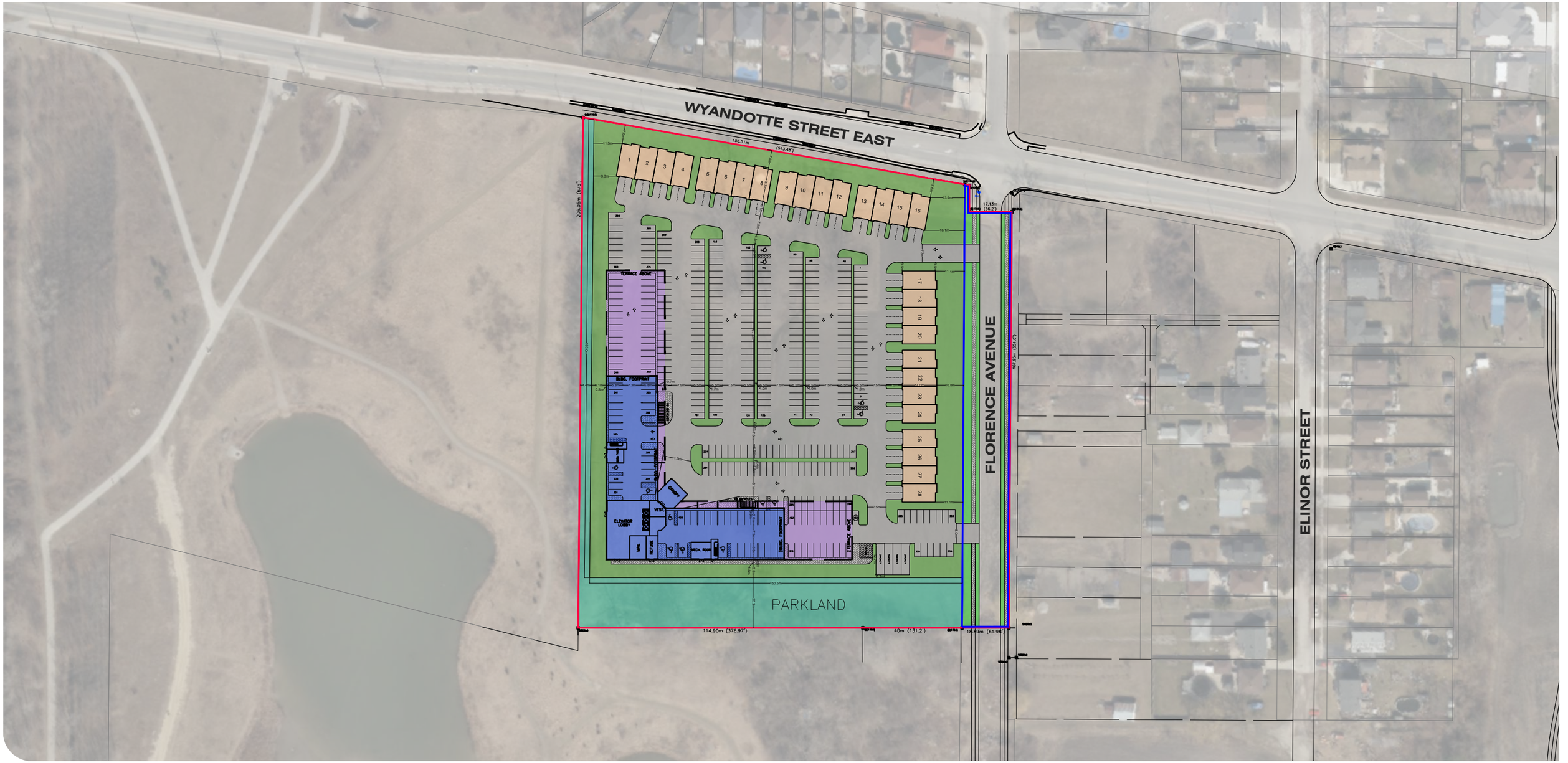
Given that the previously completed 'North Neighbourhood Subdivision' TIS included induced traffic volumes along the Clover Street and Florence Avenue corridors that were very high-level projections, no mitigation for traffic control (i.e., a traffic signal) was completed. Nonetheless, based on the geometry and laning that is ultimately anticipated along Wyandotte Street East, a traffic signal would be

anticipated to be the form of traffic control that may need to be introduced in the future at one or both intersections. Therefore, it is recommended that these locations be monitored, with new turning movement counts and traffic signal warrants undertaken following the completion of the various background developments, the 'North Neighbourhood Subdivision' and the internal road network.



Appendix A

Conceptual Development Plan



GANATCHIO GARDENS INC.
WYANDOTTE STREET EAST
AT FLORENCE AVENUE

CONCEPTUAL DEVELOPMENT PLAN
FEBRUARY 16, 2023

SUBJECT AREA
(± 3.30ha / 8.15ac)

LAND CONVEYANCE
(± 0.32ha / 0.79ac)

PROPOSED TOWNHOME UNITS (28 UNITS)

PROPOSED PARKLAND

PROPOSED MULTI-UNIT RESIDENTIAL BUILDING (275 UNITS)

PROPOSED LANDSCAPING

PROPOSED ELEVATED TERRACE

PROPOSED SIDEWALK

UNIT COUNT

MULTI- UNIT RESIDENTIAL:	275 units
TOWNHOME:	28 units
TOTAL:	303 units

PARKING COUNT:

PARKING MULTI-UNIT:	: 432 SPACES
TOWNHOME (GARAGE, 2 / UNIT)	: 56 SPACES
TOWNHOME (SURFACE, 2 / UNIT)	: 56 SPACES
TOTAL	: 544 SPACES

PARKING DETAILS:

PARKING/UNIT RATIO (MULTI-UNIT)	: 1.57 SPACES / UNIT
PARKING/UNIT RATIO (TOWNHOME) (GARAGE + SURFACE PARKING)	: 4 SPACES / UNIT
LOADING SPACES	: 4 SPACES
ACCESSIBLE SPACES PROVIDED (TYPE A/TYPE B)	: 12 SPACES

File Location:
c:\pw working directory\projects 2021\dillon_32mru\dms20930\21-1691 - ganatchio gardens - concept plan - feb 2023.dwg
February, 16, 2023 3:08 PM

SOURCE: THE COUNTY OF ESSEX INTERACTIVE MAPPING (2019)

MAP/DRAWING INFORMATION
THIS DRAWING IS FOR INFORMATION PURPOSES ONLY. ALL DIMENSIONS AND BOUNDARY INFORMATION SHOULD BE VERIFIED BY AN O.L.S PRIOR TO CONSTRUCTION.
CREATED BY: MRU
CHECKED BY: MAM
DESIGNED BY: MRU

SCALE: 1:1500 (11x17)

N W E S

DILLON CONSULTING

PROJECT: 21-1691
STATUS: DRAFT
DATE: 2023/02/10

Appendix B

Traffic Volume Data

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Morning Peak Diagram

Specified Period
From: 7:00:00
To: 10:00:00

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

Municipality: Windsor
Site #: 2202100001
Intersection: Wyandotte St E & Florence Ave
TFR File #: 1
Count date: 16-Feb-22

Weather conditions:

Person counted:
Person prepared:
Person checked:

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

Major Road: Wyandotte St E runs W/E

North Leg Total: 46
North Entering: 32
North Peds: 2
Peds Cross: ⋈

Buses	1	0	0	1
Trucks	0	0	0	0
Cars	22	0	9	31
Totals	23	0	9	

Buses	1
Trucks	0
Cars	13
Totals	14

East Leg Total: 615
East Entering: 317
East Peds: 0
Peds Cross: ⧗

Florence Ave

Buses	Trucks	Cars	Totals
6	0	332	338

Cars	Trucks	Buses	Totals
2	0	0	2
310	0	5	315
0	0	0	0
312	0	5	

Wyandotte St E

N
W E
S

Buses	Trucks	Cars	Totals
1	0	11	12
6	2	281	289
0	0	0	0
7	2	292	

Wyandotte St E

Cars	Trucks	Buses	Totals
290	2	6	298

Wyandotte St E

Peds Cross: ⧗
West Peds: 1
West Entering: 301
West Leg Total: 639

Cars	0
Trucks	0
Buses	0
Totals	0

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

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

Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Mid-day Peak Diagram

Specified Period
From: 11:00:00
To: 13:00:00

One Hour Peak
From: 12:00:00
To: 13:00:00

Municipality: Windsor
Site #: 2202100001
Intersection: Wyandotte St E & Florence Ave
TFR File #: 1
Count date: 16-Feb-22

Weather conditions:

Person counted:
Person prepared:
Person checked:

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

Major Road: Wyandotte St E runs W/E

North Leg Total: 41
North Entering: 24
North Peds: 0
Peds Cross: ⋈

Buses	0	0	0	0
Trucks	0	0	0	0
Cars	19	0	5	24
Totals	19	0	5	

Buses	0
Trucks	1
Cars	16
Totals	17

East Leg Total: 394
East Entering: 183
East Peds: 0
Peds Cross: ⧗

Florence Ave

Buses	Trucks	Cars	Totals
1	1	198	200

Wyandotte St E

Cars	Trucks	Buses	Totals
2	0	0	2
179	1	1	181
0	0	0	0
181	1	1	

N
W E
S

Buses	Trucks	Cars	Totals
0	1	14	15
0	1	205	206
0	0	0	0
0	2	219	

Wyandotte St E

Cars	Trucks	Buses	Totals
210	1	0	211

Wyandotte St E

Peds Cross: ⧗
West Peds: 0
West Entering: 221
West Leg Total: 421

Cars	0
Trucks	0
Buses	0
Totals	0

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

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

Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Afternoon Peak Diagram

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

One Hour Peak
From: 16:30:00
To: 17:30:00

Municipality: Windsor
Site #: 2202100001
Intersection: Wyandotte St E & Florence Ave
TFR File #: 1
Count date: 16-Feb-22

Weather conditions:

Person counted:
Person prepared:
Person checked:

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

Major Road: Wyandotte St E runs W/E

North Leg Total: 76
North Entering: 34
North Peds: 2
Peds Cross: ⋈

Buses	0	0	0	0
Trucks	0	0	1	1
Cars	19	0	14	33
Totals	19	0	15	

Buses	0
Trucks	0
Cars	42
Totals	42

East Leg Total: 648
East Entering: 252
East Peds: 0
Peds Cross: ⧖

Florence Ave

Buses	Trucks	Cars	Totals
1	0	254	255

Cars	Trucks	Buses	Totals
16	0	0	16
235	0	1	236
0	0	0	0
251	0	1	

Wyandotte St E

N
W E
S

Buses	Trucks	Cars	Totals
0	0	26	26
0	1	380	381
0	0	0	0
0	1	406	

Wyandotte St E

Cars	Trucks	Buses	Totals
394	2	0	396

Wyandotte St E

Peds Cross: ⧖
West Peds: 0
West Entering: 407
West Leg Total: 662

Cars	0
Trucks	0
Buses	0
Totals	0

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

Peds Cross: ⋈
South Peds: 1
South Entering: 0
South Leg Total: 0

Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Total Count Diagram

Municipality: Windsor
Site #: 2202100001
Intersection: Wyandotte St E & Florence Ave
TFR File #: 1
Count date: 16-Feb-22

Weather conditions:

Person counted:
Person prepared:
Person checked:

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

Major Road: Wyandotte St E runs W/E

North Leg Total:	440
North Entering:	236
North Peds:	15
Peds Cross:	⋈

Buses	2	0	0	2
Trucks	1	0	1	2
Cars	170	0	62	232
Totals	173	0	63	

Buses	1
Trucks	2
Cars	201
Totals	204

East Leg Total:	3822
East Entering:	1742
East Peds:	1
Peds Cross:	⧖

Florence Ave

Buses	Trucks	Cars	Totals
27	12	1821	1860

Cars	Trucks	Buses	Totals
56	0	0	56
1650	11	25	1686
0	0	0	0
1706	11	25	

Wyandotte St E

N
W E
S

Buses	Trucks	Cars	Totals
1	2	145	148
18	11	1988	2017
0	0	0	0
19	13	2133	

Wyandotte St E

Cars	Trucks	Buses	Totals
2050	12	18	2080

Wyandotte St E

Peds Cross:	⧖
West Peds:	5
West Entering:	2165
West Leg Total:	4025

Cars	0
Trucks	0
Buses	0
Totals	0

Cars	1	0	0	1
Trucks	0	0	0	0
Buses	0	0	0	0
Totals	1	0	0	

Peds Cross:	⋈
South Peds:	5
South Entering:	1
South Leg Total:	1

Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Traffic Count Summary

Intersection: Wyandotte St E & Florence Ave | **Count Date:** 16-Feb-22 | **Municipality:** Windsor

North Approach Totals

Hour Ending	Includes Cars, Trucks, & Buses				Total Peds
	Left	Thru	Right	Grand Total	
7:00:00	0	0	0	0	0
8:00:00	13	0	23	36	1
9:00:00	5	0	22	27	2
10:00:00	5	0	24	29	0
11:00:00	0	0	0	0	0
12:00:00	6	0	20	26	2
13:00:00	5	0	19	24	0
15:00:00	0	0	0	0	0
16:00:00	10	0	19	29	2
17:00:00	9	0	28	37	3
18:00:00	10	0	18	28	5
Totals:	63	0	173	236	15

North/South Total Approaches: 237

South Approach Totals

Hour Ending	Includes Cars, Trucks, & Buses				Total Peds
	Left	Thru	Right	Grand Total	
7:00:00	0	0	0	0	0
8:00:00	0	0	0	0	0
9:00:00	0	0	0	0	0
10:00:00	0	0	0	0	0
11:00:00	0	0	0	0	0
12:00:00	0	0	0	0	0
13:00:00	0	0	0	0	0
15:00:00	0	0	0	0	0
16:00:00	0	0	0	0	1
17:00:00	1	0	0	1	2
18:00:00	0	0	0	0	2
S Totals:	1	0	0	1	5

East Approach Totals

Hour Ending	Includes Cars, Trucks, & Buses				Total Peds
	Left	Thru	Right	Grand Total	
7:00:00	0	0	0	0	0
8:00:00	0	245	3	248	0
9:00:00	0	278	1	279	0
10:00:00	0	169	3	172	0
11:00:00	0	0	0	0	0
12:00:00	0	153	8	161	1
13:00:00	0	181	2	183	0
15:00:00	0	0	0	0	0
16:00:00	0	219	18	237	0
17:00:00	0	222	14	236	0
18:00:00	0	219	7	226	0
Totals:	0	1686	56	1742	1

East/West Total Approaches: 3907

West Approach Totals

Hour Ending	Includes Cars, Trucks, & Buses				Total Peds
	Left	Thru	Right	Grand Total	
7:00:00	0	0	0	0	0
8:00:00	9	140	0	149	1
9:00:00	13	281	0	294	1
10:00:00	16	162	0	178	0
11:00:00	0	0	0	0	0
12:00:00	14	191	0	205	0
13:00:00	15	206	0	221	0
15:00:00	0	0	0	0	0
16:00:00	29	350	0	379	3
17:00:00	24	357	0	381	0
18:00:00	28	330	0	358	0
W Totals:	148	2017	0	2165	5

Calculated Values for Traffic Crossing Major Street

Hours Ending:	8:00	9:00	10:00	12:00	13:00	16:00	17:00	18:00
Crossing Values:	14	6	5	7	5	13	10	10

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Count Date: 16-Feb-22 Site #: 2202100001

Interval Time	Passenger Cars - North Approach						Trucks - North Approach						Buses - North Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		North Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15:00	4	4	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30:00	6	2	0	0	11	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45:00	8	2	0	0	17	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00:00	13	5	0	0	23	6	0	0	0	0	0	0	0	0	0	0	0	0	1	1
8:15:00	14	1	0	0	32	9	0	0	0	0	0	0	0	0	0	0	0	0	2	1
8:30:00	15	1	0	0	35	3	0	0	0	0	0	0	0	0	0	0	1	1	2	0
8:45:00	17	2	0	0	39	4	0	0	0	0	0	0	0	0	0	0	1	0	2	0
9:00:00	18	1	0	0	44	5	0	0	0	0	0	0	0	0	0	0	1	0	3	1
9:15:00	19	1	0	0	50	6	0	0	0	0	0	0	0	0	0	0	1	0	3	0
9:30:00	22	3	0	0	59	9	0	0	0	0	0	0	0	0	0	0	1	0	3	0
9:45:00	23	1	0	0	64	5	0	0	0	0	0	0	0	0	0	0	1	0	3	0
10:00:00	23	0	0	0	68	4	0	0	0	0	0	0	0	0	0	0	1	0	3	0
10:15:00	23	0	0	0	68	0	0	0	0	0	0	0	0	0	0	0	1	0	3	0
11:00:00	23	0	0	0	68	0	0	0	0	0	0	0	0	0	0	0	1	0	3	0
11:15:00	26	3	0	0	72	4	0	0	0	0	0	0	0	0	0	0	1	0	5	2
11:30:00	27	1	0	0	76	4	0	0	0	0	1	1	0	0	0	0	1	0	5	0
11:45:00	27	0	0	0	79	3	0	0	0	0	1	0	0	0	0	0	1	0	5	0
12:00:00	29	2	0	0	87	8	0	0	0	0	1	0	0	0	0	0	1	0	5	0
12:15:00	31	2	0	0	90	3	0	0	0	0	1	0	0	0	0	0	1	0	5	0
12:30:00	31	0	0	0	93	3	0	0	0	0	1	0	0	0	0	0	1	0	5	0
12:45:00	32	1	0	0	96	3	0	0	0	0	1	0	0	0	0	0	1	0	5	0
13:00:00	34	2	0	0	106	10	0	0	0	0	1	0	0	0	0	0	1	0	5	0
13:15:00	34	0	0	0	106	0	0	0	0	0	1	0	0	0	0	0	1	0	5	0
15:00:00	34	0	0	0	106	0	0	0	0	0	1	0	0	0	0	0	1	0	5	0
15:15:00	35	1	0	0	113	7	0	0	0	0	1	0	0	0	0	0	1	0	5	0
15:30:00	38	3	0	0	119	6	0	0	0	0	1	0	0	0	0	0	1	0	5	0
15:45:00	43	5	0	0	121	2	0	0	0	0	1	0	0	0	0	0	1	0	7	2
16:00:00	44	1	0	0	125	4	0	0	0	0	1	0	0	0	0	0	1	0	7	0
16:15:00	46	2	0	0	132	7	0	0	0	0	1	0	0	0	0	0	2	1	8	1
16:30:00	47	1	0	0	140	8	0	0	0	0	1	0	0	0	0	0	2	0	9	1
16:45:00	49	2	0	0	144	4	0	0	0	0	1	0	0	0	0	0	2	0	9	0
17:00:00	53	4	0	0	152	8	0	0	0	0	1	0	0	0	0	0	2	0	10	1
17:15:00	60	7	0	0	155	3	1	1	0	0	1	0	0	0	0	0	2	0	10	0
17:30:00	61	1	0	0	159	4	1	0	0	0	1	0	0	0	0	0	2	0	11	1
17:45:00	61	0	0	0	162	3	1	0	0	0	1	0	0	0	0	0	2	0	14	3
18:00:00	62	1	0	0	170	8	1	0	0	0	1	0	0	0	0	0	2	0	15	1
18:15:00	62	0	0	0	170	0	1	0	0	0	1	0	0	0	0	0	2	0	15	0
18:15:15	62	0	0	0	170	0	1	0	0	0	1	0	0	0	0	0	2	0	15	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Count Date: 16-Feb-22 Site #: 2202100001

Interval Time	Passenger Cars - East Approach						Trucks - East Approach						Buses - East Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		East Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15:00	0	0	25	25	1	1	0	0	0	0	0	0	0	0	3	3	0	0	0	0
7:30:00	0	0	74	49	1	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0
7:45:00	0	0	134	60	2	1	0	0	1	1	0	0	0	0	7	4	0	0	0	0
8:00:00	0	0	234	100	3	1	0	0	1	0	0	0	0	0	10	3	0	0	0	0
8:15:00	0	0	331	97	3	0	0	0	1	0	0	0	0	0	10	0	0	0	0	0
8:30:00	0	0	374	43	4	1	0	0	1	0	0	0	0	0	11	1	0	0	0	0
8:45:00	0	0	444	70	4	0	0	0	1	0	0	0	0	0	12	1	0	0	0	0
9:00:00	0	0	507	63	4	0	0	0	1	0	0	0	0	0	15	3	0	0	0	0
9:15:00	0	0	557	50	5	1	0	0	2	1	0	0	0	0	15	0	0	0	0	0
9:30:00	0	0	584	27	6	1	0	0	3	1	0	0	0	0	15	0	0	0	0	0
9:45:00	0	0	629	45	7	1	0	0	3	0	0	0	0	0	15	0	0	0	0	0
10:00:00	0	0	672	43	7	0	0	0	5	2	0	0	0	0	15	0	0	0	0	0
10:15:00	0	0	672	0	7	0	0	0	5	0	0	0	0	0	15	0	0	0	0	0
11:00:00	0	0	672	0	7	0	0	0	5	0	0	0	0	0	15	0	0	0	0	0
11:15:00	0	0	703	31	8	1	0	0	6	1	0	0	0	0	15	0	0	0	0	0
11:30:00	0	0	741	38	12	4	0	0	6	0	0	0	0	0	16	1	0	0	0	0
11:45:00	0	0	779	38	14	2	0	0	6	0	0	0	0	0	16	0	0	0	1	1
12:00:00	0	0	823	44	15	1	0	0	6	0	0	0	0	0	16	0	0	0	1	0
12:15:00	0	0	869	46	15	0	0	0	6	0	0	0	0	0	16	0	0	0	1	0
12:30:00	0	0	904	35	16	1	0	0	6	0	0	0	0	0	16	0	0	0	1	0
12:45:00	0	0	955	51	16	0	0	0	6	0	0	0	0	0	17	1	0	0	1	0
13:00:00	0	0	1002	47	17	1	0	0	7	1	0	0	0	0	17	0	0	0	1	0
13:15:00	0	0	1002	0	17	0	0	0	7	0	0	0	0	0	17	0	0	0	1	0
15:00:00	0	0	1002	0	17	0	0	0	7	0	0	0	0	0	17	0	0	0	1	0
15:15:00	0	0	1054	52	21	4	0	0	8	1	0	0	0	0	18	1	0	0	1	0
15:30:00	0	0	1110	56	29	8	0	0	8	0	0	0	0	0	20	2	0	0	1	0
15:45:00	0	0	1169	59	33	4	0	0	10	2	0	0	0	0	22	2	0	0	1	0
16:00:00	0	0	1213	44	35	2	0	0	10	0	0	0	0	0	22	0	0	0	1	0
16:15:00	0	0	1263	50	35	0	0	0	10	0	0	0	0	0	24	2	0	0	1	0
16:30:00	0	0	1319	56	39	4	0	0	10	0	0	0	0	0	24	0	0	0	1	0
16:45:00	0	0	1380	61	45	6	0	0	10	0	0	0	0	0	24	0	0	0	1	0
17:00:00	0	0	1433	53	49	4	0	0	10	0	0	0	0	0	24	0	0	0	1	0
17:15:00	0	0	1487	54	52	3	0	0	10	0	0	0	0	0	25	1	0	0	1	0
17:30:00	0	0	1554	67	55	3	0	0	10	0	0	0	0	0	25	0	0	0	1	0
17:45:00	0	0	1620	66	55	0	0	0	10	0	0	0	0	0	25	0	0	0	1	0
18:00:00	0	0	1650	30	56	1	0	0	11	1	0	0	0	0	25	0	0	0	1	0
18:15:00	0	0	1650	0	56	0	0	0	11	0	0	0	0	0	25	0	0	0	1	0
18:15:15	0	0	1650	0	56	0	0	0	11	0	0	0	0	0	25	0	0	0	1	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Count Date: 16-Feb-22 Site #: 2202100001

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

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Count Date: 16-Feb-22 Site #: 2202100001

Interval Time	Passenger Cars - West Approach						Trucks - West Approach						Buses - West Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		West Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15:00	3	3	19	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30:00	3	0	49	30	0	0	0	0	1	1	0	0	0	0	1	1	0	0	0	0
7:45:00	5	2	87	38	0	0	0	0	1	0	0	0	0	0	3	2	0	0	1	1
8:00:00	9	4	135	48	0	0	0	0	1	0	0	0	0	0	4	1	0	0	1	0
8:15:00	12	3	225	90	0	0	0	0	3	2	0	0	0	0	7	3	0	0	2	1
8:30:00	15	3	308	83	0	0	0	0	3	0	0	0	0	0	9	2	0	0	2	0
8:45:00	16	1	368	60	0	0	0	0	3	0	0	0	1	1	9	0	0	0	2	0
9:00:00	20	4	407	39	0	0	1	1	4	1	0	0	1	0	10	1	0	0	2	0
9:15:00	26	6	451	44	0	0	1	0	4	0	0	0	1	0	12	2	0	0	2	0
9:30:00	30	4	488	37	0	0	1	0	5	1	0	0	1	0	12	0	0	0	2	0
9:45:00	31	1	524	36	0	0	1	0	5	0	0	0	1	0	12	0	0	0	2	0
10:00:00	36	5	566	42	0	0	1	0	5	0	0	0	1	0	12	0	0	0	2	0
10:15:00	36	0	566	0	0	0	1	0	5	0	0	0	1	0	12	0	0	0	2	0
11:00:00	36	0	566	0	0	0	1	0	5	0	0	0	1	0	12	0	0	0	2	0
11:15:00	40	4	602	36	0	0	1	0	6	1	0	0	1	0	13	1	0	0	2	0
11:30:00	43	3	664	62	0	0	1	0	7	1	0	0	1	0	13	0	0	0	2	0
11:45:00	47	4	717	53	0	0	1	0	8	1	0	0	1	0	13	0	0	0	2	0
12:00:00	50	3	753	36	0	0	1	0	8	0	0	0	1	0	13	0	0	0	2	0
12:15:00	53	3	803	50	0	0	2	1	8	0	0	0	1	0	13	0	0	0	2	0
12:30:00	53	0	836	33	0	0	2	0	8	0	0	0	1	0	13	0	0	0	2	0
12:45:00	57	4	902	66	0	0	2	0	8	0	0	0	1	0	13	0	0	0	2	0
13:00:00	64	7	958	56	0	0	2	0	9	1	0	0	1	0	13	0	0	0	2	0
13:15:00	64	0	958	0	0	0	2	0	9	0	0	0	1	0	13	0	0	0	2	0
15:00:00	64	0	958	0	0	0	2	0	9	0	0	0	1	0	13	0	0	0	2	0
15:15:00	71	7	1045	87	0	0	2	0	9	0	0	0	1	0	13	0	0	0	2	0
15:30:00	75	4	1137	92	0	0	2	0	10	1	0	0	1	0	13	0	0	0	2	0
15:45:00	86	11	1219	82	0	0	2	0	10	0	0	0	1	0	13	0	0	0	2	0
16:00:00	93	7	1303	84	0	0	2	0	10	0	0	0	1	0	17	4	0	0	5	3
16:15:00	99	6	1386	83	0	0	2	0	10	0	0	0	1	0	18	1	0	0	5	0
16:30:00	105	6	1475	89	0	0	2	0	10	0	0	0	1	0	18	0	0	0	5	0
16:45:00	112	7	1556	81	0	0	2	0	10	0	0	0	1	0	18	0	0	0	5	0
17:00:00	117	5	1659	103	0	0	2	0	10	0	0	0	1	0	18	0	0	0	5	0
17:15:00	126	9	1740	81	0	0	2	0	10	0	0	0	1	0	18	0	0	0	5	0
17:30:00	131	5	1855	115	0	0	2	0	11	1	0	0	1	0	18	0	0	0	5	0
17:45:00	137	6	1931	76	0	0	2	0	11	0	0	0	1	0	18	0	0	0	5	0
18:00:00	145	8	1988	57	0	0	2	0	11	0	0	0	1	0	18	0	0	0	5	0
18:15:00	145	0	1988	0	0	0	2	0	11	0	0	0	1	0	18	0	0	0	5	0
18:15:15	145	0	1988	0	0	0	2	0	11	0	0	0	1	0	18	0	0	0	5	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Mid-day Peak Diagram

Specified Period
From: 12:00:00
To: 15:00:00

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

Municipality: Windsor
Site #: 2202100001
Intersection: Wyandotte St E & Florence Ave
TFR File #: 1
Count date: 19-Feb-22

Weather conditions:

Person counted:
Person prepared:
Person checked:

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

Major Road: Wyandotte St E runs W/E

North Leg Total: 68
North Entering: 39
North Peds: 1
Peds Cross: ⋈

Buses	0	0	0	0
Trucks	0	0	0	0
Cars	28	0	11	39
Totals	28	0	11	

Buses	0
Trucks	0
Cars	29
Totals	29

East Leg Total: 464
East Entering: 208
East Peds: 0
Peds Cross: ⧖

Florence Ave

Buses	Trucks	Cars	Totals
1	0	225	226

Cars	Trucks	Buses	Totals
9	0	0	9
197	0	1	198
1	0	0	1
207	0	1	

Wyandotte St E

N
W E
S

Buses	Trucks	Cars	Totals
0	0	20	20
0	0	245	245
0	0	0	0
0	0	265	

Wyandotte St E

Cars	Trucks	Buses	Totals
256	0	0	256

Wyandotte St E

Peds Cross: ⧖
West Peds: 0
West Entering: 265
West Leg Total: 491

Cars	1
Trucks	0
Buses	0
Totals	1

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

Peds Cross: ⋈
South Peds: 0
South Entering: 0
South Leg Total: 1

Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Total Count Diagram

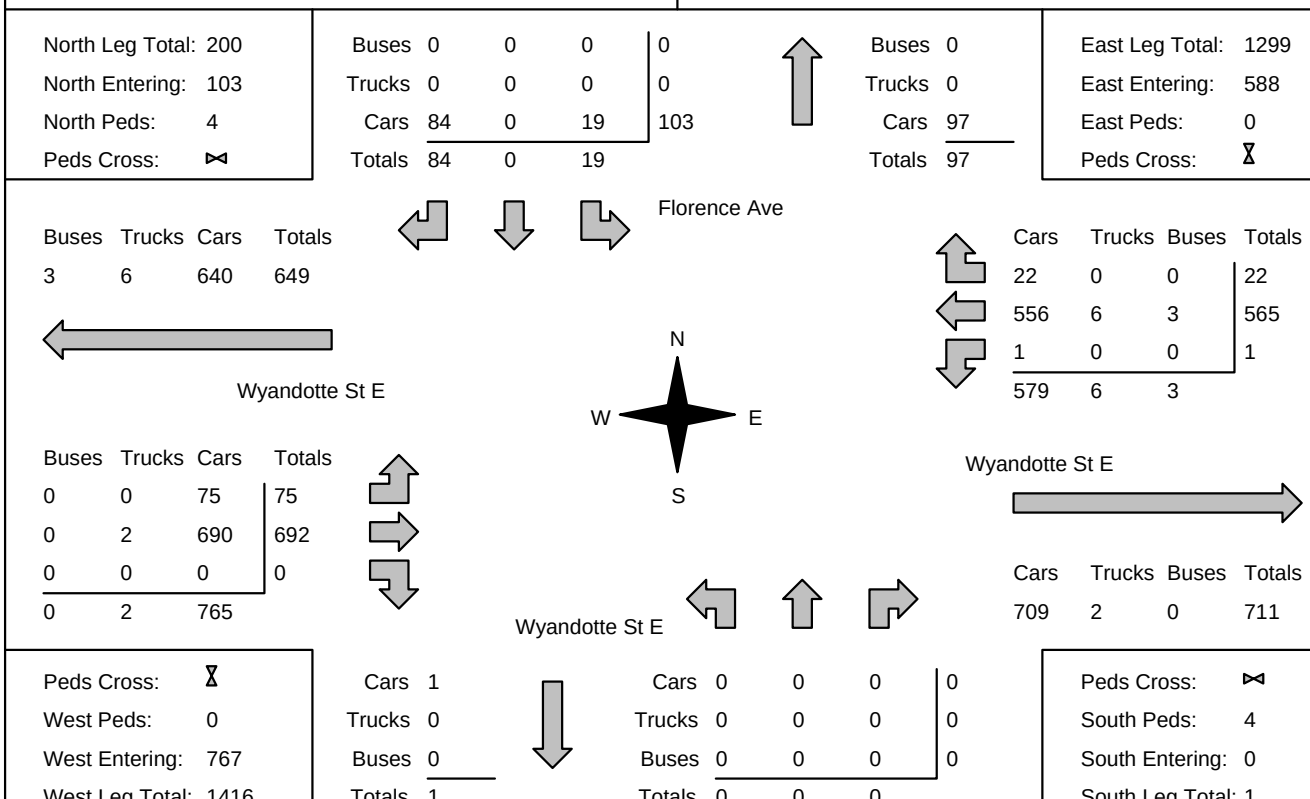
Municipality: Windsor
Site #: 2202100001
Intersection: Wyandotte St E & Florence Ave
TFR File #: 1
Count date: 19-Feb-22

Weather conditions:

Person counted:
Person prepared:
Person checked:

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

Major Road: Wyandotte St E runs W/E



Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Traffic Count Summary

Intersection: Wyandotte St E & Florence Ave | **Count Date:** 19-Feb-22 | **Municipality:** Windsor

North Approach Totals

Hour Ending	Includes Cars, Trucks, & Buses				Total Peds
	Left	Thru	Right	Grand Total	
12:00:00	*0*	*0*	*0*	*0*	*0*
13:00:00	*3*	*0*	*29*	*32*	*1*
14:00:00	*5*	*0*	*27*	*32*	*2*
15:00:00	*11*	*0*	*28*	*39*	*1*
Totals:	19	0	84	103	4

North/South Total Approaches: 103

South Approach Totals

Hour Ending	Includes Cars, Trucks, & Buses				Total Peds
	Left	Thru	Right	Grand Total	
12:00:00	*0*	*0*	*0*	*0*	*0*
13:00:00	*0*	*0*	*0*	*0*	*0*
14:00:00	*0*	*0*	*0*	*0*	*4*
15:00:00	*0*	*0*	*0*	*0*	*0*
S Totals:	0	0	0	0	4

East Approach Totals

Hour Ending	Includes Cars, Trucks, & Buses				Total Peds
	Left	Thru	Right	Grand Total	
12:00:00	*0*	*0*	*0*	*0*	*0*
13:00:00	*0*	*176*	*8*	*184*	*0*
14:00:00	*0*	*191*	*5*	*196*	*0*
15:00:00	*1*	*198*	*9*	*208*	*0*
Totals:	1	565	22	588	0

East/West Total Approaches: 1355

West Approach Totals

Hour Ending	Includes Cars, Trucks, & Buses				Total Peds
	Left	Thru	Right	Grand Total	
12:00:00	*0*	*0*	*0*	*0*	*0*
13:00:00	*30*	*225*	*0*	*255*	*0*
14:00:00	*25*	*222*	*0*	*247*	*0*
15:00:00	*20*	*245*	*0*	*265*	*0*
W Totals:	75	692	0	767	0

Calculated Values for Traffic Crossing Major Street

Hours Ending:	*12:00*	*13:00*	*14:00*	*15:00*	*0:00*	*0:00*	*0:00*	*0:00*
Crossing Values:	*0*	*3*	*5*	*11*	*0*	*0*	*0*	*0*

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Count Date: 19-Feb-22 Site #: 2202100001

Interval Time	Passenger Cars - North Approach						Trucks - North Approach						Buses - North Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		North Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
12:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15:00	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30:00	0	0	0	0	16	11	0	0	0	0	0	0	0	0	0	0	0	0	1	1
12:45:00	1	1	0	0	22	6	0	0	0	0	0	0	0	0	0	0	0	0	1	0
13:00:00	3	2	0	0	29	7	0	0	0	0	0	0	0	0	0	0	0	0	1	0
13:15:00	5	2	0	0	37	8	0	0	0	0	0	0	0	0	0	0	0	0	1	0
13:30:00	8	3	0	0	39	2	0	0	0	0	0	0	0	0	0	0	0	0	2	1
13:45:00	8	0	0	0	46	7	0	0	0	0	0	0	0	0	0	0	0	0	3	1
14:00:00	8	0	0	0	56	10	0	0	0	0	0	0	0	0	0	0	0	0	3	0
14:15:00	11	3	0	0	64	8	0	0	0	0	0	0	0	0	0	0	0	0	3	0
14:30:00	14	3	0	0	72	8	0	0	0	0	0	0	0	0	0	0	0	0	3	0
14:45:00	14	0	0	0	77	5	0	0	0	0	0	0	0	0	0	0	0	0	4	1
15:00:00	19	5	0	0	84	7	0	0	0	0	0	0	0	0	0	0	0	0	4	0
15:15:00	19	0	0	0	84	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0
15:15:15	19	0	0	0	84	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Count Date: 19-Feb-22 Site #: 2202100001

Interval Time	Passenger Cars - East Approach						Trucks - East Approach						Buses - East Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		East Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
12:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15:00	0	0	38	38	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30:00	0	0	77	39	5	3	0	0	0	0	0	0	0	0	1	1	0	0	0	0
12:45:00	0	0	124	47	6	1	0	0	1	1	0	0	0	0	1	0	0	0	0	0
13:00:00	0	0	174	50	8	2	0	0	1	0	0	0	0	0	1	0	0	0	0	0
13:15:00	0	0	228	54	8	0	0	0	5	4	0	0	0	0	1	0	0	0	0	0
13:30:00	0	0	273	45	9	1	0	0	5	0	0	0	0	0	1	0	0	0	0	0
13:45:00	0	0	313	40	11	2	0	0	6	1	0	0	0	0	2	1	0	0	0	0
14:00:00	0	0	359	46	13	2	0	0	6	0	0	0	0	0	2	0	0	0	0	0
14:15:00	0	0	402	43	14	1	0	0	6	0	0	0	0	0	2	0	0	0	0	0
14:30:00	0	0	455	53	14	0	0	0	6	0	0	0	0	0	2	0	0	0	0	0
14:45:00	0	0	498	43	15	1	0	0	6	0	0	0	0	0	2	0	0	0	0	0
15:00:00	1	1	556	58	22	7	0	0	6	0	0	0	0	0	3	1	0	0	0	0
15:15:00	1	0	556	0	22	0	0	0	6	0	0	0	0	0	3	0	0	0	0	0
15:15:15	1	0	556	0	22	0	0	0	6	0	0	0	0	0	3	0	0	0	0	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Count Date: 19-Feb-22 Site #: 2202100001

Interval Time	Passenger Cars - South Approach						Trucks - South Approach						Buses - South Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		South Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
12:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4
14:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0
14:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0
14:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0
14:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0
15:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0
15:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0
15:15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Count Date: 19-Feb-22 Site #: 2202100001

Interval Time	Passenger Cars - West Approach						Trucks - West Approach						Buses - West Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		West Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
12:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15:00	10	10	42	42	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
12:30:00	20	10	105	63	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
12:45:00	25	5	171	66	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
13:00:00	30	5	223	52	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0
13:15:00	38	8	269	46	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
13:30:00	43	5	329	60	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
13:45:00	48	5	392	63	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
14:00:00	55	7	445	53	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
14:15:00	59	4	499	54	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
14:30:00	63	4	553	54	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
14:45:00	68	5	615	62	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
15:00:00	75	7	690	75	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
15:15:00	75	0	690	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
15:15:15	75	0	690	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Morning Peak Diagram

Specified Period
From: 7:00:00
To: 10:00:00

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

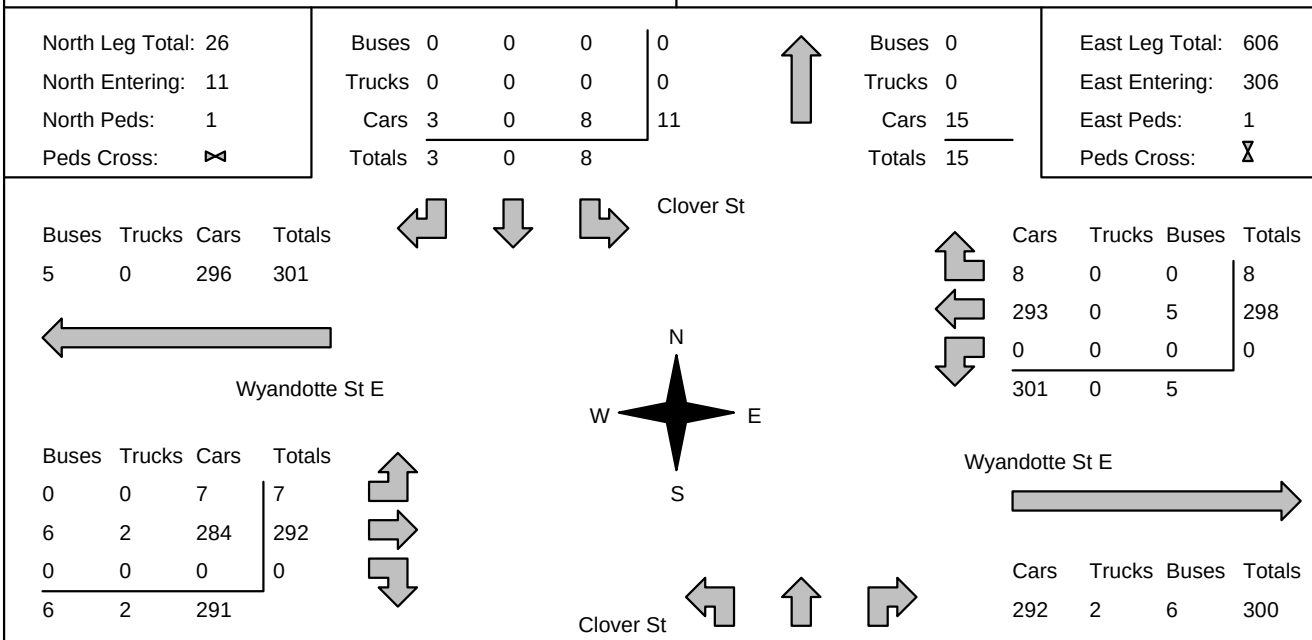
Municipality: Windsor
Site #: 2202100002
Intersection: Wyandotte St E & Clover St
TFR File #: 1
Count date: 16-Feb-22

Weather conditions:

Person counted:
Person prepared:
Person checked:

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

Major Road: Wyandotte St E runs W/E



Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Mid-day Peak Diagram

Specified Period
From: 11:00:00
To: 13:00:00

One Hour Peak
From: 12:00:00
To: 13:00:00

Municipality: Windsor
Site #: 2202100002
Intersection: Wyandotte St E & Clover St
TFR File #: 1
Count date: 16-Feb-22

Weather conditions:

Person counted:
Person prepared:
Person checked:

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

Major Road: Wyandotte St E runs W/E

North Leg Total: 22
North Entering: 9
North Peds: 1
Peds Cross: ⋈

Buses	0	0	0	0
Trucks	0	0	0	0
Cars	4	0	5	9
Totals	4	0	5	

Buses	0
Trucks	0
Cars	13
Totals	13

East Leg Total: 385
East Entering: 181
East Peds: 0
Peds Cross: ⧖

Clover St

Buses	Trucks	Cars	Totals
1	1	179	181

Wyandotte St E

Buses	Trucks	Cars	Totals
0	0	9	9
0	1	198	199
0	0	0	0
0	1	207	

N
W E
S

Cars	Trucks	Buses	Totals
4	0	0	4
175	1	1	177
0	0	0	0
179	1	1	

Wyandotte St E

Cars	Trucks	Buses	Totals
203	1	0	204

Clover St

Peds Cross: ⧖
West Peds: 0
West Entering: 208
West Leg Total: 389

Cars	0
Trucks	0
Buses	0
Totals	0

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

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

Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Afternoon Peak Diagram

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

One Hour Peak
From: 16:30:00
To: 17:30:00

Municipality: Windsor
Site #: 2202100002
Intersection: Wyandotte St E & Clover St
TFR File #: 1
Count date: 16-Feb-22

Weather conditions:

Person counted:
Person prepared:
Person checked:

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

Major Road: Wyandotte St E runs W/E

North Leg Total: 30
North Entering: 12
North Peds: 2
Peds Cross: ⋈

Buses	0	0	0	0
Trucks	0	0	1	1
Cars	7	0	4	11
Totals	7	0	5	

Buses	0
Trucks	0
Cars	18
Totals	18

East Leg Total: 636
East Entering: 254
East Peds: 0
Peds Cross: ⧖

Clover St

Buses	Trucks	Cars	Totals
1	0	251	252

Cars	Trucks	Buses	Totals
9	0	0	9
244	0	1	245
0	0	0	0
253	0	1	

Wyandotte St E

N
W E
S

Buses	Trucks	Cars	Totals
0	0	9	9
0	1	376	377
0	0	0	0
0	1	385	

Wyandotte St E

Cars	Trucks	Buses	Totals
380	2	0	382

Clover St

Peds Cross: ⧖
West Peds: 1
West Entering: 386
West Leg Total: 638

Cars	0
Trucks	0
Buses	0
Totals	0

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

Peds Cross: ⋈
South Peds: 1
South Entering: 0
South Leg Total: 0

Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Total Count Diagram

Municipality: Windsor
Site #: 2202100002
Intersection: Wyandotte St E & Clover St
TFR File #: 1
Count date: 16-Feb-22

Weather conditions:

Person counted:
Person prepared:
Person checked:

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

Major Road: Wyandotte St E runs W/E

North Leg Total:	198
North Entering:	94
North Peds:	15
Peds Cross:	⋈

Buses	1	0	0	1
Trucks	0	0	2	2
Cars	51	1	39	91
Totals	52	1	41	

Buses	1
Trucks	0
Cars	103
Totals	104

East Leg Total:	3749
East Entering:	1711
East Peds:	1
Peds Cross:	⧖

Buses	Trucks	Cars	Totals
23	10	1687	1720

Clover St

Cars	Trucks	Buses	Totals
46	0	0	46
1632	10	22	1664
1	0	0	1
1679	10	22	

Wyandotte St E

N
W E
S

Buses	Trucks	Cars	Totals
1	0	57	58
16	13	1968	1997
1	0	3	4
18	13	2028	

Wyandotte St E

Cars	Trucks	Buses	Totals
2007	15	16	2038

Clover St

Peds Cross:	⧖
West Peds:	2
West Entering:	2059
West Leg Total:	3779

Cars	5			
Trucks	0			
Buses	1			
Totals	6			

Cars	4	0	0	4
Trucks	0	0	0	0
Buses	0	0	0	0
Totals	4	0	0	

Peds Cross:	⋈
South Peds:	1
South Entering:	4
South Leg Total:	10

Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Traffic Count Summary

Intersection: Wyandotte St E & Clover St | **Count Date:** 16-Feb-22 | **Municipality:** Windsor

North Approach Totals

Hour Ending	Includes Cars, Trucks, & Buses				Total Peds
	Left	Thru	Right	Grand Total	
7:00:00	0	0	0	0	0
8:00:00	5	0	6	11	1
9:00:00	7	0	6	13	1
10:00:00	4	0	10	14	1
11:00:00	0	0	0	0	0
12:00:00	3	0	4	7	2
13:00:00	5	0	4	9	1
15:00:00	0	0	0	0	0
16:00:00	4	0	8	12	3
17:00:00	10	0	4	14	1
18:00:00	3	1	10	14	5
Totals:	41	1	52	94	15

North/South Total Approaches: 98

South Approach Totals

Hour Ending	Includes Cars, Trucks, & Buses				Total Peds
	Left	Thru	Right	Grand Total	
7:00:00	0	0	0	0	0
8:00:00	0	0	0	0	0
9:00:00	0	0	0	0	0
10:00:00	0	0	0	0	0
11:00:00	0	0	0	0	0
12:00:00	1	0	0	1	0
13:00:00	0	0	0	0	0
15:00:00	0	0	0	0	0
16:00:00	2	0	0	2	0
17:00:00	1	0	0	1	0
18:00:00	0	0	0	0	1
S Totals:	4	0	0	4	1

East Approach Totals

Hour Ending	Includes Cars, Trucks, & Buses				Total Peds
	Left	Thru	Right	Grand Total	
7:00:00	0	0	0	0	0
8:00:00	0	236	3	239	0
9:00:00	0	267	7	274	1
10:00:00	0	156	1	157	0
11:00:00	0	0	0	0	0
12:00:00	0	154	6	160	0
13:00:00	0	177	4	181	0
15:00:00	0	0	0	0	0
16:00:00	1	223	7	231	0
17:00:00	0	235	10	245	0
18:00:00	0	216	8	224	0
Totals:	1	1664	46	1711	1

East/West Total Approaches: 3770

West Approach Totals

Hour Ending	Includes Cars, Trucks, & Buses				Total Peds
	Left	Thru	Right	Grand Total	
7:00:00	0	0	0	0	0
8:00:00	1	154	0	155	0
9:00:00	7	281	0	288	0
10:00:00	5	161	0	166	0
11:00:00	0	0	0	0	0
12:00:00	9	189	0	198	0
13:00:00	9	199	0	208	0
15:00:00	0	0	0	0	0
16:00:00	13	337	3	353	1
17:00:00	7	351	1	359	1
18:00:00	7	325	0	332	0
W Totals:	58	1997	4	2059	2

Calculated Values for Traffic Crossing Major Street

Hours Ending:	8:00	9:00	10:00	12:00	13:00	16:00	17:00	18:00
Crossing Values:	5	8	4	4	5	7	12	4

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Count Date: 16-Feb-22 Site #: 2202100002

Interval Time	Passenger Cars - North Approach						Trucks - North Approach						Buses - North Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		North Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15:00	1	1	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	1	1
7:30:00	2	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
7:45:00	4	2	0	0	5	3	0	0	0	0	0	0	0	0	0	0	1	1	1	0
8:00:00	5	1	0	0	5	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0
8:15:00	8	3	0	0	6	1	0	0	0	0	0	0	0	0	0	0	1	0	2	1
8:30:00	8	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	1	0	2	0
8:45:00	12	4	0	0	8	2	0	0	0	0	0	0	0	0	0	0	1	0	2	0
9:00:00	12	0	0	0	11	3	0	0	0	0	0	0	0	0	0	0	1	0	2	0
9:15:00	14	2	0	0	16	5	0	0	0	0	0	0	0	0	0	0	1	0	3	1
9:30:00	14	0	0	0	16	0	0	0	0	0	0	0	0	0	0	0	1	0	3	0
9:45:00	15	1	0	0	18	2	1	1	0	0	0	0	0	0	0	0	1	0	3	0
10:00:00	15	0	0	0	21	3	1	0	0	0	0	0	0	0	0	0	1	0	3	0
10:15:00	15	0	0	0	21	0	1	0	0	0	0	0	0	0	0	0	1	0	3	0
11:00:00	15	0	0	0	21	0	1	0	0	0	0	0	0	0	0	0	1	0	3	0
11:15:00	16	1	0	0	23	2	1	0	0	0	0	0	0	0	0	0	1	0	5	2
11:30:00	16	0	0	0	24	1	1	0	0	0	0	0	0	0	0	0	1	0	5	0
11:45:00	17	1	0	0	25	1	1	0	0	0	0	0	0	0	0	0	1	0	5	0
12:00:00	18	1	0	0	25	0	1	0	0	0	0	0	0	0	0	0	1	0	5	0
12:15:00	19	1	0	0	26	1	1	0	0	0	0	0	0	0	0	0	1	0	5	0
12:30:00	21	2	0	0	27	1	1	0	0	0	0	0	0	0	0	0	1	0	5	0
12:45:00	22	1	0	0	28	1	1	0	0	0	0	0	0	0	0	0	1	0	5	0
13:00:00	23	1	0	0	29	1	1	0	0	0	0	0	0	0	0	0	1	0	6	1
13:15:00	23	0	0	0	29	0	1	0	0	0	0	0	0	0	0	0	1	0	6	0
15:00:00	23	0	0	0	29	0	1	0	0	0	0	0	0	0	0	0	1	0	6	0
15:15:00	26	3	0	0	32	3	1	0	0	0	0	0	0	0	0	0	1	0	6	0
15:30:00	27	1	0	0	34	2	1	0	0	0	0	0	0	0	0	0	1	0	6	0
15:45:00	27	0	0	0	37	3	1	0	0	0	0	0	0	0	0	0	1	0	8	2
16:00:00	27	0	0	0	37	0	1	0	0	0	0	0	0	0	0	0	1	0	9	1
16:15:00	28	1	0	0	38	1	1	0	0	0	0	0	0	0	0	0	1	0	9	0
16:30:00	33	5	0	0	40	2	1	0	0	0	0	0	0	0	0	0	1	0	9	0
16:45:00	35	2	0	0	40	0	1	0	0	0	0	0	0	0	0	0	1	0	9	0
17:00:00	37	2	0	0	41	1	1	0	0	0	0	0	0	0	0	0	1	0	10	1
17:15:00	37	0	0	0	46	5	2	1	0	0	0	0	0	0	0	0	1	0	10	0
17:30:00	37	0	0	0	47	1	2	0	0	0	0	0	0	0	0	0	1	0	11	1
17:45:00	39	2	0	0	49	2	2	0	0	0	0	0	0	0	0	0	1	0	12	1
18:00:00	39	0	1	1	51	2	2	0	0	0	0	0	0	0	0	0	1	0	15	3
18:15:00	39	0	1	0	51	0	2	0	0	0	0	0	0	0	0	0	1	0	15	0
18:15:15	39	0	1	0	51	0	2	0	0	0	0	0	0	0	0	0	1	0	15	0

Count Date: 16-Feb-22 Site #: 2202100002

Interval Time	Passenger Cars - East Approach						Trucks - East Approach						Buses - East Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		East Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15:00	0	0	23	23	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	0
7:30:00	0	0	73	50	1	1	0	0	0	0	0	0	0	0	3	0	0	0	0	0
7:45:00	0	0	137	64	2	1	0	0	1	1	0	0	0	0	6	3	0	0	0	0
8:00:00	0	0	226	89	3	1	0	0	1	0	0	0	0	0	9	3	0	0	0	0
8:15:00	0	0	321	95	4	1	0	0	1	0	0	0	0	0	9	0	0	0	0	0
8:30:00	0	0	364	43	6	2	0	0	1	0	0	0	0	0	10	1	0	0	0	0
8:45:00	0	0	430	66	10	4	0	0	1	0	0	0	0	0	11	1	0	0	1	1
9:00:00	0	0	489	59	10	0	0	0	1	0	0	0	0	0	13	2	0	0	1	0
9:15:00	0	0	534	45	10	0	0	0	2	1	0	0	0	0	13	0	0	0	1	0
9:30:00	0	0	561	27	10	0	0	0	3	1	0	0	0	0	13	0	0	0	1	0
9:45:00	0	0	604	43	10	0	0	0	3	0	0	0	0	0	13	0	0	0	1	0
10:00:00	0	0	641	37	11	1	0	0	5	2	0	0	0	0	13	0	0	0	1	0
10:15:00	0	0	641	0	11	0	0	0	5	0	0	0	0	0	13	0	0	0	1	0
11:00:00	0	0	641	0	11	0	0	0	5	0	0	0	0	0	13	0	0	0	1	0
11:15:00	0	0	670	29	11	0	0	0	6	1	0	0	0	0	13	0	0	0	1	0
11:30:00	0	0	709	39	12	1	0	0	6	0	0	0	0	0	14	1	0	0	1	0
11:45:00	0	0	748	39	15	3	0	0	6	0	0	0	0	0	14	0	0	0	1	0
12:00:00	0	0	793	45	17	2	0	0	6	0	0	0	0	0	14	0	0	0	1	0
12:15:00	0	0	839	46	18	1	0	0	6	0	0	0	0	0	14	0	0	0	1	0
12:30:00	0	0	870	31	19	1	0	0	6	0	0	0	0	0	14	0	0	0	1	0
12:45:00	0	0	922	52	20	1	0	0	6	0	0	0	0	0	15	1	0	0	1	0
13:00:00	0	0	968	46	21	1	0	0	7	1	0	0	0	0	15	0	0	0	1	0
13:15:00	0	0	968	0	21	0	0	0	7	0	0	0	0	0	15	0	0	0	1	0
15:00:00	0	0	968	0	21	0	0	0	7	0	0	0	0	0	15	0	0	0	1	0
15:15:00	1	1	1020	52	26	5	0	0	7	0	0	0	0	0	16	1	0	0	1	0
15:30:00	1	0	1087	67	27	1	0	0	7	0	0	0	0	0	18	2	0	0	1	0
15:45:00	1	0	1142	55	28	1	0	0	9	2	0	0	0	0	19	1	0	0	1	0
16:00:00	1	0	1185	43	28	0	0	0	9	0	0	0	0	0	19	0	0	0	1	0
16:15:00	1	0	1238	53	32	4	0	0	9	0	0	0	0	0	21	2	0	0	1	0
16:30:00	1	0	1299	61	33	1	0	0	9	0	0	0	0	0	21	0	0	0	1	0
16:45:00	1	0	1360	61	35	2	0	0	9	0	0	0	0	0	21	0	0	0	1	0
17:00:00	1	0	1418	58	38	3	0	0	9	0	0	0	0	0	21	0	0	0	1	0
17:15:00	1	0	1471	53	39	1	0	0	9	0	0	0	0	0	22	1	0	0	1	0
17:30:00	1	0	1543	72	42	3	0	0	9	0	0	0	0	0	22	0	0	0	1	0
17:45:00	1	0	1605	62	44	2	0	0	9	0	0	0	0	0	22	0	0	0	1	0
18:00:00	1	0	1632	27	46	2	0	0	10	1	0	0	0	0	22	0	0	0	1	0
18:15:00	1	0	1632	0	46	0	0	0	10	0	0	0	0	0	22	0	0	0	1	0
18:15:15	1	0	1632	0	46	0	0	0	10	0	0	0	0	0	22	0	0	0	1	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Count Date: 16-Feb-22 Site #: 2202100002

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

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Count Date: 16-Feb-22 Site #: 2202100002

Interval Time	Passenger Cars - West Approach						Trucks - West Approach						Buses - West Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		West Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15:00	0	0	22	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30:00	0	0	53	31	0	0	0	0	1	1	0	0	1	1	0	0	0	0	0	0
7:45:00	0	0	97	44	0	0	0	0	1	0	0	0	1	0	2	2	0	0	0	0
8:00:00	0	0	150	53	0	0	0	0	1	0	0	0	1	0	3	1	0	0	0	0
8:15:00	2	2	241	91	0	0	0	0	3	2	0	0	1	0	6	3	0	0	0	0
8:30:00	5	3	320	79	0	0	0	0	3	0	0	0	1	0	8	2	0	0	0	0
8:45:00	7	2	381	61	0	0	0	0	3	0	0	0	1	0	8	0	0	0	0	0
9:00:00	7	0	423	42	0	0	0	0	3	0	0	0	1	0	9	1	0	0	0	0
9:15:00	9	2	464	41	0	0	0	0	4	1	0	0	1	0	11	2	0	0	0	0
9:30:00	9	0	504	40	0	0	0	0	5	1	0	0	1	0	11	0	0	0	0	0
9:45:00	10	1	541	37	0	0	0	0	5	0	0	0	1	0	11	0	0	0	0	0
10:00:00	12	2	579	38	0	0	0	0	6	1	0	0	1	0	11	0	0	0	0	0
10:15:00	12	0	579	0	0	0	0	0	6	0	0	0	1	0	11	0	0	0	0	0
11:00:00	12	0	579	0	0	0	0	0	6	0	0	0	1	0	11	0	0	0	0	0
11:15:00	13	1	617	38	0	0	0	0	8	2	0	0	1	0	11	0	0	0	0	0
11:30:00	17	4	675	58	0	0	0	0	9	1	0	0	1	0	11	0	0	0	0	0
11:45:00	20	3	727	52	0	0	0	0	10	1	0	0	1	0	11	0	0	0	0	0
12:00:00	21	1	764	37	0	0	0	0	10	0	0	0	1	0	11	0	0	0	0	0
12:15:00	22	1	814	50	0	0	0	0	10	0	0	0	1	0	11	0	0	0	0	0
12:30:00	23	1	843	29	0	0	0	0	10	0	0	0	1	0	11	0	0	0	0	0
12:45:00	29	6	901	58	0	0	0	0	10	0	0	0	1	0	11	0	0	0	0	0
13:00:00	30	1	962	61	0	0	0	0	11	1	0	0	1	0	11	0	0	0	0	0
13:15:00	30	0	962	0	0	0	0	0	11	0	0	0	1	0	11	0	0	0	0	0
15:00:00	30	0	962	0	0	0	0	0	11	0	0	0	1	0	11	0	0	0	0	0
15:15:00	33	3	1049	87	0	0	0	0	11	0	0	0	1	0	11	0	1	1	0	0
15:30:00	35	2	1133	84	0	0	0	0	12	1	0	0	1	0	11	0	1	0	0	0
15:45:00	40	5	1213	80	1	1	0	0	12	0	0	0	1	0	11	0	1	0	0	0
16:00:00	43	3	1294	81	2	1	0	0	12	0	0	0	1	0	15	4	1	0	1	1
16:15:00	44	1	1375	81	3	1	0	0	12	0	0	0	1	0	16	1	1	0	1	0
16:30:00	45	1	1465	90	3	0	0	0	12	0	0	0	1	0	16	0	1	0	1	0
16:45:00	47	2	1544	79	3	0	0	0	12	0	0	0	1	0	16	0	1	0	2	1
17:00:00	50	3	1644	100	3	0	0	0	12	0	0	0	1	0	16	0	1	0	2	0
17:15:00	53	3	1731	87	3	0	0	0	12	0	0	0	1	0	16	0	1	0	2	0
17:30:00	54	1	1841	110	3	0	0	0	13	1	0	0	1	0	16	0	1	0	2	0
17:45:00	57	3	1915	74	3	0	0	0	13	0	0	0	1	0	16	0	1	0	2	0
18:00:00	57	0	1968	53	3	0	0	0	13	0	0	0	1	0	16	0	1	0	2	0
18:15:00	57	0	1968	0	3	0	0	0	13	0	0	0	1	0	16	0	1	0	2	0
18:15:15	57	0	1968	0	3	0	0	0	13	0	0	0	1	0	16	0	1	0	2	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Mid-day Peak Diagram

Specified Period
From: 12:00:00
To: 15:00:00

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

Municipality: Windsor
Site #: 2202100002
Intersection: Wyandotte St E & Clover St
TFR File #: 1
Count date: 19-Feb-22

Weather conditions:

Person counted:
Person prepared:
Person checked:

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

Major Road: Wyandotte St E runs W/E

North Leg Total: 34
North Entering: 17
North Peds: 1
Peds Cross: ⋈

Buses	0	0	0	0
Trucks	0	0	0	0
Cars	12	0	5	17
Totals	12	0	5	

Buses	0
Trucks	0
Cars	17
Totals	17

East Leg Total: 451
East Entering: 206
East Peds: 0
Peds Cross: ⧗

Clover St

Buses	Trucks	Cars	Totals
1	0	210	211

Cars	Trucks	Buses	Totals
7	0	0	7
198	0	1	199
0	0	0	0
205	0	1	

Wyandotte St E

N
W E
S

Buses	Trucks	Cars	Totals
0	0	10	10
0	0	240	240
0	0	1	1
0	0	251	

Wyandotte St E

Cars	Trucks	Buses	Totals
245	0	0	245

Clover St

Peds Cross: ⧗
West Peds: 0
West Entering: 251
West Leg Total: 462

Cars	1
Trucks	0
Buses	0
Totals	1

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

Peds Cross: ⋈
South Peds: 0
South Entering: 0
South Leg Total: 1

Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Total Count Diagram

Municipality: Windsor
Site #: 2202100002
Intersection: Wyandotte St E & Clover St
TFR File #: 1
Count date: 19-Feb-22

Weather conditions:

Person counted:
Person prepared:
Person checked:

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

Major Road: Wyandotte St E runs W/E

North Leg Total:	85
North Entering:	41
North Peds:	11
Peds Cross:	⋈

Buses	0	0	1	1
Trucks	3	0	1	4
Cars	23	0	13	36
Totals	26	0	15	

Buses	0
Trucks	1
Cars	43
Totals	44

East Leg Total:	1261
East Entering:	572
East Peds:	2
Peds Cross:	⧗

Clover St

Buses	Trucks	Cars	Totals
3	6	573	582

Wyandotte St E

Buses	Trucks	Cars	Totals
0	0	28	28
0	2	672	674
0	0	1	1
0	2	701	

Cars	Trucks	Buses	Totals
15	1	0	16
550	3	3	556
0	0	0	0
565	4	3	

N
W E
S

Wyandotte St E

Cars	Trucks	Buses	Totals
685	3	1	689

Clover St

Peds Cross:	⧗
West Peds:	0
West Entering:	703
West Leg Total:	1285

Cars	1			
Trucks	0			
Buses	0			
Totals	1			

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

Peds Cross:	⋈
South Peds:	0
South Entering:	0
South Leg Total:	1

Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Traffic Count Summary

Intersection: Wyandotte St E & Clover St | **Count Date:** 19-Feb-22 | **Municipality:** Windsor

North Approach Totals

Hour Ending	Includes Cars, Trucks, & Buses				Total Peds
	Left	Thru	Right	Grand Total	
12:00:00	*0*	*0*	*0*	*0*	*0*
13:00:00	*5*	*0*	*5*	*10*	*6*
14:00:00	*5*	*0*	*9*	*14*	*4*
15:00:00	*5*	*0*	*12*	*17*	*1*
Totals:	15	0	26	41	11

North/South Total Approaches: 41

South Approach Totals

Hour Ending	Includes Cars, Trucks, & Buses				Total Peds
	Left	Thru	Right	Grand Total	
12:00:00	*0*	*0*	*0*	*0*	*0*
13:00:00	*0*	*0*	*0*	*0*	*0*
14:00:00	*0*	*0*	*0*	*0*	*0*
15:00:00	*0*	*0*	*0*	*0*	*0*
S Totals:	0	0	0	0	0

East Approach Totals

Hour Ending	Includes Cars, Trucks, & Buses				Total Peds
	Left	Thru	Right	Grand Total	
12:00:00	*0*	*0*	*0*	*0*	*0*
13:00:00	*0*	*176*	*2*	*178*	*1*
14:00:00	*0*	*181*	*7*	*188*	*1*
15:00:00	*0*	*199*	*7*	*206*	*0*
Totals:	0	556	16	572	2

East/West Total Approaches: 1275

West Approach Totals

Hour Ending	Includes Cars, Trucks, & Buses				Total Peds
	Left	Thru	Right	Grand Total	
12:00:00	*0*	*0*	*0*	*0*	*0*
13:00:00	*12*	*211*	*0*	*223*	*0*
14:00:00	*6*	*223*	*0*	*229*	*0*
15:00:00	*10*	*240*	*1*	*251*	*0*
W Totals:	28	674	1	703	0

Calculated Values for Traffic Crossing Major Street

Hours Ending:	*12:00*	*13:00*	*14:00*	*15:00*	*0:00*	*0:00*	*0:00*	*0:00*
Crossing Values:	*0*	*6*	*6*	*5*	*0*	*0*	*0*	*0*

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Count Date: 19-Feb-22 Site #: 2202100002

Interval Time	Passenger Cars - North Approach						Trucks - North Approach						Buses - North Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		North Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
12:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15:00	2	2	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30:00	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
12:45:00	3	1	0	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	6	5
13:00:00	3	0	0	0	5	1	1	1	0	0	0	0	1	1	0	0	0	0	6	0
13:15:00	5	2	0	0	6	1	1	0	0	0	3	3	1	0	0	0	0	0	7	1
13:30:00	6	1	0	0	10	4	1	0	0	0	3	0	1	0	0	0	0	0	8	1
13:45:00	6	0	0	0	10	0	1	0	0	0	3	0	1	0	0	0	0	0	10	2
14:00:00	8	2	0	0	11	1	1	0	0	0	3	0	1	0	0	0	0	0	10	0
14:15:00	9	1	0	0	13	2	1	0	0	0	3	0	1	0	0	0	0	0	10	0
14:30:00	12	3	0	0	20	7	1	0	0	0	3	0	1	0	0	0	0	0	10	0
14:45:00	13	1	0	0	20	0	1	0	0	0	3	0	1	0	0	0	0	0	11	1
15:00:00	13	0	0	0	23	3	1	0	0	0	3	0	1	0	0	0	0	0	11	0
15:15:00	13	0	0	0	23	0	1	0	0	0	3	0	1	0	0	0	0	0	11	0
15:15:15	13	0	0	0	23	0	1	0	0	0	3	0	1	0	0	0	0	0	11	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Count Date: 19-Feb-22 Site #: 2202100002

Interval Time	Passenger Cars - East Approach						Trucks - East Approach						Buses - East Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		East Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
12:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15:00	0	0	35	35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30:00	0	0	74	39	1	1	0	0	0	0	1	1	0	0	1	1	0	0	1	1
12:45:00	0	0	123	49	1	0	0	0	1	1	1	0	0	0	1	0	0	0	1	0
13:00:00	0	0	174	51	1	0	0	0	1	0	1	0	0	0	1	0	0	0	1	0
13:15:00	0	0	227	53	3	2	0	0	2	1	1	0	0	0	1	0	0	0	2	1
13:30:00	0	0	265	38	5	2	0	0	3	1	1	0	0	0	1	0	0	0	2	0
13:45:00	0	0	305	40	7	2	0	0	3	0	1	0	0	0	2	1	0	0	2	0
14:00:00	0	0	352	47	8	1	0	0	3	0	1	0	0	0	2	0	0	0	2	0
14:15:00	0	0	394	42	8	0	0	0	3	0	1	0	0	0	2	0	0	0	2	0
14:30:00	0	0	445	51	11	3	0	0	3	0	1	0	0	0	2	0	0	0	2	0
14:45:00	0	0	488	43	14	3	0	0	3	0	1	0	0	0	2	0	0	0	2	0
15:00:00	0	0	550	62	15	1	0	0	3	0	1	0	0	0	3	1	0	0	2	0
15:15:00	0	0	550	0	15	0	0	0	3	0	1	0	0	0	3	0	0	0	2	0
15:15:15	0	0	550	0	15	0	0	0	3	0	1	0	0	0	3	0	0	0	2	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Count Date: 19-Feb-22 Site #: 2202100002

Interval Time	Passenger Cars - South Approach						Trucks - South Approach						Buses - South Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		South Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
12:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Count Date: 19-Feb-22 Site #: 2202100002

Interval Time	Passenger Cars - West Approach						Trucks - West Approach						Buses - West Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		West Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
12:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15:00	1	1	39	39	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
12:30:00	4	3	97	58	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
12:45:00	8	4	160	63	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
13:00:00	12	4	209	49	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0
13:15:00	13	1	257	48	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
13:30:00	16	3	316	59	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
13:45:00	18	2	378	62	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
14:00:00	18	0	432	54	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
14:15:00	19	1	485	53	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
14:30:00	23	4	538	53	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
14:45:00	24	1	599	61	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
15:00:00	28	4	672	73	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0
15:15:00	28	0	672	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
15:15:15	28	0	672	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0

Appendix C

Level of Service (LOS) Definitions

LEVEL OF SERVICE[1]

Level of Service (LOS) is defined as a qualitative measure describing operational conditions within a traffic stream, and their perception by motorists and/or passengers. This concept was introduced in the 1965 *Highway Capacity Manual* as a criteria for interrupted flow conditions. The 2000 *Highway Capacity Manual* changed the basis for measuring Level of Service at intersections to control delay[2].

Six Levels of Service are defined with LOS A representing the best operating conditions, and LOS F the worst (briefly described below). It should be noted that there is often significant variability in the amount of delay experienced by individual drivers.

LOS A: This Level of Service describes the highest quality of traffic flow and is referred to as free flow. The approach appears open, turning movements are easily made and drivers have freedom of operation. Control delay is less than 10 seconds/vehicle.

LOS B: This Level of Service is referred to as a stable flow. Drivers feel somewhat restricted and occasionally may have to wait to complete the minor movement. Control delay is 10-15 seconds/vehicle for unsignalized intersections and 10-20 seconds/vehicle for signalized intersections.

LOS C: At this level, the operation is stable. Drivers feel more restricted and may have to wait, with queues developing for short periods. Control delay is 15-25 seconds/vehicle at unsignalized intersections and 20-35 seconds/vehicle at signalized intersections.

LOS D: At this level, traffic is approaching unstable flow. The motorist experiences increasing restriction and instability of flow. There are substantial delays to approaching vehicles during short peaks within the peak period, but there are enough gaps to lower demand to permit occasional clearance of developing queues and prevent excessive back-ups. Control delay is 25-35 seconds/vehicle at unsignalized intersections and 35-55 seconds/vehicle at signalized intersections.

LOS E: At this level capacity occurs. Long queues of vehicles exist and delays to vehicles may extend. Control delay is 35-50 seconds/vehicle at unsignalized intersections and 55-80 seconds/vehicle at signalized intersections.

LOS F: At this Level of Service, the intersection has failed. Capacity of the intersection has been exceeded. Control delay exceeds 50 seconds/vehicle at unsignalized intersections and exceeds 80 seconds/vehicle at signalized intersections.

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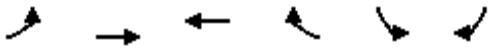
[1] *Transportation Research Board: Highway Capacity Manual 1965, 2000*

[2] *Control delay is defined as the component of delay that results when a control signal causes a lane group to reduce speed or to stop; it is measured by comparison with the uncontrolled condition.*

Appendix D

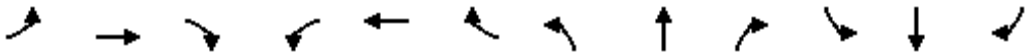
Synchro Analysis Worksheets



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	12	292	318	2	9	23
Future Volume (Veh/h)	12	292	318	2	9	23
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	13	317	346	2	10	25
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	348				690	347
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	348				690	347
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	99				98	96
cM capacity (veh/h)	1211				407	696

Direction, Lane #	EB 1	EB 2	WB 1	SB 1
Volume Total	13	317	348	35
Volume Left	13	0	0	10
Volume Right	0	0	2	25
cSH	1211	1700	1700	578
Volume to Capacity	0.01	0.19	0.20	0.06
Queue Length 95th (m)	0.3	0.0	0.0	1.5
Control Delay (s)	8.0	0.0	0.0	11.6
Lane LOS	A			B
Approach Delay (s)	0.3		0.0	11.6
Approach LOS				B

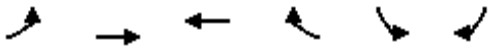
Intersection Summary			
Average Delay	0.7		
Intersection Capacity Utilization	26.9%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	7	295	0	0	301	8	0	0	0	8	0	3
Future Volume (Veh/h)	7	295	0	0	301	8	0	0	0	8	0	3
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	8	321	0	0	327	9	0	0	0	9	0	3
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	336			321			672	673	321	668	668	332
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	336			321			672	673	321	668	668	332
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			100			100	100	100	98	100	100
cM capacity (veh/h)	1223			1239			366	374	720	370	376	710

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	329	336	0	12
Volume Left	8	0	0	9
Volume Right	0	9	0	3
cSH	1223	1239	1700	420
Volume to Capacity	0.01	0.00	0.00	0.03
Queue Length 95th (m)	0.2	0.0	0.0	0.7
Control Delay (s)	0.3	0.0	0.0	13.8
Lane LOS	A		A	B
Approach Delay (s)	0.3	0.0	0.0	13.8
Approach LOS			A	B

Intersection Summary				
Average Delay	0.4			
Intersection Capacity Utilization	31.2%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	26	385	238	16	15	19
Future Volume (Veh/h)	26	385	238	16	15	19
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	28	418	259	17	16	21
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	276				742	268
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	276				742	268
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	98				96	97
cM capacity (veh/h)	1287				375	771

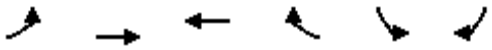
Direction, Lane #	EB 1	EB 2	WB 1	SB 1
Volume Total	28	418	276	37
Volume Left	28	0	0	16
Volume Right	0	0	17	21
cSH	1287	1700	1700	529
Volume to Capacity	0.02	0.25	0.16	0.07
Queue Length 95th (m)	0.5	0.0	0.0	1.8
Control Delay (s)	7.9	0.0	0.0	12.3
Lane LOS	A			B
Approach Delay (s)	0.5		0.0	12.3
Approach LOS				B

Intersection Summary			
Average Delay	0.9		
Intersection Capacity Utilization	30.3%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	381	0	0	247	9	0	0	0	5	0	7
Future Volume (Veh/h)	9	381	0	0	247	9	0	0	0	5	0	7
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	10	414	0	0	268	10	0	0	0	5	0	8
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	278			414			715	712	414	707	707	273
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	278			414			715	712	414	707	707	273
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			100			100	100	100	99	100	99
cM capacity (veh/h)	1285			1145			340	355	638	348	357	766

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	424	278	0	13
Volume Left	10	0	0	5
Volume Right	0	10	0	8
cSH	1285	1145	1700	524
Volume to Capacity	0.01	0.00	0.00	0.02
Queue Length 95th (m)	0.2	0.0	0.0	0.6
Control Delay (s)	0.3	0.0	0.0	12.0
Lane LOS	A		A	B
Approach Delay (s)	0.3	0.0	0.0	12.0
Approach LOS			A	B

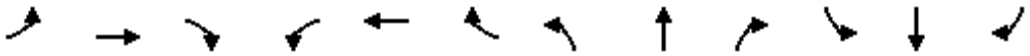
Intersection Summary				
Average Delay	0.4			
Intersection Capacity Utilization	37.3%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	20	247	200	9	11	28
Future Volume (Veh/h)	20	247	200	9	11	28
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	22	268	217	10	12	30
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	227				534	222
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	227				534	222
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	98				98	96
cM capacity (veh/h)	1341				498	818

Direction, Lane #	EB 1	EB 2	WB 1	SB 1
Volume Total	22	268	227	42
Volume Left	22	0	0	12
Volume Right	0	0	10	30
cSH	1341	1700	1700	691
Volume to Capacity	0.02	0.16	0.13	0.06
Queue Length 95th (m)	0.4	0.0	0.0	1.5
Control Delay (s)	7.7	0.0	0.0	10.5
Lane LOS	A			B
Approach Delay (s)	0.6		0.0	10.5
Approach LOS				B

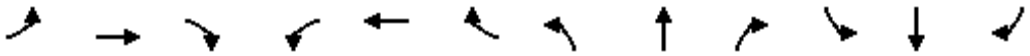
Intersection Summary			
Average Delay	1.1		
Intersection Capacity Utilization	26.6%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	242	1	0	201	7	0	0	0	5	0	12
Future Volume (Veh/h)	10	242	1	0	201	7	0	0	0	5	0	12
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	11	263	1	0	218	8	0	0	0	5	0	13
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	226			264			520	512	264	508	508	222
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	226			264			520	512	264	508	508	222
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			100			100	100	100	99	100	98
cM capacity (veh/h)	1342			1300			456	462	775	473	464	818

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	275	226	0	18
Volume Left	11	0	0	5
Volume Right	1	8	0	13
cSH	1342	1300	1700	680
Volume to Capacity	0.01	0.00	0.00	0.03
Queue Length 95th (m)	0.2	0.0	0.0	0.7
Control Delay (s)	0.4	0.0	0.0	10.4
Lane LOS	A		A	B
Approach Delay (s)	0.4	0.0	0.0	10.4
Approach LOS			A	B

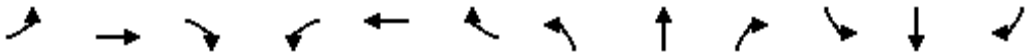
Intersection Summary				
Average Delay	0.6			
Intersection Capacity Utilization	30.9%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	12	314	3	0	377	2	9	38	1	9	21	23
Future Volume (Veh/h)	12	314	3	0	377	2	9	38	1	9	21	23
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	13	341	3	0	410	2	10	41	1	10	23	25
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	412			344			815	780	342	800	781	411
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	412			344			815	780	342	800	781	411
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			100			96	87	100	96	93	96
cM capacity (veh/h)	1147			1215			267	323	700	271	323	641

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1
Volume Total	13	344	0	412	52	58
Volume Left	13	0	0	0	10	10
Volume Right	0	3	0	2	1	25
cSH	1147	1700	1700	1700	313	394
Volume to Capacity	0.01	0.20	0.00	0.24	0.17	0.15
Queue Length 95th (m)	0.3	0.0	0.0	0.0	4.7	4.1
Control Delay (s)	8.2	0.0	0.0	0.0	18.8	15.7
Lane LOS	A				C	C
Approach Delay (s)	0.3		0.0		18.8	15.7
Approach LOS					C	C

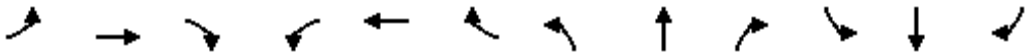
Intersection Summary				
Average Delay	2.3			
Intersection Capacity Utilization	30.5%	ICU Level of Service		A
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	7	315	4	1	351	17	8	2	2	11	1	3
Future Volume (Veh/h)	7	315	4	1	351	17	8	2	2	11	1	3
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	8	342	4	1	382	18	9	2	2	12	1	3
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	400			346			756	762	344	756	755	391
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	400			346			756	762	344	756	755	391
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			100			97	99	100	96	100	100
cM capacity (veh/h)	1159			1213			320	332	699	320	335	658

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	354	401	13	16
Volume Left	8	1	9	12
Volume Right	4	18	2	3
cSH	1159	1213	351	355
Volume to Capacity	0.01	0.00	0.04	0.05
Queue Length 95th (m)	0.2	0.0	0.9	1.1
Control Delay (s)	0.3	0.0	15.6	15.6
Lane LOS	A	A	C	C
Approach Delay (s)	0.3	0.0	15.6	15.6
Approach LOS			C	C

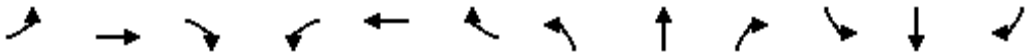
Intersection Summary				
Average Delay	0.7			
Intersection Capacity Utilization	32.0%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	26	443	9	1	274	16	6	27	1	15	53	19
Future Volume (Veh/h)	26	443	9	1	274	16	6	27	1	15	53	19
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	28	482	10	1	298	17	7	29	1	16	58	21
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	315			492			893	860	487	862	856	306
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	315			492			893	860	487	862	856	306
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	98			100			97	90	100	94	80	97
cM capacity (veh/h)	1245			1071			212	287	581	249	288	733

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1
Volume Total	28	492	1	315	37	95
Volume Left	28	0	1	0	7	16
Volume Right	0	10	0	17	1	21
cSH	1245	1700	1071	1700	272	323
Volume to Capacity	0.02	0.29	0.00	0.19	0.14	0.29
Queue Length 95th (m)	0.6	0.0	0.0	0.0	3.7	9.6
Control Delay (s)	8.0	0.0	8.4	0.0	20.3	20.7
Lane LOS	A		A		C	C
Approach Delay (s)	0.4		0.0		20.3	20.7
Approach LOS					C	C

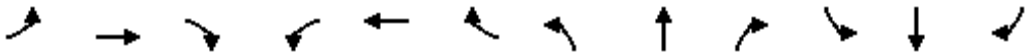
Intersection Summary			
Average Delay	3.0		
Intersection Capacity Utilization	36.9%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	430	8	2	278	15	6	1	1	14	2	7
Future Volume (Veh/h)	9	430	8	2	278	15	6	1	1	14	2	7
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	10	467	9	2	302	16	7	1	1	15	2	8
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	318			476			814	814	472	807	810	310
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	318			476			814	814	472	807	810	310
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			100			98	100	100	95	99	99
cM capacity (veh/h)	1242			1086			289	309	592	296	311	730

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	486	320	9	25
Volume Left	10	2	7	15
Volume Right	9	16	1	8
cSH	1242	1086	309	368
Volume to Capacity	0.01	0.00	0.03	0.07
Queue Length 95th (m)	0.2	0.0	0.7	1.7
Control Delay (s)	0.2	0.1	17.0	15.5
Lane LOS	A	A	C	C
Approach Delay (s)	0.2	0.1	17.0	15.5
Approach LOS			C	C

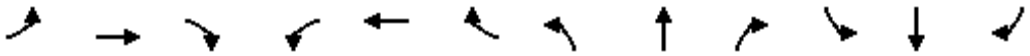
Intersection Summary				
Average Delay	0.8			
Intersection Capacity Utilization	39.2%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	294	7	2	244	9	8	23	1	11	43	28
Future Volume (Veh/h)	20	294	7	2	244	9	8	23	1	11	43	28
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	22	320	8	2	265	10	9	25	1	12	47	30
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	275			328			690	647	324	652	646	270
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	275			328			690	647	324	652	646	270
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	98			100			97	93	100	97	88	96
cM capacity (veh/h)	1288			1232			308	382	717	357	383	769

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1
Volume Total	22	328	2	275	35	89
Volume Left	22	0	2	0	9	12
Volume Right	0	8	0	10	1	30
cSH	1288	1700	1232	1700	365	456
Volume to Capacity	0.02	0.19	0.00	0.16	0.10	0.20
Queue Length 95th (m)	0.4	0.0	0.0	0.0	2.5	5.7
Control Delay (s)	7.8	0.0	7.9	0.0	15.9	14.8
Lane LOS	A		A		C	B
Approach Delay (s)	0.5		0.1		15.9	14.8
Approach LOS					C	B

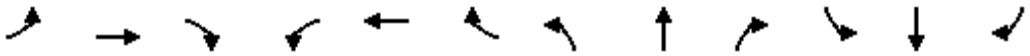
Intersection Summary				
Average Delay	2.7			
Intersection Capacity Utilization	28.5%	ICU Level of Service		A
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	282	8	2	238	14	7	2	2	13	1	12
Future Volume (Veh/h)	10	282	8	2	238	14	7	2	2	13	1	12
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	11	307	9	2	259	15	8	2	2	14	1	13
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	274			316			618	612	312	607	608	266
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	274			316			618	612	312	607	608	266
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			100			98	100	100	97	100	98
cM capacity (veh/h)	1289			1244			391	404	729	403	406	772

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	327	276	12	28
Volume Left	11	2	8	14
Volume Right	9	15	2	13
cSH	1289	1244	427	518
Volume to Capacity	0.01	0.00	0.03	0.05
Queue Length 95th (m)	0.2	0.0	0.7	1.4
Control Delay (s)	0.3	0.1	13.7	12.3
Lane LOS	A	A	B	B
Approach Delay (s)	0.3	0.1	13.7	12.3
Approach LOS			B	B

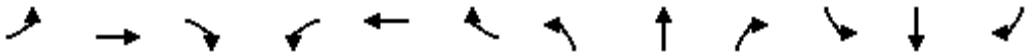
Intersection Summary				
Average Delay	1.0			
Intersection Capacity Utilization	31.9%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	13	359	3	0	464	2	9	38	1	10	21	24
Future Volume (Veh/h)	13	359	3	0	464	2	9	38	1	10	21	24
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	14	390	3	0	504	2	10	41	1	11	23	26
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	506			393			961	926	392	944	926	505
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	506			393			961	926	392	944	926	505
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			100			95	85	100	95	91	95
cM capacity (veh/h)	1059			1166			208	265	657	211	265	567

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1
Volume Total	14	393	0	506	52	60
Volume Left	14	0	0	0	10	11
Volume Right	0	3	0	2	1	26
cSH	1059	1700	1700	1700	255	325
Volume to Capacity	0.01	0.23	0.00	0.30	0.20	0.18
Queue Length 95th (m)	0.3	0.0	0.0	0.0	6.0	5.3
Control Delay (s)	8.4	0.0	0.0	0.0	22.7	18.6
Lane LOS	A				C	C
Approach Delay (s)	0.3		0.0		22.7	18.6
Approach LOS					C	C

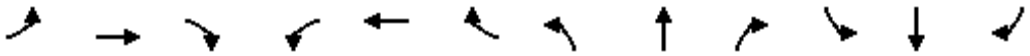
Intersection Summary				
Average Delay	2.4			
Intersection Capacity Utilization	35.4%	ICU Level of Service		A
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	7	350	13	2	412	30	32	114	8	17	64	3
Future Volume (Veh/h)	7	350	13	2	412	30	32	114	8	17	64	3
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	8	380	14	2	448	33	35	124	9	18	70	3
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	481			394			910	888	387	942	878	464
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	481			394			910	888	387	942	878	464
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			100			83	56	99	88	75	99
cM capacity (veh/h)	1082			1165			205	280	661	156	284	598

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	402	483	168	91
Volume Left	8	2	35	18
Volume Right	14	33	9	3
cSH	1082	1165	268	248
Volume to Capacity	0.01	0.00	0.63	0.37
Queue Length 95th (m)	0.2	0.0	30.9	12.9
Control Delay (s)	0.2	0.1	38.6	27.7
Lane LOS	A	A	E	D
Approach Delay (s)	0.2	0.1	38.6	27.7
Approach LOS			E	D

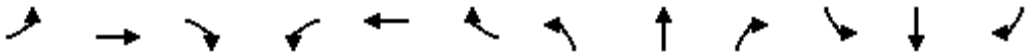
Intersection Summary				
Average Delay	8.0			
Intersection Capacity Utilization	42.4%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	28	531	9	1	336	17	6	27	1	16	53	20
Future Volume (Veh/h)	28	531	9	1	336	17	6	27	1	16	53	20
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	30	577	10	1	365	18	7	29	1	17	58	22
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	383			587			1060	1027	582	1028	1023	374
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	383			587			1060	1027	582	1028	1023	374
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	97			100			95	87	100	91	75	97
cM capacity (veh/h)	1175			988			154	228	513	187	229	672

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1
Volume Total	30	587	1	383	37	97
Volume Left	30	0	1	0	7	17
Volume Right	0	10	0	18	1	22
cSH	1175	1700	988	1700	212	258
Volume to Capacity	0.03	0.35	0.00	0.23	0.17	0.38
Queue Length 95th (m)	0.6	0.0	0.0	0.0	4.9	13.4
Control Delay (s)	8.1	0.0	8.6	0.0	25.5	27.2
Lane LOS	A		A		D	D
Approach Delay (s)	0.4		0.0		25.5	27.2
Approach LOS					D	D

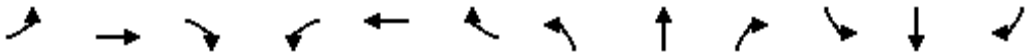
Intersection Summary				
Average Delay	3.4			
Intersection Capacity Utilization	41.8%	ICU Level of Service		A
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	496	30	4	324	25	22	86	10	27	154	7
Future Volume (Veh/h)	10	496	30	4	324	25	22	86	10	27	154	7
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	11	539	33	4	352	27	24	93	11	29	167	8
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	379			572			1042	964	556	1008	968	366
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	379			572			1042	964	556	1008	968	366
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			100			75	63	98	81	33	99
cM capacity (veh/h)	1179			1001			94	252	531	151	251	680

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	583	383	128	204
Volume Left	11	4	24	29
Volume Right	33	27	11	8
cSH	1179	1001	198	235
Volume to Capacity	0.01	0.00	0.64	0.87
Queue Length 95th (m)	0.2	0.1	30.4	56.3
Control Delay (s)	0.3	0.1	51.2	73.9
Lane LOS	A	A	F	F
Approach Delay (s)	0.3	0.1	51.2	73.9
Approach LOS			F	F

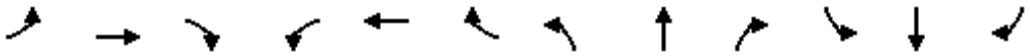
Intersection Summary			
Average Delay	16.8		
Intersection Capacity Utilization	53.1%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	21	376	7	2	310	10	8	23	1	12	43	30
Future Volume (Veh/h)	21	376	7	2	310	10	8	23	1	12	43	30
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	23	409	8	2	337	11	9	25	1	13	47	33
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	348			417			856	811	413	815	810	342
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	348			417			856	811	413	815	810	342
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	98			100			96	92	100	95	85	95
cM capacity (veh/h)	1211			1142			230	307	639	273	308	700

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1
Volume Total	23	417	2	348	35	93
Volume Left	23	0	2	0	9	13
Volume Right	0	8	0	11	1	33
cSH	1211	1700	1142	1700	287	376
Volume to Capacity	0.02	0.25	0.00	0.20	0.12	0.25
Queue Length 95th (m)	0.5	0.0	0.0	0.0	3.3	7.7
Control Delay (s)	8.0	0.0	8.2	0.0	19.3	17.7
Lane LOS	A		A		C	C
Approach Delay (s)	0.4		0.0		19.3	17.7
Approach LOS					C	C

Intersection Summary				
Average Delay	2.7			
Intersection Capacity Utilization	32.4%	ICU Level of Service		A
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	11	343	30	3	285	25	26	72	11	26	128	13
Future Volume (Veh/h)	11	343	30	3	285	25	26	72	11	26	128	13
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	12	373	33	3	310	27	28	78	12	28	139	14
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	337			406			826	756	390	794	760	324
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	337			406			826	756	390	794	760	324
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			100			85	77	98	89	58	98
cM capacity (veh/h)	1222			1153			190	333	659	244	332	717

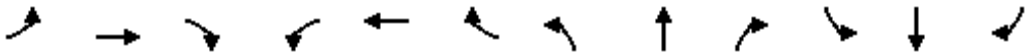
Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	418	340	118	181
Volume Left	12	3	28	28
Volume Right	33	27	12	14
cSH	1222	1153	295	327
Volume to Capacity	0.01	0.00	0.40	0.55
Queue Length 95th (m)	0.2	0.1	14.8	25.3
Control Delay (s)	0.3	0.1	25.1	28.8
Lane LOS	A	A	D	D
Approach Delay (s)	0.3	0.1	25.1	28.8
Approach LOS			D	D

Intersection Summary			
Average Delay	7.9		
Intersection Capacity Utilization	44.2%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	12	314	14	5	377	2	42	45	14	9	24	23
Future Volume (Veh/h)	12	314	14	5	377	2	42	45	14	9	24	23
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	13	341	15	5	410	2	46	49	15	10	26	25
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	412			356			832	796	348	828	803	411
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	412			356			832	796	348	828	803	411
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			100			82	84	98	96	92	96
cM capacity (veh/h)	1147			1203			256	315	695	247	312	641

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1
Volume Total	13	356	5	412	110	61
Volume Left	13	0	5	0	46	10
Volume Right	0	15	0	2	15	25
cSH	1147	1700	1203	1700	308	375
Volume to Capacity	0.01	0.21	0.00	0.24	0.36	0.16
Queue Length 95th (m)	0.3	0.0	0.1	0.0	12.5	4.6
Control Delay (s)	8.2	0.0	8.0	0.0	23.0	16.5
Lane LOS	A		A		C	C
Approach Delay (s)	0.3		0.1		23.0	16.5
Approach LOS					C	C

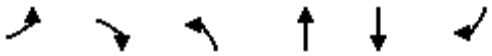
Intersection Summary				
Average Delay	3.8			
Intersection Capacity Utilization	38.5%	ICU Level of Service		A
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	7	328	4	1	356	17	8	2	2	11	1	3
Future Volume (Veh/h)	7	328	4	1	356	17	8	2	2	11	1	3
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	8	357	4	1	387	18	9	2	2	12	1	3
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	405			361			776	782	359	776	775	396
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	405			361			776	782	359	776	775	396
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			100			97	99	100	96	100	100
cM capacity (veh/h)	1154			1198			310	323	685	310	326	653

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	369	406	13	16
Volume Left	8	1	9	12
Volume Right	4	18	2	3
cSH	1154	1198	341	345
Volume to Capacity	0.01	0.00	0.04	0.05
Queue Length 95th (m)	0.2	0.0	0.9	1.2
Control Delay (s)	0.2	0.0	16.0	15.9
Lane LOS	A	A	C	C
Approach Delay (s)	0.2	0.0	16.0	15.9
Approach LOS			C	C

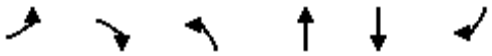
Intersection Summary				
Average Delay	0.7			
Intersection Capacity Utilization	32.7%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	36	4	1	65	30	12
Future Volume (Veh/h)	36	4	1	65	30	12
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	39	4	1	71	33	13
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	112	40	46			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	112	40	46			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	96	100	100			
cM capacity (veh/h)	884	1032	1562			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	43	72	46
Volume Left	39	1	0
Volume Right	4	0	13
cSH	896	1562	1700
Volume to Capacity	0.05	0.00	0.03
Queue Length 95th (m)	1.2	0.0	0.0
Control Delay (s)	9.2	0.1	0.0
Lane LOS	A	A	
Approach Delay (s)	9.2	0.1	0.0
Approach LOS	A		

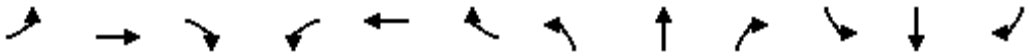
Intersection Summary			
Average Delay	2.5		
Intersection Capacity Utilization	14.2%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	16	9	3	45	28	5
Future Volume (Veh/h)	16	9	3	45	28	5
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	17	10	3	49	30	5
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	88	32	35			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	88	32	35			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	98	99	100			
cM capacity (veh/h)	912	1041	1576			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	27	52	35
Volume Left	17	3	0
Volume Right	10	0	5
cSH	956	1576	1700
Volume to Capacity	0.03	0.00	0.02
Queue Length 95th (m)	0.7	0.0	0.0
Control Delay (s)	8.9	0.4	0.0
Lane LOS	A	A	
Approach Delay (s)	8.9	0.4	0.0
Approach LOS	A		

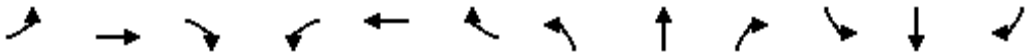
Intersection Summary			
Average Delay	2.3		
Intersection Capacity Utilization	14.8%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	26	443	41	14	274	16	26	31	9	15	60	19
Future Volume (Veh/h)	26	443	41	14	274	16	26	31	9	15	60	19
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	28	482	45	15	298	17	28	34	10	16	65	21
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	315			527			942	906	504	902	920	306
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	315			527			942	906	504	902	920	306
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	98			99			85	87	98	93	75	97
cM capacity (veh/h)	1245			1040			186	266	567	223	261	733

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1
Volume Total	28	527	15	315	72	102
Volume Left	28	0	15	0	28	16
Volume Right	0	45	0	17	10	21
cSH	1245	1700	1040	1700	243	292
Volume to Capacity	0.02	0.31	0.01	0.19	0.30	0.35
Queue Length 95th (m)	0.6	0.0	0.4	0.0	9.6	12.1
Control Delay (s)	8.0	0.0	8.5	0.0	25.9	23.8
Lane LOS	A		A		D	C
Approach Delay (s)	0.4		0.4		25.9	23.8
Approach LOS					D	C

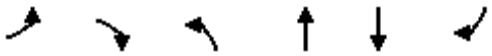
Intersection Summary				
Average Delay	4.4			
Intersection Capacity Utilization	40.0%	ICU Level of Service		A
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	438	8	2	291	15	6	1	1	14	2	7
Future Volume (Veh/h)	9	438	8	2	291	15	6	1	1	14	2	7
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	10	476	9	2	316	16	7	1	1	15	2	8
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	332			485			838	836	480	830	833	324
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	332			485			838	836	480	830	833	324
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			100			97	100	100	95	99	99
cM capacity (veh/h)	1227			1078			279	300	585	286	301	717

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	495	334	9	25
Volume Left	10	2	7	15
Volume Right	9	16	1	8
cSH	1227	1078	299	356
Volume to Capacity	0.01	0.00	0.03	0.07
Queue Length 95th (m)	0.2	0.0	0.7	1.8
Control Delay (s)	0.2	0.1	17.4	15.9
Lane LOS	A	A	C	C
Approach Delay (s)	0.2	0.1	17.4	15.9
Approach LOS			C	C

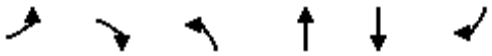
Intersection Summary				
Average Delay	0.8			
Intersection Capacity Utilization	39.6%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	22	2	4	44	79	36
Future Volume (Veh/h)	22	2	4	44	79	36
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	24	2	4	48	86	39
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	162	106	125			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	162	106	125			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	97	100	100			
cM capacity (veh/h)	827	949	1462			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	26	52	125
Volume Left	24	4	0
Volume Right	2	0	39
cSH	835	1462	1700
Volume to Capacity	0.03	0.00	0.07
Queue Length 95th (m)	0.8	0.1	0.0
Control Delay (s)	9.4	0.6	0.0
Lane LOS	A	A	
Approach Delay (s)	9.4	0.6	0.0
Approach LOS	A		

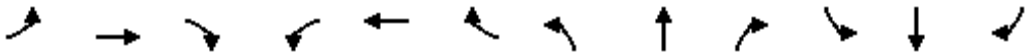
Intersection Summary			
Average Delay	1.4		
Intersection Capacity Utilization	16.4%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	10	6	9	36	61	15
Future Volume (Veh/h)	10	6	9	36	61	15
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	11	7	10	39	66	16
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	133	74	82			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	133	74	82			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	99	99	99			
cM capacity (veh/h)	855	988	1515			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	18	49	82
Volume Left	11	10	0
Volume Right	7	0	16
cSH	902	1515	1700
Volume to Capacity	0.02	0.01	0.05
Queue Length 95th (m)	0.5	0.2	0.0
Control Delay (s)	9.1	1.5	0.0
Lane LOS	A	A	
Approach Delay (s)	9.1	1.5	0.0
Approach LOS	A		

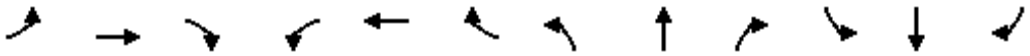
Intersection Summary			
Average Delay	1.6		
Intersection Capacity Utilization	19.1%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	294	39	15	244	9	33	28	11	11	49	28
Future Volume (Veh/h)	20	294	39	15	244	9	33	28	11	11	49	28
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	22	320	42	16	265	10	36	30	12	12	53	30
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	275			362			738	692	341	693	708	270
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	275			362			738	692	341	693	708	270
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	98			99			87	92	98	96	85	96
cM capacity (veh/h)	1288			1197			277	356	701	321	349	769

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1
Volume Total	22	362	16	275	78	95
Volume Left	22	0	16	0	36	12
Volume Right	0	42	0	10	12	30
cSH	1288	1700	1197	1700	337	416
Volume to Capacity	0.02	0.21	0.01	0.16	0.23	0.23
Queue Length 95th (m)	0.4	0.0	0.3	0.0	7.0	7.0
Control Delay (s)	7.8	0.0	8.0	0.0	18.9	16.2
Lane LOS	A		A		C	C
Approach Delay (s)	0.4		0.4		18.9	16.2
Approach LOS					C	C

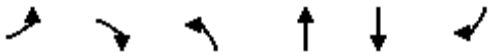
Intersection Summary			
Average Delay	3.9		
Intersection Capacity Utilization	35.1%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	292	8	2	250	14	7	2	2	13	1	12
Future Volume (Veh/h)	10	292	8	2	250	14	7	2	2	13	1	12
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	11	317	9	2	272	15	8	2	2	14	1	13
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	287			326			640	634	322	630	632	280
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	287			326			640	634	322	630	632	280
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			100			98	99	100	96	100	98
cM capacity (veh/h)	1275			1234			378	392	719	389	394	759

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	337	289	12	28
Volume Left	11	2	8	14
Volume Right	9	15	2	13
cSH	1275	1234	413	503
Volume to Capacity	0.01	0.00	0.03	0.06
Queue Length 95th (m)	0.2	0.0	0.7	1.4
Control Delay (s)	0.3	0.1	14.0	12.6
Lane LOS	A	A	B	B
Approach Delay (s)	0.3	0.1	14.0	12.6
Approach LOS			B	B

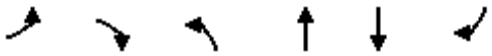
Intersection Summary				
Average Delay	1.0			
Intersection Capacity Utilization	32.5%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	29	3	4	43	66	36
Future Volume (Veh/h)	29	3	4	43	66	36
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	32	3	4	47	72	39
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	146	92	111			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	146	92	111			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	96	100	100			
cM capacity (veh/h)	843	966	1479			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	35	51	111
Volume Left	32	4	0
Volume Right	3	0	39
cSH	853	1479	1700
Volume to Capacity	0.04	0.00	0.07
Queue Length 95th (m)	1.0	0.1	0.0
Control Delay (s)	9.4	0.6	0.0
Lane LOS	A	A	
Approach Delay (s)	9.4	0.6	0.0
Approach LOS	A		

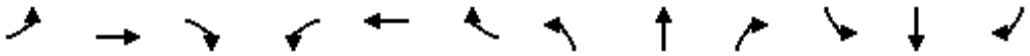
Intersection Summary			
Average Delay	1.8		
Intersection Capacity Utilization	15.7%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	12	7	9	32	50	15
Future Volume (Veh/h)	12	7	9	32	50	15
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	13	8	10	35	54	16
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	117	62	70			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	117	62	70			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	99	99	99			
cM capacity (veh/h)	873	1003	1531			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	21	45	70
Volume Left	13	10	0
Volume Right	8	0	16
cSH	918	1531	1700
Volume to Capacity	0.02	0.01	0.04
Queue Length 95th (m)	0.6	0.2	0.0
Control Delay (s)	9.0	1.7	0.0
Lane LOS	A	A	
Approach Delay (s)	9.0	1.7	0.0
Approach LOS	A		

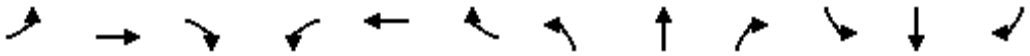
Intersection Summary			
Average Delay	1.9		
Intersection Capacity Utilization	18.8%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	13	359	14	5	464	2	42	45	14	10	24	24
Future Volume (Veh/h)	13	359	14	5	464	2	42	45	14	10	24	24
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	14	390	15	5	504	2	46	49	15	11	26	26
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	506			405			978	942	398	972	948	505
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	506			405			978	942	398	972	948	505
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			100			77	81	98	94	90	95
cM capacity (veh/h)	1059			1154			199	259	652	191	256	567

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1
Volume Total	14	405	5	506	110	63
Volume Left	14	0	5	0	46	11
Volume Right	0	15	0	2	15	26
cSH	1059	1700	1154	1700	248	307
Volume to Capacity	0.01	0.24	0.00	0.30	0.44	0.20
Queue Length 95th (m)	0.3	0.0	0.1	0.0	17.0	6.0
Control Delay (s)	8.4	0.0	8.1	0.0	30.6	19.7
Lane LOS	A		A		D	C
Approach Delay (s)	0.3		0.1		30.6	19.7
Approach LOS					D	C

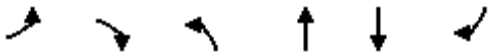
Intersection Summary				
Average Delay	4.3			
Intersection Capacity Utilization	42.6%	ICU Level of Service		A
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	7	363	13	2	417	30	32	114	8	17	64	3
Future Volume (Veh/h)	7	363	13	2	417	30	32	114	8	17	64	3
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	8	395	14	2	453	33	35	124	9	18	70	3
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	486			409			930	908	402	962	898	470
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	486			409			930	908	402	962	898	470
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			100			82	55	99	88	75	99
cM capacity (veh/h)	1077			1150			197	273	648	148	276	594

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	417	488	168	91
Volume Left	8	2	35	18
Volume Right	14	33	9	3
cSH	1077	1150	260	240
Volume to Capacity	0.01	0.00	0.65	0.38
Queue Length 95th (m)	0.2	0.0	32.4	13.5
Control Delay (s)	0.2	0.1	41.0	28.9
Lane LOS	A	A	E	D
Approach Delay (s)	0.2	0.1	41.0	28.9
Approach LOS			E	D

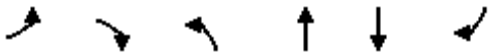
Intersection Summary				
Average Delay	8.3			
Intersection Capacity Utilization	42.7%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	36	4	1	65	30	12
Future Volume (Veh/h)	36	4	1	65	30	12
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	39	4	1	71	33	13
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	112	40	46			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	112	40	46			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	96	100	100			
cM capacity (veh/h)	884	1032	1562			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	43	72	46
Volume Left	39	1	0
Volume Right	4	0	13
cSH	896	1562	1700
Volume to Capacity	0.05	0.00	0.03
Queue Length 95th (m)	1.2	0.0	0.0
Control Delay (s)	9.2	0.1	0.0
Lane LOS	A	A	
Approach Delay (s)	9.2	0.1	0.0
Approach LOS	A		

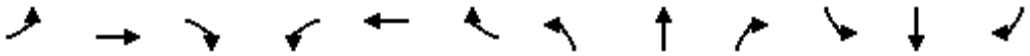
Intersection Summary			
Average Delay	2.5		
Intersection Capacity Utilization	14.2%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	16	9	3	45	28	5
Future Volume (Veh/h)	16	9	3	45	28	5
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	17	10	3	49	30	5
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	88	32	35			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	88	32	35			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	98	99	100			
cM capacity (veh/h)	912	1041	1576			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	27	52	35
Volume Left	17	3	0
Volume Right	10	0	5
cSH	956	1576	1700
Volume to Capacity	0.03	0.00	0.02
Queue Length 95th (m)	0.7	0.0	0.0
Control Delay (s)	8.9	0.4	0.0
Lane LOS	A	A	
Approach Delay (s)	8.9	0.4	0.0
Approach LOS	A		

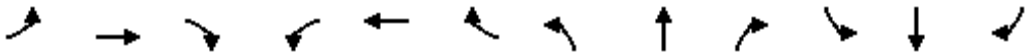
Intersection Summary			
Average Delay	2.3		
Intersection Capacity Utilization	14.8%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	28	531	41	14	336	17	26	31	9	16	60	20
Future Volume (Veh/h)	28	531	41	14	336	17	26	31	9	16	60	20
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	30	577	45	15	365	18	28	34	10	17	65	22
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	383			622			1109	1072	600	1068	1086	374
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	383			622			1109	1072	600	1068	1086	374
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	97			98			79	84	98	90	69	97
cM capacity (veh/h)	1175			959			133	211	501	166	207	672

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1
Volume Total	30	622	15	383	72	104
Volume Left	30	0	15	0	28	17
Volume Right	0	45	0	18	10	22
cSH	1175	1700	959	1700	184	232
Volume to Capacity	0.03	0.37	0.02	0.23	0.39	0.45
Queue Length 95th (m)	0.6	0.0	0.4	0.0	13.8	17.2
Control Delay (s)	8.1	0.0	8.8	0.0	36.6	32.6
Lane LOS	A		A		E	D
Approach Delay (s)	0.4		0.3		36.6	32.6
Approach LOS					E	D

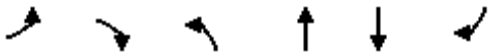
Intersection Summary			
Average Delay	5.2		
Intersection Capacity Utilization	44.4%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	504	30	4	337	25	22	86	10	27	154	7
Future Volume (Veh/h)	10	504	30	4	337	25	22	86	10	27	154	7
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	11	548	33	4	366	27	24	93	11	29	167	8
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	393			581			1066	988	564	1032	990	380
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	393			581			1066	988	564	1032	990	380
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			100			72	62	98	80	31	99
cM capacity (veh/h)	1166			993			87	244	525	144	243	667

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	592	397	128	204
Volume Left	11	4	24	29
Volume Right	33	27	11	8
cSH	1166	993	189	226
Volume to Capacity	0.01	0.00	0.68	0.90
Queue Length 95th (m)	0.2	0.1	32.8	59.6
Control Delay (s)	0.3	0.1	56.8	81.9
Lane LOS	A	A	F	F
Approach Delay (s)	0.3	0.1	56.8	81.9
Approach LOS			F	F

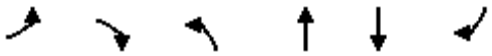
Intersection Summary				
Average Delay	18.3			
Intersection Capacity Utilization	53.6%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	22	2	4	44	79	36
Future Volume (Veh/h)	22	2	4	44	79	36
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	24	2	4	48	86	39
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	162	106	125			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	162	106	125			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	97	100	100			
cM capacity (veh/h)	827	949	1462			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	26	52	125
Volume Left	24	4	0
Volume Right	2	0	39
cSH	835	1462	1700
Volume to Capacity	0.03	0.00	0.07
Queue Length 95th (m)	0.8	0.1	0.0
Control Delay (s)	9.4	0.6	0.0
Lane LOS	A	A	
Approach Delay (s)	9.4	0.6	0.0
Approach LOS	A		

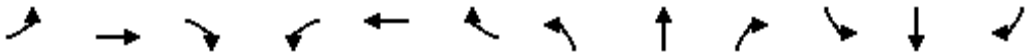
Intersection Summary			
Average Delay	1.4		
Intersection Capacity Utilization	16.4%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	10	6	9	36	61	15
Future Volume (Veh/h)	10	6	9	36	61	15
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	11	7	10	39	66	16
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	133	74	82			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	133	74	82			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	99	99	99			
cM capacity (veh/h)	855	988	1515			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	18	49	82
Volume Left	11	10	0
Volume Right	7	0	16
cSH	902	1515	1700
Volume to Capacity	0.02	0.01	0.05
Queue Length 95th (m)	0.5	0.2	0.0
Control Delay (s)	9.1	1.5	0.0
Lane LOS	A	A	
Approach Delay (s)	9.1	1.5	0.0
Approach LOS	A		

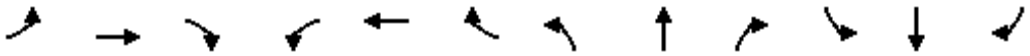
Intersection Summary			
Average Delay	1.6		
Intersection Capacity Utilization	19.1%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	21	376	39	15	310	10	48	28	11	12	49	30
Future Volume (Veh/h)	21	376	39	15	310	10	48	28	11	12	49	30
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	23	409	42	16	337	11	52	30	12	13	53	33
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	348			451			904	856	430	856	872	342
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	348			451			904	856	430	856	872	342
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	98			99			75	89	98	95	81	95
cM capacity (veh/h)	1211			1109			205	285	625	244	280	700

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1
Volume Total	23	451	16	348	94	99
Volume Left	23	0	16	0	52	13
Volume Right	0	42	0	11	12	33
cSH	1211	1700	1109	1700	248	341
Volume to Capacity	0.02	0.27	0.01	0.20	0.38	0.29
Queue Length 95th (m)	0.5	0.0	0.4	0.0	13.4	9.4
Control Delay (s)	8.0	0.0	8.3	0.0	28.1	19.8
Lane LOS	A		A		D	C
Approach Delay (s)	0.4		0.4		28.1	19.8
Approach LOS					D	C

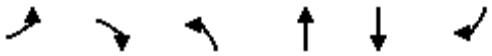
Intersection Summary				
Average Delay	4.8			
Intersection Capacity Utilization	40.3%	ICU Level of Service		A
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	11	353	30	3	298	25	26	72	11	26	128	13
Future Volume (Veh/h)	11	353	30	3	298	25	26	72	11	26	128	13
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	12	384	33	3	324	27	28	78	12	28	139	14
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	351			417			852	782	400	819	784	338
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	351			417			852	782	400	819	784	338
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			100			84	76	98	88	57	98
cM capacity (veh/h)	1208			1142			180	322	650	233	321	705

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	429	354	118	181
Volume Left	12	3	28	28
Volume Right	33	27	12	14
cSH	1208	1142	283	316
Volume to Capacity	0.01	0.00	0.42	0.57
Queue Length 95th (m)	0.2	0.1	15.7	26.9
Control Delay (s)	0.3	0.1	26.5	30.7
Lane LOS	A	A	D	D
Approach Delay (s)	0.3	0.1	26.5	30.7
Approach LOS			D	D

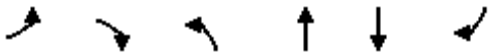
Intersection Summary				
Average Delay	8.2			
Intersection Capacity Utilization	44.8%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	29	3	4	43	66	36
Future Volume (Veh/h)	29	3	4	43	66	36
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	32	3	4	47	72	39
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	146	92	111			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	146	92	111			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	96	100	100			
cM capacity (veh/h)	843	966	1479			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	35	51	111
Volume Left	32	4	0
Volume Right	3	0	39
cSH	853	1479	1700
Volume to Capacity	0.04	0.00	0.07
Queue Length 95th (m)	1.0	0.1	0.0
Control Delay (s)	9.4	0.6	0.0
Lane LOS	A	A	
Approach Delay (s)	9.4	0.6	0.0
Approach LOS	A		

Intersection Summary			
Average Delay	1.8		
Intersection Capacity Utilization	15.7%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	12	7	9	32	50	15
Future Volume (Veh/h)	12	7	9	32	50	15
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	13	8	10	35	54	16
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	117	62	70			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	117	62	70			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	99	99	99			
cM capacity (veh/h)	873	1003	1531			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	21	45	70
Volume Left	13	10	0
Volume Right	8	0	16
cSH	918	1531	1700
Volume to Capacity	0.02	0.01	0.04
Queue Length 95th (m)	0.6	0.2	0.0
Control Delay (s)	9.0	1.7	0.0
Lane LOS	A	A	
Approach Delay (s)	9.0	1.7	0.0
Approach LOS	A		

Intersection Summary			
Average Delay	1.9		
Intersection Capacity Utilization	18.8%	ICU Level of Service	A
Analysis Period (min)	15		