PUBLIC INFORMATION CENTRE
COMMENT SHEET

Thank you for taking the time to provide us with your comments regarding this study. If you require additional space or have additional comments or concerns, please provide them in the space provided at the end of this form.

1. **Please check the category that best describes your interest in the study:**

   Town of The Blue Mountains Resident ____ Area Business Owner _____ Other _____

2. **With expected future developments in the area, congestion on many of the major road facilities is expected to become worse if no improvements to the transportation system are undertaken. Seasonal traffic demands that occur in different areas of the Town also increase congestion levels significantly.**

   What types of transportation improvement strategies do you recommend to address future travel needs? Why?

3. **Do you have any specific transportation concerns that should also be included for consideration in this study?**

4. **Please provide any additional comments/concerns you may have about the project. If you require additional space, please attach additional paper to this form.**

5. **Do you want to be notified of future project activities?**

   Yes____ No _____

Name of Organization: _____

Name of Representative: _____

Please fill out and either mail or fax before **August 9, 2008** to:

Jamie Powell
Project Manager
Earth Tech Canada Inc.
105 Commerce Valley Dr. W., 7th Floor
Markham, Ontario
L3T 7W3
Tel: 905.747.7582
Fax: 905.886.9494
Jamie.Powell@earthtech.ca

Michael Cullip
Deputy Project Manager
C.C. TATHAM & ASSOCIATES LTD.
115 Sandford Fleming Drive, Suite 200
Collingwood, Ontario
L9Y 5A6
Tel: (705) 444-2565
Fax: (705) 444-2327
mcullip@cctatham.com

Comments and information regarding this study are being collected to assist the study team in the study process and identifying the transportation deficiencies and needs. This material will be maintained on file for use during the study and may be included in study documentation. With the exception of personal information, all comments will become part of the public record.

NOTICE OF PUBLIC INFORMATION CENTRE
TOWN OF THE BLUE MOUNTAINS
COMPREHENSIVE TRANSPORTATION STRATEGIC PLAN

THE STUDY

The Town of The Blue Mountains (TOBM), Grey County and the Ministry of Transportation have initiated a Comprehensive Transportation Strategic Plan through their consultants AECOM and C.C. Tatham & Associates Ltd. The key outcomes of the Plan are to:

- identify existing and future area wide transportation needs of the Town, including around the base of Blue Mountain and along Highway 26;
- identify transportation improvements to accommodate travel demands from future residential, commercial and tourism growth in the Town;
- provide supporting analyses for a cost sharing mechanism between the Town and developers to fund future road improvements; and
- develop a Highway Access Management Plan (HAMP) for Highway 26 to improve/control access to the highway.

The overall objective is to ensure that the transportation system within the Town provides a safe and efficient means of travel to all road users.

As part of the study, a second Public Information Centre (PIC) has been scheduled as noted below.

DATE:	**Saturday, October 3, 2009**
TIME:	**11:00 AM to 2:00 PM** **(public drop-in & informal discussion)**
LOCATION:	**Georgian Peaks Ski Club** **Founders Room, Main Lodge** **Peaks Road, Thornbury**

This second PIC is an open forum for you to:

- learn about the transportation related issues that have been identified and the recommended solutions being considered;
- provide additional comments/input on the issues and solutions to the study team such that they can be considered; and
- understand the next steps in the overall study.

At the PIC, you will be able to review a series of displays and discuss them with representatives from the Town, County, MTO and the Project Team.

COMMENTS

You are encouraged to provide your comments so that they may be included in the study by October 17, 2009. Should you have any questions or require further information, please do not hesitate to contact the undersigned or visit the project specific website at:
http://www.thebluemountains.ca/Blue-Mountain-Transportation-Plan.cfm:

Jamie Powell
Project Manager
AECOM
105 Commerce Valley Dr. W.
7th Floor
Markham, ON L3T 7W3
Tel: (905)747-7582
Fax: (905) 886-9494
jamie.powell@aecom.com

Michael Cullip
Deputy Project Manager
C.C. Tatham & Associates Ltd.
115 Sandford Fleming Drive
Suite 200
Collingwood, ON L9Y 5A6
Tel: (705) 444-2565
Fax: (705) 444-2327
mcullip@cctatham.com

PUBLIC INFORMATION CENTRE 2
COMMENT SHEET

Thank you for taking the time to provide us with your comments regarding the information presented at Public Information Centre2. Your comments are important.

1. **Please check the category that best describes your interest in the study:**

   Town of The Blue Mountains Resident ____ Area Business Owner _____ Other _____

2. **With expected future developments in the area, traffic volumes on many of the major roads will increase and some level of congestion will occur, particularly if no improvements to the transportation system are undertaken. Seasonal traffic demands that occur in different areas of the Town also increase traffic volumes and levels of congestion significantly.**

   Do you agree with the recommended transportation improvement strategies to address future travel needs? Why?

3. **Do you have any additional concerns about the transportation system within the Town that have not been identified or other recommendations for further improvements?**

4. Please provide any additional comments/concerns you may have about the project. If you require additional space, please attach additional paper to this form.

Name: _____

Representing: _____

Please fill out and either mail or fax before **October 17, 2009** to:

Jamie Powell
Project Manager
AECOM
105 Commerce Valley Dr. W., 7th Floor
Markham, ON L3T 7W3
Tel: 905.747.7582
Fax: 905.886.9494
Jamie.Powell@earthtech.ca

Michael Cullip
Deputy Project Manager
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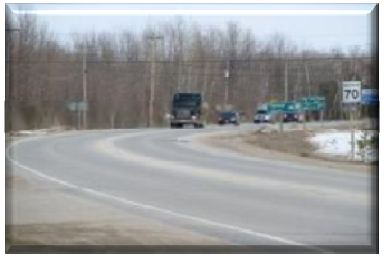
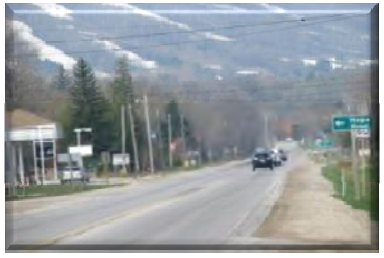
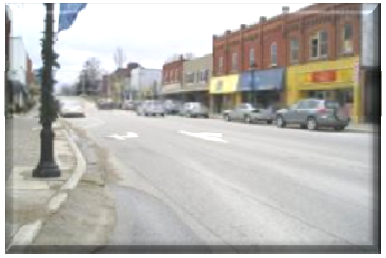
Town of The Blue Mountains
Comprehensive Transportation Strategic Plan

Welcome to
Public Information Centre #2




- Please sign in upon arrival and feel free to walk around, view the display boards and discuss them with representatives from the Project Team.
- Comment Sheets are provided if you wish to make comments in writing. Please place your completed sheets in the Comment Box or Mail / Fax them back by Oct 17, 2009.

Comprehensive Transportation Strategic Plan

Who is undertaking the study?

- joint undertaking by the Town of The Blue Mountains (Town), Ministry of Transportation (MTO) & Grey County (County)

What is the purpose of the study?

- identify existing & future area wide transportation needs of the Town of The Blue Mountains including around the base of Blue Mountain Resort and along Highway 26
- identify transportation improvements to accommodate travel demands from future residential, commercial & tourism growth in the Town
- provide supporting analysis for Development Charges to fund future road improvements & share the costs between the Town and developers
- develop a Highway Access Management Plan (HAMP) for Highway 26 to improve/control highway access system.

What is the purpose of the Public Information Centre #2

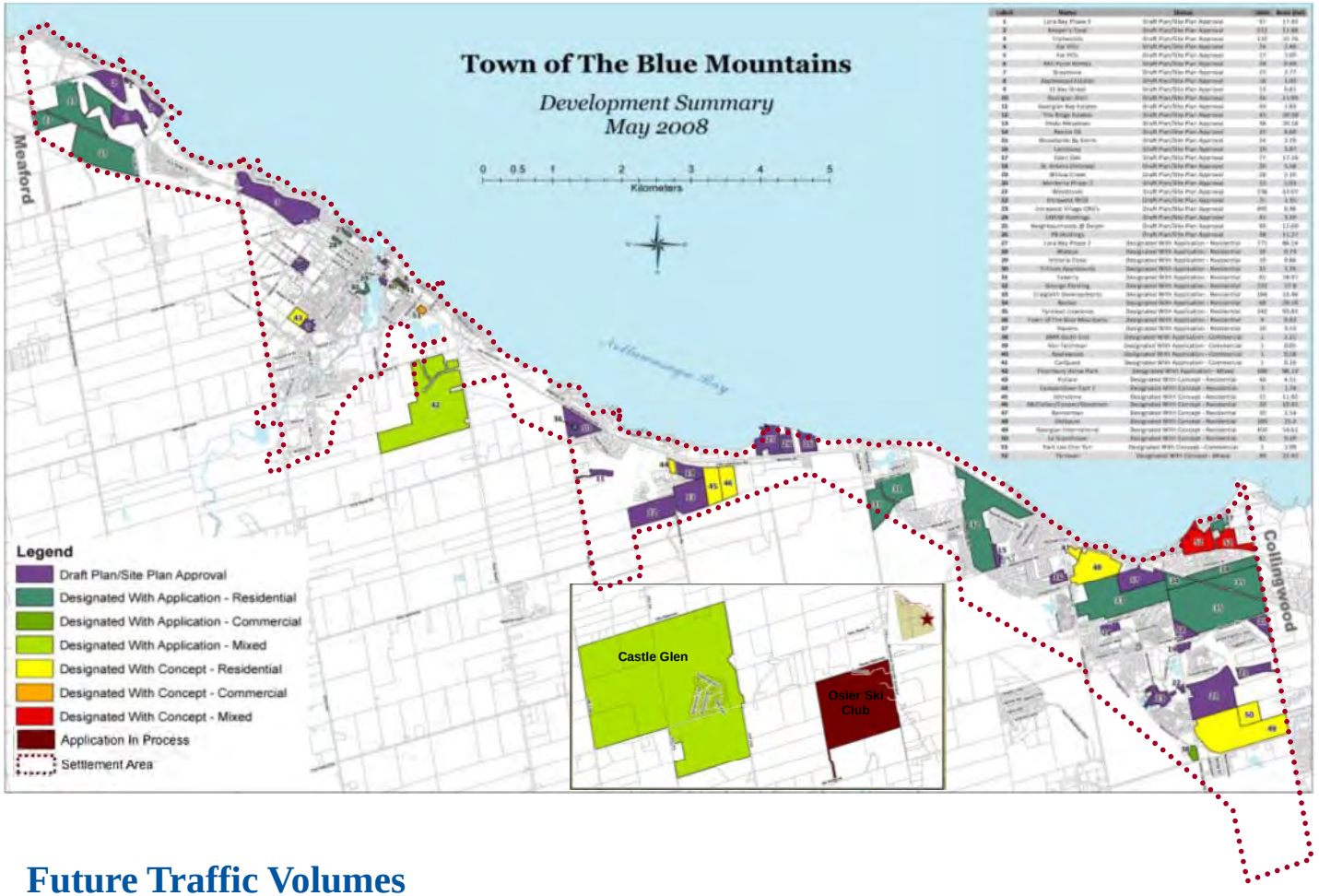
- to introduce the study recommendations to the public & solicit comments with respect to traffic & transportation issues
- all comments received will be considered in the study & will become part of the public record.

Public Information # 1 Summary

- Public Information Centre (PIC #1) was held on July 24 & 26, 2008
- 44 people attended and 18 comment sheets / responses were received, representing 41% of those in attendance
- The following concerns were identified:
  - Access closure at Lakeshore Road East
  - Congestion / sight line issues at the intersection of Lakeshore Road East with Grey Road 19 and proximity to Highway 26
  - Need for alternative modes of transportation (transit, cycling,..)
  - Safety and speeding concerns
  - Need for operational improvements (i.e. traffic signals, turning lanes, etc.) along Highway 26
  - Potential right of way widening along Highway 26 and associated impacts on tourism, quality of life and properties

Future Development Potential

20 Year Development Growth



Within the Settlement Area:

- 52 new developments identified
- ~ 5000 residential units, commercial & tourism development
- will generate additional 2000 to 3100 trips during the peak hours

Castle Glen Development:

- ~ 2700 residential units, commercial & tourism development
- will generate additional 680 to 1050 trips during the peak hours

General Growth

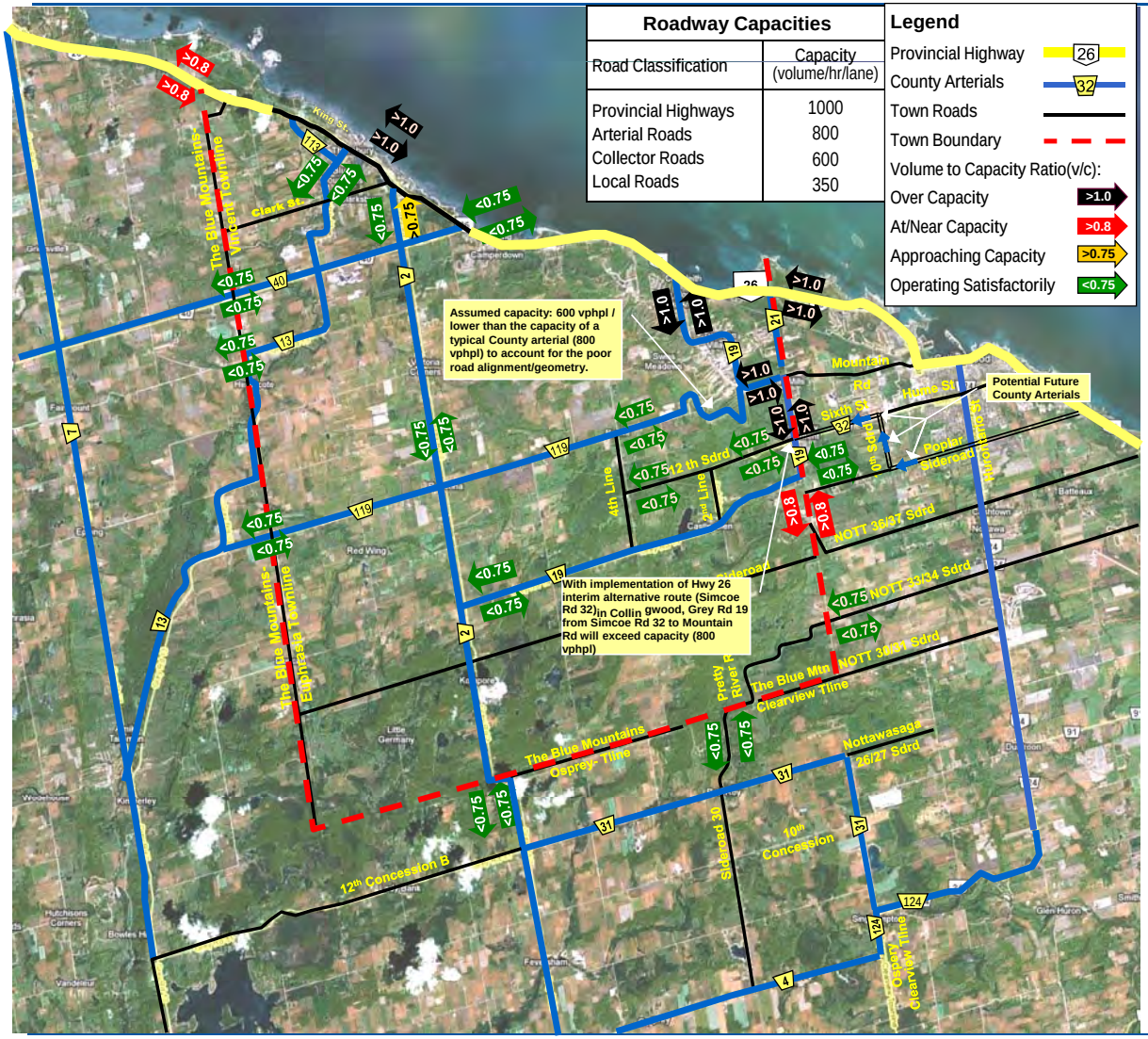
- 2% general growth per year
- translates to 49% increase in volumes over 20 years

Future Traffic Volumes

- future traffic volumes = existing traffic volumes + development growth + background growth

Road Network Deficiencies (2028)

Highway 26 & County Roads



Key study corridors will face capacity deficiencies by 2028 due to traffic growth / developments

Highway 26 :

- volumes on Highway 26 east of Bruce Street (1100-1400 vehicles per hour) will reach/exceed capacity (1000 vehicles per hour per lane)
- a number of the study intersections along Highway 26 will operate at or beyond capacity
- public road spacing and private access densities along Highway 26 exceed MTO guidelines within Craigleith area

County Roads:

- traffic volumes on Grey Road 19 from Grey Road 21 to Highway 26 (1600 vehicles per hour per lane) will exceed capacity (800 vehicles per hour per lane)
- the majority of the study intersections along Grey Road 19 will operate at or beyond capacity
- with consideration for the Collingwood interim alternative route (Simcoe Road 32), Grey Road 19 from Simcoe Road 32 to Mountain Road will reach capacity (800 vphpl) by 2013
- other County roads are expected to operate with considerable reserve capacity beyond 2028

Road Network Deficiencies
Town Roads

- Town roads which approach capacity by 2028 include:
  - Jozo Weider Blvd
  - Arthur Street/Bridge St (Highway 26 connecting link) in Thornbury
- a number of intersections along King Street/Bridge St will face operational deficiencies if no improvements are made
- other collector/local Town roads are expected to operate with considerable reserve capacity beyond 2028

Other Localized Operational Town Roads Issues

1. **Clark St /Grey Rd 2 intersection:** located at the end of the horizontal curve may cause potential operational and queuing issues
2. **Georgian Trail Crossing at Hwy 26:** poor alignment of the trail crossing & lack of appropriate traffic control devices required for pedestrians/ cyclists crossing the highway
3. **Thornbury:** potential bottleneck in the westbound direction of the Arthur Street/Bridge Street intersection with Bruce Street as a result of the 2-lane bridge located 50 m± east of the intersection
4. **Clarksburg:** potential safety/operational issues due the existing single-lane bridge structures along 10th Line south of Clark St and on Clark St west of Grey Rd 13

Single lane bridge along Clark Street west of Grey Road 13

Single lane structure along 10th Line south of Clark Street

Structure along Hwy 26, ±50 m east of Bruce St may cause bottleneck due to high volumes of westbound left turns

Intersection located at the end of the horizontal curve - potential visibility and queuing issues

poor alignment of Georgian Trail Crossing at Hwy26 without appropriate traffic control devices

DESIGNING A TRANSPORTATION STRATEGY

A Sustainable Transportation Plan Strikes a Balance

Manage the Demand for Transportation

- stage developments
- promote car/van pooling, telework
- land-use policies
- improve alternative modes:
  - *active transportation / walking/cycling*
  - *transit*

Optimize the Existing Transportation System

- develop road rationalization
- apply access management
- design / environmental assessment studies to provide operational improvements:
  - *traffic signals*
  - *turning lanes*
  - *way finding signage*

Increase Supply of Transportation Facilities / Services

- design / environmental assessment studies to provide additional County / Town road capacity:
  - *road widening / additional lanes*
  - *new road corridors / alternative routes*
- *Provide additional Highway 26 capacity:*
  - *MTO's Highway 26 Study Design Update (Stayner to Thornbury) (by others) and future environmental assessment studies*

Combination of all Options

Recommended Approach

Key Findings

County/Town Roads

- provision of operational improvements in combination with the Transportation Demand Management measures / promoting alternative modes may increase capacity of the key arterial facilities by up to 10% but will not remove the need for additional capacity on Grey Road 19 between Grey Road 21 and Highway 26 and between Mountain Road and Simcoe Road 32 in future horizons

Highway 26

- MTO's Study Design Update (by others) is intended to address adequate Highway 26 through-capacity traffic for inter-regional east-west traffic from east of Stayner to west of Thornbury
- widening of Highway 26 cannot be determined, with any assurance, until completion of MTO's Study Design Update (by others)
- operational improvements to intersections along Highway 26 will focus on traffic signals and turning lanes

Recommended Solution: Combination of all Options

- **Manage the Demand for Transportation / Improve Alternative Modes by promoting:**
  - active / non-auto transportation modes (i.e. walking / cycling / transit)
  - carpooling/van pooling, telework
- **Optimize the Existing Transportation System through:**
  - access management / road rationalization policies
  - design / EA studies for operational improvements (i.e. traffic signals/turning lanes at intersections)
- **Increase Supply of Transportation Facilities:**
  - roadway widening / additional lanes
  - alternative corridors / routes
  - MTO's Highway 26 Study Design Update (by others)

Manage the Demand for Transportation

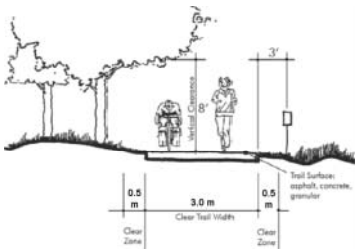
Recommended Strategies to Promote Alternative Modes

Opportunities to promote Transit:

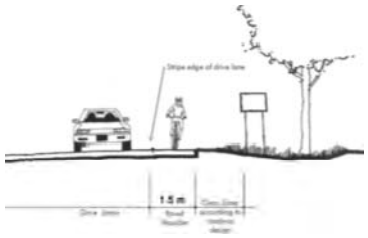
1) provide public transit between Collingwood and Blue Mountain Resort (BMR) to serve BMR staff and visitors (BMR has 1700 staff in winter, 700 in summer and 400 year-round staff),
2) provide inter-municipal daily transit services between key market areas

Opportunities to promote active transportation (walking / cycling):

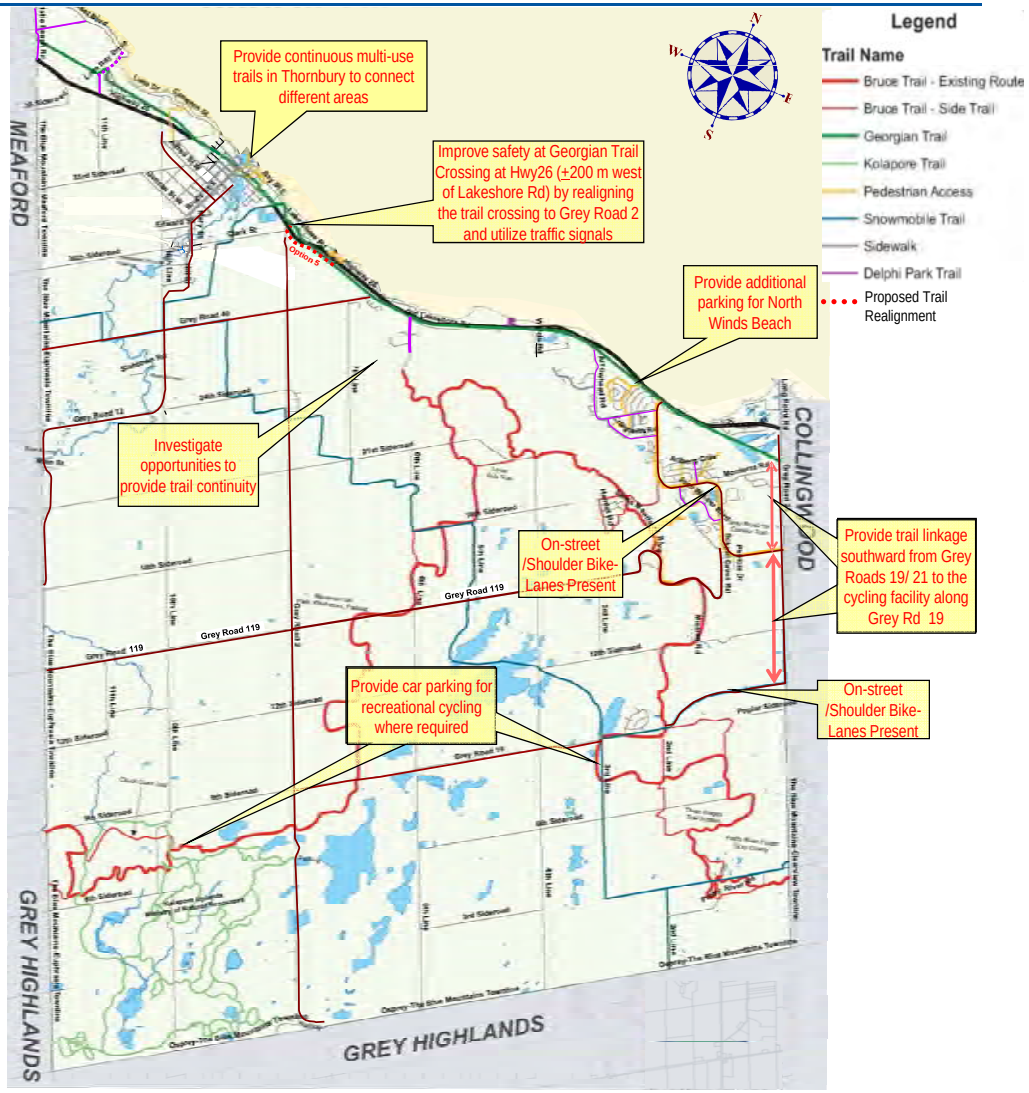
1) provide sidewalks on the existing / future roadways in the developed areas at least on one side
2) provide a continuous network of bike friendly streets
3) provide bike lanes on all County roads
4) provide appropriate trail signage on all routes/ key destinations
5) trail / sidewalk facilities should be planned to encourage crossing locations at intersections rather than mid block
6) provide safe / appropriate traffic control devices on trails crossings with roads



Off-street multi-use trails
1.5 m for roads with high speed/traffic volumes



On-street bike facilities within right-of-way/or on shoulders for roads with low speed / traffic volume

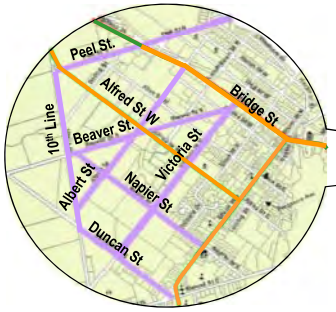


Optimization of the Existing System

Recommended Road Rationalization and Platform Improvements

Town of The Blue Mountains Road Classification:

- Provincial Highway: serve through traffic / limited direct land access / movement of people and goods safely and efficiently
- County / Arterial Roads: connect County Roads/Arterial roads to Provincial Highways, limited direct access (30m right-of-way width)
- Town Collector Roads: connect local traffic to the Provincial Highway, County Roads, Arterial roads, & other Collector roads, provide limited access to properties (26m right-of-way width)
- Town Local Roads: provide access to abutting properties & to discourage through traffic (20 m right-of-way width)



Proposed Collector Road Network in Thornbury/Clarksburg

Recommendation

- all County roads are appropriately designated & there are no Town roads that should be transferred to the County or vice versa
- the following roads are recommended to be designated as collector roads as they border future development/connect local roads to upper tier roads:
  - Victoria St
  - Albert St
  - Duncan St
  - Peel St
  - Napier St
  - Beaver St
  - Monterra Rd
  - Clark St
  - 10th Line
- single lane bridges along Clark St and 10th Line to be monitored in future in a safety/operational standpoint and widened as required to comply with the municipal road standards
- the extreme vertical/horizontal gradient along Scenic Caves Road may pose a safety risk to the driving public and prevent winter maintenance. Road alignment/platform should be reviewed against design standards and improvements to be made as required through future studies.

Optimization - Highway Access Management Plan (HAMP)

Highway 26 Corridor

What is Highway Access Management?

- A process that manages private entrances and public / private roads onto provincial highways and onto roads in the vicinity of the provincial highways
- A mechanism to provide for a sustainable transportation network for the movement of people and goods and at the same time preserve the safety and efficiency of the provincial highway corridor
- To preserve planned role / function of the corridor, enhance existing / future traffic operations and improve safety along the Highway 26 corridor

What is the Role and Function of Highway 26?

- Highway 26 is a two-lane rural arterial controlled-access highway within the project limits.
- Highway 26 within the project limits performs a dual role:
  - Arterial highway for the inter-regional movement of people and goods between Barrie and Owen Sound
  - Arterial / collector municipal road from Collingwood to Thornbury (because parallel municipal road is missing)

What are the Goals and Objectives of the Highway 26 HAMP?

- As per MTO guidelines, try and achieve the following goals and objectives:
  - 1600 m desirable / 800 m minimum spacing between Public/Private Roads
  - Private entrances - elimination of redundant entrances/consolidation of entrances (to be achieved during re-development of property, during work projects, etc.)

Public / Private Road Closure Options – PIC #1

- Potential closure and/or realignment of some existing public / private roads were reviewed with alternative access routes taken into consideration to reduce the number of intersections along Highway 26 and improve safety along Highway 26.
- The following intersections were initially reviewed for potential closure as part of PIC #1; involving either new road connections or alternate routes along existing road networks (proceeding from east to west):
  - Timmons Street (east end)
  - Brophy's Lane
  - Timmons Street (west end)
  - Fraser Crescent (east end)
  - Fraser Crescent (west end)
  - Lakeshore Road
  - Hidden Lake Road
  - Gibson Way
  - Hoover Lane
  - Lakewood Drive (west end)
  - Woodland Park Road (west end)
  - Front Road
  - 35 Sideroad
- The following intersections were reviewed for potential realignment:
  - Blue Mountain Drive (realign opposite Hope Street)
  - entrance to Craigleith Provincial Park (realign opposite Arrowhead Road)
  - Lakeshore Road (realign opposite Grey Road 2)

Optimization - Highway Access Management Plan (HAMP)

Highway 26 Corridor

Evaluation of Access Improvement Options

- Comments provided by public / agency were reviewed and major issues / concerns were evaluated.
- Additional traffic operations / safety issues / site visits were carried out.
- Lakeshore Road East junction closure: was dismissed and revised to a new alternative access option as a result of the following concerns:
  - proximity to the intersection of Grey Rd 19 intersection with Highway 26
  - sight line / safety / high speed issues at the intersection of Lakeshore Road East with Grey Road 19
  - accordingly, the revised access option for Lakeshore Road East includes:
    - realignment of the Lakeshore Rd East to the east junction of the Fraser Crescent to form a 4-legged intersection
- Fraser Crescent:
  - closure of the Fraser Crescent west junction and redirection of the related traffic to the intersection at the east junction to address safety & visibility
- Hidden Lake Road Closure: was dismissed from the recommended plan due to the following:

  significant grade issues along existing Hidden Lake Road

  significant out of the way travel for Hidden Lake Road residents to get to/from Highway 26
- 35th Sideroad Closure: was dismissed from the recommended plan and will be retained as Public Road in current location as:

  connection to 11th Line/Lora Bay Drive is not viable

When and How will Public / Private Road Closure / Realignment Occur

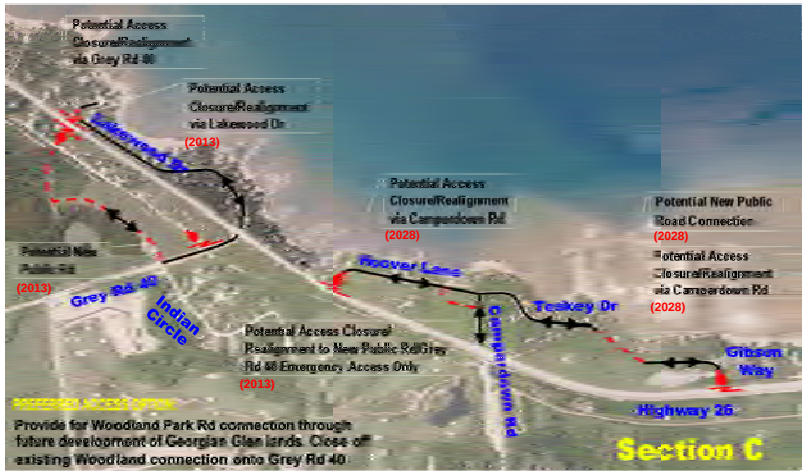
HAMP will recommend alternatives for when and how public / private road closures / realignments will likely occur, based upon, but not limited to, the following triggers:

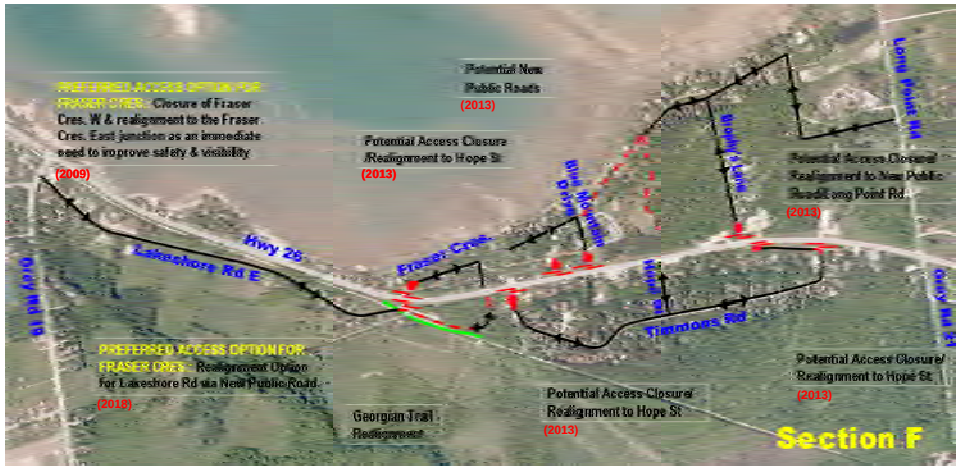
- timing of future development in the area and ability to incorporate road closures and realignments in overall development plans;
- timing of future MTO work projects, subject to availability of funding;
- timing of future Town or County work projects, subject to availability of funding;
- increase in traffic volumes;
- safety and traffic operational concerns;
- municipal request; or
- public request.

All future closures will be subject to future environmental studies and public involvement

Optimization - Highway Access Management Plan (HAMP)

Highway 26 Corridor





Legend

Potential Cul-de-Sac

Potential Access Closure

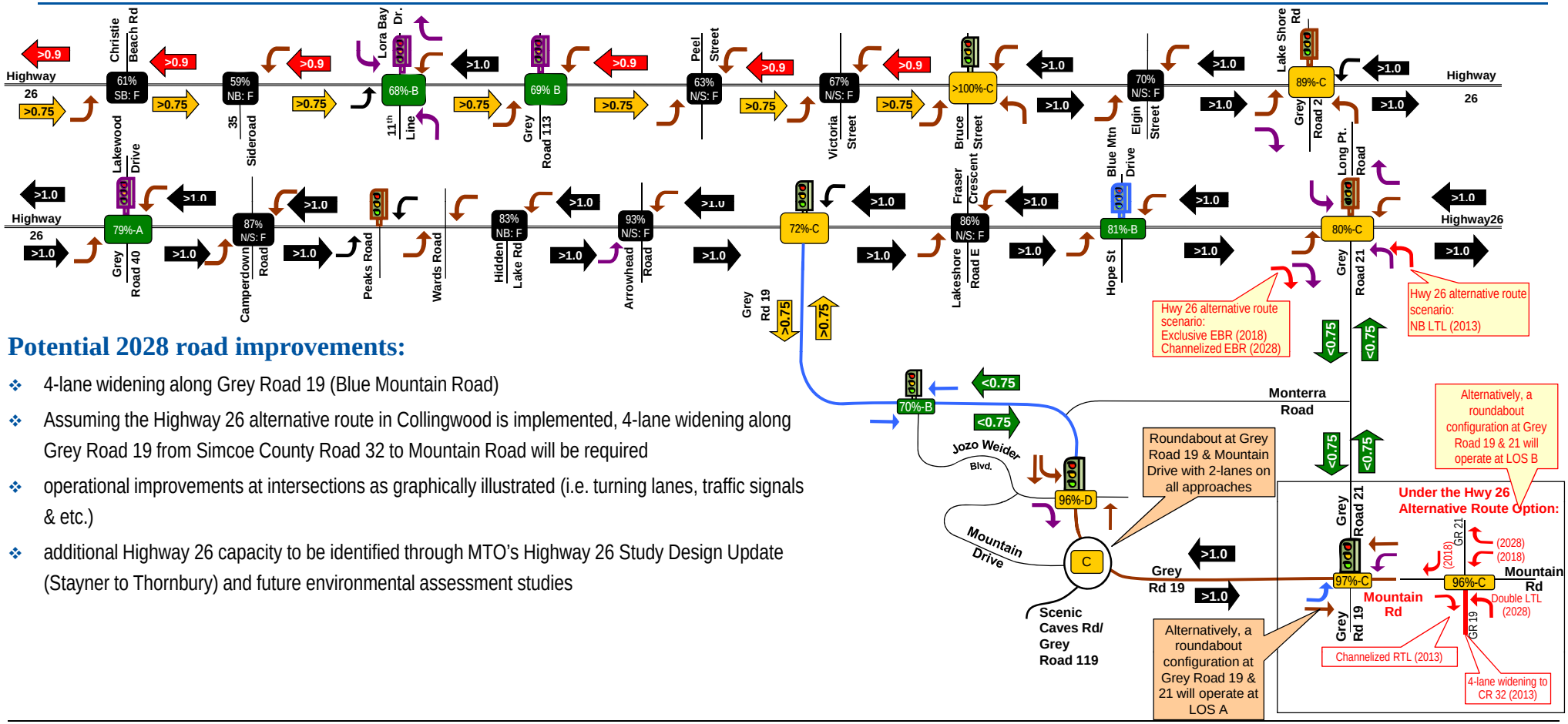
Potential New Public Road

Potential New Access Option

Trail Realignment

Section X

Potential Traffic Operational / Capacity Improvements



Potential 2028 road improvements:

- 4-lane widening along Grey Road 19 (Blue Mountain Road)
- Assuming the Highway 26 alternative route in Collingwood is implemented, 4-lane widening along Grey Road 19 from Simcoe County Road 32 to Mountain Road will be required
- operational improvements at intersections as graphically illustrated (i.e. turning lanes, traffic signals & etc.)
- additional Highway 26 capacity to be identified through MTO's Highway 26 Study Design Update (Stayner to Thornbury) and future environmental assessment studies

LEGEND

Volume per Capacity Ratio
0.25 (Peak Hour)

Intersection Control
Existing Signal Control
2013 Proposed Signal Control
2018 Proposed Signal Control
2028 Proposed Signal Control

Intersection Operations
73%-A Intersection Utilization - Level of Service

Additional Lane (2013)
Existing Lane
Additional Lane(2013)
Additional Lane (2018)
Additional Lane (2028)
Additional Lane (Hwy 26 Alternative route diversion)

Link Operations (Volume to Capacity Ratio - v/c)
>1.0 Over Capacity
>0.90 At/Near Capacity
>0.75 Approaching Capacity
<0.75 Operating Satisfactorily

Intersection Operations (Level of Service - LOS)
F Extended Delay
E Considerable Delay
C - D Moderate Delay
A - B No/ Little Delay

Capacity Deficiency Through Thornbury

Implications:

- additional capacity will be required beyond 2028
- capacity may be further compromised due to:
  - 2-lane bridge structure east of the Bruce St intersection
  - considerations for promoting Thornbury as a pedestrian friendly village environment
- hence additional capacity may be required in advance of the 20-year horizon
- options include widening to 4 lanes or an alternative route around Thornbury

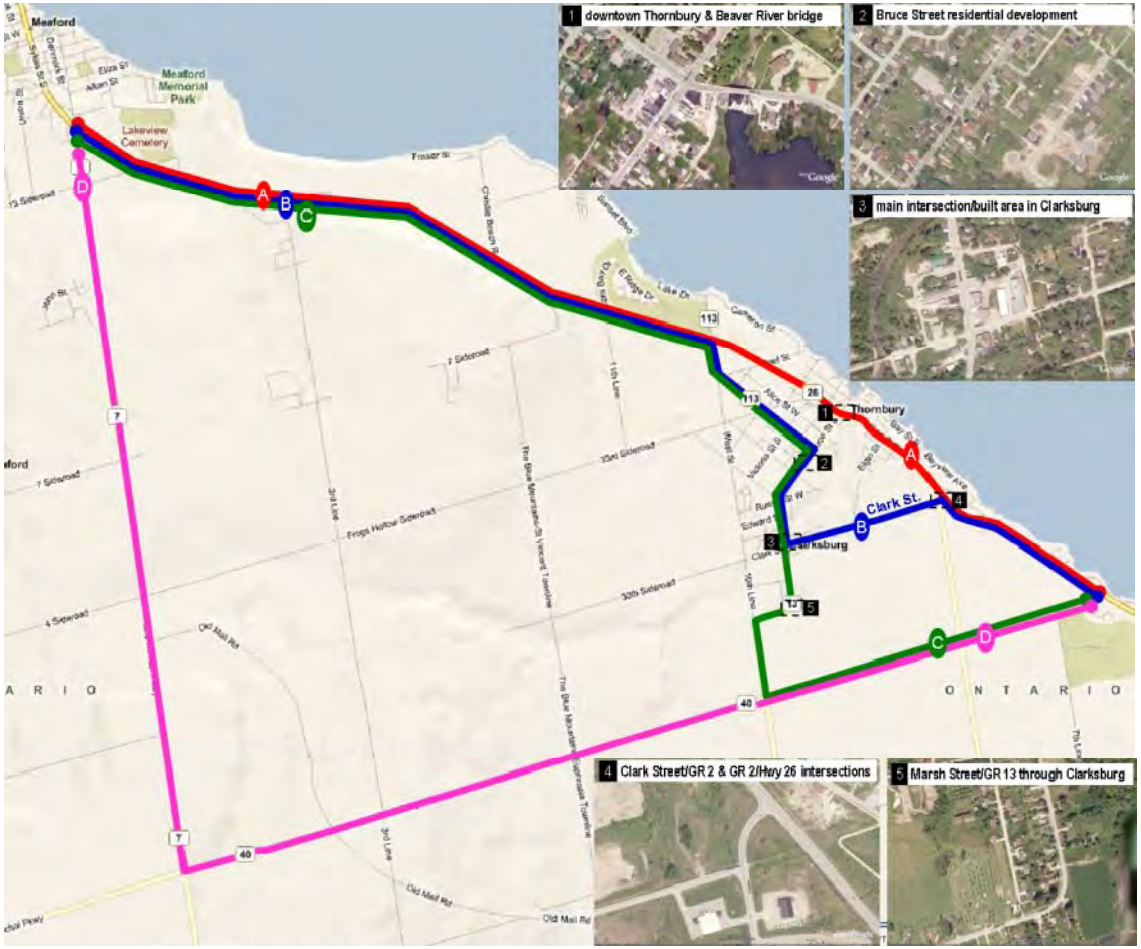
Considerations:

- Improve intersection operations
  - left turn lanes are recommended on collecting link (Hwy 26) at Peel, Victoria, Bruce & Elgin Streets
- Reduce through traffic in Thornbury
  - an alternative route around Thornbury may defer 4-lane widening
  - traffic operations along Bridge St should be monitored to determine the exact timing for the 4-lane widening

provide left turn lanes on Hwy 26 to improve intersection operations, increase traffic flows/capacity & provide for safer turning movements

Capacity Deficiency Through Thornbury
Alternative Route Options

Alternative route options to allow through traffic and trucks to avoid downtown Thornbury



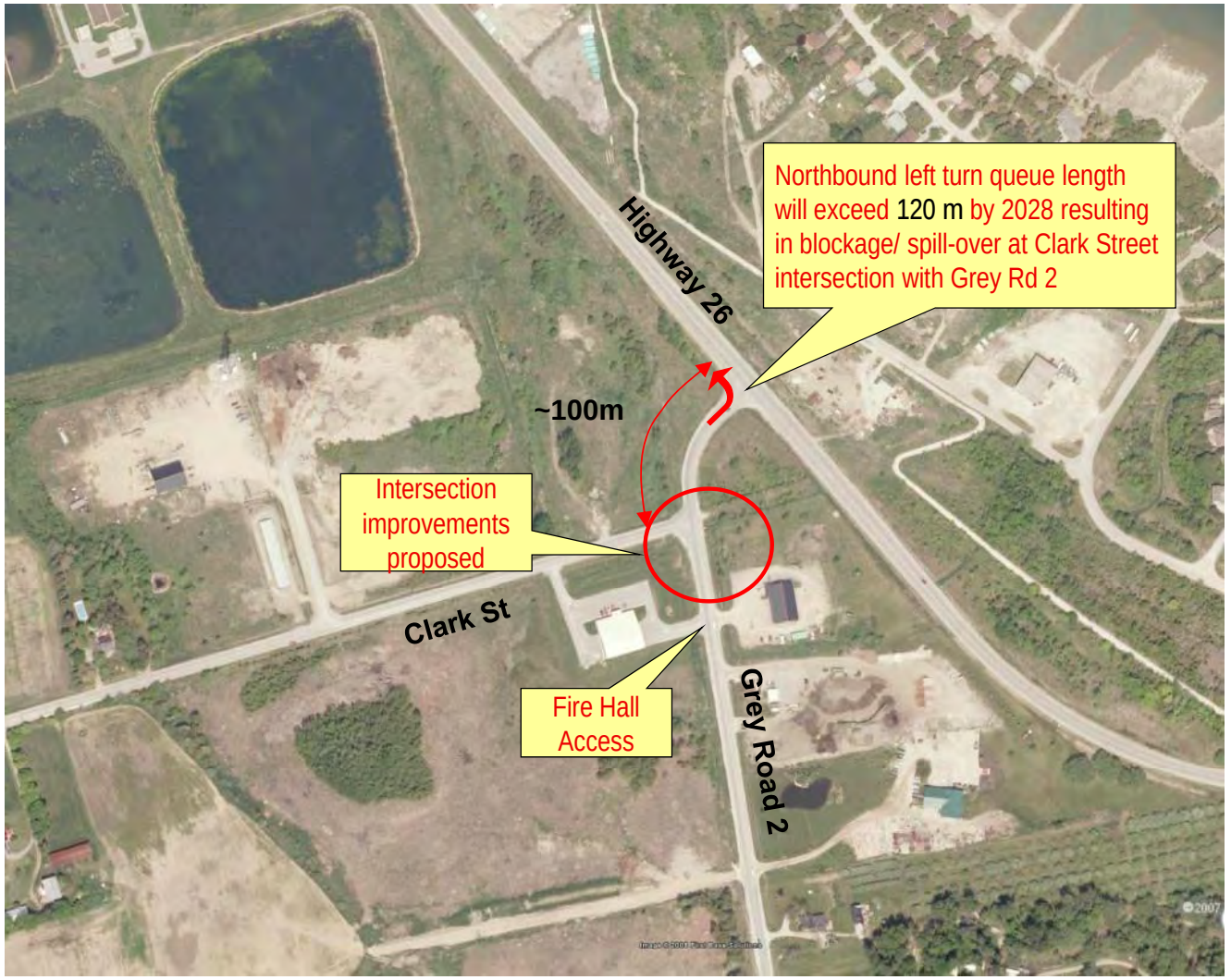
	Route A	Route B	Route C	Route D
roads utilized	• Hwy 26	•Hwy 26 (67%) •Grey Rd113 •Grey Rd 13 •Clark St •Hwy 26	•Hwy 26 (46%) •Grey Rd 113 •Grey Rd 13 •Grey Rd 40	•Grey Rd 7 •Grey Rd 40
travel distance & time	•15.5 km •13 minutes	•17.5 km •16 minutes	•20 km •18 minutes	•23 km •18 minutes
impacts to built areas	•passes through Thornbury	•through Bruce St & Marsh St residential areas •through Clarksburg	•through Bruce St & Marsh St residential areas •through Clarksburg	•passes around Thornbury & Clarksburg •short section in Meaford
potential delays	•1 traffic signal •1 pedestrian signal	•5 stop controlled intersections	•4 stop controlled intersections	•4 stop controlled intersections

- Route A (existing) is preferred as it is the shortest, most direct with least travel time and stops
- Routes B & C require travel through built-areas
- Route D results in significant out of the way travel, extends beyond TOBM west limits and thus may not be readily obvious as an alternative around Thornbury
- Conclusion: No viable alternative route exists; MTO Study Update will address Highway 26 through-capacity for inter-regional east-west traffic from east of Stayner to west of Thornbury

Localized Improvements - Clark Street / Grey Road 2 Intersection

Improvements of Clark Street / Grey Road 2 intersection is recommended to:

1) enhance the intersection geometry at Clark St. intersection with Grey Rd 2
2) Reduce the potential conflict between the intersections of Grey Rd 2 with Clark St & Highway 26
3) Improve the sight lines at the intersection of Grey Rd 2 with Clark St
4) allow for potential future signalization of Clark St / Grey Rd 2 intersection as required



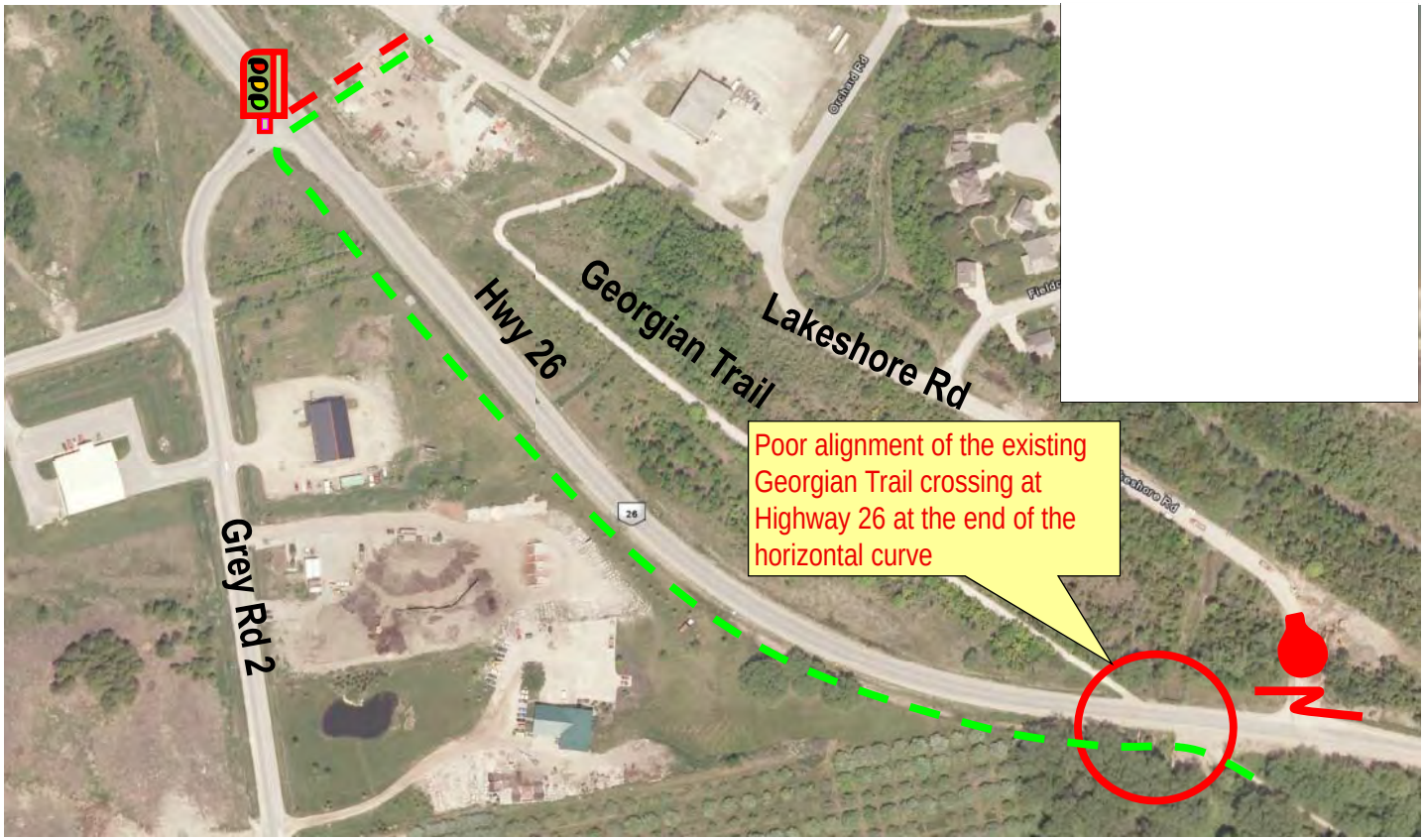
Localized Improvements – Georgian Trail Crossing at Highway 26

Issue:

- poor alignment of Georgian Trail crossing at Hwy 26 and potential safety issue for trail users
- no appropriate traffic control device is present at this crossing

Considerations:

- crossing location would be more appropriate at intersection rather than mid block
- improve safety at Georgian Trail Crossing at Hwy 26 by realigning the trail crossing to Grey Road 2
- intersection is recommended for signalization once the Horse Park development is in place which will provide protected crossings for trail users



The Next Steps....

- Confirm long-term transportation needs.
- Finalize appropriate recommendations to ensure adequate operations for:
  - County / Town Roads
  - Highway 26
- Finalize proposed Highway Management Plan (HAMP) for Highway 26.
- Provide the final Transportation Strategic Plan report
- Future environmental studies for implementation of recommendations

Before you leave...

...have all of your questions been answered?

...have you signed the project registry?

...have you completed a comment sheet?

(please return it by Oct 17,2009)

If you have any comments or questions, please contact:

Mr. Jamie Powell
Project Manager
AECOM
105 Commerce Valley Drive W
7th Floor, Markham, ON
L3T 7W3
(905) 886-7022
(905) 886-9494
jamie.powell@aecom.com

Michael Cullip
Deputy Project Manager
C.C. Tatham & Associates
115 Sandford Fleming Drive
Suite 200, Collingwood, ON
L9Y 5A6
Tel: (705) 444-2565
Fax: (705) 444-2327
mcullip@cctatham.com

Town of The Blue Mountains

Comprehensive Transportation Strategic Plan

Sign In Sheet – PIC #1

No	Name	Address	Phone	E-mail	Would you like to be in the Mailing List?
1	[redacted]				
2	[redacted]				✓
3	[redacted]				✓
4	[redacted]				✓
5	[redacted]				
6	[redacted]				✓
7	[redacted]				✓
8	[redacted]				✓
9	[redacted]				✓
10	[redacted]				
11	[redacted]				
12	[redacted]				✓
13	[redacted]				yes.
14	[redacted]				✓
15	[redacted]				✓
16	[redacted]				✓
17	[redacted]				✓
18	[redacted]				
19	[redacted]				
20					

Town of The Blue Mountains
Comprehensive Transportation Strategic Plan
Sign In Sheet – PIC #1

No	Name	Address	Phone	E-mail	Would you like to be in the Mailing List?
1	[redacted]				
2	[redacted]				YES
3	[redacted]				Yes
4	[redacted]				YES
5	[redacted]				YES.
6	[redacted]				yes
7	[redacted]	"	"		"
8	[redacted]				"
9	[redacted]				Yes
10	[redacted]				
11	[redacted]				Yes
12		[redacted]			
13	[redacted]				YES
14	[redacted]				YES
15	[redacted]	" " "	"	[redacted]	YES
16	[redacted]				YES
17	[redacted]				yes
18	[redacted]				yes
19	[redacted]				No.
20	[redacted]				yes

↑ mail copy of slides [redacted]

Town of The Blue Mountains
Comprehensive Transportation Strategic Plan
Sign In Sheet – PIC #1

No	Name	Address	Phone	E-mail	Would you like to be in the Mailing List?
[redacted]					yes
[redacted]					ALREADY AM
[redacted]					email only
[redacted]					Yes
[redacted]					YES.
6					
7					
8					
9					
10					
11					
12					
13					
14					
15					
16					
17					
18					
19					
20					

Town of The Blue Mountains

Comprehensive Transportation Strategic Plan

Sign In Sheet – PIC #2

No	Name	Address	Phone	E-mail
1	[redacted]			
2				
3				
18				
19				
20				
21				
22				
23				
24				
25				
26				
27				
28				

PIC #2 Comment/Response Summary

General Comment	***Comment Theme***	***Report Response Reference***
Improved pedestrian access to North Winds beach	*Managing the Demand for Transportation*	*Promote Active Transportation, Section 6.1.2/Recommended Policies to support Walking and Cycling, Section 7.2.2*
More emphasis on Active Transportation Modes	*Active Transportation*	*Increase use of Transit Service, Section 6.1.1, Promote Active Transportation, Section 6.1.2/ Recommended Policies to support Walking and Cycling, Section 7.2.2/Recommended Policies for to Support Transit.7.3.2.*
With regard to Cycling: • *provide connecting link for cyclists to the county paved shoulder network* • *Should be a combination of quiet roads that have "Share the Road" signage and adding paved shoulders on more busy roads* • *Highway 26 shoulders should be paved to accommodate cyclist movement between Meaford and Collingwood.*	*Active Transportation*	*Promote Active Transportation (walking/cycling), Section6.1.2*
Concern about the safe pedestrian crossing of Highway 26 in light of the ever increasing vehicular traffic	*Active Transportation*	*Design Policies, Section 7.2.1.1, Community Education and Awareness, Section 7.2.1.2*
Should be a stronger push on public transit	*Managing the Demand for Transportation*	*Section 6.l., Increase Use of Transit Service/ Recommended Policies for to Support Transit.7.3.2.*
The closing of Lakeshore Rd East and Fraser Rd West at Hwy 26 and the realignment of Lakeshore Rd East with the proposed new Fraser Crescent/Hwy 26 intersection could cause time delays for some proposed developments and could possibly negatively affect the development of the Chasson Plan of Subdivision lands	*Highway Access Management Plan*	*Managing the Demand for Transportation, Access Management, Sections 6.2.1 and 6.2.2/Recommended Improvements-Hwy 26 Corridor, Section 8.2.*

Appendix B – Traffic Data

Ontario Traffic Inc.

Afternoon Peak Diagram

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

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

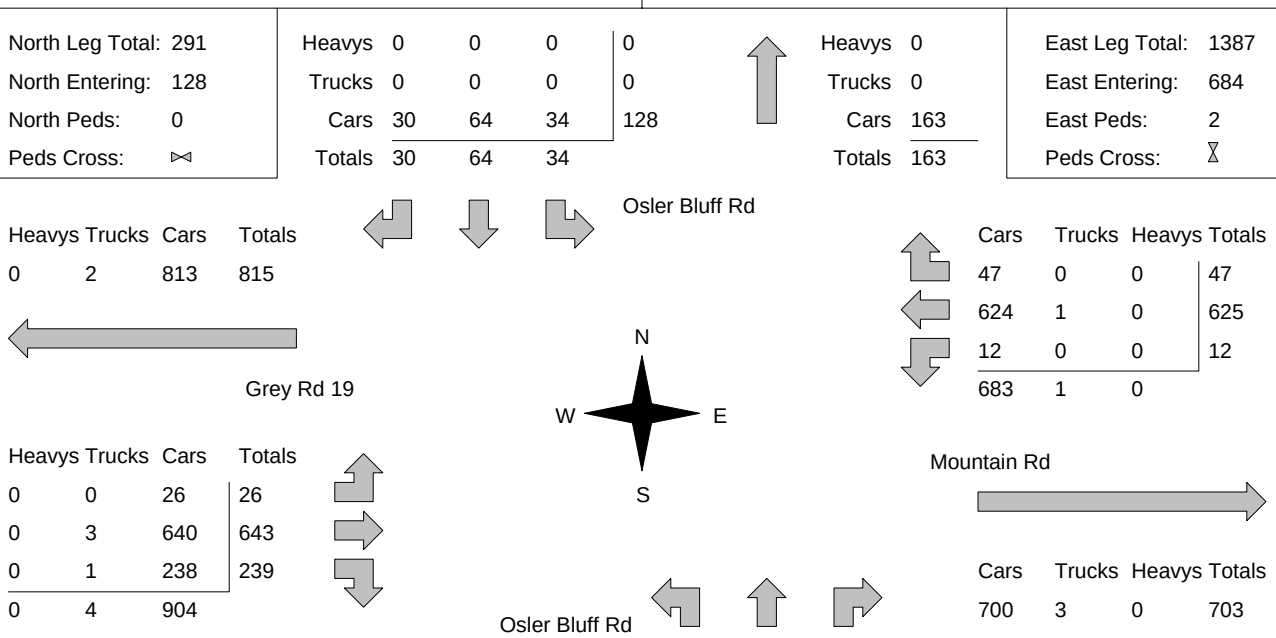
Municipality: Blue Mountains
Site #: 0805000006
Intersection: Osler Bluff Rd & Grey Rd 19
TFR File #: 1
Count date: 16-Feb-08

Weather conditions:

Person(s) who counted:

**** Signalized Intersection ****

Major Road: Osler Bluff Rd runs N/S



Comments

Ontario Traffic Inc.

Afternoon Peak Diagram

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

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

Municipality: Blue Mountains
Site #: 0805000008
Intersection: Hwy 26 & Grey Rd 2
TFR File #: 1
Count date: 16-Feb-08

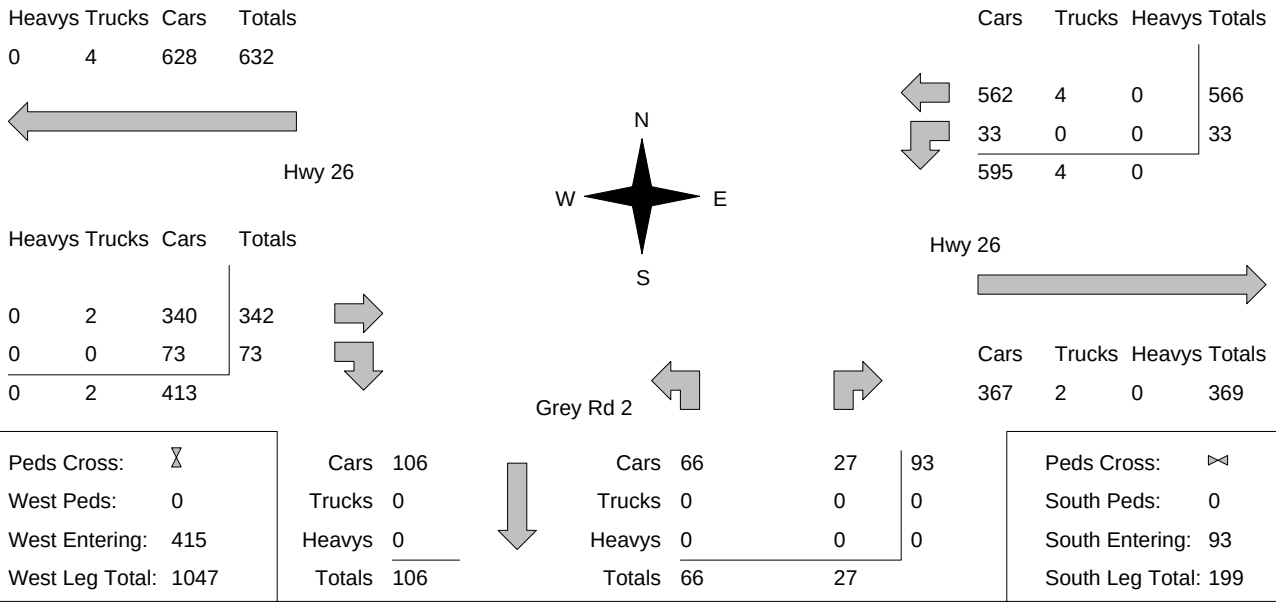
Weather conditions:

Person(s) who counted:

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

Major Road: Hwy 26 runs W/E

East Leg Total: 968
East Entering: 599
East Peds: 0
Peds Cross: ⧖



Peds Cross: ⧖
West Peds: 0
West Entering: 415
West Leg Total: 1047

Cars 106
Trucks 0
Heavys 0
Totals 106

Cars 66 27 93
Trucks 0 0 0
Heavys 0 0 0
Totals 66 27

Peds Cross: ⋈
South Peds: 0
South Entering: 93
South Leg Total: 199

Comments

Ontario Traffic Inc.

Afternoon Peak Diagram

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

One Hour Peak
From: 15:30:00
To: 16:30:00

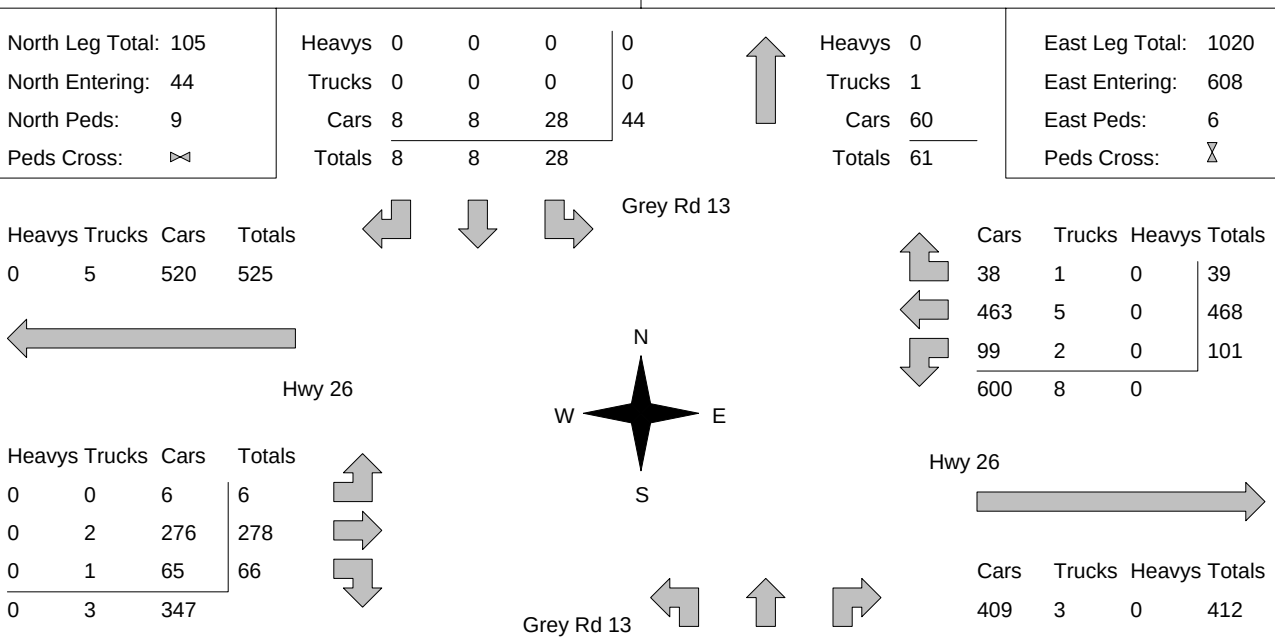
Municipality: Blue Mountains
Site #: 0805000007
Intersection: Hwy 26 & Grey Rd 13
TFR File #: 1
Count date: 16-Feb-08

Weather conditions:

Person(s) who counted:

**** Signalized Intersection ****

Major Road: Hwy 26 runs W/E



Comments

Ontario Traffic Inc.

Afternoon Peak Diagram

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

One Hour Peak
From: 16:15:00
To: 17:15:00

Municipality: Blue Mountains
Site #: 0805000001
Intersection: Hwy 26 & Grey Rd 19
TFR File #: 1
Count date: 16-Feb-08

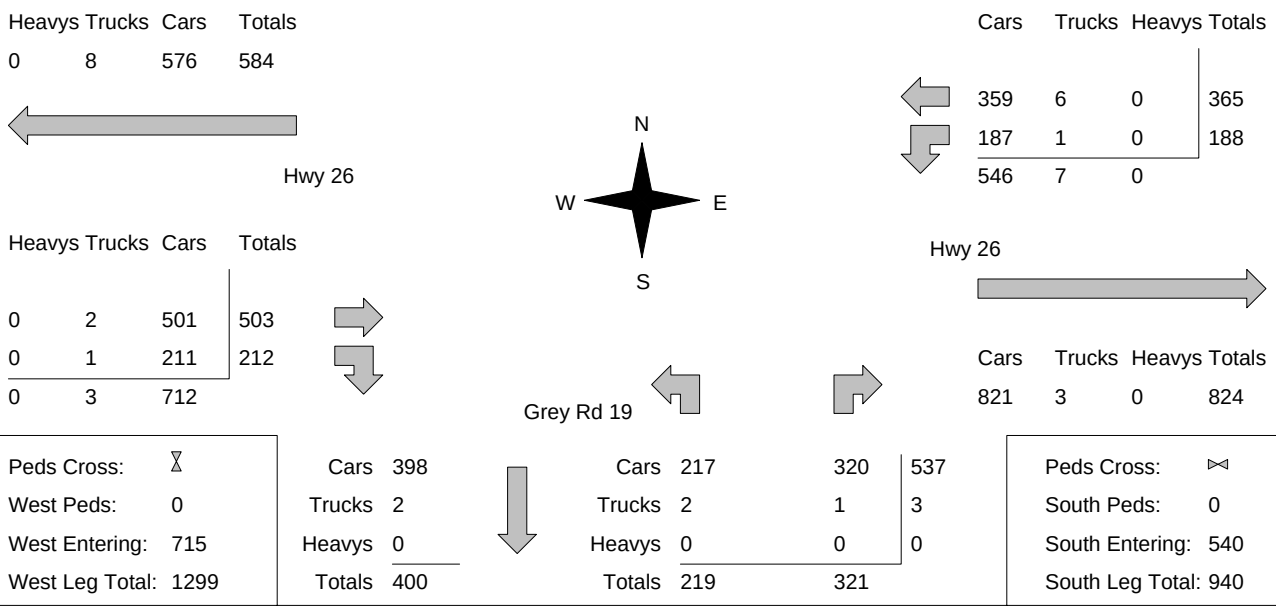
Weather conditions:

Person(s) who counted:

**** Signalized Intersection ****

Major Road: Hwy 26 runs W/E

East Leg Total: 1377
East Entering: 553
East Peds: 0
Peds Cross: ⧖



Peds Cross: ⧖
West Peds: 0
West Entering: 715
West Leg Total: 1299

Cars 398
Trucks 2
Heavys 0
Totals 400

Cars 217 320 537
Trucks 2 1 3
Heavys 0 0 0
Totals 219 321

Peds Cross: ⋈
South Peds: 0
South Entering: 540
South Leg Total: 940

Comments

Ontario Traffic Inc.

Afternoon Peak Diagram

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

One Hour Peak
From: 16:15:00
To: 17:15:00

Municipality: Blue Mountains
Site #: 0805000009
Intersection: Hwy 26 & Grey Rd 40
TFR File #: 1
Count date: 16-Feb-08

Weather conditions:

Person(s) who counted:

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

Major Road: Hwy 26 runs W/E

North Leg Total:	23
North Entering:	9
North Peds:	0
Peds Cross:	⋈

Heavys	0	0	0	0
Trucks	0	0	0	0
Cars	2	1	6	9
Totals	2	1	6	

Heavys	0
Trucks	0
Cars	14
Totals	14

East Leg Total:	1000
East Entering:	641
East Peds:	0
Peds Cross:	⧖

Lakewood Dr

Heavys	Trucks	Cars	Totals
0	3	536	539

Cars	Trucks	Heavys	Totals
14	0	0	14
518	3	0	521
105	1	0	106
637	4	0	

Hwy 26

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Heavys	Trucks	Cars	Totals
0	0	0	0
0	2	266	268
0	0	9	9
0	2	275	

Hwy 26

Cars	Trucks	Heavys	Totals
357	2	0	359

Grey Rd 40

Peds Cross:	⧖
West Peds:	0
West Entering:	277
West Leg Total:	816

Cars	115			
Trucks	1			
Heavys	0			
Totals	116			

Cars	16	0	85	101
Trucks	0	0	0	0
Heavys	0	0	0	0
Totals	16	0	85	

Peds Cross:	⋈
South Peds:	0
South Entering:	101
South Leg Total:	217

Comments

Ontario Traffic Inc.

Afternoon Peak Diagram

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

One Hour Peak
From: 16:15:00
To: 17:15:00

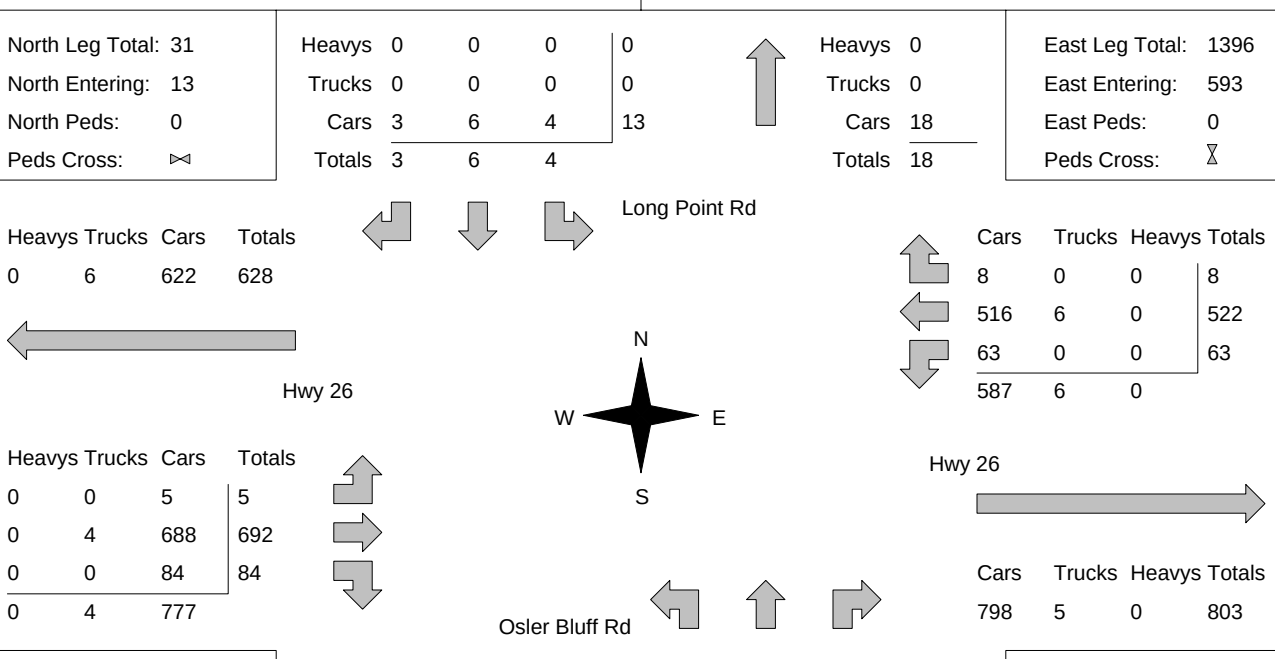
Municipality: Blue Mountains
Site #: 0805000004
Intersection: Hwy 26 & Osler Bluff Rd
TFR File #: 1
Count date: 16-Feb-08

Weather conditions:

Person(s) who counted:

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

Major Road: Hwy 26 runs W/E



Comments

Ontario Traffic Inc

Morning Peak Diagram

Specified Period	One Hour Peak
From: 7:00:00	**From:** 7:45:00
To: 9:00:00	**To:** 8:45:00

Municipality: Town of The Blue Mountains
Site #: 0815500002
Intersection: Hwy 26 & Arrowhead Road
TFR File #: 1
Count date: 13-May-08

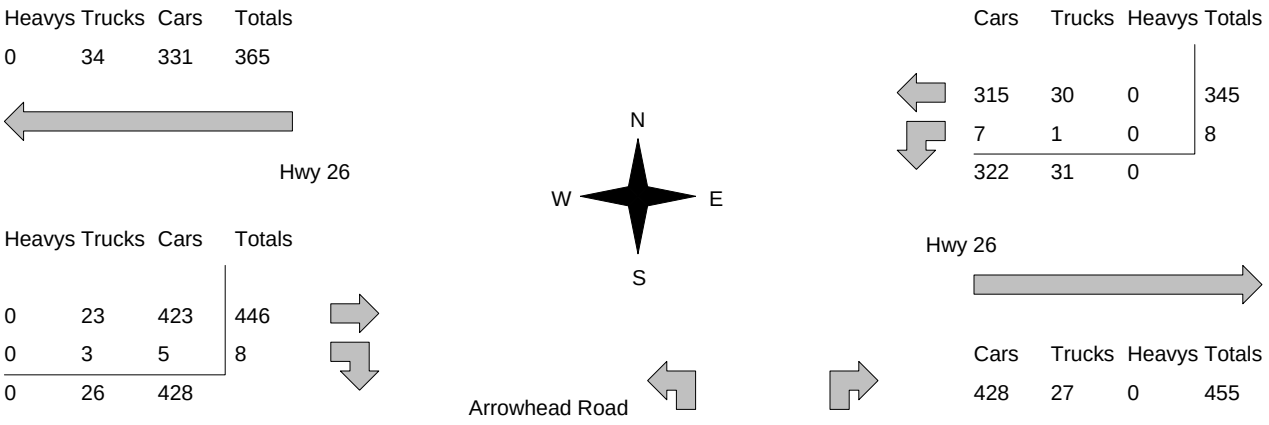
Weather conditions:

Person(s) who counted:

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

Major Road: Hwy 26 runs W/E

East Leg Total: 808
East Entering: 353
East Peds: 0
Peds Cross:



Peds Cross:
West Peds: 0
West Entering: 454
West Leg Total: 819

Cars 12
Trucks 4
Heavys 0
Totals 16

Cars 16 5 21
Trucks 4 4 8
Heavys 0 0 0
Totals 20 9

Peds Cross:
South Peds: 0
South Entering: 29
South Leg Total: 45

Comments

Ontario Traffic Inc

Mid-day Peak Diagram

Specified Period	One Hour Peak
From: 11:00:00	**From:** 11:00:00
To: 14:00:00	**To:** 12:00:00

Municipality: Town of The Blue Mountains
Site #: 0815500002
Intersection: Hwy 26 & Arrowhead Road
TFR File #: 1
Count date: 13-May-08

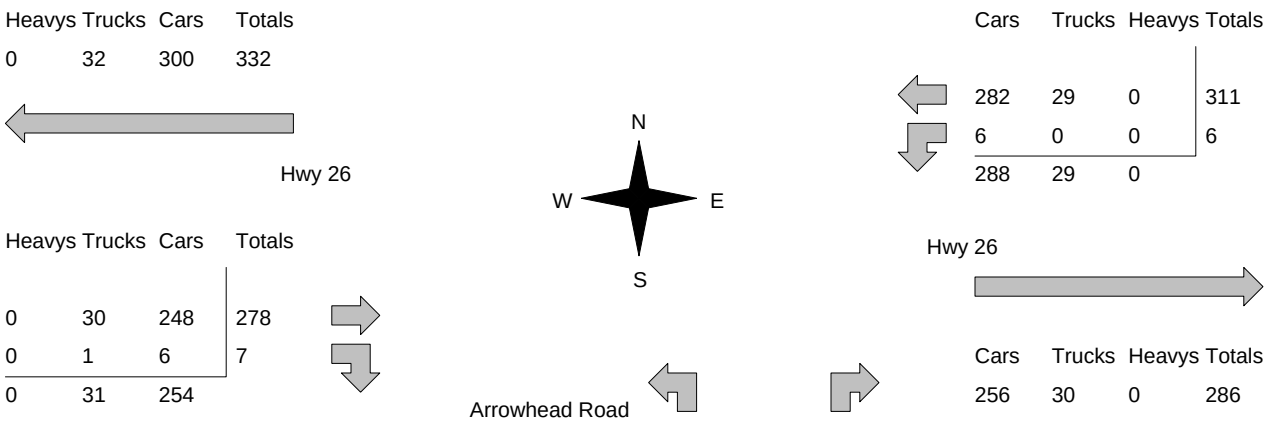
Weather conditions:

Person(s) who counted:

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

Major Road: Hwy 26 runs W/E

East Leg Total: 603
East Entering: 317
East Peds: 0
Peds Cross:



Peds Cross:
West Peds: 0
West Entering: 285
West Leg Total: 617

Cars 12
Trucks 1
Heavys 0
Totals 13

Cars 18 8 26
Trucks 3 0 3
Heavys 0 0 0
Totals 21 8

Peds Cross:
South Peds: 0
South Entering: 29
South Leg Total: 42

Comments

Ontario Traffic Inc

Afternoon Peak Diagram

Specified Period
From: 15:00:00
To: 19:00:00

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

Municipality: Town of The Blue Mountains
Site #: 0815500002
Intersection: Hwy 26 & Arrowhead Road
TFR File #: 1
Count date: 13-May-08

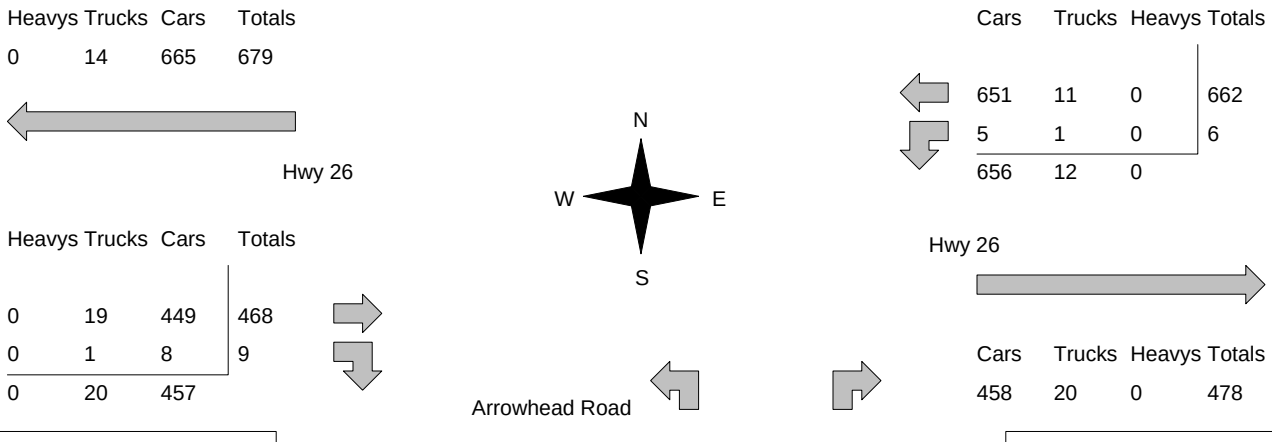
Weather conditions:

Person(s) who counted:

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

Major Road: Hwy 26 runs W/E

East Leg Total: 1146
East Entering: 668
East Peds: 0
Peds Cross:



Peds Cross:
West Peds: 0
West Entering: 477
West Leg Total: 1156

Cars 13
Trucks 2
Heavys 0
Totals 15

Cars 14 9 23
Trucks 3 1 4
Heavys 0 0 0
Totals 17 10

Peds Cross:
South Peds: 0
South Entering: 27
South Leg Total: 42

Comments

Ontario Traffic Inc

Morning Peak Diagram

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

One Hour Peak
From: 7:30:00
To: 8:30:00

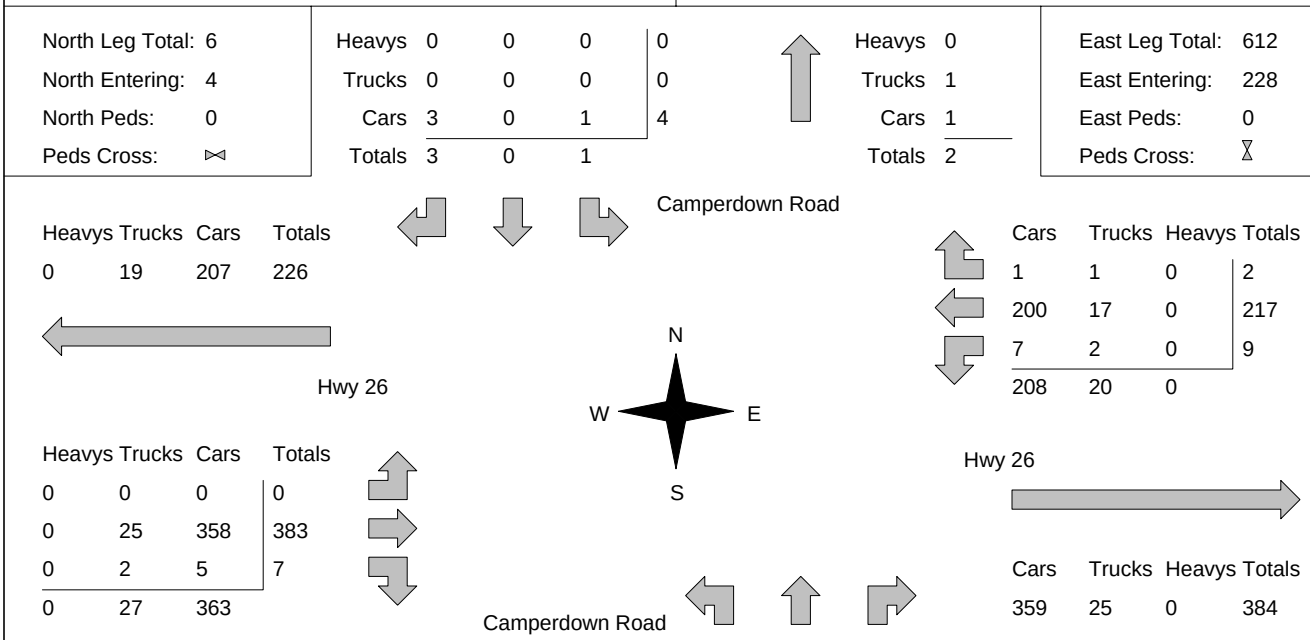
Municipality: Town of The Blue Mountains
Site #: 0815500003
Intersection: Hwy 26 & Camperdown Road
TFR File #: 4
Count date: 14-May-08

Weather conditions:

Person(s) who counted:

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

Major Road: Hwy 26 runs W/E



Comments

Ontario Traffic Inc

Mid-day Peak Diagram

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

One Hour Peak
From: 12:15:00
To: 13:15:00

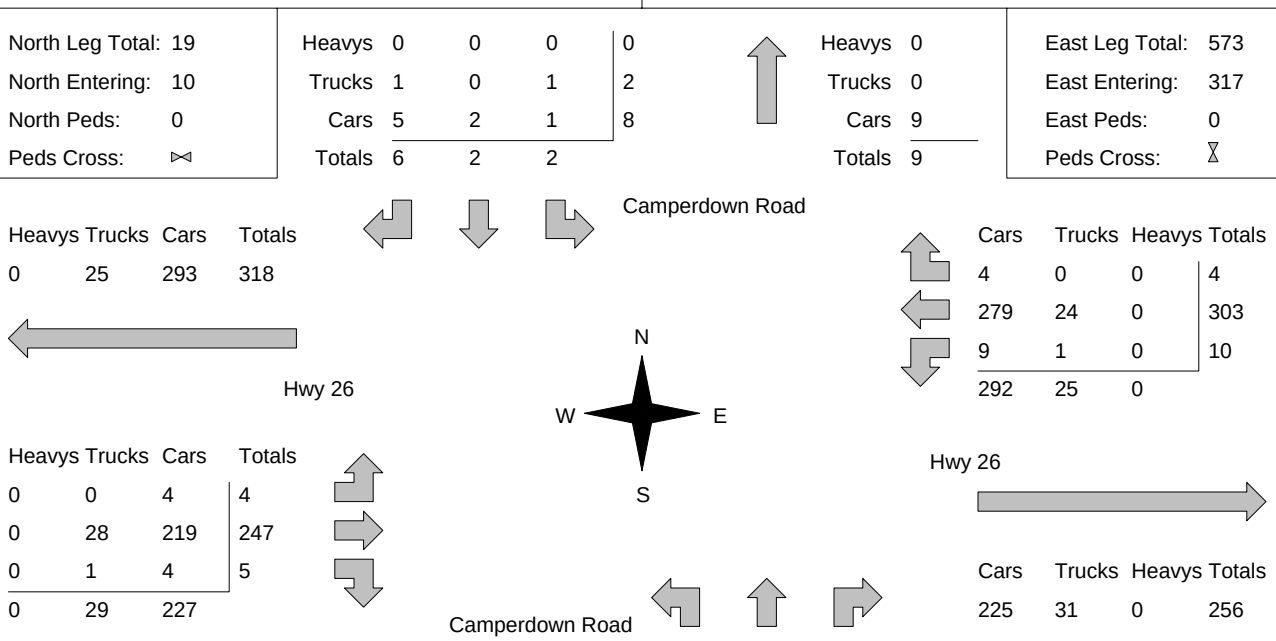
Municipality: Town of The Blue Mountains
Site #: 0815500003
Intersection: Hwy 26 & Camperdown Road
TFR File #: 4
Count date: 14-May-08

Weather conditions:

Person(s) who counted:

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

Major Road: Hwy 26 runs W/E



Comments

Ontario Traffic Inc

Afternoon Peak Diagram

Specified Period
From: 15:00:00
To: 19:00:00

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

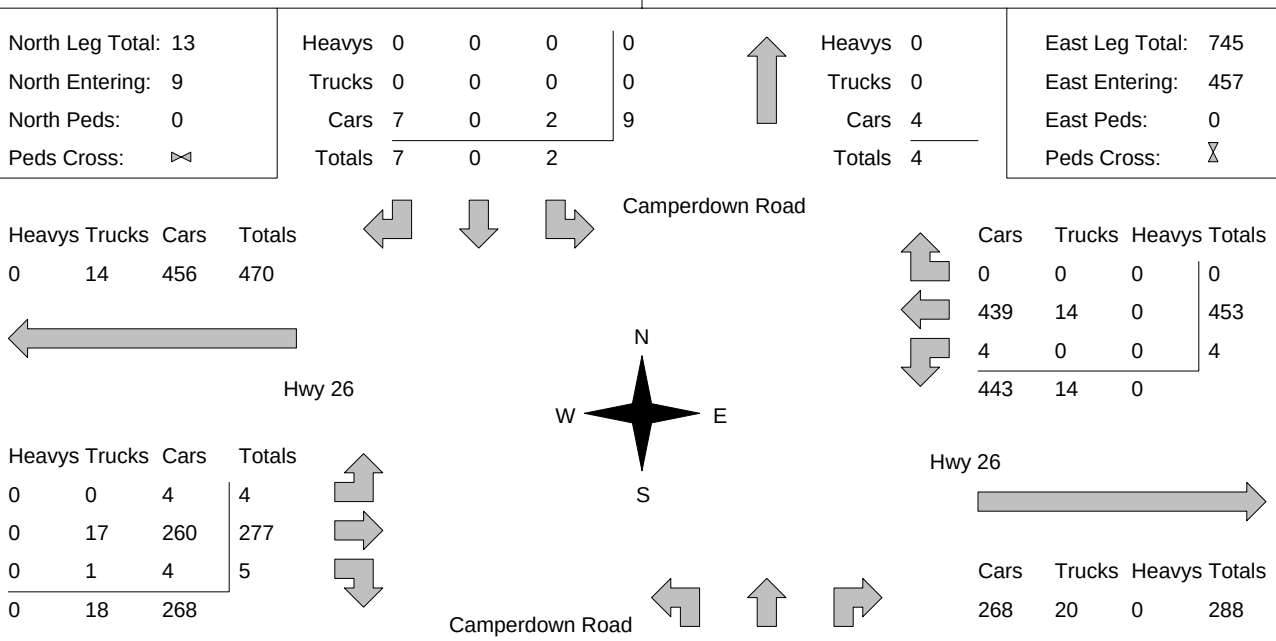
Municipality: Town of The Blue Mountains
Site #: 0815500003
Intersection: Hwy 26 & Camperdown Road
TFR File #: 4
Count date: 14-May-08

Weather conditions:

Person(s) who counted:

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

Major Road: Hwy 26 runs W/E



Comments

Ontario Traffic Inc

Morning Peak Diagram

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

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

Municipality: Town of The Blue Mountains
Site #: 0815500011
Intersection: Hwy 26 & Christie Beach Road
TFR File #: 7
Count date: 14-May-08

Weather conditions:

Person(s) who counted:

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

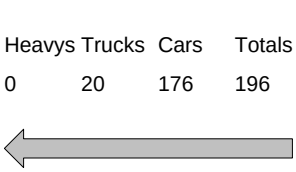
Major Road: Hwy 26 runs W/E

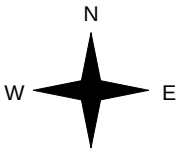
North Leg Total: 38
North Entering: 18
North Peds: 0
Peds Cross: ⋈

Heavys	0	0	0
Trucks	2	3	5
Cars	5	8	13
Totals	7	11	

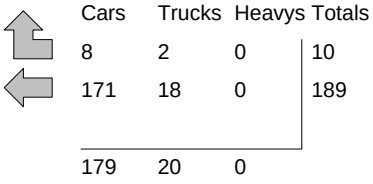
Heavys	0
Trucks	8
Cars	12
Totals	20

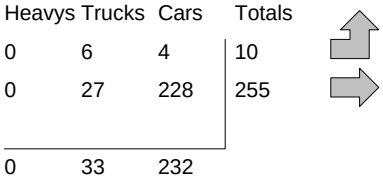
East Leg Total: 465
East Entering: 199
East Peds: 0
Peds Cross: ⧖

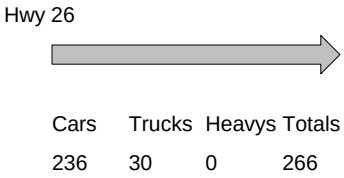




Christie Beach Road







Peds Cross: ⧖
West Peds: 0
West Entering: 265
West Leg Total: 461

Comments

Ontario Traffic Inc

Mid-day Peak Diagram

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

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

Municipality: Town of The Blue Mountains
Site #: 0815500011
Intersection: Hwy 26 & Christie Beach Road
TFR File #: 7
Count date: 14-May-08

Weather conditions:

Person(s) who counted:

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

Major Road: Hwy 26 runs W/E

North Leg Total: 32
North Entering: 15
North Peds: 0
Peds Cross: ⋈

Heavys	0	0	0
Trucks	3	1	4
Cars	5	6	11
Totals	8	7	

Heavys	0
Trucks	6
Cars	11
Totals	17

East Leg Total: 514
East Entering: 266
East Peds: 0
Peds Cross: ⧖

Christie Beach Road

Heavys	Trucks	Cars	Totals
0	19	247	266

Hwy 26

Heavys	Trucks	Cars	Totals
0	5	4	9
0	23	218	241
0	28	222	

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W E
S

Cars	Trucks	Heavys	Totals
7	1	0	8
242	16	0	258
249	17	0	

Hwy 26

Cars	Trucks	Heavys	Totals
224	24	0	248

Peds Cross: ⧖
West Peds: 0
West Entering: 250
West Leg Total: 516

Comments

Ontario Traffic Inc

Afternoon Peak Diagram

Specified Period
From: 15:00:00
To: 19:00:00

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

Municipality: Town of The Blue Mountains
Site #: 0815500011
Intersection: Hwy 26 & Christie Beach Road
TFR File #: 7
Count date: 14-May-08

Weather conditions:

Person(s) who counted:

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

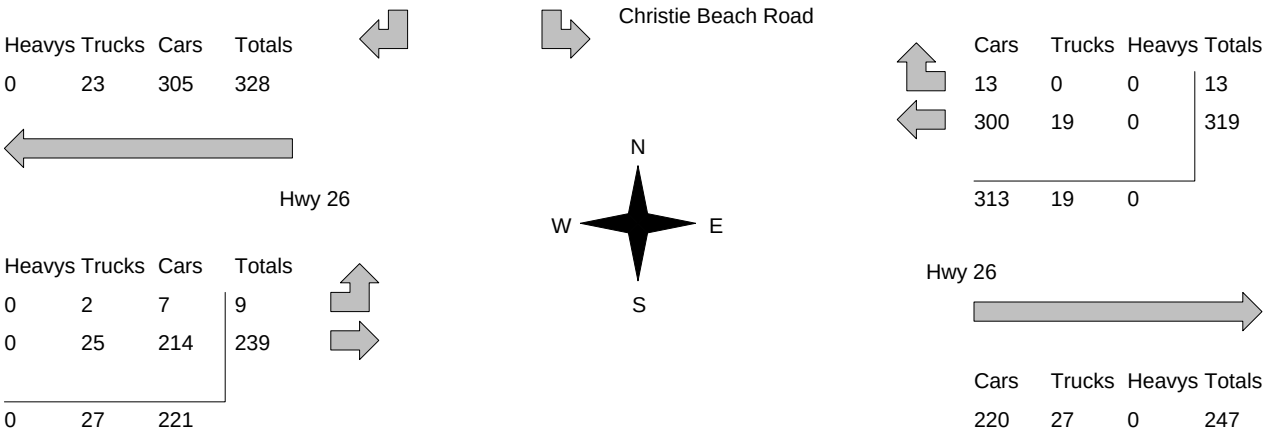
Major Road: Hwy 26 runs W/E

North Leg Total: 39
North Entering: 17
North Peds: 0
Peds Cross: ⋈

Heavys	0	0	0
Trucks	4	2	6
Cars	5	6	11
Totals	9	8	

Heavys	0
Trucks	2
Cars	20
Totals	22

East Leg Total: 579
East Entering: 332
East Peds: 0
Peds Cross: ⧖



Peds Cross: ⧖
West Peds: 0
West Entering: 248
West Leg Total: 576

Comments

Ontario Traffic Inc

Morning Peak Diagram

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

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

Municipality: Town of The Blue Mountains
Site #: 0815500005
Intersection: Hwy 26 & Elgin St
TFR File #: 1
Count date: 15-May-08

Weather conditions:

Person(s) who counted:

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

Major Road: Hwy 26 runs W/E

North Leg Total:	43			
North Entering:	10			
North Peds:	0			
Peds Cross:	⋈			

Heavys	0	0	0	0
Trucks	0	0	0	0
Cars	4	0	6	10
Totals	4	0	6	

Heavys	0
Trucks	0
Cars	33
Totals	33

East Leg Total:	627
East Entering:	296
East Peds:	0
Peds Cross:	⧖

Elgin St

Heavys	Trucks	Cars	Totals
0	14	282	296

Cars	Trucks	Heavys	Totals
15	0	0	15
264	13	0	277
4	0	0	4
283	13	0	

Hwy 26

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Heavys	Trucks	Cars	Totals
0	0	18	18
0	18	302	320
0	0	8	8
0	18	328	

Hwy 26

Cars	Trucks	Heavys	Totals
312	19	0	331

Elgin St

Peds Cross:	⧖		
West Peds:	1		
West Entering:	346		
West Leg Total:	642		

Cars	12			
Trucks	0			
Heavys	0			
Totals	12			

Cars	14	0	4	18
Trucks	1	0	1	2
Heavys	0	0	0	0
Totals	15	0	5	

Peds Cross:	⋈
South Peds:	6
South Entering:	20
South Leg Total:	32

Comments

Ontario Traffic Inc

Mid-day Peak Diagram

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

One Hour Peak
From: 11:15:00
To: 12:15:00

Municipality: Town of The Blue Mountains
Site #: 0815500005
Intersection: Hwy 26 & Elgin St
TFR File #: 1
Count date: 15-May-08

Weather conditions:

Person(s) who counted:

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

Major Road: Hwy 26 runs W/E

North Leg Total:	44
North Entering:	31
North Peds:	1
Peds Cross:	⋈

Heavys	0	0	0	0
Trucks	0	0	1	1
Cars	22	0	8	30
Totals	22	0	9	

Heavys	0
Trucks	0
Cars	13
Totals	13

East Leg Total:	688
East Entering:	310
East Peds:	4
Peds Cross:	⧖

Elgin St

Heavys	Trucks	Cars	Totals
0	20	311	331

Cars	Trucks	Heavys	Totals
5	0	0	5
282	20	0	302
3	0	0	3
290	20	0	

Hwy 26

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Heavys	Trucks	Cars	Totals
0	0	6	6
0	32	333	365
0	0	12	12
0	32	351	

Hwy 26

Cars	Trucks	Heavys	Totals
343	35	0	378

Elgin St

Peds Cross:	⧖
West Peds:	1
West Entering:	383
West Leg Total:	714

Cars	15
Trucks	0
Heavys	0
Totals	15

Cars	7	2	2	11
Trucks	0	0	2	2
Heavys	0	0	0	0
Totals	7	2	4	

Peds Cross:	⋈
South Peds:	3
South Entering:	13
South Leg Total:	28

Comments

Ontario Traffic Inc

Afternoon Peak Diagram

Specified Period
From: 15:00:00
To: 19:00:00

One Hour Peak
From: 16:15:00
To: 17:15:00

Municipality: Town of The Blue Mountains
Site #: 0815500005
Intersection: Hwy 26 & Elgin St
TFR File #: 1
Count date: 15-May-08

Weather conditions:

Person(s) who counted:

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

Major Road: Hwy 26 runs W/E

North Leg Total:	63			
North Entering:	57			
North Peds:	0			
Peds Cross:	⋈			
Heavys	0	0	0	0
Trucks	0	0	0	0
Cars	41	1	15	57
Totals	41	1	15	
Heavys	0			
Trucks	0			
Cars	6			
Totals	6			
East Leg Total:	638			
East Entering:	324			
East Peds:	6			
Peds Cross:	⧖			

Elgin St

Heavys	Trucks	Cars	Totals
0	24	343	367

Cars	Trucks	Heavys	Totals
2	0	0	2
294	24	0	318
4	0	0	4
300	24	0	

Hwy 26

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Heavys	Trucks	Cars	Totals
0	0	4	4
0	32	263	295
0	0	8	8
0	32	275	

Hwy 26

Cars	Trucks	Heavys	Totals
282	32	0	314

Elgin St

Peds Cross:	⧖			
West Peds:	2			
West Entering:	307			
West Leg Total:	674			
Cars	13			
Trucks	0			
Heavys	0			
Totals	13			
Cars	8	0	4	12
Trucks	0	0	0	0
Heavys	0	0	0	0
Totals	8	0	4	
Peds Cross:	⋈			
South Peds:	3			
South Entering:	12			
South Leg Total:	25			

Comments

Ontario Traffic Inc

Morning Peak Diagram

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

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

Municipality: Town of The Blue Mountains
Site #: 0815500008
Intersection: Hwy 26 & Grey Road 113
TFR File #: 10
Count date: 15-May-08

Weather conditions:

Person(s) who counted:

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

Major Road: Hwy 26 runs W/E

North Leg Total:	12
North Entering:	4
North Peds:	0
Peds Cross:	⋈

Heavys	0	0	0	0
Trucks	0	0	0	0
Cars	4	0	0	4
Totals	4	0	0	

Heavys	0
Trucks	2
Cars	6
Totals	8

East Leg Total:	561
East Entering:	261
East Peds:	0
Peds Cross:	⧖

10th Line

Heavys	Trucks	Cars	Totals
0	30	230	260

Cars	Trucks	Heavys	Totals
4	0	0	4
214	27	0	241
13	3	0	16
231	30	0	

Hwy 26

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Heavys	Trucks	Cars	Totals
0	0	0	0
1	25	259	285
0	5	8	13
1	30	267	

Hwy 26

Cars	Trucks	Heavys	Totals
271	28	1	300

Grey Road 113

Peds Cross:	⧖
West Peds:	0
West Entering:	298
West Leg Total:	558

Cars	21
Trucks	8
Heavys	0
Totals	29

Cars	12	2	12	26
Trucks	3	2	3	8
Heavys	0	0	0	0
Totals	15	4	15	

Peds Cross:	⋈
South Peds:	1
South Entering:	34
South Leg Total:	63

Comments

Ontario Traffic Inc

Mid-day Peak Diagram

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

One Hour Peak
From: 11:15:00
To: 12:15:00

Municipality: Town of The Blue Mountains
Site #: 0815500008
Intersection: Hwy 26 & Grey Road 113
TFR File #: 10
Count date: 15-May-08

Weather conditions:

Person(s) who counted:

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

Major Road: Hwy 26 runs W/E

North Leg Total:	27			
North Entering:	12			
North Peds:	0			
Peds Cross:	⋈			

Heavys	0	0	0	0
Trucks	0	0	0	0
Cars	4	1	7	12
Totals	4	1	7	

Heavys	0			
Trucks	1			
Cars	14			
Totals	15			

East Leg Total:	548			
East Entering:	264			
East Peds:	0			
Peds Cross:	⧖			

10th Line

Heavys	Trucks	Cars	Totals
0	34	223	257

Cars	Trucks	Heavys	Totals
12	0	0	12
208	31	0	239
11	2	0	13
231	33	0	

Hwy 26

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Heavys	Trucks	Cars	Totals
0	0	2	2
0	36	227	263
0	1	11	12
0	37	240	

Hwy 26

Cars	Trucks	Heavys	Totals
246	38	0	284

Grey Road 113

Peds Cross:	⧖			
West Peds:	0			
West Entering:	277			
West Leg Total:	534			

Cars	23			
Trucks	3			
Heavys	0			
Totals	26			

Cars	11	0	12	23
Trucks	3	1	2	6
Heavys	0	0	0	0
Totals	14	1	14	

Peds Cross:	⋈			
South Peds:	0			
South Entering:	29			
South Leg Total:	55			

Comments

Ontario Traffic Inc

Afternoon Peak Diagram

Specified Period
From: 15:00:00
To: 19:00:00

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

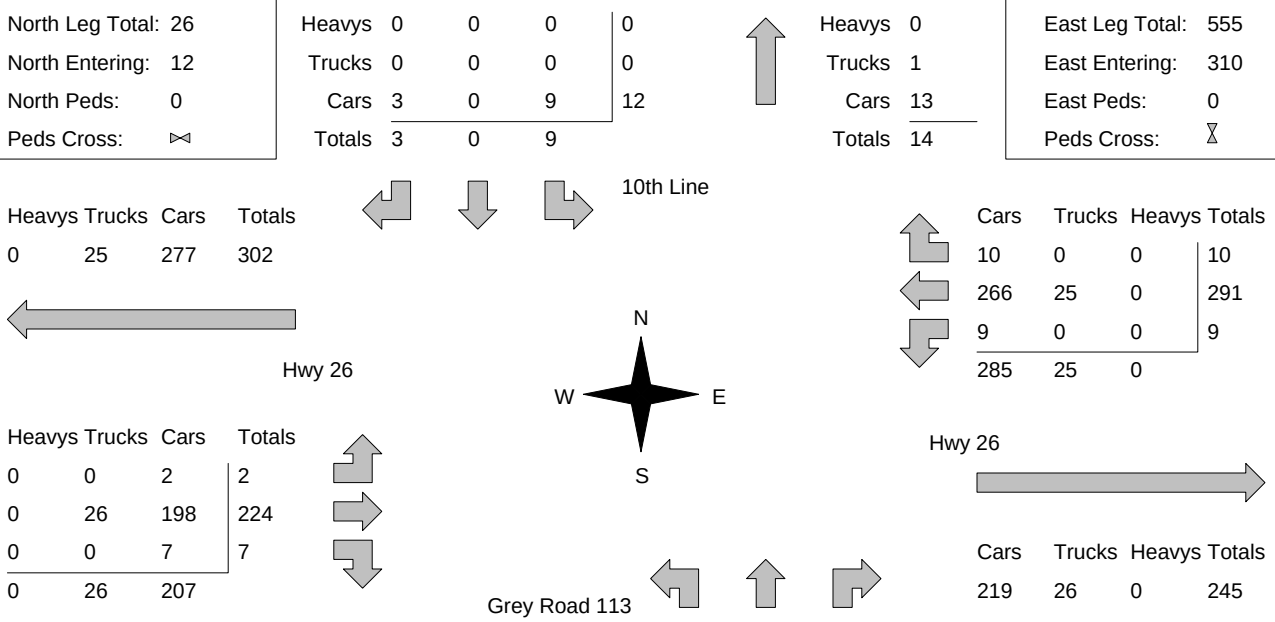
Municipality: Town of The Blue Mountains
Site #: 0815500008
Intersection: Hwy 26 & Grey Road 113
TFR File #: 10
Count date: 15-May-08

Weather conditions:

Person(s) who counted:

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

Major Road: Hwy 26 runs W/E



Comments

Ontario Traffic Inc

Morning Peak Diagram

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

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

Municipality: Town of The Blue Mountains
Site #: 0815500008
Intersection: Hwy 26 & Grey Road 113
TFR File #: 10
Count date: 15-May-08

Weather conditions:

Person(s) who counted:

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

Major Road: Hwy 26 runs W/E

North Leg Total:	12
North Entering:	4
North Peds:	0
Peds Cross:	⋈

Heavys	0	0	0	0
Trucks	0	0	0	0
Cars	4	0	0	4
Totals	4	0	0	

Heavys	0
Trucks	2
Cars	6
Totals	8

East Leg Total:	561
East Entering:	261
East Peds:	0
Peds Cross:	⧖

10th Line

Heavys	Trucks	Cars	Totals
0	30	230	260

Cars	Trucks	Heavys	Totals
4	0	0	4
214	27	0	241
13	3	0	16
231	30	0	

Hwy 26

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Heavys	Trucks	Cars	Totals
0	0	0	0
1	25	259	285
0	5	8	13
1	30	267	

Hwy 26

Cars	Trucks	Heavys	Totals
271	28	1	300

Grey Road 113

Peds Cross:	⧖
West Peds:	0
West Entering:	298
West Leg Total:	558

Cars	21
Trucks	8
Heavys	0
Totals	29

Cars	12	2	12	26
Trucks	3	2	3	8
Heavys	0	0	0	0
Totals	15	4	15	

Peds Cross:	⋈
South Peds:	1
South Entering:	34
South Leg Total:	63

Comments

Ontario Traffic Inc

Mid-day Peak Diagram

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

One Hour Peak
From: 11:15:00
To: 12:15:00

Municipality: Town of The Blue Mountains
Site #: 0815500008
Intersection: Hwy 26 & Grey Road 113
TFR File #: 10
Count date: 15-May-08

Weather conditions:

Person(s) who counted:

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

Major Road: Hwy 26 runs W/E

North Leg Total:	27			
North Entering:	12			
North Peds:	0			
Peds Cross:	⋈			

Heavys	0	0	0	0
Trucks	0	0	0	0
Cars	4	1	7	12
Totals	4	1	7	

Heavys	0			
Trucks	1			
Cars	14			
Totals	15			

East Leg Total:	548			
East Entering:	264			
East Peds:	0			
Peds Cross:	⧖			

10th Line

Heavys	Trucks	Cars	Totals
0	34	223	257

Cars	Trucks	Heavys	Totals
12	0	0	12
208	31	0	239
11	2	0	13
231	33	0	

Hwy 26

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Heavys	Trucks	Cars	Totals
0	0	2	2
0	36	227	263
0	1	11	12
0	37	240	

Hwy 26

Cars	Trucks	Heavys	Totals
246	38	0	284

Grey Road 113

Peds Cross:	⧖			
West Peds:	0			
West Entering:	277			
West Leg Total:	534			

Cars	23			
Trucks	3			
Heavys	0			
Totals	26			

Cars	11	0	12	23
Trucks	3	1	2	6
Heavys	0	0	0	0
Totals	14	1	14	

Peds Cross:	⋈			
South Peds:	0			
South Entering:	29			
South Leg Total:	55			

Comments

Ontario Traffic Inc

Afternoon Peak Diagram

Specified Period
From: 15:00:00
To: 19:00:00

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

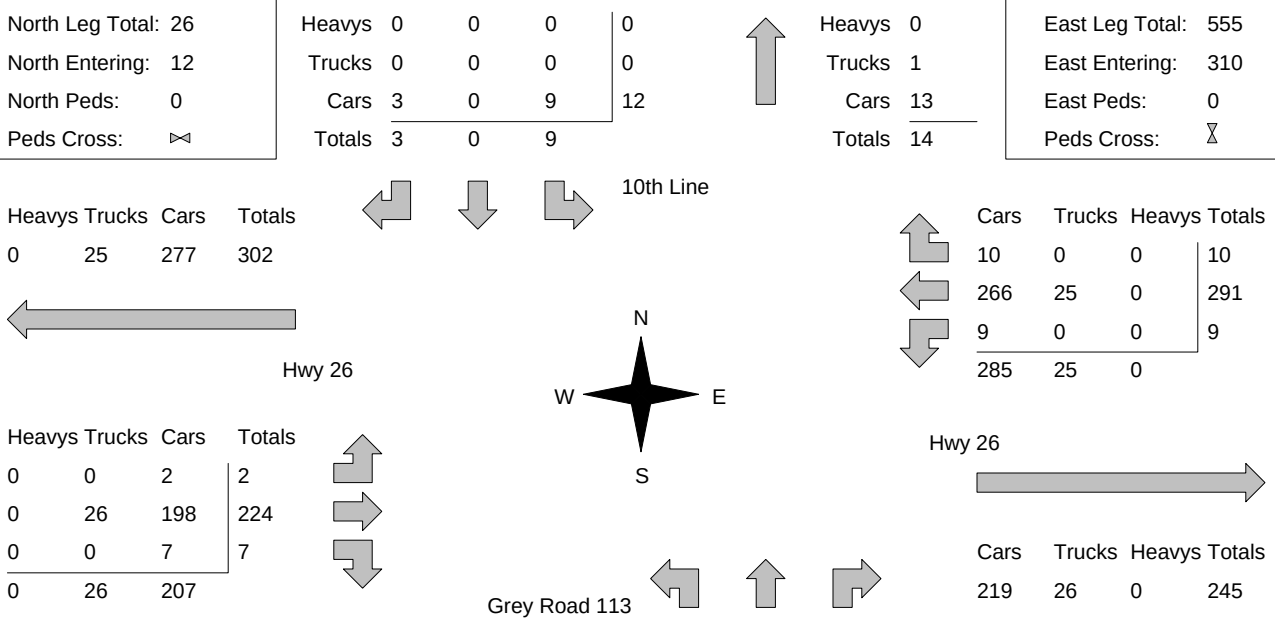
Municipality: Town of The Blue Mountains
Site #: 0815500008
Intersection: Hwy 26 & Grey Road 113
TFR File #: 10
Count date: 15-May-08

Weather conditions:

Person(s) who counted:

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

Major Road: Hwy 26 runs W/E



Comments

Ontario Traffic Inc

Morning Peak Diagram

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

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

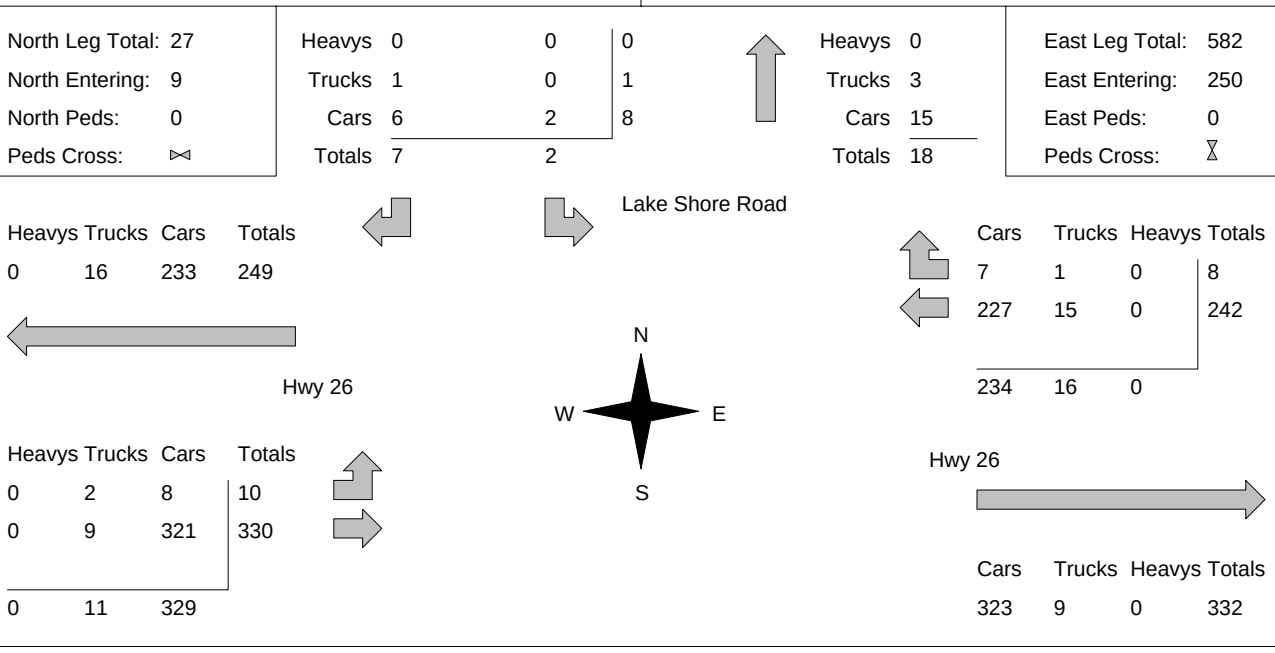
Municipality: Town of The Blue Mountains
Site #: 0815500004
Intersection: Hwy 26 & Lake Shore Road
TFR File #: 7
Count date: 15-May-08

Weather conditions:

Person(s) who counted:

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

Major Road: Hwy 26 runs W/E



Peds Cross:
West Peds: 0
West Entering: 340
West Leg Total: 589

Comments

Ontario Traffic Inc

Mid-day Peak Diagram

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

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

Municipality: Town of The Blue Mountains
Site #: 0815500004
Intersection: Hwy 26 & Lake Shore Road
TFR File #: 7
Count date: 15-May-08

Weather conditions:

Person(s) who counted:

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

Major Road: Hwy 26 runs W/E

North Leg Total: 26
North Entering: 11
North Peds: 0
Peds Cross: ⋈

Heavys	0	0	0
Trucks	0	1	1
Cars	7	3	10
Totals	7	4	

Heavys	0
Trucks	2
Cars	13
Totals	15

East Leg Total: 625
East Entering: 274
East Peds: 0
Peds Cross: ⧖

Lake Shore Road

Heavys	Trucks	Cars	Totals
0	13	265	278

Hwy 26

Heavys	Trucks	Cars	Totals
0	2	10	12
0	14	333	347
0	16	343	

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Cars	Trucks	Heavys	Totals
3	0	0	3
258	13	0	271
261	13	0	

Hwy 26

Cars	Trucks	Heavys	Totals
336	15	0	351

Peds Cross: ⧖
West Peds: 0
West Entering: 359
West Leg Total: 637

Comments

Ontario Traffic Inc

Afternoon Peak Diagram

Specified Period
From: 15:00:00
To: 19:00:00

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

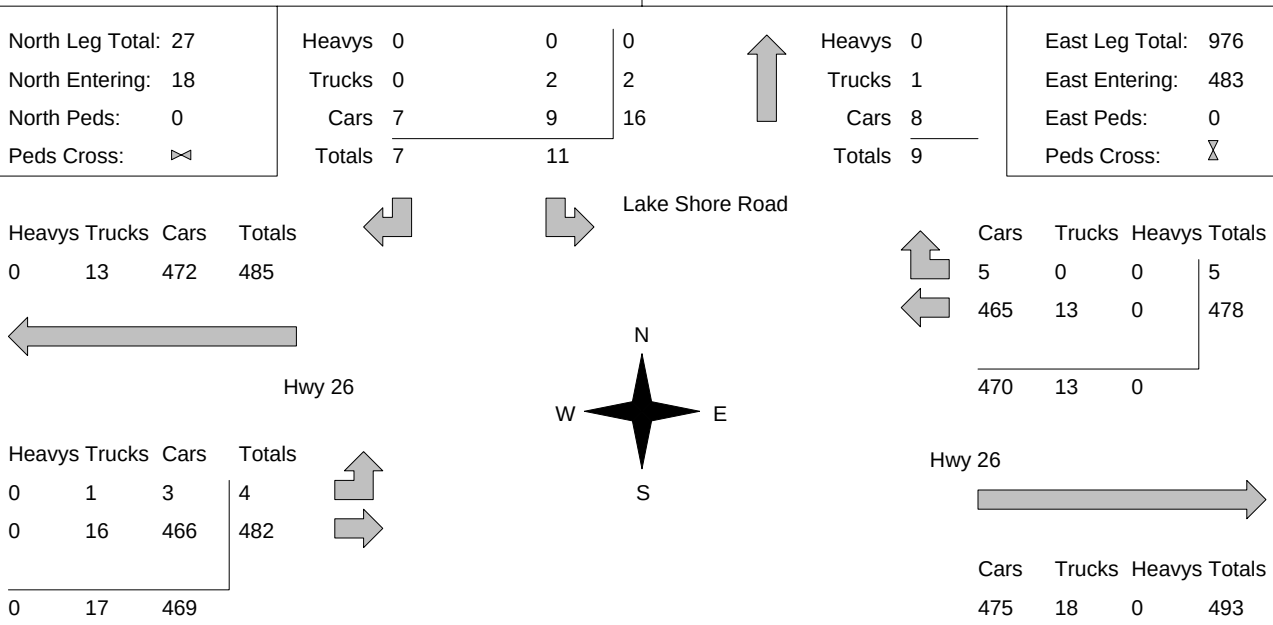
Municipality: Town of The Blue Mountains
Site #: 0815500004
Intersection: Hwy 26 & Lake Shore Road
TFR File #: 7
Count date: 15-May-08

Weather conditions:

Person(s) who counted:

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

Major Road: Hwy 26 runs W/E



Peds Cross:
West Peds: 0
West Entering: 486
West Leg Total: 971

Comments

Ontario Traffic Inc

Morning Peak Diagram

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

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

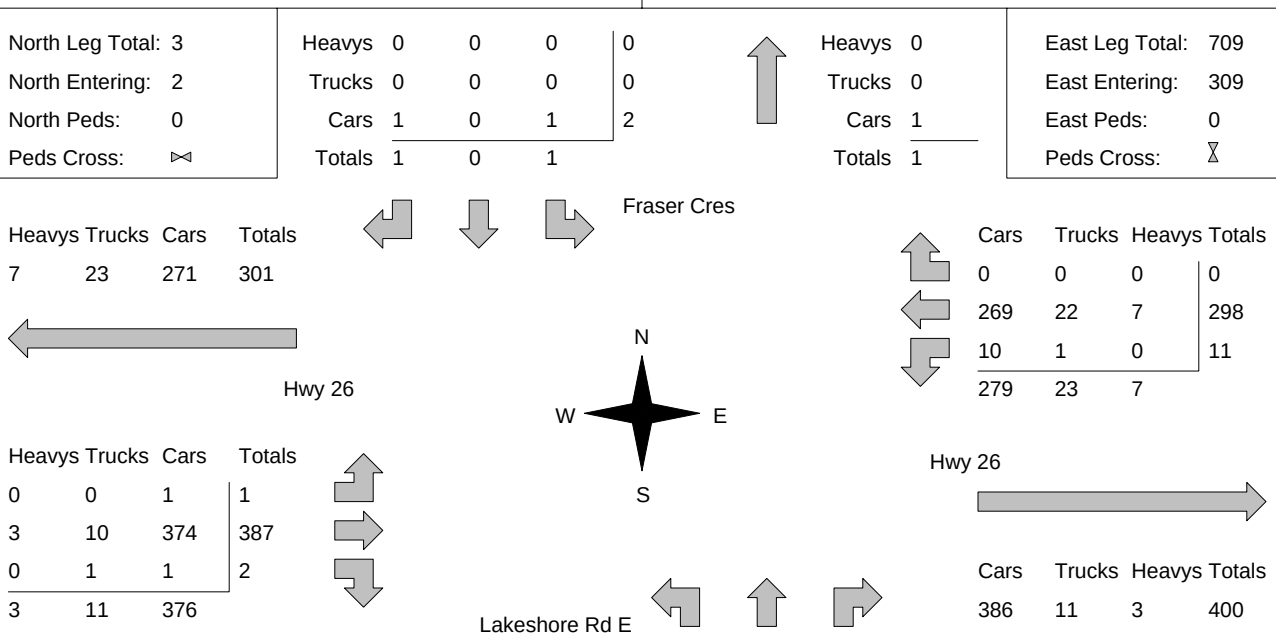
Municipality: Town of The Blue Mountains
Site #: 0615500001
Intersection: Hwy 26 & Lakeshore Rd E
TFR File #: 3
Count date: 15-May-08

Weather conditions:

Person(s) who counted:

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

Major Road: Hwy 26 runs W/E



Comments

Ontario Traffic Inc

Mid-day Peak Diagram

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

One Hour Peak
From: 12:15:00
To: 13:15:00

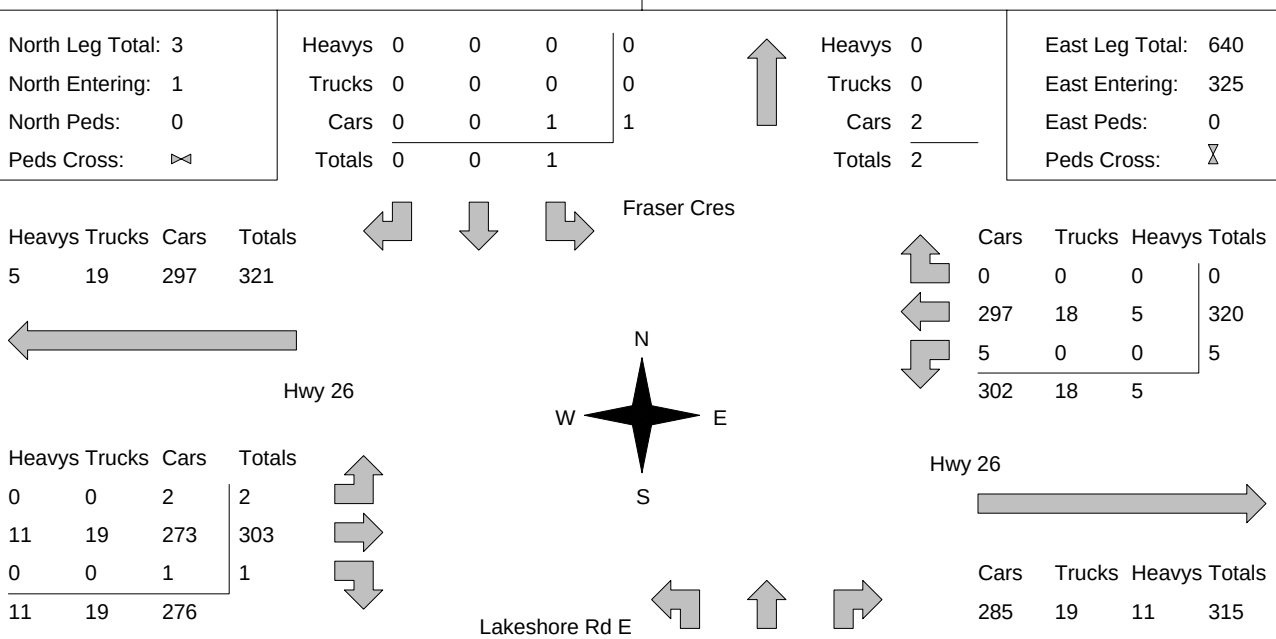
Municipality: Town of The Blue Mountains
Site #: 0615500001
Intersection: Hwy 26 & Lakeshore Rd E
TFR File #: 3
Count date: 15-May-08

Weather conditions:

Person(s) who counted:

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

Major Road: Hwy 26 runs W/E



Comments

Ontario Traffic Inc

Afternoon Peak Diagram

Specified Period
From: 16:00:00
To: 19:00:00

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

Municipality: Town of The Blue Mountains
Site #: 0615500001
Intersection: Hwy 26 & Lakeshore Rd E
TFR File #: 3
Count date: 15-May-08

Weather conditions:

Person(s) who counted:

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

Major Road: Hwy 26 runs W/E

North Leg Total:	3
North Entering:	1
North Peds:	0
Peds Cross:	⋈

Heavys	0	0	0	0
Trucks	0	0	0	0
Cars	1	0	0	1
Totals	1	0	0	

Heavys	0
Trucks	0
Cars	2
Totals	2

East Leg Total:	880
East Entering:	423
East Peds:	0
Peds Cross:	⧖

Fraser Cres

Heavys	Trucks	Cars	Totals
3	15	399	417

Cars	Trucks	Heavys	Totals
0	0	0	0
398	15	3	416
7	0	0	7
405	15	3	

Hwy 26

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Heavys	Trucks	Cars	Totals
0	0	2	2
9	19	420	448
0	0	0	0
9	19	422	

Hwy 26

Cars	Trucks	Heavys	Totals
429	19	9	457

Lakeshore Rd E

Peds Cross:	⧖
West Peds:	1
West Entering:	450
West Leg Total:	867

Cars	7			
Trucks	0			
Heavys	0			
Totals	7			

Cars	0	0	9	9
Trucks	0	0	0	0
Heavys	0	0	0	0
Totals	0	0	9	

Peds Cross:	⋈
South Peds:	0
South Entering:	9
South Leg Total:	16

Comments

Ontario Traffic Inc

Morning Peak Diagram

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

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

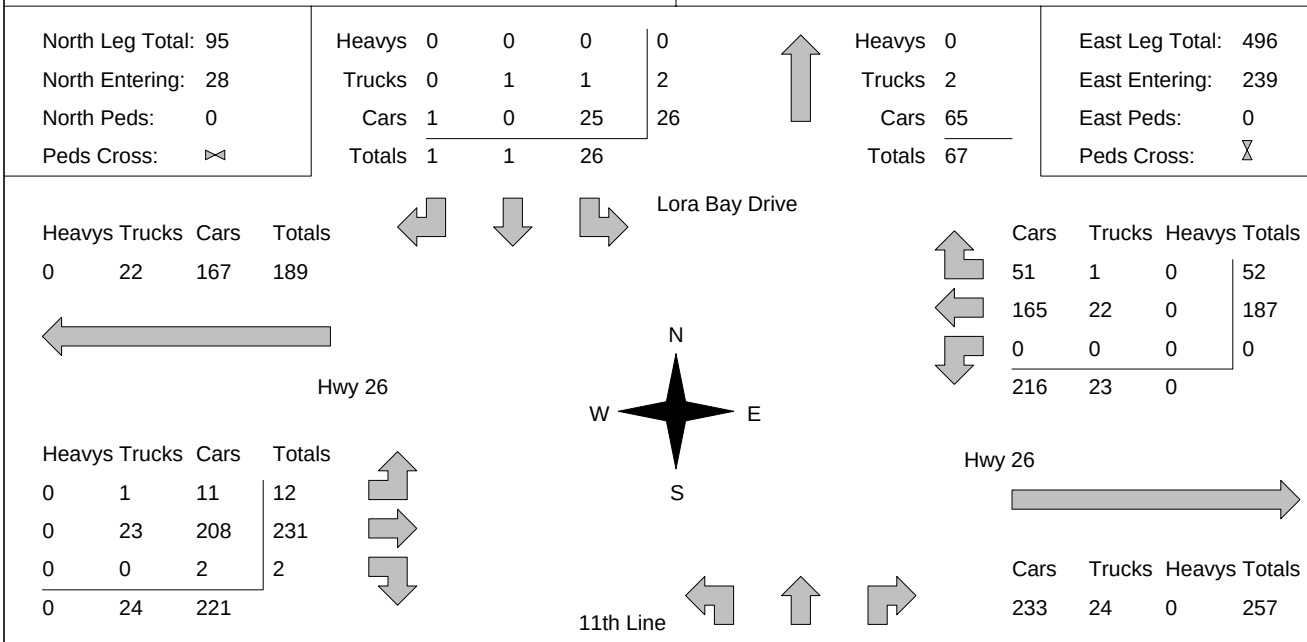
Municipality: Town of The Blue Mountains
Site #: 0815500009
Intersection: Hwy 26 & Lora Bay Drive
TFR File #: 1
Count date: 14-May-08

Weather conditions:

Person(s) who counted:

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

Major Road: Hwy 26 runs W/E



Comments

Ontario Traffic Inc

Mid-day Peak Diagram

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

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

Municipality: Town of The Blue Mountains
Site #: 0815500009
Intersection: Hwy 26 & Lora Bay Drive
TFR File #: 1
Count date: 14-May-08

Weather conditions:

Person(s) who counted:

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

Major Road: Hwy 26 runs W/E

North Leg Total: 77
North Entering: 30
North Peds: 0
Peds Cross: ⋈

Heavys	0	0	0	0
Trucks	2	0	0	2
Cars	5	0	23	28
Totals	7	0	23	

Heavys	0
Trucks	5
Cars	42
Totals	47

East Leg Total: 510
East Entering: 272
East Peds: 0
Peds Cross: ⧖

Lora Bay Drive

Heavys	Trucks	Cars	Totals
0	16	229	245

Cars	Trucks	Heavys	Totals
30	4	0	34
224	14	0	238
0	0	0	0
254	18	0	

Hwy 26

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W E
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Heavys	Trucks	Cars	Totals
0	1	11	12
0	19	195	214
0	0	1	1
0	20	207	

Hwy 26

Cars	Trucks	Heavys	Totals
219	19	0	238

11th Line

Peds Cross: ⧖
West Peds: 0
West Entering: 227
West Leg Total: 472

Cars	1
Trucks	0
Heavys	0
Totals	1

Cars	0	1	1	2
Trucks	0	0	0	0
Heavys	0	0	0	0
Totals	0	1	1	

Peds Cross: ⋈
South Peds: 0
South Entering: 2
South Leg Total: 3

Comments

Ontario Traffic Inc

Afternoon Peak Diagram

Specified Period
From: 15:00:00
To: 19:00:00

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

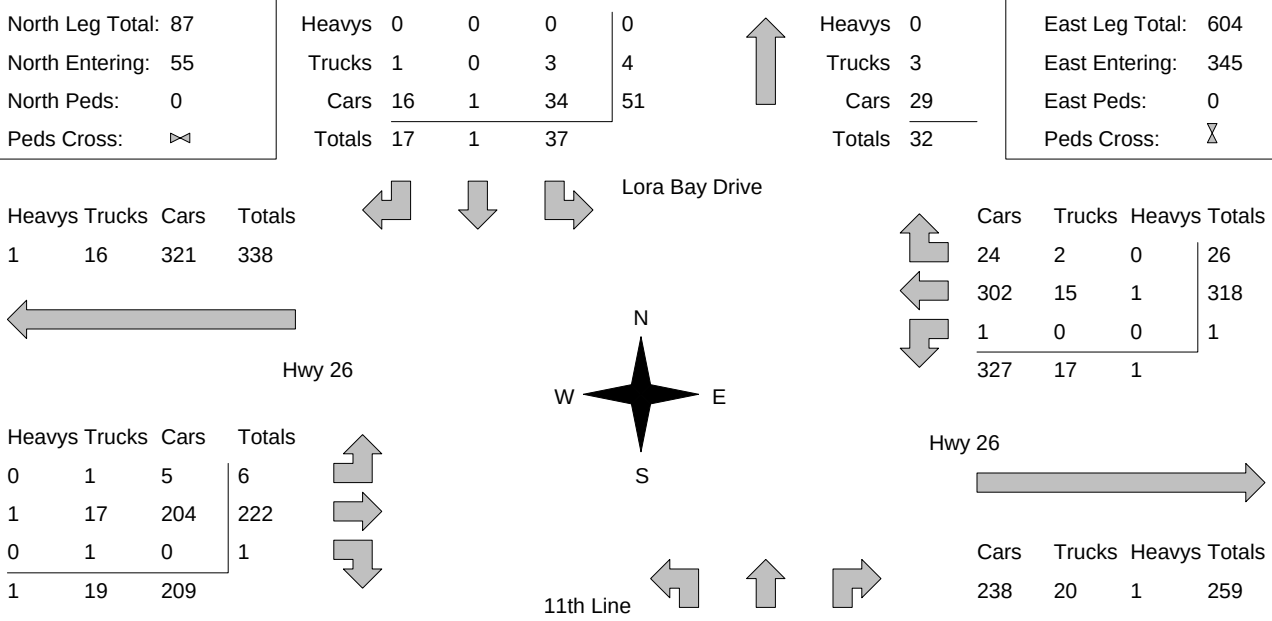
Municipality: Town of The Blue Mountains
Site #: 0815500009
Intersection: Hwy 26 & Lora Bay Drive
TFR File #: 1
Count date: 14-May-08

Weather conditions:

Person(s) who counted:

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

Major Road: Hwy 26 runs W/E



Comments

Ontario Traffic Inc

Morning Peak Diagram

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

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

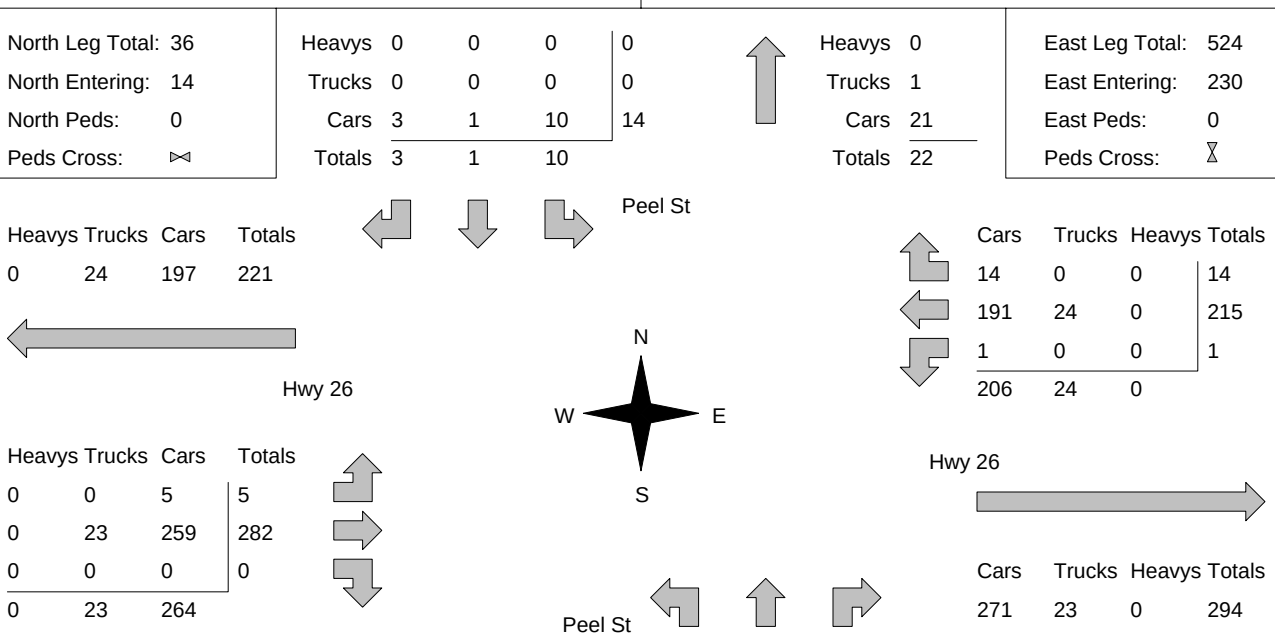
Municipality: Town of The Blue Mountains
Site #: 0815500007
Intersection: Hwy 26 & Peel St
TFR File #: 5
Count date: 14-May-08

Weather conditions:

Person(s) who counted:

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

Major Road: Hwy 26 runs W/E



Comments

Ontario Traffic Inc

Mid-day Peak Diagram

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

One Hour Peak
From: 13:00:00
To: 14:00:00

Municipality: Town of The Blue Mountains
Site #: 0815500007
Intersection: Hwy 26 & Peel St
TFR File #: 5
Count date: 14-May-08

Weather conditions:

Person(s) who counted:

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

Major Road: Hwy 26 runs W/E

North Leg Total:	38			
North Entering:	22			
North Peds:	0			
Peds Cross:	⋈			
Heavys	0	0	0	0
Trucks	0	0	0	0
Cars	3	1	18	22
Totals	3	1	18	
Heavys	0			
Trucks	0			
Cars	16			
Totals	16			
East Leg Total:	475			
East Entering:	244			
East Peds:	0			
Peds Cross:	⧖			

Peel St

Heavys	Trucks	Cars	Totals
0	18	211	229

Cars	Trucks	Heavys	Totals
12	0	0	12
208	18	0	226
6	0	0	6
226	18	0	

Hwy 26

N
W E
S

Heavys	Trucks	Cars	Totals
0	0	2	2
0	15	194	209
0	0	1	1
0	15	197	

Hwy 26

Cars	Trucks	Heavys	Totals
216	15	0	231

Peel St

Peds Cross:	⧖			
West Peds:	0			
West Entering:	212			
West Leg Total:	441			
Cars	8			
Trucks	0			
Heavys	0			
Totals	8			
Cars	0	2	4	6
Trucks	0	0	0	0
Heavys	0	0	0	0
Totals	0	2	4	
Peds Cross:	⋈			
South Peds:	0			
South Entering:	6			
South Leg Total:	14			

Comments

Ontario Traffic Inc

Afternoon Peak Diagram

Specified Period
From: 15:00:00
To: 19:00:00

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

Municipality: Town of The Blue Mountains
Site #: 0815500007
Intersection: Hwy 26 & Peel St
TFR File #: 5
Count date: 14-May-08

Weather conditions:

Person(s) who counted:

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

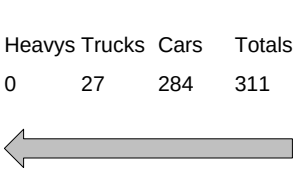
Major Road: Hwy 26 runs W/E

North Leg Total:	30			
North Entering:	17			
North Peds:	1			
Peds Cross:	⋈			

Heavys	0	0	0	0
Trucks	0	0	0	0
Cars	5	1	11	17
Totals	5	1	11	

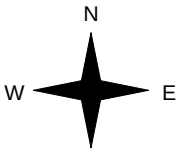
Heavys	0
Trucks	0
Cars	13
Totals	13

East Leg Total:	525
East Entering:	321
East Peds:	0
Peds Cross:	⧖



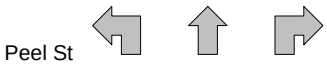
Heavys	Trucks	Cars	Totals
0	27	284	311

Cars	Trucks	Heavys	Totals
10	0	0	10
277	27	0	304
7	0	0	7
294	27	0	



Heavys	Trucks	Cars	Totals
0	0	3	3
0	17	171	188
0	0	3	3
0	17	177	

Cars	Trucks	Heavys	Totals
187	17	0	204



Peds Cross:	⧖			
West Peds:	0			
West Entering:	194			
West Leg Total:	505			

Cars	11			
Trucks	0			
Heavys	0			
Totals	11			

Cars	2	0	5	7
Trucks	0	0	0	0
Heavys	0	0	0	0
Totals	2	0	5	

Peds Cross:	⋈			
South Peds:	0			
South Entering:	7			
South Leg Total:	18			

Comments

Ontario Traffic Inc

Morning Peak Diagram

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

One Hour Peak
From: 7:15:00
To: 8:15:00

Municipality: Town of The Blue Mountains
Site #: 0815500010
Intersection: Hwy 26 & The Blue Mountains / Mea
TFR File #: 4
Count date: 13-May-08

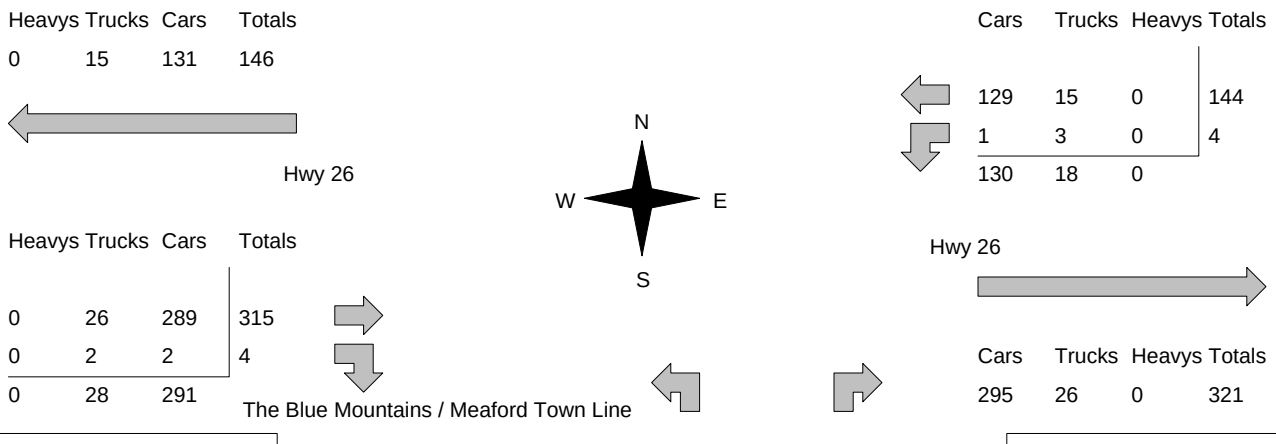
Weather conditions:

Person(s) who counted:

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

Major Road: Hwy 26 runs W/E

East Leg Total: 469
East Entering: 148
East Peds: 0
Peds Cross:



Peds Cross:
West Peds: 0
West Entering: 319
West Leg Total: 465

Cars 3
Trucks 5
Heavys 0
Totals 8

Cars 2 6 8
Trucks 0 0 0
Heavys 0 0 0
Totals 2 6

Peds Cross:
South Peds: 0
South Entering: 8
South Leg Total: 16

Comments

Ontario Traffic Inc

Mid-day Peak Diagram

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

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

Municipality: Town of The Blue Mountains
Site #: 0815500010
Intersection: Hwy 26 & The Blue Mountains / Mea
TFR File #: 4
Count date: 13-May-08

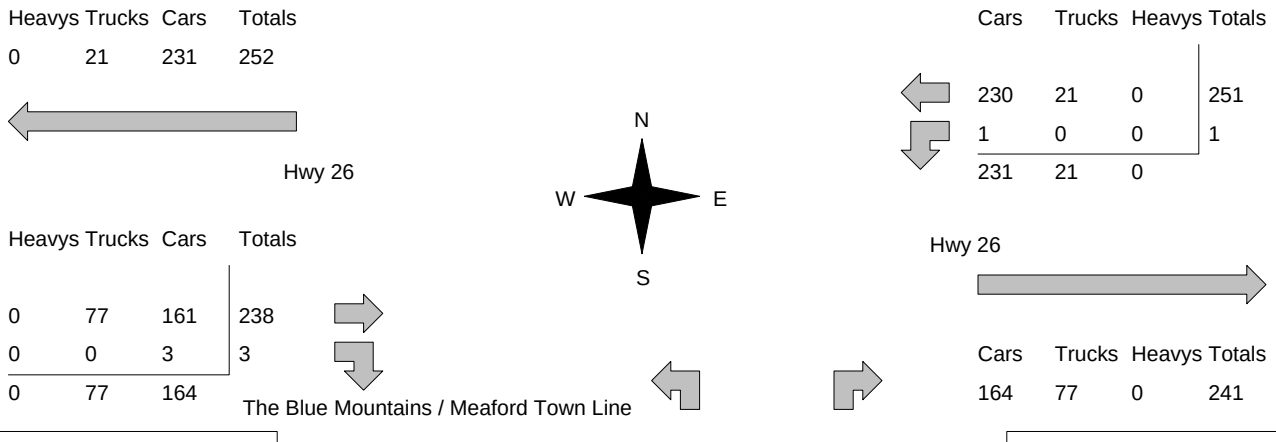
Weather conditions:

Person(s) who counted:

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

Major Road: Hwy 26 runs W/E

East Leg Total: 493
East Entering: 252
East Peds: 0
Peds Cross: ⧖



Peds Cross: ⧖
West Peds: 0
West Entering: 241
West Leg Total: 493

Cars 4
Trucks 0
Heavys 0
Totals 4

Cars 1 3 4
Trucks 0 0 0
Heavys 0 0 0
Totals 1 3

Peds Cross: ⋈
South Peds: 0
South Entering: 4
South Leg Total: 8

Comments

Ontario Traffic Inc

Afternoon Peak Diagram

Specified Period
From: 15:00:00
To: 19:00:00

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

Municipality: Town of The Blue Mountains
Site #: 0815500010
Intersection: Hwy 26 & The Blue Mountains / Mea
TFR File #: 4
Count date: 13-May-08

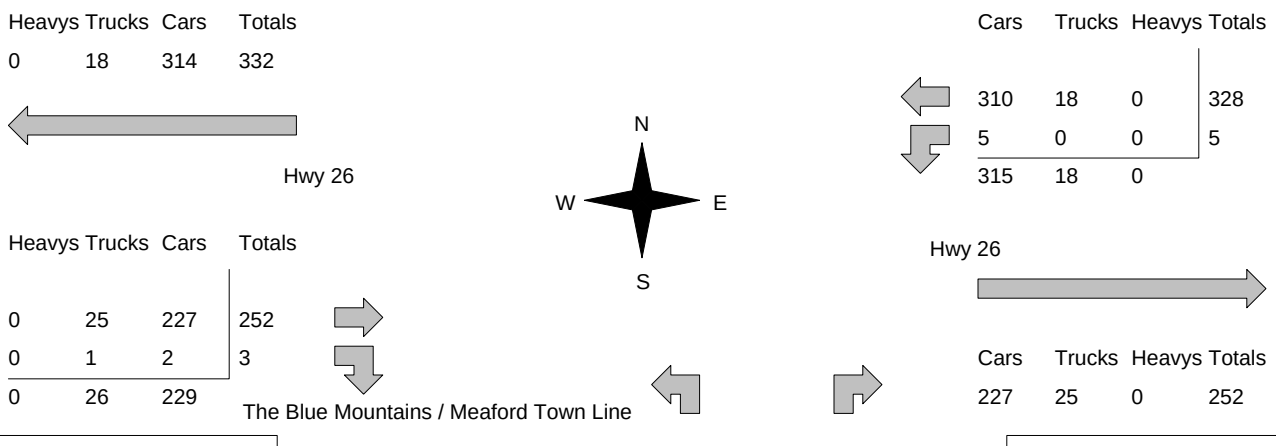
Weather conditions:

Person(s) who counted:

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

Major Road: Hwy 26 runs W/E

East Leg Total: 585
East Entering: 333
East Peds: 0
Peds Cross:



Peds Cross:
West Peds: 0
West Entering: 255
West Leg Total: 587

Cars 7
Trucks 1
Heavys 0
Totals 8

Cars 4 0 4
Trucks 0 0 0
Heavys 0 0 0
Totals 4 0

Peds Cross:
South Peds: 0
South Entering: 4
South Leg Total: 12

Comments

Ontario Traffic Inc

Morning Peak Diagram

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

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

Municipality: Town of The Blue Mountains
Site #: 0815500006
Intersection: Hwy 26 & Victoria St
TFR File #: 4
Count date: 13-May-08

Weather conditions:

Person(s) who counted:

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

Major Road: Hwy 26 runs W/E

North Leg Total: 15
North Entering: 8
North Peds: 0
Peds Cross: ⋈

Heavys	0	0	0	0
Trucks	0	0	0	0
Cars	2	0	6	8
Totals	2	0	6	

Heavys	0
Trucks	0
Cars	7
Totals	7

East Leg Total: 458
East Entering: 215
East Peds: 4
Peds Cross: ⧖

Victoria St

Heavys	Trucks	Cars	Totals
0	19	188	207

Cars	Trucks	Heavys	Totals
4	0	0	4
182	19	0	201
8	2	0	10
194	21	0	

Hwy 26

N
W E
S

Heavys	Trucks	Cars	Totals
0	0	2	2
1	23	191	215
0	2	1	3
1	25	194	

Hwy 26

Cars	Trucks	Heavys	Totals
218	24	1	243

Victoria St

Peds Cross: ⧖
West Peds: 4
West Entering: 220
West Leg Total: 427

Cars	9
Trucks	4
Heavys	0
Totals	13

Cars	4	1	21	26
Trucks	0	0	1	1
Heavys	0	0	0	0
Totals	4	1	22	

Peds Cross: ⋈
South Peds: 6
South Entering: 27
South Leg Total: 40

Comments

Ontario Traffic Inc

Mid-day Peak Diagram

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

One Hour Peak
From: 11:15:00
To: 12:15:00

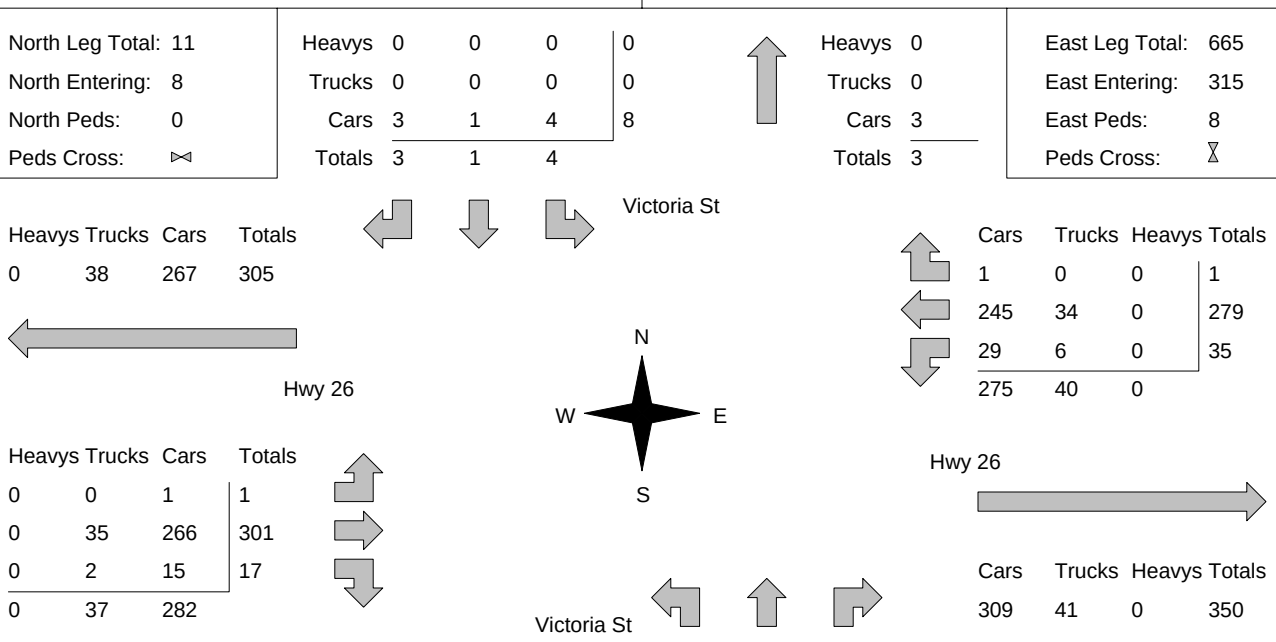
Municipality: Town of The Blue Mountains
Site #: 0815500006
Intersection: Hwy 26 & Victoria St
TFR File #: 4
Count date: 13-May-08

Weather conditions:

Person(s) who counted:

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

Major Road: Hwy 26 runs W/E



Comments

Ontario Traffic Inc

Afternoon Peak Diagram

Specified Period
From: 15:00:00
To: 19:00:00

One Hour Peak
From: 16:15:00
To: 17:15:00

Municipality: Town of The Blue Mountains
Site #: 0815500006
Intersection: Hwy 26 & Victoria St
TFR File #: 4
Count date: 13-May-08

Weather conditions:

Person(s) who counted:

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

Major Road: Hwy 26 runs W/E

North Leg Total:	12			
North Entering:	6			
North Peds:	0			
Peds Cross:	⋈			

Heavys	0	0	0	0
Trucks	0	0	0	0
Cars	2	0	4	6
Totals	2	0	4	

Heavys	0
Trucks	0
Cars	6
Totals	6

East Leg Total:	568
East Entering:	297
East Peds:	7
Peds Cross:	⧖

Victoria St

Heavys	Trucks	Cars	Totals
0	25	259	284

	Cars	Trucks	Heavys	Totals
	4	0	0	4
	248	25	0	273
	20	0	0	20
	272	25	0	

Hwy 26

N
W E
S

Heavys	Trucks	Cars	Totals
0	0	2	2
0	18	228	246
0	0	11	11
0	18	241	

Hwy 26

Cars	Trucks	Heavys	Totals
253	18	0	271

Victoria St

Peds Cross:	⧖			
West Peds:	3			
West Entering:	259			
West Leg Total:	543			

Cars	31			
Trucks	0			
Heavys	0			
Totals	31			

Cars	9	0	21	30
Trucks	0	0	0	0
Heavys	0	0	0	0
Totals	9	0	21	

Peds Cross:	⋈			
South Peds:	7			
South Entering:	30			
South Leg Total:	61			

Comments

Ontario Traffic Inc.

Afternoon Peak Diagram

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

One Hour Peak
From: 16:15:00
To: 17:15:00

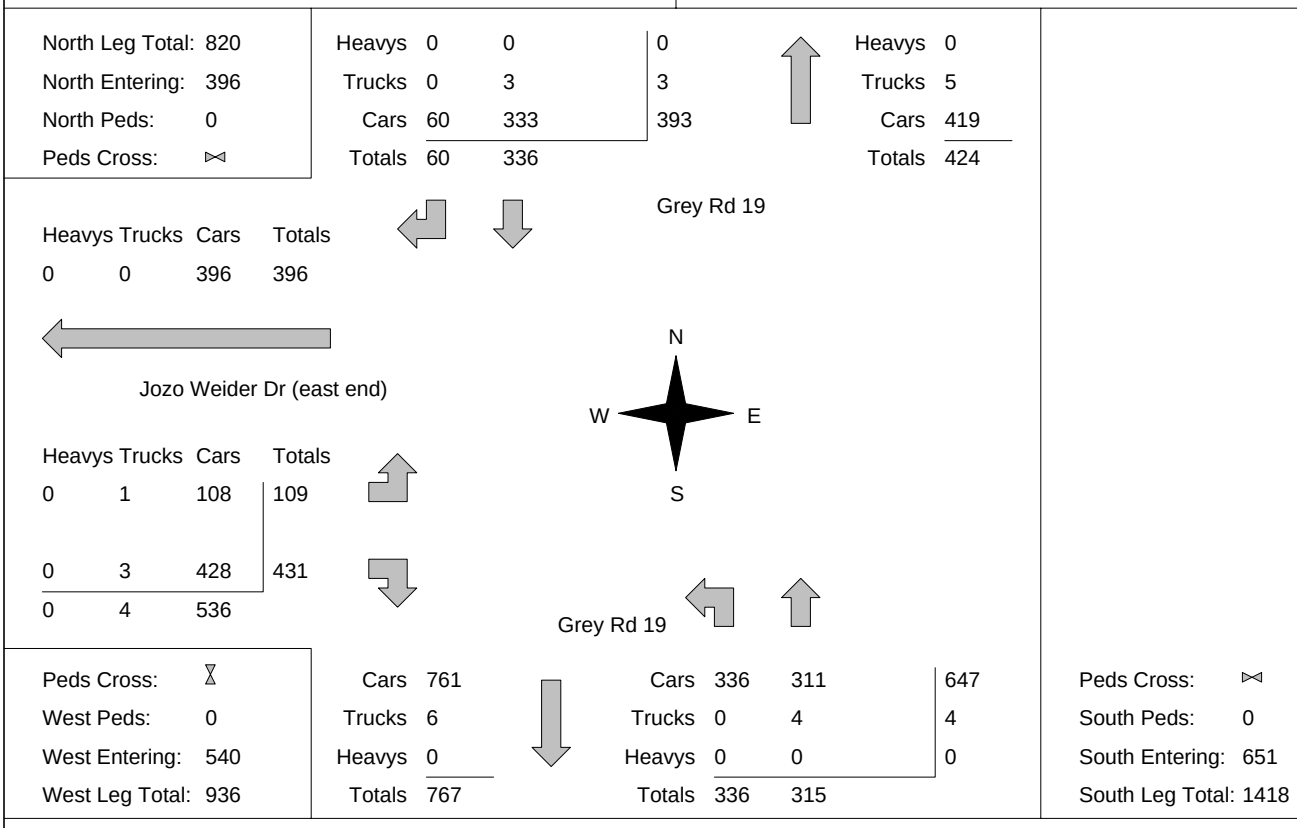
Municipality: Blue Mountains
Site #: 0805000003
Intersection: Grey Rd 19 & Jozo Weider Dr (east
TFR File #: 1
Count date: 16-Feb-08

Weather conditions:

Person(s) who counted:

**** Signalized Intersection ****

Major Road: Grey Rd 19 runs N/S



Comments

Ontario Traffic Inc.

Afternoon Peak Diagram

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

One Hour Peak
From: 16:15:00
To: 17:15:00

Municipality: Blue Mountains
Site #: 0805000002
Intersection: Grey Rd 19 & Jozo Weider Dr (west
TFR File #: 1
Count date: 16-Feb-08

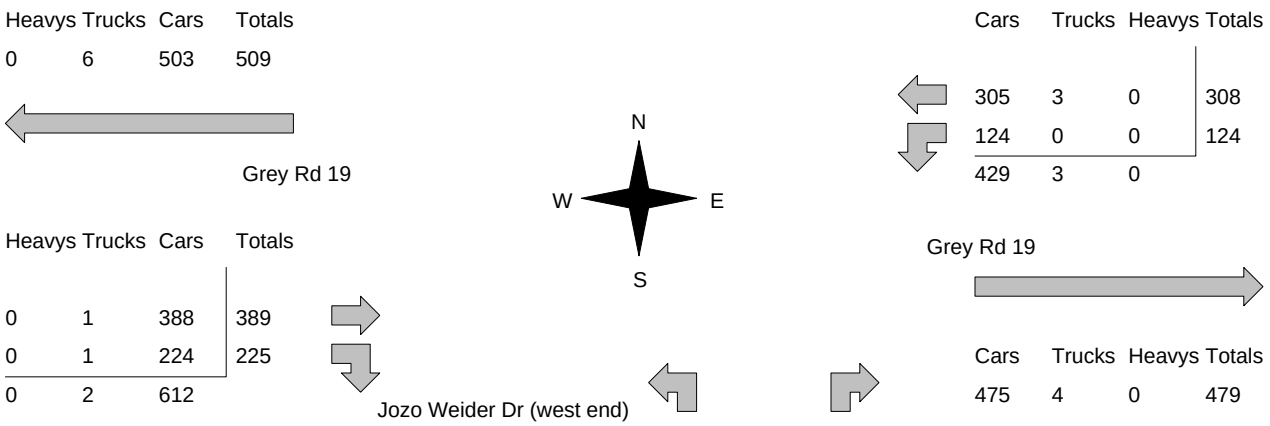
Weather conditions:

Person(s) who counted:

**** Signalized Intersection ****

Major Road: Grey Rd 19 runs W/E

East Leg Total: 911
East Entering: 432
East Peds: 31
Peds Cross: ⧖



Peds Cross: ⧖
West Peds: 0
West Entering: 614
West Leg Total: 1123

Cars 348
Trucks 1
Heavys 0
Totals 349

Cars 198 87 285
Trucks 3 3 6
Heavys 0 0 0
Totals 201 90

Peds Cross: ⋈
South Peds: 14
South Entering: 291
South Leg Total: 640

Comments

Ontario Traffic Inc.

Afternoon Peak Diagram

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

One Hour Peak
From: 16:15:00
To: 17:15:00

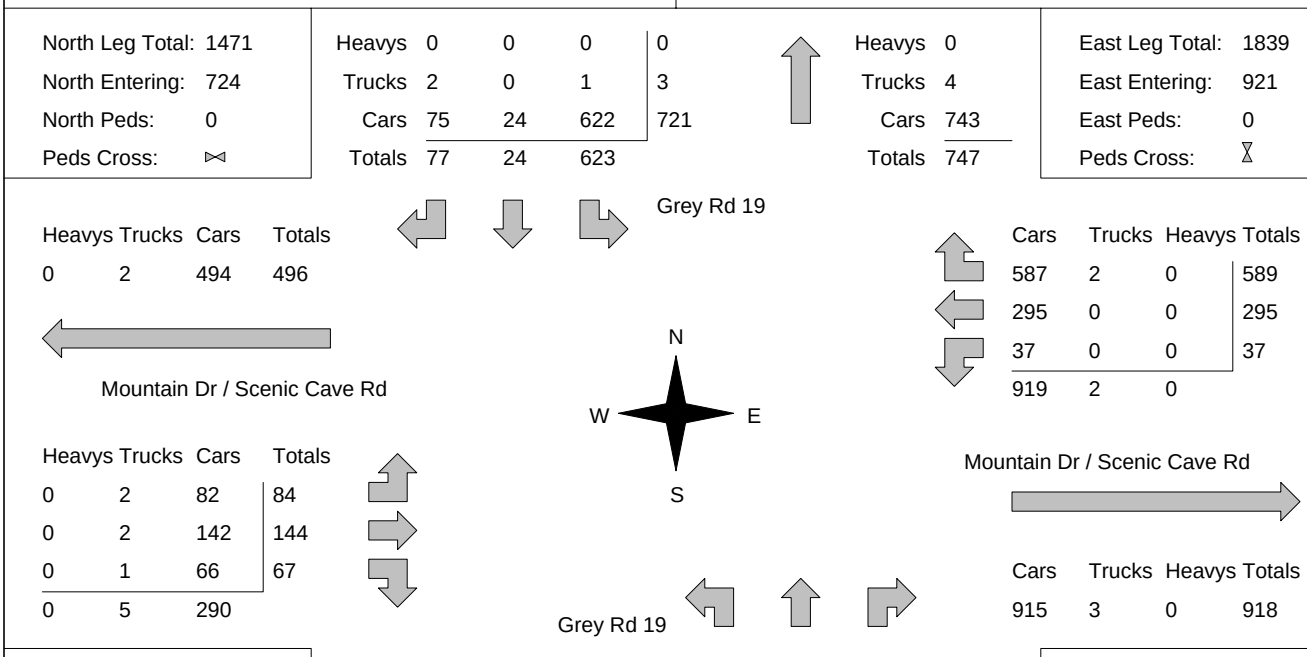
Municipality: Blue Mountains
Site #: 0805000005
Intersection: Grey Rd 19 & Mountain Dr / Scenic
TFR File #: 3
Count date: 16-Feb-08

Weather conditions:

Person(s) who counted:

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

Major Road: Grey Rd 19 runs N/S



Comments

SB Left = Grey Rd 19 SB Thru

SB Thru = Grey Rd 19 SB to Scenic Cave Rd

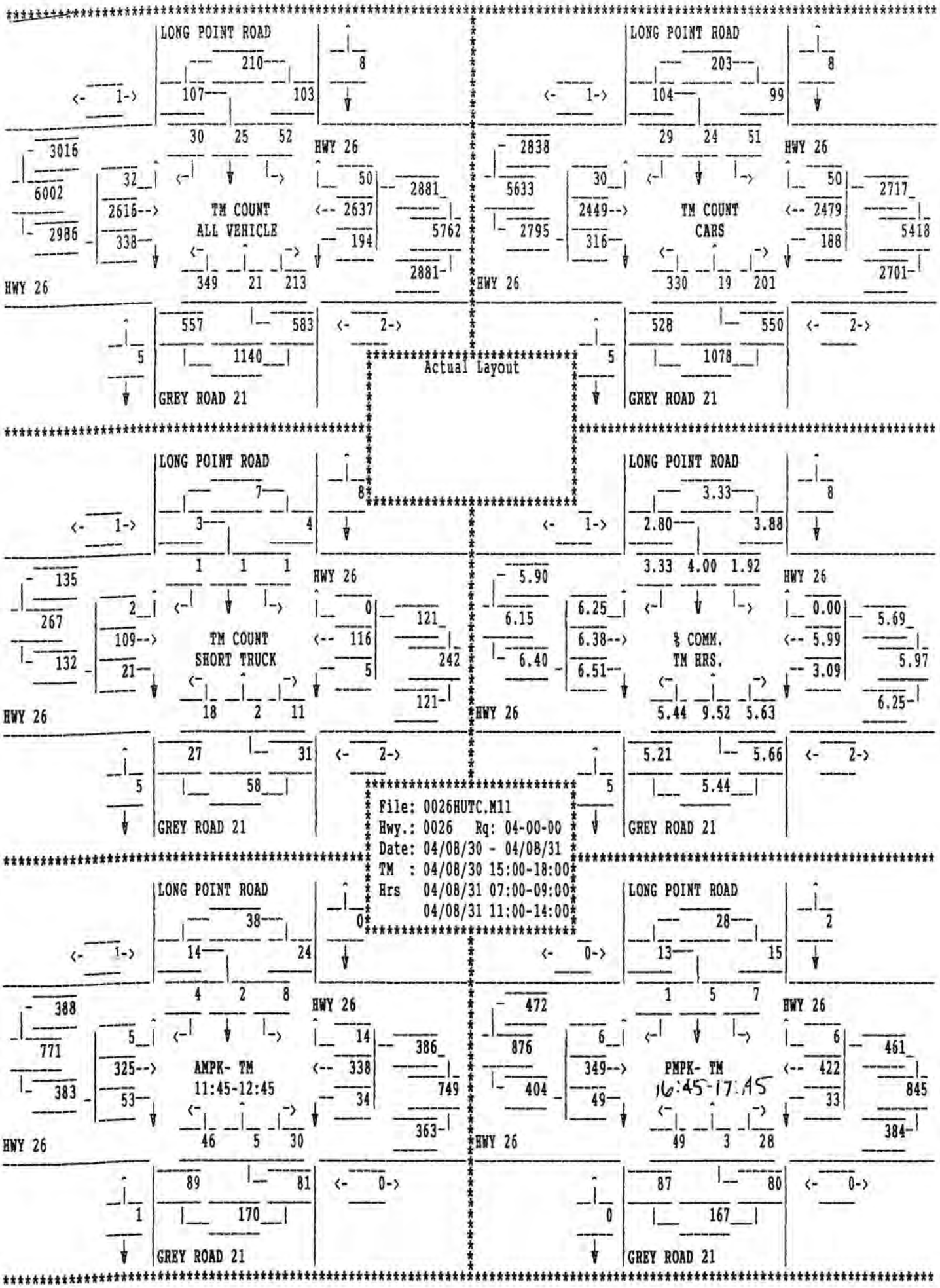
EB Thru = Mountain Dr EB to Grey Rd 19 SB

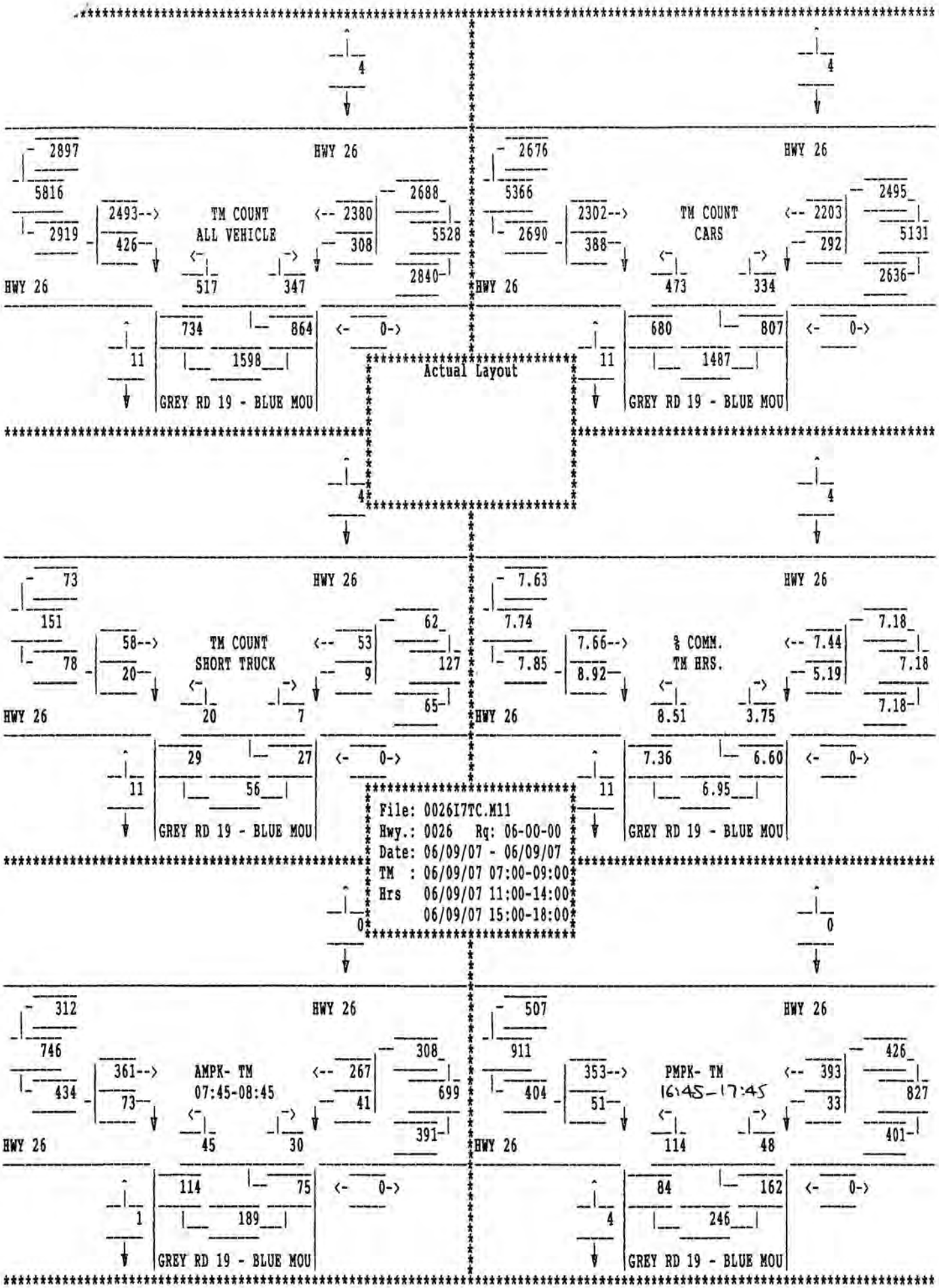
NB Thru = Scenic Cave Rd to Grey Rd 19 NB

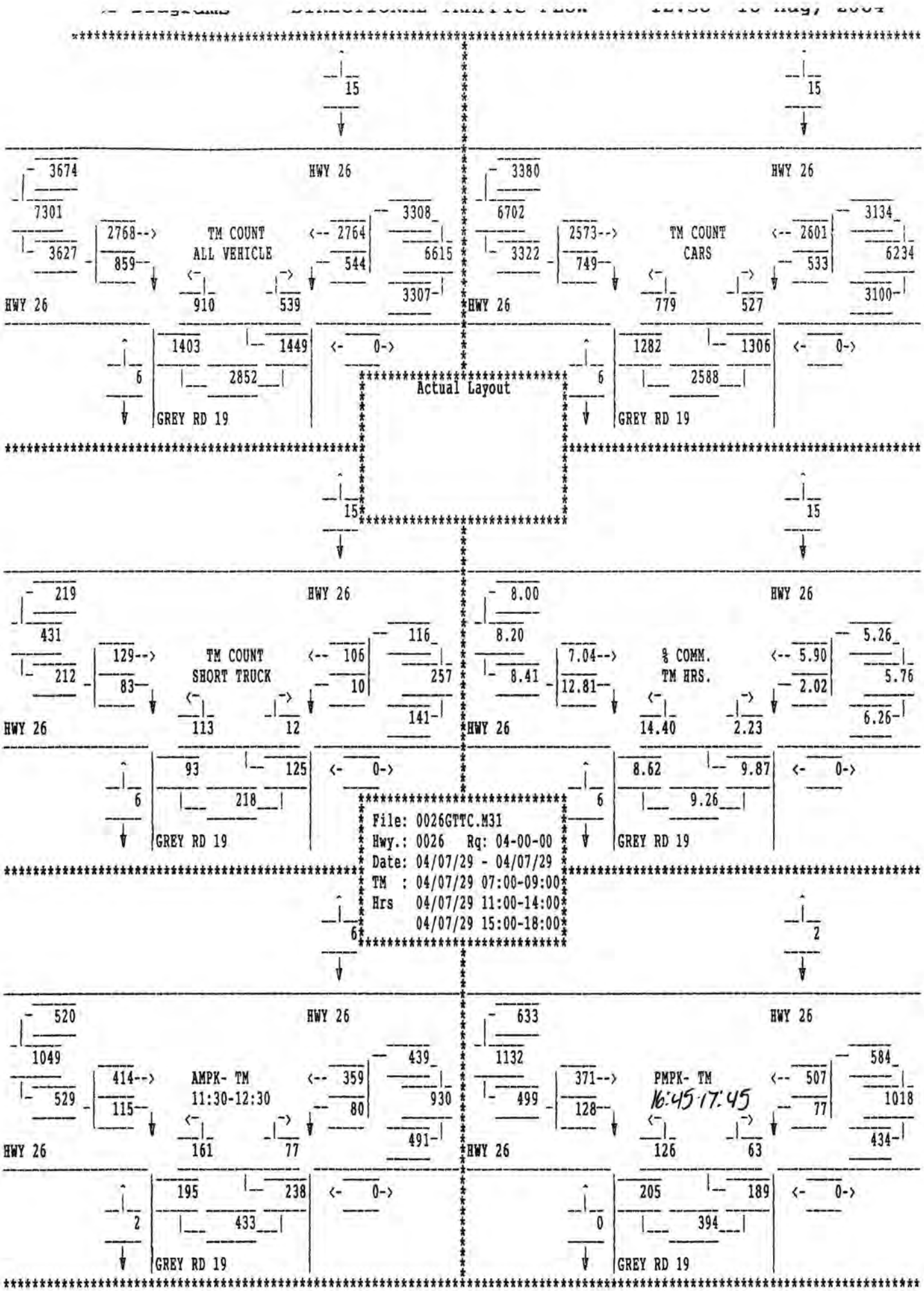
WB Left = Grey Rd 19 NB to Scenic Cave Rd

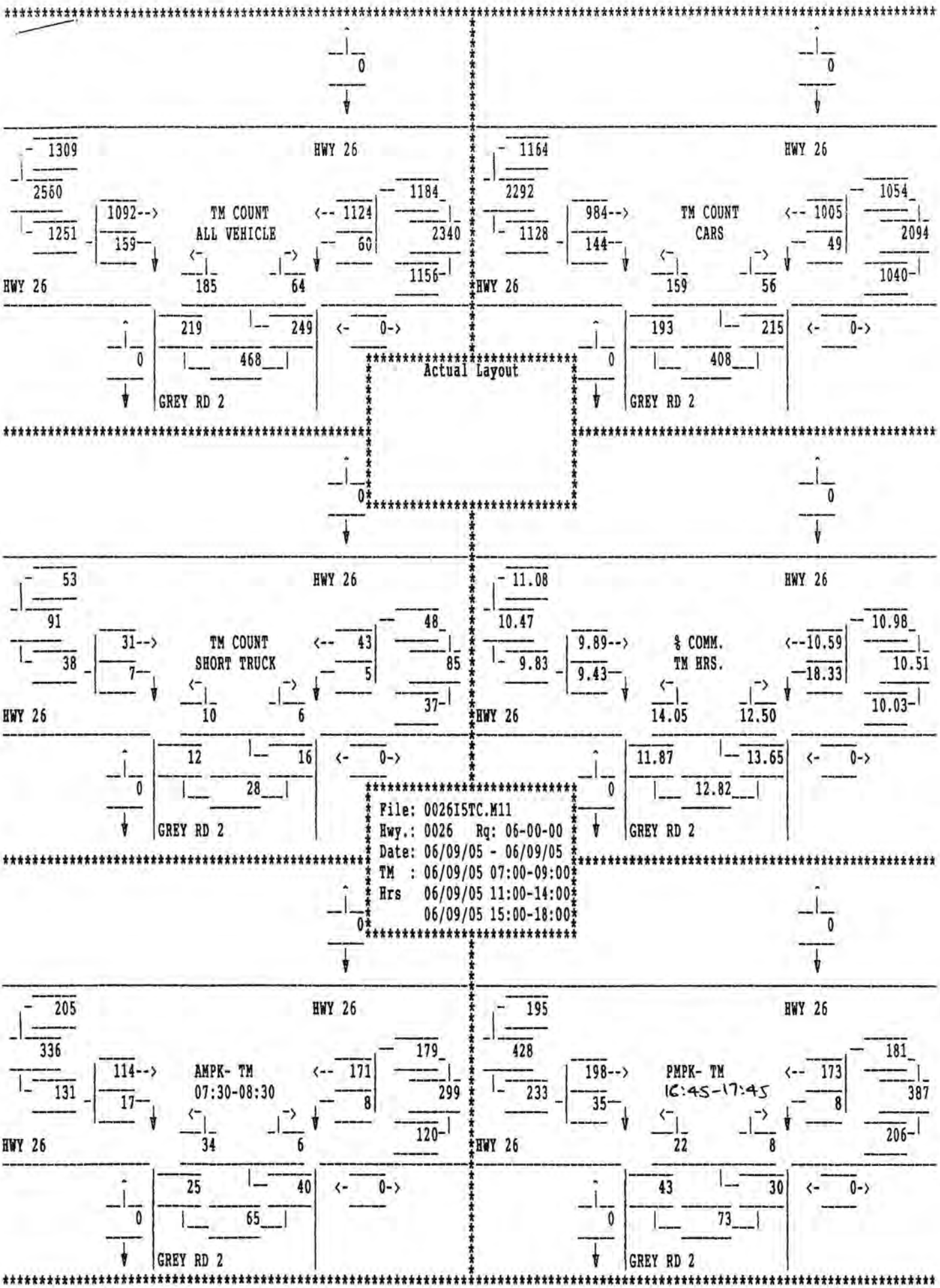
WB Thru = Grey Rd 19 NB to Mountain Dr

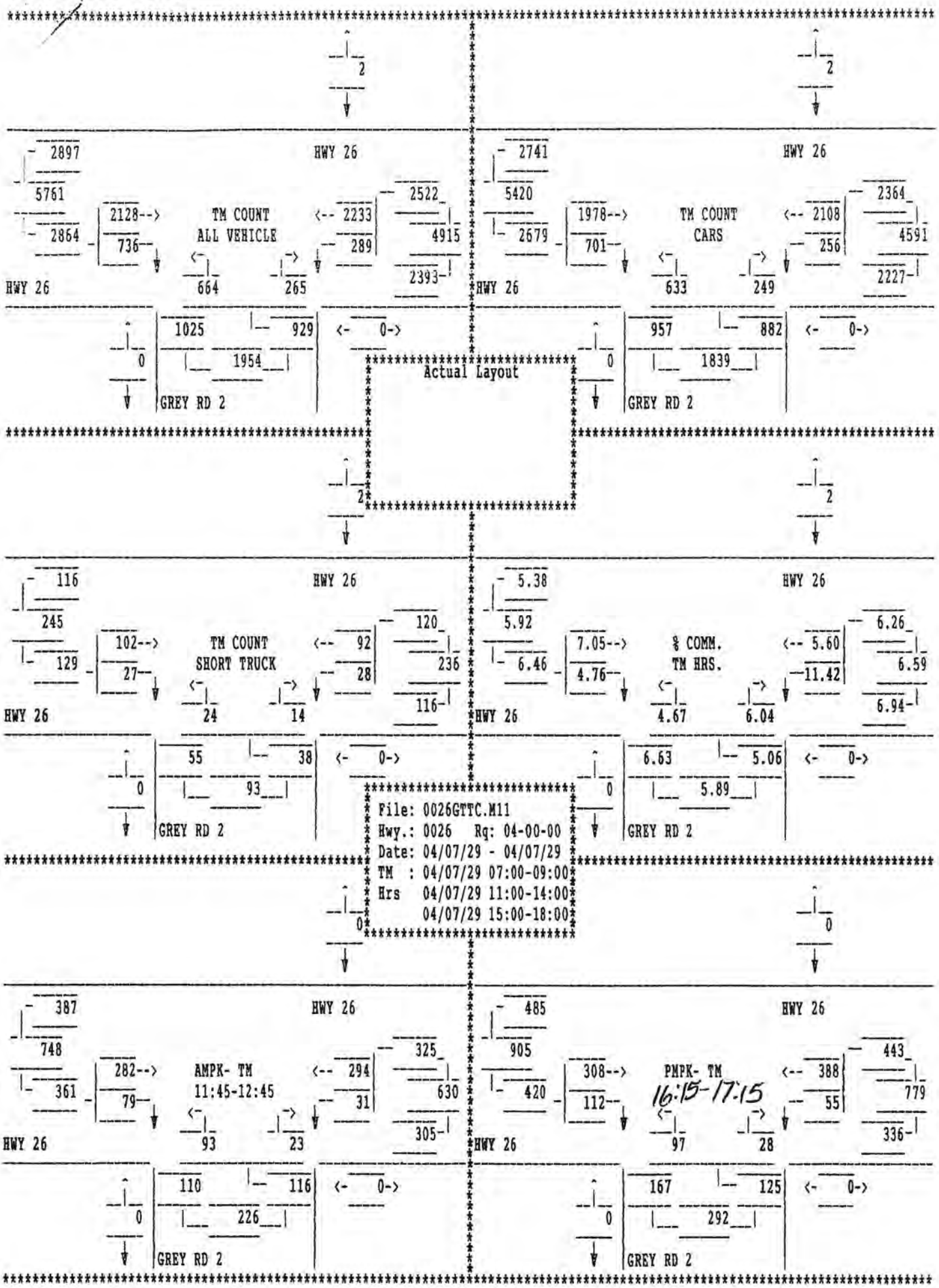
WB Right = Grey Rd 19 NB


LONG POINT ROAD
HWY 26
GREY ROAD 21
TM COUNT
ALL VEHICLE
TM COUNT
CARS
Actual Layout
TM COUNT
SHORT TRUCK
% COMM.
TM HRS.
AMPK- TM
11:45-12:45
PMPK- TM
16:45-17:45
File: 0026HUTC.M11
Hwy.: 0026 Rq: 04-00-00
Date: 04/08/30 - 04/08/31
TM : 04/08/30 15:00-18:00
Hrs 04/08/31 07:00-09:00
04/08/31 11:00-14:00


HWY 26
TM COUNT
ALL VEHICLE
2897
5816
2919
426
2493
517
347
2688
2380
308
5528
2840
734
864
1598
11
4
GREY RD 19 - BLUE MOU
2676
5366
2690
388
2302
473
334
2495
2203
292
5131
2636
680
807
1487
Actual Layout
HWY 26
TM COUNT
CARS
73
151
78
20
58
20
7
62
53
9
127
65
HWY 26
TM COUNT
SHORT TRUCK
7.63
7.74
7.85
8.92
7.66
8.51
3.75
7.18
7.44
5.19
7.18
7.18
HWY 26
% COMM.
TM HRS.
29
27
56
7.36
6.60
6.95
File: 0026I7TC.M11
Hwy.: 0026 Rq: 06-00-00
Date: 06/09/07 - 06/09/07
TM : 06/09/07 07:00-09:00
Hrs 06/09/07 11:00-14:00
06/09/07 15:00-18:00
0
312
746
434
361
73
45
30
308
267
41
699
391
HWY 26
AMPK- TM
07:45-08:45
507
911
404
353
51
114
48
426
393
33
827
401
HWY 26
PMPK- TM
16:45-17:45
114
75
189
1
84
162
246
4
GREY RD 19 - BLUE MOU

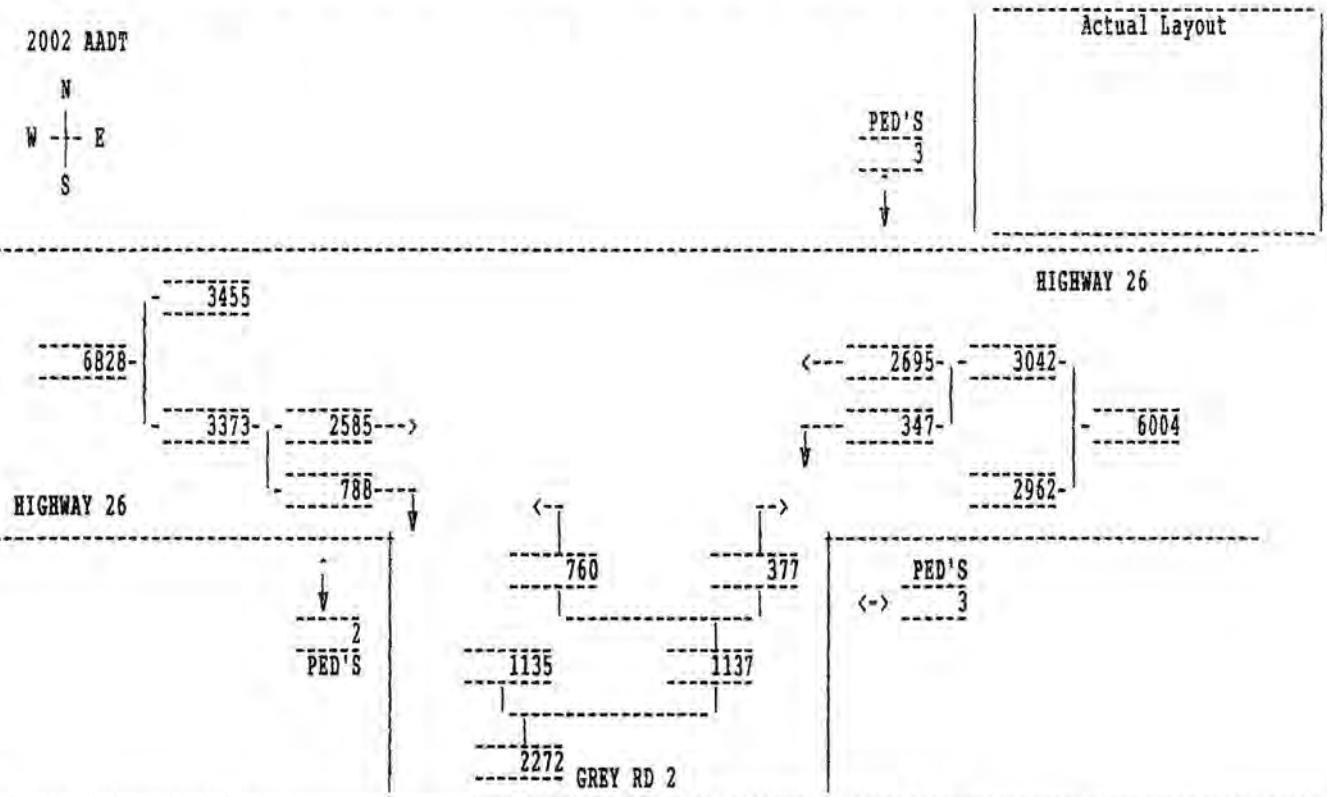

15
HWY 26
3674
7301
3627
2768-->
859--
TM COUNT
ALL VEHICLE
<-- 2764
544
3308
6615
3307
910
539
1403
1449
2852
6
GREY RD 19
<- 0->
3380
6702
3322
2573-->
749--
TM COUNT
CARS
<-- 2601
533
3134
6234
3100
779
527
1282
1306
2588
Actual Layout
219
431
212
129-->
83--
TM COUNT
SHORT TRUCK
<-- 106
10
116
257
141
113
12
93
125
218
8.00
8.20
8.41
7.04-->
12.81--
% COMM.
TM HRS.
<-- 5.90
2.02
5.26
5.76
6.26
14.40
2.23
8.62
9.87
9.26
File: 0026GTTC.M31
Hwy.: 0026 Rq: 04-00-00
Date: 04/07/29 - 04/07/29
TM : 04/07/29 07:00-09:00
Hrs 04/07/29 11:00-14:00
04/07/29 15:00-18:00
520
1049
529
414-->
115--
AMPK- TM
11:30-12:30
<-- 359
80
439
930
491
161
77
195
238
433
633
1132
499
371-->
128--
PMPK- TM
16:45 17:45
<-- 507
77
584
1018
434
126
63
205
189
394
0


HWY 26
TM COUNT
ALL VEHICLE
TM COUNT
CARS
TM COUNT
SHORT TRUCK
% COMM.
TM HRS.
AMPK- TM
07:30-08:30
PMPK- TM
16:45-17:45
GREY RD 2
Actual Layout
File: 0026I5TC.M11
Hwy.: 0026 Rq: 06-00-00
Date: 06/09/05 - 06/09/05
TM : 06/09/05 07:00-09:00
Hrs 06/09/05 11:00-14:00
06/09/05 15:00-18:00



256800000H1000000CM8 HWY 26 @ GREY RD 2 Jul/04 0026

D I R E C T I O N A L T R A F F I C F L O W D I A G R A M



File	: C:\RTIS\DATA\0026ERMC.M14
Location	: 256800000H1000000CM8 HWY 26 @ GREY RD 2
Highway	: 0026 Rq: 02-00-00 Turning Movement
File Interval	: 60
File Dates	: Mon 02/05/27 to Tue 02/05/28 Classification Data

8 HOUR PERIOD
02/05/27 15:00-18:00 Mon
02/05/28 07:00-09:00 Tue
02/05/28 11:00-14:00 Tue

	EAST APPROACH			SOUTH APPROACH			WEST APPROACH		
	THROUGH		LEFT	RIGHT		LEFT	RIGHT	THROUGH	
(*)->	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL
ALL VEHICLES		1768	243	264		528	547	1696	
TOTAL (*)	2011	1960	3971	792	790	1582	2243	2296	4539
SHORT TRUCKS		72	18	31		28	37	71	
LONG TRUCKS		43	10	9		5	13	44	
% COMMERCIAL (*)	7.11	7.91	7.50	9.22	9.87	9.54	7.36	6.45	6.90
A.M. PEAK									
08:00 - 09:00		182	23	50		90	52	259	
P.M. PEAK									
16:15 - 17:15		282	56	25		83	99	234	
24 HR FACTOR		1.68	1.64	1.64		1.66	1.66	1.68	
24 HR VOLUME		2961	399	433		874	905	2841	
24 HR TOTAL (*)	3360	3274	6634	1307	1304	2611	3746	3835	7581
PCS TYPE/NO.	LT /0.91			SC /0.83			LT /0.91		
AADT		2695	347	377		760	788	2585	
AADT TOTAL (*)	3042	2962	6004	1137	1135	2272	3373	3455	6828
PEAK HR PM									
% COMM. (*)	3.25	8.49	5.53	9.26	4.52	6.46	5.71	3.01	4.30

Comments : HWY 26 @ GREY RD 2
UNSIGNALIZED

Volume Report produced at 4:20 PM on May 17/06

File : C:\RTIS\DATA\0026CUVC.M24
Location : 256650210H1000000CM8 HWY26@2.1KM W.O OSLER BLUFF RD
Highway : 0026 Rq: 06-00-00 Inventory Count Pgm.
File Interval : 60
File Dates : Thu Mar 30/06 to Wed Apr 05/06 Volume Data
Detector : Loop Counter ID : 6062

Report Dates : Thu Mar 30/06 to Wed Apr 05/06
Report Interval: 60
Direction : * All
Stream : * All
Lane : * All
Classification : * All
Comments :

HOUR INTERVAL	Thu 06/03/30	Fri 31	Sat 01	Sun 02	Mon 03	Tue 04	Wed 05	Thu 06
0:00- 1:00	--	39	69	66	58	74	63	--
1:00- 2:00	--	15	34	35	24	32	26	--
2:00- 3:00	--	12	21	29	12	9	20	--
3:00- 4:00	--	18	20	20	10	12	17	--
4:00- 5:00	--	11	21	22	9	11	12	--
5:00- 6:00	--	54	37	57	20	13	12	--
6:00- 7:00	--	204	87	93	62	49	48	--
7:00- 8:00	--	436	200	162	198	185	196	--
8:00- 9:00	--	553	292	298	472	449	454	--
9:00-10:00	--	545	439	401	532	546	543	--
10:00-11:00	--	528	582	492	454	450	456	--
11:00-12:00	--	536	654	620	429	448	416	--
AM TOTAL	--	2951	2456	2295	2280	2278	2263	--
12:00-13:00	490	582	702	628	446	446	387	--
13:00-14:00	474	575	621	651	450	483	--	--
14:00-15:00	586	627	685	680	442	454	--	--
15:00-16:00	547	645	660	663	514	474	--	--
16:00-17:00	680	729	595	510	502	484	--	--
17:00-18:00	686	603	496	413	659	584	--	--
18:00-19:00	426	527	419	291	546	587	--	--
19:00-20:00	285	392	286	237	418	381	--	--
20:00-21:00	199	280	243	139	214	250	--	--
21:00-22:00	170	238	182	81	159	134	--	--
22:00-23:00	124	187	139	78	138	145	--	--
23:00-24:00	82	166	96	52	93	107	--	--
PM TOTAL	4749	5551	5124	4423	4581	4529	387	--
24 HR TOTAL	4749	8502	7580	6718	6861	6807	2650	--
NOON-NOON	7700	8007	7419	6703	6859	6792	--	

ADT : 7228
AWD : 7117

256650210H1000000*** 0129 HWY26@2.1KM W.O OSLER BLUFF RD Mar/06 0026

Volume Report produced at 4:19 PM on May 17/06

File : C:\RTIS\DATA\0026CUVC.M24
Location : 256650210H1000000CM8 HWY26EB@2.1KM W.O OSLER BLUFF
Highway : 0026 Rq: 06-00-00 Inventory Count Pgm.
File Interval : 60
File Dates : Thu Mar 30/06 to Wed Apr 05/06 Volume Data
Detector : Loop Counter ID : 6062

Report Dates : Thu Mar 30/06 to Wed Apr 05/06
Report Interval: 60
Direction : E Eastbound
Stream : M Mainline
Lane : 8 Total
Classification : * All
Comments :

HOUR INTERVAL	Thu 06/03/30	Fri 31	Sat 01	Sun 02	Mon 03	Tue 04	Wed 05	Thu 06
0:00- 1:00	--	16	26	32	31	21	23	--
1:00- 2:00	--	3	18	14	12	10	6	--
2:00- 3:00	--	5	8	14	3	3	9	--
3:00- 4:00	--	12	7	12	0	7	11	--
4:00- 5:00	--	5	9	9	5	6	6	--
5:00- 6:00	--	28	13	21	17	8	6	--
6:00- 7:00	--	124	47	38	47	38	25	--
7:00- 8:00	--	242	105	81	134	115	126	--
8:00- 9:00	--	321	168	139	268	262	232	--
9:00-10:00	--	317	278	223	318	318	317	--
10:00-11:00	--	287	305	261	254	260	255	--
11:00-12:00	--	271	348	339	244	241	227	--
AM TOTAL	--	1631	1332	1183	1333	1289	1243	--
12:00-13:00	243	304	351	353	235	243	194	--
13:00-14:00	228	281	300	355	215	252	--	--
14:00-15:00	322	338	322	411	218	247	--	--
15:00-16:00	247	300	306	399	278	231	--	--
16:00-17:00	352	334	278	287	257	226	--	--
17:00-18:00	310	271	240	227	333	279	--	--
18:00-19:00	190	233	195	148	227	238	--	--
19:00-20:00	118	133	122	112	173	180	--	--
20:00-21:00	83	77	96	61	87	103	--	--
21:00-22:00	62	69	86	35	61	66	--	--
22:00-23:00	52	62	54	38	44	41	--	--
23:00-24:00	35	73	49	28	43	43	--	--
PM TOTAL	2242	2475	2399	2454	2171	2149	194	--
24 HR TOTAL	2242	4106	3731	3637	3504	3438	1437	--
NOON-NOON		3873	3807	3582	3787	3460	3392	--

ADT : 3639
AWD : 3575

Volume Report produced at 4:19 PM on May 17/06

File : C:\RTIS\DATA\0026CUVC.M24
Location : 256650210H1000000CM8 HWY26WB@2.1KM W.O OSLER BLUFF
Highway : 0026 Rq: 06-00-00 Inventory Count Pgm.
File Interval : 60
File Dates : Thu Mar 30/06 to Wed Apr 05/06 Volume Data
Detector : Loop Counter ID : 6062

Report Dates : Thu Mar 30/06 to Wed Apr 05/06
Report Interval: 60
Direction : W Westbound
Stream : M Mainline
Lane : 8 Total
Classification : * All
Comments :

HOUR INTERVAL	Thu 06/03/30	Fri 31	Sat 01	Sun 02	Mon 03	Tue 04	Wed 05	Thu 06
0:00- 1:00	--	23	43	34	27	53	40	--
1:00- 2:00	--	12	16	21	12	22	20	--
2:00- 3:00	--	7	13	15	9	6	11	--
3:00- 4:00	--	6	13	8	10	5	6	--
4:00- 5:00	--	6	12	13	4	5	6	--
5:00- 6:00	--	26	24	36	3	5	6	--
6:00- 7:00	--	80	40	55	15	11	23	--
7:00- 8:00	--	194	95	81	64	70	70	--
8:00- 9:00	--	232	124	159	204	187	222	--
9:00-10:00	--	228	161	178	214	228	226	--
10:00-11:00	--	241	277	231	200	190	201	--
11:00-12:00	--	265	306	281	185	207	189	--
AM TOTAL	--	1320	1124	1112	947	989	1020	--
12:00-13:00	247	278	351	275	211	203	193	--
13:00-14:00	246	294	321	296	235	231	--	--
14:00-15:00	264	289	363	269	224	207	--	--
15:00-16:00	300	345	354	264	236	243	--	--
16:00-17:00	328	395	317	223	245	258	--	--
17:00-18:00	376	332	256	186	326	305	--	--
18:00-19:00	236	294	224	143	319	349	--	--
19:00-20:00	167	259	164	125	245	201	--	--
20:00-21:00	116	203	147	78	127	147	--	--
21:00-22:00	108	169	96	46	98	68	--	--
22:00-23:00	72	125	85	40	94	104	--	--
23:00-24:00	47	93	47	24	50	64	--	--
PM TOTAL	2507	3076	2725	1969	2410	2380	193	--
24 HR TOTAL	2507	4396	3849	3081	3357	3369	1213	--
NOON-NOON		3827	4200	3837	2916	3399	3400	--

ADT : 3589
AWD : 3542

Volume Report produced at 3:21 PM on Oct 26/06

File : C:\RTIS\DATA\0026HEVC.M14
Location : 256650210H1000000CM8 HWY 26 @ 2.1 W.O OSLER BLUFF R
Highway : 0026 Rq: 06-00-00 Inventory Count Pgm.
File Interval : 60
File Dates : Mon Aug 14/06 to Mon Aug 21/06 Volume Data
Detector : Loop Counter ID : 6060

Report Dates : Mon Aug 14/06 to Mon Aug 21/06
Report Interval: 60
Direction : * All
Stream : * All
Lane : * All
Classification : * All
Comments :

HOUR INTERVAL	Mon 06/08/14	Tue 15	Wed 16	Thu 17	Fri 18	Sat 19	Sun 20	Mon 21
0:00- 1:00	--	57	67	67	69	105	108	45
1:00- 2:00	--	43	39	35	38	52	51	28
2:00- 3:00	--	13	25	23	29	37	35	16
3:00- 4:00	--	22	15	24	24	30	35	19
4:00- 5:00	--	24	24	20	25	21	23	34
5:00- 6:00	--	76	72	78	69	38	41	85
6:00- 7:00	--	266	292	285	250	118	59	284
7:00- 8:00	--	590	534	542	541	240	126	520
8:00- 9:00	--	685	699	623	627	458	272	670
9:00-10:00	--	633	682	670	671	634	412	656
10:00-11:00	--	770	741	733	781	749	622	719
11:00-12:00	--	819	814	776	904	864	850	732
AM TOTAL	--	3998	4004	3876	4028	3346	2634	3808
12:00-13:00	--	838	830	893	965	913	851	--
13:00-14:00	--	792	810	882	986	966	986	--
14:00-15:00	832	877	813	853	1000	980	889	--
15:00-16:00	894	851	801	840	1047	933	890	--
16:00-17:00	932	934	942	966	1112	850	795	--
17:00-18:00	821	882	918	969	1056	807	696	--
18:00-19:00	560	702	698	709	864	638	611	--
19:00-20:00	424	440	518	495	616	585	540	--
20:00-21:00	321	351	419	427	533	436	414	--
21:00-22:00	300	252	351	286	449	378	337	--
22:00-23:00	164	195	233	247	303	285	198	--
23:00-24:00	105	132	130	153	206	193	106	--
PM TOTAL	5353	7246	7463	7720	9137	7964	7313	--
24 HR TOTAL	5353	11244	11467	11596	13165	11310	9947	3808
NOON-NOON	--	11250	11339	11748	12483	10598	11121	

ADT : 11426
AWD : 11446

256650210H1000000*** 0129 HWY 26 @ 2.1 W.O OSLER BLUFF R Aug/06 0026

Volume Report produced at 3:21 PM on Oct 26/06

File : C:\RTIS\DATA\0026HEVC.M14
Location : 256650210H1000000CM8 HWY26EB@ 2.1 W.O OSLER BLUFF R
Highway : 0026 Rq: 06-00-00 Inventory Count Pgm.
File Interval : 60
File Dates : Mon Aug 14/06 to Mon Aug 21/06 Volume Data
Detector : Loop Counter ID : 6060

Report Dates : Mon Aug 14/06 to Mon Aug 21/06
Report Interval: 60
Direction : W Westbound
Stream : M Mainline
Lane : 8 Total
Classification : * All
Comments :

HOUR	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon
INTERVAL	06/08/14	15	16	17	18	19	20	21
0:00- 1:00	--	33	43	43	47	70	57	24
1:00- 2:00	--	24	29	21	21	36	27	11
2:00- 3:00	--	9	13	11	21	24	16	6
3:00- 4:00	--	13	9	11	9	20	19	10
4:00- 5:00	--	6	9	8	15	10	13	12
5:00- 6:00	--	30	24	32	26	20	15	25
6:00- 7:00	--	120	122	116	88	45	19	118
7:00- 8:00	--	303	272	268	272	102	55	239
8:00- 9:00	--	317	329	287	291	202	102	301
9:00-10:00	--	262	290	322	304	275	153	281
10:00-11:00	--	383	326	318	352	367	260	348
11:00-12:00	--	401	412	362	453	461	334	331
AM TOTAL	--	1901	1878	1799	1899	1632	1070	1706
12:00-13:00	--	413	423	427	504	456	372	--
13:00-14:00	--	396	406	465	516	496	453	--
14:00-15:00	409	410	395	394	536	529	395	--
15:00-16:00	459	419	384	423	539	497	394	--
16:00-17:00	492	457	462	501	538	454	397	--
17:00-18:00	463	471	458	510	542	400	358	--
18:00-19:00	286	342	349	381	458	342	277	--
19:00-20:00	235	246	271	271	369	316	270	--
20:00-21:00	186	184	239	234	316	194	207	--
21:00-22:00	199	159	204	164	293	185	156	--
22:00-23:00	95	110	122	136	178	129	95	--
23:00-24:00	77	89	71	108	141	109	51	--
PM TOTAL	2901	3696	3784	4014	4930	4107	3425	--
24 HR TOTAL	2901	5597	5662	5813	6829	5739	4495	1706
NOON-NOON	--	5574	5583	5913	6562	5177	5131	

ADT : 5661
AWD : 5690

Volume Report produced at 3:20 PM on Oct 26/06

File : C:\RTIS\DATA\0026HEVC.M14
Location : 256650210H1000000CM8 HWY26EB@ 2.1 W.O OSLER BLUFF R
Highway : 0026 Rq: 06-00-00 Inventory Count Pgm.
File Interval : 60
File Dates : Mon Aug 14/06 to Mon Aug 21/06 Volume Data
Detector : Loop Counter ID : 6060

Report Dates : Mon Aug 14/06 to Mon Aug 21/06
Report Interval: 60
Direction : E Eastbound
Stream : M Mainline
Lane : 8 Total
Classification : * All
Comments :

HOUR	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon
INTERVAL	06/08/14	15	16	17	18	19	20	21
0:00- 1:00	--	24	24	24	22	35	51	21
1:00- 2:00	--	19	10	14	17	16	24	17
2:00- 3:00	--	4	12	12	8	13	19	10
3:00- 4:00	--	9	6	13	15	10	16	9
4:00- 5:00	--	18	15	12	10	11	10	22
5:00- 6:00	--	46	48	46	43	18	26	60
6:00- 7:00	--	146	170	169	162	73	40	166
7:00- 8:00	--	287	262	274	269	138	71	281
8:00- 9:00	--	368	370	336	336	256	170	369
9:00-10:00	--	371	392	348	367	359	259	375
10:00-11:00	--	387	415	415	429	382	362	371
11:00-12:00	--	418	402	414	451	403	516	401
AM TOTAL	--	2097	2126	2077	2129	1714	1564	2102
12:00-13:00	--	425	407	466	461	457	479	--
13:00-14:00	--	396	404	417	470	470	533	--
14:00-15:00	423	467	418	459	464	451	494	--
15:00-16:00	435	432	417	417	508	436	496	--
16:00-17:00	440	477	480	465	574	396	398	--
17:00-18:00	358	411	460	459	514	407	338	--
18:00-19:00	274	360	349	328	406	296	334	--
19:00-20:00	189	194	247	224	247	269	270	--
20:00-21:00	135	167	180	193	217	242	207	--
21:00-22:00	101	93	147	122	156	193	181	--
22:00-23:00	69	85	111	111	125	156	103	--
23:00-24:00	28	43	59	45	65	84	55	--
PM TOTAL	2452	3550	3679	3706	4207	3857	3888	--
24 HR TOTAL	2452	5647	5805	5783	6336	5571	5452	2102
NOON-NOON	--	5676	5756	5835	5921	5421	5990	

ADT : 5765
AWD : 5756

Volume Report produced at 3:12 PM on Nov 09/06

File : C:\RTIS\DATA\0026JGVC.M14
Location : 256650210H1000000CM8 HWY 26 @ 2.1W.OF OSLER BLUFF
Highway : 0026 Rq: 06-00-00 Inventory Count Pgm.
File Interval : 60
File Dates : Mon Oct 16/06 to Thu Oct 19/06 Volume Data
Detector : Loop Counter ID : 6248

Report Dates : Mon Oct 16/06 to Thu Oct 19/06
Report Interval: 60
Direction : * All
Stream : * All
Lane : * All
Classification : * All
Comments :

HOUR	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon
INTERVAL	06/10/16	17	18	19	20	21	22	23
0:00- 1:00	--	35	33	36	--	--	--	--
1:00- 2:00	--	17	21	17	--	--	--	--
2:00- 3:00	--	14	25	31	--	--	--	--
3:00- 4:00	--	9	3	23	--	--	--	--
4:00- 5:00	--	17	13	21	--	--	--	--
5:00- 6:00	--	61	51	56	--	--	--	--
6:00- 7:00	--	241	248	246	--	--	--	--
7:00- 8:00	--	478	536	463	--	--	--	--
8:00- 9:00	--	659	657	672	--	--	--	--
9:00-10:00	--	554	566	584	--	--	--	--
10:00-11:00	--	487	574	600	--	--	--	--
11:00-12:00	--	539	607	625	--	--	--	--
AM TOTAL	--	3111	3334	3374	--	--	--	--
12:00-13:00	--	532	595	--	--	--	--	--
13:00-14:00	--	564	592	--	--	--	--	--
14:00-15:00	--	554	551	--	--	--	--	--
15:00-16:00	635	573	602	--	--	--	--	--
16:00-17:00	737	667	765	--	--	--	--	--
17:00-18:00	698	654	753	--	--	--	--	--
18:00-19:00	488	429	588	--	--	--	--	--
19:00-20:00	298	284	342	--	--	--	--	--
20:00-21:00	191	170	192	--	--	--	--	--
21:00-22:00	194	150	250	--	--	--	--	--
22:00-23:00	116	138	195	--	--	--	--	--
23:00-24:00	82	103	90	--	--	--	--	--
PM TOTAL	3439	4818	5515	--	--	--	--	--
24 HR TOTAL	3439	7929	8849	3374	--	--	--	--
NOON-NOON	--	8152	8889	--	--	--	--	

AWD : 8521

256650210H1000000*** 0129 HWY 26 @ 2.1 N.OF OSLER BLUFF Oct/06 0026

Volume Report produced at 3:12 PM on Nov 09/06

File : C:\RTIS\DATA\0026JGVC.M14
Location : 256650210H1000000CM8 HWY26EB@ 2.1 W.OF OSLER BLUFF
Highway : 0026 Rq: 06-00-00 Inventory Count Pgm.
File Interval : 60
File Dates : Mon Oct 16/06 to Thu Oct 19/06 Volume Data
Detector : Loop Counter ID : 6248

Report Dates : Mon Oct 16/06 to Thu Oct 19/06
Report Interval: 60
Direction : W Westbound
Stream : M Mainline
Lane : 8 Total
Classification : * All
Comments : EASTBOUND

HOUR	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon
INTERVAL	06/10/16	17	18	19	20	21	22	23
0:00- 1:00	--	19	25	14	--	--	--	--
1:00- 2:00	--	9	15	14	--	--	--	--
2:00- 3:00	--	5	9	15	--	--	--	--
3:00- 4:00	--	5	1	16	--	--	--	--
4:00- 5:00	--	12	7	11	--	--	--	--
5:00- 6:00	--	22	19	20	--	--	--	--
6:00- 7:00	--	96	95	104	--	--	--	--
7:00- 8:00	--	251	285	248	--	--	--	--
8:00- 9:00	--	274	311	304	--	--	--	--
9:00-10:00	--	250	248	275	--	--	--	--
10:00-11:00	--	226	251	262	--	--	--	--
11:00-12:00	--	254	299	302	--	--	--	--
AM TOTAL	--	1423	1565	1585	--	--	--	--
12:00-13:00	--	260	267	--	--	--	--	--
13:00-14:00	--	260	310	--	--	--	--	--
14:00-15:00	--	256	258	--	--	--	--	--
15:00-16:00	306	300	298	--	--	--	--	--
16:00-17:00	362	345	377	--	--	--	--	--
17:00-18:00	371	363	412	--	--	--	--	--
18:00-19:00	251	244	351	--	--	--	--	--
19:00-20:00	148	157	182	--	--	--	--	--
20:00-21:00	131	111	120	--	--	--	--	--
21:00-22:00	118	97	121	--	--	--	--	--
22:00-23:00	68	82	90	--	--	--	--	--
23:00-24:00	55	61	55	--	--	--	--	--
PM TOTAL	1810	2536	2841	--	--	--	--	--
24 HR TOTAL	1810	3959	4406	1585	--	--	--	--
NOON-NOON	--	4101	4426	--	--	--	--	

AWD : 4264

256650210H1000000WM8 0129 HWY26EB@ 2.1 N.OF OSLER BLUFF Oct/06 0026

Volume Report produced at 3:11 PM on Nov 09/06

File : C:\RTIS\DATA\0026JGVC.M14
Location : 256650210H1000000CM8 HWY26EB@ 2.1 W.OF OSLER BLUFF
Highway : 0026 Rq: 06-00-00 Inventory Count Pgm.
File Interval : 60
File Dates : Mon Oct 16/06 to Thu Oct 19/06 Volume Data
Detector : Loop Counter ID : 6248

Report Dates : Mon Oct 16/06 to Thu Oct 19/06
Report Interval: 60
Direction : E Eastbound
Stream : M Mainline
Lane : 8 Total
Classification : * All
Comments : EASTBOUND

HOUR	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon
INTERVAL	06/10/16	17	18	19	20	21	22	23
0:00- 1:00	--	16	8	22	--	--	--	--
1:00- 2:00	--	8	6	3	--	--	--	--
2:00- 3:00	--	9	16	16	--	--	--	--
3:00- 4:00	--	4	2	7	--	--	--	--
4:00- 5:00	--	5	6	10	--	--	--	--
5:00- 6:00	--	39	32	36	--	--	--	--
6:00- 7:00	--	145	153	142	--	--	--	--
7:00- 8:00	--	227	251	215	--	--	--	--
8:00- 9:00	--	385	346	368	--	--	--	--
9:00-10:00	--	304	318	309	--	--	--	--
10:00-11:00	--	261	323	338	--	--	--	--
11:00-12:00	--	285	308	323	--	--	--	--
AM TOTAL	--	1688	1769	1789	--	--	--	--
12:00-13:00	--	272	328	--	--	--	--	--
13:00-14:00	--	304	282	--	--	--	--	--
14:00-15:00	--	298	293	--	--	--	--	--
15:00-16:00	329	273	304	--	--	--	--	--
16:00-17:00	375	322	388	--	--	--	--	--
17:00-18:00	327	291	341	--	--	--	--	--
18:00-19:00	237	185	237	--	--	--	--	--
19:00-20:00	150	127	160	--	--	--	--	--
20:00-21:00	60	59	72	--	--	--	--	--
21:00-22:00	76	53	129	--	--	--	--	--
22:00-23:00	48	56	105	--	--	--	--	--
23:00-24:00	27	42	35	--	--	--	--	--
PM TOTAL	1629	2282	2674	--	--	--	--	--
24 HR TOTAL	1629	3970	4443	1789	--	--	--	--
NOON-NOON	--	4051	4463	--	--	--	--	

AWD : 4257

256650210H1000000EM8 0129 HWY26EB@ 2.1 N.OF OSLER BLUFF Oct/06 0026

Volume Report produced at 4:27 PM on May 17/06

File : C:\RTIS\DATA\0026CUVC.M34
Location : 256700520H1000000CM8 HWY26@5.2KM W.O GREY RD 19
Highway : 0026 Rq: 06-00-00 Inventory Count Pgm.
File Interval : 60
File Dates : Thu Mar 30/06 to Wed Apr 05/06 Volume Data
Detector : Loop Counter ID : 6061

Report Dates : Thu Mar 30/06 to Wed Apr 05/06
Report Interval: 60
Direction : * All
Stream : * All
Lane : * All
Classification : * All
Comments :

HOUR INTERVAL	Thu 06/03/30	Fri 31	Sat 01	Sun 02	Mon 03	Tue 04	Wed 05	Thu 06
0:00- 1:00	--	43	70	67	60	64	71	--
1:00- 2:00	--	17	31	22	26	26	27	--
2:00- 3:00	--	12	25	30	12	8	22	--
3:00- 4:00	--	19	19	23	14	12	15	--
4:00- 5:00	--	13	18	23	9	11	8	--
5:00- 6:00	--	45	35	57	17	11	15	--
6:00- 7:00	--	198	99	98	65	47	46	--
7:00- 8:00	--	444	179	147	189	197	191	--
8:00- 9:00	--	584	282	302	494	513	477	--
9:00-10:00	--	506	425	395	573	574	569	--
10:00-11:00	--	515	535	463	452	494	484	--
11:00-12:00	--	514	614	546	422	422	427	--
AM TOTAL	--	2910	2332	2173	2333	2379	2352	--
12:00-13:00	496	557	604	601	401	452	404	--
13:00-14:00	490	582	606	639	454	487	--	--
14:00-15:00	600	564	642	686	401	459	--	--
15:00-16:00	558	632	578	625	501	501	--	--
16:00-17:00	659	714	525	466	458	487	--	--
17:00-18:00	721	613	465	360	660	626	--	--
18:00-19:00	407	490	381	250	579	599	--	--
19:00-20:00	269	335	249	223	376	359	--	--
20:00-21:00	193	251	216	119	207	218	--	--
21:00-22:00	153	204	176	83	143	137	--	--
22:00-23:00	122	157	134	66	145	126	--	--
23:00-24:00	72	134	89	50	84	101	--	--
PM TOTAL	4740	5233	4665	4168	4409	4552	404	--
24 HR TOTAL	4740	8143	6997	6341	6742	6931	2756	--
NOON-NOON	7650	7565	6838	6501	6788	6904	--	

ADT : 7051
AWD : 7114

Volume Report produced at 4:27 PM on May 17/06

File : C:\RTIS\DATA\0026CUVC.M34
Location : 256700520H1000000CM8 HWY26_WB@5.2KM W.O GREY RD 19
Highway : 0026 Rq: 06-00-00 Inventory Count Pgm.
File Interval : 60
File Dates : Thu Mar 30/06 to Wed Apr 05/06 Volume Data
Detector : Loop Counter ID : 6061

Report Dates : Thu Mar 30/06 to Wed Apr 05/06
Report Interval: 60
Direction : W Westbound
Stream : M Mainline
Lane : 8 Total
Classification : * All
Comments :

HOUR	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Thu
INTERVAL	06/03/30	31	01	02	03	04	05	06
0:00- 1:00	--	27	49	43	30	46	49	--
1:00- 2:00	--	14	20	14	13	23	20	--
2:00- 3:00	--	9	18	21	9	6	13	--
3:00- 4:00	--	7	11	14	13	5	6	--
4:00- 5:00	--	7	10	13	3	6	4	--
5:00- 6:00	--	23	21	21	1	5	7	--
6:00- 7:00	--	54	34	40	13	9	17	--
7:00- 8:00	--	158	63	46	52	63	64	--
8:00- 9:00	--	233	80	110	174	189	181	--
9:00-10:00	--	198	158	127	215	221	231	--
10:00-11:00	--	243	245	204	196	223	206	--
11:00-12:00	--	265	284	251	180	197	203	--
AM TOTAL	--	1238	993	904	899	993	1001	--
12:00-13:00	255	274	308	311	202	204	202	--
13:00-14:00	258	303	311	345	228	242	--	--
14:00-15:00	281	264	351	353	193	206	--	--
15:00-16:00	292	345	322	324	255	254	--	--
16:00-17:00	348	393	291	244	219	285	--	--
17:00-18:00	417	351	248	175	350	348	--	--
18:00-19:00	235	285	208	134	360	377	--	--
19:00-20:00	176	218	142	126	226	181	--	--
20:00-21:00	121	164	132	66	129	141	--	--
21:00-22:00	102	133	97	43	95	77	--	--
22:00-23:00	72	97	80	40	95	88	--	--
23:00-24:00	44	78	47	28	45	61	--	--
PM TOTAL	2601	2905	2537	2189	2397	2464	202	--
24 HR TOTAL	2601	4143	3530	3093	3296	3457	1203	--
NOON-NOON	3839	3898	3441	3088	3390	3465	--	

ADT : 3527
AWD : 3565

256700520H1000000WM8 0130 HWY26_WB@5.2KM W.O GREY RD 19 Mar/06 0026

Volume Report produced at 4:26 PM on May 17/06

File : C:\RTIS\DATA\0026CUVC.M34
Location : 256700520H1000000CM8 HWY26_EB@5.2KM W.O GREY RD 19
Highway : 0026 Rq: 06-00-00 Inventory Count Pgm.
File Interval : 60
File Dates : Thu Mar 30/06 to Wed Apr 05/06 Volume Data
Detector : Loop Counter ID : 6061

Report Dates : Thu Mar 30/06 to Wed Apr 05/06
Report Interval: 60
Direction : E Eastbound
Stream : M Mainline
Lane : 8 Total
Classification : * All
Comments :

HOUR	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Thu
INTERVAL	06/03/30	31	01	02	03	04	05	06
0:00- 1:00	--	16	21	24	30	18	22	--
1:00- 2:00	--	3	11	8	13	3	7	--
2:00- 3:00	--	3	7	9	3	2	9	--
3:00- 4:00	--	12	8	9	1	7	9	--
4:00- 5:00	--	6	8	10	6	5	4	--
5:00- 6:00	--	22	14	36	16	6	8	--
6:00- 7:00	--	144	65	58	52	38	29	--
7:00- 8:00	--	286	116	101	137	134	127	--
8:00- 9:00	--	351	202	192	320	324	296	--
9:00-10:00	--	308	267	268	358	353	338	--
10:00-11:00	--	272	290	259	256	271	278	--
11:00-12:00	--	249	330	295	242	225	224	--
AM TOTAL	--	1672	1339	1269	1434	1386	1351	--
12:00-13:00	241	283	296	290	199	248	202	--
13:00-14:00	232	279	295	294	226	245	--	--
14:00-15:00	319	300	291	333	208	253	--	--
15:00-16:00	266	287	256	301	246	247	--	--
16:00-17:00	311	321	234	222	239	202	--	--
17:00-18:00	304	262	217	185	310	278	--	--
18:00-19:00	172	205	173	116	219	222	--	--
19:00-20:00	93	117	107	97	150	178	--	--
20:00-21:00	72	87	84	53	78	77	--	--
21:00-22:00	51	71	79	40	48	60	--	--
22:00-23:00	50	60	54	26	50	38	--	--
23:00-24:00	28	56	42	22	39	40	--	--
PM TOTAL	2139	2328	2128	1979	2012	2088	202	--
24 HR TOTAL	2139	4000	3467	3248	3446	3474	1553	--
NOON-NOON		3811	3667	3397	3413	3398	3439	--

ADT : 3525
AWD : 3549

Volume Report produced at 3:16 PM on Nov 09/06

File : C:\RTIS\DATA\0026JGVC.M24
Location : 256700520H1000000CM8 HWY 26 @ 5.2 W.OF GREY RD 19
Highway : 0026 Rq: 06-00-00 Inventory Count Pgm.
File Interval : 60
File Dates : Mon Oct 16/06 to Thu Oct 19/06 Volume Data
Detector : Loop Counter ID : 6251

Report Dates : Mon Oct 16/06 to Thu Oct 19/06
Report Interval: 60
Direction : * All
Stream : * All
Lane : * All
Classification : * All
Comments :

HOUR INTERVAL	Mon 06/10/16	Tue 17	Wed 18	Thu 19	Fri 20	Sat 21	Sun 22	Mon 23
0:00- 1:00	--	39	38	39	--	--	--	--
1:00- 2:00	--	20	23	20	--	--	--	--
2:00- 3:00	--	14	24	28	--	--	--	--
3:00- 4:00	--	13	7	24	--	--	--	--
4:00- 5:00	--	16	9	17	--	--	--	--
5:00- 6:00	--	60	53	51	--	--	--	--
6:00- 7:00	--	222	254	263	--	--	--	--
7:00- 8:00	--	520	548	505	--	--	--	--
8:00- 9:00	--	686	659	646	--	--	--	--
9:00-10:00	--	527	603	602	--	--	--	--
10:00-11:00	--	464	559	568	--	--	--	--
11:00-12:00	--	526	573	579	--	--	--	--
AM TOTAL	--	3107	3350	3342	--	--	--	--
12:00-13:00	--	515	568	--	--	--	--	--
13:00-14:00	--	525	583	--	--	--	--	--
14:00-15:00	--	535	571	--	--	--	--	--
15:00-16:00	633	591	633	--	--	--	--	--
16:00-17:00	735	661	783	--	--	--	--	--
17:00-18:00	745	667	775	--	--	--	--	--
18:00-19:00	458	432	560	--	--	--	--	--
19:00-20:00	285	264	344	--	--	--	--	--
20:00-21:00	178	139	200	--	--	--	--	--
21:00-22:00	183	136	220	--	--	--	--	--
22:00-23:00	111	117	189	--	--	--	--	--
23:00-24:00	80	111	107	--	--	--	--	--
PM TOTAL	3408	4693	5533	--	--	--	--	--
24 HR TOTAL	3408	7800	8883	3342	--	--	--	--
NOON-NOON	--	8043	8875	--	--	--	--	

AWD : 8459

Volume Report produced at 3:16 PM on Nov 09/06

File : C:\RTIS\DATA\0026JGVC.M24
Location : 256700520H1000000CM8 HWY26WB@ 5.2 W.OF GREY RD 19
Highway : 0026 Rq: 06-00-00 Inventory Count Pgm.
File Interval : 60
File Dates : Mon Oct 16/06 to Thu Oct 19/06 Volume Data
Detector : Loop Counter ID : 6251

Report Dates : Mon Oct 16/06 to Thu Oct 19/06
Report Interval: 60
Direction : W Westbound
Stream : M Mainline
Lane : 8 Total
Classification : * All
Comments : WESTBOUND

HOUR	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon
INTERVAL	06/10/16	17	18	19	20	21	22	23
0:00- 1:00	--	21	26	19	--	--	--	--
1:00- 2:00	--	10	16	11	--	--	--	--
2:00- 3:00	--	5	11	13	--	--	--	--
3:00- 4:00	--	8	1	14	--	--	--	--
4:00- 5:00	--	11	5	10	--	--	--	--
5:00- 6:00	--	20	15	19	--	--	--	--
6:00- 7:00	--	71	85	90	--	--	--	--
7:00- 8:00	--	216	230	219	--	--	--	--
8:00- 9:00	--	295	282	267	--	--	--	--
9:00-10:00	--	237	247	272	--	--	--	--
10:00-11:00	--	203	239	265	--	--	--	--
11:00-12:00	--	257	266	292	--	--	--	--
AM TOTAL	--	1354	1423	1491	--	--	--	--
12:00-13:00	--	249	300	--	--	--	--	--
13:00-14:00	--	238	296	--	--	--	--	--
14:00-15:00	--	248	287	--	--	--	--	--
15:00-16:00	329	313	321	--	--	--	--	--
16:00-17:00	388	357	415	--	--	--	--	--
17:00-18:00	457	407	476	--	--	--	--	--
18:00-19:00	253	250	321	--	--	--	--	--
19:00-20:00	155	158	187	--	--	--	--	--
20:00-21:00	115	92	126	--	--	--	--	--
21:00-22:00	109	82	121	--	--	--	--	--
22:00-23:00	61	71	98	--	--	--	--	--
23:00-24:00	51	69	63	--	--	--	--	--
PM TOTAL	1918	2534	3011	--	--	--	--	--
24 HR TOTAL	1918	3888	4434	1491	--	--	--	--
NOON-NOON	--	3957	4502	--	--	--	--	

AWD : 4230

Volume Report produced at 3:16 PM on Nov 09/06

File : C:\RTIS\DATA\0026JGVC.M24
Location : 256700520H1000000CM8 HWY26EB@ 5.2 W.OF GREY RD 19
Highway : 0026 Rq: 06-00-00 Inventory Count Pgm.
File Interval : 60
File Dates : Mon Oct 16/06 to Thu Oct 19/06 Volume Data
Detector : Loop Counter ID : 6251

Report Dates : Mon Oct 16/06 to Thu Oct 19/06
Report Interval: 60
Direction : E Eastbound
Stream : M Mainline
Lane : 8 Total
Classification : * All
Comments : EASTBOUND

HOUR INTERVAL	Mon 06/10/16	Tue 17	Wed 18	Thu 19	Fri 20	Sat 21	Sun 22	Mon 23
0:00- 1:00	--	18	12	20	--	--	--	--
1:00- 2:00	--	10	7	9	--	--	--	--
2:00- 3:00	--	9	13	15	--	--	--	--
3:00- 4:00	--	5	6	10	--	--	--	--
4:00- 5:00	--	5	4	7	--	--	--	--
5:00- 6:00	--	40	38	32	--	--	--	--
6:00- 7:00	--	151	169	173	--	--	--	--
7:00- 8:00	--	304	318	286	--	--	--	--
8:00- 9:00	--	391	377	379	--	--	--	--
9:00-10:00	--	290	356	330	--	--	--	--
10:00-11:00	--	261	320	303	--	--	--	--
11:00-12:00	--	269	307	287	--	--	--	--
AM TOTAL	--	1753	1927	1851	--	--	--	--
12:00-13:00	--	266	268	--	--	--	--	--
13:00-14:00	--	287	287	--	--	--	--	--
14:00-15:00	--	287	284	--	--	--	--	--
15:00-16:00	304	278	312	--	--	--	--	--
16:00-17:00	347	304	368	--	--	--	--	--
17:00-18:00	288	260	299	--	--	--	--	--
18:00-19:00	205	182	239	--	--	--	--	--
19:00-20:00	130	106	157	--	--	--	--	--
20:00-21:00	63	47	74	--	--	--	--	--
21:00-22:00	74	54	99	--	--	--	--	--
22:00-23:00	50	46	91	--	--	--	--	--
23:00-24:00	29	42	44	--	--	--	--	--
PM TOTAL	1490	2159	2522	--	--	--	--	--
24 HR TOTAL	1490	3912	4449	1851	--	--	--	--
NOON-NOON	--	4086	4373	--	--	--	--	

AWD : 4230

Volume Report produced at 11:05 AM on Aug 17/06

File : C:\RTIS\DATA\0026H8VC.M21
Location : 256800900S1000000CM8 Blue Mountain/ Meaford TWL S
Highway : 0026 Rq: 06-00-00 Inventory Count Pgm.
File Interval : 60 Side Road Count
File Dates : Tue Aug 08/06 to Mon Aug 14/06 Volume Data
Detector : Hose Counter ID : 1418

Report Dates : Tue Aug 08/06 to Mon Aug 14/06
Report Interval: 60
Direction : C Combined
Stream : M Mainline
Lane : 8 Total
Classification : * All
Comments : Blue Mountain/ Meaford Townline (S) on Highway 26

HOUR	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue
INTERVAL	06/08/08	09	10	11	12	13	14	15
0:00- 1:00	--	0	0	0	1	2	7	--
1:00- 2:00	--	0	0	0	0	0	0	--
2:00- 3:00	--	0	1	0	0	0	0	--
3:00- 4:00	--	0	0	0	0	0	0	--
4:00- 5:00	--	0	0	0	0	0	0	--
5:00- 6:00	--	2	0	0	0	0	0	--
6:00- 7:00	--	8	7	10	9	1	2	--
7:00- 8:00	--	7	18	12	10	2	16	--
8:00- 9:00	--	33	25	26	15	8	29	--
9:00-10:00	--	20	10	21	24	10	16	--
10:00-11:00	--	36	19	27	17	21	30	--
11:00-12:00	--	30	25	20	29	22	24	--
AM TOTAL	--	136	105	116	105	66	124	--
12:00-13:00	--	46	18	27	30	31	--	--
13:00-14:00	--	45	28	33	35	19	--	--
14:00-15:00	--	37	21	39	33	24	--	--
15:00-16:00	38	23	17	39	21	11	--	--
16:00-17:00	38	28	35	31	21	19	--	--
17:00-18:00	27	30	21	40	23	17	--	--
18:00-19:00	25	17	16	21	14	19	--	--
19:00-20:00	19	20	19	16	13	6	--	--
20:00-21:00	15	10	17	5	3	7	--	--
21:00-22:00	11	20	5	9	2	7	--	--
22:00-23:00	7	2	3	7	8	5	--	--
23:00-24:00	5	3	2	3	0	2	--	--
PM TOTAL	185	281	202	270	203	167	--	--
24 HR TOTAL	185	417	307	386	308	233	124	--
NOON-NOON	--	386	318	375	269	291	--	

ADT : 335
AWD : 352

Volume Report produced at 11:03 AM on Aug 17/06

File : C:\RTIS\DATA\0026H8VC.M11
Location : 256800810S1000000CM8 Lora Bay Drive (N)
Highway : 0026 Rq: 06-00-00 Inventory Count Pgm.
File Interval : 60 Side Road Count
File Dates : Tue Aug 08/06 to Mon Aug 14/06 Volume Data
Detector : Hose Counter ID : 1245

Report Dates : Tue Aug 08/06 to Mon Aug 14/06
Report Interval: 60
Direction : C Combined
Stream : M Mainline
Lane : 8 Total
Classification : * All
Comments : Lora Bay Drive (N) on Highway 26
Formerly "Kenwood Drive" (N)

HOUR INTERVAL	Tue 06/08/08	Wed 09	Thu 10	Fri 11	Sat 12	Sun 13	Mon 14	Tue 15
0:00- 1:00	--	1	1	1	0	2	0	--
1:00- 2:00	--	0	0	1	0	1	0	--
2:00- 3:00	--	1	0	0	0	1	0	--
3:00- 4:00	--	0	0	0	0	0	0	--
4:00- 5:00	--	0	0	0	0	1	2	--
5:00- 6:00	--	5	6	4	6	6	5	--
6:00- 7:00	--	14	17	18	6	8	8	--
7:00- 8:00	--	43	40	23	14	7	44	--
8:00- 9:00	--	57	46	68	32	22	74	--
9:00-10:00	--	70	68	64	28	34	66	--
10:00-11:00	--	54	68	82	69	44	82	--
11:00-12:00	--	81	84	78	86	79	101	--
AM TOTAL	--	326	330	339	241	205	382	--
12:00-13:00	--	113	95	102	80	117	--	--
13:00-14:00	--	80	96	94	86	103	--	--
14:00-15:00	--	85	90	101	126	94	--	--
15:00-16:00	89	94	71	95	118	93	--	--
16:00-17:00	85	110	65	112	78	86	--	--
17:00-18:00	90	86	65	94	88	47	--	--
18:00-19:00	68	36	35	52	57	56	--	--
19:00-20:00	46	51	36	48	31	43	--	--
20:00-21:00	32	42	21	22	33	26	--	--
21:00-22:00	20	19	20	24	22	7	--	--
22:00-23:00	11	12	9	11	6	4	--	--
23:00-24:00	1	3	7	0	8	1	--	--
PM TOTAL	442	731	610	755	733	677	--	--
24 HR TOTAL	442	1057	940	1094	974	882	382	--
NOON-NOON	--	1061	949	996	938	1059	--	

ADT : 1002
AWD : 1005

Volume Report produced at 9:19 AM on Aug 17/06

File : C:\RTIS\DATA\0026H2VC.MB1
Location : 256800660S1000000CM8 Blue Mountain TWP 10th Line N
Highway : 0026 Rq: 06-00-00 Inventory Count Pgm.
File Interval : 60 Side Road Count
File Dates : Wed Aug 02/06 to Wed Aug 09/06 Volume Data
Detector : Hose Counter ID : 1571

Report Dates : Wed Aug 02/06 to Wed Aug 09/06
Report Interval: 60
Direction : C Combined
Stream : M Mainline
Lane : 8 Total
Classification : * All
Comments : Blue Mountain TWP 10th Line (N) on Highway 26
Count preformed through CIVIC HOLIDAY, formerly "Collingwood TWP 10th Line" N

HOUR	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed
INTERVAL	06/08/02	03	04	05	06	07	08	09
0:00- 1:00	--	2	0	2	0	2	0	1
1:00- 2:00	--	0	1	2	2	2	0	0
2:00- 3:00	--	0	0	0	0	3	0	2
3:00- 4:00	--	0	0	0	0	1	0	0
4:00- 5:00	--	0	0	0	0	0	0	0
5:00- 6:00	--	1	1	1	0	2	3	1
6:00- 7:00	--	1	5	8	3	6	14	8
7:00- 8:00	--	13	20	20	16	13	14	17
8:00- 9:00	--	18	26	12	11	17	29	--
9:00-10:00	--	10	20	24	20	26	28	--
10:00-11:00	--	14	38	38	29	24	32	--
11:00-12:00	--	23	29	41	32	28	29	--
AM TOTAL	--	82	140	148	113	124	149	29
12:00-13:00	--	32	22	36	48	42	29	--
13:00-14:00	--	35	49	44	43	33	34	--
14:00-15:00	23	28	47	45	56	36	31	--
15:00-16:00	34	24	43	44	44	30	36	--
16:00-17:00	31	29	42	45	38	28	29	--
17:00-18:00	22	13	38	39	44	18	19	--
18:00-19:00	11	12	26	25	13	19	11	--
19:00-20:00	4	9	20	21	23	13	17	--
20:00-21:00	7	9	18	13	18	10	10	--
21:00-22:00	5	13	16	14	13	9	3	--
22:00-23:00	2	8	12	10	19	3	5	--
23:00-24:00	1	2	7	3	5	0	0	--
PM TOTAL	140	214	340	339	364	241	224	--
24 HR TOTAL	140	296	480	487	477	365	373	29
NOON-NOON	--	354	488	452	488	390	--	

ADT : 417
AWD : 372

File : C:\RTIS\DATA\0026H2VC.MA1
Location : 256800660S1000000CM8 Grey Rd 113 (S)
Highway : 0026 Rq: 06-00-00 Inventory Count Pgm.
File Interval : 60 Side Road Count
File Dates : Wed Aug 02/06 to Wed Aug 09/06 Volume Data
Detector : Hose Counter ID : 1562

Report Dates : Wed Aug 02/06 to Wed Aug 09/06
Report Interval: 60
Direction : C Combined
Stream : M Mainline
Lane : 8 Total
Classification : * All
Comments : Grey Rd 113 (S) on Highway 26
Count preformed through CIVIC HOLIDAY

HOUR	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed
INTERVAL	06/08/02	03	04	05	06	07	08	09
0:00- 1:00	--	1	7	10	6	1	4	3
1:00- 2:00	--	0	0	8	10	4	0	2
2:00- 3:00	--	1	1	4	8	6	3	0
3:00- 4:00	--	0	1	0	2	2	0	0
4:00- 5:00	--	0	1	0	0	1	5	0
5:00- 6:00	--	5	2	1	3	3	3	1
6:00- 7:00	--	22	19	6	6	6	30	32
7:00- 8:00	--	62	52	26	8	13	81	70
8:00- 9:00	--	84	73	34	20	35	84	--
9:00-10:00	--	60	74	46	33	35	87	--
10:00-11:00	--	68	86	72	60	60	76	--
11:00-12:00	--	81	84	60	68	78	88	--
AM TOTAL	--	384	400	267	224	244	461	108
12:00-13:00	--	87	83	63	58	68	68	--
13:00-14:00	--	123	111	84	68	53	103	--
14:00-15:00	88	84	112	71	72	63	96	--
15:00-16:00	109	87	104	75	49	59	112	--
16:00-17:00	113	102	96	77	73	62	107	--
17:00-18:00	102	86	80	69	57	69	121	--
18:00-19:00	72	42	53	51	58	42	74	--
19:00-20:00	48	35	57	42	32	45	62	--
20:00-21:00	18	33	41	39	38	35	54	--
21:00-22:00	27	33	49	27	25	27	30	--
22:00-23:00	16	19	21	24	28	25	20	--
23:00-24:00	5	12	15	17	10	9	8	--
PM TOTAL	598	743	822	639	568	557	855	--
24 HR TOTAL	598	1127	1222	906	792	801	1316	108
NOON-NOON	--	1143	1089	863	812	1018	--	

ADT : 1012
AWD : 1081

Volume Report produced at 9:15 AM on Aug 17/06

File : C:\RTIS\DATA\0026H2VC.M81
Location : 256800580S1000000CM8 Peel St (N)
Highway : 0026 Rq: 06-00-00 Inventory Count Pgm.
File Interval : 60 Side Road Count
File Dates : Wed Aug 02/06 to Wed Aug 09/06 Volume Data
Detector : Hose Counter ID : 1464

Report Dates : Wed Aug 02/06 to Wed Aug 09/06
Report Interval: 60
Direction : C Combined
Stream : M Mainline
Lane : 8 Total
Classification : * All
Comments : Peel St (N) on Highway 26
Count preformed through CIVIC HOLIDAY

HOUR	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed
INTERVAL	06/08/02	03	04	05	06	07	08	09
0:00- 1:00	--	4	0	3	0	1	0	5
1:00- 2:00	--	0	0	0	2	0	0	0
2:00- 3:00	--	0	0	0	5	2	0	0
3:00- 4:00	--	0	0	0	2	0	0	0
4:00- 5:00	--	0	0	0	0	0	0	0
5:00- 6:00	--	6	6	2	0	4	5	4
6:00- 7:00	--	7	3	5	7	3	7	4
7:00- 8:00	--	28	31	17	19	18	29	13
8:00- 9:00	--	45	22	37	17	20	40	--
9:00-10:00	--	29	80	73	27	31	63	--
10:00-11:00	--	73	59	83	45	48	48	--
11:00-12:00	--	86	60	72	55	75	68	--
AM TOTAL	--	278	261	292	179	202	260	26
12:00-13:00	--	75	90	53	54	63	48	--
13:00-14:00	46	66	77	73	58	51	53	--
14:00-15:00	40	59	56	82	74	40	46	--
15:00-16:00	40	81	106	55	39	51	62	--
16:00-17:00	52	117	65	66	45	70	42	--
17:00-18:00	59	61	52	56	54	37	37	--
18:00-19:00	34	33	58	47	28	28	27	--
19:00-20:00	24	38	41	39	30	19	24	--
20:00-21:00	8	31	50	21	26	24	23	--
21:00-22:00	11	37	30	31	11	9	15	--
22:00-23:00	11	10	9	7	17	7	10	--
23:00-24:00	6	7	16	14	5	7	5	--
PM TOTAL	331	615	650	544	441	406	392	--
24 HR TOTAL	331	893	911	836	620	608	652	26
NOON-NOON	--	876	942	723	643	666	--	

ADT : 770
AWD : 771

Volume Report produced at 9:16 AM on Aug 17/06

File : C:\RTIS\DATA\0026H2VC.M91
Location : 256800580S1000000CM8 Peel St (S)
Highway : 0026 Rq: 06-00-00 Inventory Count Pgm.
File Interval : 60 Side Road Count
File Dates : Wed Aug 02/06 to Wed Aug 09/06 Volume Data
Detector : Hose Counter ID : 1401

Report Dates : Wed Aug 02/06 to Wed Aug 09/06
Report Interval: 60
Direction : C Combined
Stream : M Mainline
Lane : 8 Total
Classification : * All
Comments : Peel St (S) on Highway 26
Count preformed through CIVIC HOLIDAY

HOUR	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed
INTERVAL	06/08/02	03	04	05	06	07	08	09
0:00- 1:00	--	0	0	2	0	0	4	2
1:00- 2:00	--	2	2	2	0	2	0	2
2:00- 3:00	--	0	0	0	0	2	0	0
3:00- 4:00	--	2	2	0	0	0	3	2
4:00- 5:00	--	0	2	2	0	2	0	0
5:00- 6:00	--	2	3	0	2	1	0	1
6:00- 7:00	--	6	9	14	2	7	11	8
7:00- 8:00	--	14	8	11	13	3	21	11
8:00- 9:00	--	26	10	20	11	14	31	--
9:00-10:00	--	17	22	33	16	20	32	--
10:00-11:00	--	25	29	37	21	28	33	--
11:00-12:00	--	28	27	46	23	33	47	--
AM TOTAL	--	122	114	167	88	112	182	26
12:00-13:00	--	25	31	23	13	23	13	--
13:00-14:00	26	40	27	33	18	16	10	--
14:00-15:00	34	27	22	30	18	14	25	--
15:00-16:00	27	33	47	44	27	19	50	--
16:00-17:00	44	26	36	45	14	33	26	--
17:00-18:00	23	39	63	53	21	18	37	--
18:00-19:00	22	18	22	34	13	9	15	--
19:00-20:00	11	18	20	39	25	20	28	--
20:00-21:00	10	9	16	37	13	6	9	--
21:00-22:00	8	11	19	28	11	11	11	--
22:00-23:00	7	5	5	8	4	4	4	--
23:00-24:00	1	5	4	8	1	2	4	--
PM TOTAL	213	256	312	382	178	175	232	--
24 HR TOTAL	213	378	426	549	266	287	414	26
NOON-NOON	--	370	479	470	290	357	--	

ADT : 385
AWD : 364

Volume Report produced at 9:09 AM on Aug 17/06

File : C:\RTIS\DATA\0026H2VC.M41
Location : 256700200S1000000CM8 Arrowhead Rd (S)
Highway : 0026 Rq: 06-00-00 Inventory Count Pgm.
File Interval : 60
File Dates : Wed Aug 02/06 to Wed Aug 09/06 Volume Data
Detector : Hose Counter ID : 1413

Report Dates : Wed Aug 02/06 to Wed Aug 09/06
Report Interval: 60
Direction : C Combined
Stream : M Mainline
Lane : 8 Total
Classification : * All
Comments : Arrowhead Rd (S) on Highway 26
Count preformed through CIVIC HOLIDAY

HOUR INTERVAL	Wed 06/08/02	Thu 03	Fri 04	Sat 05	Sun 06	Mon 07	Tue 08	Wed 09
0:00- 1:00	--	2	2	1	7	4	1	2
1:00- 2:00	--	0	0	0	0	2	0	1
2:00- 3:00	--	3	3	2	0	0	0	0
3:00- 4:00	--	0	1	0	1	0	0	0
4:00- 5:00	--	0	0	1	1	0	7	0
5:00- 6:00	--	0	0	0	3	3	1	1
6:00- 7:00	--	7	10	1	1	4	12	11
7:00- 8:00	--	48	31	24	8	15	49	--
8:00- 9:00	--	62	51	32	25	30	56	--
9:00-10:00	--	48	57	37	25	21	60	--
10:00-11:00	--	67	73	50	45	47	54	--
11:00-12:00	--	53	76	64	58	64	86	--
AM TOTAL	--	290	304	212	174	190	326	15
12:00-13:00	46	77	67	71	76	57	77	--
13:00-14:00	53	99	61	53	72	67	63	--
14:00-15:00	110	71	67	72	64	35	53	--
15:00-16:00	92	55	72	48	64	69	80	--
16:00-17:00	55	66	68	93	59	56	91	--
17:00-18:00	58	42	63	40	54	58	53	--
18:00-19:00	32	28	51	36	47	33	29	--
19:00-20:00	24	25	33	29	52	18	14	--
20:00-21:00	15	16	17	29	30	20	27	--
21:00-22:00	20	13	13	34	26	13	6	--
22:00-23:00	7	4	9	15	7	9	4	--
23:00-24:00	2	3	5	5	4	1	5	--
PM TOTAL	514	499	526	525	555	436	502	--
24 HR TOTAL	514	789	830	737	729	626	828	15
NOON-NOON	804	803	738	699	745	762	--	

ADT : 763
AWD : 790

Volume Report produced at 9:10 AM on Aug 17/06

File : C:\RTIS\DATA\0026H2VC.M51
Location : 256700270S1000000CM8 Hidden Lake Rd (S)
Highway : 0026 Rq: 06-00-00 Inventory Count Pgm.
File Interval : 60
File Dates : Wed Aug 02/06 to Wed Aug 09/06 Volume Data
Detector : Hose Counter ID : 1602

Report Dates : Wed Aug 02/06 to Wed Aug 09/06
Report Interval: 60
Direction : C Combined
Stream : M Mainline
Lane : 8 Total
Classification : * All
Comments : Hidden Lake Rd (S) on Highway 26
Count preformed through CIVIC HOLIDAY, NO EXIT

HOUR	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed
INTERVAL	06/08/02	03	04	05	06	07	08	09
0:00- 1:00	--	0	4	6	2	0	1	0
1:00- 2:00	--	0	0	1	3	0	0	0
2:00- 3:00	--	2	0	1	0	0	1	3
3:00- 4:00	--	0	0	1	1	1	1	0
4:00- 5:00	--	1	0	3	0	0	0	0
5:00- 6:00	--	1	1	0	3	8	1	0
6:00- 7:00	--	7	10	2	3	4	6	6
7:00- 8:00	--	14	21	8	2	3	12	--
8:00- 9:00	--	29	29	7	8	11	24	--
9:00-10:00	--	14	31	16	26	14	30	--
10:00-11:00	--	19	38	48	30	32	25	--
11:00-12:00	--	29	35	43	26	27	44	--
AM TOTAL	--	116	169	136	104	100	145	9
12:00-13:00	--	44	46	30	43	43	28	--
13:00-14:00	17	38	16	36	34	30	38	--
14:00-15:00	33	29	27	25	36	36	36	--
15:00-16:00	30	26	31	35	32	38	23	--
16:00-17:00	28	29	32	43	31	17	22	--
17:00-18:00	31	27	26	28	29	22	25	--
18:00-19:00	36	19	46	27	22	17	13	--
19:00-20:00	20	21	25	9	24	19	15	--
20:00-21:00	16	12	18	18	18	22	10	--
21:00-22:00	9	17	25	17	37	12	15	--
22:00-23:00	7	8	4	15	2	13	5	--
23:00-24:00	2	4	2	6	4	3	1	--
PM TOTAL	229	274	298	289	312	272	231	--
24 HR TOTAL	229	390	467	425	416	372	376	9
NOON-NOON	--	443	434	393	412	417	--	

ADT : 423
AWD : 430

Volume Report produced at 9:12 AM on Aug 17/06

File : C:\RTIS\DATA\0026H2VC.M61
Location : 256700340S1000000CM8 Wards Rd (S)
Highway : 0026 Rq: 06-00-00 Inventory Count Pgm.
File Interval : 60 Side Road Count
File Dates : Wed Aug 02/06 to Wed Aug 09/06 Volume Data
Detector : Hose Counter ID : 6313

Report Dates : Wed Aug 02/06 to Wed Aug 09/06
Report Interval: 60
Direction : C Combined
Stream : M Mainline
Lane : 8 Total
Classification : * All
Comments : Wards Rd (S) on Highway 26
Count preformed through CIVIC HOLIDAY, NO EXIT

HOUR	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed
INTERVAL	06/08/02	03	04	05	06	07	08	09
0:00- 1:00	--	0	1	1	0	0	3	0
1:00- 2:00	--	0	0	1	0	1	1	0
2:00- 3:00	--	0	0	1	3	0	0	0
3:00- 4:00	--	0	0	0	0	0	0	0
4:00- 5:00	--	0	0	2	0	0	0	2
5:00- 6:00	--	4	5	0	2	4	6	4
6:00- 7:00	--	3	2	1	2	0	2	2
7:00- 8:00	--	4	2	7	1	0	7	--
8:00- 9:00	--	25	7	5	7	3	19	--
9:00-10:00	--	11	15	8	11	8	9	--
10:00-11:00	--	12	24	21	20	10	21	--
11:00-12:00	--	17	11	17	11	11	32	--
AM TOTAL	--	76	67	64	57	37	100	8
12:00-13:00	--	15	10	18	11	29	14	--
13:00-14:00	13	15	18	6	17	9	20	--
14:00-15:00	21	23	19	14	13	13	12	--
15:00-16:00	10	19	9	11	23	11	10	--
16:00-17:00	8	13	14	18	14	19	14	--
17:00-18:00	16	16	13	16	10	18	25	--
18:00-19:00	14	17	13	7	19	9	14	--
19:00-20:00	3	9	14	4	10	5	2	--
20:00-21:00	2	12	19	9	4	7	7	--
21:00-22:00	5	5	12	6	10	5	6	--
22:00-23:00	4	1	6	8	9	0	6	--
23:00-24:00	2	1	6	10	5	2	0	--
PM TOTAL	98	146	153	127	145	127	130	--
24 HR TOTAL	98	222	220	191	202	164	230	8
NOON-NOON	--	213	217	184	182	227	--	

ADT : 209
AWD : 220

Volume Report produced at 9:14 AM on Aug 17/06

File : C:\RTIS\DATA\0026H2VC.M71
Location : 256700340S1000000CM8 Wards Rd (N)
Highway : 0026 Rq: 06-00-00 Inventory Count Pgm.
File Interval : 60 Side Road Count
File Dates : Wed Aug 02/06 to Wed Aug 09/06 Volume Data
Detector : Hose Counter ID : 1564

Report Dates : Wed Aug 02/06 to Wed Aug 09/06
Report Interval: 60
Direction : C Combined
Stream : M Mainline
Lane : 8 Total
Classification : * All
Comments : Wards Rd (N) on Highway 26
Count preformed through CIVIC HOLIDAY, NO EXIT

HOUR INTERVAL	Wed 06/08/02	Thu 03	Fri 04	Sat 05	Sun 06	Mon 07	Tue 08	Wed 09
0:00- 1:00	--	0	0	0	0	0	2	0
1:00- 2:00	--	0	0	1	2	0	0	0
2:00- 3:00	--	0	0	0	1	0	0	0
3:00- 4:00	--	0	0	0	0	0	0	0
4:00- 5:00	--	0	0	2	2	0	0	2
5:00- 6:00	--	2	2	0	2	5	2	0
6:00- 7:00	--	2	5	1	3	2	4	3
7:00- 8:00	--	1	0	5	1	1	0	--
8:00- 9:00	--	0	10	4	1	0	2	--
9:00-10:00	--	3	4	6	7	10	1	--
10:00-11:00	--	0	5	21	12	15	7	--
11:00-12:00	--	10	10	6	32	21	13	--
AM TOTAL	--	18	36	46	63	54	31	5
12:00-13:00	--	2	6	19	15	38	5	--
13:00-14:00	4	8	16	40	43	29	6	--
14:00-15:00	23	10	20	24	46	33	11	--
15:00-16:00	13	6	18	19	51	35	23	--
16:00-17:00	31	10	25	36	64	42	24	--
17:00-18:00	31	5	17	30	51	21	22	--
18:00-19:00	25	3	12	25	15	7	6	--
19:00-20:00	8	5	7	16	12	21	2	--
20:00-21:00	4	7	11	13	5	9	1	--
21:00-22:00	0	1	2	4	2	0	0	--
22:00-23:00	3	2	2	2	7	0	2	--
23:00-24:00	0	0	0	4	2	1	0	--
PM TOTAL	142	59	136	232	313	236	102	--
24 HR TOTAL	142	77	172	278	376	290	133	5
NOON-NOON	--	95	182	295	367	267	--	

ADT : 224
AWD : 181

Volume Report produced at 9:05 AM on Aug 17/06

File : C:\RTIS\DATA\0026H2VC.M21
Location : 256650150S1000000CM8 Fraser Crescent (N)
Highway : 0026 Rq: 06-00-00 Inventory Count Pgm.
File Interval : 60
File Dates : Wed Aug 02/06 to Wed Aug 09/06 Volume Data
Detector : Hose Counter ID : 1593

Report Dates : Wed Aug 02/06 to Wed Aug 09/06
Report Interval: 60
Direction : C Combined
Stream : M Mainline
Lane : 8 Total
Classification : * All
Comments : Fraser Crescent (N) on Highway 26
Count preformed through CIVIC HOLIDAY, formerly "Frazer Cres"

HOUR INTERVAL	Wed 06/08/02	Thu 03	Fri 04	Sat 05	Sun 06	Mon 07	Tue 08	Wed 09
0:00- 1:00	--	0	1	1	1	0	0	0
1:00- 2:00	--	0	0	0	0	4	0	0
2:00- 3:00	--	1	3	4	2	0	0	0
3:00- 4:00	--	0	0	1	0	0	0	0
4:00- 5:00	--	0	0	0	0	0	0	0
5:00- 6:00	--	0	0	0	2	1	0	2
6:00- 7:00	--	2	3	0	0	0	2	0
7:00- 8:00	--	9	3	1	1	0	3	--
8:00- 9:00	--	0	4	1	3	4	2	--
9:00-10:00	--	3	8	5	2	10	2	--
10:00-11:00	--	6	6	7	12	10	1	--
11:00-12:00	--	3	10	6	8	5	1	--
AM TOTAL	--	24	38	26	31	34	11	2
12:00-13:00	3	4	8	12	10	14	4	--
13:00-14:00	3	8	6	10	11	11	9	--
14:00-15:00	1	8	5	8	11	11	7	--
15:00-16:00	3	6	5	8	18	17	5	--
16:00-17:00	5	6	24	4	3	5	7	--
17:00-18:00	15	11	1	7	4	6	7	--
18:00-19:00	5	5	5	4	10	4	5	--
19:00-20:00	5	1	8	11	11	3	5	--
20:00-21:00	14	2	5	8	4	6	6	--
21:00-22:00	9	8	5	12	8	0	3	--
22:00-23:00	3	3	7	8	1	3	0	--
23:00-24:00	1	0	3	5	4	0	2	--
PM TOTAL	67	62	82	97	95	80	60	--
24 HR TOTAL	67	86	120	123	126	114	71	2
NOON-NOON	91	100	108	128	129	91	--	

ADT : 106
AWD : 94

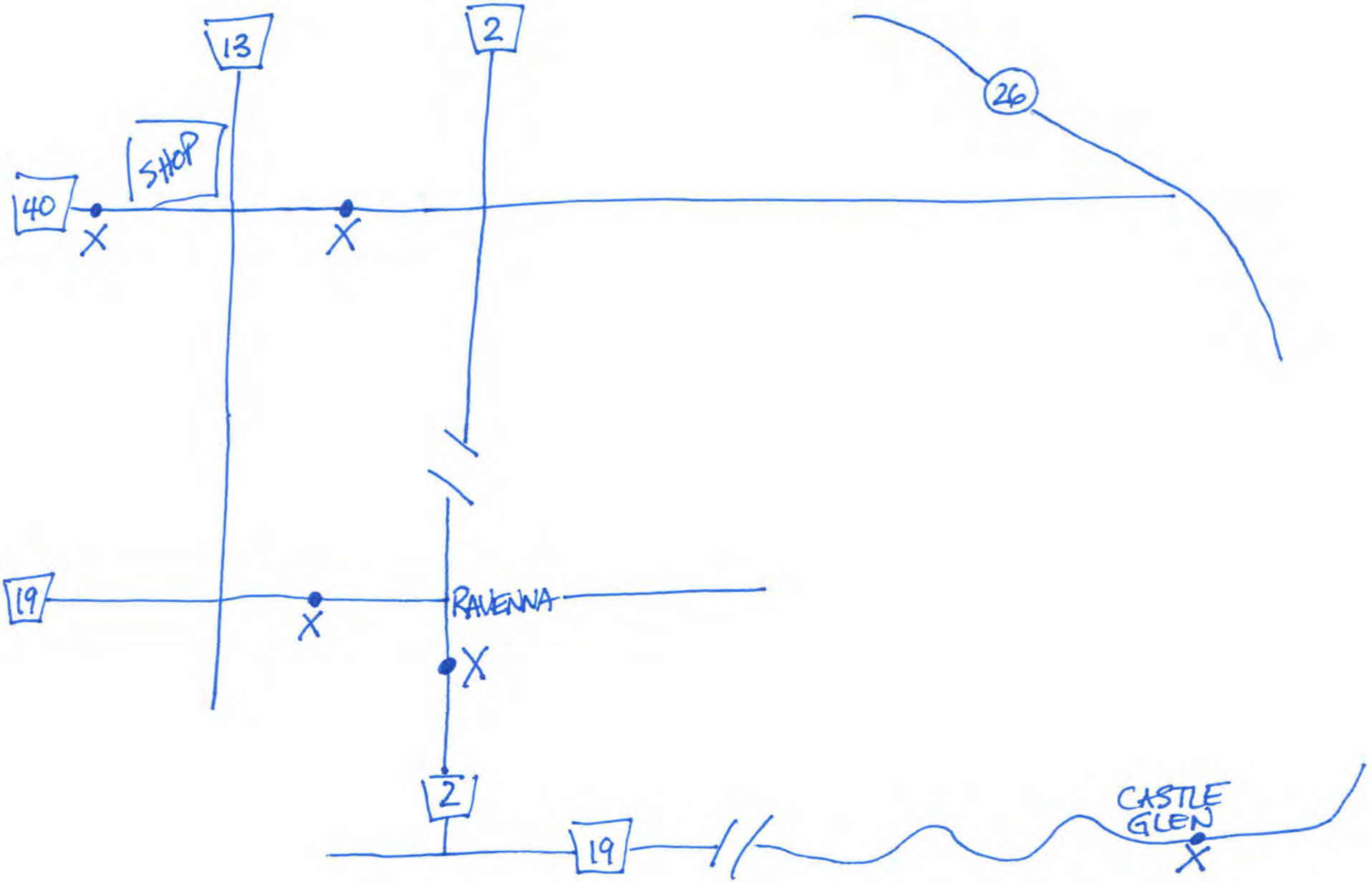
Volume Report produced at 9:07 AM on Aug 17/06

File : C:\RTIS\DATA\0026H2VC.M31
Location : 256650160S1000000CM8 Lakeshore Rd (S)
Highway : 0026 Rq: 06-00-00 Inventory Count Pgm.
File Interval : 60
File Dates : Wed Aug 02/06 to Wed Aug 09/06 Volume Data
Detector : Hose Counter ID : 1477

Report Dates : Wed Aug 02/06 to Wed Aug 09/06
Report Interval: 60
Direction : C Combined
Stream : M Mainline
Lane : 8 Total
Classification : * All
Comments : Lakeshore Rd (S) on Highway 26
Count preformed through CIVIC HOLIDAY

HOUR	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed
INTERVAL	06/08/02	03	04	05	06	07	08	09
0:00- 1:00	--	0	0	0	4	9	0	3
1:00- 2:00	--	0	3	3	5	0	2	0
2:00- 3:00	--	0	0	2	0	2	1	0
3:00- 4:00	--	0	4	2	2	4	0	0
4:00- 5:00	--	2	0	0	0	0	0	0
5:00- 6:00	--	0	0	0	0	2	0	0
6:00- 7:00	--	2	4	0	6	0	2	3
7:00- 8:00	--	11	27	28	10	18	26	--
8:00- 9:00	--	33	56	40	16	12	41	--
9:00-10:00	--	27	34	54	32	25	38	--
10:00-11:00	--	29	23	48	37	47	43	--
11:00-12:00	--	38	27	26	38	39	25	--
AM TOTAL	--	142	178	203	150	158	178	6
12:00-13:00	46	31	32	41	44	20	26	--
13:00-14:00	21	28	29	34	41	32	14	--
14:00-15:00	14	27	23	32	46	44	22	--
15:00-16:00	25	28	29	41	48	28	24	--
16:00-17:00	38	32	15	21	32	28	20	--
17:00-18:00	20	29	29	19	18	30	41	--
18:00-19:00	27	15	26	9	31	16	26	--
19:00-20:00	26	18	18	18	13	10	10	--
20:00-21:00	27	15	27	8	20	15	11	--
21:00-22:00	13	10	17	8	19	5	25	--
22:00-23:00	17	6	6	3	8	6	4	--
23:00-24:00	4	3	3	6	0	9	1	--
PM TOTAL	278	242	254	240	320	243	224	--
24 HR TOTAL	278	384	432	443	470	401	402	6
NOON-NOON	420	420	457	390	478	421	--	

ADT : 429
AWD : 420


13
2
26
SHOP
40
19
RAVENNA
2
19
CASTLE
GLEN

Golden River Traffic

Golden River Traffic Ltd., Churchill Road, Bicester, Oxfordshire OX6 7XT, UK

Phone: +44 (0)1869 362 800 Fax: +44 (0)1869 246 858 E-mail: gr@goldenriver.com

Grey Rd 19 - between Grey 2 and Grey 13 - Family Day weekend
Week Ending 21/02/08
Day

Hour End	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Working	Total
	15/02/08	16/02/08	17/02/08	18/02/08	19/02/08	20/02/08	21/02/08	Week	
1:00	N/R	2	4	2	N/R	N/R	N/R	2	3
2:00	N/R	3	4	1	N/R	N/R	N/R	1	3
3:00	N/R	2	2	3	N/R	N/R	N/R	3	2
4:00	N/R	1	2	0	N/R	N/R	N/R	0	1
5:00	N/R	0	1	0	N/R	N/R	N/R	0	0
6:00	N/R	0	1	6	N/R	N/R	N/R	6	2
7:00	N/R	10	8	5	N/R	N/R	N/R	5	8
8:00	N/R	26	22	14	N/R	N/R	N/R	14	21
9:00	40	58	19	25	N/R	N/R	N/R	33	36
10:00	28	31	30	26	N/R	N/R	N/R	27	29
11:00	24	38	21	31	N/R	N/R	N/R	28	29
12:00	27	32	31	26	N/R	N/R	N/R	27	29
13:00	23	41	26	31	N/R	N/R	N/R	27	30
14:00	28	42	29	31	N/R	N/R	N/R	30	33
15:00	21	56	34	40	N/R	N/R	N/R	31	38
16:00	37	59	28	53	N/R	N/R	N/R	45	44
17:00	40	78	26	40	N/R	N/R	N/R	40	46
18:00	38	45	31	26	N/R	N/R	N/R	32	35
19:00	28	35	15	17	N/R	N/R	N/R	23	24
20:00	18	26	16	11	N/R	N/R	N/R	15	18
21:00	14	14	7	N/R	N/R	N/R	N/R	14	12
22:00	16	30	10	N/R	N/R	N/R	N/R	16	19
23:00	10	30	11	N/R	N/R	N/R	N/R	10	17
24:00	9	7	0	N/R	N/R	N/R	N/R	9	5
12 Hour	334	541	312	360	N/R	N/R	N/R	347	387
16 Hour	382	621	353	376	N/R	N/R	N/R	379	433
18 Hour	401	658	364	376	N/R	N/R	N/R	389	450
24 Hour	401	666	378	388	N/R	N/R	N/R	395	458
AM Peak	9:00	9:00	12:00	11:00	N/R	N/R	N/R		
PM Peak	17:00	17:00	15:00	16:00	N/R	N/R	N/R		

Golden River Traffic

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Phone: +44 (0)1869 362 800 Fax: +44 (0)1869 246 858 E-mail: gr@goldenriver.com

Grey Rd 40 - By Patrol B shop - Family Day Weekend
Week Ending 21/02/08
Day

Hour End	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Working	Total
	15/02/08	16/02/08	17/02/08	18/02/08	19/02/08	20/02/08	21/02/08	Week	
1:00	N/R	9	8	0	N/R	N/R	N/R	0	6
2:00	N/R	4	16	4	N/R	N/R	N/R	4	8
3:00	N/R	3	9	2	N/R	N/R	N/R	2	5
4:00	N/R	2	6	1	N/R	N/R	N/R	1	3
5:00	N/R	2	6	1	N/R	N/R	N/R	1	3
6:00	N/R	9	6	9	N/R	N/R	N/R	9	8
7:00	N/R	10	7	8	N/R	N/R	N/R	8	8
8:00	N/R	31	30	16	N/R	N/R	N/R	16	26
9:00	74	64	35	37	N/R	N/R	N/R	56	53
10:00	65	78	58	50	N/R	N/R	N/R	58	63
11:00	63	87	53	64	N/R	N/R	N/R	64	67
12:00	61	77	56	85	N/R	N/R	N/R	73	70
13:00	38	59	50	60	N/R	N/R	N/R	49	52
14:00	70	58	53	35	N/R	N/R	N/R	53	54
15:00	80	69	59	0	N/R	N/R	N/R	40	52
16:00	81	84	56	0	N/R	N/R	N/R	41	55
17:00	97	104	51	64	N/R	N/R	N/R	81	79
18:00	90	78	44	53	N/R	N/R	N/R	72	66
19:00	74	63	33	32	N/R	N/R	N/R	53	51
20:00	50	47	20	35	N/R	N/R	N/R	43	38
21:00	39	44	16	N/R	N/R	N/R	N/R	39	33
22:00	40	32	11	N/R	N/R	N/R	N/R	40	28
23:00	36	29	8	N/R	N/R	N/R	N/R	36	24
24:00	24	17	6	N/R	N/R	N/R	N/R	24	16
12 Hour	793	852	578	496	N/R	N/R	N/R	645	680
16 Hour	922	985	632	539	N/R	N/R	N/R	731	770
18 Hour	982	1031	646	539	N/R	N/R	N/R	761	800
24 Hour	982	1060	697	556	N/R	N/R	N/R	769	824
AM Peak	9:00	11:00	10:00	12:00	N/R	N/R	N/R		
PM Peak	17:00	17:00	15:00	17:00	N/R	N/R	N/R		

MTO HIGHWAY 26 DATA

LHRS	O/S	Year	Location Description	Sec Len	Conn.Link Len	DHV %	Dir Split	% Comm	AADT	SADT	SAWDT	Summer Weekend	WADT
			LONG POINT RD (N) - END OF NA										
25665	0.0	1996		2.8	0.0	12.7	n/a	5.6	7,450	9,250	8,200	11,140	6,550
25665	0.0	1997		2.8	0.0	9.8	n/a	5.6	7,500	9,600	9,250	10,230	6,300
25665	0.0	1998		2.8	0.0	9.8	n/a	5.6	7,550	9,600	9,200	10,320	6,350
25665	0.0	1999		2.8	0.0	9.8	n/a	4.7	7,600	9,600	9,200	10,320	6,400
25665	0.0	2000		2.8	0.0	9.8	n/a	4.7	7,950	10,000	9,650	10,630	6,700
25665	0.0	2001		2.8	0.0	9.8	n/a	4.7	8,100	10,200	9,800	10,920	6,800
25665	0.0	2002		2.8	0.0	9.8	n/a	4.7	8,450	10,700	10,200	11,600	7,150
25665	0.0	2003		2.8	0.0	9.8	n/a	4.7	8,400	10,600	10,200	11,320	7,150
25665	0.0	2004		2.8	0.0	9.8	n/a	6.1	8,550	10,600	10,300	11,140	7,250
25665	0.0	2005		2.8	0.0	9.8	n/a	6.1	8,700	10,800	10,300	11,700	7,400
			GREY ROAD 19 (S)										
25670	0.0	1996		10.3	0.0	9.8	57	5.3	6,400	8,200	7,850	8,830	5,400
25670	0.0	1997		10.3	0.0	9.8	57	5.3	6,550	8,400	8,050	9,030	5,500
25670	0.0	1998		10.3	0.0	9.8	57	5.3	6,650	8,450	8,100	9,080	5,600
25670	0.0	1999		10.3	0.0	9.8	57	6.0	6,700	8,450	8,100	9,080	5,650
25670	0.0	2000		10.3	0.0	9.8	57	6.0	7,100	8,950	8,600	9,580	6,000
25670	0.0	2001		10.3	0.0	9.8	57	6.0	7,250	9,150	8,750	9,870	6,100
25670	0.0	2002		10.3	0.0	9.8	57	6.4	7,450	9,400	9,000	10,120	6,300
25670	0.0	2003		10.3	0.0	9.8	57	6.4	7,550	9,500	9,150	10,130	6,400
25670	0.0	2004		10.3	0.0	9.8	57	7.0	7,850	9,750	9,400	10,380	6,650
25670	0.0	2005		10.3	0.0	9.8	57	7.0	7,900	9,800	9,400	10,520	6,700
25680	3.2	9999	RUSSELL ST - START OF NA	0.0	2.6								
			CONNECTING LINK WITHIN THORNBURY										
			THORNBURY W LTS-PEEL ST - END OF NA										
25680	5.8	1996		9.8	0.0	11.4	n/a	5.7	5,400	7,300	7,350	7,210	4,100
25680	5.8	1997		9.8	0.0	11.4	n/a	5.7	5,550	7,500	7,550	7,410	4,200
25680	5.8	1998		9.8	0.0	11.4	n/a	5.7	5,650	7,550	7,650	7,370	4,250
25680	5.8	1999		9.8	0.0	11.4	n/a	5.7	5,650	7,500	7,650	7,230	4,250
25680	5.8	2000		9.8	0.0	11.4	n/a	5.7	5,850	7,850	7,900	7,760	4,400
25680	5.8	2001		9.8	0.0	11.4	n/a	5.7	5,950	7,950	8,050	7,770	4,450
25680	5.8	2002		9.8	0.0	11.4	n/a	5.7	6,050	8,150	8,200	8,060	4,550
25680	5.8	2003		9.8	0.0	11.4	n/a	5.7	6,150	8,250	8,300	8,160	4,600
25680	5.8	2004		9.8	0.0	11.4	n/a	5.7	6,250	8,300	8,400	8,120	4,750
25680	5.8	2005		9.8	0.0	11.4	n/a	5.7	6,350	8,400	8,500	8,220	4,750
25690	5.8	9999	MEAFORD E LTS L 13-14 - START OF NA	0.0	3.3								
TOTALS													
		1996		22.9	0.0	33.9			19250	24750	23400	27180	16050
		1997		22.9	0.0	31.0			19600	25500	24850	26670	16000
		1998		22.9	0.0	31.0			19850	25600	24950	26770	16200
		1999		22.9	0.0	31.0			19950	25550	24950	26630	16300
		2000		22.9	0.0	31.0			20900	26800	26150	27970	17100
		2001		22.9	0.0	31.0			21300	27300	26600	28560	17350
		2002		22.9	0.0	31.0			21950	28250	27400	29780	18000
		2003		22.9	0.0	31.0			22100	28350	27650	29610	18150
		2004		22.9	0.0	31.0			22650	28650	28100	29640	18650
		2005		22.9	0.0	31.0			22950	29000	28200	30440	18850

SADT / AADT factor	SAWDT / AADT factor	SAWDT / SADT factor	summer weekend day to weekday	WADT/AADT	AADT/WADT
1.24	1.10	0.89	1.36	0.88	1.14
1.28	1.23	0.96	1.11	0.84	1.19
1.27	1.22	0.96	1.12	0.84	1.19
1.26	1.21	0.96	1.12	0.84	1.19
1.26	1.21	0.97	1.10	0.84	1.19
1.26	1.21	0.96	1.11	0.84	1.19
1.27	1.21	0.95	1.14	0.85	1.18
1.26	1.21	0.96	1.11	0.85	1.17
1.24	1.20	0.97	1.08	0.85	1.18
1.24	1.18	0.95	1.14	0.85	1.18
1.28	1.23	0.96	1.12	0.84	1.19
1.28	1.23	0.96	1.12	0.84	1.19
1.27	1.22	0.96	1.12	0.84	1.19
1.26	1.21	0.96	1.12	0.84	1.19
1.26	1.21	0.96	1.11	0.85	1.18
1.26	1.21	0.96	1.13	0.84	1.19
1.26	1.21	0.96	1.12	0.85	1.18
1.26	1.21	0.96	1.11	0.85	1.18
1.24	1.20	0.96	1.10	0.85	1.18
1.24	1.19	0.96	1.12	0.85	1.18
1.35	1.36	1.01	0.98	0.76	1.32
1.35	1.36	1.01	0.98	0.76	1.32
1.34	1.35	1.01	0.96	0.75	1.33
1.33	1.35	1.02	0.95	0.75	1.33
1.34	1.35	1.01	0.98	0.75	1.33
1.34	1.35	1.01	0.97	0.75	1.34
1.35	1.36	1.01	0.98	0.75	1.33
1.34	1.35	1.01	0.98	0.75	1.34
1.33	1.34	1.01	0.97	0.76	1.32
1.32	1.34	1.01	0.97	0.75	1.34
1.29	0.95	0.95	1.16	0.83	1.20
1.30	0.97	0.97	1.07	0.82	1.23
1.29	0.97	0.97	1.07	0.82	1.23
1.28	0.98	0.98	1.07	0.82	1.22
1.28	0.98	0.98	1.07	0.82	1.22
1.28	0.97	0.97	1.07	0.81	1.23
1.29	0.97	0.97	1.09	0.82	1.22
1.28	0.98	0.98	1.07	0.82	1.22
1.26	0.98	0.98	1.05	0.82	1.21
1.26	0.97	0.97	1.08	0.82	1.22

AADT Annual growth from 1996	SADT Annual growth from 1996	WADT Annual growth from 1996
-	-	-
0.67%	3.78%	-3.82%
0.67%	1.87%	-1.54%
0.67%	1.25%	-0.77%
1.64%	1.97%	0.57%
1.69%	1.97%	0.75%
2.12%	2.46%	1.47%
1.73%	1.97%	1.26%
1.74%	1.72%	1.28%
1.74%	1.74%	1.36%
-	-	-
2.34%	2.44%	1.85%
1.93%	1.51%	1.84%
1.54%	1.01%	1.52%
2.63%	2.21%	2.67%
2.53%	2.22%	2.47%
2.56%	2.30%	2.60%
2.39%	2.12%	2.46%
2.59%	2.19%	2.64%
2.37%	2.00%	2.43%
-	-	-
2.78%	2.74%	2.44%
2.29%	1.70%	1.81%
1.52%	0.91%	1.20%
2.02%	1.83%	1.78%
1.96%	1.72%	1.65%
1.91%	1.85%	1.75%
1.88%	1.76%	1.66%
1.84%	1.62%	1.86%
1.82%	1.57%	1.65%
-	-	-
1.82%	1.74%	1.36%
2.00%	2.00%	2.00%

AADT Annual growth from 2000	SADT Annual growth from 2000	WADT Annual growth from 2000
-	-	-
-	-	-
-	-	-
-	-	-
-	-	-
1.89%	2.00%	1.49%
3.10%	3.44%	3.30%
1.85%	1.96%	2.19%
1.84%	1.47%	1.99%
1.82%	1.55%	2.01%
-	-	-
-	-	-
-	-	-
-	-	-
-	-	-
2.11%	2.23%	1.67%
2.44%	2.48%	2.47%
2.07%	2.01%	2.17%
2.54%	2.16%	2.60%
2.16%	1.83%	2.23%
-	-	-
-	-	-
-	-	-
-	-	-
-	-	-
1.71%	1.27%	1.14%
1.70%	1.89%	1.69%
1.68%	1.67%	1.49%
1.67%	1.40%	1.93%
1.65%	1.36%	1.54%
-	-	-
-	-	-
-	-	-
-	-	-
-	-	-
1.91%	1.87%	1.46%
2.48%	2.67%	2.60%
1.88%	1.89%	2.01%
2.03%	1.68%	2.19%
1.89%	1.59%	1.97%

AADT average annual daily traffic
SADT summer average daily traffic
SAWDT summer average weekday daily traffic (no weekends)
WADT winter average daily traffic

for calculation of summer weekend daily volumes, assume the following
summer week = 7 x SADT
summer weekday volumes = 4.5 x SAWDT (Monday to Friday noon)
summer weekend daily volumes = (summer week - summer weekend) / 3
weekend = 2.5 days, Friday noon to Sunday midnight

Assume summer weekend is 10% greater than weekday

Therefore, overall growth from 1996 to 2004 of
2.00% 2% 2%

Therefore, overall growth from 1996 to 2004 of
2.00% 2% 2%

LHRS	O/S	Year	Hwy #	Location Description	Sec Len	PCS Pat Desc.	DHV %	Dir Split	% Comm	AADT	SADT	SAWDT	WADT	Total Accidents	Total Accident Rates	Total Truck Accidents
25665	0.0		26	LONG POINT RD (N) - END OF NA												
		1996			2.8	IR	12.7	0	5.6	7,450	9,250	8,200	6,550	12	1.6	1
		1997			2.8	CTR	9.8	0	5.6	7,500	9,600	9,250	6,300	6	0.8	0
		1998			2.8	CTR	9.8	0	5.6	7,550	9,600	9,200	6,350	6	0.8	2
		1999			2.8	CTR	9.8	0	4.7	7,600	9,600	9,200	6,400	12	1.5	0
		2000			2.8	CTR	9.8	0	4.7	7,950	10,000	9,650	6,700	5	0.6	0
		2001			2.8	CTR	9.8	0	4.7	8,100	10,200	9,800	6,800	12	1.4	0
		2002			2.8	CTR	9.8	0	4.7	8,450	10,700	10,200	7,150	9	1.0	0
		2003			2.8	CTR	9.8	0	4.7	8,400	10,600	10,200	7,150	8	0.9	1
		2004			2.8	CTR	9.8	0	6.1	8,550	10,600	10,200	7,250	10	1.1	0
		2005			2.8	CTR	9.8	0	6.1	8,700	10,800	10,300	7,400	5	0.6	0
25670	0.0		26	GREY ROAD 19 (S)												
		1996			10.3	CTR	9.8	57	5.3	6,400	8,200	7,850	5,400	27	1.1	1
		1997			10.3	CTR	9.8	57	5.3	6,550	8,400	8,050	5,500	18	0.7	1
		1998			10.3	CTR	9.8	57	5.3	6,650	8,450	8,100	5,600	24	1.0	1
		1999			10.3	CTR	9.8	57	6.0	6,700	8,450	8,100	5,650	18	0.7	1
		2000			10.3	CTR	9.8	57	6.0	7,100	8,950	8,600	6,000	18	0.7	0
		2001			10.3	CTR	9.8	57	6.0	7,250	9,150	8,750	6,100	25	0.9	2
		2002			10.3	CTR	9.8	57	6.4	7,450	9,400	9,000	6,300	19	0.7	0
		2003			10.3	CTR	9.8	57	6.4	7,550	9,500	9,150	6,400	25	0.9	1
		2004			10.3	CTR	9.8	57	7.0	7,850	9,750	9,400	6,650	22	0.7	4
		2005			10.3	CTR	9.8	57	7.0	7,900	9,800	9,400	6,700	40	1.3	3
25680	3.2		26	RUSSELL ST - START OF NA	0.0											
				Section of connecting link												
25680	5.8		26	THORNBURY W LTS-PEEL ST - END OF NA												
		1996			9.8	LT	11.4	0	5.7	5,400	7,300	7,350	4,100	18	0.9	2
		1997			9.8	LT	11.4	0	5.7	5,550	7,500	7,550	4,200	16	0.8	0
		1998			9.8	LT	11.4	0	5.7	5,650	7,550	7,650	4,250	25	1.2	0
		1999			9.8	LT	11.4	0	5.7	5,650	7,500	7,650	4,250	26	1.3	2
		2000			9.8	LT	11.4	0	5.7	5,850	7,850	7,900	4,400	18	0.9	0
		2001			9.8	LT	11.4	0	5.7	5,950	7,950	8,050	4,450	22	1.0	1
		2002			9.8	LT	11.4	0	5.7	6,050	8,150	8,200	4,550	31	1.4	2
		2003			9.8	LT	11.4	0	5.7	6,150	8,250	8,300	4,600	35	1.6	2
		2004			9.8	LT	11.4	0	5.7	6,250	8,300	8,400	4,750	14	0.6	0
		2005			9.8	LT	11.4	0	5.7	6,350	8,400	8,500	4,750	19	0.8	2
25690	5.8	9999	26	MEAFORD E LTS L 13-14 - START OF NA	0.0											

Appendix C – Level of Service Definitions

Intersection Level of Service

For signalized intersections, the Level of Service for the intersection is calculated by taking the Intersection Delay.

Level of Service from Control Delay (2000 HCM)

LOS	Control Delay Per Vehicle (s)
A	≤10
B	>10 and ≤20
C	>20 and ≤35
D	>35 and ≤55
E	>55 and ≤80
F	>80

For an unsignalized two-way stopped controlled (TWSC) or all-way stop-controlled (AWSC) intersection, the Level of Service for the intersection is calculated by taking the Intersection Delay.

Level of Service Criteria for TWSC and AWSC intersections (2000 HCM)

LOS	Control Delay Per Vehicle (s)
A	≤10
B	>10 and ≤15
C	>15 and ≤25
D	>25 and ≤35
E	>35 and ≤50
F	>50

The LOS criteria for a TWSC and AWSC intersection is different than that used for a signalized intersection. The primary reason for this is that drivers expect different level of performance between signalized and unsignalized intersections.

Intersection wide delay and level of service is not defined by the HCM for two-way stop controlled. The analyst needs to look at the delay and LOS for the individual movements.

Level of Service Definition

V/C Ratio: **Volume to Capacity Ratio** which measures the ratio of the intersection volumes to theoretical intersection capacity. A ratio of 1.0 means an intersection is operating at capacity

LOS: **Intersection Level of Service** (6 categories between A and F as described below)

Level A: At this level of service, vehicles rarely wait longer than one red indication to clear the intersection, turning movements are made easily, and the drivers are not obstructed by other vehicles.

Level B: At this level of service, drivers will often have to yield to opposing traffic before making turns, and will begin to feel somewhat restricted within groups of vehicles approaching an intersection.

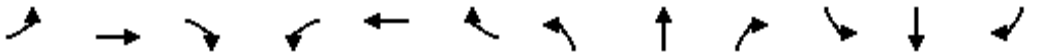
Level C: At this level of service, the flow of traffic is stable. Drivers will have to yield to opposing traffic before making left turns, and may occasionally have to wait longer than one traffic signal cycle to clear the intersection. Short queues may develop for a few cycles.

Level D : At this level of service, the motorist experiences increasing restriction and instability of traffic flow. There are substantial delays to approaching vehicles during short peaks with the peak period, and it becomes difficult to find gaps in traffic to complete left turns.

Level E: At this level of service, capacity is reached and the flow of traffic is not stable. There are frequent queues of vehicles approaching intersections and delays to vehicles may extend to several signal cycles.

Level F: At this level, capacity is exceeded. There are persistent long queues of vehicles waiting on all approaches to the intersection and vehicles will often have to wait numerous signal cycles to clear the intersection.

Appendix D – 2008 Traffic Operations

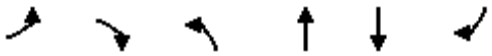


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	30	645	240	15	625	50	160	90	30	35	65	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0	5.0		5.0		5.0	5.0		5.0	5.0	
Lane Util. Factor		1.00	1.00		1.00		1.00	1.00		1.00	1.00	
Frt		1.00	0.85		0.99		1.00	0.96		1.00	0.95	
Flt Protected		1.00	1.00		1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1917	1633		1900		1807	1849		1825	1830	
Flt Permitted		0.96	1.00		0.98		0.70	1.00		0.68	1.00	
Satd. Flow (perm)		1838	1633		1871		1323	1849		1306	1830	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	30	645	240	15	625	50	160	90	30	35	65	30
RTOR Reduction (vph)	0	0	90	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	675	150	0	690	0	160	120	0	35	95	0
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	1%	0%	0%	0%	0%	0%
Turn Type	Perm		Perm	Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4		4	8			2			6		
Actuated Green, G (s)		47.0	47.0		47.0		23.0	23.0		23.0	23.0	
Effective Green, g (s)		47.0	47.0		47.0		23.0	23.0		23.0	23.0	
Actuated g/C Ratio		0.59	0.59		0.59		0.29	0.29		0.29	0.29	
Clearance Time (s)		5.0	5.0		5.0		5.0	5.0		5.0	5.0	
Lane Grp Cap (vph)		1080	959		1099		380	532		375	526	
v/s Ratio Prot								0.06			0.05	
v/s Ratio Perm		0.37	0.09		c0.37		c0.12			0.03		
v/c Ratio		0.62	0.16		0.63		0.42	0.23		0.09	0.18	
Uniform Delay, d1		10.8	7.5		10.8		23.1	21.7		20.9	21.4	
Progression Factor		0.65	0.50		1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		2.6	0.3		2.8		3.4	1.0		0.5	0.8	
Delay (s)		9.6	4.1		13.5		26.5	22.7		21.4	22.2	
Level of Service		A	A		B		C	C		C	C	
Approach Delay (s)		8.1			13.5			24.9			22.0	
Approach LOS		A			B			C			C	

Intersection Summary			
HCM Average Control Delay	13.2	HCM Level of Service	B
HCM Volume to Capacity ratio	0.56		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	72.9%	ICU Level of Service	C
Analysis Period (min)	60		
c Critical Lane Group			

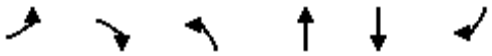
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	390	225	125	310	205	90
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	1883	1601	1825	1902	1789	1585
Flt Permitted	1.00	1.00	0.47	1.00	0.95	1.00
Satd. Flow (perm)	1883	1601	897	1902	1789	1585
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	390	225	125	310	205	90
RTOR Reduction (vph)	0	104	0	0	0	60
Lane Group Flow (vph)	390	121	125	310	205	30
Heavy Vehicles (%)	2%	2%	0%	1%	2%	3%
Turn Type		Perm	Perm			Perm
Protected Phases	4			8	2	
Permitted Phases		4	8			2
Actuated Green, G (s)	43.0	43.0	43.0	43.0	27.0	27.0
Effective Green, g (s)	43.0	43.0	43.0	43.0	27.0	27.0
Actuated g/C Ratio	0.54	0.54	0.54	0.54	0.34	0.34
Clearance Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lane Grp Cap (vph)	1012	861	482	1022	604	535
v/s Ratio Prot	c0.21			0.16	c0.11	
v/s Ratio Perm		0.08	0.14			0.02
v/c Ratio	0.39	0.14	0.26	0.30	0.34	0.06
Uniform Delay, d1	10.8	9.3	9.9	10.2	19.8	17.9
Progression Factor	1.00	1.00	0.52	0.52	1.00	1.00
Incremental Delay, d2	1.1	0.3	1.3	0.7	1.5	0.2
Delay (s)	11.9	9.6	6.5	6.1	21.4	18.1
Level of Service	B	A	A	A	C	B
Approach Delay (s)	11.1			6.2	20.4	
Approach LOS	B			A	C	

Intersection Summary			
HCM Average Control Delay	11.5	HCM Level of Service	B
HCM Volume to Capacity ratio	0.37		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	51.3%	ICU Level of Service	A
Analysis Period (min)	60		
c Critical Lane Group			



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	110	435	340	315	340	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0	5.0	5.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.85	1.00	1.00	0.98	
Flt Protected	0.95	1.00	0.95	1.00	1.00	
Satd. Flow (prot)	1807	1617	1825	1902	1866	
Flt Permitted	0.95	1.00	0.26	1.00	1.00	
Satd. Flow (perm)	1807	1617	508	1902	1866	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	110	435	340	315	340	60
RTOR Reduction (vph)	0	272	0	0	0	0
Lane Group Flow (vph)	110	163	340	315	400	0
Heavy Vehicles (%)	1%	1%	0%	1%	1%	0%
Turn Type		Perm	pm+pt			
Protected Phases	4		5	2	6	
Permitted Phases		4	2			
Actuated Green, G (s)	30.0	30.0	40.0	40.0	26.0	
Effective Green, g (s)	30.0	30.0	40.0	40.0	26.0	
Actuated g/C Ratio	0.38	0.38	0.50	0.50	0.32	
Clearance Time (s)	5.0	5.0	5.0	5.0	5.0	
Lane Grp Cap (vph)	678	606	402	951	606	
v/s Ratio Prot	0.06		c0.10	0.17	0.21	
v/s Ratio Perm		c0.10	c0.33			
v/c Ratio	0.16	0.27	0.85	0.33	0.66	
Uniform Delay, d1	16.6	17.4	14.7	12.0	23.2	
Progression Factor	1.00	1.00	0.81	0.79	0.66	
Incremental Delay, d2	0.5	1.1	21.3	0.9	5.5	
Delay (s)	17.2	18.5	33.3	10.3	20.7	
Level of Service	B	B	C	B	C	
Approach Delay (s)	18.2			22.3	20.7	
Approach LOS	B			C	C	

Intersection Summary			
HCM Average Control Delay	20.5	HCM Level of Service	C
HCM Volume to Capacity ratio	0.58		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	59.0%	ICU Level of Service	B
Analysis Period (min)	60		
c Critical Lane Group			



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	160	295	335	590	625	100
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Hourly flow rate (vph)	160	295	335	590	625	100
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	1935	675	725			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1935	675	725			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	0	35	62			
cM capacity (veh/h)	45	456	887			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	455	925	725
Volume Left	160	335	0
Volume Right	295	0	100
cSH	108	887	1700
Volume to Capacity	4.20	0.38	0.43
Queue Length 95th (m)	Err	13.7	0.0
Control Delay (s)	Err	8.4	0.0
Lane LOS	F	A	
Approach Delay (s)	Err	8.4	0.0
Approach LOS	F		

Intersection Summary			
Average Delay	2165.0		
Intersection Capacity Utilization	125.5%	ICU Level of Service	H
Analysis Period (min)	60		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	230	70	65	370	125	225
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Hourly flow rate (vph)	230	70	65	370	125	225
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			300		765	265
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			300		765	265
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			95		65	71
cM capacity (veh/h)			1273		355	779

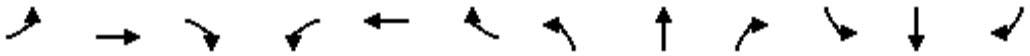
Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	300	435	350
Volume Left	0	65	125
Volume Right	70	0	225
cSH	1700	1273	546
Volume to Capacity	0.18	0.05	0.64
Queue Length 95th (m)	0.0	1.2	38.7
Control Delay (s)	0.0	1.6	23.2
Lane LOS		A	C
Approach Delay (s)	0.0	1.6	23.2
Approach LOS			C

Intersection Summary			
Average Delay	8.1		
Intersection Capacity Utilization	70.2%	ICU Level of Service	C
Analysis Period (min)	60		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	375	5	5	175	5	10
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Hourly flow rate (vph)	431	6	6	201	6	11
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			437		647	434
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			437		647	434
tC, single (s)			4.8		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.9		3.5	3.3
p0 queue free %			99		99	98
cM capacity (veh/h)			823		436	626

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	437	207	17
Volume Left	0	6	6
Volume Right	6	0	11
cSH	1700	823	547
Volume to Capacity	0.26	0.01	0.03
Queue Length 95th (m)	0.0	0.2	0.7
Control Delay (s)	0.0	0.3	11.8
Lane LOS		A	B
Approach Delay (s)	0.0	0.3	11.8
Approach LOS			B

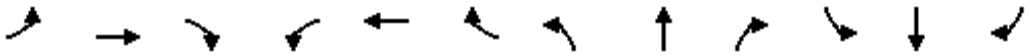
Intersection Summary			
Average Delay		0.4	
Intersection Capacity Utilization		30.0%	ICU Level of Service A
Analysis Period (min)		15	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	5	460	10	15	260	5	10	5	5	5	5	5
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68	0.68
Hourly flow rate (vph)	7	676	15	22	382	7	15	7	7	7	7	7
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	390			691			1129	1125	676	1129	1132	382
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	390			691			1129	1125	676	1129	1132	382
tC, single (s)	4.1			4.3			7.4	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.4			3.8	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			97			90	96	98	96	96	99
cM capacity (veh/h)	1180			817			148	200	457	171	198	669

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1
Volume Total	684	15	404	7	29	22
Volume Left	7	0	22	0	15	7
Volume Right	0	15	0	7	7	7
cSH	1180	1700	817	1700	193	242
Volume to Capacity	0.01	0.01	0.03	0.00	0.15	0.09
Queue Length 95th (m)	0.1	0.0	0.6	0.0	4.0	2.3
Control Delay (s)	0.2	0.0	0.8	0.0	27.0	21.4
Lane LOS	A		A		D	C
Approach Delay (s)	0.2		0.8		27.0	21.4
Approach LOS					D	C

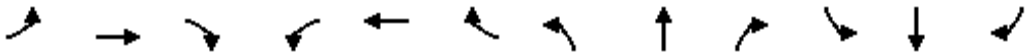
Intersection Summary			
Average Delay	1.5		
Intersection Capacity Utilization	41.2%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	15	275	5	5	225	65	5	5	5	35	5	5
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)	16	299	5	5	245	71	5	5	5	38	5	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	315			304			598	660	302	595	592	245
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	315			304			598	660	302	595	592	245
tC, single (s)	4.2			4.1			7.1	6.5	6.2	7.1	7.5	6.2
tC, 2 stage (s)												
tF (s)	2.3			2.2			3.5	4.0	3.3	3.5	4.9	3.3
p0 queue free %	99			100			99	99	99	90	98	99
cM capacity (veh/h)	1212			1268			403	379	743	400	306	799

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1
Volume Total	16	304	250	71	16	49
Volume Left	16	0	5	0	5	38
Volume Right	0	5	0	71	5	5
cSH	1212	1700	1268	1700	464	409
Volume to Capacity	0.01	0.18	0.00	0.04	0.04	0.12
Queue Length 95th (m)	0.3	0.0	0.1	0.0	0.8	3.1
Control Delay (s)	8.0	0.0	0.2	0.0	13.0	15.0
Lane LOS	A		A		B	C
Approach Delay (s)	0.4		0.2		13.0	15.0
Approach LOS					B	C

Intersection Summary			
Average Delay	1.6		
Intersection Capacity Utilization	32.1%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	5	340	20	20	290	5	20	5	20	5	5	5
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	6	382	22	22	326	6	22	6	22	6	6	6
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	331			404			775	770	382	792	789	329
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	331			404			775	770	382	792	789	329
tC, single (s)	4.1			4.3			7.3	7.0	6.4	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.4			3.7	4.4	3.5	3.5	4.0	3.3
p0 queue free %	100			98			92	98	96	98	98	99
cM capacity (veh/h)	1239			1068			282	274	627	288	317	717

Direction, Lane #	EB 1	EB 2	WB 1	NB 1	SB 1
Volume Total	388	22	354	51	17
Volume Left	6	0	22	22	6
Volume Right	0	22	6	22	6
cSH	1239	1700	1068	372	374
Volume to Capacity	0.00	0.01	0.02	0.14	0.05
Queue Length 95th (m)	0.1	0.0	0.5	3.5	1.1
Control Delay (s)	0.2	0.0	0.7	16.2	15.1
Lane LOS	A		A	C	C
Approach Delay (s)	0.2		0.7	16.2	15.1
Approach LOS				C	C

Intersection Summary				
Average Delay	1.7			
Intersection Capacity Utilization	42.5%	ICU Level of Service	A	
Analysis Period (min)	15			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Volume (veh/h)	5	5	5	15	5	5	10	340	5	5	260	20
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	5	5	5	16	5	5	11	370	5	5	283	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	707	709	372	707	701	293	304			375		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	707	709	372	707	701	293	304			375		
tC, single (s)	7.1	6.8	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.3	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	98	98	99	95	98	99	99			100		
cM capacity (veh/h)	343	319	678	342	361	751	1268			1195		

Direction, Lane #	EB 1	WB 1	SE 1	NW 1
Volume Total	16	27	386	310
Volume Left	5	16	11	5
Volume Right	5	5	5	22
cSH	399	388	1268	1195
Volume to Capacity	0.04	0.07	0.01	0.00
Queue Length 95th (m)	1.0	1.7	0.2	0.1
Control Delay (s)	14.4	15.0	0.3	0.2
Lane LOS	B	B	A	A
Approach Delay (s)	14.4	15.0	0.3	0.2
Approach LOS	B	B		

Intersection Summary				
Average Delay	1.1			
Intersection Capacity Utilization	33.5%	ICU Level of Service	A	
Analysis Period (min)	15			

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (veh/h)	5	260	5	15	240	5	5	5	30	10	5	5
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	5	274	5	16	253	5	5	5	32	11	5	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)					334							
pX, platoon unblocked												
vC, conflicting volume	258			279			582	576	276	608	576	255
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	258			279			582	576	276	608	576	255
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 %	100			99			99	99	96	97	99	99
cM capacity (veh/h)	1319			1295			416	424	755	385	424	788

Direction, Lane #	SE 1	NW 1	NE 1	SW 1
Volume Total	284	274	42	21
Volume Left	5	16	5	11
Volume Right	5	5	32	5
cSH	1319	1295	629	453
Volume to Capacity	0.00	0.01	0.07	0.05
Queue Length 95th (m)	0.1	0.3	1.6	1.1
Control Delay (s)	0.2	0.6	11.1	13.3
Lane LOS	A	A	B	B
Approach Delay (s)	0.2	0.6	11.1	13.3
Approach LOS			B	B

Intersection Summary			
Average Delay	1.5		
Intersection Capacity Utilization	31.0%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	15	245	40	60	280	15	55	15	80	15	15	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		7.0			7.0			7.0			7.0	
Lane Util. Factor		0.95			0.95			1.00			1.00	
Frpb, ped/bikes		0.99			1.00			0.99			0.99	
Flpb, ped/bikes		1.00			1.00			1.00			1.00	
Frt		0.98			0.99			0.93			0.96	
Flt Protected		1.00			0.99			0.98			0.98	
Satd. Flow (prot)		3479			3513			1685			1752	
Flt Permitted		0.93			0.84			0.86			0.84	
Satd. Flow (perm)		3232			2984			1474			1489	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	16	258	42	63	295	16	58	16	84	16	16	16
RTOR Reduction (vph)	0	11	0	0	3	0	0	54	0	0	12	0
Lane Group Flow (vph)	0	305	0	0	371	0	0	104	0	0	36	0
Confl. Peds. (#/hr)	9		12	12		9	13		6	6		13
Heavy Vehicles (%)	2%	2%	2%	2%	2%	3%	2%	2%	2%	2%	2%	2%
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		6			2			4			8	
Permitted Phases	6			2			4			8		
Actuated Green, G (s)		22.9			22.9			10.4			10.4	
Effective Green, g (s)		22.9			22.9			10.4			10.4	
Actuated g/C Ratio		0.48			0.48			0.22			0.22	
Clearance Time (s)		7.0			7.0			7.0			7.0	
Vehicle Extension (s)		3.0			3.0			3.0			3.0	
Lane Grp Cap (vph)		1565			1445			324			327	
v/s Ratio Prot												
v/s Ratio Perm		0.09			c0.12			c0.07			0.02	
v/c Ratio		0.19			0.26			0.32			0.11	
Uniform Delay, d1		6.9			7.2			15.5			14.7	
Progression Factor		1.00			1.00			1.00			1.00	
Incremental Delay, d2		0.1			0.1			0.6			0.1	
Delay (s)		7.0			7.3			16.1			14.9	
Level of Service		A			A			B			B	
Approach Delay (s)		7.0			7.3			16.1			14.9	
Approach LOS		A			A			B			B	

Intersection Summary			
HCM Average Control Delay	9.1	HCM Level of Service	A
HCM Volume to Capacity ratio	0.28		
Actuated Cycle Length (s)	47.3	Sum of lost time (s)	14.0
Intersection Capacity Utilization	63.9%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (veh/h)	25	385	10	5	330	20	20	5	10	10	5	5
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	27	410	11	5	351	21	21	5	11	11	5	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	372			420			848	851	415	854	846	362
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	372			420			848	851	415	854	846	362
tC, single (s)	4.1			4.1			7.2	6.5	6.4	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.6	4.0	3.5	3.5	4.0	3.3
p0 queue free %	98			100			92	98	98	96	98	99
cM capacity (veh/h)	1197			1150			264	291	601	267	293	687

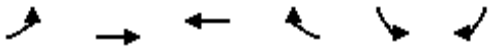
Direction, Lane #	SE 1	NW 1	NE 1	SW 1
Volume Total	447	378	37	21
Volume Left	27	5	21	11
Volume Right	11	21	11	5
cSH	1197	1150	320	324
Volume to Capacity	0.02	0.00	0.12	0.07
Queue Length 95th (m)	0.5	0.1	3.0	1.6
Control Delay (s)	0.7	0.2	17.7	16.9
Lane LOS	A	A	C	C
Approach Delay (s)	0.7	0.2	17.7	16.9
Approach LOS			C	C

Intersection Summary			
Average Delay	1.6		
Intersection Capacity Utilization	45.6%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBR	SET	SER	NWL	NWT
Lane Configurations						
Volume (veh/h)	120	130	310	90	35	320
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	126	137	326	95	37	337
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	737	326			421	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	737	326			421	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	66	81			97	
cM capacity (veh/h)	373	715			1138	

Direction, Lane #	EB 1	SE 1	SE 2	NW 1	NW 2
Volume Total	263	326	95	37	337
Volume Left	126	0	0	37	0
Volume Right	137	0	95	0	0
cSH	497	1700	1700	1138	1700
Volume to Capacity	0.53	0.19	0.06	0.03	0.20
Queue Length 95th (m)	23.3	0.0	0.0	0.8	0.0
Control Delay (s)	20.1	0.0	0.0	8.3	0.0
Lane LOS	C			A	
Approach Delay (s)	20.1	0.0		0.8	
Approach LOS	C				

Intersection Summary			
Average Delay	5.3		
Intersection Capacity Utilization	44.3%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	15	395	290	10	5	10
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	16	416	305	11	5	11
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	316				753	305
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	316				753	305
tC, single (s)	4.3				6.4	6.3
tC, 2 stage (s)						
tF (s)	2.4				3.5	3.4
p0 queue free %	99				99	99
cM capacity (veh/h)	1149				375	707

Direction, Lane #	EB 1	WB 1	WB 2	SB 1
Volume Total	432	305	11	16
Volume Left	16	0	0	5
Volume Right	0	0	11	11
cSH	1149	1700	1700	546
Volume to Capacity	0.01	0.18	0.01	0.03
Queue Length 95th (m)	0.3	0.0	0.0	0.7
Control Delay (s)	0.4	0.0	0.0	11.8
Lane LOS	A			B
Approach Delay (s)	0.4	0.0		11.8
Approach LOS				B

Intersection Summary			
Average Delay	0.5		
Intersection Capacity Utilization	42.9%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Volume (veh/h)	15	5	60	10	5	5	5	405	10	30	240	5
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	16	5	63	11	5	5	5	426	11	32	253	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	761	758	426	818	763	253	258			437		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	761	758	426	818	763	253	258			437		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	95	98	90	96	98	99	100			97		
cM capacity (veh/h)	308	326	628	255	323	786	1307			1123		

Direction, Lane #	NB 1	SB 1	SE 1	SE 2	NW 1	NW 2
Volume Total	84	21	432	11	284	5
Volume Left	16	11	5	0	32	0
Volume Right	63	5	0	11	0	5
cSH	502	328	1307	1700	1123	1700
Volume to Capacity	0.17	0.06	0.00	0.01	0.03	0.00
Queue Length 95th (m)	4.5	1.6	0.1	0.0	0.7	0.0
Control Delay (s)	13.6	16.7	0.1	0.0	1.2	0.0
Lane LOS	B	C	A		A	
Approach Delay (s)	13.6	16.7	0.1		1.1	
Approach LOS	B	C				

Intersection Summary				
Average Delay	2.3			
Intersection Capacity Utilization	49.4%	ICU Level of Service	A	
Analysis Period (min)	15			

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	330	5	5	285	5	5
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	347	5	5	300	5	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			353		658	347
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			353		658	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 %			100		99	99
cM capacity (veh/h)			1206		427	696

Direction, Lane #	EB 1	EB 2	WB 1	NB 1
Volume Total	347	5	305	11
Volume Left	0	0	5	5
Volume Right	0	5	0	5
cSH	1700	1700	1206	529
Volume to Capacity	0.20	0.00	0.00	0.02
Queue Length 95th (m)	0.0	0.0	0.1	0.5
Control Delay (s)	0.0	0.0	0.2	11.9
Lane LOS			A	B
Approach Delay (s)	0.0		0.2	11.9
Approach LOS				B

Intersection Summary			
Average Delay	0.3		
Intersection Capacity Utilization	29.0%	ICU Level of Service	A
Analysis Period (min)	15		

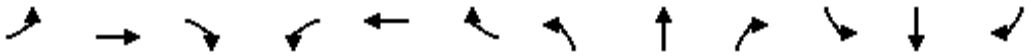
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	535	10	10	415	25	15
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Hourly flow rate (vph)	622	12	12	483	29	17
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume			634		1128	622
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			634		1128	622
tC, single (s)			4.2		6.6	6.6
tC, 2 stage (s)						
tF (s)			2.3		3.7	3.7
p0 queue free %			99		86	96
cM capacity (veh/h)			903		206	418

Direction, Lane #	EB 1	EB 2	WB 1	NB 1
Volume Total	622	12	494	47
Volume Left	0	0	12	29
Volume Right	0	12	0	17
cSH	1700	1700	903	254
Volume to Capacity	0.37	0.01	0.01	0.18
Queue Length 95th (m)	0.0	0.0	0.3	5.0
Control Delay (s)	0.0	0.0	0.4	22.3
Lane LOS			A	C
Approach Delay (s)	0.0		0.4	22.3
Approach LOS				C

Intersection Summary			
Average Delay	1.0		
Intersection Capacity Utilization	39.9%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations						
Volume (vph)	470	95	55	350	150	100
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.4	7.4	3.5	7.4	6.4	6.4
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	1883	1601	1789	1883	1789	1601
Flt Permitted	1.00	1.00	0.34	1.00	0.95	1.00
Satd. Flow (perm)	1883	1601	631	1883	1789	1601
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	495	100	58	368	158	105
RTOR Reduction (vph)	0	57	0	0	0	83
Lane Group Flow (vph)	495	43	58	368	158	22
Turn Type		Perm	pm+pt			Perm
Protected Phases	4		3	8	2	
Permitted Phases		4	8			2
Actuated Green, G (s)	24.1	24.1	31.0	31.0	11.8	11.8
Effective Green, g (s)	24.1	24.1	31.0	31.0	11.8	11.8
Actuated g/C Ratio	0.43	0.43	0.55	0.55	0.21	0.21
Clearance Time (s)	7.4	7.4	3.5	7.4	6.4	6.4
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	802	682	415	1031	373	334
v/s Ratio Prot	c0.26		0.01	c0.20	c0.09	
v/s Ratio Perm		0.03	0.07			0.01
v/c Ratio	0.62	0.06	0.14	0.36	0.42	0.07
Uniform Delay, d1	12.7	9.6	6.7	7.2	19.4	18.0
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	1.4	0.0	0.2	0.2	0.8	0.1
Delay (s)	14.1	9.6	6.8	7.4	20.2	18.1
Level of Service	B	A	A	A	C	B
Approach Delay (s)	13.3			7.3	19.4	
Approach LOS	B			A	B	

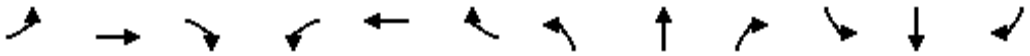
Intersection Summary			
HCM Average Control Delay	12.6	HCM Level of Service	B
HCM Volume to Capacity ratio	0.61		
Actuated Cycle Length (s)	56.6	Sum of lost time (s)	21.2
Intersection Capacity Utilization	52.1%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	5	465	5	15	355	5	5	5	15	5	5	5
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Hourly flow rate (vph)	5	511	5	16	390	5	5	5	16	5	5	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	396			516			959	953	514	970	953	393
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	396			516			959	953	514	970	953	393
tC, single (s)	4.1			4.2			7.6	6.5	6.3	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.3			4.0	4.0	3.4	3.5	4.0	3.3
p0 queue free %	100			98			97	98	97	98	98	99
cM capacity (veh/h)	1174			1014			187	256	549	220	256	660

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	522	412	27	16
Volume Left	5	16	5	5
Volume Right	5	5	16	5
cSH	1174	1014	339	301
Volume to Capacity	0.00	0.02	0.08	0.05
Queue Length 95th (m)	0.1	0.4	2.0	1.3
Control Delay (s)	0.1	0.5	16.5	17.7
Lane LOS	A	A	C	C
Approach Delay (s)	0.1	0.5	16.5	17.7
Approach LOS			C	C

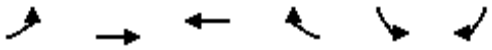
Intersection Summary			
Average Delay	1.1		
Intersection Capacity Utilization	38.3%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	5	355	80	50	440	5	80	5	30	15	5	5
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	5	374	84	53	463	5	84	5	32	16	5	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	468			458			961	958	374	987	1037	463
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	468			458			961	958	374	987	1037	463
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 %	100			95			62	98	95	92	98	99
cM capacity (veh/h)	1093			1103			221	244	672	204	219	599

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1
Volume Total	379	84	516	5	121	26
Volume Left	5	0	53	0	84	16
Volume Right	0	84	0	5	32	5
cSH	1093	1700	1103	1700	269	239
Volume to Capacity	0.00	0.05	0.05	0.00	0.45	0.11
Queue Length 95th (m)	0.1	0.0	1.1	0.0	16.7	2.8
Control Delay (s)	0.2	0.0	1.4	0.0	28.9	21.9
Lane LOS	A		A		D	C
Approach Delay (s)	0.1		1.3		28.9	21.9
Approach LOS					D	C

Intersection Summary				
Average Delay	4.3			
Intersection Capacity Utilization	63.2%	ICU Level of Service	B	
Analysis Period (min)	15			



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	10	255	189	10	11	7
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	11	277	205	11	12	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	216				510	211
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	216				510	211
tC, single (s)	4.7				6.7	6.5
tC, 2 stage (s)						
tF (s)	2.7				3.7	3.6
p0 queue free %	99				97	99
cM capacity (veh/h)	1074				477	766

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	288	216	20
Volume Left	11	0	12
Volume Right	0	11	8
cSH	1074	1700	559
Volume to Capacity	0.01	0.13	0.04
Queue Length 95th (m)	0.2	0.0	0.8
Control Delay (s)	0.4	0.0	11.7
Lane LOS	A		B
Approach Delay (s)	0.4	0.0	11.7
Approach LOS			B

Intersection Summary			
Average Delay	0.7		
Intersection Capacity Utilization	31.5%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	5	440	5	10	525	5	5	5	10	10	5	5
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)	5	478	5	11	571	5	5	5	11	11	5	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	576			484			1095	1090	481	1101	1090	573
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	576			484			1095	1090	481	1101	1090	573
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			99			97	97	98	94	97	99
cM capacity (veh/h)	997			1079			183	212	585	180	212	519

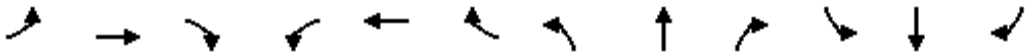
Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	489	587	22	22
Volume Left	5	11	5	11
Volume Right	5	5	11	5
cSH	997	1079	294	225
Volume to Capacity	0.01	0.01	0.07	0.10
Queue Length 95th (m)	0.1	0.2	1.8	2.4
Control Delay (s)	0.2	0.3	18.2	22.7
Lane LOS	A	A	C	C
Approach Delay (s)	0.2	0.3	18.2	22.7
Approach LOS			C	C

Intersection Summary			
Average Delay	1.0		
Intersection Capacity Utilization	44.0%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	300	5	10	395	5	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.73	0.73	0.73	0.73	0.73	0.73
Hourly flow rate (vph)	411	7	14	541	7	0
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			418		983	414
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			418		983	414
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	100
cM capacity (veh/h)			1152		275	642

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	418	555	7
Volume Left	0	14	7
Volume Right	7	0	0
cSH	1700	1152	275
Volume to Capacity	0.25	0.01	0.02
Queue Length 95th (m)	0.0	0.3	0.6
Control Delay (s)	0.0	0.3	18.4
Lane LOS		A	C
Approach Delay (s)	0.0	0.3	18.4
Approach LOS			C

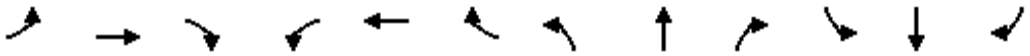
Intersection Summary			
Average Delay	0.3		
Intersection Capacity Utilization	38.8%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	5	570	10	5	540	5	15	5	15	5	5	10
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)	5	620	11	5	587	5	16	5	16	5	5	11
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	592			630			1242	1234	620	1247	1239	587
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	592			630			1242	1234	620	1247	1239	587
tC, single (s)	4.1			4.1			7.1	6.5	6.5	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.6	3.5	4.0	3.3
p0 queue free %	99			99			89	97	96	96	97	98
cM capacity (veh/h)	993			962			145	176	436	141	175	513

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1
Volume Total	625	11	592	5	38	22
Volume Left	5	0	5	0	16	5
Volume Right	0	11	0	5	16	11
cSH	993	1700	962	1700	211	240
Volume to Capacity	0.01	0.01	0.01	0.00	0.18	0.09
Queue Length 95th (m)	0.1	0.0	0.1	0.0	4.9	2.2
Control Delay (s)	0.1	0.0	0.2	0.0	25.8	21.5
Lane LOS	A		A		D	C
Approach Delay (s)	0.1		0.2		25.8	21.5
Approach LOS					D	C

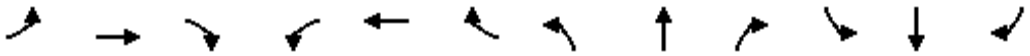
Intersection Summary			
Average Delay	1.3		
Intersection Capacity Utilization	46.9%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	10	265	5	5	380	35	5	5	5	45	5	25
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74
Hourly flow rate (vph)	14	358	7	7	514	47	7	7	7	61	7	34
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	561			365			953	963	361	922	919	514
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	561			365			953	963	361	922	919	514
tC, single (s)	4.3			4.1			7.1	6.5	6.2	7.2	6.5	6.3
tC, 2 stage (s)												
tF (s)	2.4			2.2			3.5	4.0	3.3	3.6	4.0	3.4
p0 queue free %	99			99			97	97	99	74	97	94
cM capacity (veh/h)	940			1205			219	253	688	234	268	553

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1
Volume Total	14	365	520	47	20	101
Volume Left	14	0	7	0	7	61
Volume Right	0	7	0	47	7	34
cSH	940	1700	1205	1700	300	292
Volume to Capacity	0.01	0.21	0.01	0.03	0.07	0.35
Queue Length 95th (m)	0.3	0.0	0.1	0.0	1.6	11.4
Control Delay (s)	8.9	0.0	0.2	0.0	17.9	23.7
Lane LOS	A		A		C	C
Approach Delay (s)	0.3		0.2		17.9	23.7
Approach LOS					C	C

Intersection Summary				
Average Delay	2.8			
Intersection Capacity Utilization	38.2%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	5	270	10	15	350	15	10	5	15	15	5	5
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71
Hourly flow rate (vph)	7	380	14	21	493	21	14	7	21	21	7	7
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	514			394			951	951	380	965	954	504
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	514			394			951	951	380	965	954	504
tC, single (s)	4.1			4.1			7.1	7.0	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.4	3.3	3.5	4.0	3.3
p0 queue free %	99			98			94	97	97	90	97	99
cM capacity (veh/h)	1062			1175			229	211	671	219	254	572

Direction, Lane #	EB 1	EB 2	WB 1	NB 1	SB 1
Volume Total	387	14	535	42	35
Volume Left	7	0	21	14	21
Volume Right	0	14	21	21	7
cSH	1062	1700	1175	335	258
Volume to Capacity	0.01	0.01	0.02	0.13	0.14
Queue Length 95th (m)	0.2	0.0	0.4	3.3	3.5
Control Delay (s)	0.2	0.0	0.5	17.3	21.1
Lane LOS	A		A	C	C
Approach Delay (s)	0.2		0.5	17.3	21.1
Approach LOS				C	C

Intersection Summary				
Average Delay	1.8			
Intersection Capacity Utilization	41.6%	ICU Level of Service	A	
Analysis Period (min)	15			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Volume (veh/h)	5	5	10	15	5	10	5	225	5	10	365	15
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	6	6	11	17	6	11	6	253	6	11	410	17
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	722	716	256	722	711	419	427			258		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	722	716	256	722	711	419	427			258		
tC, single (s)	7.1	6.6	6.2	7.1	6.6	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.1	3.3	3.5	4.1	3.3	2.2			2.2		
p0 queue free %	98	98	99	95	98	98	100			99		
cM capacity (veh/h)	331	343	788	332	345	639	1143			1318		

Direction, Lane #	EB 1	WB 1	SE 1	NW 1
Volume Total	22	34	264	438
Volume Left	6	17	6	11
Volume Right	11	11	6	17
cSH	472	398	1143	1318
Volume to Capacity	0.05	0.08	0.00	0.01
Queue Length 95th (m)	1.1	2.1	0.1	0.2
Control Delay (s)	13.0	14.9	0.2	0.3
Lane LOS	B	B	A	A
Approach Delay (s)	13.0	14.9	0.2	0.3
Approach LOS	B	B		

Intersection Summary			
Average Delay	1.3		
Intersection Capacity Utilization	35.1%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (veh/h)	5	295	15	25	325	5	15	0	25	5	5	5
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Hourly flow rate (vph)	5	304	15	26	335	5	15	0	26	5	5	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)					334							
pX, platoon unblocked												
vC, conflicting volume	340			320			719	714	312	737	719	338
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	340			320			719	714	312	737	719	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 %	100			98			95	100	96	98	99	99
cM capacity (veh/h)	1230			1252			333	350	733	319	348	709

Direction, Lane #	SE 1	NW 1	NE 1	SW 1
Volume Total	325	366	41	15
Volume Left	5	26	15	5
Volume Right	15	5	26	5
cSH	1230	1252	506	404
Volume to Capacity	0.00	0.02	0.08	0.04
Queue Length 95th (m)	0.1	0.5	2.0	0.9
Control Delay (s)	0.2	0.7	12.7	14.3
Lane LOS	A	A	B	B
Approach Delay (s)	0.2	0.7	12.7	14.3
Approach LOS			B	B

Intersection Summary			
Average Delay	1.4		
Intersection Capacity Utilization	41.7%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	20	245	60	90	330	20	45	15	70	20	20	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		7.0			7.0			7.0			7.0	
Lane Util. Factor		0.95			0.95			1.00			1.00	
Frpb, ped/bikes		0.99			1.00			0.99			0.99	
Flpb, ped/bikes		1.00			1.00			1.00			1.00	
Frt		0.97			0.99			0.93			0.96	
Flt Protected		1.00			0.99			0.98			0.98	
Satd. Flow (prot)		3443			3504			1685			1751	
Flt Permitted		0.91			0.80			0.86			0.84	
Satd. Flow (perm)		3150			2829			1475			1489	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	21	258	63	95	347	21	47	16	74	21	21	21
RTOR Reduction (vph)	0	19	0	0	4	0	0	54	0	0	17	0
Lane Group Flow (vph)	0	324	0	0	460	0	0	83	0	0	46	0
Confl. Peds. (#/hr)	9		12	12		9	13		6	6		13
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		6			2			4			8	
Permitted Phases	6			2			4			8		
Actuated Green, G (s)		24.4			24.4			10.4			10.4	
Effective Green, g (s)		24.4			24.4			10.4			10.4	
Actuated g/C Ratio		0.50			0.50			0.21			0.21	
Clearance Time (s)		7.0			7.0			7.0			7.0	
Vehicle Extension (s)		3.0			3.0			3.0			3.0	
Lane Grp Cap (vph)		1575			1415			314			317	
v/s Ratio Prot												
v/s Ratio Perm		0.10			c0.16			c0.06			0.03	
v/c Ratio		0.21			0.32			0.27			0.15	
Uniform Delay, d1		6.8			7.3			16.0			15.6	
Progression Factor		1.00			1.00			1.00			1.00	
Incremental Delay, d2		0.1			0.1			0.5			0.2	
Delay (s)		6.9			7.4			16.5			15.8	
Level of Service		A			A			B			B	
Approach Delay (s)		6.9			7.4			16.5			15.8	
Approach LOS		A			A			B			B	

Intersection Summary			
HCM Average Control Delay	9.0	HCM Level of Service	A
HCM Volume to Capacity ratio	0.31		
Actuated Cycle Length (s)	48.8	Sum of lost time (s)	14.0
Intersection Capacity Utilization	62.4%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (veh/h)	5	355	10	5	380	5	10	0	5	20	5	50
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	6	403	11	6	432	6	11	0	6	23	6	57
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	438			415			926	869	409	872	872	435
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	438			415			926	869	409	872	872	435
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	100	99	92	98	91
cM capacity (veh/h)	1133			1155			223	289	647	269	288	626

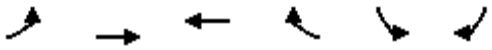
Direction, Lane #	SE 1	NW 1	NE 1	SW 1
Volume Total	420	443	17	85
Volume Left	6	6	11	23
Volume Right	11	6	6	57
cSH	1133	1155	286	437
Volume to Capacity	0.01	0.00	0.06	0.20
Queue Length 95th (m)	0.1	0.1	1.4	5.4
Control Delay (s)	0.2	0.2	18.4	15.2
Lane LOS	A	A	C	C
Approach Delay (s)	0.2	0.2	18.4	15.2
Approach LOS			C	C

Intersection Summary			
Average Delay	1.8		
Intersection Capacity Utilization	34.2%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBR	SET	SER	NWL	NWT
Lane Configurations						
Volume (veh/h)	185	140	335	125	60	420
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	195	147	353	132	63	442
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	921	353			484	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	921	353			484	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	31	79			94	
cM capacity (veh/h)	283	691			1079	

Direction, Lane #	EB 1	SE 1	SE 2	NW 1	NW 2
Volume Total	342	353	132	63	442
Volume Left	195	0	0	63	0
Volume Right	147	0	132	0	0
cSH	379	1700	1700	1079	1700
Volume to Capacity	0.90	0.21	0.08	0.06	0.26
Queue Length 95th (m)	70.2	0.0	0.0	1.4	0.0
Control Delay (s)	58.3	0.0	0.0	8.5	0.0
Lane LOS	F			A	
Approach Delay (s)	58.3	0.0		1.1	
Approach LOS	F				

Intersection Summary			
Average Delay	15.4		
Intersection Capacity Utilization	49.8%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	5	575	570	10	15	10
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Hourly flow rate (vph)	6	669	663	12	17	12
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	674				1343	663
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	674				1343	663
tC, single (s)	4.4				6.6	6.2
tC, 2 stage (s)						
tF (s)	2.4				3.7	3.3
p0 queue free %	99				89	97
cM capacity (veh/h)	818				154	465

Direction, Lane #	EB 1	WB 1	WB 2	SB 1
Volume Total	674	663	12	29
Volume Left	6	0	0	17
Volume Right	0	0	12	12
cSH	818	1700	1700	210
Volume to Capacity	0.01	0.39	0.01	0.14
Queue Length 95th (m)	0.2	0.0	0.0	3.6
Control Delay (s)	0.2	0.0	0.0	24.9
Lane LOS	A			C
Approach Delay (s)	0.2	0.0		24.9
Approach LOS				C

Intersection Summary			
Average Delay	0.6		
Intersection Capacity Utilization	44.2%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Volume (veh/h)	15	5	45	10	5	5	5	515	20	65	495	5
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	16	5	47	11	5	5	5	542	21	68	521	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	1218	1216	542	1261	1232	521	526			563		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1218	1216	542	1261	1232	521	526			563		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	89	97	91	91	97	99	99			93		
cM capacity (veh/h)	144	168	540	124	164	555	1041			1008		

Direction, Lane #	NB 1	SB 1	SE 1	SE 2	NW 1	NW 2
Volume Total	68	21	547	21	589	5
Volume Left	16	11	5	0	68	0
Volume Right	47	5	0	21	0	5
cSH	299	166	1041	1700	1008	1700
Volume to Capacity	0.23	0.13	0.01	0.01	0.07	0.00
Queue Length 95th (m)	6.6	3.2	0.1	0.0	1.7	0.0
Control Delay (s)	20.6	29.8	0.1	0.0	1.8	0.0
Lane LOS	C	D	A		A	
Approach Delay (s)	20.6	29.8	0.1		1.8	
Approach LOS	C	D				

Intersection Summary				
Average Delay	2.5			
Intersection Capacity Utilization	71.1%	ICU Level of Service	C	
Analysis Period (min)	15			

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	480	5	5	600	5	5
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	505	5	5	632	5	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			511		1147	505
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			511		1147	505
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		98	99
cM capacity (veh/h)			1055		219	567

Direction, Lane #	EB 1	EB 2	WB 1	NB 1
Volume Total	505	5	637	11
Volume Left	0	0	5	5
Volume Right	0	5	0	5
cSH	1700	1700	1055	316
Volume to Capacity	0.30	0.00	0.00	0.03
Queue Length 95th (m)	0.0	0.0	0.1	0.8
Control Delay (s)	0.0	0.0	0.1	16.8
Lane LOS			A	C
Approach Delay (s)	0.0		0.1	16.8
Approach LOS				C

Intersection Summary			
Average Delay	0.2		
Intersection Capacity Utilization	45.6%	ICU Level of Service	A
Analysis Period (min)	15		

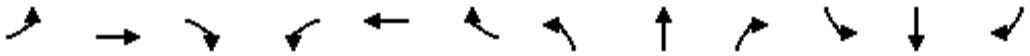
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	560	15	10	670	25	15
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Hourly flow rate (vph)	651	17	12	779	29	17
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume			669		1453	651
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			669		1453	651
tC, single (s)			4.3		6.6	6.3
tC, 2 stage (s)						
tF (s)			2.4		3.7	3.4
p0 queue free %			99		78	96
cM capacity (veh/h)			855		130	455

Direction, Lane #	EB 1	EB 2	WB 1	NB 1
Volume Total	651	17	791	47
Volume Left	0	0	12	29
Volume Right	0	17	0	17
cSH	1700	1700	855	178
Volume to Capacity	0.38	0.01	0.01	0.26
Queue Length 95th (m)	0.0	0.0	0.3	7.6
Control Delay (s)	0.0	0.0	0.4	32.2
Lane LOS			A	D
Approach Delay (s)	0.0		0.4	32.2
Approach LOS				D

Intersection Summary			
Average Delay	1.2		
Intersection Capacity Utilization	53.3%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations						
Volume (vph)	460	70	45	515	110	215
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.4	7.4	3.5	7.4	6.4	6.4
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	1883	1601	1789	1883	1789	1601
Flt Permitted	1.00	1.00	0.34	1.00	0.95	1.00
Satd. Flow (perm)	1883	1601	644	1883	1789	1601
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	484	74	47	542	116	226
RTOR Reduction (vph)	0	43	0	0	0	180
Lane Group Flow (vph)	484	31	47	542	116	46
Turn Type		Perm	pm+pt			Perm
Protected Phases	4		3	8	2	
Permitted Phases		4	8			2
Actuated Green, G (s)	22.4	22.4	29.3	29.3	10.9	10.9
Effective Green, g (s)	22.4	22.4	29.3	29.3	10.9	10.9
Actuated g/C Ratio	0.41	0.41	0.54	0.54	0.20	0.20
Clearance Time (s)	7.4	7.4	3.5	7.4	6.4	6.4
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	781	664	422	1022	361	323
v/s Ratio Prot	c0.26		0.01	c0.29	c0.06	
v/s Ratio Perm		0.02	0.05			0.03
v/c Ratio	0.62	0.05	0.11	0.53	0.32	0.14
Uniform Delay, d1	12.4	9.4	6.4	7.9	18.4	17.7
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	1.5	0.0	0.1	0.5	0.5	0.2
Delay (s)	13.9	9.5	6.5	8.5	18.9	17.9
Level of Service	B	A	A	A	B	B
Approach Delay (s)	13.3			8.3	18.2	
Approach LOS	B			A	B	

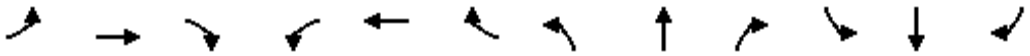
Intersection Summary			
HCM Average Control Delay	12.5	HCM Level of Service	B
HCM Volume to Capacity ratio	0.60		
Actuated Cycle Length (s)	54.0	Sum of lost time (s)	21.2
Intersection Capacity Utilization	51.5%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	5	535	5	10	500	5	5	5	15	5	5	5
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Hourly flow rate (vph)	6	622	6	12	581	6	6	6	17	6	6	6
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	587			628			1253	1247	625	1265	1247	584
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	587			628			1253	1247	625	1265	1247	584
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			99			96	97	96	96	97	99
cM capacity (veh/h)	998			964			143	172	488	137	172	515

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	634	599	29	17
Volume Left	6	12	6	6
Volume Right	6	6	17	6
cSH	998	964	264	199
Volume to Capacity	0.01	0.01	0.11	0.09
Queue Length 95th (m)	0.1	0.3	2.8	2.2
Control Delay (s)	0.2	0.3	20.3	24.8
Lane LOS	A	A	C	C
Approach Delay (s)	0.2	0.3	20.3	24.8
Approach LOS			C	C

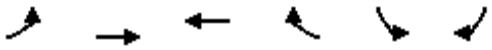
Intersection Summary			
Average Delay	1.0		
Intersection Capacity Utilization	42.9%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	5	645	80	40	550	15	105	5	45	10	5	5
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	5	679	84	42	579	16	111	5	47	11	5	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	595			763			1361	1368	679	1403	1437	579
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	595			763			1361	1368	679	1403	1437	579
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			95			4	96	90	89	96	99
cM capacity (veh/h)	981			849			115	139	452	98	126	515

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1
Volume Total	684	84	621	16	163	21
Volume Left	5	0	42	0	111	11
Volume Right	0	84	0	16	47	5
cSH	981	1700	849	1700	148	132
Volume to Capacity	0.01	0.05	0.05	0.01	1.10	0.16
Queue Length 95th (m)	0.1	0.0	1.2	0.0	67.0	4.2
Control Delay (s)	0.1	0.0	1.3	0.0	164.4	37.4
Lane LOS	A		A		F	E
Approach Delay (s)	0.1		1.3		164.4	37.4
Approach LOS					F	E

Intersection Summary			
Average Delay	17.9		
Intersection Capacity Utilization	81.1%	ICU Level of Service	D
Analysis Period (min)	15		



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	9	239	319	13	8	9
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.71	0.71	0.71	0.71	0.71	0.71
Hourly flow rate (vph)	13	337	449	18	11	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	468				820	458
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	468				820	458
tC, single (s)	4.3				6.6	6.6
tC, 2 stage (s)						
tF (s)	2.4				3.7	3.7
p0 queue free %	99				96	98
cM capacity (veh/h)	997				311	524

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	349	468	24
Volume Left	13	0	11
Volume Right	0	18	13
cSH	997	1700	396
Volume to Capacity	0.01	0.28	0.06
Queue Length 95th (m)	0.3	0.0	1.5
Control Delay (s)	0.4	0.0	14.7
Lane LOS	A		B
Approach Delay (s)	0.4	0.0	14.7
Approach LOS			B

Intersection Summary			
Average Delay	0.6		
Intersection Capacity Utilization	29.9%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	5	720	5	5	650	10	5	5	5	5	5	5
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)	5	783	5	5	707	11	5	5	5	5	5	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	717			788			1527	1524	785	1527	1522	712
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	717			788			1527	1524	785	1527	1522	712
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			99			94	95	99	94	95	99
cM capacity (veh/h)	884			831			91	116	393	91	117	432

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	793	723	16	16
Volume Left	5	5	5	5
Volume Right	5	11	5	5
cSH	884	831	135	137
Volume to Capacity	0.01	0.01	0.12	0.12
Queue Length 95th (m)	0.1	0.1	3.0	3.0
Control Delay (s)	0.2	0.2	35.2	34.8
Lane LOS	A	A	E	D
Approach Delay (s)	0.2	0.2	35.2	34.8
Approach LOS			E	D

Intersection Summary			
Average Delay	0.9		
Intersection Capacity Utilization	51.5%	ICU Level of Service	A
Analysis Period (min)	15		

Appendix E – 2008 Traffic Signal Warrant Assessments

MINIMUM WARRANTS FOR INSTALLATION OF TRAFFIC SIGNALS USING PROJECTED VOLUMES

Location **Grey Road 21 / Long Point Rd** at **Highway 26**
Year **2008 (Summer Volumes)**

Free Flow or Restricted Flow Conditions? F (F / R)

WARRANT	DESCRIPTION	MINIMUM REQUIREMENT FOR 1 LANE HIGHWAYS		COMPLIANCE		
		FREE FLOW	RESTRICTED FLOW	NUMERICAL SECTIONAL	%	ENTIRE %
MINIMUM VEHICULAR VOLUME	1A. VEHICLE VOLUME, ALL APPROACHES (AVERAGE HOUR)	480	720	646.25	100	66
	1B. VEHICLE VOLUME, ALONG MINOR STREETS, (AVERAGE HOUR)	120	170	78.75	66	
DELAY TO CROSS TRAFFIC	2A. VEHICLE VOLUME, ALONG ARTERY, (AVERAGE HOUR)	480	720	567.5	100	100
	2B. COMBINED VEHICLE AND PEDESTRIAN VOLUME CROSSING ARTERY FROM MINOR STREETS, (AVERAGE HOUR)	50	75	55	100	

WARRANTED

Notes:

1 Vehicle volume warrants (1A) and (2A) for intersections of roadways having two or more moving lanes in one directions should be 25% higher than the values given above.

2 Warrant values for free flow apply when the 85% percentile speed of artery traffic equals or exceeds 70 km/h or when the intersection lies within the built-up area of an isolated community having a population of less than 10,000

3 Warrant values for restricted flow apply to large urban communities when the 85 percentile speed of artery traffic does not exceed 70 km/h.

4 The lowest sectional percentage governs the entire warrant.

5 For 'T' intersections the warrant values for minor street should be increased by 50% (Warrant 1B only)

6 The crossing volumes is defined as:

(a) Left turns form both minor street approaches

(b) The heaviest through volume from the minor street

(c) 50% of the heavier left turn movement from major street when both of the following are met:

the left turn volume > 120 vph

the left turn volume plus the opposing volume > 720 vph

(d) Pedestrian crossing the major street

(i)

(ii)

MINIMUM WARRANTS FOR INSTALLATION OF TRAFFIC SIGNALS USING PROJECTED VOLUMES

Location **Grey Road 21 / Long Point Rd** at **Highway 26**
Year **2008 (Winter Volumes)**

Free Flow or Restricted Flow Conditions? F (F / R)

WARRANT	DESCRIPTION	MINIMUM REQUIREMENT FOR 1 LANE HIGHWAYS		COMPLIANCE		
		FREE FLOW	RESTRICTED FLOW	NUMERICAL SECTIONAL	%	ENTIRE %
MINIMUM VEHICULAR VOLUME	1A. VEHICLE VOLUME, ALL APPROACHES (AVERAGE HOUR)	480	720	807.5	100	100
	1B. VEHICLE VOLUME, ALONG MINOR STREETS, (AVERAGE HOUR)	120	170	120	100	
DELAY TO CROSS TRAFFIC	2A. VEHICLE VOLUME, ALONG ARTERY, (AVERAGE HOUR)	480	720	688	100	100
	2B. COMBINED VEHICLE AND PEDESTRIAN VOLUME CROSSING ARTERY FROM MINOR STREETS, (AVERAGE HOUR)	50	75	110	100	

WARRANTED

Notes:

1 Vehicle volume warrants (1A) and (2A) for intersections of roadways having two or more moving lanes in one directions should be 25% higher than the values given above.

2 Warrant values for free flow apply when the 85% percentile speed of artery traffic equals or exceeds 70 km/h or when the intersection lies within the built-up area of an isolated community having a population of less than 10 000.

3 Warrant values for restricted flow apply to large urban communities when the 85 percentile speed of artery traffic does not exceed 70 km/h.

4 The lowest sectional percentage governs the entire warrant.

5 For 'T' intersections the warrant values for minor street should be increased by 50% (Warrant 1B only)

6 The crossing volumes is defined as:

(a) Left turns form both minor street approaches

(b) The heaviest through volume from the minor street

(c) 50% of the heavier left turn movement from major street when both of the following are met:

the left turn volume > 120 vph

the left turn volume plus the opposing volume > 720 vph

(d) Pedestrian crossing the major street

(i)

(ii)

MINIMUM WARRANTS FOR INSTALLATION OF TRAFFIC SIGNALS USING PROJECTED VOLUMES

Location **Hidden Lake Rd** at **Highway 26**

Year **2008**

Free Flow or Restricted Flow Conditions? F (F / R)

WARRANT	DESCRIPTION	MINIMUM REQUIREMENTS FOR 2 LANE HIGHWAYS		COMPLIANCE		
		FREE FLOW	RESTRICTED FLOW	NUMERICAL	%	ENTIRE %
MINIMUM VEHICULAR VOLUME	1A. VEHICLE VOLUME, ALL APPROACHES (AVERAGE HOUR)	480	720	SECTIONAL 1098.75	100	13
	1B. VEHICLE VOLUME, ALONG MINOR STREETS, (AVERAGE HOUR)	120	170	15	13	
DELAY TO CROSS TRAFFIC	2A. VEHICLE VOLUME, ALONG ARTERY, (AVERAGE HOUR)	480	720	1083.75	100	15
	2B. COMBINED VEHICLE AND PEDESTRIAN VOLUME CROSSING ARTERY FROM MINOR STREETS, (AVERAGE HOUR)	50	75	7.5	15	

NOT WARRANTED

Notes:

1 Vehicle volume warrants (1A) and (2A) for intersections of roadways having two or more moving lanes in one directions should be 25% higher than the values given above.

2 Warrant values for free flow apply when the 85% percentile speed of artery traffic equals or exceeds 70 km/h or when the intersection lies within the built-up area of an isolated community having a population of less than 10 000

3 Warrant values for restricted flow apply to large urban communities when the 85 percentile speed of artery traffic does not exceed 70 km/h.

4 The lowest sectional percentage governs the entire warrant.

5 For 'T' intersections the warrant values for minor street should be increased by 50% (Warrant 1B only)

6 The crossing volumes is defined as:

(a) Left turns form both minor street approaches

(b) The heaviest through volume from the minor street

(c) 50% of the heavier left turn movement from major street when both of the following are met:

the left turn volume > 120 vph

the left turn volume plus the opposing volume > 720 vph

(d) Pedestrian crossing the major street

(i)

(ii)

MINIMUM WARRANTS FOR INSTALLATION OF TRAFFIC SIGNALS USING PROJECTED VOLUMES

Location **Hope St./ Blue Mountain Dr.** at **Highway 26**
Year **2008**

Free Flow or Restricted Flow Conditions? F (F / R)

WARRANT	DESCRIPTION	MINIMUM REQUIREMENTED FOR 2 LANE HIGHWAYS		COMPLIANCE		
		FREE FLOW	RESTRICTED FLOW	NUMERICAL	%	ENTIRE %
MINIMUM VEHICULAR VOLUME	1A. VEHICLE VOLUME, ALL APPROACHES (AVERAGE HOUR)	480	720	SECTIONAL 613.75	100	15
	1B. VEHICLE VOLUME, ALONG MINOR STREETS, (AVERAGE HOUR)	120	170	17.5	15	
DELAY TO CROSS TRAFFIC	2A. VEHICLE VOLUME, ALONG ARTERY, (AVERAGE HOUR)	480	720	596.25	100	23
	2B. COMBINED VEHICLE AND PEDESTRIAN VOLUME CROSSING ARTERY FROM MINOR STREETS, (AVERAGE HOUR)	50	75	11.25	23	

NOT WARRANTED

Notes:

1 Vehicle volume warrants (1A) and (2A) for intersections of roadways having two or more moving lanes in one directions should be 25% higher than the values given above.

2 Warrant values for free flow apply when the 85% percentile speed of artery traffic equals or exceeds 70 km/h or when the intersection lies within the built-up area of an isolated community having a population of less than 10 000

3 Warrant values for restricted flow apply to large urban communities when the 85 percentile speed of artery traffic does not exceed 70 km/h.

4 The lowest sectional percentage governs the entire warrant.

5 For 'T' intersections the warrant values for minor street should be increased by 50% (Warrant 1B only)

6 The crossing volumes is defined as:

(a) Left turns form both minor street approaches

(b) The heaviest through volume from the minor street

(c) 50% of the heavier left turn movement from major street when both of the following are met:

the left turn volume > 120 vph

the left turn volume plus the opposing volume > 720 vph

(d) Pedestrian crossing the major street

(i)

(ii)

Results Sheet

Input Sheet | Analysis Sheet | Proposed Collision

Intersection: Hwy 26 / Grey Road 2

Count Date: 2008-02-16

Summary Results

Justification			Compliance		Signal Justified? YES	Signal Justified? NO
1. Minimum Vehicular Volume	A	Total Volume	100	%	☐	☑
	B	Crossing Volume	36	%		
2. Delay to Cross Traffic	A	Main Road	100	%	☐	☑
	B	Crossing Road	91	%		
3. Combination	A	Justificaton 1	36	%	☐	☑
	B	Justification 2	91	%		
4. 4-Hr Volume			53	%	☐	☑
5. Collision Experience			20	%	☐	☑
6. Pedestrians	A	Volume	Justification met		☐	☑
	B	Delay	Justification not met			

Results Sheet

Input Sheet | Analysis Sheet | Proposed Collision

Intersection: Hwy 26 / Grey Road 40

Count Date: 2008-02-16

Summary Results

Justification			Compliance		Signal Justified? YES	Signal Justified? NO
1. Minimum Vehicular Volume	A	Total Volume	99	%	☐	☑
	B	Crossing Volume	47	%		
2. Delay to Cross Traffic	A	Main Road	98	%	☐	☑
	B	Crossing Road	26	%		
3. Combination	A	Justificaton 1	47	%	☐	☑
	B	Justification 2	26	%		
4. 4-Hr Volume			40	%	☐	☑
5. Collision Experience			27	%	☐	☑
6. Pedestrians	A	Volume	Justification met		☐	☑
	B	Delay	Justification not met			

Results Sheet

Input Sheet | Analysis Sheet | Proposed Collision

Intersection: Hwy 26/ Arrowhead Road

Count Date: 2008-05-15

Summary Results

Justification			Compliance		Signal Justified? YES	Signal Justified? NO
1. Minimum Vehicular Volume	A	Total Volume	100	%	☐	☑
	B	Crossing Volume	15	%		
2. Delay to Cross Traffic	A	Main Road	100	%	☐	☑
	B	Crossing Road	32	%		
3. Combination	A	Justificaton 1	15	%	☐	☑
	B	Justification 2	32	%		
4. 4-Hr Volume			23	%	☐	☑
5. Collision Experience			27	%	☐	☑
6. Pedestrians	A	Volume	Justification met		☐	☑
	B	Delay	Justification not met			

Results Sheet

Input Sheet | Analysis Sheet | Proposed Collision

Intersection: Hwy 26/ Blue Mountains/ Meaford Town Line Count Date: 2008-05-13

Summary Results

Justification			Compliance		Signal Justified? YES	Signal Justified? NO
1. Minimum Vehicular Volume	A	Total Volume	97	%	☐	☑
	B	Crossing Volume	2	%		
2. Delay to Cross Traffic	A	Main Road	97	%	☐	☑
	B	Crossing Road	3	%		
3. Combination	A	Justificaton 1	2	%	☐	☑
	B	Justification 2	3	%		
4. 4-Hr Volume			2	%	☐	☑
5. Collision Experience			7	%	☐	☑
6. Pedestrians	A	Volume	Justification met		☐	☑
	B	Delay	Justification not met			

Results Sheet

Input Sheet | Analysis Sheet | Proposed Collision

Intersection: Hwy 26/ Camperdown Road

Count Date: 2008-05-15

Summary Results

Justification			Compliance		Signal Justified? YES	Signal Justified? NO
1. Minimum Vehicular Volume	A	Total Volume	100	%	☐	☑
	B	Crossing Volume	17	%		
2. Delay to Cross Traffic	A	Main Road	100	%	☐	☑
	B	Crossing Road	17	%		
3. Combination	A	Justificaton 1	17	%	☐	☑
	B	Justification 2	17	%		
4. 4-Hr Volume			9	%	☐	☑
5. Collision Experience			20	%	☐	☑
6. Pedestrians	A	Volume	Justification met		☐	☑
	B	Delay	Justification not met			

Results Sheet

Input Sheet | Analysis Sheet | Proposed Collision

Intersection: Hwy 26/ Christie Beach Road

Count Date: 2008-05-13

Summary Results

Justification			Compliance		Signal Justified? YES	Signal Justified? NO
1. Minimum Vehicular Volume	A	Total Volume	97	%	☐	☑
	B	Crossing Volume	9	%		
2. Delay to Cross Traffic	A	Main Road	97	%	☐	☑
	B	Crossing Road	19	%		
3. Combination	A	Justificaton 1	9	%	☐	☑
	B	Justification 2	19	%		
4. 4-Hr Volume			8	%	☐	☑
5. Collision Experience			53	%	☐	☑
6. Pedestrians	A	Volume	Justification met		☐	☑
	B	Delay	Justification not met			

Results Sheet

Input Sheet | Analysis Sheet | Proposed Collision

Intersection: Hwy 26/ Elgin Street

Count Date: 2008-05-15

Summary Results

Justification			Compliance		Signal Justified? YES	Signal Justified? NO
1. Minimum Vehicular Volume	A	Total Volume	95	%	☐	☑
	B	Crossing Volume	23	%		
2. Delay to Cross Traffic	A	Main Road	92	%	☐	☑
	B	Crossing Road	31	%		
3. Combination	A	Justificaton 1	23	%	☐	☑
	B	Justification 2	31	%		
4. 4-Hr Volume			19	%	☐	☑
5. Collision Experience			0	%	☐	☑
6. Pedestrians	A	Volume	Justification met		☐	☑
	B	Delay	Justification not met			

Results Sheet

Input Sheet | Analysis Sheet | Proposed Collision

Intersection: Hwy 26/ Grey Road 113

Count Date: 2008-05-14

Summary Results

Justification			Compliance		Signal Justified? YES	Signal Justified? NO
1. Minimum Vehicular Volume	A	Total Volume	100	%	☐	☑
	B	Crossing Volume	31	%		
2. Delay to Cross Traffic	A	Main Road	99	%	☐	☑
	B	Crossing Road	41	%		
3. Combination	A	Justificaton 1	31	%	☐	☑
	B	Justification 2	41	%		
4. 4-Hr Volume			12	%	☐	☑
5. Collision Experience			0	%	☐	☑
6. Pedestrians	A	Volume	Justification met		☐	☑
	B	Delay	Justification not met			

Results Sheet

Input Sheet | Analysis Sheet | Proposed Collision

Intersection: Hwy 26/ Lakeshore Road E - Fraser

Count Date: 2008-05-15

Summary Results

Justification			Compliance		Signal Justified? YES	Signal Justified? NO
1. Minimum Vehicular Volume	A	Total Volume	100	%	☐	☑
	B	Crossing Volume	10	%		
2. Delay to Cross Traffic	A	Main Road	100	%	☐	☑
	B	Crossing Road	6	%		
3. Combination	A	Justificaton 1	10	%	☐	☑
	B	Justification 2	6	%		
4. 4-Hr Volume			5	%	☐	☑
5. Collision Experience			7	%	☐	☑
6. Pedestrians	A	Volume	Justification met		☐	☑
	B	Delay	Justification not met			

Results Sheet

Input Sheet | Analysis Sheet | Proposed Collision

Intersection: Hwy 26/ Lake Shore Road

Count Date: 2008-05-15

Summary Results

Justification			Compliance		Signal Justified? YES	Signal Justified? NO
1. Minimum Vehicular Volume	A	Total Volume	99	%	☐	☑
	B	Crossing Volume	7	%		
2. Delay to Cross Traffic	A	Main Road	98	%	☐	☑
	B	Crossing Road	9	%		
3. Combination	A	Justificaton 1	7	%	☐	☑
	B	Justification 2	9	%		
4. 4-Hr Volume			11	%	☐	☑
5. Collision Experience			0	%	☐	☑
6. Pedestrians	A	Volume	Justification met		☐	☑
	B	Delay	Justification not met			

Results Sheet

Input Sheet | Analysis Sheet | Proposed Collision

Intersection: Hwy 26/ Lora Bay Drive

Count Date: 2008-05-14

Summary Results

Justification			Compliance		Signal Justified? YES	Signal Justified? NO
1. Minimum Vehicular Volume	A	Total Volume	97	%	☐	☑
	B	Crossing Volume	31	%		
2. Delay to Cross Traffic	A	Main Road	97	%	☐	☑
	B	Crossing Road	59	%		
3. Combination	A	Justificaton 1	31	%	☐	☑
	B	Justification 2	59	%		
4. 4-Hr Volume			16	%	☐	☑
5. Collision Experience			0	%	☐	☑
6. Pedestrians	A	Volume	Justification met		☐	☑
	B	Delay	Justification not met			

Results Sheet

Input Sheet | Analysis Sheet | Proposed Collision

Intersection: Hwy 26/ Peel Street

Count Date: 2008-05-14

Summary Results

Justification			Compliance		Signal Justified? YES	Signal Justified? NO
1. Minimum Vehicular Volume	A	Total Volume	73	%	☐	☑
	B	Crossing Volume	14	%		
2. Delay to Cross Traffic	A	Main Road	70	%	☐	☑
	B	Crossing Road	22	%		
3. Combination	A	Justificaton 1	14	%	☐	☑
	B	Justification 2	22	%		
4. 4-Hr Volume			9	%	☐	☑
5. Collision Experience			7	%	☐	☑
6. Pedestrians	A	Volume	Justification met		☐	☑
	B	Delay	Justification not met			

Results Sheet

Input Sheet | Analysis Sheet | Proposed Collision

Intersection: Hwy 26/ Victoria Street

Count Date: 2008-05-13

Summary Results

Justification			Compliance		Signal Justified? YES	Signal Justified? NO
1. Minimum Vehicular Volume	A	Total Volume	85	%	☐	☑
	B	Crossing Volume	30	%		
2. Delay to Cross Traffic	A	Main Road	80	%	☐	☑
	B	Crossing Road	41	%		
3. Combination	A	Justificaton 1	30	%	☐	☑
	B	Justification 2	41	%		
4. 4-Hr Volume			31	%	☐	☑
5. Collision Experience			0	%	☐	☑
6. Pedestrians	A	Volume	Justification met		☐	☑
	B	Delay	Justification not met			

Appendix F – Highway 26 Access Inventory

Access	North Side	South Side	Additional Info	Distance (Metres)
1	Public		Olser Bluff Rd./ Long Point	
2	Field		Field Entrance	108
3	Field			48
4		Commercial	Squire John Ski Shop	6m before Access # 3
5		Residental		58
6		Residental		Same as Access # 5
7		Residental		34
8	Restaurant		Alphorn Restaurant	34
9		Public	Timmaus	8
10		Residental		196
11	Commercial		Blue Mountain- Lodge	4
12		Residental		10
13		Residental		36
14	Public		Blophy's Lane	14
15		Residental		6
16		Residental		14
17	Commercial		Abandoned Gas Station	12
18		Residental		36
19	Commercial	*see comments*	Creighlieth General Store/ Restaurant	16
20		Residental		20
21		Field		16
22		Residental		28
23		Residental		22
24		Commercial	Write Way Renovations	24
25		Public	Hope St.	66
26		Commercial	Tri_W Real Estate	58
27		Commercial	Kavina's Variety/ Sunco (Gas)	110
28	Residental			8m before Access # 27
29		Commercial	Abandoned hotel	48
30	Public		Blue Mountain Dr.	14
31		Residental		20
32	Residental			50
33		Residental		6m before Access # 32
34		Residental		10
35	Commercial		Moores Motel	18
36		Residental		14
37		Residental		28
38		Residental		16
39	Residental			8
40		Public	Timmons Rd.	98
41	Commercial		Abandoned	approx.20-not shown on map
42		Residental		44
43	Public		Fraser Cres.	14
44	Residental			68
45	Residental			24
46	Residental			38
47	Residental		Path- not driveway	44
48	Residental			30
49	Fraser Cres.	Lakeshore Rd	Public Rd.	64
50	Residental			60
51	Residental			22
52	Residental		Mutual Entrance (2 homes)	32
53	Residental			30
54	Residental			6
55	Residental		Mutual Entrance (2 #s)	34
56	Residental			28
57	Residental			14
58	Residental			12
59	Field			54
60	Commercial		Edge water town home	128
61	Residental			90
62	Residental			12
63	Residental			18

Access	North Side	South Side	Additional Info	Distance (Metres)
64	Residental			26
65	Residental			14
66	Residental			28
67	Residental			12
68	Residental			18
69	Residental			50
70	Residental			22
71	Residental Property		Gate	18
72	Residental			44
73	Residental			26
74	Residental			10
75	Residental			14
76		Public	Grey Rd. 19	350
77	Commercial		Towns Park, North Winds Park	200
78	Residental			180
79	Residental		two accounts to move property-garadge	90
80	Residental			36
81	Residental	see comments	No Entrance Parking on Hwy	No entrance
82		Commercial	Craigleith Wellness centre	Aligned w/Access # 81
83	Residental		No Entrance Parking on Hwy	32
84	Residental		No Entrance Parking on Hwy (possibly mutual entrance)	24
85	Residental		double entrance	12m (E.entrance); 22m (W.entrance) from E. entrance
86	Residental		shared with 85 (parted drw. On R-O-W/ parking	14
87		Commercial	Pinery Plaza	36
88		Commercial	Pinery Plaza	34
89	Residental			Aligned w/Access # 88
90	Residental		No Entrance parking on the R-O-W, mutual with 91	24
91	Residental		mutual with 90	Same as Access # 90
92	Residental			46
93		Residental		24
94	Residental			6
95	Residental		Same property	12
96	Field			
97	Residental		with R-O-W, same property as 98	13
98	Residental		driveway, same property as 97	10
99		Residental		4
100	Residental			14
101		Residental	Mutual Entrance (2 properties)	20
102	Garage		Same property	18m; Garage-entrance at residence
103	Residental			
104		Residental	Joined	12m
105		Residental		32m from Access # 104
106	Residental			20m before Access # 105
107	Parking		Off the Hwy R-O+W, Same property	12
108	Residental			8
109		Commercial	Condos- George Shores Condos	12
110	Parking		Off Hwy- R-O-W	4
111	Residental		Shared entrance with 110	12
112	Residental			38
113	Parking		Off Hwy	22
114	Residental		Mutual with 113	12
115		Residental		20
116	Parking		Off Hwy	Aligned w/Access # 115
117	Residental		Mutual with 116	12
118	Parking		Off Hwy- George Shores Condos	32
119	Residental			12
120	Parking		Off Hwy	20
121	Residental			12
122	Residental		Same property	6
123	Field			28

Access	North Side	South Side	Additional Info	Distance (Metres)
124		Residental	U Shape (double)	28m (E.entrance); 24m (W.entrance) from E. entrance
125	Access to beach		confirm with municipality ownership	22m from Access #124 E. entrance
126		Residental	New Entrance	104
127		Residental		100
128		Residental		34
129		Commercial	Cregleigth Resort	38
130		Field		130
131		Utility Access		34
132		Residental		76
133		Residental	Property	18
134		Residental	Mutual (2 houses)	66
135		Public	Arrowland Rd.	150
136	Commercial		Craigleith Provincal Park	220
137		Public	Hidden Lake Rd.	450
138	Residental			44
139	Residental		U shaped double	40m (E.entrance); 36m (W. entrance) from E.entrance
140		Residental	Mutual (2 houses)	82
141	Residental			10
142		Residental		26
143	Residental			10
144		Residental		30
145	residental			30
146	residental			8
147		Residental		4
148		Residental		40
149	residental			24
150	residental			10
151	residental			30
152		Residental		12
153	residental			24
154	residental			4m before Access # 153
155		Field		Aligned w/ Access # 154
156		Residental	Gravel Parking	38
157	Residental			10
158	Residental			56
159		Residental		8
160	Residental			18
161	Residental			10
162		Residental		40
163	Residental			Same as Access # 162
164		Residental		46
165	Residental			22
166	Residental			34
167	Residental			34
168	Public		Wards Rd.	40
169	Residental			88
170	Residental			46
171	Residental		Mutual (3 #)	100
172	Field			44
173	Residental			66
174	Field			76
175	Residental			36
176	Field			48
177	Municipal pump?		access to the Tower Park	62
178	Temporary access			88
179	Residental		to be closed	184
180	Residental		to be closed	62
181	Residental		to be closed	18
182	Residental		to be closed	178

Access	North Side	South Side	Additional Info	Distance (Metres)
183	Public		Peaks Rd.	152
184	Residental			68
185	Field			54
186	Pumphouse		pump house for municipality	50
187	Field			36
188	Commercial		Access to Blue Mount. Beach Resort	96
189	Residental		Mutual (4 Residents)	198
190	Residental			108
191	Residental			46
192	Residental		Farmstead	Aligned w/ Access # 191
193	Public		Gibson Way	110
194	Field			254
195	Residental			260
196	Field			140
197	Residental			32
198	Public		Camperdown Rd.	116
199	Field			170
200	Residental		Mutual for 2 Residents	134
201	Residental			54
202		Field	Should be closed	10m before Access # 201
203	Field			88
204			Proposed closure	88
205	Residental			22
206	Residental		Hoover Lane	26
207	Residental			38
208	Residental			20
209	Residental		Mutual for Residents	16
210		Residental		94
211	Residental		Mutual for 2 Residents	44
212	Public		Grey County Rd. 4	102
213	Public			644
214	Residental		Mutual for 4 Residents	104
215		Residental		54
216	Residental		Eastwind cave, ask municipality if it's a road	54
217	Residental			12
218		Residental		10m before Access # 217; Aligned w/ Access # 216
219	Residental			32
220		Residental		Aligned w/ Access # 119
221	Residental			20
222	Residental			12
223		Residental		Aligned w/ Access # 222
224		Residental		56
225	Residental		Mutual for 2 Residents	38
226	Residental			26
227	Residental			8
228	Residental			22
229		Field		36
230	Commercial		Peacemarsh Beach	72
231	Field			86
232		Field		8
233		Residental		116
234	Parking		Let acccess to river	100
235		Field		32
236	Residental		Mutual for 3 residents	68
237	Residental			72
238	Field			112
239	Public		Lakeshore Rd.	150
240	Public		Old Lakeshore Rd.	approx. 682
241	Commercial		Access to Hm. Hardware	450
242		Utility		110
243	Public		Peel St.	526
244		Residental		254

Access	North Side	South Side	Additional Info	Distance (Metres)
245	Public		Unopened road allowance	196
246		Field		92
247	Public		Grey County Rd. 113	236
248		Commercial	U shape, Gold Smith Orchard	80m (E.entrance); 42m (W.entrance) from E. entrance
249		Residental		30
250		Field		64
251		Field		380
252		Residental		252
253	Residental			42
254	Temporary entrance		(Lora Bay Subdivision) construction entrance	36
255		Commercial	Check Zoning with municipality	250
256		Commercial	Check Zoning with municipality	118
257	Public		Kenwood Rd	226
258	Utility gas		Union gas utility entrance	90
259	Field			214
260	Field			238
261	Field			206
262		Public	35 Sideroad	78
263	Field			80
264		Field		56
265		Field		102
266	Field		Farms	130
267	Field			80
268		Field		Aligned w/ Access # 267
269	Field			184
270		Field		54
271		Residental		94
272	Public		Christie Beach Rd.	Aligned w/ Access # 271