Transportation Impact Assessment (Update)

Base31 Revitalization District: Rental Building A – Prince Edward County

February 2026 | TYLin Project # 10762
Prince Edward County Community Partners Inc.

TYLin

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1 INTRODUCTION

1.1 Scope and Objective

T.Y. Lin International Canada Inc. (TYLin) was retained by the Base31 Residences Inc. to prepare a Transportation Impact Assessment for a proposed residential development to be located in Village A, within the broader Base31 Lands in Prince Edward County in the community of Picton, Ontario. The proposed development is to be located at the northeast quadrant of the intersection of Church Street (County Road 22) at Kingsley Road and north of the existing Base31 / future Revitalization District, within Prince Edward County ("the County"), southeast Picton. This report builds on two previous studies related to Base31 lands prepared TYLin:

- Base31 Area Concept Plan Traffic Impact Study (dated November 2023), and
- Base31 Village-A Transportation Impact Assessment (dated August 2025)

For brevity, these two reports will be referred to "November 2023 Base31 TIA" and "August 2025 Village-A TIA", respectively, in this study.

This report serves as an update to the original transportation report for the proposed development dated November 2024 and a subsequent revision dated February 2025 which addressed reviewer comments dated January 2025. These two earlier reports proposed the development's location on lands east of Church Street (County Road 22) and south of Kingsley Road (within the future Revitalization District). The proposed location of the development has since been changed to the northeast quadrant of the intersection of Church Street (County Road 22) at Kingsley Road which is part of the proposed Village A. This study will undertake the following:

- Forecast traffic volumes anticipated to be generated by the proposed development during the weekday AM/PM and Saturday peak hours.
- Assess future traffic operations for the weekday AM/PM and Saturday peak hours, during peak season, while considering the background traffic growth and relevant background developments and assessing the impact of the proposed development.
- Detail transportation impacts at site accesses and boundary network for assessed future condition scenarios for the Interim (2029) and Ultimate (2034) horizon years.

2 SITE CHARACTERISTICS

2.1 Study Environment

The subject site was previously proposed east of Church Street and south of Kingsley Road (within the future Revitalization District). The proposed location has now moved to the northeast quadrant of the intersection of Church Street at Kingsley Road, west of vacant lands and, north of existing Base31/ future Revitalization District. An overview of the development area and site's new proposed location is shown in **Figure 2-1**.

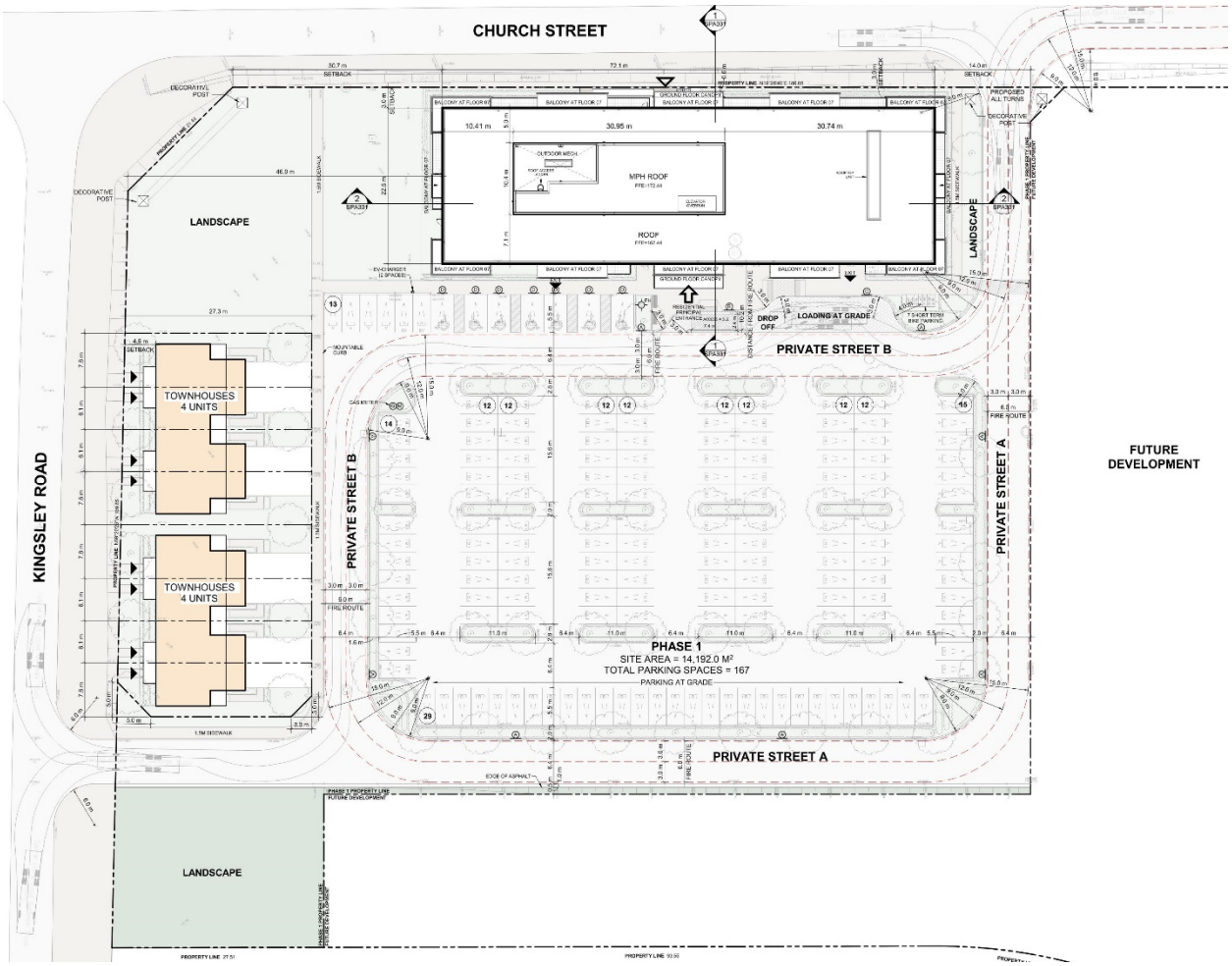
Figure 2-1 Development Area

2.2 Development Context

The proposed development will be one of several planned developments within the Base31 Village A Phase 1 that will make up the future Base31 Area Concept Plan, which encompasses residential developments as well as a mixture of commercial and recreational land uses. The proposed development will consist of a mid-rise condominium building (called rental building A) consisting of 120 units. The development will also include 8 townhouses abutting Kingsley Road, separate from the rental building A. The proposed development is expected to be built and operational by year 2029 which will coincide with the proposed Village A Phase 1 completion.

The site plan of Proposed development can be found in **Figure 2-2** and in detail in **Appendix A**.

Figure 2-2 Site Plan



3 EXISTING CONDITIONS

3.1 Road Network

Kingsley Road is an east-west local road under the jurisdiction of Prince Edward County. Kingsley Road begins at Church Street (County Road 22) on the west and ends at Old Milford Road to the east. Within the study area it operates as a two-way undivided cross section (one lane in each direction). Within the study area it has a posted speed limit of 70 km/h with unpaved shoulder and no sidewalks.

Church Street (County Road 22) is a north-south Inter-Centre Collector under the jurisdiction of Prince Edward County. Within the County, it runs from Bridge Street in the north to County Road 10 in the south. Within the study area it operates as a two-lane undivided cross section (one lanes in each direction) with a posted speed limit of 60 km/h and unpaved shoulders.

3.2 Transit Network

Picton is served by Quinte transit which provides the following services within the area:

A **Fixed Route Service** operates between Picton, Bloomfield, and Belleville. The route runs on weekdays between 6:30 AM and 6:30 PM with three busses in the morning and two busses in the afternoon. There is a bus stop located by the intersection of Church Street and Kinglsey Road, which services the Base31 lands. In addition, there are several bus stops in other locations within Picton including medical facilities, the supermarket, and Macaulay Mountain, before stopping at the Bloomfield post office, and finally going to the Belleville Transit Terminal.

An **On-Demand Door to Bus Stop Service** operates in the communities of Wellington, Consecon, Carrying Place, Rednersville, and Rossmore. The service is booked in advance and takes users from their front door to the nearest bus stop to take the fixed route service.

A **Specialized Service** operates within Prince Edward County for users over 55 years old and disabled users. The service is booked in advance and takes the users from their front door directly to their destination.

Figure 3-1 shows the current transit routes in the region. In addition, a localized map is provided in **Figure 3-2** illustrating transit routes within Picton Settlement Area.

Figure 3-1 Transit Routes

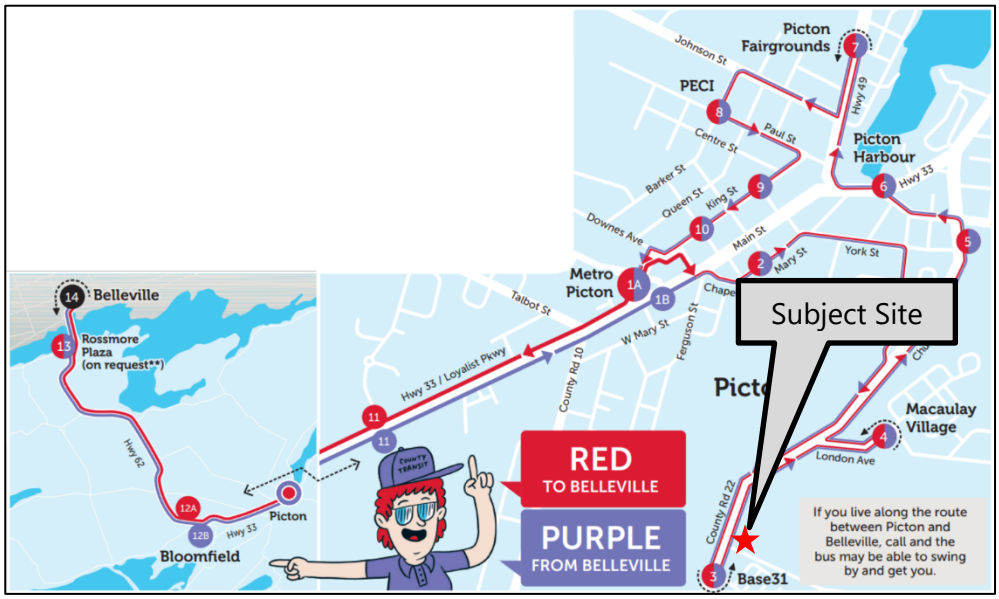
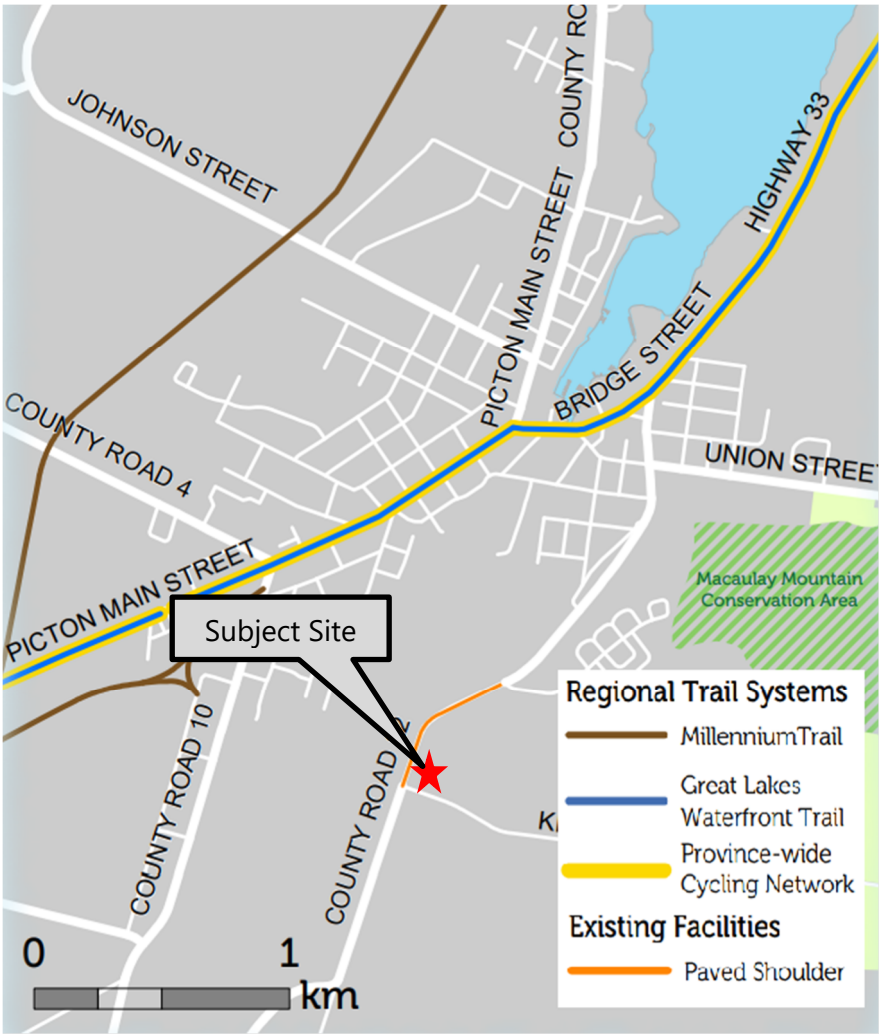


Figure 3-2 County Transit Fixed Route Service and Stop - Picton

3.3 Active Transportation

Figure 3-3 identifies the existing facilities available for active transportation within the study network. This includes major infrastructure, including the Millennium Trail, which runs parallel to Picton Main Street. Within Downtown Picton, sidewalks are provided, ensuring walkability within the core of the settlement area. In addition, several paved shoulders are present, contributing to improved connectivity within the active transportation network.

Figure 3-3 Cycling Routes



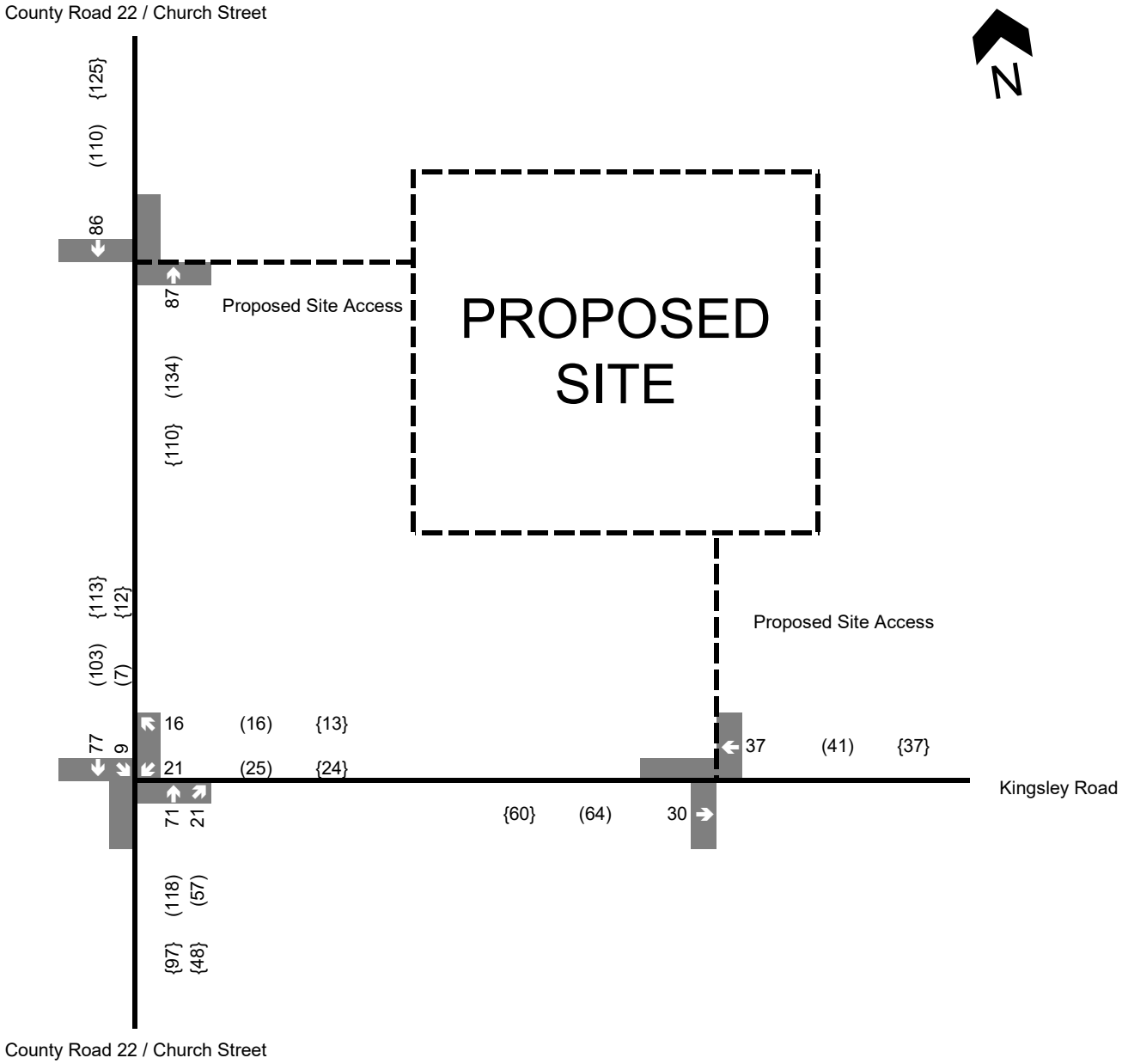
3.4 Existing Traffic

Existing intersection Turning Movement Counts (TMCs) were collected during the weekday AM (7:00–9:00 AM) and PM (4:00–6:00 PM) periods on July 5th 2023, as well as the Saturday mid-day period (11:00 AM–3:00 PM) on July 8th, 2023 to capture weekend traffic conditions.

This count data is consistent with November 2023 Base31 TIA and August 2025 Village-A TIA . For the purposes of this study, a 2.4 % per annum growth rate was applied to the 2023 TMCs to establish baseline condition for 2026 existing conditions analysis. This applied growth rate is consistent with growth rate assumed in November 2023 Base31 TIA.

Collected traffic data was obtained during the peak tourism season and the use of these volumes are considered to provide a conservative approach for the analysis.

Turning movement count data for the peak tourism season is provided in **Appendix B**. The existing traffic volumes for the study intersections are shown in **Figure 3-4.**



Legend

xx A.M. Peak Hour Traffic
(xx) P.M. Peak Hour Traffic
{xx} Weekend Peak Hour Traffic

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Fig 3-4
Existing Traffic Volumes

4 FUTURE CONDITIONS

4.1 Study Horizon Year

Assessment for future conditions were based on the proposed development being completed in a single phase. Future condition study horizons are as follows:

- Build-Out (2029): represents opening day of the Building A development
- 5-Year Post-Build-Out (2034): five-year post completion study horizon .

4.2 Background Corridor Growth

A 2.4 % per annum growth rate was applied to all roads within the study area. This applied growth rate is consistent with growth rate assumed in TYLin's August 2025 Base31 Village-A Transportation Impact Assessment and aligns with the County's Master Servicing Work.

4.3 Planned Transportation Improvements

4.3.1 Transit Improvements

As per the Picton Transportation Master Plan Addendum (PTMPA) published in March 2025, no immediate recommendations have been provided related to current transit servicing. However, it is expressed that the delivery of transit service will continue to be amended, evolving as demand grows and changes within the study area. The focus of improving the transit network within the study area appears to be premised on strengthening ridership of the Picton-to-Belleville commuter service. As ridership and travel patterns emerge from this, improvements may be integrated.

As part of the November 2023 Base31 TIA, further transit improvements have been recommended for the County and Base31's consideration. It is recommended that the County and Quinte Transit consider providing transit routes to service these lands if deemed appropriate based on demand.

Additionally, it is TYLin's understanding that the County is seeking to engage a specialized transit consultant to review post pandemic transit services and growth patterns to develop updated transit routes. It is our understanding that the Base31 team will provide input to assist with the development of new routes to complement its development.

4.3.2 Active Transportation Improvements

The Picton Transportation Master Plan Addendum (PTMPA) proposes several improvements to the existing active transportation network. Critical recommendations emerging from the PTMPA

include the introduction of a multi-use path along the northern portion of Picton Main Street, as shown in **Figure 4-1**. Additionally, a larger network of proposed, signed bicycle routes are proposed. A complete list of trail safety enhancements are also recommended, providing for better active transportation connectivity within the Picton Settlement Area. These are illustrated within **Figure 4-2.** The two maps highlight recommendations for the cycling and pedestrian network and can be compared to determine shared facility improvements.

The County is working on a project called the Delhi Park Community Connections, which is in the process of designing a series of 3-metre-wide, paved pathways in Delhi Park. Upon completion of the project, the pathway alignments will be reviewed by the Base31 team to identify opportunities for active transportation connections. As indicated on the County's website, this project is currently in Phase 2 where County Staff, as directed by Council is seeking funding opportunities to begin a phased approach to implement the Delhi Park Community Connections Active Transportation Plan.

Additionally, active transportation facilities are planned along the future and redeveloped roadways as part of the proposed development lands, which will support non-auto modes of travel throughout the development lands. The proposed cross sections of the existing roadways with active transportation facilities are included in **Appendix C**.

The above planned active transportation facilities would also enhance connectivity with the adjacent blocks within the Base31 Area Concept Plan.

Figure 4-1 Recommended Bicycle Facilities

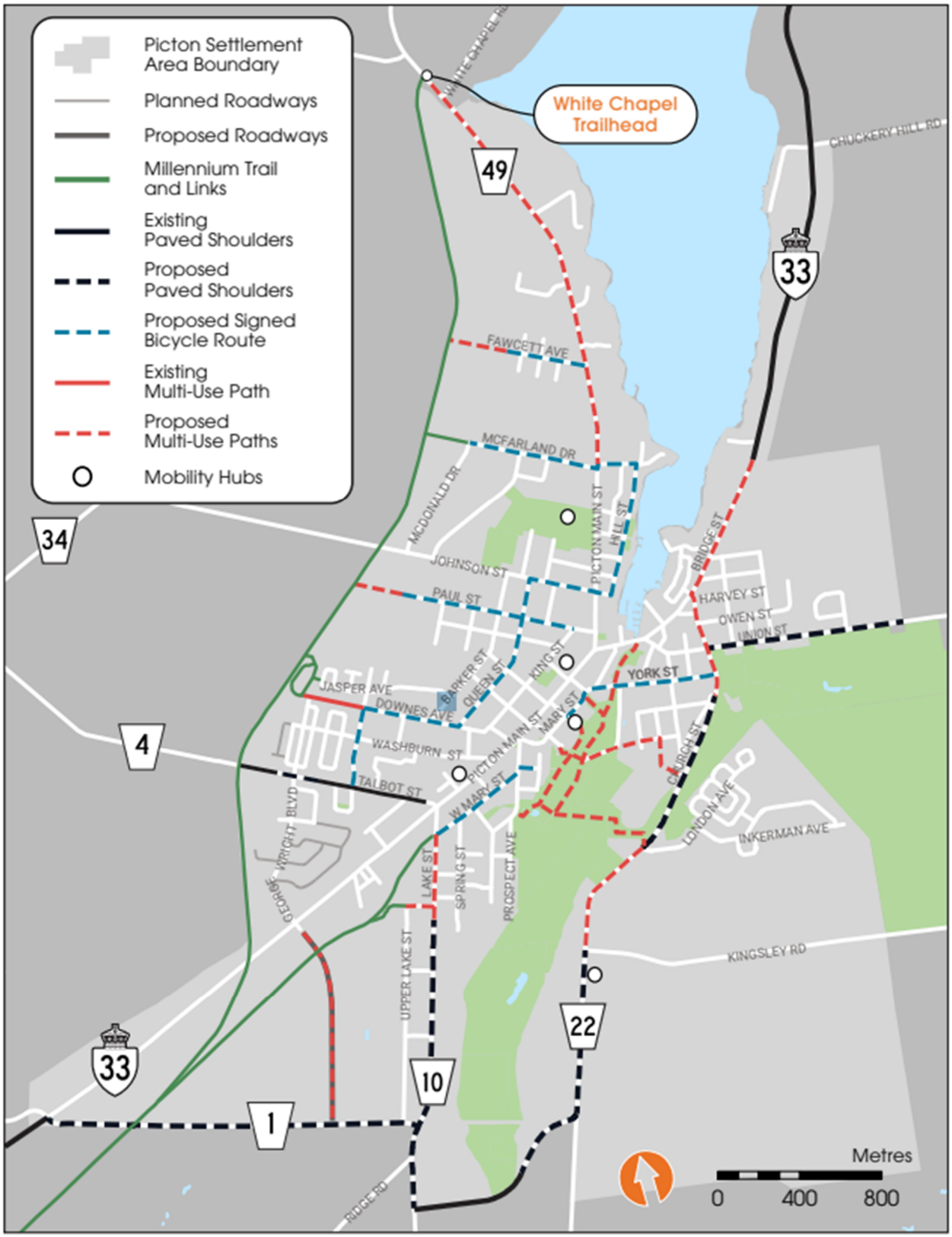
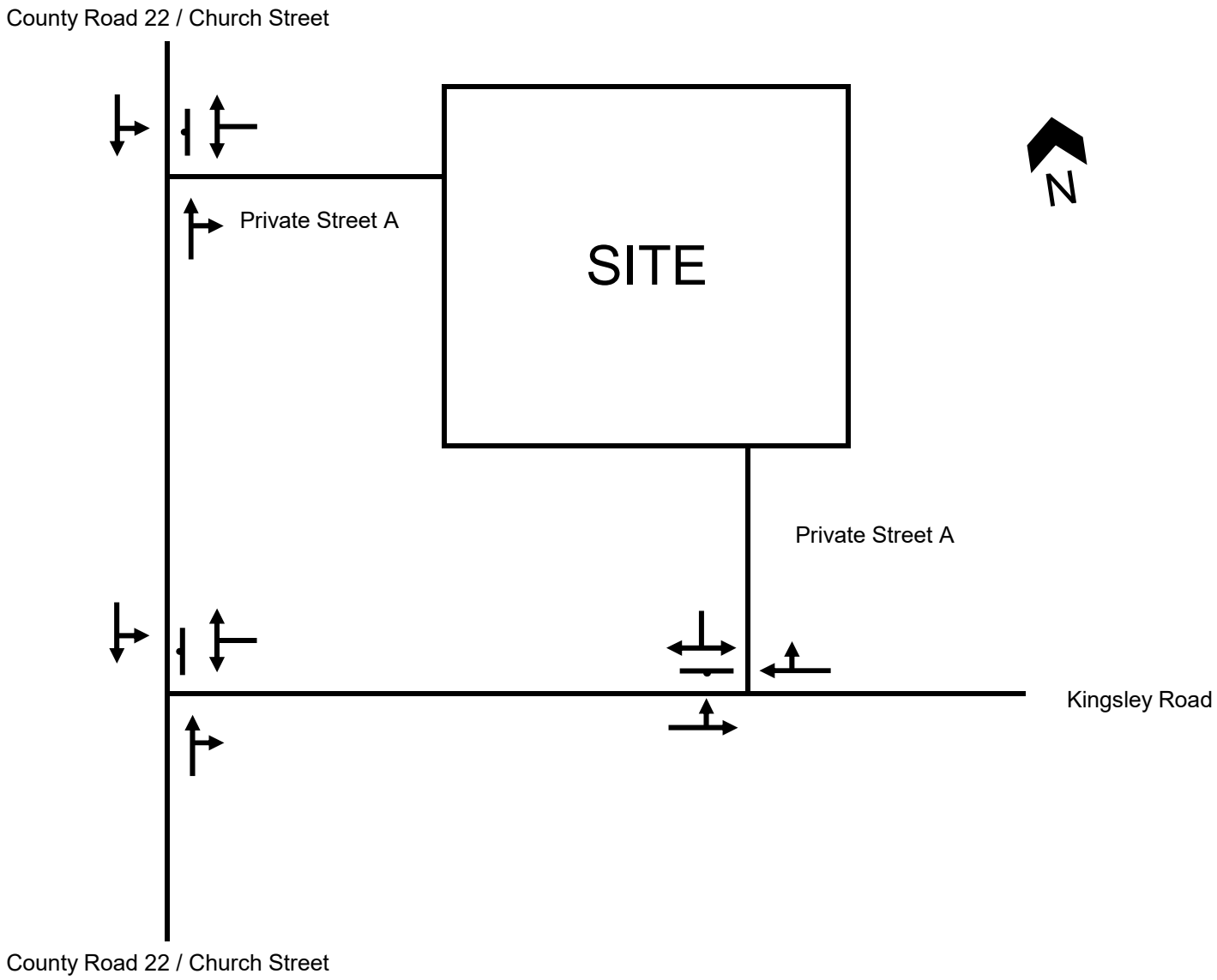


Figure 4-2 Recommended Pedestrian Facilities

4.3.3 Road Network Improvements

As previously identified in the November 2023 Base31 TIA, the cross-section of Kinglsey Road is being proposed to be revised. In the interim year (2029), Kinglsey Road will operate similarly to its existing conditions, where it will operate as a two-way undivided cross-section (one lane in each direction) rural road. In the ultimate year (2034), Kingsley Road would be designed as an Urban Collector Road with a 26.0 metre ROW and would include a 4.2 metre centre two way left-turn lane (TWLTL) and provide sidewalks on either side and a 3.0 metre two-way bicycle path along south side of the roadway. In the ultimate year (2034), the cross-section of Church Street is also being proposed to be revised from the existing two-lane rural cross-section to include 1.5m sidewalks on both sides with curb and gutter. Further, the existing intersection of Church Street and Kingsley Road is expected to be signalized by the ultimate year (2034), as noted in November 2023 Base31 TIA. The proposed ultimate year (2034) cross-sections for Church Street and Kingsley Road are included in **Appendix C**. The future lane configurations for the study area for interim year (2029) and ultimate year (2034) are shown in **Figure 4-3** and **Figure 4-4**, respectively.



Legend

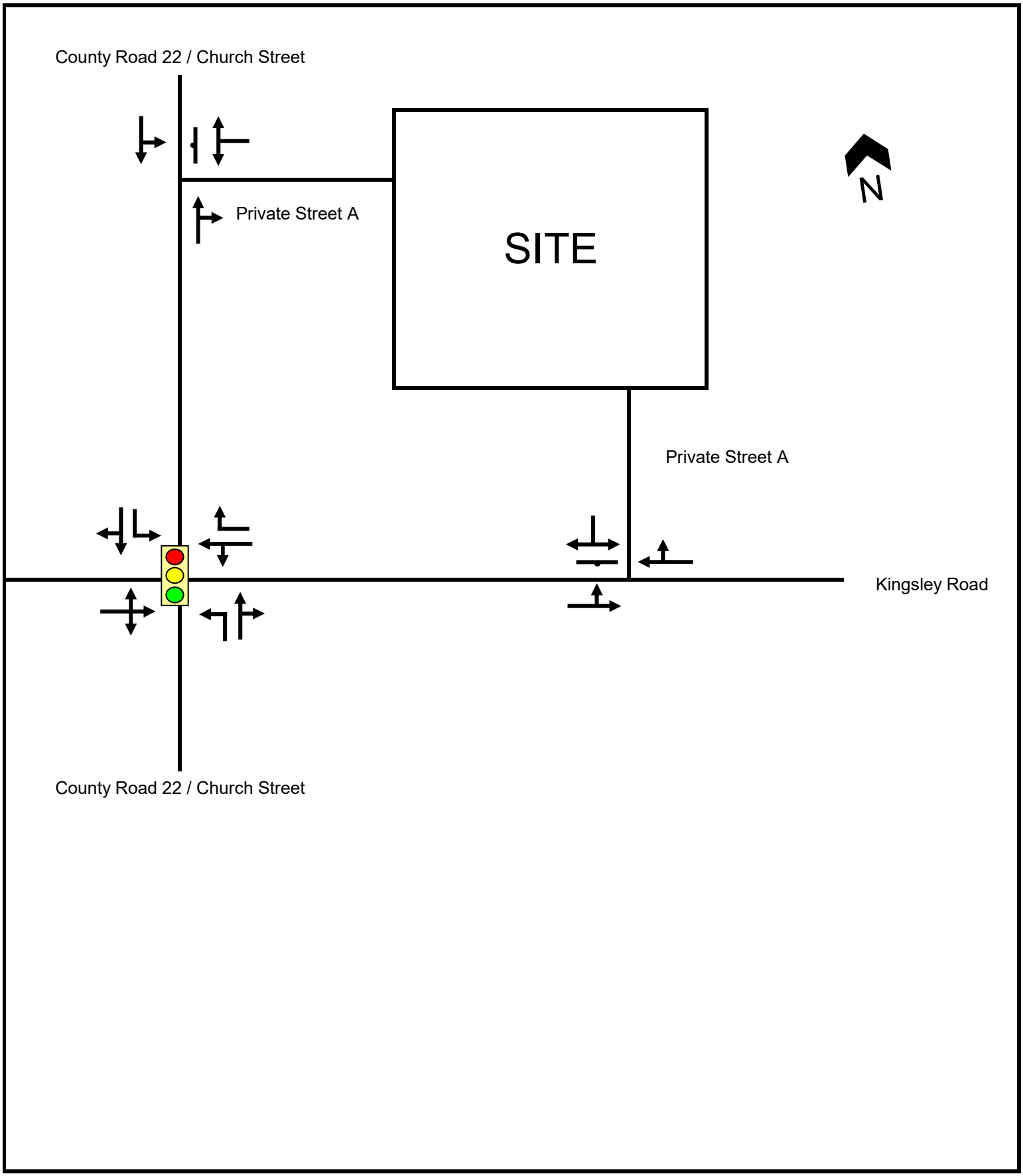
Signalized Intersection

Stop-Control

Fig 4-3

Future Lane Configuration

Interim Year (2029)



Legend

Signalized Intersection

Stop-Control

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Fig 4-4

Future Lane Configuration

Ultimate Year (2034)

4.4 Background Developments

The background developments included in November 2023 Base31 TIA and August 2025 Village-A TIA, have also been included as part of the analysis in this study. The area developments listed in **Table 4-1** were included for the development of future background traffic.

For the 2029 buildout horizon, only Phase 1 of the Village A development is anticipated to be developed and included for this development horizon. All other background developments are anticipated to be completed between the 2029 and 2034 horizon years. As such remaining developments considered, have only been included in the ultimate 2034 horizon which is, consistent with the August 2025 Village-A TIA.

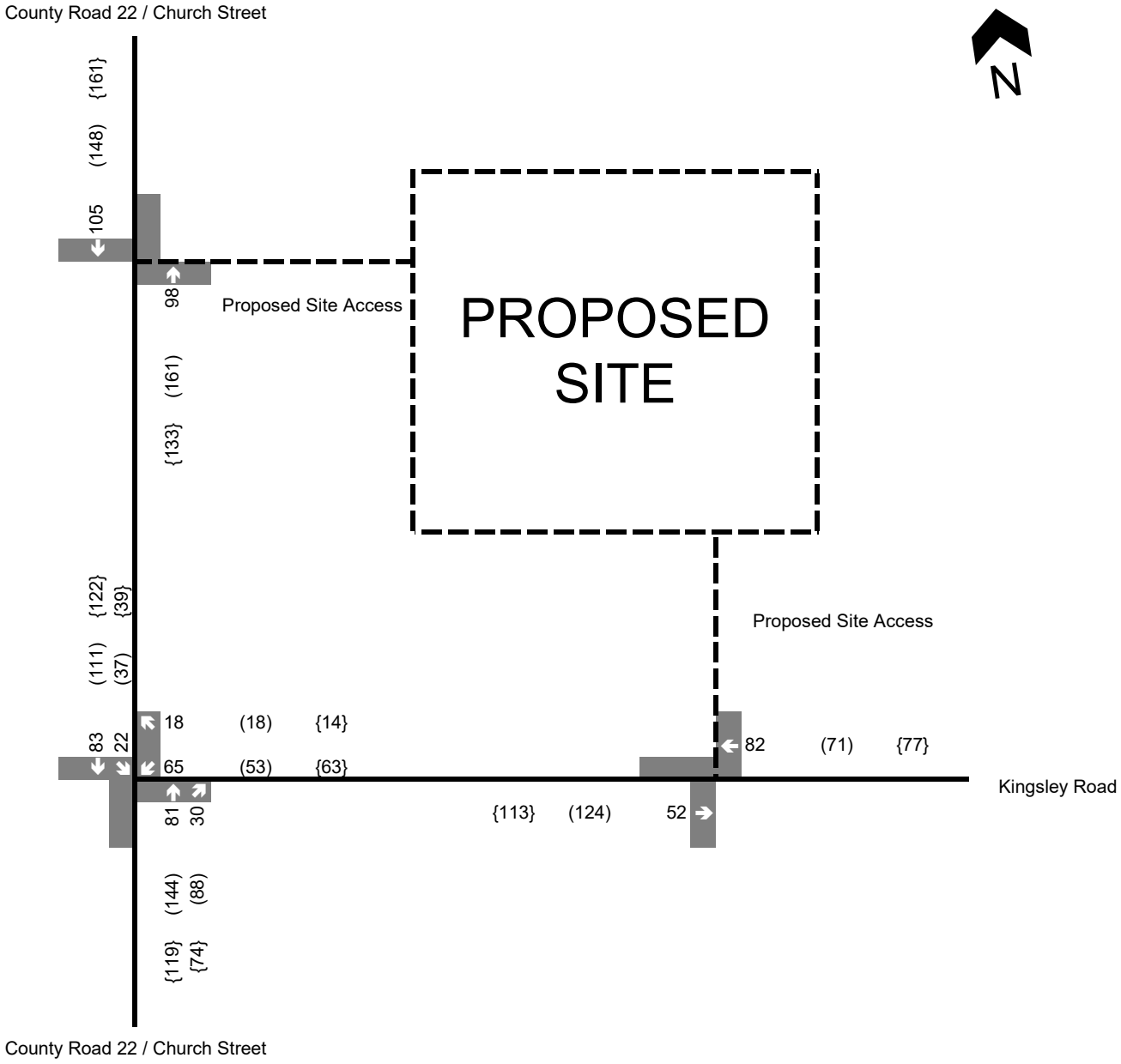
Table 4-1 Background Developments

#	Development	Description
Interim Horizon Year (2029)		
1	Village A (Phase 1) – Residential Subdivision	213 residential units
Ultimate Horizon Year (2034)		
1	VineRidge Boutique Towns	560 Townhouse units located directly north of the subject development
2	Tulip Estates	387 Low-rise residential units at 12697 Loyalist Parkway
3	Port Picton Condos	233 residential units, 18 vacation rental units, and 1 restaurant at 97 Bridge Street
4	Village A – Residential Subdivision (Phase 1+2)	800 residential units
5	Base31 Revitalization District	800 Low-rise residential units at Base31 Commercial / Recreational Land Uses
6	Village F - Hotel	60 hotel rooms within Village F lands

The traffic volumes for each background development were obtained from their relevant transportation impact studies and added to the study network. The relevant excerpts of each study can be found in **Appendix D**.

4.5 Future Background Traffic Volumes

The 2029 and 2034 future background weekday AM/PM and Saturday peak hour traffic volumes include the existing traffic volumes plus annual growth and background development traffic. The 2029 and 2034 future background traffic volumes are presented in **Figure 4-5** and **Figure 4-6**, respectively.



Legend

xx A.M. Peak Hour Traffic
(xx) P.M. Peak Hour Traffic
{xx} Weekend Peak Hour Traffic

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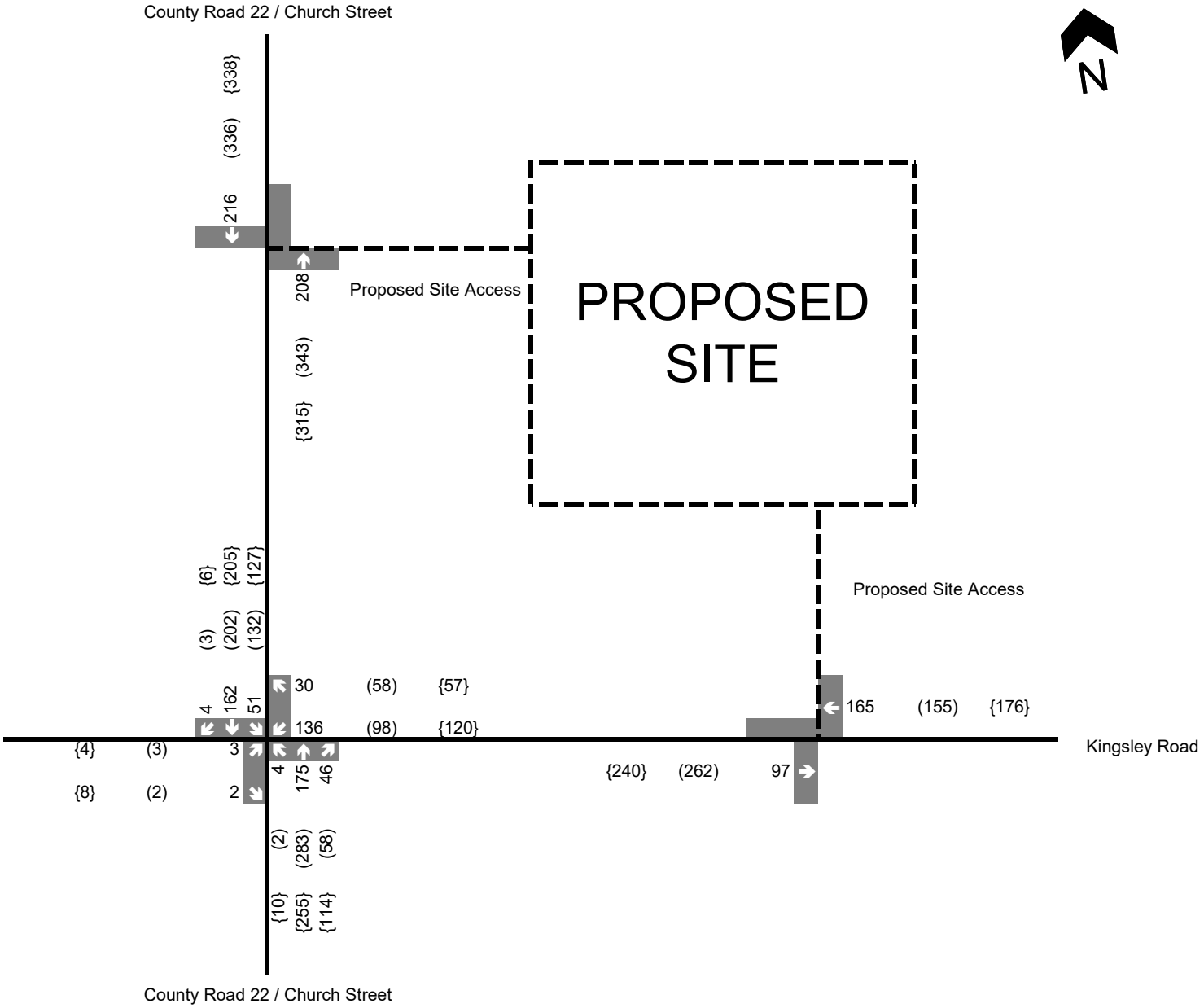
Fig 4-5
Future Background 2029
Traffic Volumes



Legend

xx A.M. Peak Hour Traffic
(xx) P.M. Peak Hour Traffic
{xx} Weekend Peak Hour Traffic

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Fig 4-6
Future Background 2034
Traffic Volumes

5 SITE TRAFFIC

5.1 Trip Generation Methodology

The trip generation methodology from November 2023 Base31 TIA and August 2025 Village-A TIA was applied to this study. The trip generation methodology has been summarized below.

A non-auto trip reduction factor of 25% was applied to all trips, which is consistent with November 2023 Base31 TIA and August 2025 Village-A TIA. This rate is based on similar municipalities in Ontario such as the City of Guelph or City of Barrie which have a dense multiuse core area surrounded by lower density residential development similar to the Base31 Revitalization District and its surrounding villages. It is also noted that Picton has a higher-than-average retirement community with 34.6% of the population aged 65 years or over (compared to the provincial average of 15.5%). This would lead towards lower vehicle ownership rates and a heavier reliance on transit, rideshare / taxis, and active transportation.
Note that the 25% non-auto modal split was assumed for the entire Base31 lands and specific areas within the Revitalization District such as the proposed site are expected to have potentially higher non-auto mode splits.

As the overall Base31 Area Concept Plan progresses, it is expected that additional transit services will be established to serve the population growth. The implementation of additional transit services is to be planned as a coordinated effort between the Base31 team, the County, and the County's specialized transit consultant. The collector roads within the surrounding area are designed to facilitate transit vehicles by providing sufficient lane widths. As the County engages with a specialized transit consultant, routes should be developed and phased to correspond with the build out of the proposed Villages. Additionally, the development is designed to prioritize active transportation modes with the network of on and off-street facilities. The transportation demand management strategies outlined in **Section 9** will further support the non-auto trip reduction factor.

5.2 Site Trip Generation

The proposed development will consist of 120 apartment rental units and 8 townhouse units. The Institute of Transportation Engineers (ITE) Trip Generation Manual, 12th Edition was used to estimate the site-generated traffic. Trips for apartment units were generated using land use code (LUC) 221, Multifamily Housing (Mid-Rise) and townhouse trips were generated using LUC 222, Multifamily Low-rise". Site generated trips for the proposed development has been detailed in **Table 5-1**.

Table 5-1 Site Trip Generation

Land Use	Parameters	Peak Hour Trip Generation								
		AM Peak Hour			PM Peak Hour			SAT Peak Hour		
		In	Out	Total	In	Out	Total	In	Out	Total
LUC 221 Multifamily Mid-Rise (120 units)	Fitted Curve Equation/ Average Rate	T = 0.42 (X) – 7.7			T = 0.36 (X) + 3.07			0.36		
	Trip Distribution	23%	77%	100%	64%	36%	100%	51%	49%	100%
	Gross Trips	10	33	43	29	17	46	22	21	43
	Non-Auto Modal Split Trip Reduction	25%	25%	-	25%	25%	-	25%	25%	-
		-3	-8	-11	-7	-4	-11	-6	-5	-11
	Gross Trips	**7**	**25**	**32**	**22**	**13**	**35**	**16**	**16**	**32**
LUC 220 Multifamily Low-Rise (8 units)	Fitted Curve Equation/ Average Rate	T = 0.35 (X) + 12.93			T = 0.48 (X) + 7.35			0.49		
	Trip Distribution	24%	76%	100%	62%	38%	100%	38%	62%	100%
	Gross Trips	4	12	16	7	4	11	2	2	4
	Non-Auto Modal Split Trip Reduction	25%	25%	-	25%	25%	-	25%	25%	-
		-1	-3	-4	-2	-1	-3	-1	-1	-2
	Gross Trips	**3**	**9**	**12**	**5**	**3**	**8**	**1**	**1**	**2**
Net Gross Trips		**10**	**34**	**44**	**27**	**16**	**43**	**17**	**17**	**34**

A total of 44 two-way trips, consisting of 10 inbound and 34 outbound trips are predicted to be generated by the subject site during the weekday AM peak hour. During the weekday PM peak hour, 27 inbound and 16 outbound trips are predicted, totaling 43 two-way trips and during the Saturday midday peak hour, 17 inbound and 17 outbound trips are predicted, totaling 34 two-way trips.

5.3 Site Trip Distribution and Assignment

The trip distribution and assignment used in this study is consistent with November 2023 Base31 TIA and August 2025 Village-A TIA, which is further detailed below.

To determine the distribution of traffic utilizing the road network near the proposed development, the site traffic for the overall Base31 Area Concept Plan has been distributed throughout the internal road network of Base31 as well as the broader external roads. The distribution of trips is based on

2019 Urban SDK data of travel patterns for Picton and engineering judgement. **Table 5-2** outlines the Urban SDK data used. The raw Urban SDK data can be found in **Appendix E**.

Table 5-2 Urban SDK Travel Data

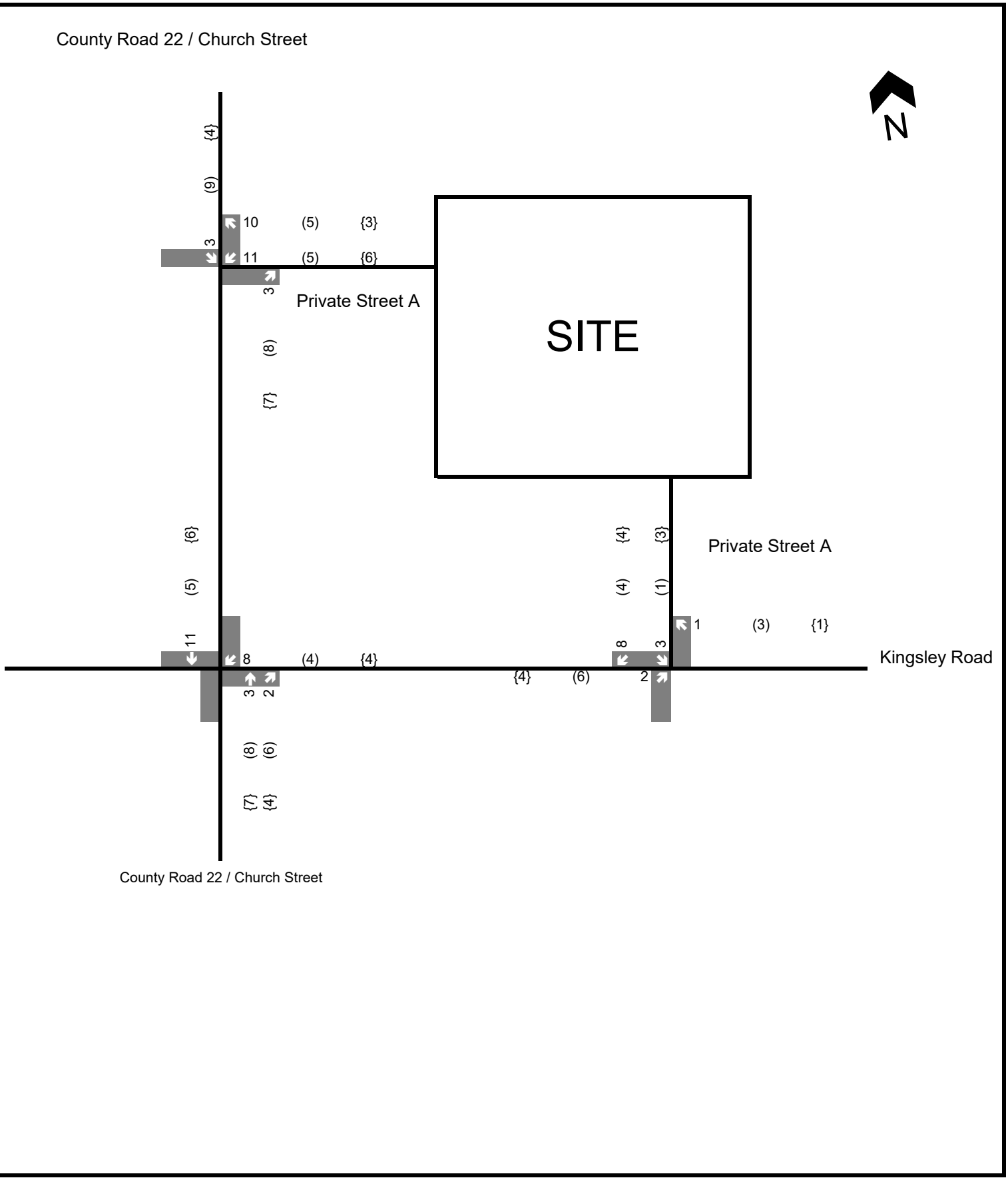
Destination		Travel Demand
External (outside the Bay of Quinte)		39.0%
Picton	Base31	14.5%
	Other Areas	14.5%
Other areas within the Bay of Quinte		16.0%
Belleville		8.0%
Bloomfield		2.0%
Sandbanks & South Shore		2.0%
Wellington		1.0%
Trenton & CFB Trenton		1.0%
Tyendinaga & Deseronto		0.5%
Napanee		0.5%
Kingston		0.5%
Bath, OPG Lennox, Millhaven, Bombardier		0.5%
Total		**100%**

The travel demand was applied to all the potential gateways to Village A which includes the proposed development. The destinations of 'Other areas within the Bay of Quinte' and 'External (Outside of the Bay of Quinte)' were assigned based on the existing traffic volumes observed from the traffic movement counts. The Urban SDK data identified that 29% of trips in Picton are destined for a location within Picton. It was assumed for the analysis that the 29% that travel within Picton would be comprised of both Picton Main Street and the Base31 Revitalization District as they will be able to satisfy these day-to-day discretionary trips such as groceries, retail, recreational, or institutional trips. For the 29% of trips generated that travel within Picton, approximately 50% are assumed to be travelling to/from the Revitalization District, and approximately 50% are travelling to/from other areas in Picton. **Table 5-3** outlines the trip distribution results after destinations were assigned to gateways.

Table 5-3 Site Trip Distribution

Direction	Distribution	
External		
East	2.1%	
South	6.8%	
West	35.6%	
North	26.5%	
Internal		
Picton	Base31	14.5%
	Other Areas	14.5%
Total	**100.0%**	

The detailed site traffic distribution calculations can be found **Appendix E**. The estimated site trips during the AM/PM and Saturday midday peak hours are shown in **Figure 5-1**.



Legend

xx A.M. Peak Hour Traffic
(xx) P.M. Peak Hour Traffic
{xx} Weekend Peak Hour Traffic

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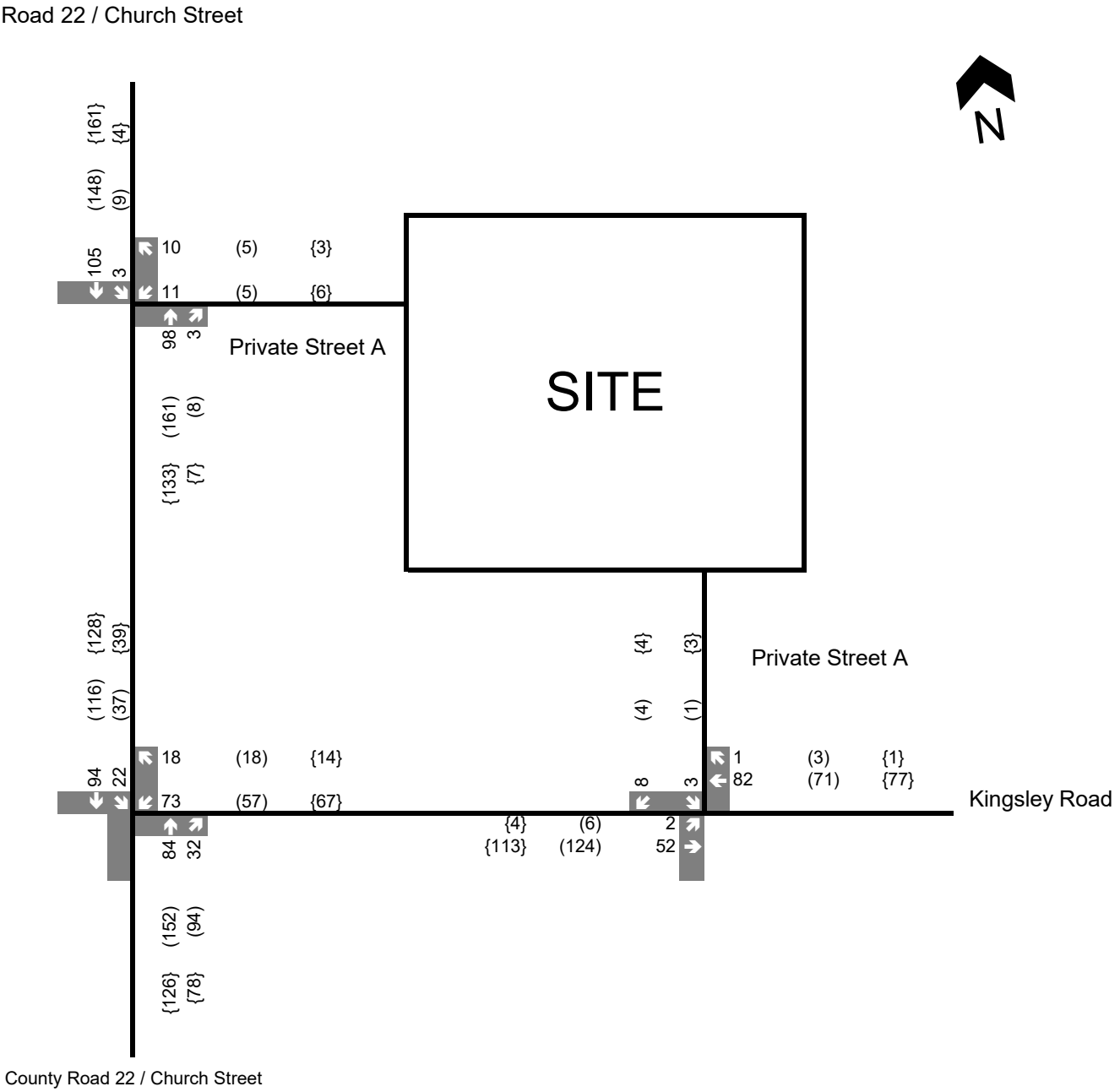
Fig 5-1
Site Traffic Volumes

5.4 Future Total Traffic Volumes

The 2029 and 2034 future total traffic volumes during the AM/PM and Saturday peak hours for the future horizon year was derived by combining the projected future background traffic with the corresponding estimate of site generated traffic. The future 2029 and 2034 traffic volumes during the AM/PM and Saturday peak hours are illustrated in **Figure 5-2** and **Figure 5-3**, respectively.



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xx A.M. Peak Hour Traffic
(xx) P.M. Peak Hour Traffic
{xx} Weekend Peak Hour Traffic

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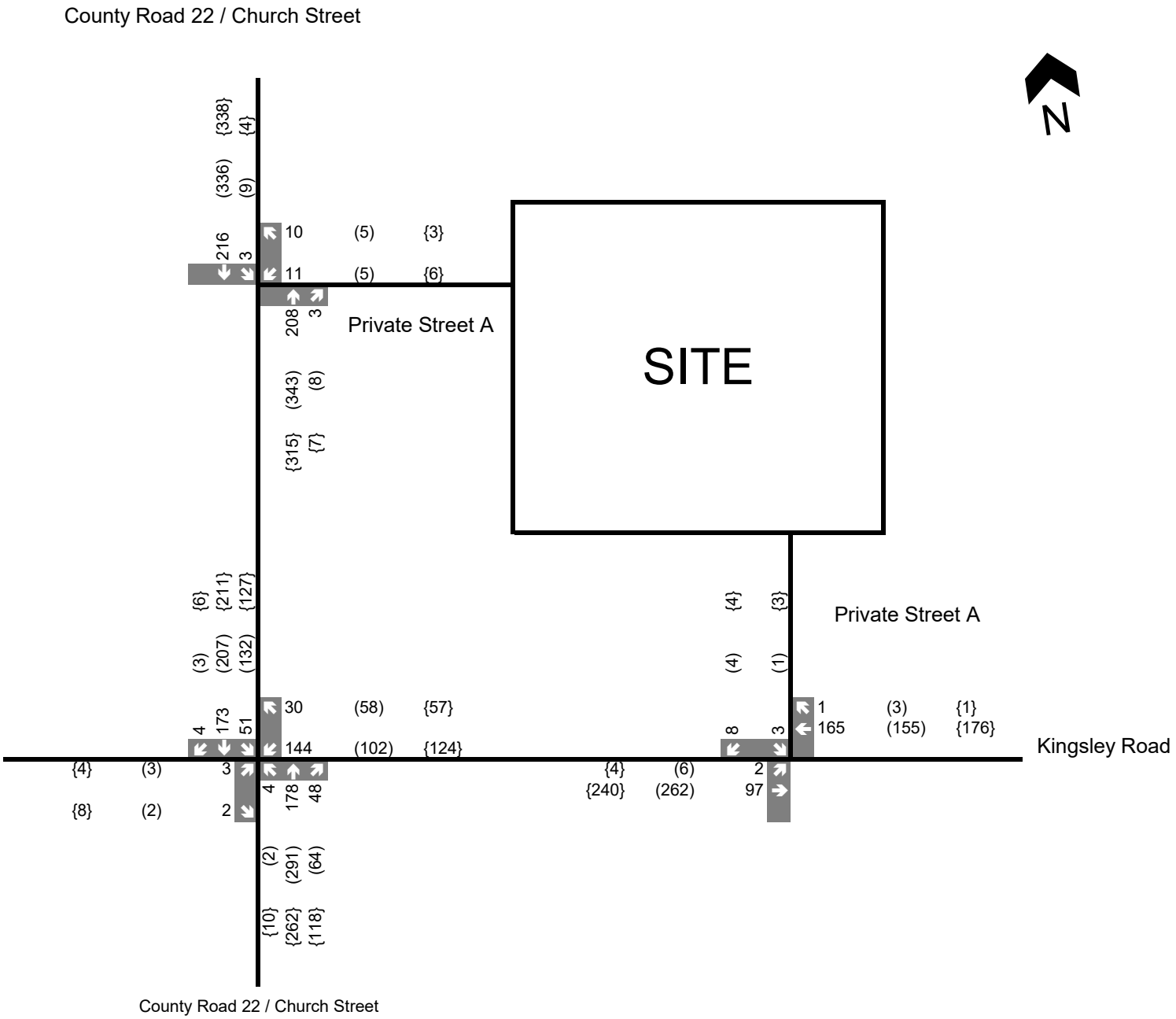
Fig 5-2
Future Total 2029
Traffic Volumes



Legend

xx A.M. Peak Hour Traffic
(xx) P.M. Peak Hour Traffic
{xx} Weekend Peak Hour Traffic

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Fig 5-3
Future Total 2034
Traffic Volumes

6 TRAFFIC CAPACITY ANALYSIS

The capacity analysis identifies how well the intersections are operating and how they are expected to operate in the future. The analysis contained in this report utilized the Highway Capacity Manual (HCM) 6 techniques within the Synchro Software package (version 12) to analyze the study intersections. The reported intersection volume-to-capacity ratios (v/c) are a measure of the saturation volume for each turning movement, while the levels-of-service (LOS) are a measure of the average delay for each turning movement.

This section evaluates the existing and future operational performance of the existing intersection of Kingsley Road and Church Street along with the site accesses of the proposed development. The existing conditions and future background conditions analysis does not include the site accesses as they are included as a part of the future development. As noted in **Section 4.3.3**, the intersection of Kingsley Road and Church Street is a two-way stop controlled intersection under existing conditions and future horizon year 2029, and a signalized intersection in future horizon year 2034. Detailed Synchro reports are included in **Appendix F**.

6.1 Existing Conditions

The 2026 Existing traffic capacity analysis results for the Kingsley Road and Church Street intersection are summarized in **Table 6-1** for weekday AM/PM peak hours and Saturday midday peak hours.

Table 6-1 2026 Existing Traffic Operations

Intersection	Movement	Weekday AM			Weekday PM			Saturday Midday		
		v/c	Delay	LOS	v/c	Delay	LOS	v/c	Delay	LOS
Kingsley Road & Church Street (CR 22) [unsignalized]	WBL	0.05	9	A	0.06	10	A	0.05	10	B
	SBL	0.01	7	A	0.01	8	A	0.01	8	A
	SBT	-	0	A	-	0	A	-	0	A

Under existing conditions, the Kingsley Road and Church Street intersection is expected to operate well within capacity and acceptable delays during weekday AM/PM and Saturday midday peak hours. The individual movements at the intersection operate with LOS B or better under weekday and Saturday peak hours.

6.2 2029 Future Background Conditions

The Future Background 2029 traffic capacity analysis results for the Kingsley Road and Church Street intersection are summarized in **Table 6-2** for weekday AM/PM peak hours and Saturday midday peak hours.

Table 6-2 2029 Future Background Traffic Operations

Intersection	Movement	Weekday AM			Weekday PM			Saturday Midday		
		v/c	Delay	LOS	v/c	Delay	LOS	v/c	Delay	LOS
Kingsley Road & Church Street (CR 22) [unsignalized]	WBL	0.12	10	B	0.11	11	B	0.14	12	B
	SBL	0.02	8	A	0.03	8	A	0.03	8	A
	SBT	-	0	A	-	0	A	-	0	A

Under Future 2029 Background conditions, the Kingsley Road and Church Street intersection is expected to operate well within capacity and acceptable delays during weekday AM/PM and Saturday midday peak hours. The individual movements at the intersection operate with LOS B or better under weekday and Saturday peak hours.

6.3 2034 Future Background Conditions

The Future Background 2034 traffic capacity analysis results for the Kingsley Road and Church Street intersection are summarized in **Table 6-3** for weekday AM/PM peak hours and Saturday midday peak hours.

Table 6-3 2034 Future Background Traffic Operations

Intersection	Movement	Weekday AM			Weekday PM			Saturday Midday		
		v/c	Delay	LOS	v/c	Delay	LOS	v/c	Delay	LOS
Kingsley Road & Church Street (CR 22) [signalized]	EBLTR	0.02	29	C	0.02	29	C	0.05	29	C
	WBLT	0.51	33	C	0.42	33	C	0.48	33	C
	WBR	0.16	29	C	0.38	32	C	0.33	31	C
	NBL	0.00	3	A	0.00	2	A	0.01	3	A
	NBTR	0.21	3	A	0.26	3	A	0.32	4	A

Intersection	Movement	Weekday AM			Weekday PM			Saturday Midday		
		v/c	Delay	LOS	v/c	Delay	LOS	v/c	Delay	LOS
	SBL	0.06	4	A	0.16	4	A	0.18	5	A
	SBTR	0.14	3	A	0.16	2	A	0.178	3	A

Under future background 2034 conditions, the Kingsley Road and Church Street intersection is expected to operate well within capacity and acceptable delays during both weekday AM/PM and Saturday midday peak hours. The individual movements at the intersection operate with LOS C or better under weekday AM/PM and Saturday peak hours.

6.4 2029 Future Total Conditions

The Future Total 2029 traffic capacity analysis results for the Kingsley Road & Church Street intersection and the proposed site accesses are summarized in **Table 6-4** for weekday AM/PM peak hours and Saturday midday peak hours.

Table 6-4 2029 Future Total Traffic Operations

Intersection	Movement	Weekday AM			Weekday PM			Saturday Midday		
		v/c	Delay	LOS	v/c	Delay	LOS	v/c	Delay	LOS
Kingsley Road & Church Street (CR 22) [unsignalized]	WBL	0.13	11	B	0.12	12	B	0.15	12	B
	SBL	0.02	8	A	0.03	8	A	0.03	8	A
	SBT	-	0	A	-	0	A	-	0	A
Private Street A & Kingsley Road [unsignalized]	EBL	0.00	8	A	0.00	7	A	0.00	8	A
	EBT	-	0	A	-	0	A	-	0	A
	SBLR	0.01	9	A	0.01	9	A	0.01	9	A
Private Street A & Church Street (CR 22) [unsignalized]	WBL	0.03	9	B	0.01	10	A	0.01	10	A
	SBL	0.00	7	A	0.01	8	A	0.00	8	A
	SBT	-	0	A	-	0	A	-	0	A

Under Future 2029 Total conditions, the Kingsley Road & Church Street intersection and the site accesses are expected to operate well within capacity and acceptable delays during weekday AM/PM and Saturday midday peak hours. The individual movements at the Kingsley Road and Church Street intersection operate with LOS B or better under weekday and Saturday peak hours.

Overall, the site traffic can be accommodated within the study area and no material impact to the boundary road network is expected.

6.5 2034 Future Total Conditions

The future total 2034 traffic capacity analysis results for the for the Kingsley Road & Church Street intersection and the proposed site accesses are summarized in **Table 6-5** for both weekday AM/PM peak hours and Saturday midday peak hours.

Table 6-5 2034 Future Total Traffic Operations

Intersection	Movement	Weekday AM			Weekday PM			Saturday Midday		
		v/c	Delay	LOS	v/c	Delay	LOS	v/c	Delay	LOS
Kingsley Road & Church Street (CR 22) [signalized]	EBLTR	0.02	28	C	0.02	28	C	0.05	29	C
	WBLT	0.53	33	C	0.41	31	C	0.49	33	C
	WBR	0.15	29	C	0.37	30	C	0.32	31	C
	NBL	0.00	3	A	0.00	3	A	0.01	3	A
	NBTR	0.20	3	A	0.28	3	A	0.33	4	A
	SBL	0.06	4	A	0.17	4	A	0.19	5	A
	SBTR	0.15	3	A	0.16	3	A	0.18	3	A
Private Street A & Kingsley Road [unsignalized]	EBL	0.00	8	A	0.00	8	A	0.00	8	A
	EBT	-	0	A	-	0	A	-	0	A
	SBLR	0.02	10	A	0.01	10	A	0.01	10	A
Private Street A & Church Street (CR 22) [unsignalized]	WBL	0.04	11	B	0.02	12	B	0.02	13	B
	SBL	0.00	8	A	0.01	8	A	0.00	8	A
	SBT	-	0	A	-	0	A	-	0	A

Under Future 2034 Total conditions, the Kingsley Road & Church Street intersection and the site accesses are expected to operate well within capacity and acceptable delays during weekday AM/PM and Saturday midday peak hours. The individual movements at the Kingsley Road and Church Street intersection operate with LOS C or better during weekday AM/PM and Saturday peak hours.

Overall, the site traffic can be accommodated within the study area and no material impact to the boundary road network is expected.

7 PARKING REVIEW

Parking requirements for the site were reviewed based on the number of dwelling units for the latest plan provided for the development. The site plan proposes a mid-rise building containing 120 apartment units and 8 townhouses, separate from the building.

According to Prince Edward County's comprehensive zoning by-law 140-2025 Schedule-A, Picton Base31 lands are excepted from the county's zoning by-law and Ministry's Zoning Order (MZO) O. Reg. 125/25: Zoning Order is applicable instead. Since the proposed development falls within the Picton Base 31 lands, the minimum parking requirements outlined in the MZO O. Reg. 125/25: Zoning Order and proposed supply are summarized in **Table 7-1** below.

Table 7-1 Vehicle Parking Summary

Parking Use	Units/ Density	Parking Rate	Minimum Required Parking	Proposed Parking Supply
Residential Units (Apartments)	120	1 space per apartment dwelling	120	143
Residential Units (Townhouses)	8	1 space per townhouse dwelling	8	
Visitor Parking	128	-	-	24
Total			**128**	**167**

A total of 143 residential parking spaces are proposed (inclusive of five barrier-free Type 'A' spaces) at the site. Additionally, 24 visitor parking spaces are proposed (inclusive of two barrier-free Type 'A' spaces). Therefore, the site plan proposes a total of 167 parking spaces exceeding the minimum requirement of 128 spaces.

The minimum bicycle parking requirements outlined in the MZO O. Reg. 125/25: Zoning Order and proposed supply are summarized in **Table 7-2** below.

Table 7-2 Bicycle Parking Summary

Parking Use	Units/ Density	Parking Rate	Minimum Required Parking	Proposed Parking Supply
Residential Units (Apartments and Townhouses)	128	0.05 short-term space per unit	7	7
		0.25 long-term space per unit	32	32
Total			**39**	**39**

A total of 7 short-term and 32 long-term bicycle parking spaces are proposed at the site. All of the long-term parking spaces are proposed indoors. Therefore, the site plan proposes a total of 39 bicycle parking spaces meeting the minimum requirement for bicycle parking in the MZO.

8 SITE PLAN REVIEW

8.1.1 Site Access Functional Designs

Functional designs for the site accesses at Church Street and Kingsley Road were prepared assuming the ultimate year (2034) cross-sections of both roadways. These have been included in **Appendix G**.

8.1.2 Sightline Assessment

A sightline review was conducted for the proposed site accesses on Kingsley Road and Church Street based on TAC Tables 9.9.4 and 9.9.6 which provides minimum Intersection Sight Distance (ISD) requirements for left and right-turn maneuvers from stop, respectively.

Church Street has a posted speed limit of 60 km/h, and design speed of 70 km/h within the study area. Kingsley Road has a posted speed limit of 70 km/h and design speed of 80 km/hr within the study area. The resulting minimum ISD requirements are summarized in **Table 8-1.**

Table 8-1 Sight Distance Requirements by Intersection and Movement

Roadway	Movement	Posted Speed Limit (km/h)	Design Speed (km/h)	ISD Required (m)	Available sight distance
Church Street	Right Turn	60	70	130	130
	Left Turn	60	70	150	130
Kingsley Road	Right Turn	70	80	145	109
	Left Turn	70	80	180	180

The ISD along Church Street for right-turn from stop movement meets the minimum required sight distance. For left-turn from stop movement, the available sight distance is 130m. It should be noted that the posted speed limit for southbound traffic on Church Street increases from 50 km/h to 60 km/h approximately 375m north of the proposed site access. It is expected that the drivers will take time react to the speed change and will be still be at the speeds corresponding to the posted speed limit of 50 km/h. The ISD for design speed of 60 km/h (based on posted speed limit of 50 km/h) is 130m which is met.

The ISD along Kingsley Road for left-turn from stop movement meets the minimum required sight distance. For right-turn from stop movement, the available sight distance is approximately 109m. The intersection of Church Street and Kingsley Road will remain a t-intersection though interim

year 2029 and vehicles making a southbound left-turn and northbound right-turn from Church Street into Kingsley Road will not be expected to drive at the design speed of 80 km/h immediately after completing the turn into Kingsley Road. Hence, the available sight distance of 109m is deemed adequate.

8.1.3 Access Spacing Review

Church street is classified as a collector road during existing conditions and will maintain its collector road classification by the ultimate year (2034). Kingsley Road is classified as a local road during existing conditions which will be widened to a 26m R.O.W. and will be classified as an urban collector ultimate year (2034). Based on section 9.4.2.2 of TAC Chapter 9, intersection spacing of 60m is required between intersections on collector roads. The site access intersection at Church Street will be located approximately 139m north of Church Street and Kingsley Road Intersection. The site access intersection at Kingsley Road will be located approximately 105m east of Church Street and Kingsley Road Intersection. Hence, both site accesses will meet the TAC intersection spacing requirements. These dimensions have been illustrated in **Appendix H**.

8.1.4 Corner Clearance Review

Based on TAC Figure 8.8.2, a corner clearance of 55m is required along Church Street and a corner clearance of 25m is required along Kingsley Road. The corner clearance distances will be approximately 133m along Church Street and approximately 99m along Kingsley Road. Hence, both site accesses will meet the TAC corner clearance requirements. These dimensions have been illustrated in **Appendix H**.

8.1.5 Site Circulation Review

The vehicle simulations include a review of parking and vehicle circulation, waste collection, loading maneuvers, and fire route accessibility. The vehicle maneuvering diagrams are provided in **Appendix I**. Based on TYLin's review of the site plan, all required parking space and parking aisle dimensions were either met or exceeded. Additionally, passenger, loading, waste collection, and emergency vehicles can maneuver throughout the site.

8.1.5.1 Heavy Vehicles

Heavy vehicle turning movements were simulated using Transportation Association of Canada (TAC) medium single-unit (MSU) vehicle templates. Truck turning movements indicate that medium vehicles can enter and exit the site via the proposed site access and circulate the building loading areas without conflict, as shown in **Appendix I**.

8.1.5.2 Waste Collection Vehicles

Waste collection vehicle turning movements were simulated using a typical front-loader garbage truck. Waste collection vehicles will be utilizing the same loading areas as the medium single-unit vehicles, which is at the pick-up/drop-off located in front of the rental building's main entrance. It is noted that the loading area for the site would be cleared and the waste containers would be wheeled out during any scheduled waste collection operations. Truck turning movements indicate that waste collection vehicles can enter and exit the site, circulate through the site, and access the loading area of the site without conflict, as shown in **Appendix I**.

8.1.5.3 Passenger Vehicles

Passenger vehicle turning movements were simulated using a Transportation Association of Canada (TAC) passenger vehicle. Turning movements indicate that passenger vehicles can access the site and circulate the parking area of the site without conflict as shown in **Appendix I**. Based on TYLin's review of the site plan, all aisle and parking space dimensions were either met or exceeded.

8.1.5.4 Emergency Vehicles

Emergency vehicle turning movements were simulated using a typical Aerial Fire Truck vehicle. Turning movements indicate that the selected fire truck vehicle can access the site and service the proposed development without conflict, as shown in **Appendix I**.

9 TRANSPORTATION DEMAND MANAGEMENT PLAN

9.1 TDM Measure Categories

Transportation Demand Management (TDM) refers to refers to various measures that are undertaken to encourage non-auto modes of travel and reduce single occupant vehicle (SOV) traffic. This also has a direct impact on the parking demand and trip generation for both residential and non-residential components of the site. TDM measures can be categorized into five categories:

1. Introduction of Alternative Modes of Travel
2. Core Commuter Knowledge and Distribution
3. Financial Incentives
4. Supporting Transit and Active-Transportation Infrastructure
5. Transportation Management Program Support

9.2 Introduction to Alternate Modes of Travel

The introduction of new modes of travel to current single-occupant vehicle drivers can be conducted through a variety of marketing and communication strategies. For the residential land uses, this can be accomplished through raising awareness of the availability for alternate travel modes for residents. It is recommended that TDM marketing material be provided to all residents, and that any updates to the transit / active transportation infrastructure be posted at community centres, delivered by mail, or presented at residential lobbies / elevators for condominiums.

For non-residential modes, introduction of alternate travel modes can be facilitated through TDM measures such as commuting-themed events and promotion of other TDM programs. Marketing material should be created by County staff to ensure that the information provided is up to date and should be visually attractive. This will help to target and encourage non-driver modes of transportation from the earliest point in the process.

Outreach events are another method to promoting TDM measures. It is recommended that an outreach event be hosted for residents of the site following a minimum of 50% occupancy or at an appropriate time determined by the developer based on phasing. Prince Edward County staff should be invited to attend the event to answer any questions from residents and provide information on the existing infrastructure and planned infrastructure improvements. Future outreach events can also be planned to promote any new TDM measures and facilities

9.3 Core Commuter Knowledge and Distribution

In addition to marketing and communicating the availability of alternative travel modes, it is important to ensure that those seeking to change their travel behaviours have the tools to facilitate this change. Information on the available transit and active transportation network should be readily available for anyone looking to travel to or from the site. Improving the ease of access to information of alternative modes would also increase the willingness for behavioural change amongst commuters. It is recommended that carpool ride-matching tool such as www.ridesharing.com and carpool networking events be promoted to provide a safe and convenient platform for commuters to meet and find other commuters looking to carpool together.

Providing real-time transit / weather information in lobbies or elevators would also help transit / active transportation users to better plan their trips accordingly whenever possible. These can be provided in the form of a television screen that could also provide promote upcoming or existing TDM programs.

Car share programs may also be contemplated by condominium buildings subject to demand and property management's discretion, and would provide commuters who do not own a personal vehicle with the freedom of using a vehicle for a discretionary trip such as a shopping trip, personal emergency trip or a long-distance trip. This would encourage a lower vehicle ownership and reduce the dependency on personal vehicles.

9.4 Financial Incentives

It is understood that one of the primary factors in behavioural change is monetary compensation. The purpose of providing financial incentives is to promote this change in behaviour and incentivize commuters with trying out new alternate travel modes. This financial support may come in the form of subsidized transit passes, car share subsidies (subject to demand and property management's discretion), or carpooling incentives. It is recommended that as transit services expand in the region, the County should consider, as an example, providing subsidized transit passes equivalent to one monthly transit pass be provided for each residential unit purchase within the first year of occupancy subject to the Owner's discretion.

9.5 Supporting Transit and Active-Transportation Infrastructure

Physical infrastructure is necessary to support transit and active transportation modes. It is noted that the proposed cross sections for the development road network are designed to support transit

vehicles with sufficient lane width, as well as provides dedicated active transportation facilities as needed.

The area concept plan also identifies core cycling routes and trails that will promote active-transportation and provide an attractive alternative to motor vehicle travel. The "green fingers" within the development lands have been designed to provide efficient and amiable routes for the residential lands within each village to easily access the major commercial hub of the Revitalization District.

The provision of TDM infrastructure will continue to advance as technology and standards improve, and is expected to continue to be monitored by the County. Some examples of infrastructure that should be implemented include:

- **Improved Transit Service** should be considered especially with the increase in demand as part of the Village A as well as increase in population from the proposed development and nearby developments. Further, the proposed development would also provide an increased population to support increased transit ridership. The current transit service should be considered for expansion both in the routes and destinations as well as in terms of frequency and capacity for service.
- **Sheltered Transit Stops** should be constructed where appropriate. Improvements to transit shelters could include transit route maps, heated facilities, transit pass vending machines, and benches;
- **Secure Bicycle Racks / Parking** should be provided at any major non-residential area, as well as scattered throughout the Base31 lands. Public bicycle racks should be maintained and also located along the future active transportation facilities;
- **Wayfinding Signage** should be provided that directs both residents and visitors to the available TDM infrastructure. Signage should be visually appealing, easy to see and recognizable. Wayfinding will ensure that both new residents and visitors to the park will be aware of and have access to the available infrastructure;
- **Bicycle Supportive Infrastructure** should be made available to the public such as bicycle repair stations, bicycle valet services, tire inflation locations, e-bike charging stations, bicycle lock rentals, water fountains / rest areas along the Green Finger cycling routes, trail maps and wayfinding signage, and ongoing maintenance of cycling routes.

10 CONCLUSION

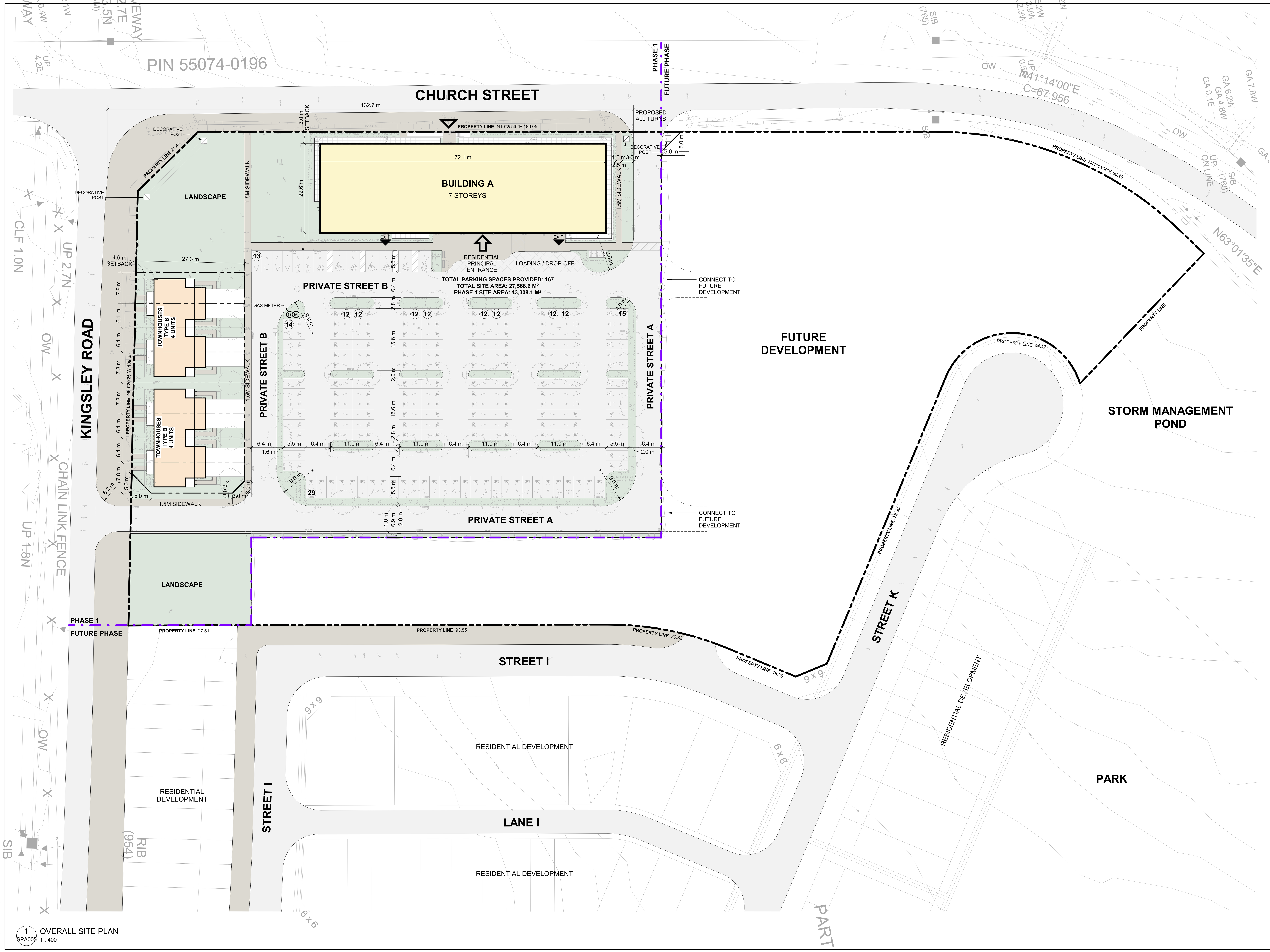
T.Y. Lin International Canada Inc. (TYLin) was retained by the Base31 Residences Inc. to prepare a Transportation Impact Assessment for a proposed residential development to be located within Village A in the broader Base31 Lands in Prince Edward County in the community of Picton, Ontario. The conclusions for the study are as follows:

- The proposed development will consist of a mid-rise condominium building (called rental building A) consisting of 120 units and 8 townhouses abutting Kingsley Road, separate from the rental building A. The proposed development is expected to be built and operational by year 2029 which will coincide with the proposed Village A Phase 1 completion. Two site accesses are proposed for the site, one each on Kingsley Street and Church Street.
- A total of 44 two-way trips, consisting of 10 inbound and 34 outbound trips are predicted to be generated by the site during the weekday AM peak hour. During the weekday PM peak hour, 27 inbound and 16 outbound trips are predicted, totaling 43 two-way trips and during the Saturday midday peak hour, 17 inbound and 17 outbound trips are predicted, totaling 34 two-way trips.
- The traffic analysis concludes that both site accesses operate below capacity with minimal delays and LOS of 'B' or better for all movements during all peak hours under 2029 and 2034 future total conditions. All movements at the intersection at Kingsley Road and Church Road operate with LOS 'C' or better under both 2029 and 2034 horizon years.
- The vehicle and bicycle parking supply was reviewed against the applicable standard. The site plan meets the vehicle and bicycle parking requirement.
- A site plan review was conducted for the site. All intersection spacings, corner clearances and sightlines were found to be satisfactory. Additionally, site circulation review was also conducted, and all design vehicles are expected to circulate throughout the site without conflict.

Based on the findings of the Transportation Impact Study for the subject site, TYLin is in support of the proposed industrial development in the Town of Picton.

Appendix A:

Site Plan



TURNER FLEISCHER

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LEGEND

- PRIMARY RESIDENTIAL ENTRANCE
- SECONDARY RESIDENTIAL ENTRANCE
- EXIT
- FIRE HYDRANT
- SIAMESE CONNECTION
- WALL- MOUNTED LIGHT FIXTURE
- LIGHT STANDARD
- FIRE ROUTE SIGN
- NO PARKING SIGN PICK-UP AND DROP-OFF ONLY
- NO PARKING / LOADING ZONE SIGN
- BARRIER-FREE PARKING SIGN
- SPOT ELEVATION
- GAS/HYDRO METER

MINIMUM PERMITTED PARKING DIMENSIONS

TYPICAL PARKING DIMENSIONS

AISLE WIDTH: MIN 6.4m

TYPICAL PARKING SPACE: MIN 2.6 x 5.5 x 2.0m HIGH

TYPICAL BARRIER FREE SPACE

BOLLARD WITH SIGN

#	DATE	DESCRIPTION	BY
1	2026-02-27	ISSUED FOR SPA SUBMISSION	VVC

PROJECT

BASE31
66 KINGSLEY ROAD
PICTON, ON

DRAWING

OVERALL SITE PLAN

PROJECT NO. 23.148P03
PROJECT DATE 2026-02-27
DRAWN BY MZH
CHECKED BY HHO
SCALE 1: 400

ONTARIO ASSOCIATION OF ARCHITECTS
RUSSELL L.FLEISCHER
LICENCE 5004

DRAWING NO. SPA005
REV. 1

Appendix B:

Traffic Count Data

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

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: Prince Edward
Site #: 2316100006
Intersection: Church St & Kingsley Rd
TFR File #: 1
Count date: 5-Jul-23

Weather conditions:

Person counted:
Person prepared:
Person checked:

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

Major Road: Church St runs N/S

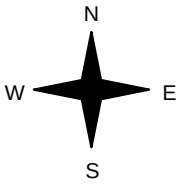
North Leg Total: 159
North Entering: 79
North Peds: 0
Peds Cross: ⋈

Heavys	4	0	4
Trucks	1	0	1
Cars	66	8	74
Totals	71	8	

Heavys	8
Trucks	1
Cars	71
Totals	80

East Leg Total: 60
East Entering: 33
East Peds: 0
Peds Cross: ⋈

	Cars	Trucks	Heavys	Totals
	14	0	0	14
	19	0	0	19
	33	0	0	



Kingsley Rd

	Cars	Trucks	Heavys	Totals
	27	0	0	27

Church St

Cars	85		
Trucks	1		
Heavys	4		
Totals	90		

Cars	57	19	76
Trucks	1	0	1
Heavys	8	0	8
Totals	66	19	

Peds Cross: ⋈
South Peds: 0
South Entering: 85
South Leg Total: 175

Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Afternoon Peak Diagram

Specified Period
From: 16:00:00
To: 18:00:00

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

Municipality: Prince Edward
Site #: 2316100006
Intersection: Church St & Kingsley Rd
TFR File #: 1
Count date: 5-Jul-23

Weather conditions:

Person counted:
Person prepared:
Person checked:

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

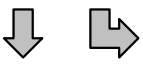
Major Road: Church St runs N/S

North Leg Total: 224
North Entering: 101
North Peds: 0
Peds Cross: ⋈

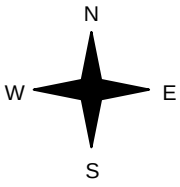
Heavys	2	0	2
Trucks	0	0	0
Cars	93	6	99
Totals	95	6	

Heavys	1
Trucks	0
Cars	122
Totals	123

East Leg Total: 96
East Entering: 37
East Peds: 0
Peds Cross: ⋈



	Cars	Trucks	Heavys	Totals
	14	0	0	14
	23	0	0	23
	37	0	0	



	Cars	Trucks	Heavys	Totals
	56	0	3	59

Cars	116	Cars	108	50	158
Trucks	0	Trucks	0	0	0
Heavys	2	Heavys	1	3	4
Totals	118	Totals	109	53	

Peds Cross: ⋈
South Peds: 0
South Entering: 162
South Leg Total: 280

Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Total Count Diagram

Municipality: Prince Edward
Site #: 2316100006
Intersection: Church St & Kingsley Rd
TFR File #: 1
Count date: 5-Jul-23

Weather conditions:

Person counted:
Person prepared:
Person checked:

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

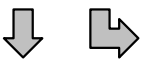
Major Road: Church St runs N/S

North Leg Total: 673
North Entering: 325
North Peds: 0
Peds Cross: ⋈

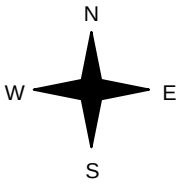
Heavys	7	0	7
Trucks	1	0	1
Cars	284	33	317
Totals	292	33	

Heavys	10
Trucks	2
Cars	336
Totals	348

East Leg Total: 267
East Entering: 112
East Peds: 0
Peds Cross: ⧗



	Cars	Trucks	Heavys	Totals
	44	0	0	44
	68	0	0	68
	112	0	0	



Kingsley Rd

	Cars	Trucks	Heavys	Totals
	150	0	5	155

Church St

Cars	352		
Trucks	1		
Heavys	7		
Totals	360		

Cars	292	117	409
Trucks	2	0	2
Heavys	10	5	15
Totals	304	122	

Peds Cross: ⋈
South Peds: 0
South Entering: 426
South Leg Total: 786

Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Traffic Count Summary

Intersection: Church St & Kingsley Rd | **Count Date:** 5-Jul-23 | **Municipality:** Prince Edward

North Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total	
7:00:00	*0*	*0*	*0*	*0*	*0*
8:00:00	*9*	*60*	*0*	*69*	*0*
9:00:00	*8*	*71*	*0*	*79*	*0*
16:00:00	*0*	*0*	*0*	*0*	*0*
17:00:00	*6*	*95*	*0*	*101*	*0*
18:00:00	*10*	*66*	*0*	*76*	*0*
Totals:	33	292	0	325	0

North/South Total Approaches: 751

South Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total	
7:00:00	*0*	*0*	*0*	*0*	*0*
8:00:00	*0*	*36*	*18*	*54*	*0*
9:00:00	*0*	*66*	*19*	*85*	*0*
16:00:00	*0*	*0*	*0*	*0*	*0*
17:00:00	*0*	*109*	*53*	*162*	*0*
18:00:00	*0*	*93*	*32*	*125*	*0*
S Totals:	0	304	122	426	0

East Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total	
7:00:00	*0*	*0*	*0*	*0*	*0*
8:00:00	*13*	*0*	*3*	*16*	*0*
9:00:00	*19*	*0*	*14*	*33*	*0*
16:00:00	*0*	*0*	*0*	*0*	*0*
17:00:00	*23*	*0*	*14*	*37*	*0*
18:00:00	*13*	*0*	*13*	*26*	*0*
Totals:	68	0	44	112	0

East/West Total Approaches: 112

West Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total	
7:00:00	*0*	*0*	*0*	*0*	*0*
8:00:00	*0*	*0*	*0*	*0*	*0*
9:00:00	*0*	*0*	*0*	*0*	*0*
16:00:00	*0*	*0*	*0*	*0*	*0*
17:00:00	*0*	*0*	*0*	*0*	*0*
18:00:00	*0*	*0*	*0*	*0*	*0*
W Totals:	0	0	0	0	0

Calculated Values for Traffic Crossing Major Street

Hours Ending:	*7:00*	*8:00*	*9:00*	*16:00*	*17:00*	*18:00*	*0:00*	*0:00*
Crossing Values:	*0*	*13*	*19*	*0*	*23*	*13*	*0*	*0*

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Count Date: 5-Jul-23 **Site #: 2316100006**

Interval Time	Passenger Cars - North Approach						Trucks - North Approach						Heavys - North Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		North Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15:00	1	1	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30:00	1	0	26	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45:00	3	2	41	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00:00	9	6	59	18	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0
8:15:00	11	2	81	22	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
8:30:00	13	2	101	20	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0
8:45:00	16	3	113	12	0	0	0	0	1	1	0	0	0	0	4	2	0	0	0	0
9:00:00	17	1	125	12	0	0	0	0	1	0	0	0	0	0	5	1	0	0	0	0
9:15:00	17	0	125	0	0	0	0	0	1	0	0	0	0	0	5	0	0	0	0	0
16:00:00	17	0	125	0	0	0	0	0	1	0	0	0	0	0	5	0	0	0	0	0
16:15:00	17	0	144	19	0	0	0	0	1	0	0	0	0	0	6	1	0	0	0	0
16:30:00	20	3	167	23	0	0	0	0	1	0	0	0	0	0	7	1	0	0	0	0
16:45:00	22	2	190	23	0	0	0	0	1	0	0	0	0	0	7	0	0	0	0	0
17:00:00	23	1	218	28	0	0	0	0	1	0	0	0	0	0	7	0	0	0	0	0
17:15:00	25	2	240	22	0	0	0	0	1	0	0	0	0	0	7	0	0	0	0	0
17:30:00	28	3	264	24	0	0	0	0	1	0	0	0	0	0	7	0	0	0	0	0
17:45:00	33	5	274	10	0	0	0	0	1	0	0	0	0	0	7	0	0	0	0	0
18:00:00	33	0	284	10	0	0	0	0	1	0	0	0	0	0	7	0	0	0	0	0
18:15:00	33	0	284	0	0	0	0	0	1	0	0	0	0	0	7	0	0	0	0	0
18:15:15	33	0	284	0	0	0	0	0	1	0	0	0	0	0	7	0	0	0	0	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Count Date: 5-Jul-23 **Site #: 2316100006**

Interval Time	Passenger Cars - East Approach						Trucks - East Approach						Heavys - East Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		East Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15:00	2	2	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30:00	6	4	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45:00	10	4	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00:00	13	3	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15:00	17	4	0	0	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30:00	23	6	0	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45:00	28	5	0	0	13	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00:00	32	4	0	0	17	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15:00	32	0	0	0	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00:00	32	0	0	0	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15:00	42	10	0	0	21	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30:00	46	4	0	0	24	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45:00	50	4	0	0	30	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00:00	55	5	0	0	31	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15:00	62	7	0	0	35	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30:00	64	2	0	0	40	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45:00	66	2	0	0	41	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00:00	68	2	0	0	44	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15:00	68	0	0	0	44	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15:15	68	0	0	0	44	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Count Date: 5-Jul-23 **Site #: 2316100006**

Interval Time	Passenger Cars - South Approach						Trucks - South Approach						Heavys - South Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		South Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15:00	0	0	8	8	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30:00	0	0	16	8	8	6	0	0	1	1	0	0	0	0	0	0	0	0	0	0
7:45:00	0	0	25	9	12	4	0	0	1	0	0	0	0	0	1	1	2	2	0	0
8:00:00	0	0	34	9	16	4	0	0	1	0	0	0	0	0	1	0	2	0	0	0
8:15:00	0	0	47	13	17	1	0	0	1	0	0	0	0	0	2	1	2	0	0	0
8:30:00	0	0	63	16	19	2	0	0	2	1	0	0	0	0	5	3	2	0	0	0
8:45:00	0	0	73	10	28	9	0	0	2	0	0	0	0	0	7	2	2	0	0	0
9:00:00	0	0	91	18	35	7	0	0	2	0	0	0	0	0	9	2	2	0	0	0
9:15:00	0	0	91	0	35	0	0	0	2	0	0	0	0	0	9	0	2	0	0	0
16:00:00	0	0	91	0	35	0	0	0	2	0	0	0	0	0	9	0	2	0	0	0
16:15:00	0	0	119	28	46	11	0	0	2	0	0	0	0	0	10	1	4	2	0	0
16:30:00	0	0	146	27	62	16	0	0	2	0	0	0	0	0	10	0	4	0	0	0
16:45:00	0	0	171	25	76	14	0	0	2	0	0	0	0	0	10	0	5	1	0	0
17:00:00	0	0	199	28	85	9	0	0	2	0	0	0	0	0	10	0	5	0	0	0
17:15:00	0	0	228	29	96	11	0	0	2	0	0	0	0	0	10	0	5	0	0	0
17:30:00	0	0	253	25	103	7	0	0	2	0	0	0	0	0	10	0	5	0	0	0
17:45:00	0	0	275	22	109	6	0	0	2	0	0	0	0	0	10	0	5	0	0	0
18:00:00	0	0	292	17	117	8	0	0	2	0	0	0	0	0	10	0	5	0	0	0
18:15:00	0	0	292	0	117	0	0	0	2	0	0	0	0	0	10	0	5	0	0	0
18:15:15	0	0	292	0	117	0	0	0	2	0	0	0	0	0	10	0	5	0	0	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Count Date: 5-Jul-23 **Site #: 2316100006**

Interval Time	Passenger Cars - West Approach						Trucks - West Approach						Heavys - West Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		West Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Mid-day Peak Diagram

Specified Period
From: 11:00:00
To: 15:00:00

One Hour Peak
From: 13:45:00
To: 14:45:00

Municipality: Prince Edward
Site #: 2316100006
Intersection: Church St & Kingsley Rd
TFR File #: 1
Count date: 8-Jul-23

Weather conditions:

Person counted:
Person prepared:
Person checked:

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

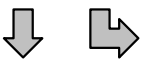
Major Road: Church St runs N/S

North Leg Total: 218
North Entering: 116
North Peds: 0
Peds Cross: ⋈

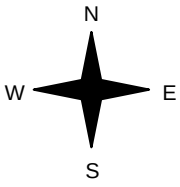
Heavys	0	0	0
Trucks	1	0	1
Cars	104	11	115
Totals	105	11	

Heavys	0
Trucks	0
Cars	102
Totals	102

East Leg Total: 89
East Entering: 34
East Peds: 0
Peds Cross: ⋈



	Cars	Trucks	Heavys	Totals
	12	0	0	12
	22	0	0	22
	34	0	0	



	Cars	Trucks	Heavys	Totals
	55	0	0	55

Cars	126		
Trucks	1		
Heavys	0		
Totals	127		

Cars	90	44	134
Trucks	0	0	0
Heavys	0	0	0
Totals	90	44	

Peds Cross: ⋈
South Peds: 0
South Entering: 134
South Leg Total: 261

Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Total Count Diagram

Municipality: Prince Edward
Site #: 2316100006
Intersection: Church St & Kingsley Rd
TFR File #: 1
Count date: 8-Jul-23

Weather conditions:

Person counted:
Person prepared:
Person checked:

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

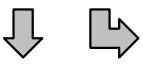
Major Road: Church St runs N/S

North Leg Total: 845
North Entering: 450
North Peds: 0
Peds Cross: ⋈

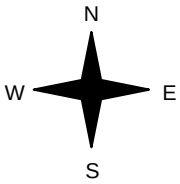
Heavys	0	0	0
Trucks	3	0	3
Cars	401	46	447
Totals	404	46	

Heavys	0
Trucks	3
Cars	392
Totals	395

East Leg Total: 354
East Entering: 167
East Peds: 0
Peds Cross: ⋈



Cars	Trucks	Heavys	Totals
51	0	0	51
116	0	0	116
167	0	0	



Kingsley Rd

Cars	Trucks	Heavys	Totals
184	3	0	187

Cars	517	Cars	341	138	479
Trucks	3	Trucks	3	3	6
Heavys	0	Heavys	0	0	0
Totals	520	Totals	344	141	

Peds Cross: ⋈
South Peds: 0
South Entering: 485
South Leg Total: 1005

Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Traffic Count Summary

Intersection: Church St & Kingsley Rd | **Count Date:** 8-Jul-23 | **Municipality:** Prince Edward

North Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total	
11:00:00	*0*	*0*	*0*	*0*	*0*
12:00:00	*15*	*99*	*0*	*114*	*0*
13:00:00	*13*	*99*	*0*	*112*	*0*
14:00:00	*8*	*102*	*0*	*110*	*0*
15:00:00	*10*	*104*	*0*	*114*	*0*
Totals:	46	404	0	450	0

North/South Total Approaches: 935

South Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total	
11:00:00	*0*	*0*	*0*	*0*	*0*
12:00:00	*0*	*89*	*26*	*115*	*0*
13:00:00	*0*	*79*	*39*	*118*	*0*
14:00:00	*0*	*95*	*36*	*131*	*0*
15:00:00	*0*	*81*	*40*	*121*	*0*
S Totals:	0	344	141	485	0

East Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total	
11:00:00	*0*	*0*	*0*	*0*	*0*
12:00:00	*33*	*0*	*15*	*48*	*0*
13:00:00	*24*	*0*	*15*	*39*	*0*
14:00:00	*25*	*0*	*7*	*32*	*0*
15:00:00	*34*	*0*	*14*	*48*	*0*
Totals:	116	0	51	167	0

East/West Total Approaches: 167

West Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total	
11:00:00	*0*	*0*	*0*	*0*	*0*
12:00:00	*0*	*0*	*0*	*0*	*0*
13:00:00	*0*	*0*	*0*	*0*	*0*
14:00:00	*0*	*0*	*0*	*0*	*0*
15:00:00	*0*	*0*	*0*	*0*	*0*
W Totals:	0	0	0	0	0

Calculated Values for Traffic Crossing Major Street

Hours Ending:	*11:00*	*12:00*	*13:00*	*14:00*	*15:00*	*0:00*	*0:00*	*0:00*
Crossing Values:	*0*	*33*	*24*	*25*	*34*	*0*	*0*	*0*

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Count Date: 8-Jul-23 **Site #: 2316100006**

Interval Time	Passenger Cars - North Approach						Trucks - North Approach						Heavys - North Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		North Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
11:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15:00	5	5	20	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30:00	11	6	49	29	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45:00	14	3	74	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00:00	15	1	99	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15:00	17	2	122	23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30:00	20	3	143	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45:00	23	3	166	23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00:00	28	5	198	32	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15:00	29	1	217	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30:00	32	3	245	28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45:00	34	2	273	28	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
14:00:00	36	2	299	26	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
14:15:00	40	4	322	23	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
14:30:00	42	2	350	28	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
14:45:00	45	3	377	27	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0
15:00:00	46	1	401	24	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0
15:15:00	46	0	401	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0
15:15:15	46	0	401	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Count Date: 8-Jul-23 **Site #: 2316100006**

Interval Time	Passenger Cars - East Approach						Trucks - East Approach						Heavys - East Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		East Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
11:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15:00	8	8	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30:00	15	7	0	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45:00	22	7	0	0	10	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00:00	33	11	0	0	15	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15:00	38	5	0	0	18	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30:00	44	6	0	0	28	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45:00	49	5	0	0	30	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00:00	57	8	0	0	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15:00	64	7	0	0	33	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30:00	73	9	0	0	36	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45:00	77	4	0	0	36	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00:00	82	5	0	0	37	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15:00	86	4	0	0	40	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30:00	87	1	0	0	45	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45:00	99	12	0	0	48	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00:00	116	17	0	0	51	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15:00	116	0	0	0	51	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15:15	116	0	0	0	51	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Count Date: 8-Jul-23 **Site #: 2316100006**

Interval Time	Passenger Cars - South Approach						Trucks - South Approach						Heavys - South Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		South Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
11:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15:00	0	0	22	22	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30:00	0	0	37	15	18	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45:00	0	0	58	21	22	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00:00	0	0	89	31	26	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15:00	0	0	109	20	35	9	0	0	1	1	1	1	0	0	0	0	0	0	0	0
12:30:00	0	0	133	24	45	10	0	0	2	1	1	0	0	0	0	0	0	0	0	0
12:45:00	0	0	153	20	53	8	0	0	3	1	1	0	0	0	0	0	0	0	0	0
13:00:00	0	0	165	12	63	10	0	0	3	0	2	1	0	0	0	0	0	0	0	0
13:15:00	0	0	189	24	68	5	0	0	3	0	2	0	0	0	0	0	0	0	0	0
13:30:00	0	0	208	19	76	8	0	0	3	0	2	0	0	0	0	0	0	0	0	0
13:45:00	0	0	228	20	87	11	0	0	3	0	3	1	0	0	0	0	0	0	0	0
14:00:00	0	0	260	32	98	11	0	0	3	0	3	0	0	0	0	0	0	0	0	0
14:15:00	0	0	287	27	106	8	0	0	3	0	3	0	0	0	0	0	0	0	0	0
14:30:00	0	0	303	16	119	13	0	0	3	0	3	0	0	0	0	0	0	0	0	0
14:45:00	0	0	318	15	131	12	0	0	3	0	3	0	0	0	0	0	0	0	0	0
15:00:00	0	0	341	23	138	7	0	0	3	0	3	0	0	0	0	0	0	0	0	0
15:15:00	0	0	341	0	138	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0
15:15:15	0	0	341	0	138	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0

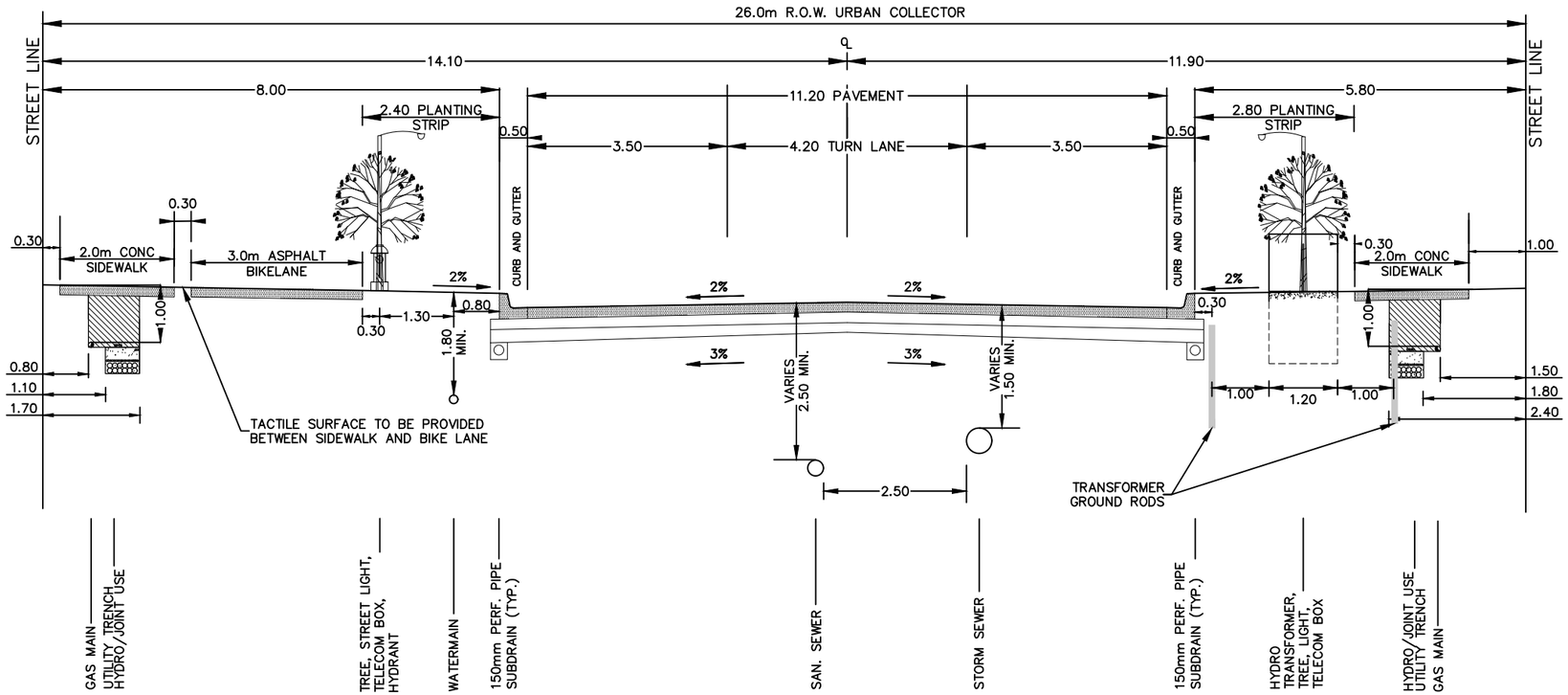
Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Count Date: 8-Jul-23 **Site #: 2316100006**

Interval Time	Passenger Cars - West Approach						Trucks - West Approach						Heavys - West Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		West Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
11:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Appendix C:

Proposed Cross-Sections



NOTE:

- MODIFIED PSD–023 26.0m COLLECTOR ROAD

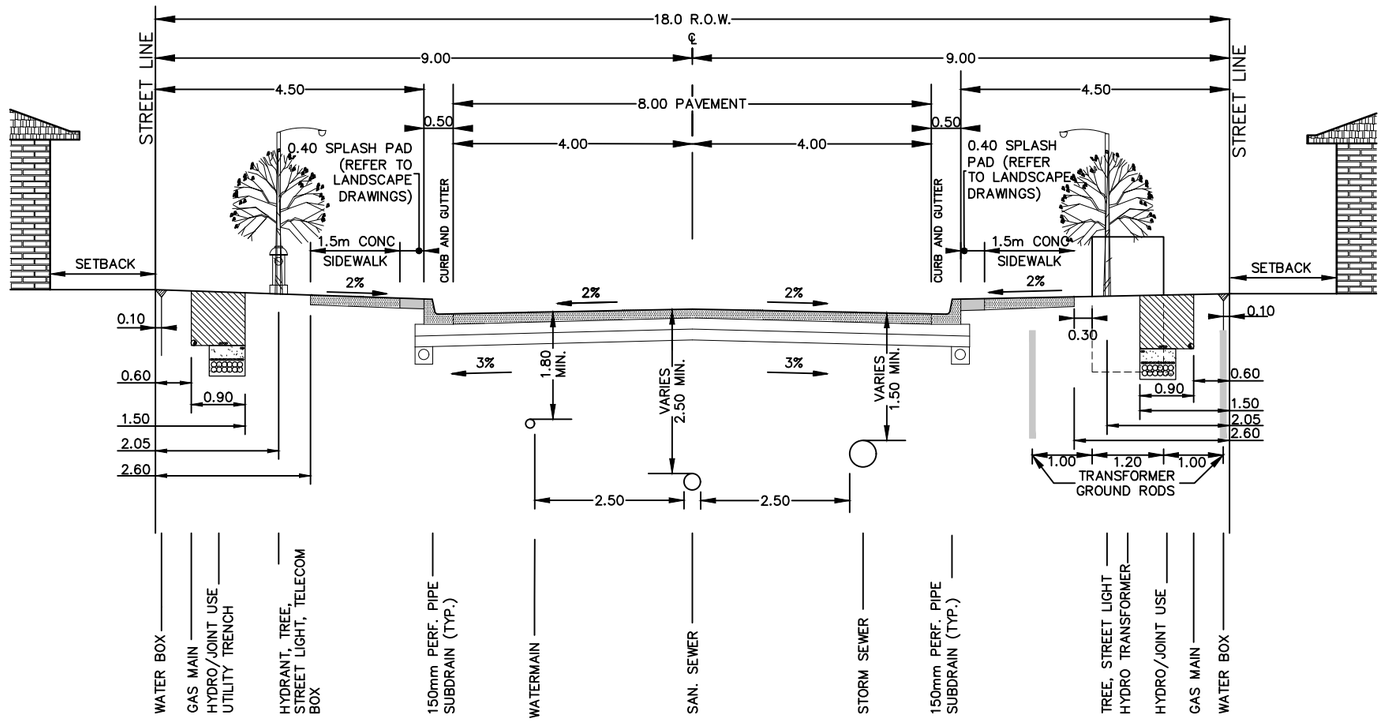
LEGEND:

SCS consulting group ltd
30 CENTURIAN DRIVE, SUITE 100
MARKHAM, ONTARIO L3R 8B8
TEL: (905) 475-1900
FAX: (905) 475-8335

PEC PARTNERS

26.0m - URBAN COLLECTOR ROAD (KINGSLEY ROAD)

DESIGNED BY: C.C.	CHECKED BY: S.M.S.	PROJECT No: 2365	FIGURE No: C.1
SCALE: N.T.S	DATE: AUGUST 2025		



NOTE:

- MODIFIED PSD–018 18.0 RESIDENTIAL ROAD

LEGEND:

SCS consulting group ltd
30 CENTURIAN DRIVE, SUITE 100
MARKHAM, ONTARIO L3R 8B8
TEL: (905) 475-1900
FAX: (905) 475-8335

PEC PARTNERS

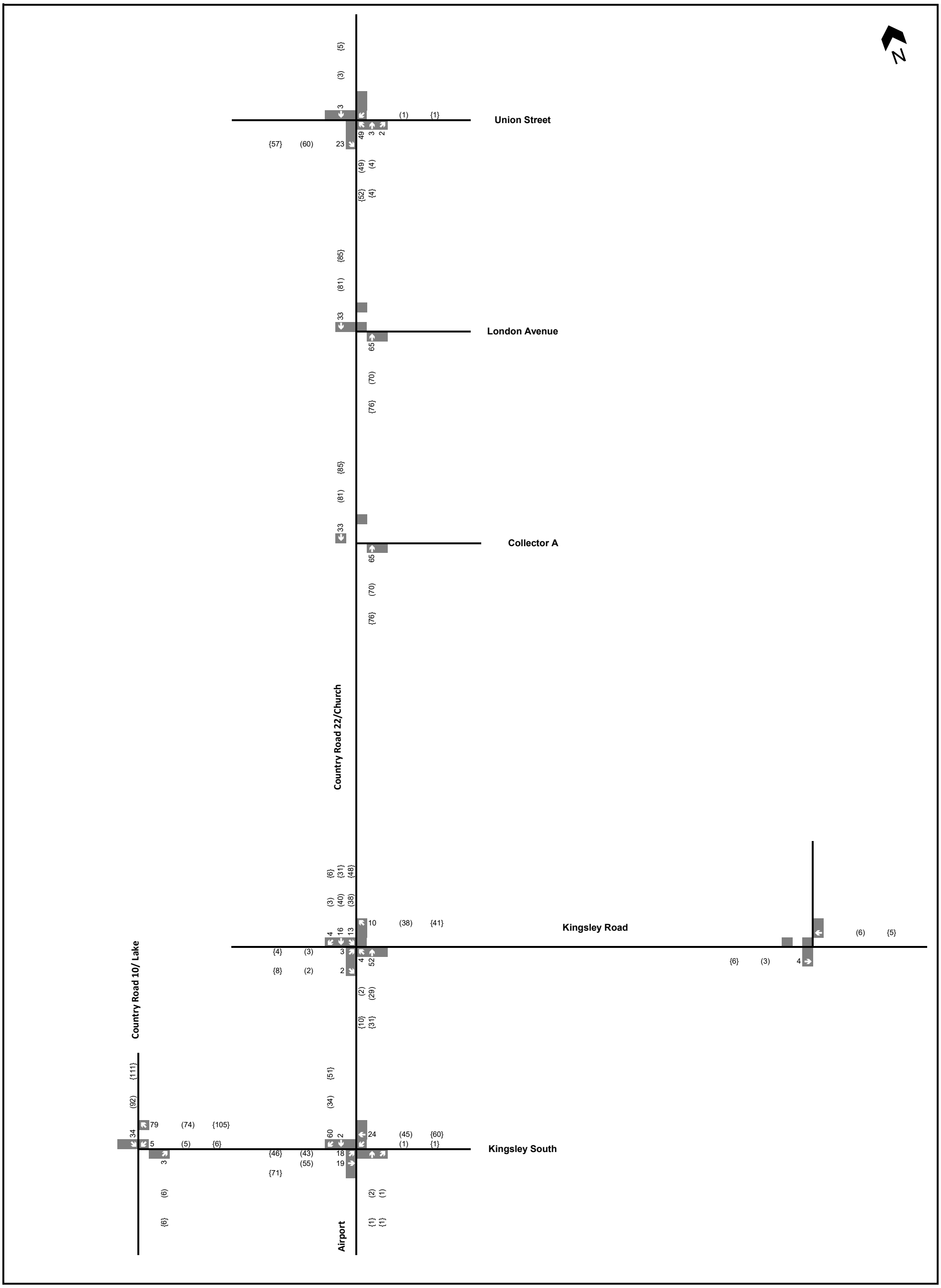
DESIGNED BY: C.C.	CHECKED BY: S.M.S.
SCALE: N.T.S	DATE: AUGUST 2025

26.0m - INTER-CENTRE ROAD (COUNTY ROAD #22)

PROJECT No:	FIGURE No:
2365	C.2

Appendix D:

Background Developments



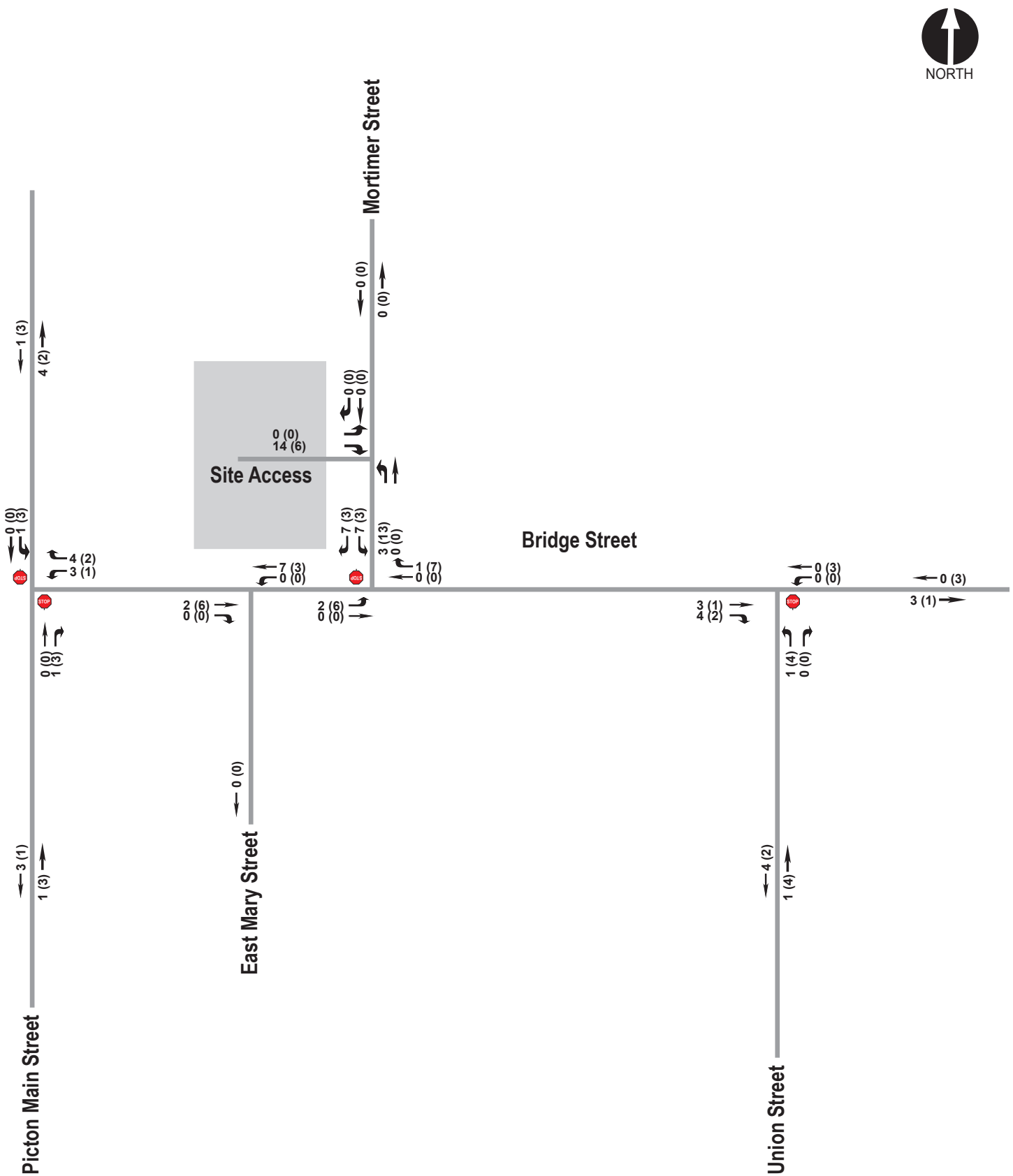
Legend

xx A.M. Peak Hour Traffic
(xx) P.M. Peak Hour Traffic
{xx} Weekend Peak Hour Traffic

TYLin

BGD 4 and 5

Base31 Phase 1 Background Development Traffic Volumes (includes Village F - Hotel)

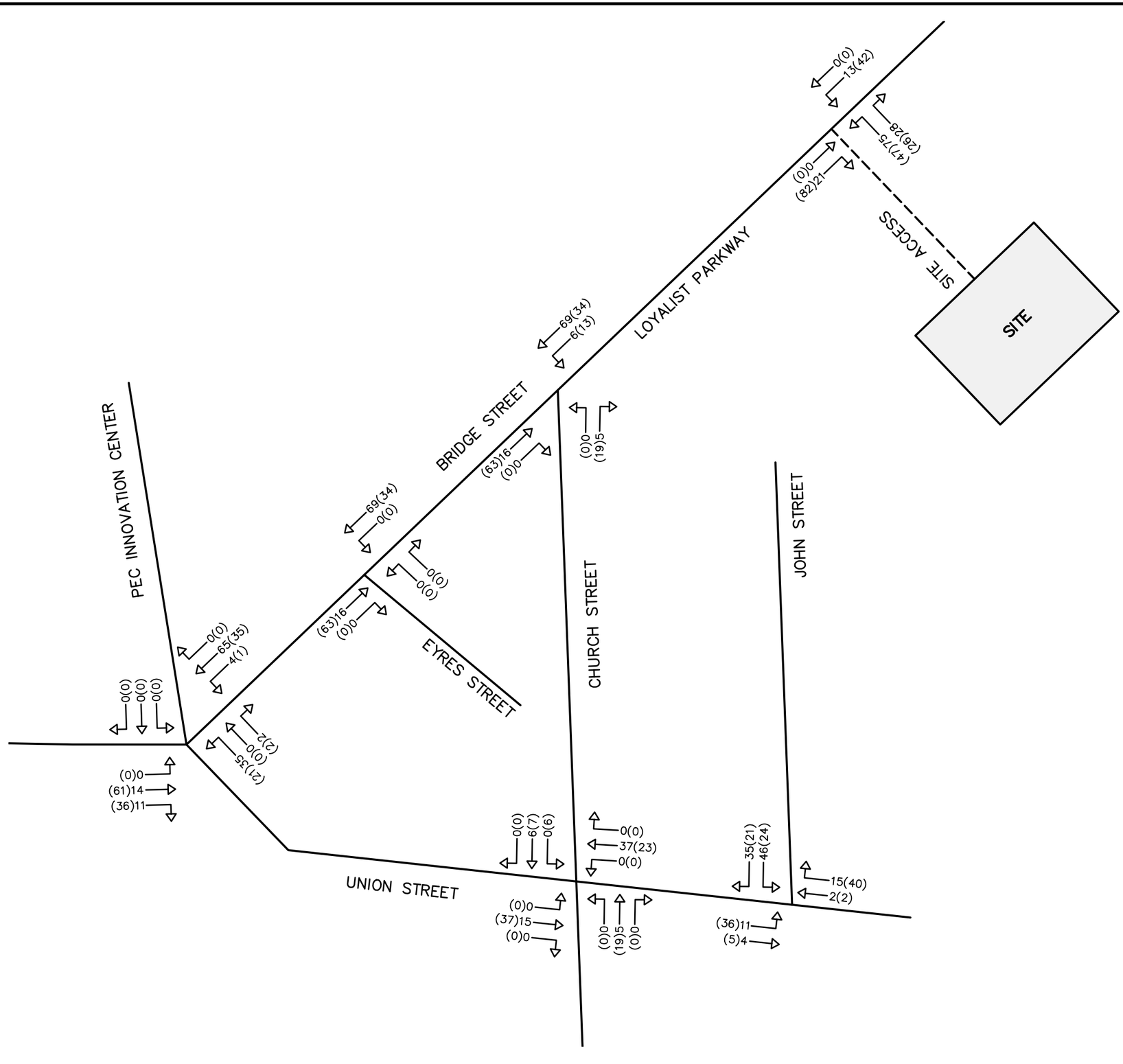


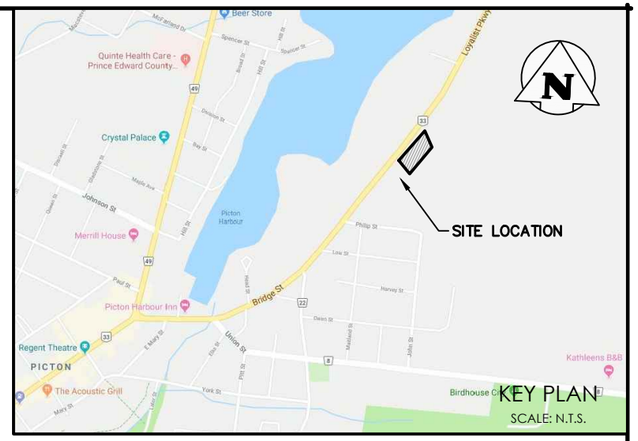
IBI

Picton Harbour Lofts
Transportation Impact Assessment

EXHIBIT 8: Site Generated Traffic

PROJECT No. 117878
DATE: October 2018
SCALE: N.T.S.





KEY PLAN
SCALE: N.T.S.

NOTE:
THIS FIGURE IS SCHEMATIC ONLY
AND IS NOT TO BE SCALED.

LEGEND:

AM(PM) WEEKDAY AM(PM) TRAFFIC VOLUMES

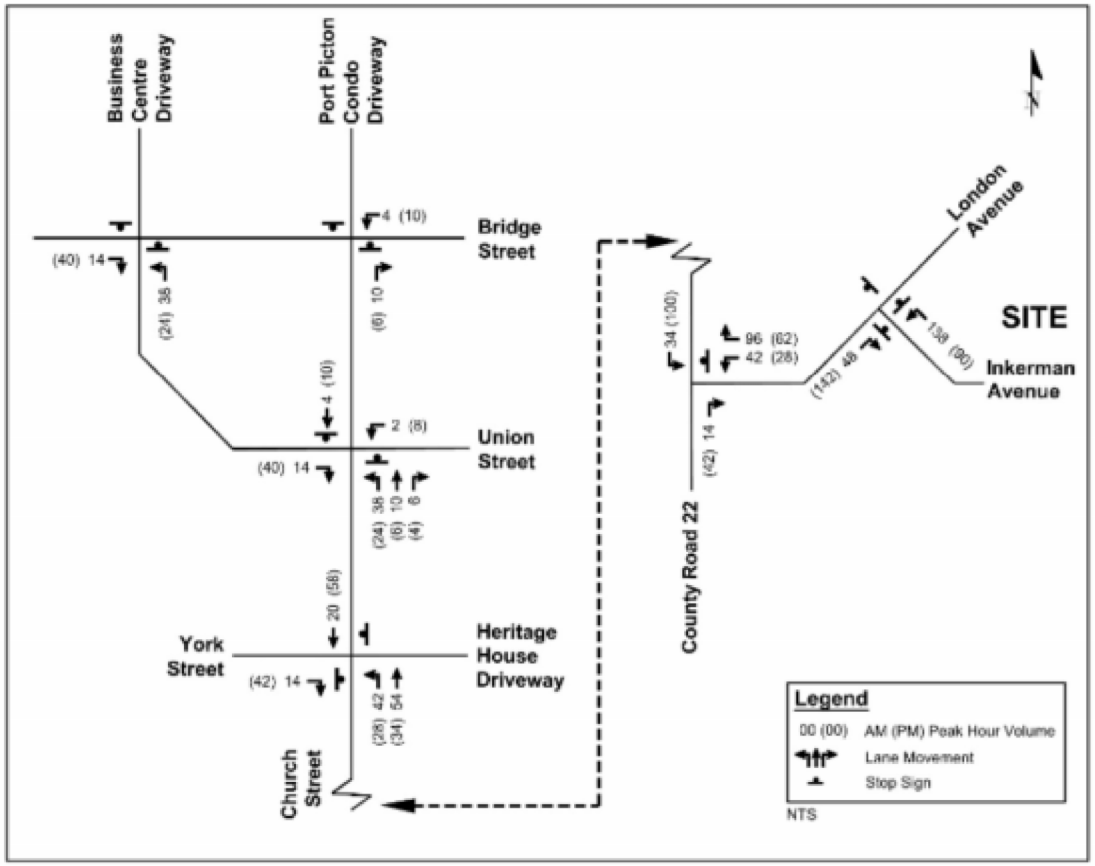
12697 LOYALIST PARKWAY PICTON

SITE GENERATED TRIPS

CROZIER & ASSOCIATES Consulting Engineers
2800 High Point Drive
Suite 100
Milton, ON L9T 6P4
905 875-0026 T
905 875-4915 F
www.cfcrozier.ca

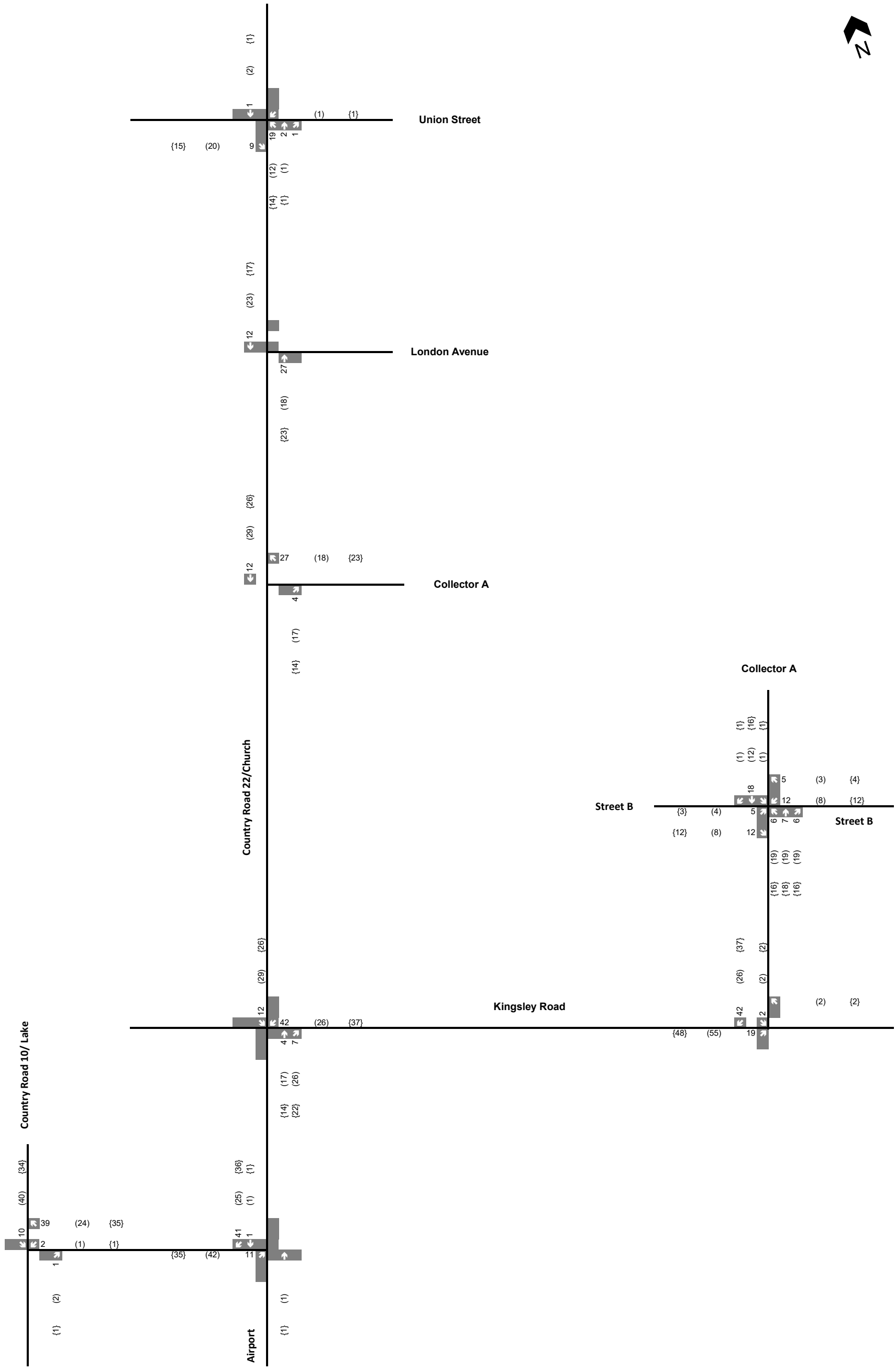
Drawn	Design	Project No.	
A.K.	K.S.		1767-5311
Check	Check	Scale	Dwg.
	K.S.	N.T.S	FIG. 06

Figure 9: Total (Phase 1 plus Phase 2) Site Traffic Volumes



5.0 Total Traffic Conditions

Total traffic volumes consist of background traffic volumes for horizon years 2025 and 2030 plus site traffic for Phase 1 and the total of both phases, respectively. The resulting 2025 and 2030 total traffic volumes are shown in Figure 10 and Figure 11, respectively.

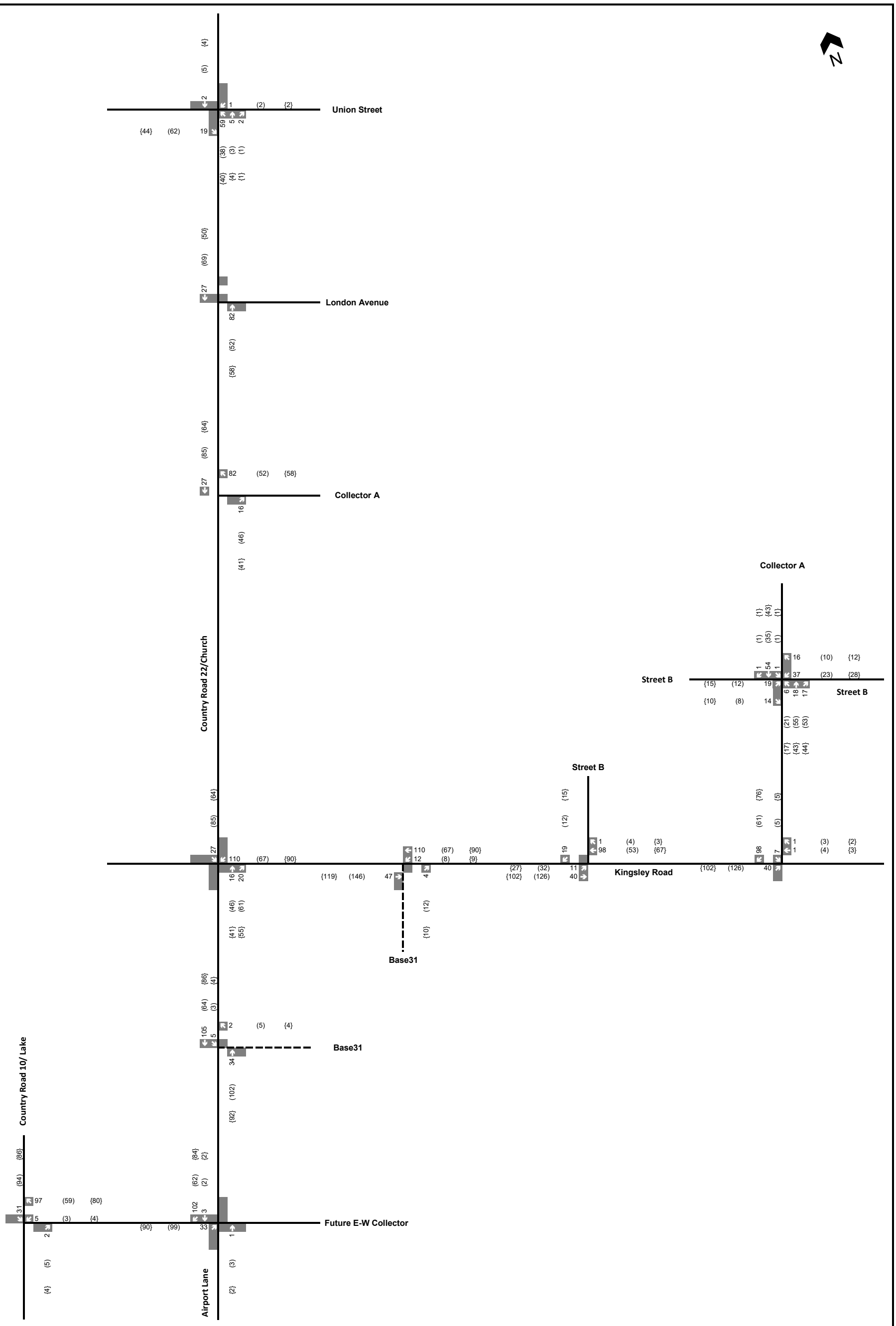


Legend

xx A.M. Peak Hour Traffic
(xx) P.M. Peak Hour Traffic
{xx} Weekend Peak Hour Traffic

Figure 5-1

Phase 1 Site Traffic Volumes



TYLin

Legend

xx A.M. Peak Hour Traffic
(xx) P.M. Peak Hour Traffic
{xx} Weekend Peak Hour Traffic

Figure 5-2
Full Build-Out (Phase 1 and 2) Site Traffic Volumes

Appendix E:

Trip Distribution

Urban SDK		
External (Outside Quinte)	39.0%	B31
Picton (Internal)	14.5%	14.5%
Other Quinte	16.0%	
Belleville	8.0%	
Bloomfield	2.0%	
Sandbanks & South Shore	2.0%	
Wellington	1.0%	
Trenton & CFB Trenton	1.0%	
Tyendinaga & Deseronto	0.5%	
Napanee	0.5%	
Kingston	0.5%	
Bath, Lennox, Millhaven, Bombardier	0.5%	
	86%	

External Gate data

Picton Main Street & I	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM	0	155	140	158	213		0	0	0	0	181	0	206
PM	0	226	200	201	212		0	0	0	0	178	0	162
SAT	0	194	204	159	220		0	0	0	0	207	0	145
Loyalist Parkway & Sandy Hook Road													
AM	3	140	31	30	118		59	129	47	8	30	48	37
PM	5	178	31	61	179		144	103	64	2	27	56	43
SAT	2	269	63	76	216		124	118	79	8	26	45	87

Gates (External)	Other Quinte	Belleville	Bloomfield	Sandbanks & South Shore	Wellington	Trenton & CFB Trenton	Tyendinaga & Deseronto	Napanee	Kingston	Bath, Lennox, Millhaven, Bombardier	External
Union Street (East)	5%										
Kingsley Road (East)	8%										
Clarke Road (South)	5%			20%							
Airport Lane (South)	5%			20%							
County Road 10/Lake Street (South)	10%			30%							
Ridge Road (South)	10%			30%							
County Road 1/Sandy Hook Road (West)	15%	50%				75%					
Loyalist Parkway (South)	10%	40%	100%		100%	25%					
Talbot Street (West)	5%	10%									
Picton Main Street (North)	15%						100%	70%	60%	55%	
Bridge Street (North)	10%							30%	40%	45%	
Clarke Road (North)	2%										
	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Gates (Internal)											
Bridge Street (Internal)	20%										
Lake Street (Internal)	20%										
Country Road 22 (Internal)	50%										
Sandy Hook Road (Internal)	10%										
	100%										

SDKxGateway	Other Quinte	Belleville	Bloomfield	Sandbanks & South Shore	Wellington	Trenton & CFB Trenton	Tyendinaga & Deseronto	Napanee	Kingston	Bath, Lennox, Millhaven, Bombardier	EXT AM	EXT PM	EXT SAT
Union Street (East)	0.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
Kingsley Road (East)	1.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
Clarke Road (South)	0.8%	0.0%	0.0%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
Airport Lane (South)	0.8%	0.0%	0.0%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
County Road 10/Lake Street (South)	1.6%	0.0%	0.0%	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
Ridge Road (South)	1.6%	0.0%	0.0%	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
County Road 1/Sandy Hook Road (West)	2.4%	4.0%	0.0%	0.0%	0.0%	0.8%	0.0%	0.0%	0.0%	0.0%	9.4%	9.3%	11.4%
Loyalist Parkway (West)	1.6%	3.2%	2.0%	0.0%	1.0%	0.3%	0.0%	0.0%	0.0%	0.0%	9.4%	9.3%	11.4%
Talbot Street (West)	0.8%	0.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
Picton Main Street (North)	2.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.5%	0.4%	0.3%	0.3%	20.2%	20.4%	16.3%
Bridge Street (North)	1.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.2%	0.2%	0.2%			
Clarke Road (North)	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
											39.0%	39.0%	39.0%
Bridge Street (Internal)	2.9%												
Lake Street (Internal)	2.9%												
Country Road 22 (Internal)	7.3%												
Sandy Hook Road (Internal)	1.5%												

Gateway	AM (IN)	AM (OUT)	PM (IN)	PM (OUT)	SAT (IN)	SAT (OUT)
Union Street (East)	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%
Kingsley Road (East)	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%
Clarke Road (South)	1.2%	1.2%	1.2%	1.2%	1.2%	1.2%
Airport Lane (South)	1.2%	1.2%	1.2%	1.2%	1.2%	1.2%
County Road 10/Lake Street (South)	2.2%	2.2%	2.2%	2.2%	2.2%	2.2%
Ridge Road (South)	2.2%	2.2%	2.2%	2.2%	2.2%	2.2%
County Road 1/Sandy Hook Road (West)	16.6%	16.6%	16.4%	16.4%	18.5%	18.5%
Loyalist Parkway (West)	17.5%	17.5%	17.3%	17.3%	19.4%	19.4%
Talbot Street (West)	1.6%	1.6%	1.6%	1.6%	1.6%	1.6%
Picton Main Street (North)	24.0%	24.0%	24.2%	24.2%	20.1%	20.1%
Bridge Street (North)	2.2%	2.2%	2.2%	2.2%	2.2%	2.2%
Clarke Road (North)	0.3%	0.3%	0.3%	0.3%	0.3%	0.3%
Bridge Street (Internal)	2.9%	2.9%	2.9%	2.9%	2.9%	2.9%
Lake Street (Internal)	2.9%	2.9%	2.9%	2.9%	2.9%	2.9%
Country Road 22 (Internal)	7.3%	7.3%	7.3%	7.3%	7.3%	7.3%
Sandy Hook Road (Internal)	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
	85.5%	85.5%	85.5%	85.5%	85.5%	85.5%
Base 31	14.5%	14.5%	14.5%	14.5%	14.5%	14.5%
East	2.1%	2.1%	2.1%	2.1%	2.1%	2.1%
South	6.8%	6.8%	6.8%	6.8%	6.8%	6.8%
West	35.6%	35.6%	35.4%	35.4%	39.5%	39.5%
North	26.5%	26.5%	26.7%	26.7%	22.6%	22.6%
Base31	15%	15%	15%	15%	15%	15%
Picton	14.5%	14.5%	14.5%	14.5%	14.5%	14.5%
	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Appendix F:

Synchro Reports

Intersection	
Int Delay, s/veh	1.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	21	16	71	21	9	77
Future Vol, veh/h	21	16	71	21	9	77
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	14	0	0	8
Mvmt Flow	23	17	77	23	10	84

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	193	89	0	0	100	0
Stage 1	89	-	-	-	-	-
Stage 2	104	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	800	975	-	-	1505	-
Stage 1	940	-	-	-	-	-
Stage 2	925	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	794	975	-	-	1505	-
Mov Cap-2 Maneuver	794	-	-	-	-	-
Stage 1	940	-	-	-	-	-
Stage 2	919	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	9.4	0	0.8
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	863	1505	-
HCM Lane V/C Ratio	-	-	0.047	0.007	-
HCM Ctrl Dly (s/v)	-	-	9.4	7.4	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q (veh)	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	1.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	25	16	118	57	7	103
Future Vol, veh/h	25	16	118	57	7	103
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	0	1	6	0	3
Mvmt Flow	26	17	123	59	7	107

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	274	153	0	0	182	0
Stage 1	153	-	-	-	-	-
Stage 2	121	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	720	898	-	-	1405	-
Stage 1	880	-	-	-	-	-
Stage 2	909	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	716	898	-	-	1405	-
Mov Cap-2 Maneuver	716	-	-	-	-	-
Stage 1	880	-	-	-	-	-
Stage 2	904	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	9.9	0	0.5
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	777	1405	-
HCM Lane V/C Ratio	-	-	0.055	0.005	-
HCM Ctrl Dly (s/v)	-	-	9.9	7.6	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q (veh)	-	-	0.2	0	-

Intersection	
Int Delay, s/veh	1.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	24	13	97	48	12	113
Future Vol, veh/h	24	13	97	48	12	113
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	0	0	1
Mvmt Flow	27	14	108	53	13	126

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	287	135	0	0	161	0
Stage 1	135	-	-	-	-	-
Stage 2	152	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	708	919	-	-	1430	-
Stage 1	896	-	-	-	-	-
Stage 2	881	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	701	919	-	-	1430	-
Mov Cap-2 Maneuver	701	-	-	-	-	-
Stage 1	896	-	-	-	-	-
Stage 2	872	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	10	0	0.7
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	765	1430	-
HCM Lane V/C Ratio	-	-	0.054	0.009	-
HCM Ctrl Dly (s/v)	-	-	10	7.5	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q (veh)	-	-	0.2	0	-

Intersection	
Int Delay, s/veh	3.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	65	18	81	30	22	83
Future Vol, veh/h	65	18	81	30	22	83
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	14	0	0	8
Mvmt Flow	71	20	88	33	24	90

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	243	105	0	0	121	0
Stage 1	105	-	-	-	-	-
Stage 2	138	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	750	955	-	-	1479	-
Stage 1	924	-	-	-	-	-
Stage 2	894	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	737	955	-	-	1479	-
Mov Cap-2 Maneuver	737	-	-	-	-	-
Stage 1	924	-	-	-	-	-
Stage 2	879	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	10.3	0	1.6
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	775	1479	-
HCM Lane V/C Ratio	-	-	0.116	0.016	-
HCM Ctrl Dly (s/v)	-	-	10.3	7.5	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q (veh)	-	-	0.4	0	-

Intersection	
Int Delay, s/veh	2.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	53	18	144	88	37	111
Future Vol, veh/h	53	18	144	88	37	111
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	0	1	6	0	3
Mvmt Flow	55	19	150	92	39	116

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	390	196	0	0	242	0
Stage 1	196	-	-	-	-	-
Stage 2	194	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	618	850	-	-	1336	-
Stage 1	842	-	-	-	-	-
Stage 2	844	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	599	850	-	-	1336	-
Mov Cap-2 Maneuver	599	-	-	-	-	-
Stage 1	842	-	-	-	-	-
Stage 2	818	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	11.3	0	1.9
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	647	1336	-
HCM Lane V/C Ratio	-	-	0.114	0.029	-
HCM Ctrl Dly (s/v)	-	-	11.3	7.8	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q (veh)	-	-	0.4	0.1	-

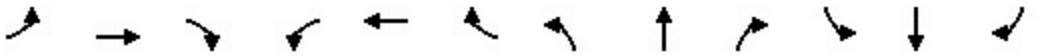
Intersection	
Int Delay, s/veh	2.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	63	14	119	74	39	122
Future Vol, veh/h	63	14	119	74	39	122
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	0	0	1
Mvmt Flow	70	16	132	82	43	136

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	395	173	0	0	214	0
Stage 1	173	-	-	-	-	-
Stage 2	222	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	614	876	-	-	1368	-
Stage 1	862	-	-	-	-	-
Stage 2	820	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	593	876	-	-	1368	-
Mov Cap-2 Maneuver	593	-	-	-	-	-
Stage 1	862	-	-	-	-	-
Stage 2	792	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	11.6	0	1.9
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	630	1368	-
HCM Lane V/C Ratio	-	-	0.136	0.032	-
HCM Ctrl Dly (s/v)	-	-	11.6	7.7	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q (veh)	-	-	0.5	0.1	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	0	2	136	0	30	4	175	46	51	162	4
Future Volume (veh/h)	3	0	2	136	0	30	4	175	46	51	162	4
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1772	1772	1772	1800	1772	1800	1772	1603	1800	1800	1688	1772
Adj Flow Rate, veh/h	3	0	2	148	0	33	4	190	50	55	176	4
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
Percent Heavy Veh, %	2	2	2	0	2	0	2	14	0	0	8	2
Cap, veh/h	192	17	89	287	0	206	956	912	240	905	1225	28
Arrive On Green	0.14	0.00	0.14	0.14	0.00	0.14	0.75	0.75	0.75	0.75	0.75	0.75
Sat Flow, veh/h	857	128	657	1420	0	1525	1204	1224	322	1158	1644	37
Grp Volume(v), veh/h	5	0	0	148	0	33	4	0	240	55	0	180
Grp Sat Flow(s),veh/h/ln	1642	0	0	1420	0	1525	1204	0	1545	1158	0	1681
Q Serve(g_s), s	0.0	0.0	0.0	7.4	0.0	1.4	0.1	0.0	3.5	1.1	0.0	2.3
Cycle Q Clear(g_c), s	0.2	0.0	0.0	7.6	0.0	1.4	2.4	0.0	3.5	4.7	0.0	2.3
Prop In Lane	0.60		0.40	1.00		1.00	1.00		0.21	1.00		0.02
Lane Grp Cap(c), veh/h	298	0	0	287	0	206	956	0	1152	905	0	1253
V/C Ratio(X)	0.02	0.00	0.00	0.51	0.00	0.16	0.00	0.00	0.21	0.06	0.00	0.14
Avail Cap(c_a), veh/h	577	0	0	559	0	499	956	0	1152	905	0	1253
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	28.3	0.0	0.0	31.5	0.0	28.9	3.1	0.0	2.9	3.6	0.0	2.7
Incr Delay (d2), s/veh	0.0	0.0	0.0	1.4	0.0	0.4	0.0	0.0	0.4	0.1	0.0	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	1.2	0.0	0.3	0.0	0.0	0.1	0.0	0.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	28.3	0.0	0.0	32.9	0.0	29.2	3.1	0.0	3.3	3.7	0.0	3.0
LnGrp LOS	C			C		C	A		A	A		A
Approach Vol, veh/h		5			181			244			235	
Approach Delay, s/veh		28.3			32.2			3.3			3.2	
Approach LOS		C			C			A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		61.0		14.5		61.0		14.5				
Change Period (Y+Rc), s		4.7		4.3		4.7		4.3				
Max Green Setting (Gmax), s		56.3		24.7		56.3		24.7				
Max Q Clear Time (g_c+I1), s		5.5		2.2		6.7		9.6				
Green Ext Time (p_c), s		1.9		0.0		1.6		0.8				

Intersection Summary												
HCM 6th Ctrl Delay, s/veh			11.3									
HCM 6th LOS			B									

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	0	2	136	0	30	4	175	46	51	162	4
Future Volume (veh/h)	3	0	2	136	0	30	4	175	46	51	162	4
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1772	1772	1772	1800	1772	1800	1772	1603	1800	1800	1688	1772
Adj Flow Rate, veh/h	3	0	2	148	0	33	4	190	50	55	176	4
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
Percent Heavy Veh, %	2	2	2	0	2	0	2	14	0	0	8	2
Opposing Right Turn Influence	No			Yes			No			Yes		
Cap, veh/h	192	17	89	287	0	206	956	912	240	905	1225	28
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.14	0.00	0.14	0.14	0.00	0.14	0.75	0.75	0.75	0.75	0.75	0.75
Unsig. Movement Delay												
Ln Grp Delay, s/veh	28.3	0.0	0.0	32.9	0.0	29.2	3.1	0.0	3.3	3.7	0.0	3.0
Ln Grp LOS	C			C		C	A		A	A		A
Approach Vol, veh/h		5			181			244			235	
Approach Delay, s/veh		28.3			32.2			3.3			3.2	
Approach LOS		C			C			A			A	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Case No		6.0		8.0		6.0		7.0
Phs Duration (G+Y+Rc), s		61.0		14.5		61.0		14.5
Change Period (Y+Rc), s		4.7		4.3		4.7		4.3
Max Green (Gmax), s		56.3		24.7		56.3		24.7
Max Allow Headway (MAH), s		5.7		5.7		5.5		5.4
Max Q Clear (g_c+I1), s		5.5		2.2		6.7		9.6
Green Ext Time (g_e), s		1.9		0.0		1.6		0.8
Prob of Phs Call (p_c)		1.00		0.98		1.00		0.98
Prob of Max Out (p_x)		0.00		0.00		0.00		0.01

Left-Turn Movement Data								
Assigned Mvmt		5		7		1		3
Mvmt Sat Flow, veh/h		1204		857		1158		1420

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		1224		128		1644		0

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		322		657		37		1525

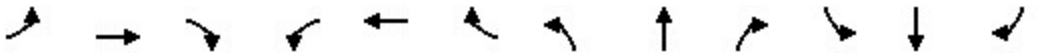
Left Lane Group Data								
Assigned Mvmt	0	5	0	7	0	1	0	3
Lane Assignment		L		L+T+R		L		L+T

Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	4	0	5	0	55	0	148
Grp Sat Flow (s), veh/h/ln	0	1204	0	1642	0	1158	0	1420
Q Serve Time (g_s), s	0.0	0.1	0.0	0.0	0.0	1.1	0.0	7.4
Cycle Q Clear Time (g_c), s	0.0	2.4	0.0	0.2	0.0	4.7	0.0	7.6
Perm LT Sat Flow (s_l), veh/h/ln	0	1204	0	1440	0	1158	0	1437
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	1720	0	0	0	1688
Perm LT Eff Green (g_p), s	0.0	56.3	0.0	10.2	0.0	56.3	0.0	10.2
Perm LT Serve Time (g_u), s	0.0	54.0	0.0	2.6	0.0	52.8	0.0	10.0
Perm LT Q Serve Time (g_ps), s	0.0	0.1	0.0	0.0	0.0	1.1	0.0	7.4
Time to First Blk (g_f), s	0.0	0.0	0.0	1.3	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	1.00	0.00	0.60	0.00	1.00	0.00	1.00
Lane Grp Cap (c), veh/h	0	956	0	298	0	905	0	287
V/C Ratio (X)	0.00	0.00	0.00	0.02	0.00	0.06	0.00	0.51
Avail Cap (c_a), veh/h	0	956	0	577	0	905	0	559
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	3.1	0.0	28.3	0.0	3.6	0.0	31.5
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.1	0.0	1.4
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	3.1	0.0	28.3	0.0	3.7	0.0	32.9
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.1
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.2
%ile Storage Ratio (RQ%)	0.00	0.04	0.00	0.09	0.00	0.25	0.00	2.23
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment								
Lanes in Grp	0	0	0	0	0	0	0	0
Grp Vol (v), veh/h	0	0	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	0	0	0	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	0	0	0	0	0	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	0	0	0	0	0
Upstream Filter (I)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		T+R				T+R		R
Lanes in Grp	0	1	0	0	0	1	0	1
Grp Vol (v), veh/h	0	240	0	0	0	180	0	33
Grp Sat Flow (s), veh/h/ln	0	1545	0	0	0	1681	0	1525
Q Serve Time (g_s), s	0.0	3.5	0.0	0.0	0.0	2.3	0.0	1.4
Cycle Q Clear Time (g_c), s	0.0	3.5	0.0	0.0	0.0	2.3	0.0	1.4
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.21	0.00	0.40	0.00	0.02	0.00	1.00
Lane Grp Cap (c), veh/h	0	1152	0	0	0	1253	0	206
V/C Ratio (X)	0.00	0.21	0.00	0.00	0.00	0.14	0.00	0.16
Avail Cap (c_a), veh/h	0	1152	0	0	0	1253	0	499
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	2.9	0.0	0.0	0.0	2.7	0.0	28.9
Incr Delay (d2), s/veh	0.0	0.4	0.0	0.0	0.0	0.2	0.0	0.4
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	3.3	0.0	0.0	0.0	3.0	0.0	29.2
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.0	0.0	0.1	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.1	0.0	0.0	0.0	0.1	0.0	0.3
%ile Storage Ratio (RQ%)	0.00	0.04	0.00	0.00	0.00	0.31	0.00	1.36
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	11.3
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	0	2	98	0	58	2	283	58	132	202	3
Future Volume (veh/h)	3	0	2	98	0	58	2	283	58	132	202	3
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1772	1772	1772	1800	1772	1800	1772	1786	1716	1800	1758	1772
Adj Flow Rate, veh/h	3	0	2	102	0	60	2	295	60	138	210	3
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	0	2	0	2	1	6	0	3	2
Cap, veh/h	162	18	67	245	0	157	966	1114	227	844	1337	19
Arrive On Green	0.10	0.00	0.10	0.10	0.00	0.10	0.77	0.77	0.77	0.77	0.77	0.77
Sat Flow, veh/h	801	171	648	1422	0	1525	1168	1440	293	1043	1729	25
Grp Volume(v), veh/h	5	0	0	102	0	60	2	0	355	138	0	213
Grp Sat Flow(s),veh/h/ln	1620	0	0	1422	0	1525	1168	0	1733	1043	0	1753
Q Serve(g_s), s	0.0	0.0	0.0	4.8	0.0	2.7	0.0	0.0	4.3	3.2	0.0	2.3
Cycle Q Clear(g_c), s	0.2	0.0	0.0	5.0	0.0	2.7	2.3	0.0	4.3	7.4	0.0	2.3
Prop In Lane	0.60		0.40	1.00		1.00	1.00		0.17	1.00		0.01
Lane Grp Cap(c), veh/h	246	0	0	245	0	157	966	0	1340	844	0	1356
V/C Ratio(X)	0.02	0.00	0.00	0.42	0.00	0.38	0.00	0.00	0.26	0.16	0.00	0.16
Avail Cap(c_a), veh/h	589	0	0	580	0	518	966	0	1340	844	0	1356
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	29.4	0.0	0.0	31.5	0.0	30.5	2.4	0.0	2.4	3.4	0.0	2.1
Incr Delay (d2), s/veh	0.0	0.0	0.0	1.1	0.0	1.5	0.0	0.0	0.5	0.4	0.0	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	0.8	0.0	0.5	0.0	0.0	0.2	0.1	0.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	29.4	0.0	0.0	32.6	0.0	32.0	2.4	0.0	2.8	3.8	0.0	2.4
LnGrp LOS	C			C		C	A		A	A		A
Approach Vol, veh/h		5			162			357			351	
Approach Delay, s/veh		29.4			32.4			2.8			2.9	
Approach LOS		C			C			A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		61.0		11.8		61.0		11.8				
Change Period (Y+Rc), s		4.7		4.3		4.7		4.3				
Max Green Setting (Gmax), s		56.3		24.7		56.3		24.7				
Max Q Clear Time (g_c+I1), s		6.3		2.2		9.4		7.0				
Green Ext Time (p_c), s		2.8		0.0		2.5		0.7				

Intersection Summary												
HCM 6th Ctrl Delay, s/veh			8.5									
HCM 6th LOS			A									

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	0	2	98	0	58	2	283	58	132	202	3
Future Volume (veh/h)	3	0	2	98	0	58	2	283	58	132	202	3
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1772	1772	1772	1800	1772	1800	1772	1786	1716	1800	1758	1772
Adj Flow Rate, veh/h	3	0	2	102	0	60	2	295	60	138	210	3
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	0	2	0	2	1	6	0	3	2
Opposing Right Turn Influence	No			Yes			No			Yes		
Cap, veh/h	162	18	67	245	0	157	966	1114	227	844	1337	19
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.10	0.00	0.10	0.10	0.00	0.10	0.77	0.77	0.77	0.77	0.77	0.77
Unsig. Movement Delay												
Ln Grp Delay, s/veh	29.4	0.0	0.0	32.6	0.0	32.0	2.4	0.0	2.8	3.8	0.0	2.4
Ln Grp LOS	C			C		C	A		A	A		A
Approach Vol, veh/h		5			162			357			351	
Approach Delay, s/veh		29.4			32.4			2.8			2.9	
Approach LOS		C			C			A			A	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Case No		6.0		8.0		6.0		7.0
Phs Duration (G+Y+Rc), s		61.0		11.8		61.0		11.8
Change Period (Y+Rc), s		4.7		4.3		4.7		4.3
Max Green (Gmax), s		56.3		24.7		56.3		24.7
Max Allow Headway (MAH), s		5.6		5.7		5.5		5.3
Max Q Clear (g_c+I1), s		6.3		2.2		9.4		7.0
Green Ext Time (g_e), s		2.8		0.0		2.5		0.7
Prob of Phs Call (p_c)		1.00		0.97		1.00		0.97
Prob of Max Out (p_x)		0.00		0.00		0.00		0.00

Left-Turn Movement Data								
Assigned Mvmt		5		7		1		3
Mvmt Sat Flow, veh/h		1168		801		1043		1422

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		1440		171		1729		0

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		293		648		25		1525

Left Lane Group Data								
Assigned Mvmt	0	5	0	7	0	1	0	3
Lane Assignment		L		L+T+R		L		L+T

Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	2	0	5	0	138	0	102
Grp Sat Flow (s), veh/h/ln	0	1168	0	1620	0	1043	0	1422
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	3.2	0.0	4.8
Cycle Q Clear Time (g_c), s	0.0	2.3	0.0	0.2	0.0	7.4	0.0	5.0
Perm LT Sat Flow (s_l), veh/h/ln	0	1168	0	1440	0	1043	0	1437
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	1720	0	0	0	1688
Perm LT Eff Green (g_p), s	0.0	56.3	0.0	7.5	0.0	56.3	0.0	7.5
Perm LT Serve Time (g_u), s	0.0	54.0	0.0	2.5	0.0	52.0	0.0	7.3
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	3.2	0.0	4.8
Time to First Blk (g_f), s	0.0	0.0	0.0	1.3	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	1.00	0.00	0.60	0.00	1.00	0.00	1.00
Lane Grp Cap (c), veh/h	0	966	0	246	0	844	0	245
V/C Ratio (X)	0.00	0.00	0.00	0.02	0.00	0.16	0.00	0.42
Avail Cap (c_a), veh/h	0	966	0	589	0	844	0	580
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	2.4	0.0	29.4	0.0	3.4	0.0	31.5
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.4	0.0	1.1
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	2.4	0.0	29.4	0.0	3.8	0.0	32.6
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.7
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.1
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.8
%ile Storage Ratio (RQ%)	0.00	0.02	0.00	0.09	0.00	0.74	0.00	3.35
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment								
Lanes in Grp	0	0	0	0	0	0	0	0
Grp Vol (v), veh/h	0	0	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	0	0	0	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	0	0	0	0	0	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	0	0	0	0	0
Upstream Filter (I)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		T+R				T+R		R
Lanes in Grp	0	1	0	0	0	1	0	1
Grp Vol (v), veh/h	0	355	0	0	0	213	0	60
Grp Sat Flow (s), veh/h/ln	0	1733	0	0	0	1753	0	1525
Q Serve Time (g_s), s	0.0	4.3	0.0	0.0	0.0	2.3	0.0	2.7
Cycle Q Clear Time (g_c), s	0.0	4.3	0.0	0.0	0.0	2.3	0.0	2.7
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.17	0.00	0.40	0.00	0.01	0.00	1.00
Lane Grp Cap (c), veh/h	0	1340	0	0	0	1356	0	157
V/C Ratio (X)	0.00	0.26	0.00	0.00	0.00	0.16	0.00	0.38
Avail Cap (c_a), veh/h	0	1340	0	0	0	1356	0	518
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	2.4	0.0	0.0	0.0	2.1	0.0	30.5
Incr Delay (d2), s/veh	0.0	0.5	0.0	0.0	0.0	0.2	0.0	1.5
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	2.8	0.0	0.0	0.0	2.4	0.0	32.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4
2nd-Term Q (Q2), veh/ln	0.0	0.2	0.0	0.0	0.0	0.1	0.0	0.1
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.2	0.0	0.0	0.0	0.1	0.0	0.5
%ile Storage Ratio (RQ%)	0.00	0.05	0.00	0.00	0.00	0.28	0.00	2.68
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	8.5
HCM 6th LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	4	0	8	120	0	57	10	255	114	127	205	6
Future Volume (veh/h)	4	0	8	120	0	57	10	255	114	127	205	6
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1772	1772	1772	1800	1772	1800	1772	1800	1800	1800	1786	1772
Adj Flow Rate, veh/h	4	0	9	133	0	63	11	283	127	141	228	7
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	0	2	0	2	0	0	0	1	2
Cap, veh/h	101	24	140	276	0	193	916	887	398	765	1298	40
Arrive On Green	0.13	0.00	0.13	0.13	0.00	0.13	0.75	0.75	0.75	0.75	0.75	0.75
Sat Flow, veh/h	303	190	1107	1422	0	1525	1145	1177	528	991	1724	53
Grp Volume(v), veh/h	13	0	0	133	0	63	11	0	410	141	0	235
Grp Sat Flow(s),veh/h/ln	1600	0	0	1422	0	1525	1145	0	1705	991	0	1776
Q Serve(g_s), s	0.0	0.0	0.0	6.2	0.0	2.8	0.2	0.0	5.9	4.0	0.0	2.8
Cycle Q Clear(g_c), s	0.5	0.0	0.0	6.7	0.0	2.8	3.0	0.0	5.9	9.9	0.0	2.8
Prop In Lane	0.31		0.69	1.00		1.00	1.00		0.31	1.00		0.03
Lane Grp Cap(c), veh/h	265	0	0	276	0	193	916	0	1284	765	0	1338
V/C Ratio(X)	0.05	0.00	0.00	0.48	0.00	0.33	0.01	0.00	0.32	0.18	0.00	0.18
Avail Cap(c_a), veh/h	560	0	0	557	0	498	916	0	1284	765	0	1338
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	28.8	0.0	0.0	31.5	0.0	29.8	3.1	0.0	3.0	4.6	0.0	2.6
Incr Delay (d2), s/veh	0.1	0.0	0.0	1.3	0.0	1.0	0.0	0.0	0.7	0.5	0.0	0.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.0	1.1	0.0	0.5	0.0	0.0	0.2	0.1	0.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	28.9	0.0	0.0	32.8	0.0	30.8	3.1	0.0	3.7	5.1	0.0	2.9
LnGrp LOS	C			C		C	A		A	A		A
Approach Vol, veh/h		13			196			421			376	
Approach Delay, s/veh		28.9			32.2			3.6			3.8	
Approach LOS		C			C			A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		61.0		14.0		61.0		14.0				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		56.5		24.5		56.5		24.5				
Max Q Clear Time (g_c+I1), s		7.9		2.5		11.9		8.7				
Green Ext Time (p_c), s		3.5		0.0		2.7		0.9				

Intersection Summary												
HCM 6th Ctrl Delay, s/veh			9.6									
HCM 6th LOS			A									

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	4	0	8	120	0	57	10	255	114	127	205	6
Future Volume (veh/h)	4	0	8	120	0	57	10	255	114	127	205	6
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1772	1772	1772	1800	1772	1800	1772	1800	1800	1800	1786	1772
Adj Flow Rate, veh/h	4	0	9	133	0	63	11	283	127	141	228	7
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	0	2	0	2	0	0	0	1	2
Opposing Right Turn Influence	No			Yes			No			Yes		
Cap, veh/h	101	24	140	276	0	193	916	887	398	765	1298	40
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.13	0.00	0.13	0.13	0.00	0.13	0.75	0.75	0.75	0.75	0.75	0.75
Unsig. Movement Delay												
Ln Grp Delay, s/veh	28.9	0.0	0.0	32.8	0.0	30.8	3.1	0.0	3.7	5.1	0.0	2.9
Ln Grp LOS	C			C		C	A		A	A		A
Approach Vol, veh/h		13			196			421			376	
Approach Delay, s/veh		28.9			32.2			3.6			3.8	
Approach LOS		C			C			A			A	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Case No		6.0		8.0		6.0		7.0
Phs Duration (G+Y+Rc), s		61.0		14.0		61.0		14.0
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5
Max Green (Gmax), s		56.5		24.5		56.5		24.5
Max Allow Headway (MAH), s		5.7		5.8		5.6		5.3
Max Q Clear (g_c+I1), s		7.9		2.5		11.9		8.7
Green Ext Time (g_e), s		3.5		0.0		2.7		0.9
Prob of Phs Call (p_c)		1.00		0.99		1.00		0.99
Prob of Max Out (p_x)		0.00		0.00		0.00		0.01

Left-Turn Movement Data				
Assigned Mvmt	5		7		1		3	
Mvmt Sat Flow, veh/h	1145		303		991		1422	

Through Movement Data				
Assigned Mvmt	2		4		6		8	
Mvmt Sat Flow, veh/h	1177		190		1724		0	

Right-Turn Movement Data				
Assigned Mvmt	12		14		16		18	
Mvmt Sat Flow, veh/h	528		1107		53		1525	

Left Lane Group Data									
Assigned Mvmt	0	5	0	7	0	1	0	3	
Lane Assignment		L		L+T+R		L		L+T	

Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	11	0	13	0	141	0	133
Grp Sat Flow (s), veh/h/ln	0	1145	0	1600	0	991	0	1422
Q Serve Time (g_s), s	0.0	0.2	0.0	0.0	0.0	4.0	0.0	6.2
Cycle Q Clear Time (g_c), s	0.0	3.0	0.0	0.5	0.0	9.9	0.0	6.7
Perm LT Sat Flow (s_l), veh/h/ln	0	1145	0	1440	0	991	0	1428
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	1745	0	0	0	1688
Perm LT Eff Green (g_p), s	0.0	56.5	0.0	9.5	0.0	56.5	0.0	9.5
Perm LT Serve Time (g_u), s	0.0	53.7	0.0	2.8	0.0	50.6	0.0	9.0
Perm LT Q Serve Time (g_ps), s	0.0	0.2	0.0	0.0	0.0	4.0	0.0	6.2
Time to First Blk (g_f), s	0.0	0.0	0.0	3.7	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.5	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	1.00	0.00	0.31	0.00	1.00	0.00	1.00
Lane Grp Cap (c), veh/h	0	916	0	265	0	765	0	276
V/C Ratio (X)	0.00	0.01	0.00	0.05	0.00	0.18	0.00	0.48
Avail Cap (c_a), veh/h	0	916	0	560	0	765	0	557
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	3.1	0.0	28.8	0.0	4.6	0.0	31.5
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.1	0.0	0.5	0.0	1.3
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	3.1	0.0	28.9	0.0	5.1	0.0	32.8
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.1	0.0	0.0	0.0	1.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.1
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.1	0.0	0.1	0.0	1.1
%ile Storage Ratio (RQ%)	0.00	0.12	0.00	0.25	0.00	0.86	0.00	4.06
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment								
Lanes in Grp	0	0	0	0	0	0	0	0
Grp Vol (v), veh/h	0	0	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	0	0	0	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	0	0	0	0	0	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	0	0	0	0	0
Upstream Filter (I)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		T+R				T+R		R
Lanes in Grp	0	1	0	0	0	1	0	1
Grp Vol (v), veh/h	0	410	0	0	0	235	0	63
Grp Sat Flow (s), veh/h/ln	0	1705	0	0	0	1776	0	1525
Q Serve Time (g_s), s	0.0	5.9	0.0	0.0	0.0	2.8	0.0	2.8
Cycle Q Clear Time (g_c), s	0.0	5.9	0.0	0.0	0.0	2.8	0.0	2.8
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.31	0.00	0.69	0.00	0.03	0.00	1.00
Lane Grp Cap (c), veh/h	0	1284	0	0	0	1338	0	193
V/C Ratio (X)	0.00	0.32	0.00	0.00	0.00	0.18	0.00	0.33
Avail Cap (c_a), veh/h	0	1284	0	0	0	1338	0	498
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	3.0	0.0	0.0	0.0	2.6	0.0	29.8
Incr Delay (d2), s/veh	0.0	0.7	0.0	0.0	0.0	0.3	0.0	1.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	3.7	0.0	0.0	0.0	2.9	0.0	30.8
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.5
2nd-Term Q (Q2), veh/ln	0.0	0.2	0.0	0.0	0.0	0.1	0.0	0.1
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.2	0.0	0.0	0.0	0.1	0.0	0.5
%ile Storage Ratio (RQ%)	0.00	0.06	0.00	0.00	0.00	0.37	0.00	2.73
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	9.6
HCM 6th LOS	A

Intersection	
Int Delay, s/veh	3.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	73	18	84	32	22	94
Future Vol, veh/h	73	18	84	32	22	94
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	13	0	0	7
Mvmt Flow	79	20	91	35	24	102

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	259	109	0	0	126	0
Stage 1	109	-	-	-	-	-
Stage 2	150	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	734	950	-	-	1473	-
Stage 1	921	-	-	-	-	-
Stage 2	883	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	722	950	-	-	1473	-
Mov Cap-2 Maneuver	722	-	-	-	-	-
Stage 1	921	-	-	-	-	-
Stage 2	868	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	10.5	0	1.4
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	758	1473	-
HCM Lane V/C Ratio	-	-	0.13	0.016	-
HCM Ctrl Dly (s/v)	-	-	10.5	7.5	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q (veh)	-	-	0.4	0	-

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	2	52	82	1	3	8
Future Vol, veh/h	2	52	82	1	3	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	2	57	89	1	3	9

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	90	0	-	0	151	90
Stage 1	-	-	-	-	90	-
Stage 2	-	-	-	-	61	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1518	-	-	-	846	973
Stage 1	-	-	-	-	939	-
Stage 2	-	-	-	-	967	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1518	-	-	-	845	973
Mov Cap-2 Maneuver	-	-	-	-	845	-
Stage 1	-	-	-	-	938	-
Stage 2	-	-	-	-	967	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.3	0	8.9
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1518	-	-	-	934
HCM Lane V/C Ratio	0.001	-	-	-	0.013
HCM Ctrl Dly (s/v)	7.4	0	-	-	8.9
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q (veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	11	10	98	3	3	105
Future Vol, veh/h	11	10	98	3	3	105
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	12	0	0	7
Mvmt Flow	12	11	107	3	3	114

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	229	109	0	0	110	0
Stage 1	109	-	-	-	-	-
Stage 2	120	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	764	950	-	-	1493	-
Stage 1	921	-	-	-	-	-
Stage 2	910	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	762	950	-	-	1493	-
Mov Cap-2 Maneuver	762	-	-	-	-	-
Stage 1	921	-	-	-	-	-
Stage 2	908	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	9.4	0	0.2
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	841	1493	-
HCM Lane V/C Ratio	-	-	0.027	0.002	-
HCM Ctrl Dly (s/v)	-	-	9.4	7.4	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q (veh)	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	2.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	57	18	152	94	37	116
Future Vol, veh/h	57	18	152	94	37	116
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	0	1	5	0	3
Mvmt Flow	59	19	158	98	39	121

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	406	207	0	0	256	0
Stage 1	207	-	-	-	-	-
Stage 2	199	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	605	839	-	-	1321	-
Stage 1	832	-	-	-	-	-
Stage 2	839	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	586	839	-	-	1321	-
Mov Cap-2 Maneuver	586	-	-	-	-	-
Stage 1	832	-	-	-	-	-
Stage 2	812	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	11.5	0	1.9
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	632	1321	-
HCM Lane V/C Ratio	-	-	0.124	0.029	-
HCM Ctrl Dly (s/v)	-	-	11.5	7.8	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q (veh)	-	-	0.4	0.1	-

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	6	124	71	3	1	4
Future Vol, veh/h	6	124	71	3	1	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	6	0	0	0	0
Mvmt Flow	6	129	74	3	1	4

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	77	0	-	0	217	76
Stage 1	-	-	-	-	76	-
Stage 2	-	-	-	-	141	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1535	-	-	-	776	991
Stage 1	-	-	-	-	952	-
Stage 2	-	-	-	-	891	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1535	-	-	-	773	991
Mov Cap-2 Maneuver	-	-	-	-	773	-
Stage 1	-	-	-	-	948	-
Stage 2	-	-	-	-	891	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.3	0	8.9
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1535	-	-	-	938
HCM Lane V/C Ratio	0.004	-	-	-	0.006
HCM Ctrl Dly (s/v)	7.4	0	-	-	8.9
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q (veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	0.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	5	5	161	8	9	148
Future Vol, veh/h	5	5	161	8	9	148
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	0	1	0	0	2
Mvmt Flow	5	5	168	8	9	154

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	344	172	0	0	176	0
Stage 1	172	-	-	-	-	-
Stage 2	172	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	657	877	-	-	1412	-
Stage 1	863	-	-	-	-	-
Stage 2	863	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	652	877	-	-	1412	-
Mov Cap-2 Maneuver	652	-	-	-	-	-
Stage 1	863	-	-	-	-	-
Stage 2	857	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	9.9	0	0.4
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	748	1412	-
HCM Lane V/C Ratio	-	-	0.014	0.007	-
HCM Ctrl Dly (s/v)	-	-	9.9	7.6	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q (veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	2.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	67	14	126	78	39	128
Future Vol, veh/h	67	14	126	78	39	128
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	0	0	1
Mvmt Flow	74	16	140	87	43	142

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	412	184	0	0	227	0
Stage 1	184	-	-	-	-	-
Stage 2	228	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	600	864	-	-	1353	-
Stage 1	852	-	-	-	-	-
Stage 2	815	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	579	864	-	-	1353	-
Mov Cap-2 Maneuver	579	-	-	-	-	-
Stage 1	852	-	-	-	-	-
Stage 2	786	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	11.9	0	1.8
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	614	1353	-
HCM Lane V/C Ratio	-	-	0.147	0.032	-
HCM Ctrl Dly (s/v)	-	-	11.9	7.7	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q (veh)	-	-	0.5	0.1	-

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	4	113	77	1	3	4
Future Vol, veh/h	4	113	77	1	3	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	4	126	86	1	3	4

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	87	0	-	0	221	87
Stage 1	-	-	-	-	87	-
Stage 2	-	-	-	-	134	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1522	-	-	-	772	977
Stage 1	-	-	-	-	941	-
Stage 2	-	-	-	-	897	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1522	-	-	-	770	977
Mov Cap-2 Maneuver	-	-	-	-	770	-
Stage 1	-	-	-	-	938	-
Stage 2	-	-	-	-	897	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.3	0	9.1
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1522	-	-	-	876
HCM Lane V/C Ratio	0.003	-	-	-	0.009
HCM Ctrl Dly (s/v)	7.4	0	-	-	9.1
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q (veh)	0	-	-	-	0

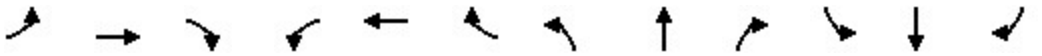
Intersection	
Int Delay, s/veh	0.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	6	3	133	7	4	161
Future Vol, veh/h	6	3	133	7	4	161
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	0	0	1
Mvmt Flow	7	3	148	8	4	179

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	339	152	0	0	156	0
Stage 1	152	-	-	-	-	-
Stage 2	187	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	661	900	-	-	1436	-
Stage 1	881	-	-	-	-	-
Stage 2	850	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	659	900	-	-	1436	-
Mov Cap-2 Maneuver	659	-	-	-	-	-
Stage 1	881	-	-	-	-	-
Stage 2	847	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	10	0	0.2
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	724	1436	-
HCM Lane V/C Ratio	-	-	0.014	0.003	-
HCM Ctrl Dly (s/v)	-	-	10	7.5	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q (veh)	-	-	0	0	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	0	2	144	0	30	4	178	48	51	173	4
Future Volume (veh/h)	3	0	2	144	0	30	4	178	48	51	173	4
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1800	1800	1800	1800	1800	1800	1800	1603	1800	1800	1688	1800
Adj Flow Rate, veh/h	3	0	2	157	0	33	4	193	52	55	188	4
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
Percent Heavy Veh, %	0	0	0	0	0	0	0	14	0	0	8	0
Cap, veh/h	199	18	94	297	0	214	951	902	243	893	1220	26
Arrive On Green	0.14	0.00	0.14	0.14	0.00	0.14	0.74	0.74	0.74	0.74	0.74	0.74
Sat Flow, veh/h	877	125	668	1442	0	1525	1210	1217	328	1153	1646	35
Grp Volume(v), veh/h	5	0	0	157	0	33	4	0	245	55	0	192
Grp Sat Flow(s),veh/h/ln	1670	0	0	1442	0	1525	1210	0	1544	1153	0	1681
Q Serve(g_s), s	0.0	0.0	0.0	7.8	0.0	1.4	0.1	0.0	3.7	1.2	0.0	2.5
Cycle Q Clear(g_c), s	0.2	0.0	0.0	8.0	0.0	1.4	2.6	0.0	3.7	4.9	0.0	2.5
Prop In Lane	0.60		0.40	1.00		1.00	1.00		0.21	1.00		0.02
Lane Grp Cap(c), veh/h	310	0	0	297	0	214	951	0	1145	893	0	1246
V/C Ratio(X)	0.02	0.00	0.00	0.53	0.00	0.15	0.00	0.00	0.21	0.06	0.00	0.15
Avail Cap(c_a), veh/h	582	0	0	563	0	496	951	0	1145	893	0	1246
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	28.2	0.0	0.0	31.5	0.0	28.7	3.3	0.0	3.0	3.8	0.0	2.9
Incr Delay (d2), s/veh	0.0	0.0	0.0	1.5	0.0	0.3	0.0	0.0	0.4	0.1	0.0	0.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	1.3	0.0	0.2	0.0	0.0	0.1	0.0	0.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	28.2	0.0	0.0	32.9	0.0	29.0	3.3	0.0	3.5	3.9	0.0	3.1
LnGrp LOS	C			C		C	A		A	A		A
Approach Vol, veh/h		5			190			249			247	
Approach Delay, s/veh		28.2			32.2			3.4			3.3	
Approach LOS		C			C			A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		61.0		15.0		61.0		15.0				
Change Period (Y+Rc), s		4.7		4.3		4.7		4.3				
Max Green Setting (Gmax), s		56.3		24.7		56.3		24.7				
Max Q Clear Time (g_c+I1), s		5.7		2.2		6.9		10.0				
Green Ext Time (p_c), s		2.0		0.0		1.7		0.9				

Intersection Summary												
HCM 6th Ctrl Delay, s/veh			11.5									
HCM 6th LOS			B									

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	0	2	144	0	30	4	178	48	51	173	4
Future Volume (veh/h)	3	0	2	144	0	30	4	178	48	51	173	4
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1800	1800	1800	1800	1800	1800	1800	1603	1800	1800	1688	1800
Adj Flow Rate, veh/h	3	0	2	157	0	33	4	193	52	55	188	4
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
Percent Heavy Veh, %	0	0	0	0	0	0	0	14	0	0	8	0
Opposing Right Turn Influence	No			Yes			No			Yes		
Cap, veh/h	199	18	94	297	0	214	951	902	243	893	1220	26
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.14	0.00	0.14	0.14	0.00	0.14	0.74	0.74	0.74	0.74	0.74	0.74
Unsig. Movement Delay												
Ln Grp Delay, s/veh	28.2	0.0	0.0	32.9	0.0	29.0	3.3	0.0	3.5	3.9	0.0	3.1
Ln Grp LOS	C			C		C	A		A	A		A
Approach Vol, veh/h		5			190			249			247	
Approach Delay, s/veh		28.2			32.2			3.4			3.3	
Approach LOS		C			C			A			A	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Case No		6.0		8.0		6.0		7.0
Phs Duration (G+Y+Rc), s		61.0		15.0		61.0		15.0
Change Period (Y+Rc), s		4.7		4.3		4.7		4.3
Max Green (Gmax), s		56.3		24.7		56.3		24.7
Max Allow Headway (MAH), s		5.7		5.7		5.5		5.4
Max Q Clear (g_c+I1), s		5.7		2.2		6.9		10.0
Green Ext Time (g_e), s		2.0		0.0		1.7		0.9
Prob of Phs Call (p_c)		1.00		0.98		1.00		0.98
Prob of Max Out (p_x)		0.00		0.00		0.00		0.01

Left-Turn Movement Data								
Assigned Mvmt		5		7		1		3
Mvmt Sat Flow, veh/h		1210		877		1153		1442

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		1217		125		1646		0

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		328		668		35		1525

Left Lane Group Data								
Assigned Mvmt	0	5	0	7	0	1	0	3
Lane Assignment		L		L+T+R		L		L+T

Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	4	0	5	0	55	0	157
Grp Sat Flow (s), veh/h/ln	0	1210	0	1670	0	1153	0	1442
Q Serve Time (g_s), s	0.0	0.1	0.0	0.0	0.0	1.2	0.0	7.8
Cycle Q Clear Time (g_c), s	0.0	2.6	0.0	0.2	0.0	4.9	0.0	8.0
Perm LT Sat Flow (s_l), veh/h/ln	0	1210	0	1440	0	1153	0	1437
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	1748	0	0	0	1714
Perm LT Eff Green (g_p), s	0.0	56.3	0.0	10.7	0.0	56.3	0.0	10.7
Perm LT Serve Time (g_u), s	0.0	53.8	0.0	2.7	0.0	52.6	0.0	10.5
Perm LT Q Serve Time (g_ps), s	0.0	0.1	0.0	0.0	0.0	1.2	0.0	7.8
Time to First Blk (g_f), s	0.0	0.0	0.0	1.3	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	1.00	0.00	0.60	0.00	1.00	0.00	1.00
Lane Grp Cap (c), veh/h	0	951	0	310	0	893	0	297
V/C Ratio (X)	0.00	0.00	0.00	0.02	0.00	0.06	0.00	0.53
Avail Cap (c_a), veh/h	0	951	0	582	0	893	0	563
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	3.3	0.0	28.2	0.0	3.8	0.0	31.5
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.1	0.0	1.5
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	3.3	0.0	28.2	0.0	3.9	0.0	32.9
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.2
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.3
%ile Storage Ratio (RQ%)	0.00	0.04	0.00	0.09	0.00	0.25	0.00	2.39
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment								
Lanes in Grp	0	0	0	0	0	0	0	0
Grp Vol (v), veh/h	0	0	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	0	0	0	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	0	0	0	0	0	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	0	0	0	0	0
Upstream Filter (I)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		T+R				T+R		R
Lanes in Grp	0	1	0	0	0	1	0	1
Grp Vol (v), veh/h	0	245	0	0	0	192	0	33
Grp Sat Flow (s), veh/h/ln	0	1544	0	0	0	1681	0	1525
Q Serve Time (g_s), s	0.0	3.7	0.0	0.0	0.0	2.5	0.0	1.4
Cycle Q Clear Time (g_c), s	0.0	3.7	0.0	0.0	0.0	2.5	0.0	1.4
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.21	0.00	0.40	0.00	0.02	0.00	1.00
Lane Grp Cap (c), veh/h	0	1145	0	0	0	1246	0	214
V/C Ratio (X)	0.00	0.21	0.00	0.00	0.00	0.15	0.00	0.15
Avail Cap (c_a), veh/h	0	1145	0	0	0	1246	0	496
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	3.0	0.0	0.0	0.0	2.9	0.0	28.7
Incr Delay (d2), s/veh	0.0	0.4	0.0	0.0	0.0	0.3	0.0	0.3
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	3.5	0.0	0.0	0.0	3.1	0.0	29.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.0	0.0	0.1	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.1	0.0	0.0	0.0	0.1	0.0	0.2
%ile Storage Ratio (RQ%)	0.00	0.04	0.00	0.00	0.00	0.17	0.00	1.36
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	11.5
HCM 6th LOS	B

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	2	97	165	1	3	8
Future Vol, veh/h	2	97	165	1	3	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	2	105	179	1	3	9

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	180	0	-	0	289	180
Stage 1	-	-	-	-	180	-
Stage 2	-	-	-	-	109	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1408	-	-	-	706	868
Stage 1	-	-	-	-	856	-
Stage 2	-	-	-	-	921	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1408	-	-	-	705	868
Mov Cap-2 Maneuver	-	-	-	-	705	-
Stage 1	-	-	-	-	854	-
Stage 2	-	-	-	-	921	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.2	0	9.5
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1408	-	-	-	817
HCM Lane V/C Ratio	0.002	-	-	-	0.015
HCM Ctrl Dly (s/v)	7.6	0	-	-	9.5
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q (veh)	0	-	-	-	0

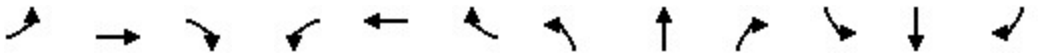
Intersection	
Int Delay, s/veh	0.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	11	10	208	3	3	216
Future Vol, veh/h	11	10	208	3	3	216
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	12	0	0	7
Mvmt Flow	12	11	226	3	3	235

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	469	228	0	0	229	0
Stage 1	228	-	-	-	-	-
Stage 2	241	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	556	816	-	-	1351	-
Stage 1	815	-	-	-	-	-
Stage 2	804	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	554	816	-	-	1351	-
Mov Cap-2 Maneuver	554	-	-	-	-	-
Stage 1	815	-	-	-	-	-
Stage 2	802	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	10.7	0	0.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	654	1351	-
HCM Lane V/C Ratio	-	-	0.035	0.002	-
HCM Ctrl Dly (s/v)	-	-	10.7	7.7	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q (veh)	-	-	0.1	0	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	0	2	102	0	58	2	291	64	132	207	3
Future Volume (veh/h)	3	0	2	102	0	58	2	291	64	132	207	3
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1800	1800	1800	1800	1800	1800	1800	1786	1730	1800	1758	1800
Adj Flow Rate, veh/h	3	0	2	106	0	60	2	303	67	138	216	3
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	1	5	0	3	0
Cap, veh/h	171	19	71	260	0	164	964	1079	238	821	1317	18
Arrive On Green	0.11	0.00	0.11	0.11	0.00	0.11	0.76	0.76	0.76	0.76	0.76	0.76
Sat Flow, veh/h	809	176	656	1444	0	1525	1181	1416	313	1028	1730	24
Grp Volume(v), veh/h	5	0	0	106	0	60	2	0	370	138	0	219
Grp Sat Flow(s),veh/h/ln	1641	0	0	1444	0	1525	1181	0	1730	1028	0	1754
Q Serve(g_s), s	0.0	0.0	0.0	4.7	0.0	2.5	0.0	0.0	4.5	3.2	0.0	2.3
Cycle Q Clear(g_c), s	0.2	0.0	0.0	4.8	0.0	2.5	2.4	0.0	4.5	7.7	0.0	2.3
Prop In Lane	0.60		0.40	1.00		1.00	1.00		0.18	1.00		0.01
Lane Grp Cap(c), veh/h	260	0	0	260	0	164	964	0	1317	821	0	1335
V/C Ratio(X)	0.02	0.00	0.00	0.41	0.00	0.37	0.00	0.00	0.28	0.17	0.00	0.16
Avail Cap(c_a), veh/h	717	0	0	706	0	637	964	0	1317	821	0	1335
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	27.4	0.0	0.0	29.5	0.0	28.5	2.6	0.0	2.5	3.7	0.0	2.2
Incr Delay (d2), s/veh	0.0	0.0	0.0	1.0	0.0	1.4	0.0	0.0	0.5	0.4	0.0	0.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	0.7	0.0	0.4	0.0	0.0	0.2	0.1	0.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	27.5	0.0	0.0	30.5	0.0	29.8	2.6	0.0	3.0	4.1	0.0	2.5
LnGrp LOS	C			C		C	A		A	A		A
Approach Vol, veh/h		5			166			372			357	
Approach Delay, s/veh		27.5			30.3			3.0			3.1	
Approach LOS		C			C			A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		57.0		11.7		57.0		11.7				
Change Period (Y+Rc), s		4.7		4.3		4.7		4.3				
Max Green Setting (Gmax), s		52.3		28.7		52.3		28.7				
Max Q Clear Time (g_c+I1), s		6.5		2.2		9.7		6.8				
Green Ext Time (p_c), s		3.0		0.0		2.5		0.8				

Intersection Summary												
HCM 6th Ctrl Delay, s/veh			8.2									
HCM 6th LOS			A									

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	0	2	102	0	58	2	291	64	132	207	3
Future Volume (veh/h)	3	0	2	102	0	58	2	291	64	132	207	3
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1800	1800	1800	1800	1800	1800	1800	1786	1730	1800	1758	1800
Adj Flow Rate, veh/h	3	0	2	106	0	60	2	303	67	138	216	3
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	1	5	0	3	0
Opposing Right Turn Influence	No			Yes			No			Yes		
Cap, veh/h	171	19	71	260	0	164	964	1079	238	821	1317	18
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.11	0.00	0.11	0.11	0.00	0.11	0.76	0.76	0.76	0.76	0.76	0.76
Unsig. Movement Delay												
Ln Grp Delay, s/veh	27.5	0.0	0.0	30.5	0.0	29.8	2.6	0.0	3.0	4.1	0.0	2.5
Ln Grp LOS	C			C		C	A		A	A		A
Approach Vol, veh/h		5			166			372			357	
Approach Delay, s/veh		27.5			30.3			3.0			3.1	
Approach LOS		C			C			A			A	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Case No		6.0		8.0		6.0		7.0
Phs Duration (G+Y+Rc), s		57.0		11.7		57.0		11.7
Change Period (Y+Rc), s		4.7		4.3		4.7		4.3
Max Green (Gmax), s		52.3		28.7		52.3		28.7
Max Allow Headway (MAH), s		5.6		5.7		5.5		5.3
Max Q Clear (g_c+I1), s		6.5		2.2		9.7		6.8
Green Ext Time (g_e), s		3.0		0.0		2.5		0.8
Prob of Phs Call (p_c)		1.00		0.96		1.00		0.96
Prob of Max Out (p_x)		0.00		0.00		0.00		0.00

Left-Turn Movement Data								
Assigned Mvmt		5		7		1		3
Mvmt Sat Flow, veh/h		1181		809		1028		1444

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		1416		176		1730		0

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		313		656		24		1525

Left Lane Group Data								
Assigned Mvmt	0	5	0	7	0	1	0	3
Lane Assignment		L		L+T+R		L		L+T

Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	2	0	5	0	138	0	106
Grp Sat Flow (s), veh/h/ln	0	1181	0	1641	0	1028	0	1444
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	3.2	0.0	4.7
Cycle Q Clear Time (g_c), s	0.0	2.4	0.0	0.2	0.0	7.7	0.0	4.8
Perm LT Sat Flow (s_l), veh/h/ln	0	1181	0	1440	0	1028	0	1437
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	1748	0	0	0	1714
Perm LT Eff Green (g_p), s	0.0	52.3	0.0	7.4	0.0	52.3	0.0	7.4
Perm LT Serve Time (g_u), s	0.0	50.0	0.0	2.5	0.0	47.8	0.0	7.2
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	3.2	0.0	4.7
Time to First Blk (g_f), s	0.0	0.0	0.0	1.3	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	1.00	0.00	0.60	0.00	1.00	0.00	1.00
Lane Grp Cap (c), veh/h	0	964	0	260	0	821	0	260
V/C Ratio (X)	0.00	0.00	0.00	0.02	0.00	0.17	0.00	0.41
Avail Cap (c_a), veh/h	0	964	0	717	0	821	0	706
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	2.6	0.0	27.4	0.0	3.7	0.0	29.5
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.4	0.0	1.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	2.6	0.0	27.5	0.0	4.1	0.0	30.5
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.7
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.1
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.7
%ile Storage Ratio (RQ%)	0.00	0.02	0.00	0.08	0.00	0.77	0.00	1.42
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment								
Lanes in Grp	0	0	0	0	0	0	0	0
Grp Vol (v), veh/h	0	0	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	0	0	0	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	0	0	0	0	0	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	0	0	0	0	0
Upstream Filter (I)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		T+R				T+R		R
Lanes in Grp	0	1	0	0	0	1	0	1
Grp Vol (v), veh/h	0	370	0	0	0	219	0	60
Grp Sat Flow (s), veh/h/ln	0	1730	0	0	0	1754	0	1525
Q Serve Time (g_s), s	0.0	4.5	0.0	0.0	0.0	2.3	0.0	2.5
Cycle Q Clear Time (g_c), s	0.0	4.5	0.0	0.0	0.0	2.3	0.0	2.5
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.18	0.00	0.40	0.00	0.01	0.00	1.00
Lane Grp Cap (c), veh/h	0	1317	0	0	0	1335	0	164
V/C Ratio (X)	0.00	0.28	0.00	0.00	0.00	0.16	0.00	0.37
Avail Cap (c_a), veh/h	0	1317	0	0	0	1335	0	637
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	2.5	0.0	0.0	0.0	2.2	0.0	28.5
Incr Delay (d2), s/veh	0.0	0.5	0.0	0.0	0.0	0.3	0.0	1.4
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	3.0	0.0	0.0	0.0	2.5	0.0	29.8
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4
2nd-Term Q (Q2), veh/ln	0.0	0.2	0.0	0.0	0.0	0.1	0.0	0.1
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.2	0.0	0.0	0.0	0.1	0.0	0.4
%ile Storage Ratio (RQ%)	0.00	0.05	0.00	0.00	0.00	0.15	0.00	2.28
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	8.2
HCM 6th LOS	A

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	6	262	155	3	1	4
Future Vol, veh/h	6	262	155	3	1	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	6	0	0	0	0
Mvmt Flow	6	273	161	3	1	4

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	164	0	-	0	448	163
Stage 1	-	-	-	-	163	-
Stage 2	-	-	-	-	285	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1427	-	-	-	572	887
Stage 1	-	-	-	-	871	-
Stage 2	-	-	-	-	768	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1427	-	-	-	569	887
Mov Cap-2 Maneuver	-	-	-	-	569	-
Stage 1	-	-	-	-	867	-
Stage 2	-	-	-	-	768	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.2	0	9.5
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1427	-	-	-	798
HCM Lane V/C Ratio	0.004	-	-	-	0.007
HCM Ctrl Dly (s/v)	7.5	0	-	-	9.5
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q (veh)	0	-	-	-	0

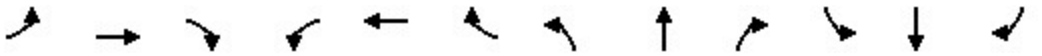
Intersection	
Int Delay, s/veh	0.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	5	5	343	8	9	336
Future Vol, veh/h	5	5	343	8	9	336
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	0	1	0	0	2
Mvmt Flow	5	5	357	8	9	350

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	729	361	0	0	365	0
Stage 1	361	-	-	-	-	-
Stage 2	368	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	393	688	-	-	1205	-
Stage 1	710	-	-	-	-	-
Stage 2	704	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	389	688	-	-	1205	-
Mov Cap-2 Maneuver	389	-	-	-	-	-
Stage 1	710	-	-	-	-	-
Stage 2	698	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	12.4	0	0.2
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	497	1205	-
HCM Lane V/C Ratio	-	-	0.021	0.008	-
HCM Ctrl Dly (s/v)	-	-	12.4	8	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q (veh)	-	-	0.1	0	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	4	0	8	124	0	57	10	262	118	127	211	6
Future Volume (veh/h)	4	0	8	124	0	57	10	262	118	127	211	6
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1786	1800
Adj Flow Rate, veh/h	4	0	9	138	0	63	11	291	131	141	234	7
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	1	0
Cap, veh/h	103	25	145	282	0	197	920	883	398	752	1296	39
Arrive On Green	0.13	0.00	0.13	0.13	0.00	0.13	0.75	0.75	0.75	0.75	0.75	0.75
Sat Flow, veh/h	310	190	1126	1444	0	1525	1157	1176	529	980	1725	52
Grp Volume(v), veh/h	13	0	0	138	0	63	11	0	422	141	0	241
Grp Sat Flow(s),veh/h/ln	1627	0	0	1444	0	1525	1157	0	1705	980	0	1777
Q Serve(g_s), s	0.0	0.0	0.0	6.3	0.0	2.8	0.2	0.0	6.2	4.2	0.0	2.9
Cycle Q Clear(g_c), s	0.5	0.0	0.0	6.9	0.0	2.8	3.1	0.0	6.2	10.3	0.0	2.9
Prop In Lane	0.31		0.69	1.00		1.00	1.00		0.31	1.00		0.03
Lane Grp Cap(c), veh/h	272	0	0	282	0	197	920	0	1281	752	0	1335
V/C Ratio(X)	0.05	0.00	0.00	0.49	0.00	0.32	0.01	0.00	0.33	0.19	0.00	0.18
Avail Cap(c_a), veh/h	567	0	0	563	0	497	920	0	1281	752	0	1335
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	28.8	0.0	0.0	31.5	0.0	29.8	3.1	0.0	3.1	4.8	0.0	2.7
Incr Delay (d2), s/veh	0.1	0.0	0.0	1.3	0.0	0.9	0.0	0.0	0.7	0.6	0.0	0.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.0	1.1	0.0	0.5	0.0	0.0	0.2	0.1	0.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	28.8	0.0	0.0	32.8	0.0	30.7	3.2	0.0	3.8	5.3	0.0	3.0
LnGrp LOS	C			C		C	A		A	A		A
Approach Vol, veh/h		13			201			433			382	
Approach Delay, s/veh		28.8			32.1			3.8			3.9	
Approach LOS		C			C			A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		61.0		14.2		61.0		14.2				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		56.5		24.5		56.5		24.5				
Max Q Clear Time (g_c+I1), s		8.2		2.5		12.3		8.9				
Green Ext Time (p_c), s		3.6		0.0		2.8		0.9				

Intersection Summary												
HCM 6th Ctrl Delay, s/veh			9.7									
HCM 6th LOS			A									

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	4	0	8	124	0	57	10	262	118	127	211	6
Future Volume (veh/h)	4	0	8	124	0	57	10	262	118	127	211	6
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1786	1800
Adj Flow Rate, veh/h	4	0	9	138	0	63	11	291	131	141	234	7
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	1	0
Opposing Right Turn Influence	No			Yes			No			Yes		
Cap, veh/h	103	25	145	282	0	197	920	883	398	752	1296	39
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.13	0.00	0.13	0.13	0.00	0.13	0.75	0.75	0.75	0.75	0.75	0.75
Unsig. Movement Delay												
Ln Grp Delay, s/veh	28.8	0.0	0.0	32.8	0.0	30.7	3.2	0.0	3.8	5.3	0.0	3.0
Ln Grp LOS	C			C		C	A		A	A		A
Approach Vol, veh/h		13			201			433			382	
Approach Delay, s/veh		28.8			32.1			3.8			3.9	
Approach LOS		C			C			A			A	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Case No		6.0		8.0		6.0		7.0
Phs Duration (G+Y+Rc), s		61.0		14.2		61.0		14.2
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5
Max Green (Gmax), s		56.5		24.5		56.5		24.5
Max Allow Headway (MAH), s		5.7		5.8		5.6		5.3
Max Q Clear (g_c+I1), s		8.2		2.5		12.3		8.9
Green Ext Time (g_e), s		3.6		0.0		2.8		0.9
Prob of Phs Call (p_c)		1.00		0.99		1.00		0.99
Prob of Max Out (p_x)		0.00		0.00		0.00		0.01

Left-Turn Movement Data								
Assigned Mvmt		5		7		1		3
Mvmt Sat Flow, veh/h		1157		310		980		1444

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		1176		190		1725		0

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		529		1126		52		1525

Left Lane Group Data								
Assigned Mvmt	0	5	0	7	0	1	0	3
Lane Assignment		L		L+T+R		L		L+T

Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	11	0	13	0	141	0	138
Grp Sat Flow (s), veh/h/ln	0	1157	0	1627	0	980	0	1444
Q Serve Time (g_s), s	0.0	0.2	0.0	0.0	0.0	4.2	0.0	6.3
Cycle Q Clear Time (g_c), s	0.0	3.1	0.0	0.5	0.0	10.3	0.0	6.9
Perm LT Sat Flow (s_l), veh/h/ln	0	1157	0	1440	0	980	0	1428
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	1773	0	0	0	1714
Perm LT Eff Green (g_p), s	0.0	56.5	0.0	9.7	0.0	56.5	0.0	9.7
Perm LT Serve Time (g_u), s	0.0	53.6	0.0	2.8	0.0	50.3	0.0	9.2
Perm LT Q Serve Time (g_ps), s	0.0	0.2	0.0	0.0	0.0	4.2	0.0	6.3
Time to First Blk (g_f), s	0.0	0.0	0.0	3.7	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.5	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	1.00	0.00	0.31	0.00	1.00	0.00	1.00
Lane Grp Cap (c), veh/h	0	920	0	272	0	752	0	282
V/C Ratio (X)	0.00	0.01	0.00	0.05	0.00	0.19	0.00	0.49
Avail Cap (c_a), veh/h	0	920	0	567	0	752	0	563
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	3.1	0.0	28.8	0.0	4.8	0.0	31.5
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.1	0.0	0.6	0.0	1.3
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	3.2	0.0	28.8	0.0	5.3	0.0	32.8
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.1	0.0	0.0	0.0	1.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.1
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.1	0.0	0.1	0.0	1.1
%ile Storage Ratio (RQ%)	0.00	0.11	0.00	0.24	0.00	0.88	0.00	2.08
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment								
Lanes in Grp	0	0	0	0	0	0	0	0
Grp Vol (v), veh/h	0	0	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	0	0	0	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	0	0	0	0	0	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	0	0	0	0	0
Upstream Filter (I)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		T+R				T+R		R
Lanes in Grp	0	1	0	0	0	1	0	1
Grp Vol (v), veh/h	0	422	0	0	0	241	0	63
Grp Sat Flow (s), veh/h/ln	0	1705	0	0	0	1777	0	1525
Q Serve Time (g_s), s	0.0	6.2	0.0	0.0	0.0	2.9	0.0	2.8
Cycle Q Clear Time (g_c), s	0.0	6.2	0.0	0.0	0.0	2.9	0.0	2.8
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.31	0.00	0.69	0.00	0.03	0.00	1.00
Lane Grp Cap (c), veh/h	0	1281	0	0	0	1335	0	197
V/C Ratio (X)	0.00	0.33	0.00	0.00	0.00	0.18	0.00	0.32
Avail Cap (c_a), veh/h	0	1281	0	0	0	1335	0	497
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	3.1	0.0	0.0	0.0	2.7	0.0	29.8
Incr Delay (d2), s/veh	0.0	0.7	0.0	0.0	0.0	0.3	0.0	0.9
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	3.8	0.0	0.0	0.0	3.0	0.0	30.7
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.5
2nd-Term Q (Q2), veh/ln	0.0	0.2	0.0	0.0	0.0	0.1	0.0	0.1
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.2	0.0	0.0	0.0	0.1	0.0	0.5
%ile Storage Ratio (RQ%)	0.00	0.07	0.00	0.00	0.00	0.19	0.00	2.73
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	9.7
HCM 6th LOS	A

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	4	240	176	1	3	4
Future Vol, veh/h	4	240	176	1	3	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	4	267	196	1	3	4

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	197	0	-	0	472	197
Stage 1	-	-	-	-	197	-
Stage 2	-	-	-	-	275	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1388	-	-	-	554	849
Stage 1	-	-	-	-	841	-
Stage 2	-	-	-	-	776	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1388	-	-	-	552	849
Mov Cap-2 Maneuver	-	-	-	-	552	-
Stage 1	-	-	-	-	838	-
Stage 2	-	-	-	-	776	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.1	0	10.3
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1388	-	-	-	690
HCM Lane V/C Ratio	0.003	-	-	-	0.011
HCM Ctrl Dly (s/v)	7.6	0	-	-	10.3
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q (veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	6	3	315	7	4	338
Future Vol, veh/h	6	3	315	7	4	338
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	0	0	1
Mvmt Flow	7	3	350	8	4	376

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	738	354	0	0	358	0
Stage 1	354	-	-	-	-	-
Stage 2	384	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	388	694	-	-	1212	-
Stage 1	715	-	-	-	-	-
Stage 2	693	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	386	694	-	-	1212	-
Mov Cap-2 Maneuver	386	-	-	-	-	-
Stage 1	715	-	-	-	-	-
Stage 2	690	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	13.1	0	0.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	453	1212	-
HCM Lane V/C Ratio	-	-	0.022	0.004	-
HCM Ctrl Dly (s/v)	-	-	13.1	8	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q (veh)	-	-	0.1	0	-

Appendix G:

Site Access Functional Designs

TOWNHOUSES
TYPE B
4 UNITS

TOWNHOUSES
TYPE B
4 UNITS

1.5M SID

LANDS

PROPERTY LINE N69°20'25"W 109.65

1.00
2.00 — 2.0m SIDEWALK
2.80
0.50
3.50 — 3.5m LANE
4.20 — 4.2m TWO-WAY LEFT-TURN LANE
26.00
3.50 — 3.5m LANE
2.40
3.00 — 3.0m BIKE LANE
0.30
2.00 — 2.0m SIDEWALK
0.30

KINGSLEY ROAD

G:\Projects\2024\100762 - TRAFFIC - Picton Rockport Rental A\03 Analysis\03 Site Review & Circulation\20260224 Functional Design

TYLin
3381 Steeles Ave. East,
Suite 315
Toronto, ON
M2H 3S8

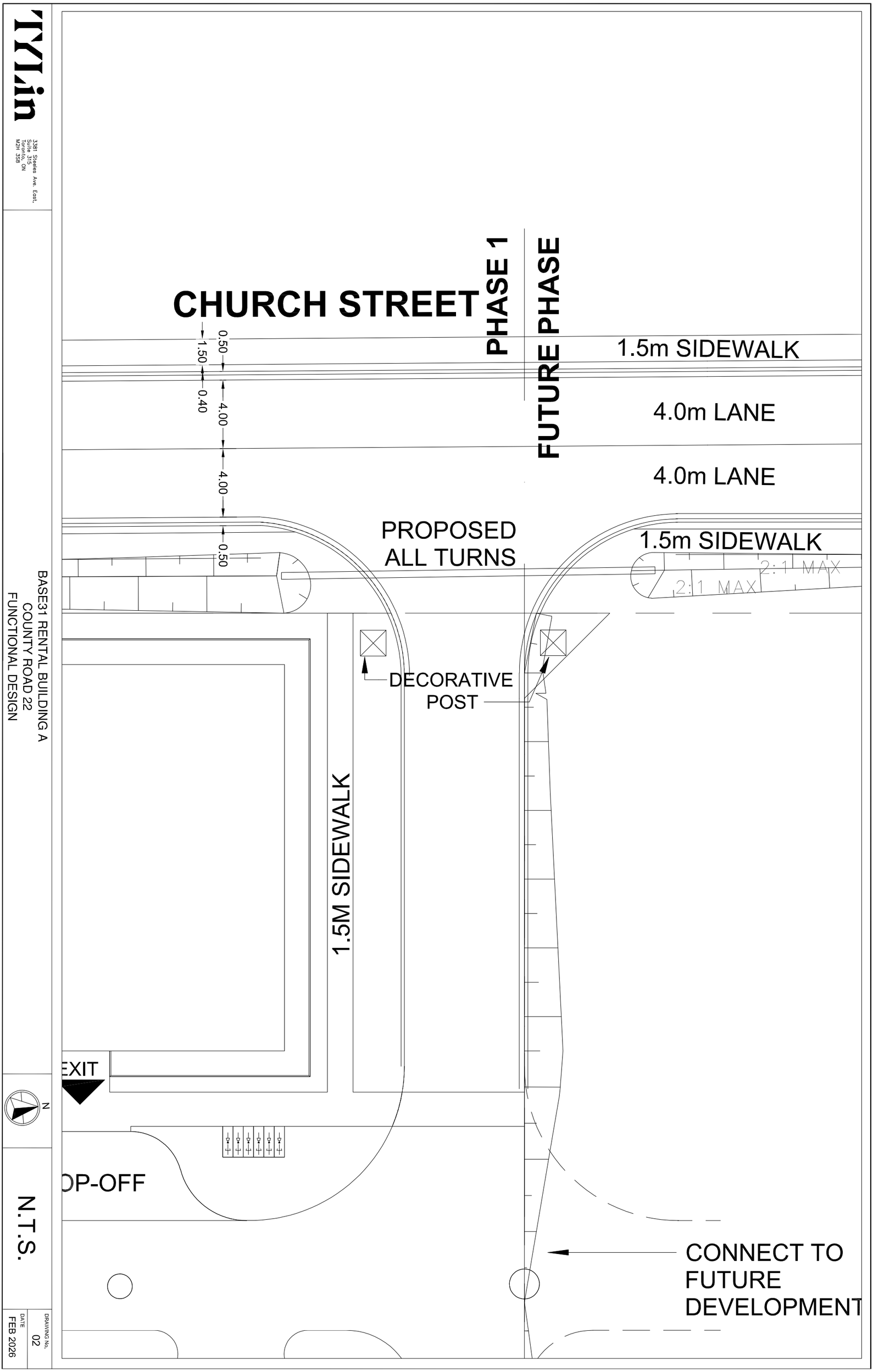
BASE31 RENTAL BUILDING A
KINGSLEY ROAD
FUNCTIONAL DESIGN

N

N.T.S.

DRAWING No. 01
DATE FEB 2026

G:\Projects\2024\100762 - TRAFFIC - Picton Rockport Rental A\03 Analysis\03 Site Review & Circulation\20260224 Functional Design



Appendix H:

Site Plan Review

CHURCH STREET

132.5m

PROPOSED ALL TURNS

PROPERTY LINE N19°25'40"E 186.05

DECORATIVE POST

PROPERTY LINE 21.44

R16.0

R9.0

R9.0

DECORATIVE POST

DECORATIVE POST

LANDSCAPE

1.5M SIDEWALK

BUILDING A

7 STOREYS

1.5M SIDEWALK

98.8m

KINGSLEY ROAD

13

RESIDENTIAL PRINCIPAL ENTRANCE

LOADING / DROP-OFF

TOTAL PARKING SPACES PROVIDED: 167
TOTAL SITE AREA: 27,568.6 M²
PHASE 1 SITE AREA: 13,308.1 M²

PRIVATE STREET B

CONNECT TO FUTURE DEVELOPMENT

FUTURE DEVELOPM

TOWNHOUSES TYPE B 4 UNITS

PROPERTY LINE N69°20'25"W 109.65

TOWNHOUSES TYPE B 4 UNITS

1.5M SIDEWALK

PRIVATE STREET B

14

12 12

12 12

12 12

12 12

15

PRIVATE STREET A

R6.0

1.5M SIDEWALK

29

PRIVATE STREET A

CONNECT TO FUTURE DEVELOPMENT

R6.0

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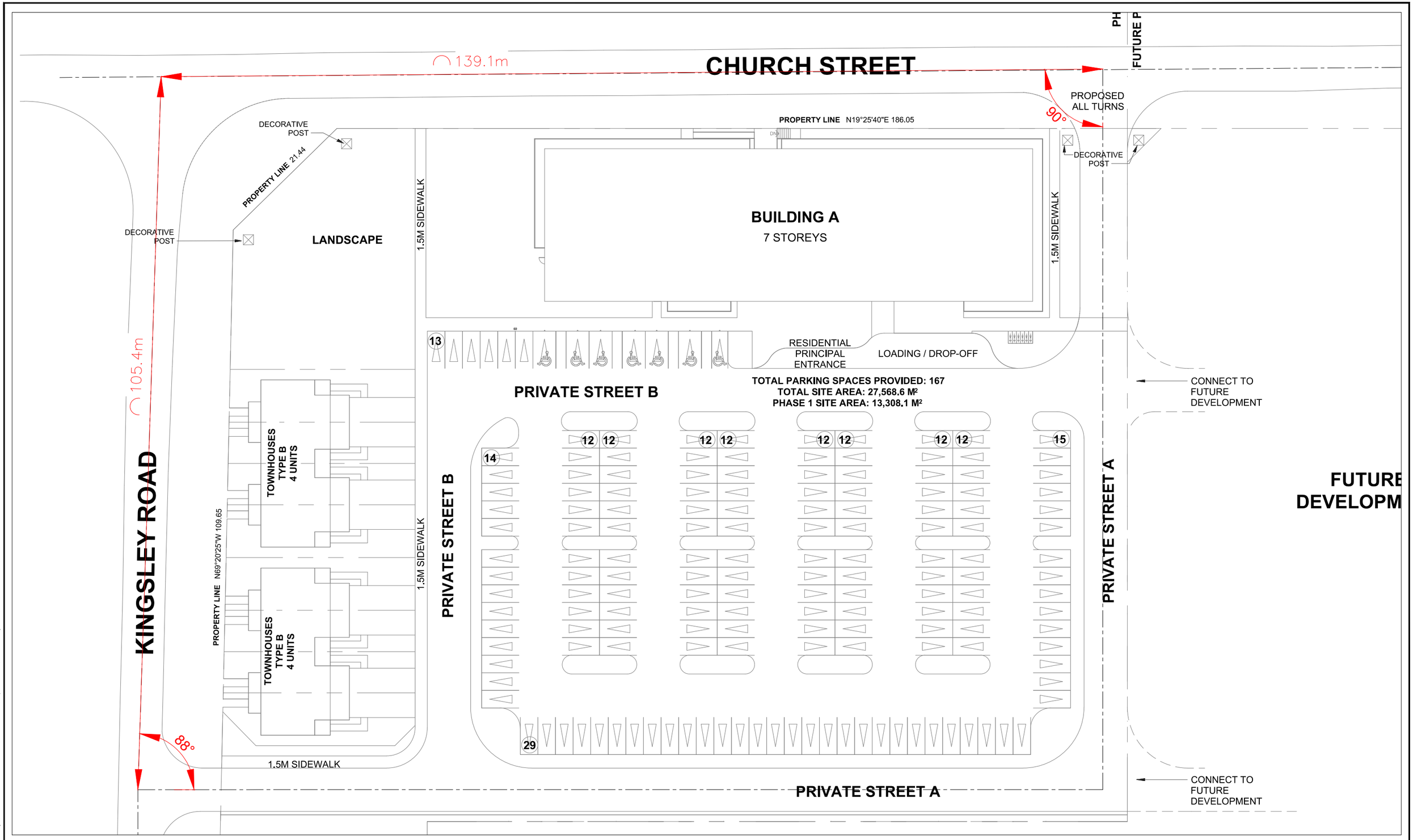
PICTON - RENTAL BUILDING A
CORNER CLEARANCE

SCALE 1:500

DRAWING No. 01

DATE FEB 2026



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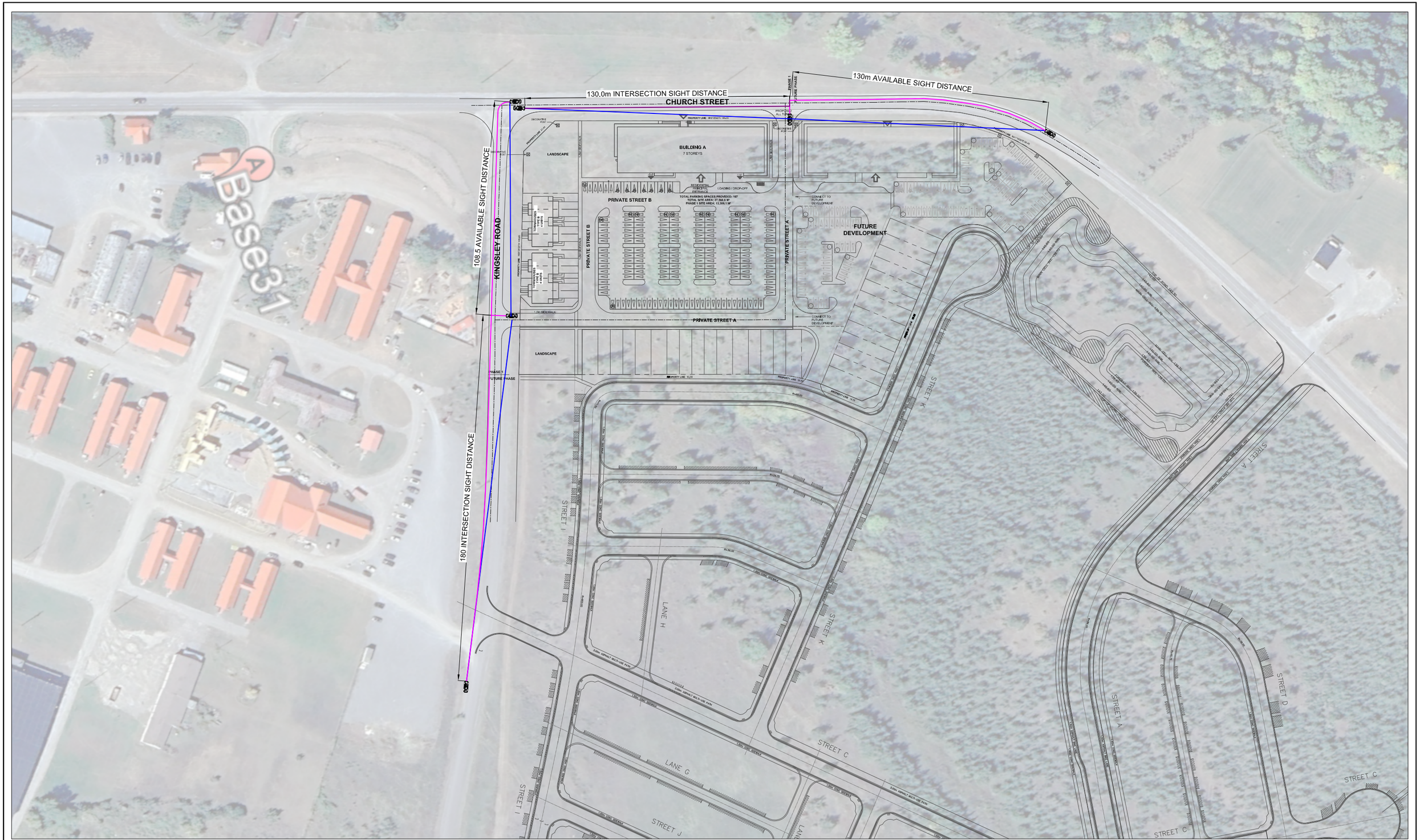
PICTON - RENTAL BUILDING A
INTERSECTION SPACING

SCALE
1:500

DRAWING No.
02

DATE
FEB 2026



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PICTON - RENTAL BUILDING A
SIGHTLINE ANALYSIS

SCALE
N.T.S.

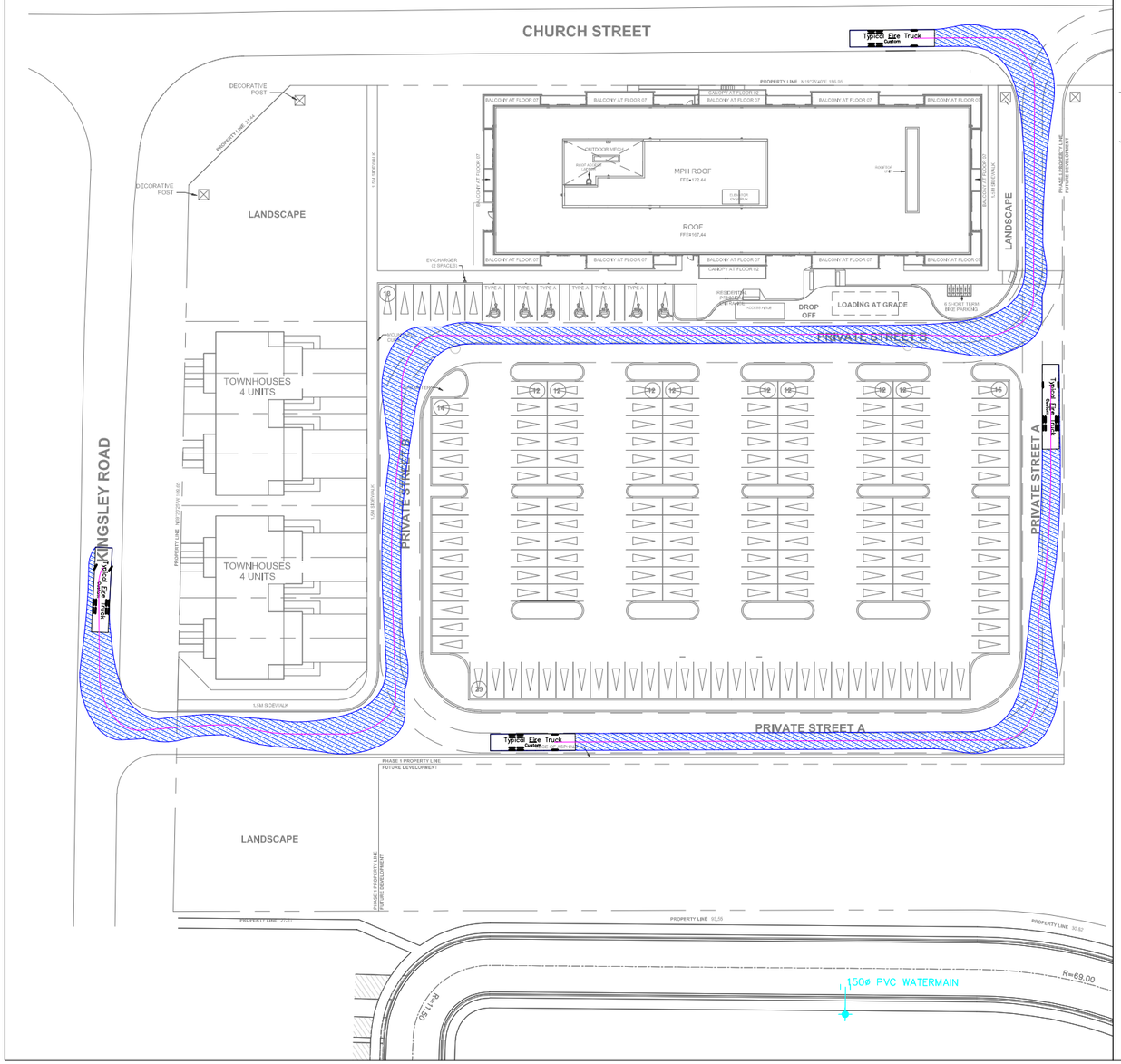
DRAWING No.
03

DATE
FEB 2026

Appendix I:

Vehicle Maneuvering Diagrams

ENTRY MANEUVER



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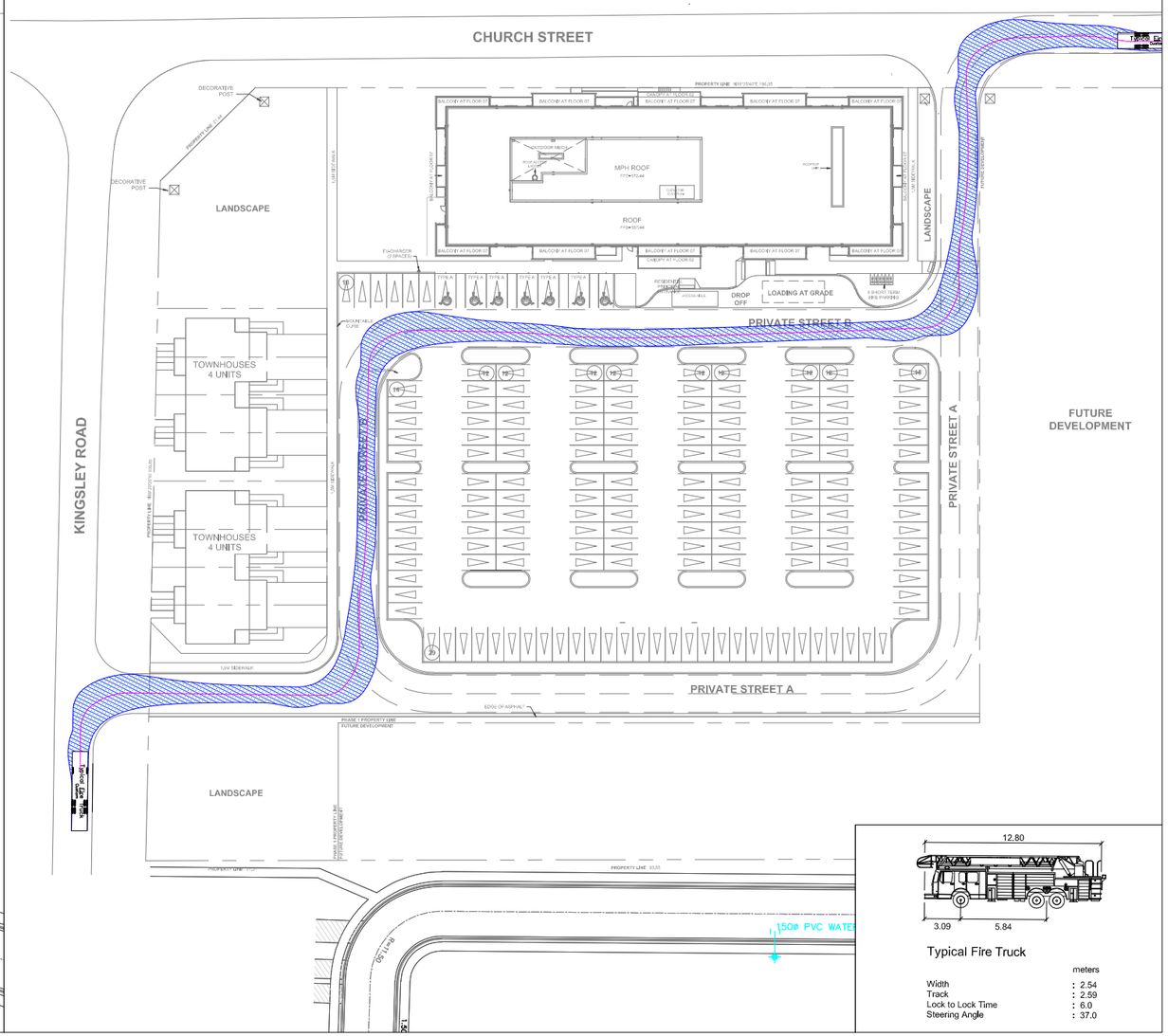

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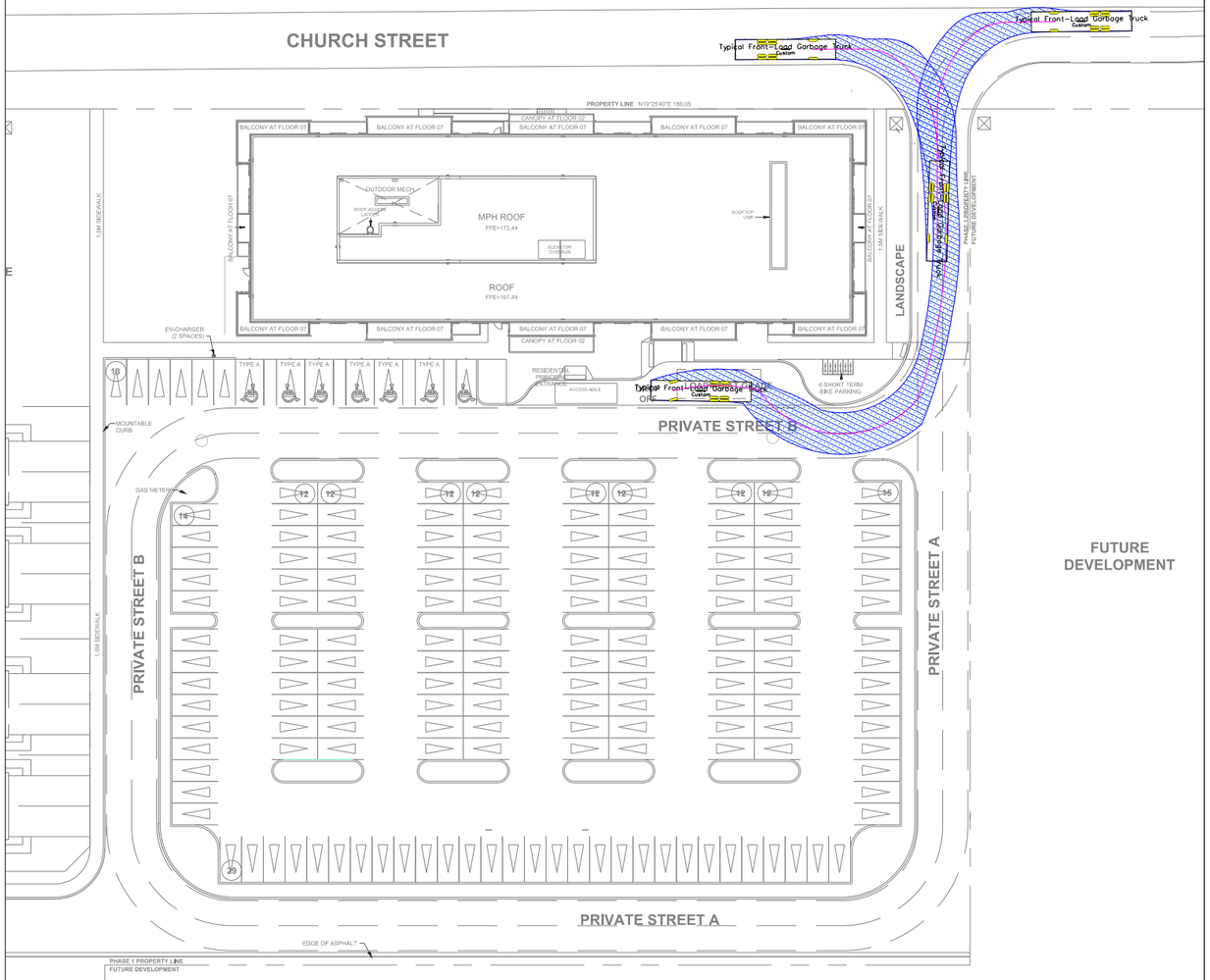
PICTON - RENTAL BUILDING A
VEHICLE MANEUVER DIAGRAM - FIRE TRUCK

SCALE 1:700

DRAWING No. 01

DATE FEB 2026

ENTRY MANEUVER



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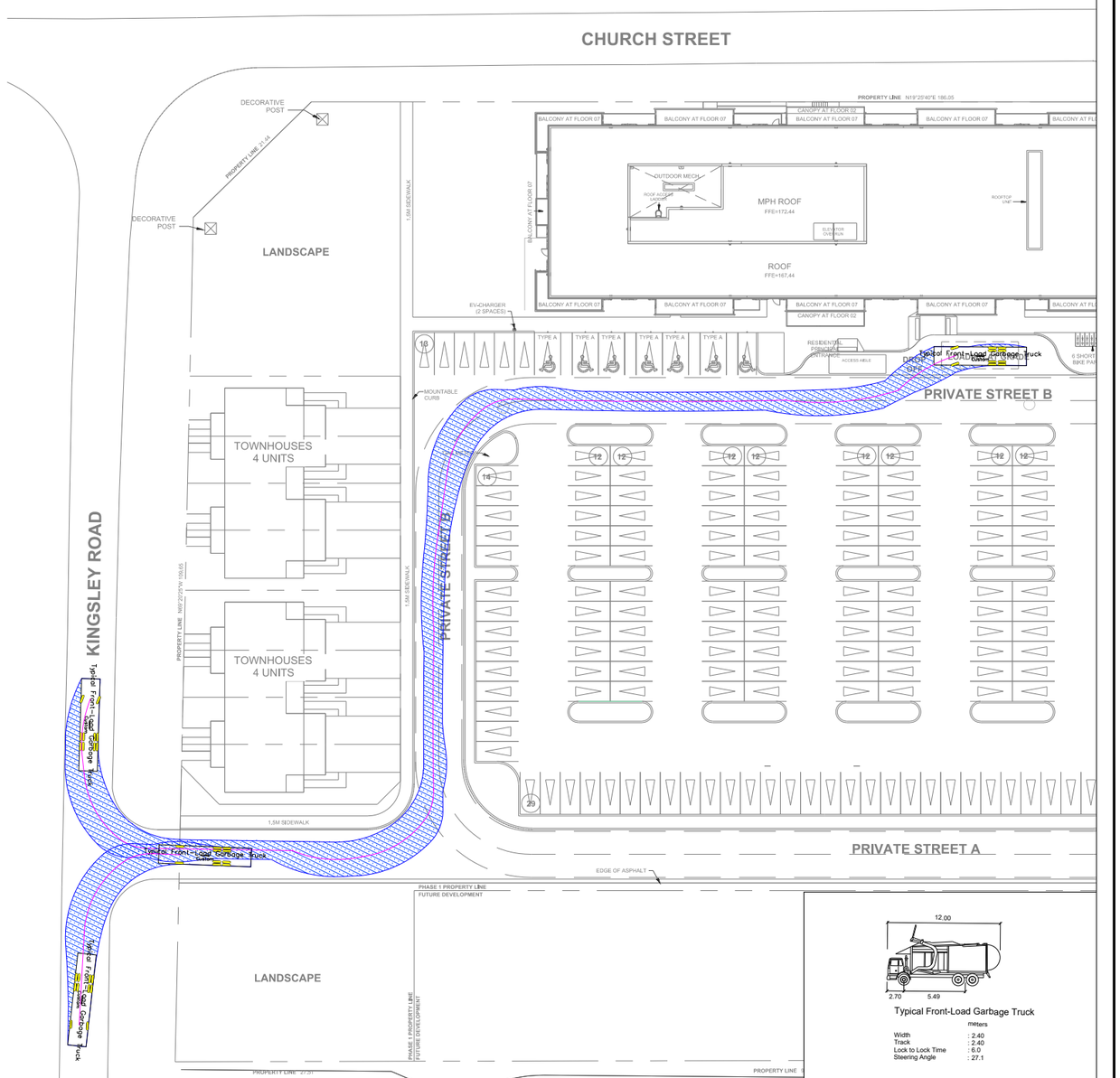

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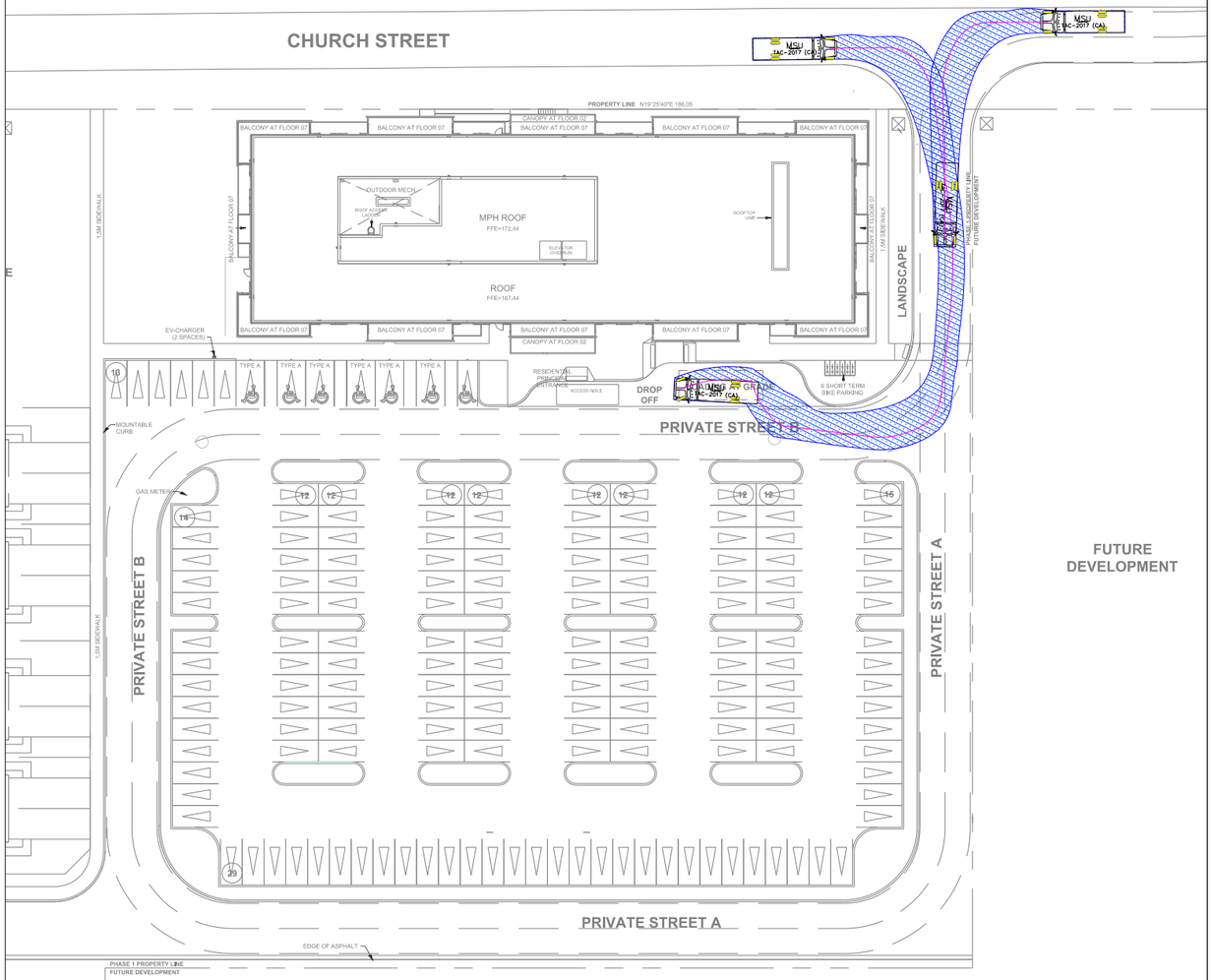
PICTON - RENTAL BUILDING A
VEHICLE MANEUVER DIAGRAM - GARBAGE TRUCK

SCALE 1:700

DRAWING No. 02

DATE FEB 2026

ENTRY MANEUVER



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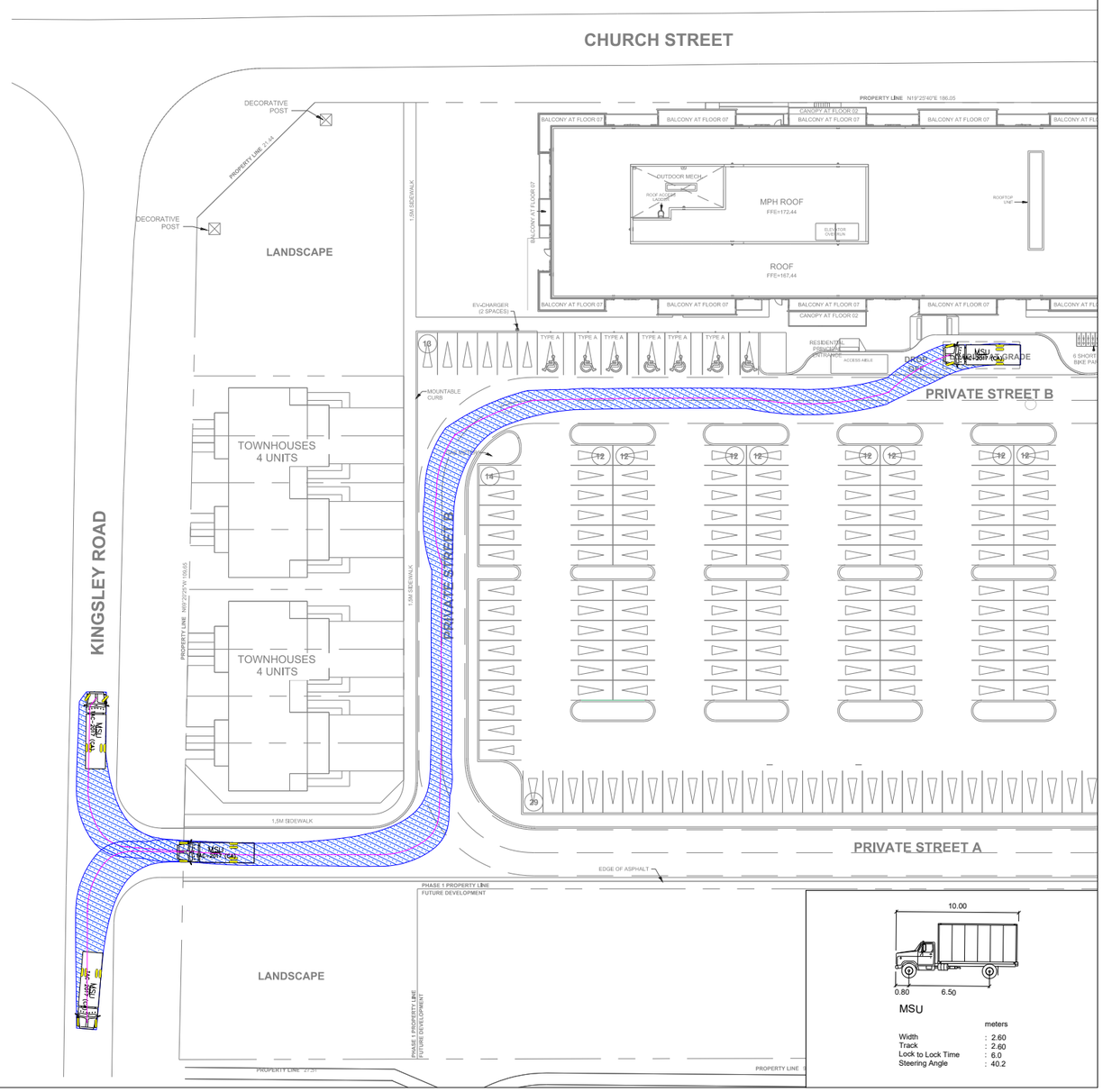

MSU

	meters
Width	: 2.60
Track	: 2.60
Lock to Lock Time	: 6.0
Steering Angle	: 40.2

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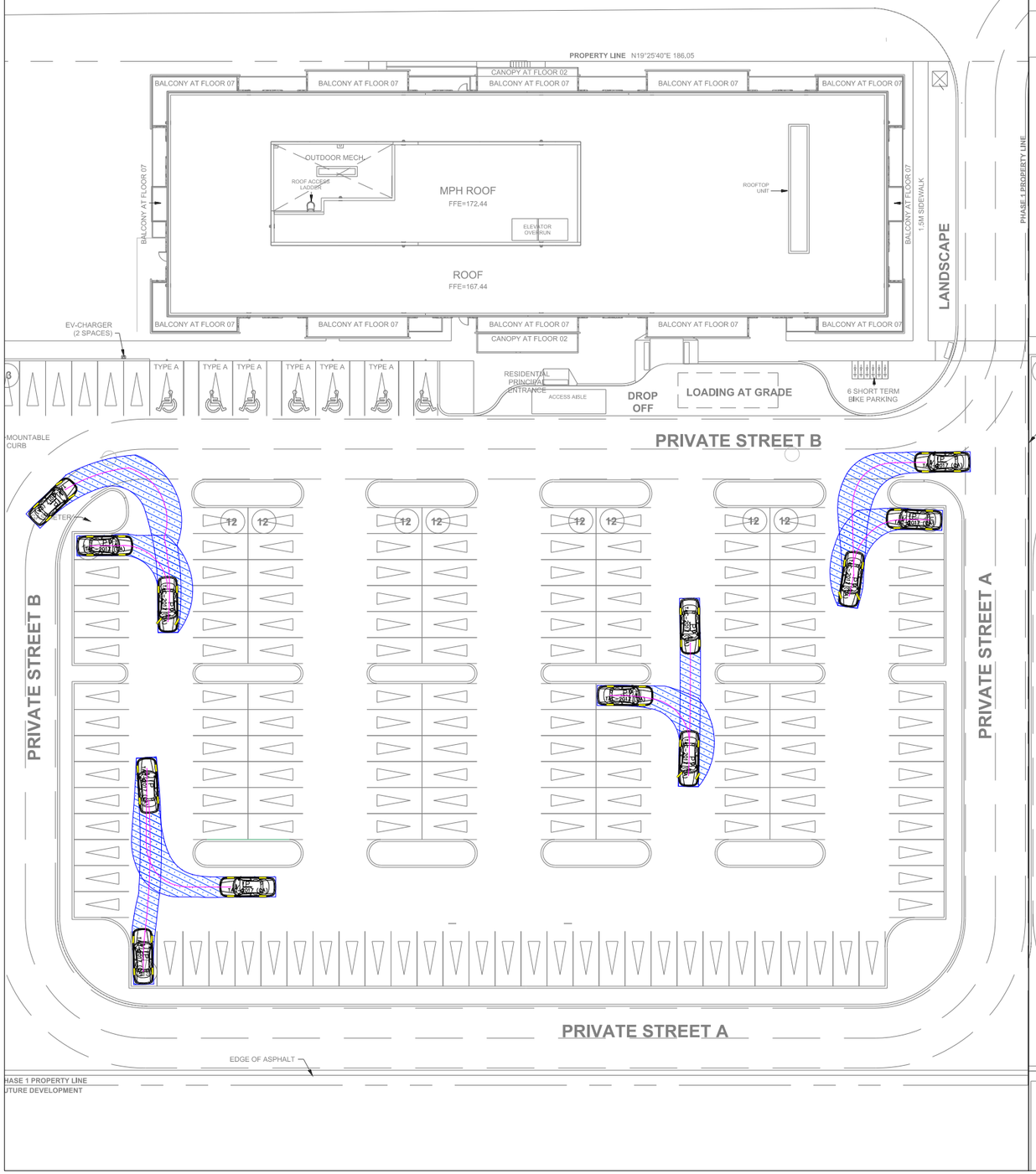
PICTON - RENTAL BUILDING A
VEHICLE MANEUVER DIAGRAM - MSU TRUCK

SCALE 1:700

DRAWING No. 03

DATE FEB 2026

ENTRY MANEUVER



EXIT MANEUVER

P

	meters
Width	: 2.00
Track	: 2.00
Lock to Lock Time	: 6.0
Steering Angle	: 35.9

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PICTON - RENTAL BUILDING A
VEHICLE MANEUVER DIAGRAM - PASSENGER CAR

SCALE 1:500

DRAWING No. 04

DATE FEB 2026