

TRAFFIC IMPACT STUDY

Cork and Vine Community – Kaitlin Development Corporation

Wellington, ON

September 29, 2022

Revised November 28, 2025

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Revision Summary

September 29, 2022

Traffic Impact Study issued for Official Plan Amendment/Draft Plan of Subdivision Approval.

November 28, 2025

Traffic Impact Study revised for peer review comments received from McIntosh Perry – dated March 20, 2023 and updates made to support the revised concept plan and increased number of units.

It is noted that a Traffic Impact Study for the adjacent development (Fields of Wellington) was authored by Nextrans in 2020. Since the authoring of this study, the draft plan has been modified slightly to provide a connection from Street C into CCE development, remove the connection to West St across the Millenium Trail, and the unit count has been adjusted from 690 units to 803 units due to removal of the southwest SWM pond.

It is understood that FOW was previously held under separate ownership but is now part of Kaitlin Corporation's holdings. Together, the already approved FOW development and the proposed red-line CCE development are now known as the Cork & Vine Community (CVC).

As a result of the land ownership (and thereby impact to construction phasing), and the revision to the FOW unit count, this TIS has been revised to provide a holistic review of the CVC development impact.

Preliminary discussions were had directly with the peer reviewer regarding revisions to the study. Additionally, Kaitlin Corporation had discussions directly with PEC to confirm the revised scope. Accordingly, the scope of this revision is as follows:

- Ensure concept plan and TIS are consistent (note that the concept plan has been revised to provide additional density;
- Include additional study intersection of Niles/Main;
- Revise FOW traffic distribution to include Street C connections and reflect updated unit count;
- Remodel the traffic distribution based upon a full build out scenario of CVC, and revised development phasing;
- Consider background traffic growth from other developments in the Wellington area;
- Additional pedestrian and active transportation considerations;
- Various other minor updates/additional comments throughout report to address comments provided.

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1 Introduction

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

Jewell Engineering Inc. (Jewell) has prepared this Traffic Impact Study (TIS) on behalf of Kaitlin Corporation (Kaitlin) to determine and summarize the impact of the proposed Cork and Vine Community (CVC) residential development in the Village of Wellington in Prince Edward County (the County), ON (Figure 1-1).



Figure 1-1: Development Site Location (Google, Maxar Tech 2018)

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

The overall Cork & Vine Community (CVC) consists of the developments previously known as Country Club Estates (CCE) on the east and Fields of Wellington (FOW) on the west. The CCE subdivision originally received draft plan approval for 460 residential units, however, the development plan has since undergone several Redline Revisions, with the total proposed number of residential units now 2126. The FOW subdivision originally received draft plan approval for 690 residential units, with the proposed number of units now totalling 803 after Redline Revisions.

Thus, the CVC development now proposes a total of 2929 residential units, to be constructed over 4 phases of development. This traffic impact study is being authored to address the increased number of units and to support the associated Official Plan Amendment and Draft Plan Application for such. The study was developed with reference to previous studies, plans, and consultations.

2 Reference Materials

2.1 Previous Traffic Studies

2.1.1 Country Club Estates Traffic Impact Study, Jewell Engineering, 2018

Jewell previously authored a TIS in 2018 to support the draft plan application for the Country Club Estates subdivision. The development received approval for its planned 460 residential units comprising townhouse, single- and semi-detached, and apartment units, as well as the 18-hole golf course, banquet hall, and 10 guest townhouses. This previous draft plan is included as Figure 2-1.

The study determined that the development would generate 350 trips in the AM peak hour, and 493 trips in the PM peak hour. The study analyzed the following intersections:

- Belleville St/Main St
- Belleville St/Street D (now Turner St)
- Belleville S./Street E (now Street Z)

The study concluded that:

- Under the existing (2018) traffic conditions, the Belleville/Main St intersection operates with acceptable LOS under stop control with existing geometry, however, MTO left turn lane warrants indicate that an eastbound left turn lane is warranted. The turning radii at the Belleville St/Main St intersection were determined to be substandard as transport trucks must cross into oncoming traffic to make a right turn.
- When accounting for development-generated traffic:
 - The Belleville/Main St intersection continues to operate with acceptable Levels of Service (LOS) through a 5-year planning horizon (2023). Review of traffic signal warrants determined that signals were not warranted under the development concept plan at the time.
 - Based on MTO warrants, a northbound left turn lane was found to be warranted at Belleville St./Street D (now Turner St) and Belleville St/Street E (now Street Z). Stop sign control at Street D and Street E was recommended.

Jewell also recommended that Prince Edward County undertake a Traffic Control Study at the Belleville St/Main St intersection to determine the long-term lane layout and traffic control measures required. Improvement of this intersection has been included in the County's Development Charges Background Study.



Figure 2-1: Previous Country Club Estates Draft Plan (basis of 2018 Jewell TIS)

2.1.2 Fields of Wellington Traffic Impact Study, Nextrans, 2020

A traffic impact study was previously authored by Nextrans in 2020 in support of the Fields of Wellington draft plan application. This development received approval for its planned 690 residential units, consisting of single-family dwellings and two mid-rise apartment buildings. This previous draft plan is provided as Figure 2-2.

The proposed dwellings were forecasted to generate 449 trips during the Weekday AM peak hour, 594 trips during the Weekday PM peak hour, and 588 trips during the Saturday peak hour. Traffic generated by the adjacent Country Club Estates development (as determined by the 2018 Jewell TIS based on the current draft plan at the time for 460 units) was considered and incorporated in the study. The study analyzed the following intersections:

- Consecon St/Main St
- West St/Niles St
- Belleville St/Niles St
- West St/Main St
- Belleville St/Street D
- Consecon St/Street B
- Consecon St./Street D
- West St./Street B
- West St./Street Z
- Street Z/Street V
- West St/Street D

A through connection from the Fields of Wellington development across the Millenium Trail to West St was modelled in the traffic analysis.

The study determined that the study intersections and site accesses would operate at acceptable levels of service through a 10-year planning horizon (2034), with the exception of the Consecon St/Main St intersection which experienced significant delays in future conditions. Signalization was considered at the Consecon St/Main St intersection as a mitigative measure, and found to provide acceptable levels of service at the intersection. Semi-actuated control was recommended to ensure prioritization of major road traffic during off peak times.



Figure 2-2: Fields of Wellington Draft Plan (basis of 2020 Nextrans TIS)

2.2 Master Planning Documents

2.2.1 Wellington Urban Center Secondary Plan, IBI Group, 2015

The Wellington Urban Centre Secondary Plan, prepared by IBI Group in 2015, acknowledged the development of CVC and its connectivity to the existing road network – in particular the CCE development, as shown in Figure 2-3 below. The road pattern shown is generally reflected in the current Phase 1A/2A of the CVC development plan (provided in Appendix A).

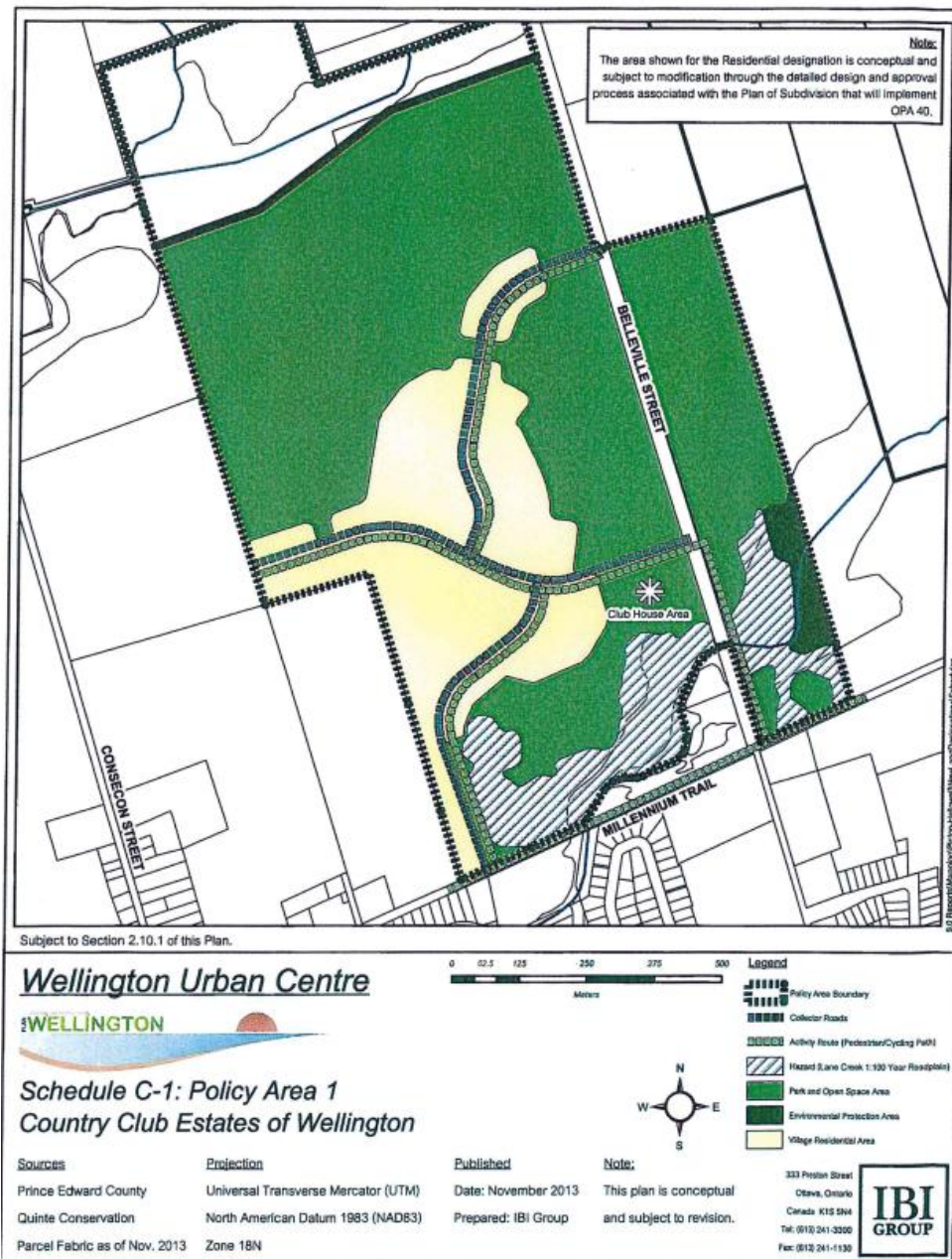


Figure 2-3: Wellington Secondary Plan, Schedule C-1

The Wellington Urban Centre Secondary Plan also provided a higher level picture of the anticipated future transportation routes in this area, with Consecon St, Belleville St and a new east-west street to the north designated as collector roads (Figure 2-4). It is understood that a Wellington Secondary Plan review commenced in November 2023 and is currently underway.

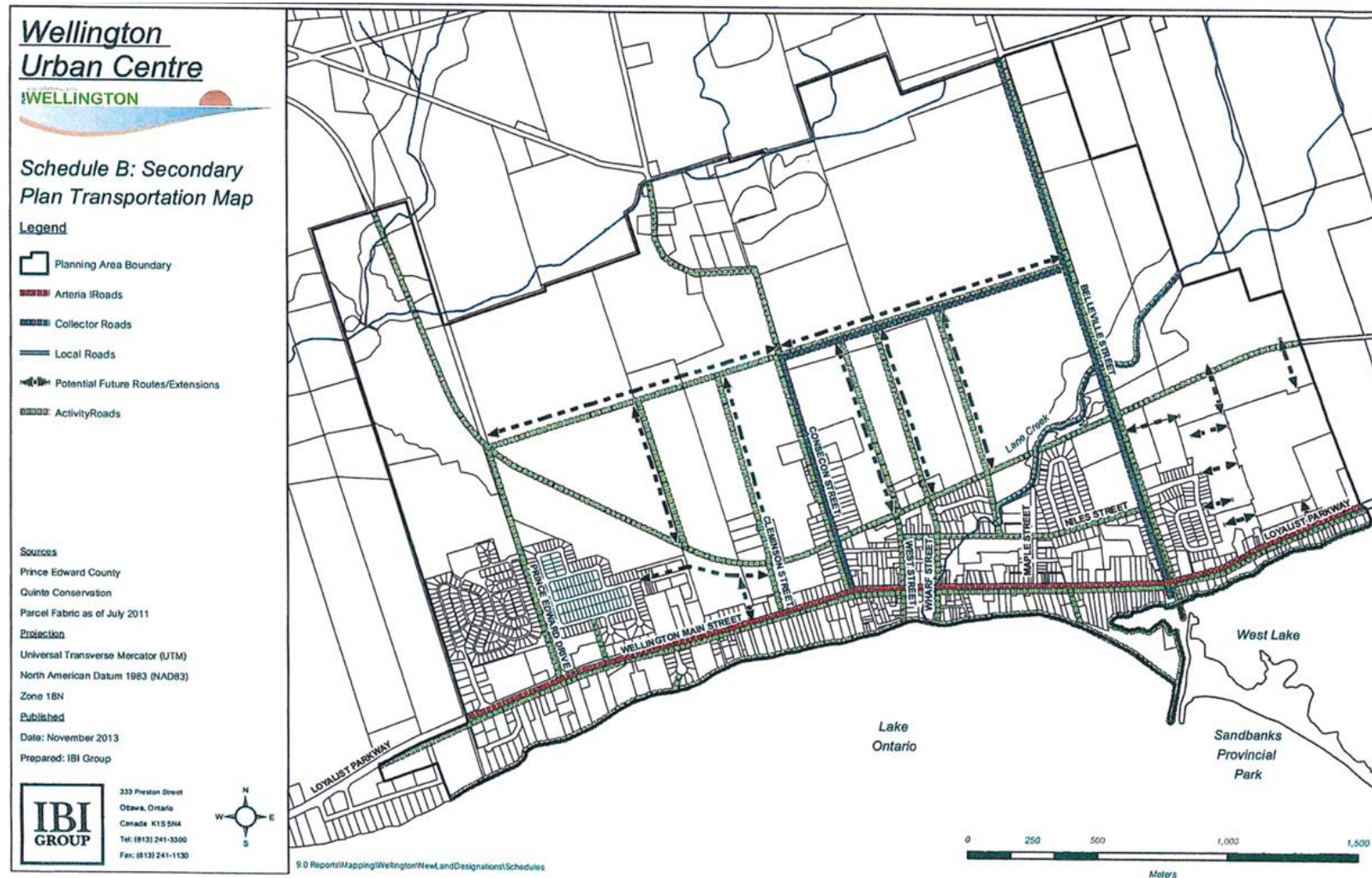


Figure 2-4: Wellington Secondary Plan Transportation Map

2.2.2 Prince Edward County Transportation Master Plan, WSP, 2021

The Prince Edward County Transportation Master Plan identified a traffic growth rate of 2.1% for County Road 33 based on MTO historical summer annual weekday traffic counts, and 1% for all other roads (incl. Consecon St and Belleville St) other than Hwy 62, and CRs 33 and 49 (Figure 2-4).

Roads	Annual Compound Growth Rate (%)
Highway 62	1.4*
County Road 33 (Loyalist Parkway)	2.1*
County Road 49	2.1*
All Other Roads	1.0

* Calculated using MTO historical summer annual weekday daily traffic counts.

Figure 2-5: Prince Edward County Transportation Master Plan, Table 2-4 – Forecasted Traffic Growth Rates

In order to provide better pedestrian/cyclist connectivity to the Wellington area the Transportation Master Plan recommended the following works to be installed from the south up to the Millenium Trail:

- sidewalk extension on Consecon Street;
- sidewalk extension on Belleville Street;
- a multi-use path on the west side of Consecon St; and
- paved shoulders on Belleville St.

The Prince Edward County Transportation Master Plan evaluated the capacity of some road sections in the Wellington area but did not evaluate intersection performance.

2.2.3 PEC Development Charges Background Study, Watson & Associates Economists, 2023

The Prince Edward County Development Charges Background Study (DC Study) of 2023 was prepared to project service and infrastructure costs required to support future growth and development. This calculation is based on historical data and lifecycle cost analysis of the required projects, and is distributed between residential and non-residential developments which benefit from the improvements based on the projected growth ratio of population relative to employment.

The background study, as detailed in Figure 2-6, has accounted for several improvements in the Village of Wellington in the study area of this TIS. This consists of urbanization of Consecon St and Belleville St, and intersection improvements of their respective intersections with Main St. as well as construction of a new bypass road (Prince Edward Drive to Belleville St & Belleville St to Berkhout Subdivision).

Prj_No	Increased Service Needs Attributable to Anticipated Development	Timing (year)	Gross Capital Cost Estimate (2023\$)	Post Period Benefit	Net Capital Cost	Less:		Potential D.C. Recoverable Cost		
						Benefit to Existing Development	Grants, Subsidies and Other Contributions Attributable	Total	Residential Share	Non-Residential Share
	2023-2042								80%	20%
	Wellington		-	-	-	-		-	-	-
18	Intersection Improvements Belleville and Wellington Main Street	2023-2042	1,100,000	-	1,100,000	165,000		935,000	748,000	187,000
19	Intersection Improvements (Wellington Main St. and Prince Edward Dr.	2023-2042	500,000	-	500,000	75,000		425,000	340,000	85,000
20	Intersection Improvements (Wellington Main and Consecon St.)	2023-2042	1,100,000	-	1,100,000	165,000		935,000	748,000	187,000
21	Consecon St. Upgrade and Sidewalk - Trail to Hersfield Property	2023-2042	225,500	-	225,500	105,900		119,600	95,680	23,920
22	New Road, Belleville St to Prince Edward drive (with signals)	2025	9,925,000	1,240,600	8,684,400	4,962,500		3,721,900	2,977,520	744,380
23	New Road, East of Belleville St to Berkhout subdivison (with signals)	2025	2,165,400	-	2,165,400	324,800		1,840,600	1,472,480	368,120
24	Pedestrian Crossing	2023-2042	175,000	-	175,000	26,300		148,700	118,960	29,740
25	West Street Reconstruction	2025-2030	1,755,000	-	1,755,000	432,000		1,323,000	1,058,400	264,600
26	Lake Breeze Road Extension	2025-2030	1,260,000	-	1,260,000	189,000		1,071,000	856,800	214,200
27	Wellington Main Street Urbanization (Carla Ctr to Prince Edward)	2025-2035	3,105,000	-	3,105,000	765,900		2,339,100	1,871,280	467,820
28	Consecon Street Urbanization	2025-2035	8,775,000	-	8,775,000	2,164,500		6,610,500	5,288,400	1,322,100
29	Belleville Street Urbanization	2025-2035	10,125,000	-	10,125,000	2,497,500		7,627,500	6,102,000	1,525,500
30	Owen Street Reconstruction (Church to Maitland)	2025	813,750	-	813,750	200,300		613,450	490,760	122,690

Figure 2-6: Wellington Highway Development Charges (PEC Development Charges Background Study Table 5-5, 2023)

2.3 Previous Consultations

2.3.1 Consultation with Prince Edward County Staff, 2023

The Wellington Secondary Plan indicated the intention for a new east-west bypass road north of Wellington and the DC Study reflects this as well. This road would allow bypassing of the downtown area. The exact routing of the future bypass was not yet determined, though it was generally accepted that it will be located at the north end of the CVC development (Figure 2-7) and extend east beyond Belleville St and west beyond Consecon St. It is understood that details will be refined through the Secondary Plan review and incorporated at the detailed design stage of the CVC development (ie. prior to approval of Phases 2A, 3A, and 3B). Additional details regarding this consultation with PEC staff are provided in Appendix B.



Figure 2-7: Future Collector/Bypass Road – Preliminary Alignment

3 Background

3.1 Proposed Development

The proposed development, Cork and Vine Community, is located in Wellington, Prince Edward County north of the Millennium Trail, west of Belleville Street, and east of Consecon Street. The development site has an area of ~111 ha, and currently consists of agricultural and forested land uses (Figure 3-1). The CVC consists of the Country Club Estates (CCE) development on the east and the Fields of Wellington (FOW) development on the west.

The Fields of Wellington (FOW) development currently has draft plan approval. It is understood that FOW was previously held under separate ownership but is now part of Kaitlin Corporation's holdings. Together, the already approved FOW development and the proposed red-line CCE development are now known as the Cork & Vine Community.



Figure 3-1: Cork & Vine Community (Google, Maxar Tech 2015)

The CVC development has been revised, with a total of 2929 residential units proposed to be constructed over 7 phases of development. These units consist of single-detached homes, standard condos, free-hold and bungalow townhouses, and mid-rise and mixed-use apartments. Additionally, a club house, two hotels, tennis courts, a pool, and accompanying parking facilities are proposed adjacent to the golf course. Driveway and on-street parking will be provided, per typical subdivision practices.

The current CVC development site plan is included in Appendix A.

Construction is expected to occur as follows:

- Phase 1A (CCE) & Phase 1B (FOW);
- Phase 2B (FOW);
- Phase 3B (FOW);
- Phase 2A (CCE);
- Phase 3A (CCE);
- Phase 4A (CCE).

Six proposed site accesses will be constructed to connect the CVC development lands to the existing road network:

- Turner St at Belleville St;
- Turner St at Consecon St;
- Street Z at Belleville St;
- Street C at Consecon St;
- Grant St at Consecon St;
- Phase 4A access at Belleville St.

The proposed bypass road is expected to be located at the north end of the CVC development. It will intersect Consecon St and Belleville St, and will provide access to several internal streets of the CVC.

The Turner St and Street Z site accesses above will be constructed during their respective phase to form 3-way intersections at Belleville St. The roads will be extended east of Belleville St. during Phase 3A to create a 4-way intersection.

It is noted that potential road connections to Lake Breeze Court and West Street (across the Millenium Trail) are shown in the proposed CVC development plan. However, the potential Lake Breeze Court road connection is dependent on development of land that is not under Kaitlin's control. Therefore, in order to provide a conservative analysis (in the event that this external land is not developed), the Lake Breeze Court extension was not included in this analysis. It is also understood that subsequent to consultation with the County and the public, the extension of West St south of the Millenium Trail is no longer desired and therefore has not been modelled. It is noted that as any traffic routed through Lake Breeze Court or West Street would ultimately end up at the Main St/Consecon St or Main St/Belleville St intersection regardless (unless destined for downtown), therefore omitting these connections in the analysis is appropriate.

This TIS will evaluate the impact of the proposed development on the “key intersections” in the development area (see Figure 3-2):

- Belleville St/Phase 4A Access
- Belleville St/Street Z
- Belleville St/Turner St
- Belleville St/Niles St
- Belleville St/Main St
- Consecon St/Main St
- Consecon St/Grant St
- Consecon St/Turner St
- Consecon St/Street C

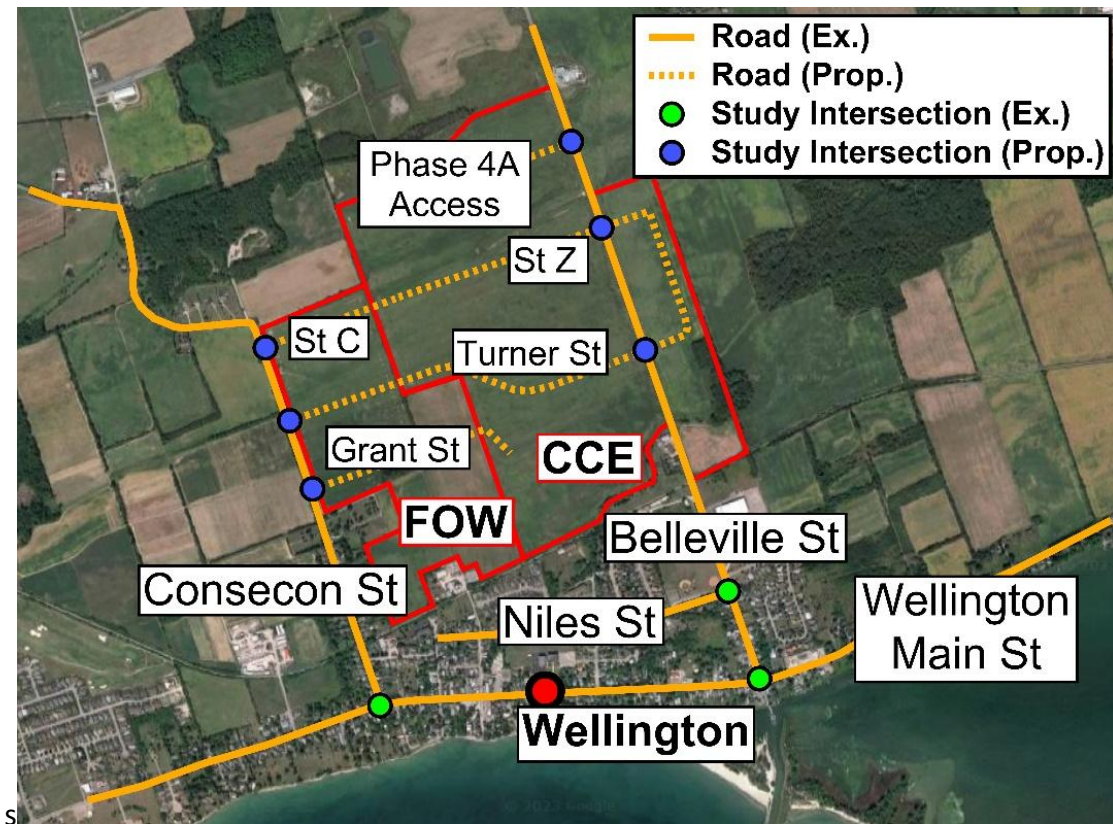


Figure 3-2: Study Intersections (Google, Maxar Tech 2015)

3.2 Existing Road Network

The Wellington downtown area is situated ~17km west of Picton and ~23km south of Belleville and Quinte West. Main St (CR33) provides connection to Bloomfield/Picton in the east and Carrying Place/Quinte West in the west. Belleville St provides connection to Belleville to the north. Consecon St provides connection back to CR33 to the west (Figure 3-3).

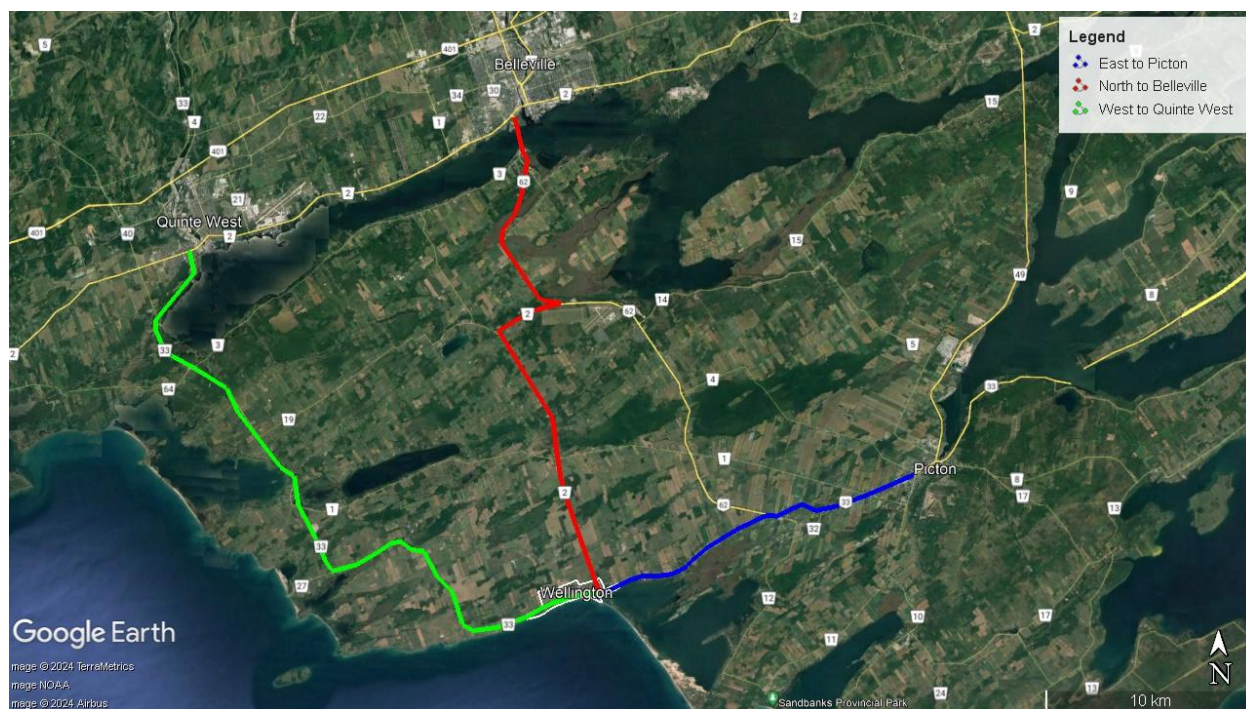


Figure 3-3:: Existing Road Network Intercity Connectivity (Google, Maxar Tech 2004)

3.2.1 Speed limits

The speed limit along Wellington Main Street is posted as 50km/h starting approximately ~350 m east of Belleville St and ~100 m west of Mary Ave. The posted speed is further decreased to 40km/h in the community safety zone between Consecon St and Beach St.

The speed limit on Belleville Street is set at 50 km/h for northbound traffic, and increases to 70 km/h as the road crosses the Millennium Trail. For southbound traffic, the posted speed limit drops from 80 km/h to 70 km/h at Gilead Rd (~1.6km north of the Millennium Trail), and then to 50 km/h ~200m north of the Trail.

The speed limit on Consecon Street is set at 50km/h, and increases to 70km/h at Danforth Road.

Within the downtown core (e.g. on Niles St), the speed limit is unposted and therefore assumed to be 50 km/h (Figure 3-4).

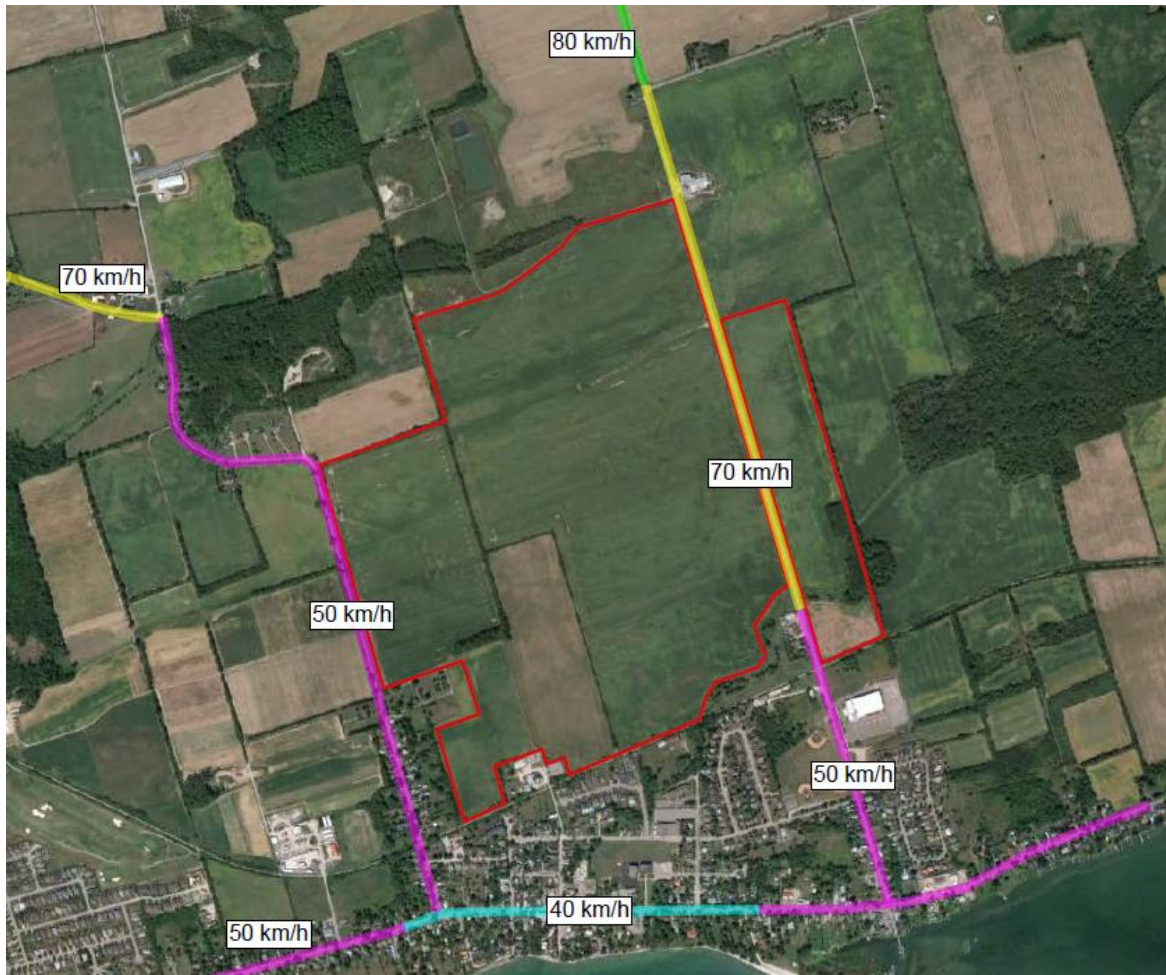


Figure 3-4: Existing Posted Speed Limits (Google, Maxar Tech 2015)

As the proposed development will extend the limits of the built-up area on Belleville Street, Jewell recommends the extension of the 50 km/h zone on Belleville St north (for both northbound and southbound traffic) in the environs of the proposed site accesses (ie. north of the Phase 4 site access, approximately 1km north of the Millenium Trail).

Belleville St will remain open-ditch rural cross-section, with upgrades/modifications proposed to occur at the study intersections. It is expected that that when the County reconstructs Belleville Street in the future it will be converted to an urban cross-section.

3.2.2 Belleville Street

Belleville St (CR2) runs in a north-south direction and extends north from Wellington, and intersects with CR1 before connecting to Highway (Hwy) 62 at Mountain View. The road is a two-lane, hard-surfaced road with a width of approximately 6-7 metres. Belleville St has an urban cross section with a sidewalk on one side from Main St to 1 Ave, which then transitions to a rural cross-section with the sidewalk terminated at the Lehigh Arena (~200 m north) (Figure 3-5).



Figure 3-5: Belleville Street (CR2) Rural Cross Section (Google, Maxar Tech 2021)

3.2.3 Main Street

Wellington Main Street (CR33) runs in an east-west direction from Trenton in the northwest to Bloomfield in the East where it becomes Hwy 33. Main St is a two-lane hard-surfaced road with an urban cross section. A sidewalk starts on one side ~200 east of Belleville St, with sidewalk on both sides from Belleville St to ~50 m west of Consecon St, and sidewalk on one side continuing further to the west. The width of Wellington Main St varies from ~6-7 m to ~12-14 m to accommodate on-street parking in conjunction with the two travel lanes in the downtown commercial area. The westbound lane is widened from Belleville St to ~150 m west of Maple St, with both lanes then widened until West St, following which only the westbound lane remains widened until Consecon St (Figure 3-6). The roadway then returns to its standard width.



Figure 3-6: Wellington Main Street, Widened Westbound Lane (CR33) (Google, Maxar Tech 2021)

3.2.4 Consecon Street

Consecon Street runs in a north-south direction from Wellington north towards Danforth Road and Loyalist Parkway (CR33) and ultimately to Consecon/Carrying Place/Quinte West. Consecon Street is a two-lane, hard-surfaced road with a width of 6-6.5 metres. The road has a semi-urban cross section with sidewalk on both sides from Main St to ~350 m north, with sidewalk then continuing on one side only until the Wellington Cemetery (~250 m north). Consecon St then continues north with a rural cross-section and no pedestrian infrastructure (Figure 3-7).



Figure 3-7: Consecon Street Rural Cross Section (Google, Maxar Tech 2015)

3.2.5 Niles Street

Niles Street runs through the downtown core of Wellington in an east-west direction from West St to Belleville St, parallel to and north of Main St. Niles Street is a two-lane hard surfaced road ~6-6.5 metres in width, with a semi-rural cross-section and sidewalk on one side between Belleville St and Wharf St, and sidewalk on both sides between Wharf St and West St (Figure 3-8).



Figure 3-8: Niles Street (Google, Maxar Tech 2015)

3.2.6 Belleville/Main St Intersection

The existing Belleville St/Main St intersection is stop controlled on Belleville Street with no auxiliary turning lanes/tapers (Figure 3-9). The south leg of the intersection experiences very little traffic, therefore the intersection effectively operates as a T intersection. The south leg serves a single family home, a commercial plaza (restaurant/laundromat) which also has access directly from Main Street, and a public boat launch (though this boat launch does not have vehicle/trailer parking, likely leading to the nearby Wellington Beach boat launch being more well-used). The existing geometry of the intersection makes turning movements challenging for tractor-trailer vehicles (which use this route to travel to/from the north), often requiring cross-over into opposing lanes.

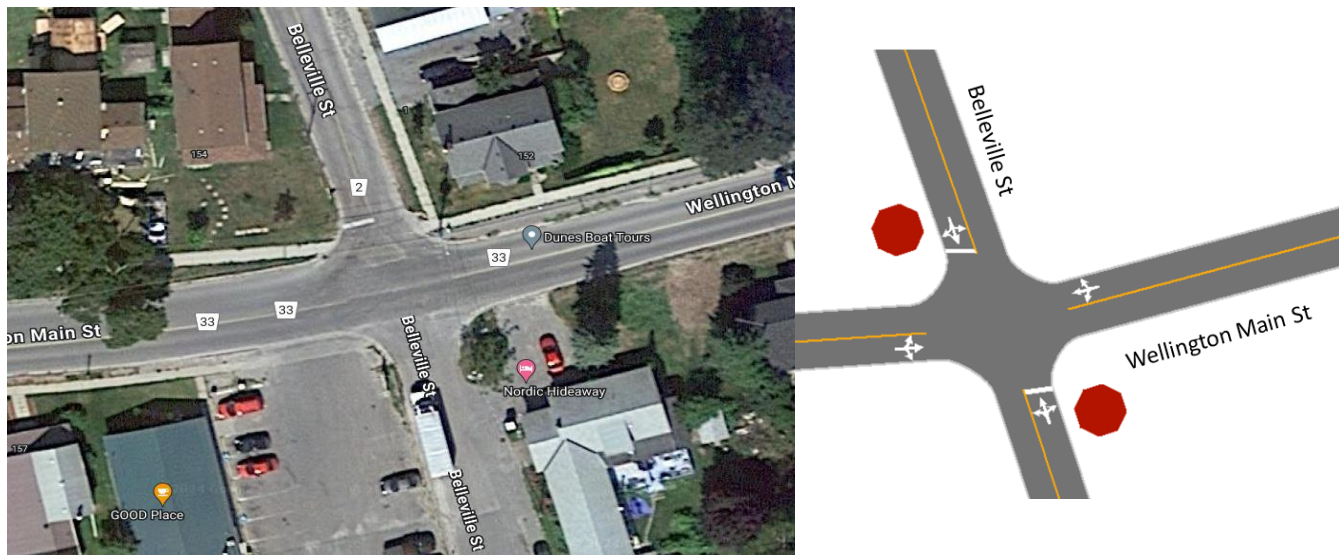


Figure 3-9: Belleville St./Main St. Intersection (Google, Maxar Tech 2015)

3.2.7 Consecon/Main St Intersection

The existing Consecon St/Main St intersection is stop controlled on Consecon Street with no auxiliary turning lanes/tapers (Figure 3-10). The south leg of the intersection experiences very little traffic as it serves only two single family homes, therefore the intersection effectively operates as a T intersection.



Figure 3-10: Consecon St/Main St Intersection (Google, Maxar Tech 2015)

3.2.8 Niles/Belleville St Intersection

The existing Niles St/Belleville St intersection is a T intersection with stop control on Niles Street and no auxiliary turning lanes/tapers (Figure 3-11).

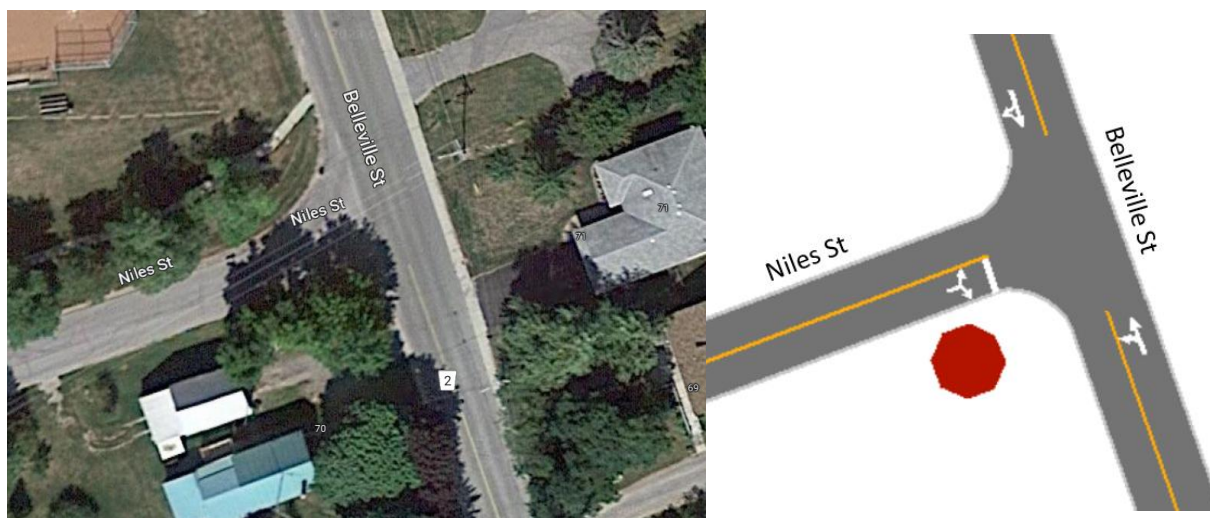


Figure 3-11: Niles St/Belleville St Intersection (Google, Maxar Tech 2015)

4 Background Traffic

4.1 Traffic Counts

Traffic counts were completed as part of the previous studies described in Section 2.1. In 2018, Jewell conducted a single day traffic count at the intersection of Belleville St/Main St. In 2019, Spectrum Traffic (on behalf of Nextrans) completed 6 days of counts capturing the Victoria Day long weekend at Consecon St/Main St, West St/Main St and Belleville St/Niles St. These previous counts are included in Appendix C.

Jewells' 2018 counts were conducted at the beginning of May (before the summer peak), whereas Nextrans' 2019 counts were conducted during the May Long Weekend, which is considered to be the beginning of the summer peak in the Wellington area. Therefore, as the intersections are directly adjacent, Jewell cross-referenced the Belleville St/Niles St counts by Spectrum with the Belleville St/Main St counts by Jewell. Through this comparison, the factor to account for the summer peak at the Belleville/Main St intersection was determined as 1.2 (refer to Appendix C for additional details).

4.2 Background Growth

As noted in section 2.2, the Prince Edward County Transportation Master Plan forecasts a traffic growth rate of 2.1% for County Road 33 based on MTO historical summer annual weekday traffic counts, and 1% for all roads other than Hwy 62, and CRs 33 and 49 (i.e. Consecon St and Belleville St).

However, a review of historical traffic data (near the proposed development) available from PEC identifies a growth rate of 4.1% on Loyalist Parkway in the vicinity (Table 4-1). Accordingly, PEC generally requires application of a 4% growth rate in traffic impact studies in this area.

Table 4-1: Historical Traffic Data

<u>Loyalist Parkway at</u>	Count	Date	Count	Date	Growth Factor
1000 metres West of Conley Rd	3808	2012-07-18	4837	2018-07-24	4.1%
800 metres South of Danforth Rd (west end)	1494	2012-07-18	1904	2018-07-24	4.1%

Based on a review of the Prince Edward County (PEC) Active Planning Applications dashboard, it is understood that there are several other active planning applications in the Wellington area. The proposed developments in Wellington were reviewed to determine the potential future growth rate of the area. The most applicable planning applications include:

- 80 Maple Street Site Plan – 96 unit residential development;
- Wellington Bay Estates Draft Plan of Subdivision (Main St, 200m east of Belleville St) – 209 unit residential development; and
- 380 Main St Draft Plan of Subdivision – 240 unit residential development.

Based on Statistics Canada data, the population of Wellington increased at a rate of 2.4%/annum from 2016 (1,353) to 2021 (1,526). At this rate, the estimated base-year population for 2025 is 1678.

The five developments considered are expected to generate a total population increase of 8,686 people, assuming a population of 2.5 people per unit (Table 4-2).

Table 4-2: Adjacent Development Populations

Development	Units	Population
CCE	2126	5315
FOW	803	2008
80 Maple St	96	240
Wellington Bay Estates	209	523
380 Main St	240	600
Total	3474	8686

The CVC development represents a population growth of 7323 persons, which equates to an annual background growth rate of ~11.8% for the projected 15-year buildout period. When accounting for the adjacent developments as well (1363 persons in a projected 10-year buildout period plus growth at 4% for 5 years), the resulting annual background growth rate is ~13.1%. Thus, the adjacent developments only represent a background growth rate of 1.3% per year.

Due to the scale of these developments relative to the CVC development, and as the application of a 4% background growth rate in addition to CVC's 11.8% rate results in an approximate 2040 Wellington population of 11,964 (an over 600% total growth), the adjacent developments can be assumed to comprise part of the 4% background growth rate required by Prince Edward County.

4.3 Future Collector Road/Bypass

As discussed in section 2.3, a future collector road that will function as a bypass of the downtown area is envisioned north of the CVC development. This bypass would provide an alternative route for traffic intending to pass through the Wellington area. Eastbound traffic on Main St could use the bypass to access CR2 to head north or to bypass downtown Wellington and reconnect to Main St to continue east to CR33. Similarly, westbound traffic on Main St could use the bypass to access CR2 to head north or to bypass downtown Wellington and reconnect to CR33 to continue west/northwest. Accordingly, it is estimated that 30% of current eastbound/westbound through traffic on Main St would re-route to the bypass upon its construction.

4.4 Future Background Traffic Conditions

Three planning horizons were considered based on construction timing indicated by Kaitlin. The 2036 and 2040 planning horizons were considered with and without a bypass (as bypass routing/construction timing is still currently under review by PEC). Background traffic was applied as follows:

- 2025 – Current Conditions – 2018/2019 traffic counts projected to 2025
- 2028 – Current conditions traffic projected to 2028
- 2036 – Current conditions traffic projected to 2036
- 2036 + Bypass – Current conditions traffic projected to 2036 with 30% EB/WB re-routed to bypass
- 2040 – Current conditions traffic projected to 2040
- 2040 + Bypass – Current conditions traffic projected to 2040 with 30% EB/WB re-routed to bypass

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

4.5 Level of Service

The performance of the study intersections was assessed based on delay calculations per the Highway Capacity Manual criteria (Table 4-3).

Table 4-3: Level of Service Criteria for TWSC Intersections (Exhibit 17-2)

Level of Service	Average Control Delay (s/veh)	
	Signalized Intersections	Stop-Controlled Intersection
A	0 – 10	0 – 10
B	> 10 – 20	> 10 – 15
C	> 20 – 25	> 15 – 25
D	> 35 – 55	> 25 – 35
E	> 55 – 80	> 35 – 50
F	> 80	> 50

Mitigation measures were considered for any intersection operating at a level of service F, or a vehicle movement with a volume to capacity (V/C) ratio higher than 0.85.

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

- AM peak hour
- PM peak hour, and
- Saturday peak hour

The Saturday peak hour consistently produced the lowest levels of service and therefore will be referenced in intersection performance summaries.

The performance of the existing study intersections with existing geometry/controls, under projected Saturday peak hour background traffic conditions, are summarized in Table 4-4. Additional details are provided in Appendix E, and figures displaying the future background traffic volumes are provided in Appendix D.

Low levels of service were identified at the intersections of:

- Belleville St/Main St; and
- Consecon St/Main St.

Through all study horizons, NB, EB and WB traffic at the Belleville St/Main St intersection were found to experience good levels of service (LOS A), V/C ratios (≤ 0.177), and control delays (≤ 9.5 s). However, SB traffic was determined to experience poor levels of service (LOS E) in 2025 conditions, with a control delay of 43.3 s and V/C ratio approaching capacity (0.755). Through all subsequent horizons, SB traffic experienced unacceptable levels of service (LOS F), over-capacity operation (V/C ratio >1), and unacceptable control delays. Inclusion of the bypass road in the 2036 and 2040 horizons improves conditions by ~60%, though the intersection would still experience LOS F, over-capacity operation, and unacceptable delay. As such, improvements to the Belleville St/Main St intersection are recommended to be implemented by 2028 to support

background traffic operations. As the DC Study already includes upgrades to this intersection, it is expected that PEC is already aware of this need and is planning accordingly.

Through all study horizons, EB and WB traffic at the Consecon St/Main St intersection were found to experience good levels of service (LOS A), V/C ratios (≤ 0.093), and control delays (≤ 9.6 s). SB traffic was found to experience acceptable levels of service (LOS E) through the 2036 horizon, with V/C ratios and control delays of 0.632 and 43.7 s or below respectively. However, without the bypass, LOS F is experienced by 2040 with a V/C ratio of 1.027 and control delays of 132.2 s. Implementation of the bypass improves the conditions substantially, with LOS improved to D with V/C ratio below capacity (0.587) and acceptable control delays (33.3 s). Thus, improvements for background traffic operation are only recommended to be implemented at the Consecon St/Main St intersection by the 2040 horizon should the bypass not be constructed. As the DC Study already includes upgrades to this intersection, it is expected that PEC is already aware of this need and is planning accordingly.

The Belleville/Niles intersection operates with acceptable levels of service, V/C ratios, and control delays for all study horizons under background traffic conditions.

Therefore, intersection improvements would be required to support background traffic growth (ie. no CVC development) at the intersections of:

- Belleville St/Main St – By 2028; and
- Consecon St/Main St – By 2040 (provisionally should the bypass not be completed).

These improvements are warranted by background traffic, and intersection improvements have already been provided for as set out in the County's DC Study.

Table 4-4: Projected Background Traffic Level of Service – Saturday Peak Hour

			Saturday Peak Hour					
			2025	2028	2036		2040	
			Bkgd No BP	Bkgd No BP	Bkgd		Bkgd	
					No BP	BP	No BP	BP
3. Belleville at Niles	NB	LOS	A	A	A	A	A	A
		Ctrl. Del (s)	7.7	7.8	8	8	8.2	8.2
		Lane v/c Ratio	0.013	0.016	0.023	0.023	0.028	0.028
		95th% Queue (veh)	0	0	0.1	0.1	0.1	0.1
	EB	LOS	B	B	B	B	C	C
		Ctrl. Del (s)	11.1	11.7	14.5	14.5	17.7	17.7
		Lane v/c Ratio	0.204	0.24	0.381	0.381	0.495	0.495
		95th% Queue (veh)	0.8	0.9	1.8	1.8	2.7	2.7
	SB	LOS	-	-	-	-	-	-
		Ctrl. Del (s)	-	-	-	-	-	-
		Lane v/c Ratio	-	-	-	-	-	-
		95th% Queue (veh)	-	-	-	-	-	-
4. Belleville at Wellington Main	NB	LOS	A	A	A	A	A	A
		Ctrl. Del (s)	0	0	0	0	0	0
		Lane v/c Ratio	-	-	-	-	-	-
		95th% Queue (veh)	-	-	-	-	-	-
	EB	LOS	A	A	A	A	A	A
		Ctrl. Del (s)	8.2	8.4	9	8.4	9.5	8.8
		Lane v/c Ratio	0.078	0.091	0.14	0.124	0.177	0.153
		95th% Queue (veh)	0.3	0.3	0.5	0.4	0.6	0.5
	SB	LOS	E	F	F	F	F	F
		Ctrl. Del (s)	43.3	96.7	735.3	281.2	1634	668.4
		Lane v/c Ratio	0.755	1.007	2.487	1.5	4.44	2.361
		95th% Queue (veh)	5.8	10.3	32.6	22.2	46.6	36.5
	WB	LOS	A	A	A	A	A	A
		Ctrl. Del (s)	0	0	0	0	0	0
		Lane v/c Ratio	-	-	-	-	-	-
		95th% Queue (veh)	0	0	0	0	0	0
8. Consecon at Main St	EB	LOS	A	A	A	A	A	A
		Ctrl. Del (s)	8.3	8.4	9.1	8.5	9.6	8.8
		Lane v/c Ratio	0.038	0.046	0.072	0.062	0.093	0.078
		95th% Queue (veh)	0.1	0.1	0.2	0.2	0.3	0.3
	SB	LOS	C	C	E	C	F	D
		Ctrl. Del (s)	15.9	18.7	43.7	21.4	132.2	33.3
		Lane v/c Ratio	0.225	0.293	0.632	0.403	1.027	0.587
		95th% Queue (veh)	0.9	1.2	3.8	1.9	8.3	3.5
	WB	LOS	-	-	-	-	-	-
		Ctrl. Del (s)	-	-	-	-	-	-
		Lane v/c Ratio	-	-	-	-	-	-
		95th% Queue (veh)	-	-	-	-	-	-

5 Proposed Development Traffic

5.1 ITE Vehicular Trip Generation Land Use Codes

The 11th Edition I.T.E Trip Generation Manual was referenced to estimate vehicular trip productions for the proposed development.

The following trip generation cases were used to best predict the increase in vehicular traffic as a result of the proposed CVC development:

Table 5-1: Residential Development Units (Listed in Construction Phasing Order per Section 3.1)

ITE Trip Gen Land Use	Development Phase							TOTAL
	1A	1B	2B	3B	2A	3A East	3A South	
210 – Single-Family Detached	110	123	160	91	395	25	3	907
215 – Single-Family Attached	90	62	116	36	163	26	133	626
220 – Multifamily (Low-Rise)	0	0	0	15	161	307	98	581
221 – Multifamily (Mid-Rise)	0	200	0	0	80	68	0	348
230 – Low-Rise Residential, Ground Floor Commercial	0	0	0	0	221	187	59	467
TOTAL	200	385	276	142	1020	613	293	2929

Table 5-2: Non-Residential Development Units

Phase	4A
310 – Hotel	100 Rooms
430 – Golf Course	9 Holes
491 – Racquet/Tennis Club	4 Courts

Table 5-3: ITE Trip Generation Rates

ITE Code	AM Trips			PM Trips			Sat Trips		
	Avg Rate	% Entering	% Exiting	Avg Rate	% Entering	% Exiting	Avg Rate	% Entering	% Exiting
210	0.75	26	74	0.99	64	36	0.92	54	46
215	0.55	25	75	0.61	62	38	0.57	48	52
220	0.47	24	76	0.57	62	38	0.41	50	50
221	0.35	26	74	0.39	60	40	0.39	51	49
230	0.44	23	77	0.39	65	35	0.39	50	50
310	0.46	56	44	0.59	51	49	0.72	56	44
430	1.76	79	21	2.91	53	47	3.03	50	50
491	1.91	50	50	3.82	50	50	3.82	50	50

Jewell used the peak hour of adjacent street traffic for AM and PM trips for the hotel and recreational land uses, as these peak hours do not coincide with the weekday peak hours of residential traffic. For the Saturday peak hour, peak hour of generator was used for non-residential land use codes as weekend peak hours may coincide with the weekend peak hour of residential traffic.

5.2 Trip Generation

The following trip generation was determined:

Table 5-4: CVC Vehicular Trip Generation

Phase	AM Trips		PM Trips		Sat Trips	
	Inbound	Outbound	Inbound	Outbound	Inbound	Outbound
1A	34	98	104	60	79	73
1B	51	146	148	89	118	109
2B	47	137	145	84	111	102
3B	24	71	77	44	58	52
2A	147	440	444	256	333	307
3A East	68	215	197	118	132	131
3A South	36	112	102	61	69	72
4A	42	27	52	49	62	53

Phase 1A, located at the south-centre of the CVC development, is anticipated to be constructed by 2028. The intersection of Belleville St/Turner St will be constructed to serve this phase of development.

Phase 1B, located at the southwest of the CVC development, is anticipated to be constructed by 2028. The intersection of Consecon St/Grant St will be constructed to serve this phase.

Phase 2B, located north of Phase 1B, is anticipated to be completed construction by 2036. The intersection of Consecon St/Turner St will be constructed to serve this development phase.

Phase 3B, located at the northwest of the CVC development, is anticipated to be constructed by 2036. The intersection of Consecon St/Street C will be constructed to serve this phase.

Phase 2A, located north of Phase 1A, is expected to be constructed by 2036. The intersection of Belleville St/Street Z will be constructed to serve this development phase.

Phase 3A (East) is located east of Belleville Street, and is anticipated to be finished construction by 2040. An east leg will be added to the Belleville St/Street Z and Belleville/Turner St intersections to serve this phase of development.

Phase 3A(South) is situated between Phase 1A and Phase 3A (East), and construction is expected to be complete by 2040.

Phase 4A is located at the north-centre of the CVC development and is anticipated to be constructed by 2040. The trips to and from Phase 4 were assumed to occur via a single site access on Belleville St which will be constructed to serve this development phase, except in cases where the bypass road is considered. When the bypass road is in place some trips are assumed to occur via direct connection to the bypass road.

The trip generation for Phase 4 (and the Phase 4 site access, accordingly) is conservative, as Jewell modeled the site access as if no trips occur internally. For example, the Saturday peak hour trips using the Phase 4 site access at Belleville St would decrease from 115 to 92 trips if 20% of the trips originate from within the CVC development lands.

5.3 Vehicular Trip Distribution and Assignment

The new vehicle trips generated by the proposed residential development are assigned and distributed to the surrounding road network according to the existing travel patterns which reflect various “trip productions and attractions” in the study environs. The vehicular trip distribution assumes:

- 15% of trips are to/from the northeast (Belleville, wineries);
- 10% of trips are to/from the northwest (Consecon, wineries);
- 35% of trips are to/from the east (Bloomfield, Picton, Sandbanks beach, wineries);
- 30% of trips are to/from the west (Trenton, North Beach, wineries); and
- 10% of trips are to/from downtown (shopping, dining, etc).

The trip distribution percentages are based on traffic counts collected at three of the study intersections (Belleville St/Niles St, Belleville St/Main St, and Consecon St/Main St), in conjunction with the existing and future attractions. These attractions include an elementary school, restaurants, and a grocery store downtown, LCBO, medical clinic, and dental clinic to the west, and larger population centers to the north (Belleville), east (Picton), and northwest (Quinte West).

Vehicle trip generation percentages are conservative as some trips to/from downtown would likely occur via active transportation (walking or cycling).

Figures displaying the vehicular trips generated by the proposed development are provided in Appendix D.

5.3.1 Future Bypass Road

As discussed in section 2.3, a future collector road that will function as a bypass of the downtown area and provide an alternative route for development traffic heading to the larger population centers is envisioned at the north side of the CVC development. The possible completion of this bypass was accounted for in the 2036 and 2040 modelling horizons.

The construction of this bypass road (and all other subdivision roads according to their development phase) impacts the routing of the vehicular trip distribution detailed previously. This is reflected in the figures displaying the vehicular trips generated by the proposed development provided in Appendix D.

5.4 Future Traffic Conditions

Three planning horizons were considered based on construction timing indicated by Kaitlin. The 2036 and 2040 planning horizons were considered with and without a bypass (as bypass routing/construction timing is still currently under review by PEC). Development traffic was applied as follows:

- 2028 – Phase 1A & 1B (no bypass)
- 2036 – Phase 1A, 1B, 2B, 3B & 2A (without bypass)
- 2036 – Phase 1A, 1B, 2B, 3B & 2A (with bypass)
- 2040 – Phase 1A, 1B, 2B, 3B, 2A, 3A, & 4A (without bypass)
- 2040 – Phase 1A, 1B, 2B, 3B, 2A, 3A, & 4A (with bypass)

Results are discussed in Section 6.

6 Transportation Impacts

6.1 Traffic Analysis

6.1.1 Traffic Volumes

Figures displaying the vehicular background traffic plus traffic generated by CVC are provided in Appendix D.

6.1.2 Intersection Controls and Geometry

All existing intersections were modelled with existing geometry and controls, and all proposed intersections were modelled with a single lane on all approaches and stop control on the minor road (see figures below).

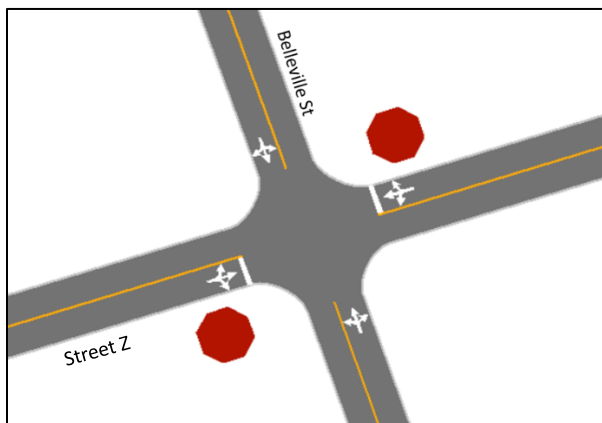


Figure 6-1: Belleville St/Street Z

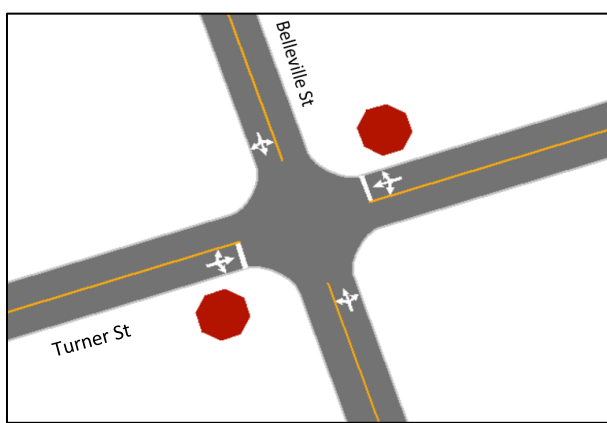


Figure 6-2: Belleville St/Turner St

**note that in the 2028 and 2036 analysis years, the Belleville/Street Z and Belleville/Street D intersections are modelled as T intersections without an east leg, as this will not be constructed until Phase 3A East is built (by 2040).

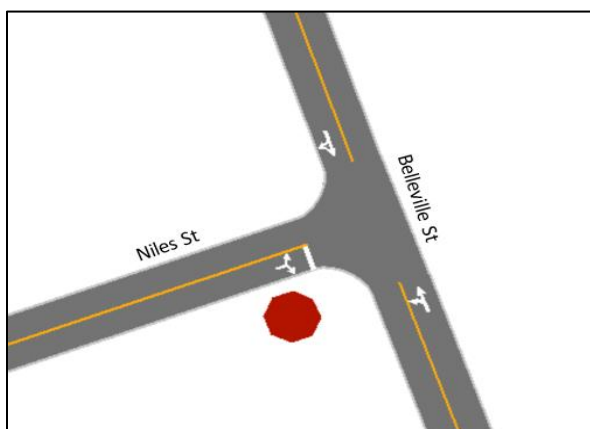


Figure 6-3: Belleville St/Niles St

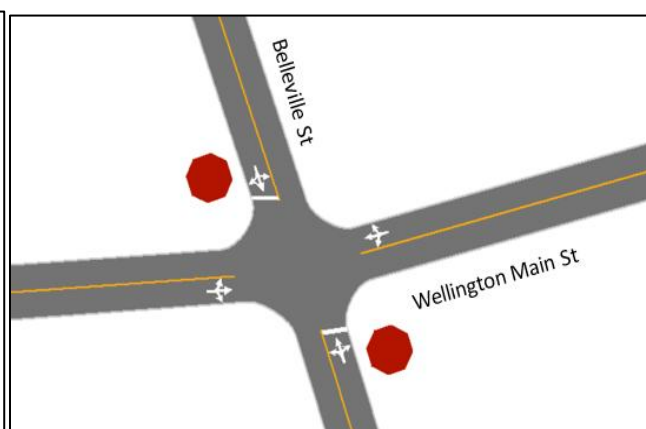


Figure 6-4: Belleville St/Main St

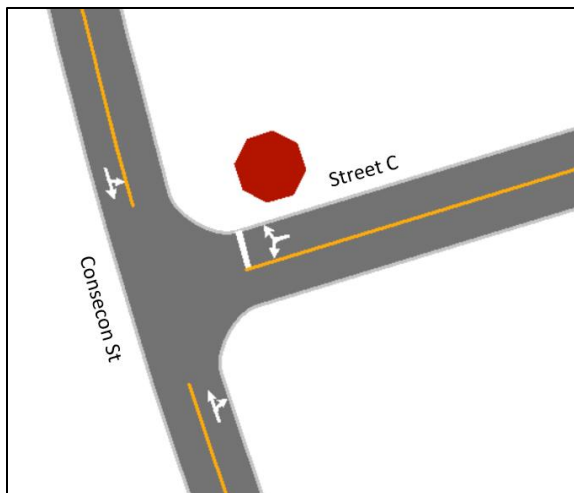


Figure 6-5: Consecun St/Street C

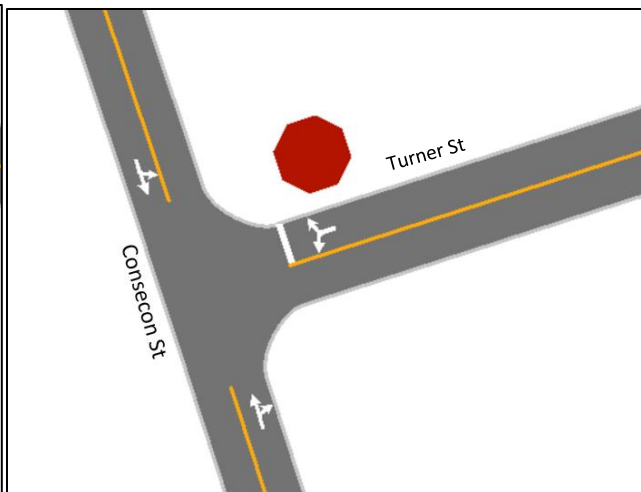


Figure 6-6: Consecun St/Turner St

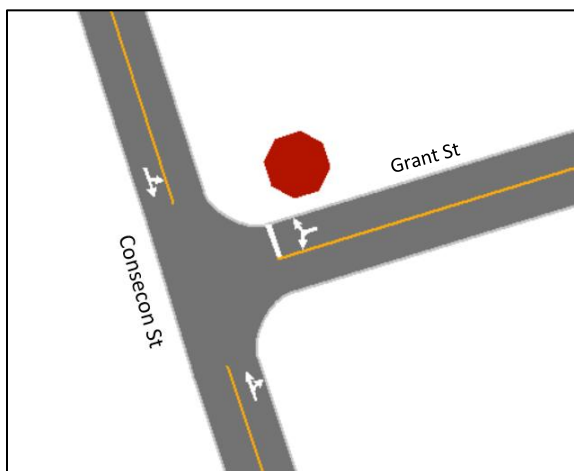


Figure 6-7: Consecun St/Grant St

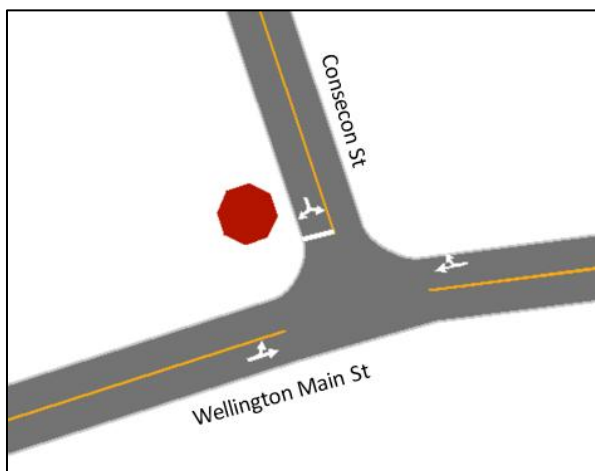


Figure 6-8: Consecun St/Main St

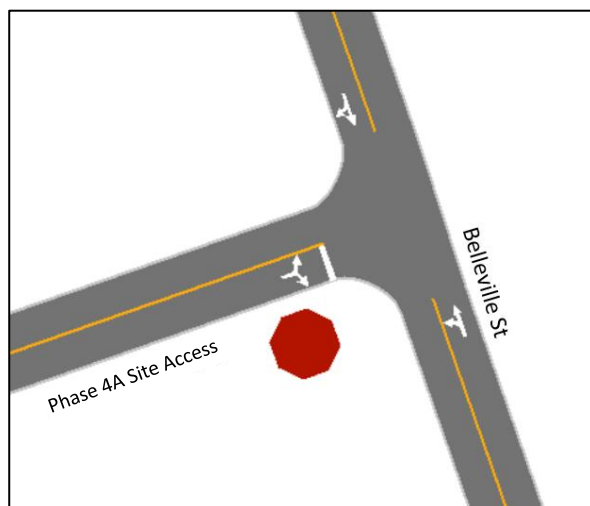


Figure 6-9: Belleville St/Phase 4A Access

6.1.3 Level of Service

The Saturday peak hour performance of the study intersections with the addition of development-generated traffic are summarized below. Additional details are provided in Appendix E.

Table 6-1: Future Background + Development Traffic Level of Service – Saturday Peak Hour

			Saturday Peak Hour					
			2028	2036		2040		
			B+Dev No BP	B+Dev, With C No BP	BP	B+Dev, With C No BP	BP	
1. Belleville at St Z	NB	LOS		A	A	A	A	
		Ctrl. Del (s)		8.4	8.5	8.8	8.8	
		Lane v/c Ratio		0.046	0.011	0.051	0.012	
		95th% Queue (veh)		0.1	0	0.2	0	
	EB	LOS		C	C	E	F	
		Ctrl. Del (s)		19.2	21.7	44.3	87.2	
		Lane v/c Ratio		0.305	0.263	0.601	0.681	
		95th% Queue (veh)		1.3	1	3.4	3.6	
	SB	LOS		A	A	A	A	
		Ctrl. Del (s)		0	0	8.2	8.6	
		Lane v/c Ratio		-	-	0.02	0.086	
		95th% Queue (veh)		0	0	0.1	0.3	
2. Belleville at Turner St	NB	LOS	A	A	A	A	A	
		Ctrl. Del (s)	8	9.1	8.5	10	8.9	
		Lane v/c Ratio	0.066	0.229	0.07	0.288	0.093	
		95th% Queue (veh)	0.2	0.9	0.2	1.2	0.3	
	EB	LOS	B	D	C	F	F	
		Ctrl. Del (s)	12.4	34.7	23.5	917.5\$	85.2	
		Lane v/c Ratio	0.181	0.719	0.467	2.877	0.927	
		95th% Queue (veh)	0.7	5.5	2.4	34.8	8	
	SB	LOS	A	A	A	A	A	
		Ctrl. Del (s)	0	0	0	8.3	8	
		Lane v/c Ratio	-	-	-	0.004	0.019	
		95th% Queue (veh)	0	0	0	0	0.1	
3. Belleville at Niles	NB	LOS	A	A	A	A	A	
		Ctrl. Del (s)	8	8.9	8.2	9.6	8.6	
		Lane v/c Ratio	0.017	0.029	0.024	0.041	0.032	
		95th% Queue (veh)	0.1	0.1	0.1	0.1	0.1	
	EB	LOS	B	E	C	F	D	
		Ctrl. Del (s)	13.4	47.9	18.5	282.3	32.9	
		Lane v/c Ratio	0.291	0.79	0.49	1.479	0.726	
		95th% Queue (veh)	1.2	6.4	2.7	18.6	5.7	
	SB	LOS	-	-	-	-	-	
		Ctrl. Del (s)	-	-	-	-	-	
		Lane v/c Ratio	-	-	-	-	-	
		95th% Queue (veh)	-	-	-	-	-	
4. Belleville at Wellington Mai	NB	LOS	A	A	A	A	A	
		Ctrl. Del (s)	0	0	0	0	0	
		Lane v/c Ratio	-	-	-	-	-	
		95th% Queue (veh)	-	-	-	-	-	
	EB	LOS	A	B	A	B	A	
		Ctrl. Del (s)	8.6	10.4	8.7	12.2	9.2	
		Lane v/c Ratio	0.101	0.2	0.146	0.298	0.194	
		95th% Queue (veh)	0.3	0.7	0.5	1.2	0.7	
	SB	LOS	F	F	F	F	F	
		Ctrl. Del (s)	277.3	2866	\$	7960.5	1204.9	
		Lane v/c Ratio	1.484	7.167	2.013	18.315	3.543	
		95th% Queue (veh)	20.7	72.7	32.9	100.5	52.2	
	WB	LOS	A	A	A	A	A	
		Ctrl. Del (s)	0	0	0	0	0	
		Lane v/c Ratio	-	-	-	-	-	
		95th% Queue (veh)	0	0	0	0	0	

		Saturday Peak Hour			
		2028	2036		2040
		B+Dev No BP	B+Dev, With C No BP	BP	B+Dev, With C No BP BP
5. Consecon at St C	NB	LOS	-	-	-
		Ctrl. Del (s)	-	-	-
		Lane v/c Ratio	-	-	-
		95th% Queue (veh)	-	-	-
	SB	LOS	A	A	A
		Ctrl. Del (s)	7.8	7.7	7.9
		Lane v/c Ratio	0.027	0.03	0.029
		95th% Queue (veh)	0.1	0.1	0.1
	WB	LOS	B	A	B
		Ctrl. Del (s)	11.6	9.9	13
		Lane v/c Ratio	0.13	0.054	0.18
		95th% Queue (veh)	0.4	0.2	0.7
6. Consecon at Turner St	NB	LOS	-	-	-
		Ctrl. Del (s)	-	-	-
		Lane v/c Ratio	-	-	-
		95th% Queue (veh)	-	-	-
	SB	LOS	A	A	A
		Ctrl. Del (s)	8	7.7	8.3
		Lane v/c Ratio	0.02	0.03	0.034
		95th% Queue (veh)	0.1	0.1	0.1
	WB	LOS	B	B	C
		Ctrl. Del (s)	13.9	10.7	20.2
		Lane v/c Ratio	0.244	0.087	0.464
		95th% Queue (veh)	0.9	0.3	2.4
7. Consecon at Grant St	NB	LOS	-	-	-
		Ctrl. Del (s)	-	-	-
		Lane v/c Ratio	-	-	-
		95th% Queue (veh)	-	-	-
	SB	LOS	A	A	A
		Ctrl. Del (s)	7.6	8.2	7.7
		Lane v/c Ratio	0.016	0.013	0.024
		95th% Queue (veh)	0	0	0.1
	WB	LOS	B	C	B
		Ctrl. Del (s)	10.7	16.3	11.1
		Lane v/c Ratio	0.127	0.251	0.103
		95th% Queue (veh)	0.4	1	0.3
8. Consecon at Main St	EB	LOS	A	B	A
		Ctrl. Del (s)	8.7	10.8	8.8
		Lane v/c Ratio	0.106	0.325	0.095
		95th% Queue (veh)	0.4	1.4	0.3
	SB	LOS	D	F	E
		Ctrl. Del (s)	25.7	1068.4	37.6
		Lane v/c Ratio	0.515	3.207	0.678
		95th% Queue (veh)	2.8	37.8	4.6
	WB	LOS	-	-	-
		Ctrl. Del (s)	-	-	-
		Lane v/c Ratio	-	-	-
		95th% Queue (veh)	-	-	-
9. Belleville at Ph 4	NB	LOS	-	-	A
		Ctrl. Del (s)	-	-	8.8
		Lane v/c Ratio	-	-	0.05
		95th% Queue (veh)	-	-	0.2
	EB	LOS	-	-	C
		Ctrl. Del (s)	-	-	15.9
		Lane v/c Ratio	-	-	0.15
		95th% Queue (veh)	-	-	0.5
	SB	LOS	-	-	-
		Ctrl. Del (s)	-	-	-
		Lane v/c Ratio	-	-	-
		95th% Queue (veh)	-	-	-

Low levels of service were identified at the intersections of:

- Belleville St/Street Z;
- Belleville St/Turner St;
- Belleville St/Niles St;
- Belleville St/Main St; and
- Consecon St/Main St.

All other intersections operate with acceptable levels of service through all planning horizons.

The Belleville St/Street Z intersection is projected to operate with acceptable levels of service through the 2036 planning horizon (construction of Phase 1A, 1B, 2B, 3B, & 2A), with LOS C or higher, operation well below capacity ($V/C \text{ ratio} \leq 0.305$), and moderate control delays ($\leq 22 \text{ s}$). By 2040 (construction of Phase 3A & 4A) EB traffic experiences unacceptable levels of service. Though the intersection operates below capacity ($V/C \text{ ratio} \leq 0.681$), LOS F and control delays of 87.2 s were projected. Intersection improvements would be required by 2040 in conjunction with the development of Phase 3A and 4A.

The Belleville St/Turner St intersection is projected to operate with acceptable levels of service through the 2036 horizon (construction of Phase 1A, 1B, 2B, 3B, & 2A), with LOS D or higher, operation below capacity ($V/C \text{ ratio} \leq 0.72$), and moderate control delays ($\leq 34.8 \text{ s}$). By 2040 (construction of Phase 3A & 4A) EB and WB traffic experiences unacceptable levels of service. Intersection improvements would be required by 2040 in conjunction with the development of Phase 3A and 4A.

The Belleville St/Niles St intersection is projected to operate with acceptable levels of service through the 2036 horizon (construction of Phase 1A, 1B, 2B, 3B, & 2A), with LOS E or higher, operation below capacity ($V/C \text{ ratio} \leq 0.79$), and moderate control delays ($\leq 47.9 \text{ s}$). By 2040 (construction of Phase 3A & 4A) EB traffic experiences unacceptable levels of service. Inclusion of the bypass results in acceptable levels of service with LOS D or higher, operation below capacity ($V/C \text{ ratio} \leq 0.74$), and moderate control delays ($\leq 33.9 \text{ s}$). Thus, intersection improvements would be required by 2040 in conjunction with the development of Phase 3A and 4A should the bypass not be completed.

The Belleville St/Main St intersection is projected to operate well for NB, EB, and WB traffic through all planning horizons. However, from the 2028 horizon onwards, unacceptable levels of service (LOS F), operation over capacity, and excessive delays are experienced by SB traffic. Intersection improvements would be required by 2028 to support the CVC development, as improvements were already warranted by background traffic in that timeframe.

The Consecon St/Main St intersection is projected to operate with acceptable levels of service through the 2028 horizon (construction of Phase 1A, 1B), with LOS D or higher, operation below capacity ($V/C \text{ ratio} \leq 0.52$), and moderate control delays ($\leq 25.7 \text{ s}$). By 2036 (construction of Phase 2B, 3B, & 2A) SB traffic experiences unacceptable levels of service. Inclusion of the bypass results in acceptable levels of service with LOS E or higher, operation below capacity ($V/C \text{ ratio} \leq 0.68$), and moderate control delays ($\leq 37.6 \text{ s}$). By 2040 (construction of Phase 3A & 4A) SB traffic experiences unacceptable levels of service regardless of whether the bypass is in place or not. Thus, intersection improvements would be required by 2036 in conjunction with the development of Phase 2B, 3B, & 2A should the bypass not be completed and by 2040 in conjunction with Phase 3A & 4A regardless.

In summary, intersection improvements would be required in the CVC study area as follows:

- Belleville St/Street Z – In conjunction with Phase 3A & 4A (by 2040);
- Belleville St/Turner St – In conjunction with Phase 3A & 4A (by 2040);
- Belleville St/Niles St – In conjunction with Phase 3A & 4A by 2040 (provisionally should the bypass not be completed);
- Belleville St/Main St – By 2028; and
- Consecon St/Main St – In conjunction with Phase 3A & 4A by 2040 (provisionally by 2036 should the bypass not be completed).

6.1.4 Signalization Warrants

TAC Guidelines state:

Unless one or more of the signal justifications are met, the installation of signals would not normally proceed as it would likely result in an increase in overall intersection delay and/or a negative impact on intersection safety....Other considerations that support justification for a signal installation may also arise. For example, if visibility at a location is inadequate for the safe and efficient operation of the intersection in its unsignalized state, and if geometric or operational improvements cannot resolve the situation, experience and professional judgement may support signal installation.

The Ontario Traffic Manual (OTM) lists two criteria for the warranting of traffic signals at a given intersection, when predicting for future conditions (Justification 7, OTM Book 12). The intersections in Wellington are assumed to operate under “free flow” conditions (although the speed limit in the area will be below 70km/h, the population of Wellington is less than 10,000 residents).

The following numbers pertain to free flow conditions.

Justification 1 - Minimum vehicular volume

- 480 veh/h for 1-lane approaches, 600 veh/h for 2-lane approaches; and
- 120 veh/h along minor streets.

Justification 2 - Delay to cross traffic

- 480 veh/h for 1-lane approaches, 600 veh/h for 2-lane approaches; and
- 50 vehicles plus pedestrians per hour for 1-lane approaches, 120 for 2-lane approaches.

Justification 3 – Combination Warrant

- Justifications 1 & 2 both 80% fulfilled.

Three conditions affect the values listed above:

- If the intersection is existing but the development is proposed, add 20% to warrant values due to uncertainty of total trips.
- If both the intersection and development are proposed, add 50% to warrant values.
- If the intersection is a “T” intersection, add 50% to the condition 1 values for the minor street.

The exceedance of both conditions under average hourly volumes, ($AHV = PHV_{sat}/2$), for either justification 1 or 2, will trigger the warrant to signalize an intersection. If neither justification 1 or 2 is 100% satisfied, but both are at least 80% satisfied, signals may be justified if other remedial measures fail to solve the operations issues at the intersection (justification 3).

Signals were found to be warranted based on the OTM warrants at the intersections of:

- Belleville St/Turner St
 - in the 2040 horizon without the bypass road, in conjunction with development of Phase 3A and 4A;
- Belleville St/Niles St
 - in the 2040 horizon without the bypass road, in conjunction with development of Phase 3A and 4A;
- Belleville St/Main St
 - In the 2028 horizon in conjunction with development of Phase 1A & 1B; or
 - At some point between 2028-2036 to support background traffic;
- Consecon St/Main St
 - in 2040 without the bypass road in conjunction with development of Phase 3A and 4A.

Details of the signalization warrant analysis are provided in Appendix G.

6.1.5 Turn Lane Warrants

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

As Belleville Street, Consecon St, and Main Street are all under PEC jurisdiction, TAC guidelines are applied, and left turn lane warrants are based on the capacity analysis. Refer to Section 6.2.

6.2 Sensitivity Analysis – Removal of Street C

As noted in section 2.3, the exact routing of the future bypass is not yet determined, though it is generally accepted that it will be located at the north end of the CVC development (as shown on the development concept plan in Appendix A). Due to the potential proximity of the bypass

road and Street C along Consecon St, the impact of deletion of the Street C connection to the CVC development has been considered.

A sensitivity analysis was conducted for the 2036 and 2040 planning horizons, both with and without the inclusion of the bypass road. The Saturday peak hour performance of the study intersections with and without the Street C connection are summarized below. Additional details are provided in Appendix E.

Table 6-2: Future Background + Development Traffic Level of Service – Saturday Peak Hour

			Saturday Peak Hour							
			2036				2040			
			B+Dev, No C No BP BP		B+Dev, With C No BP BP		B+Dev, No C No BP BP		B+Dev, With C No BP BP	
1. Belleville at St Z	NB	LOS	A	A	A	A	A	A	A	A
		Ctrl. Del (s)	8.4	8.5	8.4	8.5	8.8	8.8	8.8	8.8
		Lane v/c Ratio	0.046	0.011	0.046	0.011	0.051	0.012	0.051	0.012
		95th% Queue (veh)	0.1	0	0.1	0	0.2	0	0.2	0
	EB	LOS	C	C	C	C	E	F	E	F
		Ctrl. Del (s)	19.2	21.7	19.2	21.7	43.1	87.2	44.3	87.2
		Lane v/c Ratio	0.305	0.263	0.305	0.263	0.583	0.681	0.601	0.681
		95th% Queue (veh)	1.3	1	1.3	1	3.2	3.6	3.4	3.6
	SB	LOS	A	A	A	A	A	A	A	A
		Ctrl. Del (s)	0	0	0	0	8.2	8.6	8.2	8.6
		Lane v/c Ratio	-	-	-	-	0.022	0.086	0.02	0.086
		95th% Queue (veh)	0	0	0	0	0.1	0.3	0.1	0.3
	WB	LOS	A	A	A	A	C	B	C	B
		Ctrl. Del (s)	0	0	0	0	23.2	14.5	23.5	14.5
		Lane v/c Ratio	-	-	-	-	0.204	0.208	0.206	0.208
		95th% Queue (veh)	-	-	-	-	0.7	0.8	0.8	0.8
2. Belleville at Turner St	NB	LOS	A	A	A	A	B	A	A	A
		Ctrl. Del (s)	9.1	8.5	9.1	8.5	10	8.9	10	8.9
		Lane v/c Ratio	0.229	0.074	0.229	0.07	0.29	0.097	0.288	0.093
		95th% Queue (veh)	0.9	0.2	0.9	0.2	1.2	0.3	1.2	0.3
	EB	LOS	D	C	D	C	F	F	F	F
		Ctrl. Del (s)	34.8	23.9	34.7	23.5	960.45	90.6	917.55	85.2
		Lane v/c Ratio	0.72	0.478	0.719	0.467	2.97	0.949	2.877	0.927
		95th% Queue (veh)	5.5	2.5	5.5	2.4	35.5	8.4	34.8	8
	SB	LOS	A	A	A	A	A	A	A	A
		Ctrl. Del (s)	0	0	0	0	8.3	8	8.3	8
		Lane v/c Ratio	-	-	-	-	0.004	0.019	0.004	0.019
		95th% Queue (veh)	0	0	0	0	0	0.1	0	0.1
	WB	LOS	A	A	A	A	F	C	F	C
		Ctrl. Del (s)	0	0	0	0	1722.3	23.1	1722.3	22.6
		Lane v/c Ratio	-	-	-	-	4.061	0.178	4.061	0.174
		95th% Queue (veh)	-	-	-	-	11.8	0.6	11.8	0.6
3. Belleville at Niles	NB	LOS	A	A	A	A	A	A	A	A
		Ctrl. Del (s)	8.9	8.3	8.9	8.2	9.6	8.6	9.6	8.6
		Lane v/c Ratio	0.029	0.024	0.029	0.024	0.041	0.032	0.041	0.032
		95th% Queue (veh)	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
	EB	LOS	E	C	E	C	F	D	F	D
		Ctrl. Del (s)	47.9	18.8	47.9	18.5	282.3	33.9	282.3	32.9
		Lane v/c Ratio	0.79	0.498	0.79	0.49	1.479	0.736	1.479	0.726
		95th% Queue (veh)	6.4	2.7	6.4	2.7	18.6	5.9	18.6	5.7
	SB	LOS	-	-	-	-	-	-	-	-
		Ctrl. Del (s)	-	-	-	-	-	-	-	-
		Lane v/c Ratio	-	-	-	-	-	-	-	-
		95th% Queue (veh)	-	-	-	-	-	-	-	-
4. Belleville at Wellington Mai	NB	LOS	A	A	A	A	A	A	A	A
		Ctrl. Del (s)	0	0	0	0	0	0	0	0
		Lane v/c Ratio	-	-	-	-	-	-	-	-
		95th% Queue (veh)	-	-	-	-	-	-	-	-
	EB	LOS	B	A	B	A	B	A	B	A
		Ctrl. Del (s)	10.4	8.7	10.4	8.7	12.2	9.2	12.2	9.2
		Lane v/c Ratio	0.202	0.148	0.2	0.146	0.298	0.196	0.298	0.194
		95th% Queue (veh)	0.8	0.5	0.7	0.5	1.2	0.7	1.2	0.7
	SB	LOS	F	F	F	F	F	F	F	F
		Ctrl. Del (s)	2866	516.3	2866	5	7960.5	1222.3	7960.5	1204.9
		Lane v/c Ratio	7.167	2.032	7.167	2.013	18.315	3.581	18.315	3.543
		95th% Queue (veh)	72.7	33.3	72.7	32.9	100.5	52.6	100.5	52.2
	WB	LOS	A	A	A	A	A	A	A	A
		Ctrl. Del (s)	0	0	0	0	0	0	0	0
		Lane v/c Ratio	-	-	-	-	-	-	-	-
		95th% Queue (veh)	0	0	0	0	0	0	0	0

			Saturday Peak Hour							
			2036				2040			
			B+Dev, No C		B+Dev, With C		B+Dev, No C		B+Dev, With C	
			No BP	BP	No BP	BP	No BP	BP	No BP	BP
5. Consecon at St C	NB	LOS			-	-			-	-
		Ctrl. Del (s)			-	-			-	-
		Lane v/c Ratio			-	-			-	-
		95th% Queue (veh)			-	-			-	-
	SB	LOS			A	A			A	A
		Ctrl. Del (s)			7.8	7.7			7.9	7.8
		Lane v/c Ratio			0.027	0.03			0.029	0.031
		95th% Queue (veh)			0.1	0.1			0.1	0.1
	WB	LOS			B	A			B	B
		Ctrl. Del (s)			11.6	9.9			13	10.3
		Lane v/c Ratio			0.13	0.054			0.18	0.058
		95th% Queue (veh)			0.4	0.2			0.7	0.2
6. Consecon at Turner St	NB	LOS	-	-	-	-	-	-	-	-
		Ctrl. Del (s)	-	-	-	-	-	-	-	-
		Lane v/c Ratio	-	-	-	-	-	-	-	-
		95th% Queue (veh)	-	-	-	-	-	-	-	-
	SB	LOS	A	A	A	A	A	A	A	A
		Ctrl. Del (s)	8.1	7.7	8	7.7	8.4	7.8	8.3	7.8
		Lane v/c Ratio	0.049	0.031	0.02	0.03	0.066	0.041	0.034	0.04
		95th% Queue (veh)	0.2	0.1	0.1	0.1	0.2	0.1	0.1	0.1
	WB	LOS	C	B	B	B	D	B	C	B
		Ctrl. Del (s)	15.8	10.6	13.9	10.7	27.6	11.4	20.2	11.4
		Lane v/c Ratio	0.389	0.089	0.244	0.087	0.666	0.128	0.464	0.126
		95th% Queue (veh)	1.8	0.3	0.9	0.3	4.8	0.4	2.4	0.4
7. Consecon at Grant St	NB	LOS	-	-	-	-	-	-	-	-
		Ctrl. Del (s)	-	-	-	-	-	-	-	-
		Lane v/c Ratio	-	-	-	-	-	-	-	-
		95th% Queue (veh)	-	-	-	-	-	-	-	-
	SB	LOS	A	A	A	A	A	A	A	A
		Ctrl. Del (s)	8.2	7.7	8.2	7.7	8.5	7.8	8.5	7.8
		Lane v/c Ratio	0.013	0.024	0.013	0.024	0.017	0.029	0.017	0.029
		95th% Queue (veh)	0	0.1	0	0.1	0.1	0.1	0.1	0.1
	WB	LOS	C	B	C	B	C	B	C	B
		Ctrl. Del (s)	16.3	11	16.3	11.1	22	11.6	22.1	11.7
		Lane v/c Ratio	0.251	0.102	0.251	0.103	0.35	0.124	0.352	0.125
		95th% Queue (veh)	1	0.3	1	0.3	1.5	0.4	1.5	0.4
8. Consecon at Main St	EB	LOS	B	A	B	A	B	A	B	A
		Ctrl. Del (s)	10.8	8.7	10.8	8.8	13.1	9.1	13.1	9.1
		Lane v/c Ratio	0.325	0.095	0.325	0.095	0.472	0.124	0.472	0.124
		95th% Queue (veh)	1.4	0.3	1.4	0.3	2.6	0.4	2.6	0.4
	SB	LOS	F	E	F	E	F	F	F	F
		Ctrl. Del (s)	1052.4	35.6	1068.4	37.6	7284	93.7	7300.4	104.7
		Lane v/c Ratio	3.173	0.655	3.207	0.678	16.63	0.976	16.667	1.014
		95th% Queue (veh)	37.6	4.3	37.8	4.6	61.6	9.2	61.8	9.9
	WB	LOS	-	-	-	-	-	-	-	-
		Ctrl. Del (s)	-	-	-	-	-	-	-	-
		Lane v/c Ratio	-	-	-	-	-	-	-	-
		95th% Queue (veh)	-	-	-	-	-	-	-	-
9. Belleville at Ph 4	NB	LOS					A	A	A	A
		Ctrl. Del (s)					8.8	8.6	8.8	8.6
		Lane v/c Ratio					0.05	0.016	0.05	0.016
		95th% Queue (veh)					0.2	0.1	0.2	0.1
	EB	LOS					C	C	C	C
		Ctrl. Del (s)					15.9	15.2	15.9	15.2
		Lane v/c Ratio					0.15	0.062	0.15	0.062
		95th% Queue (veh)					0.5	0.2	0.5	0.2
	SB	LOS					-	-	-	-
		Ctrl. Del (s)					-	-	-	-
		Lane v/c Ratio					-	-	-	-
		95th% Queue (veh)					-	-	-	-

As shown above, the removal of Street C resulted in no appreciable changes to the operation of most of the intersections. The most impacted intersections were:

- Belleville St /Turner St (EB traffic);
- Belleville St/Main St (SB traffic);
- Consecon St/Main St (SB traffic); and
- Consecon/Turner (WB traffic).

As discussed in section 6.1.3, Belleville St/Turner St, Belleville St/Main St and Consecon St/Main St have already been identified as requiring upgrades. Given the magnitude of the operational impacts to these intersections with the removal of the Street C connection relative to the original values, the impact is negligible. Intersection upgrades discussed in the subsequent section will remain sufficient with or without the inclusion of the Street C connection to Consecon St.

Although the level of service at the Consecon/Turner intersection is impacted by the removal of the Street C connection to Consecon St, it remains below-capacity with acceptable levels of service and control delays (LOS D, $vc = 0.66$, delay = 27.6s for WB traffic) under two-way stop control throughout the 2040 planning horizon (full build-out).

Overall, the projected changes are insufficient to impact the intersection improvement requirements detailed, which remain upheld with or without Street C.

6.3 Intersection Improvements

Improvements were investigated for the intersections that were found to have unacceptable levels of service/capacity within the planning horizon, with details available in Appendix F. As outlined in Section 6.1.4, signalization warrants were satisfied for fewer intersections and planning horizons than have level of service and capacity issues. As such, signalization was considered, based on professional judgement, for those intersections which did not satisfy the warrants but could not have improvement requirements met by other means.

6.3.1 Belleville St/Street Z

The Belleville St/Street Z intersection is projected to operate well through the 2036 planning horizon (construction of Phase 1A, 1B, 2B, 3B, & 2A), with acceptable levels of service and capacity. However, the intersection experiences LOS F operation by the 2040 horizon should the bypass road not be completed. As previously discussed in Section 6.1.3, the Belleville St/Street Z intersection will require improvements in conjunction with Phase 3A and 4A of the development by 2040.

Improvements investigated for this intersection initially consisted of the addition of turning lanes, however, this was not sufficient to achieve acceptable levels of service under stop control. As such, control modifications are required. Signalization was considered despite not meeting warrants (a roundabout would also be a viable alternative).

Table 6-3 below presents the projected performance of the Belleville St/Street Z intersection under the recommended improvements for each planning horizon.

Table 6-3: Belleville/Street Z Intersection improvements – Saturday Peak Hour

			2025	2028		2036				2040			
			Bkgd	Bkgd	Bkgd + Dev	Bkgd		Bkgd + Dev		Bkgd		Bkgd + Dev	
1. Belleville / St Z	NB	LOS				No BP	BP	No BP	BP	No BP	BP	No BP	BP
		Ctrl Del (s)						A	A			A	A
		v/c						8.4	8.5			5.4	4.5
		95th % (veh)						0.046	0.011			0.38	0.35
	EB	LOS						C	C			B	B
		Ctrl Del (s)						19.2	21.7			19.9	17.6
		v/c						0.305	0.263			0.48	0.33
		95th % (veh)						1.3	1			2.8	1.9
	SB	LOS						A	A			A	A
		Ctrl Del (s)						0	0			5.9	7.4
		v/c						-	-			0.46	0.59
		95th % (veh)						0	0			7.3	10.2
	WB	LOS										B	A
		Ctrl Del (s)										13.4	9
		v/c										0.18	0.33
		95th % (veh)										1.3	1.5
Upgrade							TWSC				Signalized		

As shown in the table above, stop control on the minor road (Street Z) through 2036 (construction of Phase 1A, 1B, 2B, 3B, & 2A) and signalization in the 2040 planning horizon (to support Phase 3A & 4A) provides for efficient movement of traffic at this intersection. Below-capacity operation and acceptable levels of service and control delays are maintained under all conditions.

Intersection improvements modelled (geometry and controls) are shown below.

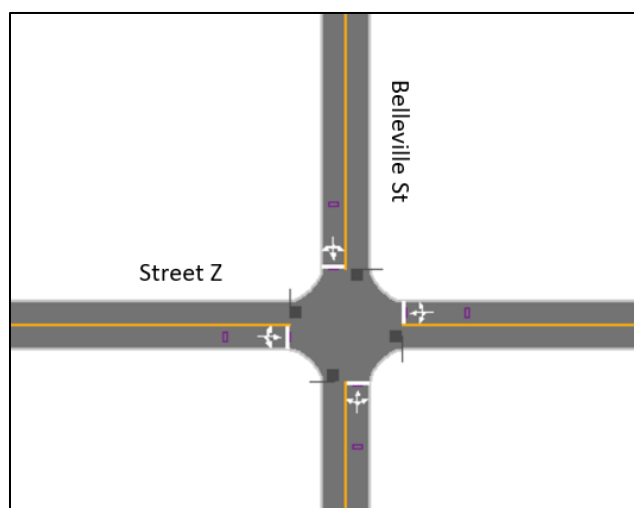


Figure 6-10: Belleville/Street Z Intersection Improvements

6.3.2 Belleville St/Turner St

The Belleville St/Turner St intersection operates well through the 2036 planning horizon (construction of Phase 1A, 1B, 2B, 3B, & 2A), with acceptable levels of service and capacity. However, the intersection experiences over-capacity operation and/or LOS F by the 2040 horizon. As previously discussed in Section 6.1.3, the Belleville St/Turner St intersection will require improvements in conjunction with development of CVC Phase 3A and 4A by 2040.

Several improvements were investigated for this intersection, comprising addition of turning lanes, signalization, and roundabout control. As installation of turning lanes alone did not achieve acceptable levels of service under stop control for the 2040 horizon with the bypass road, control modifications are required. Signalization warrants were met, accordingly signalization and a roundabout were considered. The most optimal control was determined as a roundabout in lieu of signalization, as this intersection is part of the CVC development lands and is thus not constrained by existing development, and meets several of the criteria identified by TAC as making it particularly suitable for a roundabout:

- Heavy left turn volumes;
- Experiencing significant delays, especially on minor road approaches; and
- Where higher order traffic controls (ie. all way stop, traffic control signals) are not warranted (applies for the 2040 horizon with the bypass road only).

Table 6-4 below presents the projected performance of the Belleville St/Turner St intersection under the recommended improvements for each planning horizon.

Table 6-4: Belleville St/Turner St Intersection Improvements - Saturday Peak Hour

			2025	2028		2036				2040			
			Bkgd	Bkgd	Bkgd + Dev	Bkgd		Bkgd + Dev		Bkgd		Bkgd + Dev	
						No BP	BP	No BP	BP	No BP	BP	No BP	BP
2. Belleville / Turner St	NB	LOS			A			A	A			B	A
		Ctrl Del (s)			8			9.1	8.5			10.7	6.9
		v/c			0.066			0.229	0.074			0.616	0.378
		95th % (veh)			0.2			0.9	0.2			4	2
	EB	LOS			B			D	C			B	A
		Ctrl Del (s)			12.4			34.8	23.9			11.6	7.1
		v/c			0.181			0.72	0.478			0.491	0.26
		95th % (veh)			0.7			5.5	2.5			3	1
	SB	LOS			A			A	A			B	A
		Ctrl Del (s)			0			0	0			13.1	8.2
		v/c			-			-	-			0.615	0.482
		95th % (veh)			0			0	0			4	3
	WB	LOS			A			A	A			A	A
		Ctrl Del (s)			0			0	0			7.7	5.1
		v/c			-			-	-			0.152	0.054
		95th % (veh)			-			-	-			1	0
Upgrade				TWSC			TWSC				Roundabout		

As shown in the table above, stop control on the minor road (Turner St) through 2036 (construction of Phase 1A, 1B, 2B, 3B, & 2A) and installation of a roundabout in the 2040 planning horizon (in conjunction with construction of Phase 3A & 4A) provides for the most efficient movement of traffic at this intersection. Below-capacity operation and acceptable

levels of service and control delays are maintained under all conditions. Given that a roundabout is ultimately recommended at this intersection, it has been reflected on the concept plan with the associated property requirements.

Intersection improvements modelled (geometry and controls) are shown below.

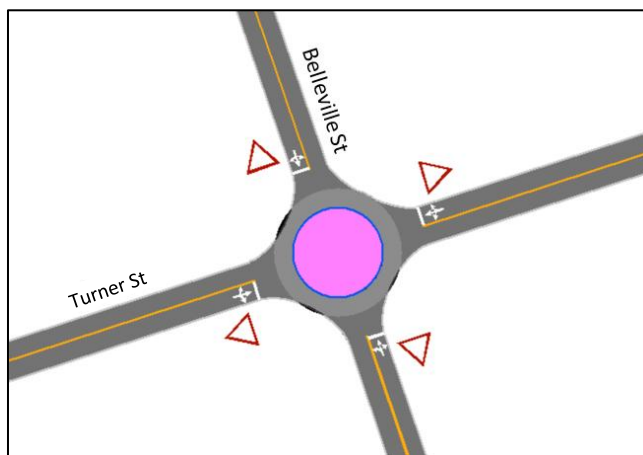


Figure 6-11: Belleville St/Turner St Intersection Improvements

6.3.3 Belleville St/Niles St

The Belleville St/Niles St intersection is projected to operate well, with acceptable levels of service and capacity, through the 2036 planning horizon (construction of Phase 1A, 1B, 2B, 3B, & 2A). However, should the bypass road not be completed by the 2040 planning horizon, the intersection experiences over-capacity operation, LOS F, and unacceptable control delays. As discussed in Section 6.1.3 previously, intersection improvements will be required at Belleville St/Niles St by 2040 in conjunction with Phase 3A and 4A of the development if the bypass is not yet constructed.

Improvements to the Belleville St/Niles St intersection were investigated, initially consisting of turning lane addition. However, installation of turn lanes alone was found unable to achieve acceptable levels of service under stop control. As such, control modifications are required. Signalization warrants were met, accordingly signalization and a roundabout were considered.

As signalization was found to provide acceptable levels of service for the planning horizon requiring improvement, and land constraints prevented roundabout control, signalization was determined as the most optimal control.

It should also be noted that signalization is preferred due to the extensive costs of road reconstruction, and as the Belleville St/Niles St intersection is not part of the development lands.

Table 6-5 below presents the projected performance of the Belleville St/Niles St intersection under the recommended improvements for each planning horizon.

Table 6-5: Belleville St/Niles St Intersection Improvements - Saturday Peak Hour

			2025	2028		2036				2040			
			Bkgd	Bkgd	Bkgd + Dev	Bkgd		Bkgd + Dev		Bkgd		Bkgd + Dev	
						No BP	BP	No BP	BP	No BP	BP	No BP	BP
3. Belleville / Niles St	NB	LOS	A	A	A	A	A	A	A	A	A	B	A
		Ctrl Del (s)	7.7	7.8	8	8	8	8.9	8.3	8.2	8.2	10.5	8.6
		v/c	0.013	0.016	0.017	0.023	0.023	0.029	0.024	0.028	0.028	0.56	0.032
	EB	95th % (veh)	0	0	0.1	0.1	0.1	0.1	0.1	0.1	0.1	10.3	0.1
		LOS	B	B	B	B	B	E	C	C	C	C	D
		Ctrl Del (s)	11.1	11.7	13.4	14.5	14.5	47.9	18.8	17.7	17.7	27.2	33.9
		v/c	0.204	0.24	0.291	0.381	0.381	0.79	0.498	0.495	0.495	0.65	0.736
		95th % (veh)	0.8	0.9	1.2	1.8	1.8	6.4	2.7	2.7	2.7	8.4	5.9
	SB	LOS	-	-	-	-	-	-	-	-	-	B	-
		Ctrl Del (s)	-	-	-	-	-	-	-	-	-	13.4	-
		v/c	-	-	-	-	-	-	-	-	-	0.71	-
	WB	95th % (veh)	-	-	-	-	-	-	-	-	-	15.7	-
		LOS	-	-	-	-	-	-	-	-	-	-	-
		Ctrl Del (s)	-	-	-	-	-	-	-	-	-	-	-
		v/c	-	-	-	-	-	-	-	-	-	-	-
		95th % (veh)	-	-	-	-	-	-	-	-	-	-	-
	Upgrade		TWSC	TWSC	TWSC	TWSC	TWSC	TWSC	TWSC	TWSC	TWSC	Sig'zd	TWSC

As shown in the table above, below-capacity operation with acceptable levels of service and control delays can be maintained through 2040 (construction of Phase 3A & 4A) with stop control on the minor road (Niles St) with the bypass in place, or with installation of signals by the 2040 horizon (in conjunction with construction of Phase 3A & 4A) if the bypass road is not completed. Below-capacity operation and acceptable levels of service and control delays are maintained under all conditions.

Intersection improvements modelled (geometry and controls) are shown below.

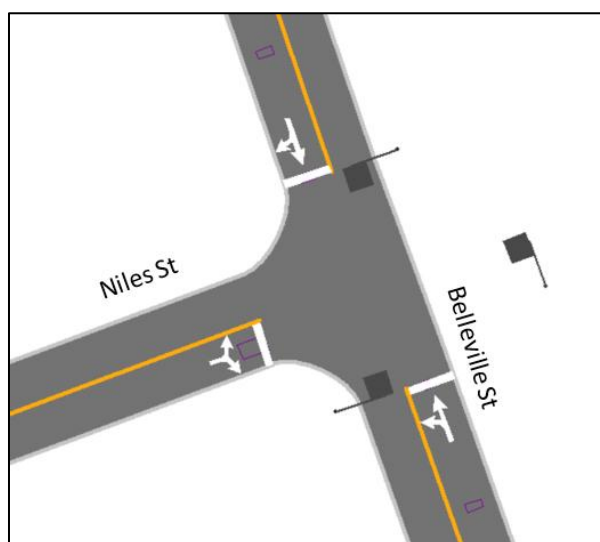


Figure 6-12: Belleville St/Niles St Intersection Improvements

6.3.4 Belleville St/Main St

The intersection of Belleville St/Main St operates with acceptable capacity, levels of service, and control delays in its' existing state. However, the intersection is projected to experience

over-capacity operation and unacceptable levels of service by the 2028 horizon under background traffic conditions alone (without any development at CVC). As discussed in Sections 4.5 and 6.1.3, the Belleville St/Main St intersection will require improvements by 2028 to support background traffic (and thus the first additions of traffic from Phase 1A and 1B of the CVC).

Improvements to the Belleville St/Main St intersection were investigated, consisting of signalization and/or the addition of turning lanes. Roundabout control was prevented by land constraints. Capacity analysis showed that installation of turn lanes alone was found unable to achieve acceptable levels of service under stop control. As such, control modifications are required and signalization warrants are met.

It is noted that the County's DC Study has already accounted for improvements to this intersection. If not already complete, Jewell recommends that PEC undertake an evaluation of the Main St corridor to review the long-term lane layout and traffic control measures required to support growth and traffic movement. It is noted that potential lane configurations may be limited by existing constraints (utilities, structures, property, etc.).

Table 6-6 below presents the projected performance of the Belleville St/Main St intersection under the recommended improvements for each planning horizon.

Table 6-6: Belleville St/Main Intersection Improvements - Saturday Peak Hour

			2025	2028		2036				2040			
			Bkgd	Bkgd	Bkgd + Dev	Bkgd		Bkgd + Dev		Bkgd		Bkgd + Dev	
			No BP	BP	No BP	BP	No BP	BP	No BP	BP	No BP	BP	
4. Belleville / Main St	NB	LOS											
		Ctrl Del (s)											
		v/c											
		95th % (veh)											
	EB	LOS	A	B	C	E	D	C	D	C	D	E	D
		Ctrl Del (s)	8.2	13.9	33.5	60.4	43.7	33.1	54.8	34.1	52.6	56.6	48.8
		v/c	0.078	0.65	0.87	1.02	0.93	0.8	0.98	0.79	0.98	0.89	0.85
		95th % (veh)	0.3	11.2	17.8	33.5	18.9	14.1	22.7	13.0	26.2	22.7	8.5
	SB	LOS	E	C	C	D	C	C	D	C	D	E	C
		Ctrl Del (s)	43.3	23.3	23	45.9	24.2	27.8	35.8	30.6	46.3	57.1	30
		v/c	0.755	0.62	0.61	0.77	0.61	0.82	0.77	0.82	0.84	0.98	0.87
		95th % (veh)	5.8	7.9	11.5	25.7	13.5	12.6	23.1	13.2	27.8	25.5	12.9
	WB	LOS	A	A	B	B	B	B	B	B	B	E	B
		Ctrl Del (s)	0	9.2	14.9	13.2	14.8	17.9	14.2	15.6	13.2	61.6	16.2
		v/c	-	0.39	0.53	0.48	0.43	0.67	0.45	0.70	0.43	0.97	0.66
		95th % (veh)	0	6.4	10.2	11.1	8.0	9.6	8.8	10.5	9.0	24.3	8.6
Upgrade			TWSC	Sig'zd	Sig'zd	Sig'zd	Sig'zd	Sig'zd 25m EBL 25m WBR 25m SBL	Sig'zd	Sig'zd 25m EBL	Sig'zd	Sig'zd 50m EBL 50m WBR 50m SBL	Sig'zd 25m EBL

As shown in the table above, installation of signals can improve intersection operation and provide good levels of service for all approaches through the 2036 horizon (construction of Phase 1A, 1B, 2B, 3B, & 2A) with the bypass completed. Acceptable operation through the 2040 horizon (in conjunction with construction of Phase 3A & 4A) would then require the addition of a 25 m eastbound left-turn lane.

Without the completion of the bypass, the intersection requires the addition of eastbound left-, westbound right-, and southbound left-turn lanes. 25 m lanes would be required through the 2036 horizon (in conjunction with construction of Phase 2B, 3B, & 2A), and 50 m lanes through the 2040 horizon (in conjunction with construction of Phase 3A & 4A).

Intersection improvements modelled (geometry and controls) are shown below.

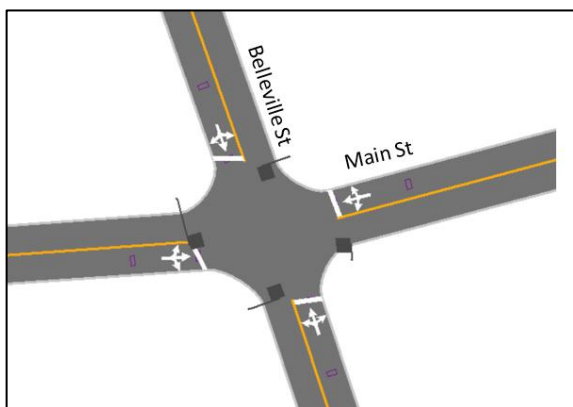


Figure 6-13: Signalized

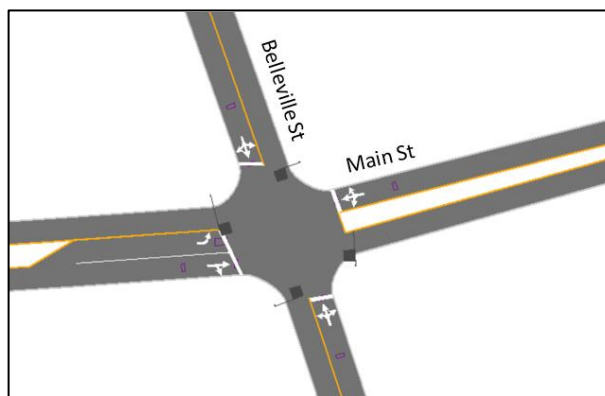


Figure 6-14: Signalized + EB LTL

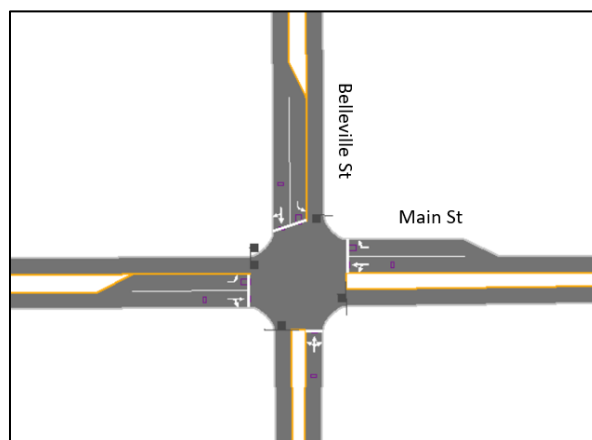


Figure 6-15: Signalized + EB LTL + WB RTL + SB LTL

It should be noted that the intersection of Belleville St/Main St has several spatial constraints which could make the implementation of geometric improvements more difficult. Therefore, installation of the bypass road is important in order to limit the extent of geometric improvements required at the intersection, as well as for long-term traffic planning for Wellington. Without the bypass in place, most of the eastbound traffic in Wellington will pass through the Belleville/Main St intersection.

The existing Belleville St/Main St intersection appears to have small radii at the intersection, making turning movements challenging for tractor trailer trucks (which commonly use this intersection to travel to/from the north). Additionally, hydro poles and buildings set close to the road present potential restrictions in this area. A hydro pole is located at the northeast corner of the intersection (Figure 6-16), and just north of the subject intersection hydro poles and

existing buildings are closely adjacent to the road (Figure 6-17). These constraints limit the availability of land to accommodate additional lanes without relocation of utilities.



Figure 6-16: Belleville St Looking North (2023)

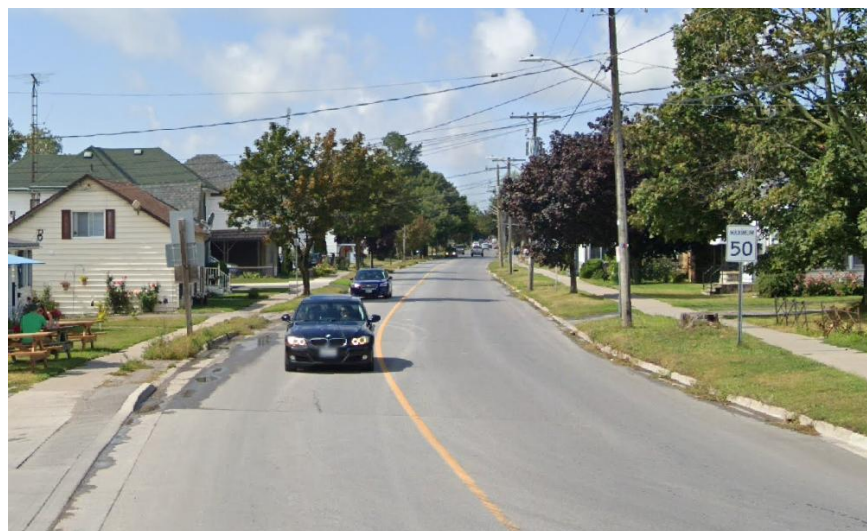


Figure 6-17: Main St looking west at Belleville St (Google Maxar Tech, 2021)

6.3.5 Consecon St/Main St

The intersection of Consecon St/Main St is projected to operate with acceptable levels of service in its existing state through the 2028 horizon (construction of Phase 1A, 1B). The intersection then experiences unacceptable levels of service by the 2036 horizon (construction of Phase 2B, 3B, & 2A) without the bypass, or by 2040 (construction of Phase 3A & 4A) with the

bypass. As previously discussed in Section 4.5 and 6.1.3, the Consecon St/Main St intersection will require improvements by 2036 or 2040 in conjunction with the CVC development, dependent on the status of the bypass road.

Improvements to the Consecon St/Main St intersection were investigated, consisting of signalization and/or the addition of turning lanes. Roundabout control was prevented by land constraints. Capacity analysis showed that installation of turn lanes alone was found unable to achieve acceptable levels of service under stop control. As such, control modifications are required and signalization warrants are met.

It is noted that the County's DC Study has already accounted for improvements to this intersection. If not already complete, Jewell recommends that PEC undertake an evaluation of the Main St corridor to review the long-term lane layout and traffic control measures required to support growth and traffic movement. It is noted that potential lane configurations may be limited by existing constraints (utilities, structures, property, etc.).

Table 6-7 below presents the projected performance of the Belleville St/Main St intersection under the recommended improvements for each planning horizon.

Table 6-7: Consecon St/Main Intersection Improvements - Saturday Peak Hour

		2025	2028		2036				2040				
		Bkgd	Bkgd	Bkgd + Dev	Bkgd		Bkgd + Dev		Bkgd		Bkgd + Dev		
					No BP	BP	No BP	BP	No BP	BP	No BP	BP	
8. Consecon / Main St	NB	LOS Ctrl Del (s) v/c 95th % (veh)											
	EB	LOS	A	A	A	A	A	C	A	B	A	D	B
		Ctrl Del (s)	8.3	8.4	8.7	9.1	8.5	30.9	8.7	14.2	8.8	53.1	17.9
		v/c	0.038	0.046	0.106	0.072	0.062	0.8	0.095	0.81	0.078	0.97	0.83
		95th % (veh)	0.1	0.1	0.4	0.2	0.2	12.7	0.3	13.7	0.3	12.6	10.5
	SB	LOS	C	C	D	E	C	B	E	C	D	D	B
		Ctrl Del (s)	15.9	18.7	25.7	43.7	21.4	18.5	35.6	20.2	33.3	35.7	19.1
		v/c	0.225	0.293	0.515	0.632	0.403	0.73	0.655	0.48	0.587	0.92	0.54
		95th % (veh)	0.9	1.2	2.8	3.8	1.9	6.4	4.3	4.7	3.5	10.6	6.4
	WB	LOS	-	-	-	-	-	A	-	A	-	A	A
		Ctrl Del (s)	-	-	-	-	-	9.8	-	8	-	7.5	7.9
		v/c	-	-	-	-	-	0.58	-	0.62	-	0.55	0.56
		95th % (veh)	-	-	-	-	-	12.8	-	8.3	-	7.5	5.7
	Upgrade		TWSC	TWSC	TWSC	TWSC	TWSC	Sig'zd 25m EBL	TWSC	Sig'zd	TWSC	Sig'zd 25m EBL 25m WBR	Sig'zd

As shown in the table above, stop control remains sufficient through 2036 (construction of Phase 2B, 3B, & 2A) if the bypass road is completed. However, if the bypass road is not completed, signalization and construction of a 25 m eastbound left-turn lane would be required.

In the 2040 horizon (in conjunction with construction of Phase 3A & 4A), signalization would be required if the bypass road is completed. Without completion of the bypass, a 25 m westbound right-turn lane would be required in addition to the previous improvements.

Intersection improvements modelled (geometry and controls) are shown below.

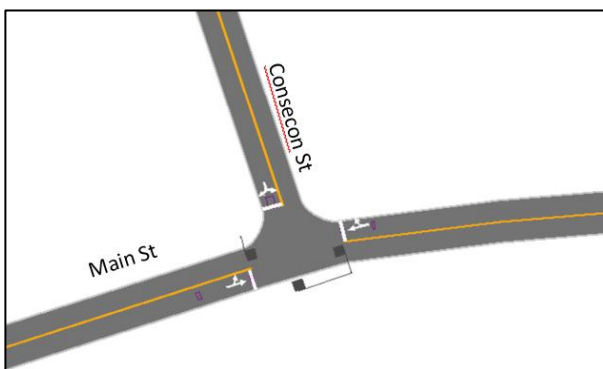


Figure 6-18: Signalized

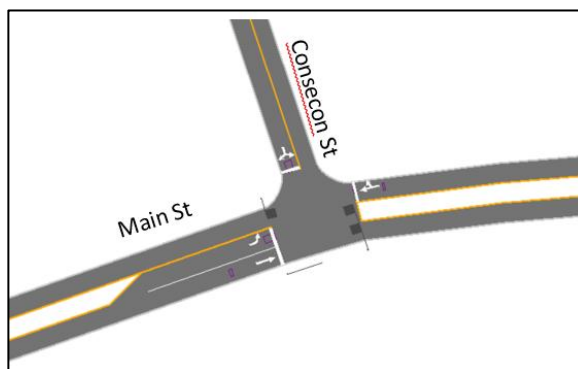


Figure 6-19: Signalized + 25m EB LTL

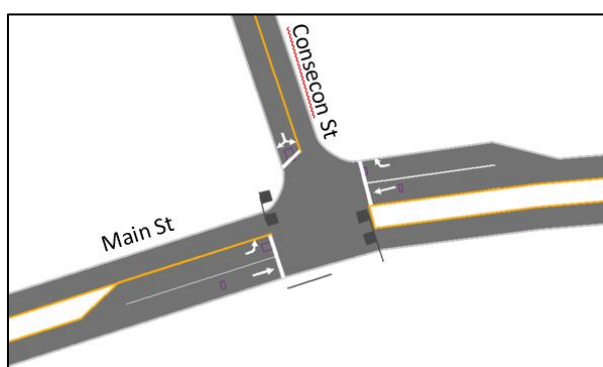


Figure 6-20: Signalized, 25m EB LTL, 25m WB RTL

It should be noted that the intersection of Consecon St/Main St has several spatial constraints which could make the implementation of geometric improvements more difficult. Therefore, installation of the bypass road is important in order to limit the extent of geometric improvements required at the intersection, as well as for long-term traffic planning for Wellington. Without the bypass in place, most of the westbound traffic in Wellington will pass through the Consecon St/Main St intersection.

The intersection's west leg has hydro poles on both sides of the road in narrow boulevards, and dwellings are located relatively close to the current travelled portion of the roadway (Figure 6-21). Similarly, the north leg of the intersection has numerous hydro and telephone poles on both sides of the road in narrow boulevards (Figure 6-22). These structures limit the availability of land to accommodate additional lanes without relocation of utilities.



Figure 6-21: Main St at Consecon St Looking West



Figure 6-22: Consecon St Looking North

The site plan illustrates the layout of the 'New Town' development, divided into several phases. Phase 1A is located in the lower center, featuring a winding road and a natural area. Phase 1B is to its west, with a large park. Phase 2A and 2B are in the upper center, with a park between them. Phase 3A (South and East) is on the right, with a dog park and natural area. Phase 3B is on the left, and Phase 4A is at the top. Streets include Walker St, Turner St, Grant St, Raynor St, and others. A legend indicates traffic control types: Roundabout Control (red circle), Signalized Control (red square), and Stop Control (red line). The plan also shows natural areas, floodplains, and dog parks.

Wellington, ON
November 28, 2025

6.5 Sight Line Analysis & Safety Impacts

Belleville Street is a straight, relatively flat road with clear lines of sight in either direction of the proposed site accesses. The desired intersection sight distance is the sight distance required for a vehicle to accelerate from a stop and complete a left/right turn from the minor road without interfering with traffic operations on the major road. At a design speed of 60km/h, the design sight distances are as follows:

- Left Turn Intersection Sight Distance – 130m
- Right Turn Intersection Sight Distance – 110m
- Stopping Sight Distance (3% downgrade) – 87m

Available sight distance at the proposed access locations is well in excess of 130m in either direction (from both the east and west sides of Belleville St), therefore, no line-of-sight issues are anticipated at the proposed site accesses.



Figure 6-24: Belleville at Location of Street Z, Facing North (Google, Maxar Tech 2023)

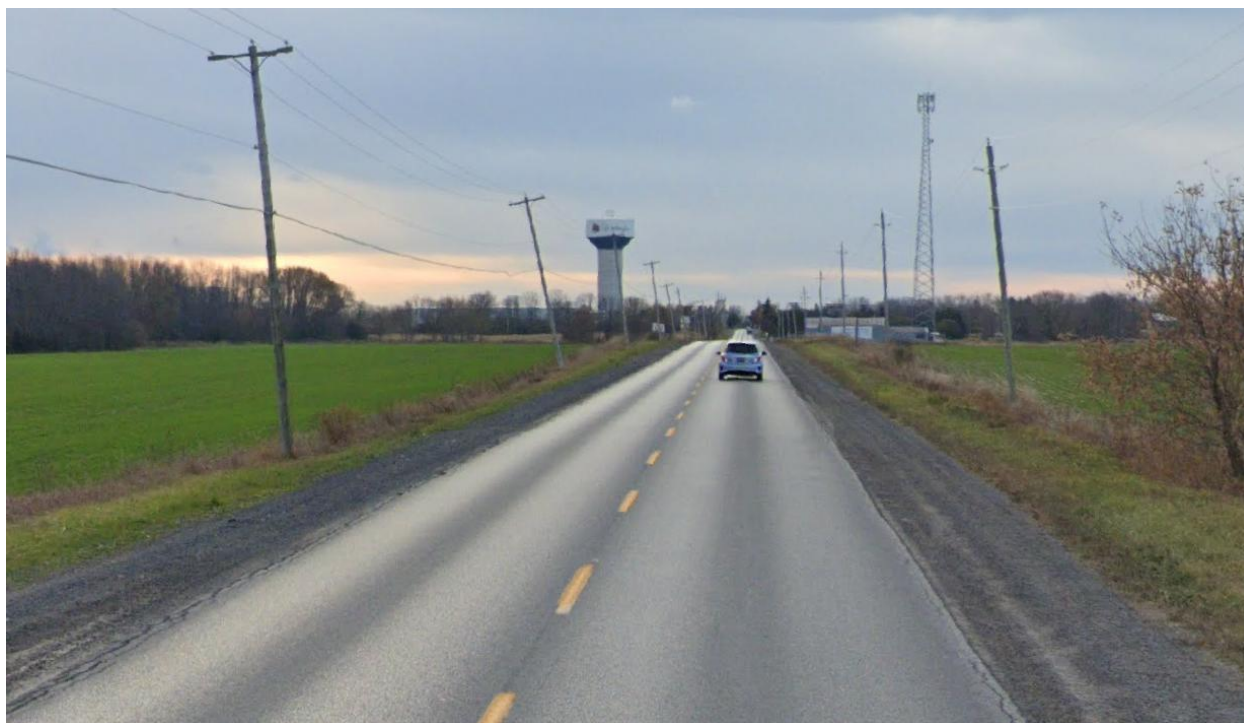


Figure 6-25: Belleville at Location of Street Z, Facing South (Google, Maxar Tech 2023)

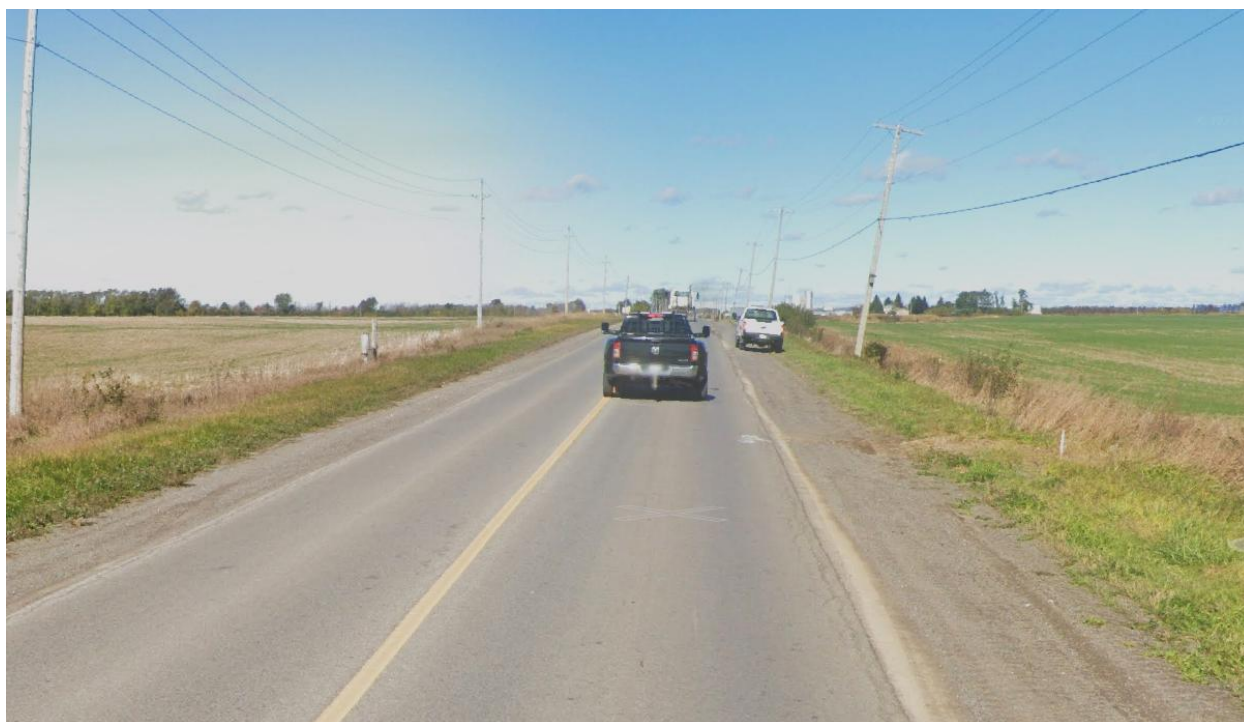


Figure 6-26: Belleville at Location of Turner St, Facing North (Google, Maxar Tech 2023)



Figure 6-27: Belleville at Location of Turner St, Facing South (Google, Maxar Tech 2023)

The proposed site accesses on Consecon Street were previously established via the Fields of Wellington approved draft plan. Therefore, sightlines of the proposed site accesses on Consecon Street have not been evaluated herein.

The existing Belleville St/Main St and Consecon St/Main St intersections appear to have small radii at the intersection, making turning movements challenging for tractor trailer trucks. Hydro poles and buildings set close to the road present additional potential restrictions in these areas. The Belleville St/Main St intersection is commonly used by tractor-trailer vehicles travelling to/from the north.

6.6 Parking

Prince Edward County's *Comprehensive Zoning By-Law 1816-2006* (2019) includes parking requirements based on land use and dwelling type.

Driveway and on-street parking will be provided per typical subdivision practices.

7 Transportation Demand Management

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

7.1 Active Transportation

The majority of roads within Wellington are served with sidewalks, and several connections are provided to the multi-use Millenium Trail, resulting in a highly connected pedestrian network. Likewise, the proposed internal subdivision network will be served with sidewalks on one side of the road, and provide dedicated “Multi-Use Links” to the Millennium Trail.

The Millennium Trail is Prince Edward County’s primary active transportation route and spans the village of Wellington. The trail is due south of the development, and direct access is provided via West St and Walker St. The trail provides a 46km route from Carrying Place to Picton (Figure 7-1).



Figure 7-1: Millenium Trail Route (PEC Trails)

The Millenium Trail is a hard-surfaced, crushed-limestone trail with a surface width of ~3.4 m, as shown in the figures below.



Figure 7-2: Millenium Trail – 1



Figure 7-3: Millenium Trail – 2

The existing crossings of the Millenium Trail at Consecon St and Belleville St are at-grade crossings, stop controlled on the Millenium Trail – similar to the at-grade crossing on Main St at the west end of Picton (Figure 7-4).



Figure 7-4: Existing At-Grade Millenium Trail Crossing on Belleville St (Google Maxar Tech 2023)

From the Millennium Trail, direct connections to Consecon St, West St, Wharf St, and Belleville St are currently available, all of which are serviced with sidewalks with the exception of Belleville St. A sidewalk runs along the east side of Belleville St from Wellington Main St to the Lehigh Arena, which terminates at the property's north site access. A 2.5m wide gravel shoulder runs on either side of Belleville St from this point north, providing access from the end of the sidewalk on Belleville St to the Millenium Trail (~100m north) (Figure 7-5).

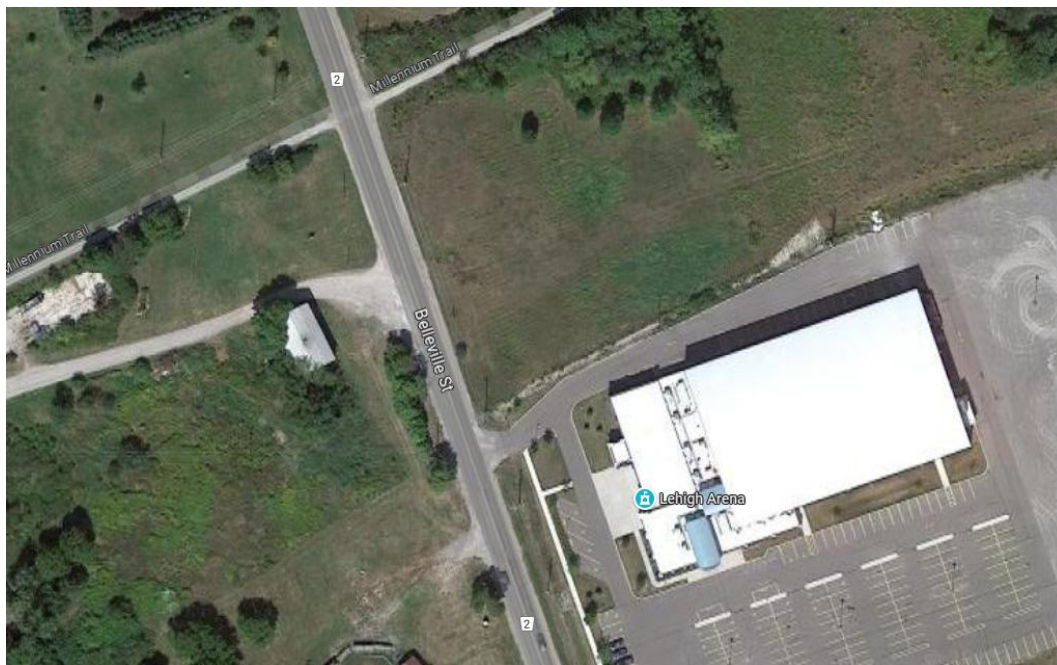


Figure 7-5: Belleville St at the Millennium Trail (Google, Maxar Tech 2015)

The proposed development provides good connectivity. There will be a multi-use pathway (MUP) running along one side of both Walker St and West St (north from the Millennium Trail to Turner St). In addition, the 3.0m MUP will run along one side of Turner St, between Belleville St and Consecon St. Concrete sidewalks will run along Walker St, West St, and Turner St on the opposite side of the MUP.

7.2 Transit Service

There is currently no routine transit service available within Wellington.

County Transit, provided by Quinte Transit, provides fixed-route transportation connecting Belleville to Picton via Bloomfield. This service operates 5 times per day (~2.5 hrs between buses) Monday-Friday (Figure 7-6). In order to accommodate increased transit demand during the summer tourism peak, County Transit also offers Summer Weekend Connector buses, which run from Belleville to Bloomfield and Wellington to Picton, with a connection point in Bloomfield. This service operates with ~70 mins between buses, and ran between June 27 and September 7 in 2025 (Figure 7-7).

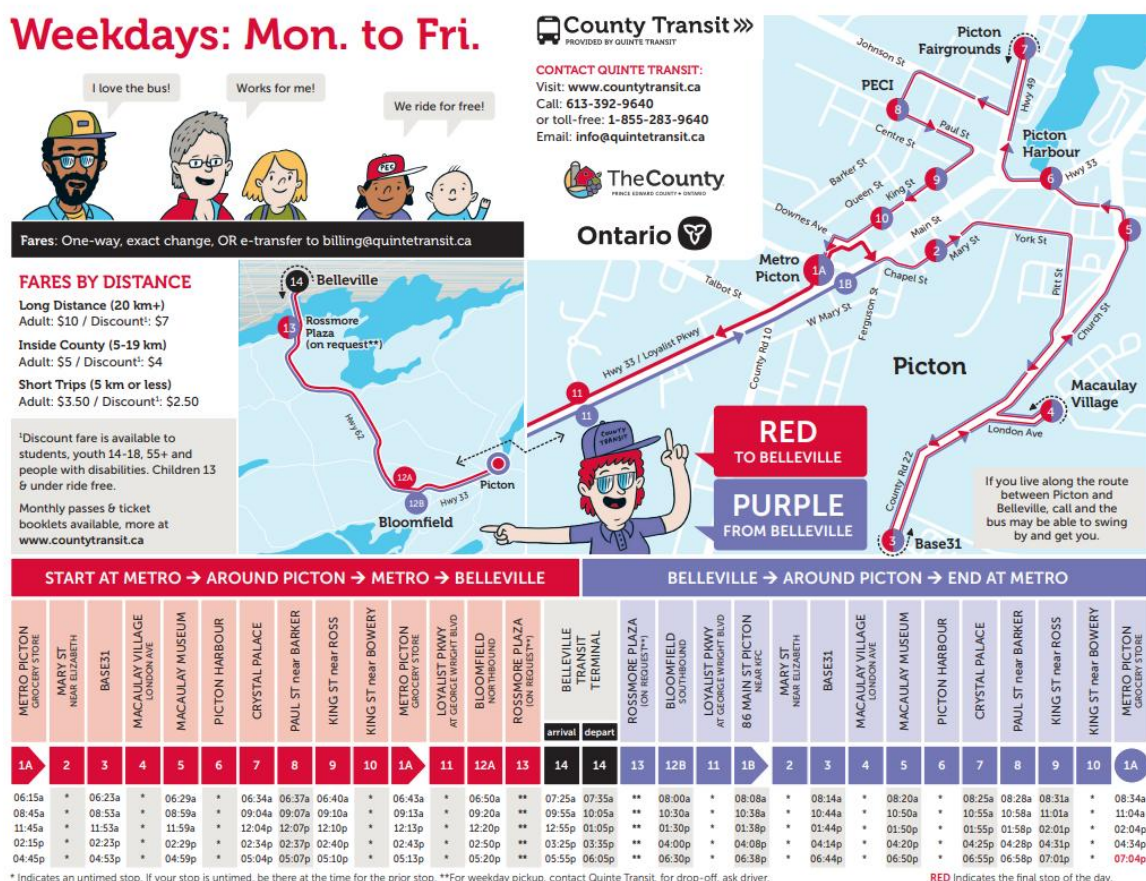
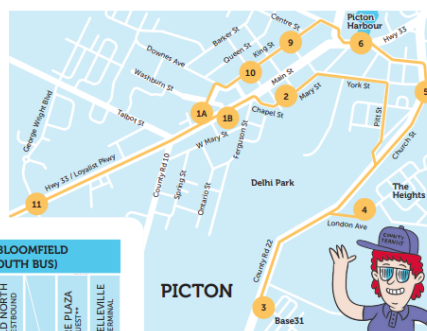


Figure 7-6: County Transit Fixed-Route (County Transit)

PROVIDED BY QUINTE TRANSIT

>>> \$12 DAY PASS AVAILABLE! <<<
FOR WELLINGTON → PICTON ROUTE ON



Belleville

13

Rosemore Plaza
(on request**)

13B

PRINCE EDWARD COUNTY

Wellington
See larger map

15A 15B 14

The Eddie Hotel & Farm, and Wander The Resort (on request**)

Bloomfield
See larger map

12A/B

TO CYC

Funded in part by:

The County of Prince Edward County
Through the Municipal Accommodation Tax

BASE31

Stay PEC

THE ROYAL The Eddie WANDER | THE RESORT

Figure 7-7: County Transit Summer Weekend Connector Route (County Transit).

County Transit also operates an accessible door-to-door transit service for registered users. In order to fill open seats (when available), County Transit's Rides on Demand service allows non-registered users to request a ride on routes set by the registered accessible riders for a flat \$5 fee.

The Belleville VIA Rail station is located ~35 minutes north of Wellington, which currently operates approximately 20 trains per day between Toronto, Ottawa, and Montreal (60- to 90-minute frequency in both directions).

7.3 Amenities

The development will include commercial facilities within mixed-use buildings, as well as recreational opportunities (golf course, pool, tennis courts). These amenities will supplement the numerous existing retail and service establishments available in the Wellington core, which are within walking/biking distance of the development.

7.4 Pedestrian Crossings

It is recommended that pedestrian signals be incorporated in all future signalized intersections (i.e. Consecon St/Main St, Belleville St/Main St, Belleville St/Street Z, and Belleville St/Niles St) and in roundabout designs (i.e. Belleville St/Turner St).

The MUP crossing of the Millenium Trail at Belleville St and Consecon St were reviewed. In order to warrant the installation of a crossover (PXO), Figure 2 of OTM Book 15 (see below) is used to determine the appropriateness of a PXO for the given intersection. Given that the PXO is a requirement for system connectivity, and is not less than 200 m away from another traffic control device, the sites are a candidate for a PXO.

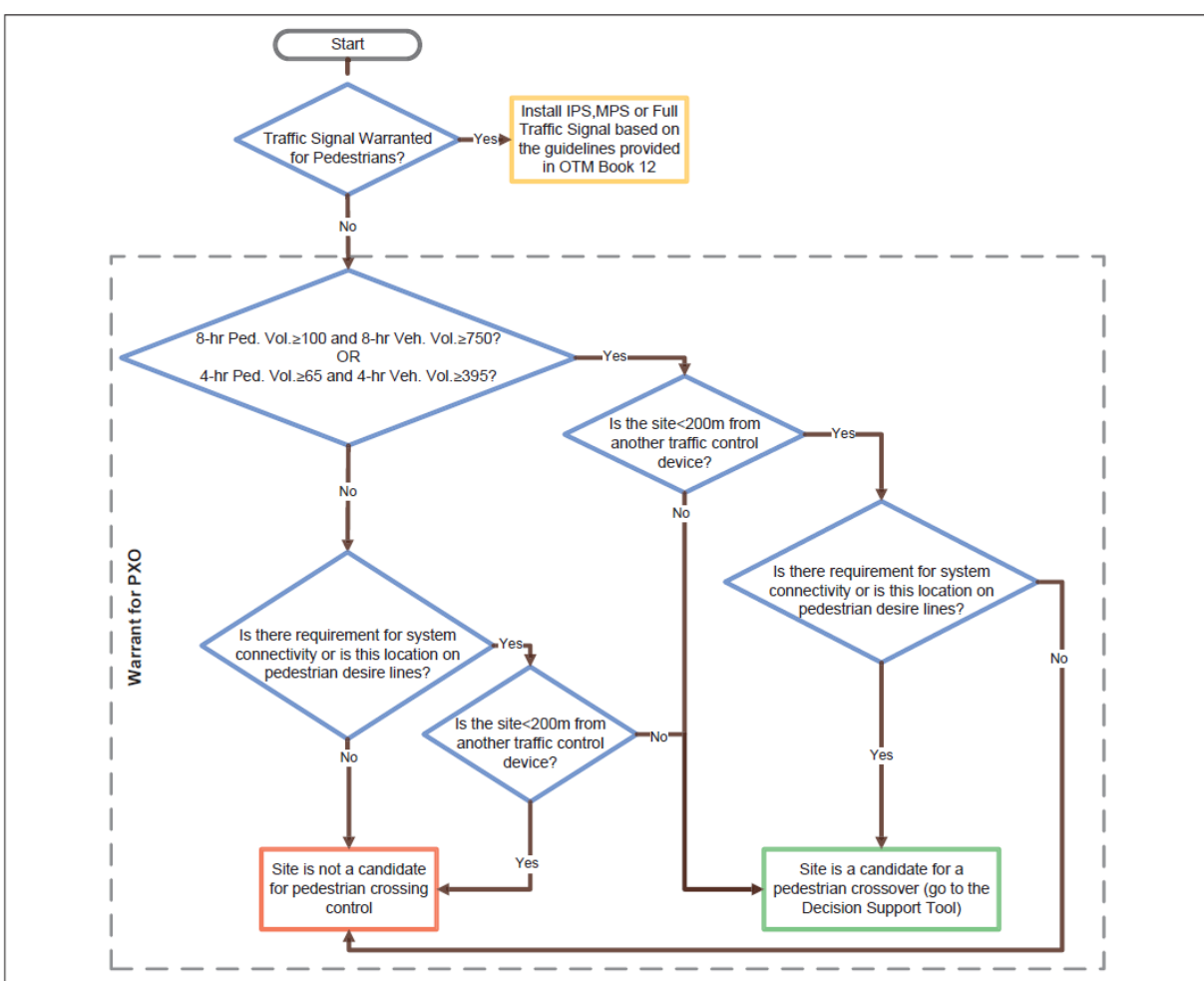


Figure 2: Decision Support Tool – Preliminary Assessment

Figure 7-8: Pedestrian Crossover Decision Tool (OTM Book 15)

The 2040 projected peak hour vehicular volumes at the crossing locations (provided in Appendix D) are converted to an Average Annual Daily Traffic (AADT), by dividing by a k-factor

of 0.093 (Transportation Research Board, 2000). This k-factor was selected, as the study area is presumed to meet the “urban” requirements during the 2040 analysis period.

According to OTM Book 15, a generally accepted factor of 2.0 is used to convert the AADT to the 8 peak-hour volumes. To convert this 8-hour period to a 4-hour period, a factor of 0.526 is applied, based on a study conducted by MTO in 2013. This results in the following estimated 8 hour and 4 hour volumes:

Table 7-1: Pedestrian Crossover Volume Calculations

Location	Scenario	Peak Period	PHV	AADT	8hr Vol	4hr Vol
Belleville St & Millennium Trail	2040 B+D (No BP)	PM	1485	15968	7984	4200
	2040 B+D (w- BP)		899	9667	4833	2542
Consecon St & Millennium Trail	2040 B+D (No BP)	Sat	929	9989	4995	2627
	2040 B+D (w- BP)		453	4871	2435	1281

Using the 4-hour and 8-hour vehicular volumes, Table 7 of OTM Book 15 is used as a guideline for selecting the crossover type. Both Streets have a posted speed limit of 50 km/h and the total number of lanes for the roadway cross section is two. Results of the analysis indicate that the following crossing upgrades are recommended:

- If the bypass road is constructed:
 - a Level 2 Type C at Millenium Trail/Belleville St; and
 - a Level 2 Type D at Millenium Trail/Consecon St.
- If the bypass road is not constructed:
 - a Level 2 Type B at Millenium Trail/Belleville St; and
 - a Level 2 Type C at Millenium Trail/Consecon St.

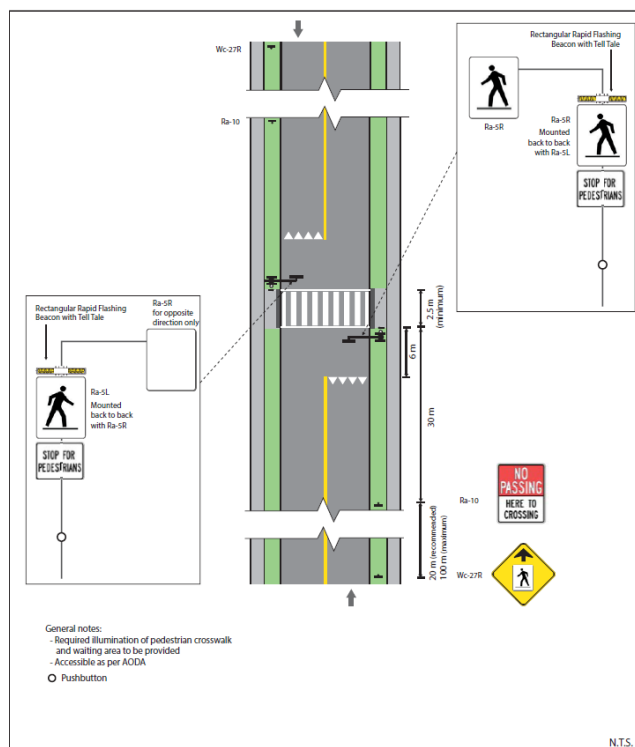


Figure 21: Pedestrian Crossover Level 2 Type B – Mid-block (2-lane, 2-way)

Figure 7-9: Level 2 Type B Pedestrian Crossover

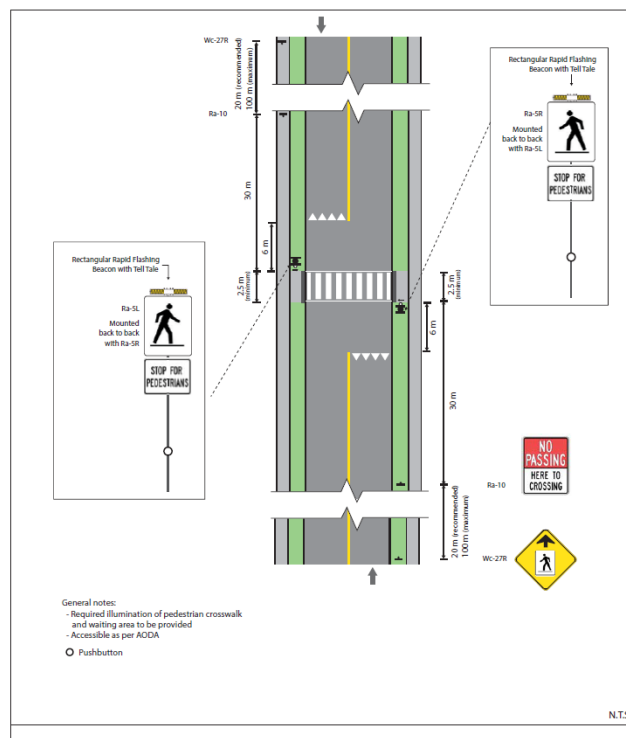


Figure 30: Pedestrian Crossover Level 2 Type C – Mid-block (2-lane, 2-way)

Figure 7-10: Level 2 Type C Pedestrian Crossover

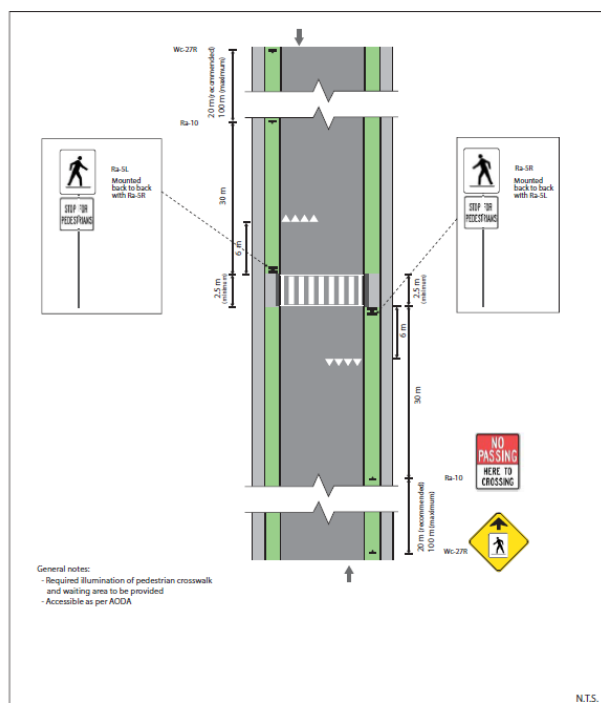


Figure 39: Pedestrian Crossover Level 2 Type D – Mid-block (2-lane, 2-way)

Figure 7-9: Level 2 Type D Pedestrian Crossover

8 Recommendations

As the proposed development will extend the limits of the built-up area on Belleville Street, Jewell recommends the extension of the 50 km/h zone on Belleville St north (for both northbound and southbound traffic) in the environs of the proposed site accesses.

Study intersection recommendations are as follows:

Intersection	Recommendations
Belleville St/Phase 4A Access	Stop control at Phase 4 Access (minor approach).
Belleville St/Street Z	- Stop control on Street Z throughout the 2036 planning horizon (construction of Phase 1A, 1B, 2B, 3B, & 2A). - Signalization by 2040 (in conjunction with construction of Phase 3A & 4A).
Belleville St/Turner St	- Stop control on Turner St throughout the 2036 planning horizon (construction of Phase 1A, 1B, 2B, 3B, & 2A). - Installation of a roundabout by 2040 (in conjunction with construction of Phase 3A & 4A).
Belleville St/Niles St	- Stop control on Niles St throughout the 2036 planning horizon (construction of Phase 1A, 1B, 2B, 3B, & 2A). - By the 2040 planning horizon (in conjunction with construction of Phase 3A & 4A): - If the bypass is constructed: no improvements. - If the bypass is not constructed: installation of signals.
Belleville St/Main St	- Installation of signals in the 2028 planning horizon to support background traffic growth (ie. required regardless of any development of CVC). - In the 2036 planning horizon (in conjunction with construction of Phase 2B, 3B, & 2A), in addition to signalization: - If the bypass is constructed: no further improvements. - If the bypass is not constructed: 25m Eastbound left turn lane, southbound left turn lane, and westbound right turn lane required. - In the 2040 planning horizon (in conjunction with construction of Phase 3A & 4A), in addition to signalization: - If the bypass is constructed: eastbound left turn lane required.

	○ If the bypass is not constructed: 50m Eastbound left turn lane, southbound left turn lane, and westbound right turn lane required
Consecon St/Main St	• Stop control on Consecon St throughout the 2028 planning horizon (construction of Phase 1A & 1B). • In the 2036 planning horizon (in conjunction with construction of Phase 2B, 3B, & 2A) ○ If the bypass is constructed: no further improvements. ○ If the bypass is not constructed: Signalization with eastbound left turn lane required. • In the 2040 planning horizon (in conjunction with construction of Phase 3A & 4A): ○ If the bypass is constructed: signalization required. ○ If the bypass is not constructed: Signalization with eastbound left turn lane and westbound right turn lane.
Consecon St/Grant St	• Stop control on Grant St.
Consecon St/Street C	• Stop control on Street C.
Consecon St/Turner St	• Stop control on Turner St.
Internal Intersections	• Stop control (see Figure 6-23).
Millenium Trail Crossing at Belleville St.	• If the bypass is constructed: Level 2 Type C • If the bypass is not constructed: Level 2 Type B
Millenium Trail Crossing at Consecon St.	• If the bypass is constructed: Level 2 Type D • If the bypass is not constructed: Level 2 Type C

It is recommended that pedestrian signals be incorporated in all future signalized intersections (i.e. Consecon St/Main St, Belleville St/Main St, Belleville St/Street Z, and Belleville St/Niles St) and in roundabout designs (i.e. Belleville St/Turner St).

It is understood that the Wellington Secondary Plan is currently under review. The Corporation of Prince Edward County should consider the effect of the substantial future development in the village of Wellington, as demonstrated in this study. Importance should be placed on the establishment of the downtown bypass route in the Wellington area (extending east of Belleville St and West of Consecon St before connecting back to CR33/Main St) in order to reduce congestion in the downtown area and limit the extent of intersection improvements required where physical constraints exist.

It is noted that the County's DC Study has accounted for several improvements in the Village of Wellington. This includes urbanization of Consecon St and Belleville St, and intersection improvements of their respective intersections with Main St. as well as construction of a new

bypass road (Prince Edward Drive to Belleville St & Belleville St to Berkhout Subdivision). If not already complete, Jewell recommends that PEC undertake an evaluation of the Main St corridor (in coordination with the Wellington Secondary Plan review) to review the long-term lane layout and traffic control measures required to support growth and traffic movement. It is noted that potential lane configurations may be limited by existing constraints (utilities, structures, property, etc.). The extent of upgrades required is dependent on whether or not a downtown bypass route is established.

The proposed Cork & Vine Community development will be registered in phases. Jewell recommends that intersections included in this TIS be monitored as development progresses, and that the need for upgrades/improvements be reassessed on an ongoing basis based on current (actual realized) vehicle volumes.

9 Conclusions

Jewell has prepared this TIS to discuss the impact of the proposed Cork & Vine Community residential development on the Village of Wellington in Price Edward County, ON. The ~111 ha development will be comprised of 2929 total residential units (consisting of single-detached homes, standard condos, free-hold and bungalow townhouses, and mid-rise and mixed-use apartments), as well as a hotel, tennis courts, a pool, and a club house.

The development is expected to generate 1,694 trips in the AM peak hour, 2,029 trips in the PM peak hour, and 1,862 trips in the Saturday peak hour. Background traffic volumes, as well as volumes accounting for traffic generated by CVC, were modelled under several scenarios through a 2040 planning horizon, based on the projected buildout year.

Several recommendations, as detailed in Section 8 previously, are provided to support the proposed development. This includes signalization of the intersections of Street Z, Niles St, and Main St with Belleville St as well as the Consecon St/Main St intersection, roundabout control of the Belleville St/Turner St intersection, and several geometric improvements and pedestrian crossing upgrades. Stop control will be sufficient for internal intersections and those without improvement recommendations.

This TIS has identified several improvements warranted by background traffic alone, and the County's Development Charges Background Study has previously budgeted for several improvements (i.e., urbanization of Consecon St and Belleville St, and intersection improvements of their respective intersections with Main St. as well as construction of a new bypass road). With the Wellington Secondary Plan review underway and several improvements required in the near future, Jewell recommends the County begin the design process for these improvements, as well as investigate any further improvements (outside the scope of this TIS) which may be required due to the extensive development and population growth planned for the Village of Wellington. As the long-term geometry and controls required to support traffic movements will be heavily impacted by the proposed bypass road, Jewell also recommends the alignment of the bypass be finalized.

In addition, the existing geometry of the Belleville St./Main St. intersection makes turning movements challenging for tractor-trailer vehicles (who use this route to travel to/from the north), often requiring cross-over into opposing lanes. Hydro poles and buildings set close to the road present additional potential restrictions in this area. Jewell recommends that the Corporation of Prince Edward County complete a review of the geometry of this intersection as soon as possible.

Prepared by



Duncan Burgess, BAsC.
Jewell Engineering Inc.

Reviewed by



Amanda Redden, P.Eng.
Jewell Engineering Inc.

Reviewed by



Andrew Rosenthal, P.Eng.
Jewell Engineering Inc.

10 References

- Institute of Transportation Engineers. (2021). *Trip Generation Manual, 11th Edition*.
- Jewell Engineering Inc. (December 2018). *Traffic Impact Study - Country Club Estates*.
- Nextrans Consulting Engineers. (January 2020). *Transportation Impact Study - Proposed Residential Subdivision*.
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- IBI Group. 2015. *Wellington Urban Centre Secondary Plan*.
- Transportation Association of Canada. (2017). *Geometric Design Guide for Canadian Roads*.

APPENDIX A

Concept Plan

PHASE 1A	Total Units 200
Single-Detached	110
Street Townhouses	9
Condo Townhouses	81

PHASE 1B	Total Units 385
Single-Detached	123
Townhouses	62
Medium Density (Blocks 15, 54 & 55)	200

PHASE 2B	Total Units 276
Single-Detached	160
Townhouses	116

PHASE 3B	Total Units 142
Single-Detached	91
Townhouses	36
Medium Density (Block 52-Townhouse Units)	15

PHASE 2A	Approx. Total Units 1,020
Single-Detached	395
Standard Freehold and Condo Townhouses	163
Apartments in Gateway Mixed-Use Area	462

PHASE 3A EAST	Approx. Total Units 613
Single-Detached	25
Standard Freehold and Condo Townhouses	26
Apartments in Gateway Mixed-Use Area	562

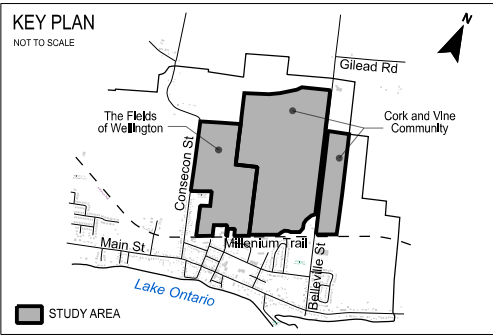
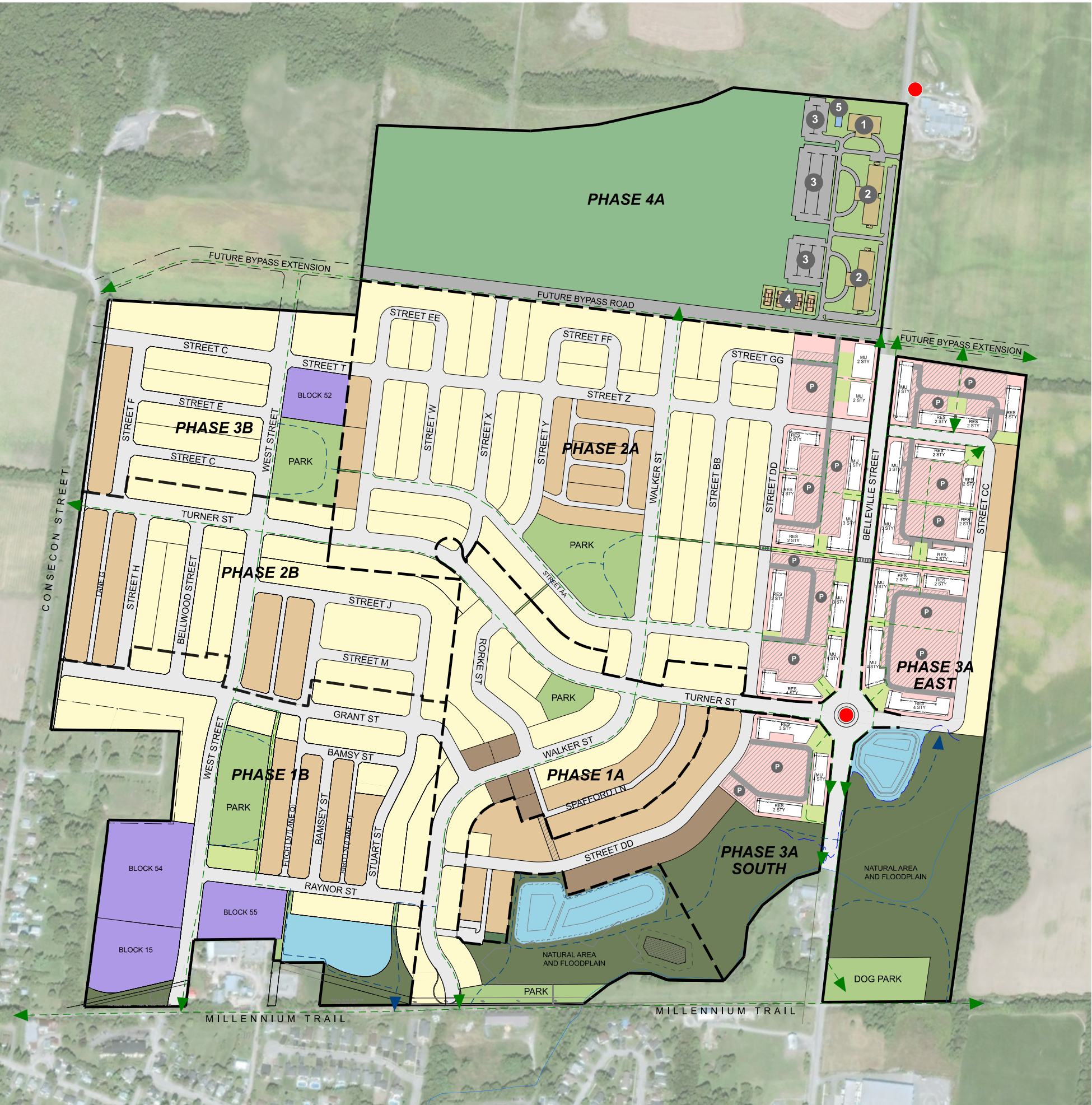
PHASE 3A SOUTH	Approx. Total Units 293
Single-Detached	3
Standard Freehold and Condo Townhouses	133
Apartments in Gateway Mixed-Use Area	157

Total Units	2,929
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PHASE 4
1. Club House
2. Hotel
3. Parking
4. Tennis Courts
5. Pool

NOTES:
 -Phase 1A, 1B, 2B and 3B based on proposed Draft Plans.
 -Phase 2A, 3A East, and 3A South units are based on working copy Draft Plan, dated 2025.08.22 .
 -Average Apartment size @ 70m²/unit based on 85% efficiency of residential GFA.

Notes:
 - Property Boundary is approximate based on available mapping and subject to confirmation by survey.
 - Air photo from Google Earth, 2019 image.
 - Not based on engineering, grading or environmental analysis.
 - Units are estimated and subject to change based on detailed design.



- LEGEND**
- Subject Lands
 - Phasing Boundary
 - Single-Detached
 - Standard Condo and Free-hold Townhouses
 - Bungalow Townhouses
 - Mid-Rise/Future Development
 - Gateway Mixed-Use (MU)
 - Parks and Green Links
 - Common Greens
 - Natural Open Space
 - Storm Pond
 - Multi-use Pathway/Pedestrian Links
 - Secondary Pathways
 - Flood Line 2022
 - Water Course
 - Conceptual Parking Areas
 - Conceptual Private Roads
 - Conceptual Buildings in Gateway MU Areas
 - Major Cross Walk
 - Major Entry Feature, Signage, Landscaping etc.

DRAFT
 FOR DISCUSSION
 PURPOSES ONLY

CORK AND VINE COMMUNITY
 WELLINGTON,
 PRINCE EDWARD COUNTY



WESTON
 CONSULTING

File Number: 10793
 Date: 2025-08-28
 Drawn By: MH
 Planner: RG and MQ
 CAD: 10793/Composite Plan/2025/C3_2025-08-28.dgn

Drawing
C3

APPENDIX B

Future Bypass Route Communication

From: [Kelvin Whalen](#)
To: [Amanda Redden](#)
Subject: FW: By pass road alignment
Date: Wednesday, May 29, 2024 11:04:23 AM
Attachments: [RE ExternalRE Cork and Vine and Wellington bypass road alignment.msg](#)
[Wellington detour east .png](#)
[Wellington detour middle.png](#)
[Wellington detour west .png](#)

Amanda

Further to our conversation this morning, I am forwarding an earlier email which captures some high level thoughts on what we had heard in regards to the intended alignment of the bypass. As mentioned, the County intends to deploy the existing Danforth Road and extend it south to tie into Cleminson Street. An east-west branch would be extended on some alignment through C and V and across Belleville St easterly and tying in again at Main.

Still unclear is the exact alignment of the bypass portion that traverses C and V. Kaitlin would prefer the more northerly route but that seems to involve either sharp turns or third party landowners in close proximity to the old landfill. There is an alternative alignment just to the south but that would have some impacts on Kaitlin's yield so its not preferable to suggest that one.

Kelvin Whalen, BAsC, MBA, P. Eng.
Land Development Consultant for Kaitlin Corporation

403.389.4646
Kelvin@Kaitlincorp.com
www.Kaitlincorp.com

From: Kelvin Whalen
Sent: Monday, March 11, 2024 3:56 PM
To: Devon Daniell <DDaniell@kaitlincorp.com>; Rodrick Sutherland <rsutherland@kaitlincorp.com>
Subject: By pass road alignment

I was thinking more about the discussion this morning on the bypass road alignment and I recalled an earlier email exchange that I had had with Rob trying to get that clarity.

If you scroll down that email chain you will see a schematic map setting out high level notion of the bypass road and in that case, it was shown as extending from Prince Edward to Belleville Street, although Rob mentions Cleminson.

Mike's description this morning seems to build on that, describing how it ties into Danforth Road to the west.

Going East to West, his version started at Belleville and followed more or less the alignment for "New Road" in our plan. It would extend just past Consecon and intersect with a new road running North-South to connect with Cleminson. You may recall that the lower end of the existing Cleminson is the alignment for the external san and water that Clearway is installing up to Millenium Trail. When that's done the curvy part of Consecon at its north end would be closed according to Mike. So Consecon would end at the intersection with "New Road".

Then going west from Consecon, the bypass would seem to follow the existing alignment of Danforth Road all the way west to where it intersects with Loyalist Parkway.

Danforth looks to be in pretty good shape so not much additional construction would seem to be needed in the short term, and they have all the road allowance already. The bypass captures much of the traffic long before it gets to Wellington limits, and channels it either south into the Village along the new Cleminson, Consecon or Belleville Street. The missing piece is still punching the extension east across Belleville and south to meet up with LP outside the eastern limit of Wellington.

In the short term, I think we need to keep pushing on getting some high level agreement on this overall alignment so that we can nail down our own internal alignments, but the framework seems to be there.

Kelvin Whalen, BAsC, MBA, P. Eng.

Land Development Consultant for Kaitlin Corporation

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www.Kaitlincorp.com

Emma Babbitt

From: Robert MacDonald <rmacdonald@pecounty.on.ca>
Sent: Wednesday, October 25, 2023 9:25 AM
To: Kelvin Whalen
Subject: RE: "External"RE: Cork and Vine and Wellington bypass road alignment

Kelvin,

This will be looked at during the Wellington secondary plan review that begins this November.

Regards,

Robert MacDonald

Development Engineering
Department of Development Services
The Corporation of the County of Prince Edward
T: 613.476.2148 ext. 2007 | F: 613.471.2050
rmacdonald@pecounty.on.ca



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This communication is intended for the addressee indicated above. The information contained in the email will be used for municipal purposes and will be managed in accordance with *The Municipal Act* and *The Municipal Freedom of Information and Protection of Privacy Act*. If you have received this in error, please notify us immediately.

From: Kelvin Whalen <kelvin@kaitlincorp.com>
Sent: October 25, 2023 9:16 AM
To: Robert MacDonald <rmacdonald@pecounty.on.ca>
Subject: FW: "External"RE: Cork and Vine and Wellington bypass road alignment

Morning Rob

Are you able to advise on this? If the bypass collector is intended to extend across Belleville St to east, we will need to recognize this on the draft plan. Whether that's intention or whether the bypass instead heads south down Belleville to Main, we will need to understand so that the Traffic study reflects that.

Thanks

Kelvin Whalen, BAsC, MBA, P. Eng.
Land Development Consultant for Kaitlin Corporation

403.389.4646

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www.Kaitlincorp.com

From: Kelvin Whalen

Sent: Friday, October 13, 2023 9:50 AM

To: Robert MacDonald <rmacdonald@pecounty.on.ca>

Subject: RE: "External"RE: Cork and Vine and Wellington bypass road alignment

.....one further questionon the east end, is the intention for the bypass to end at Belleville Street with traffic then heading south to Main? Or is there intention to push the collector further east and south coming out to Main street further easterly ?

Jewell will likely need to reflect these intentions in their study, so I ask.

Thanks again

Kelvin Whalen, BASc, MBA, P. Eng.

Land Development Consultant for Kaitlin Corporation

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From: Robert MacDonald <rmacdonald@pecounty.on.ca>

Sent: Thursday, October 12, 2023 1:42 PM

To: Kelvin Whalen <kelvin@kaitlincorp.com>

Subject: RE: "External"RE: Cork and Vine and Wellington bypass road alignment

Yes that is a mistake. It would still connect at Consecon, but with other developments planned and what is laid out in the secondary plan, it will go further west past Cleminson.

Schedule B: Secondary Plan Transportation Map

Legend

-  Planning Area Boundary
-  Arteria IRoads
-  Collector Roads
-  Local Roads
-  Potential Future Routes/Extensions
-  ActivityRoads

Sources

Prince Edward County
Quinte Conservation
Parcel Fabric as of July 2011

Projection

Universal Transverse Mercator (UTM)
North American Datum 1983 (NAD83)
Zone 18N

Published

Date: November 2013
Prepared: IBI Group



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280 Picton Main Street, Picton, ON, K0K 2T0
Mailing Address: 332 Picton Main Street, Picton, ON K0K 2T0
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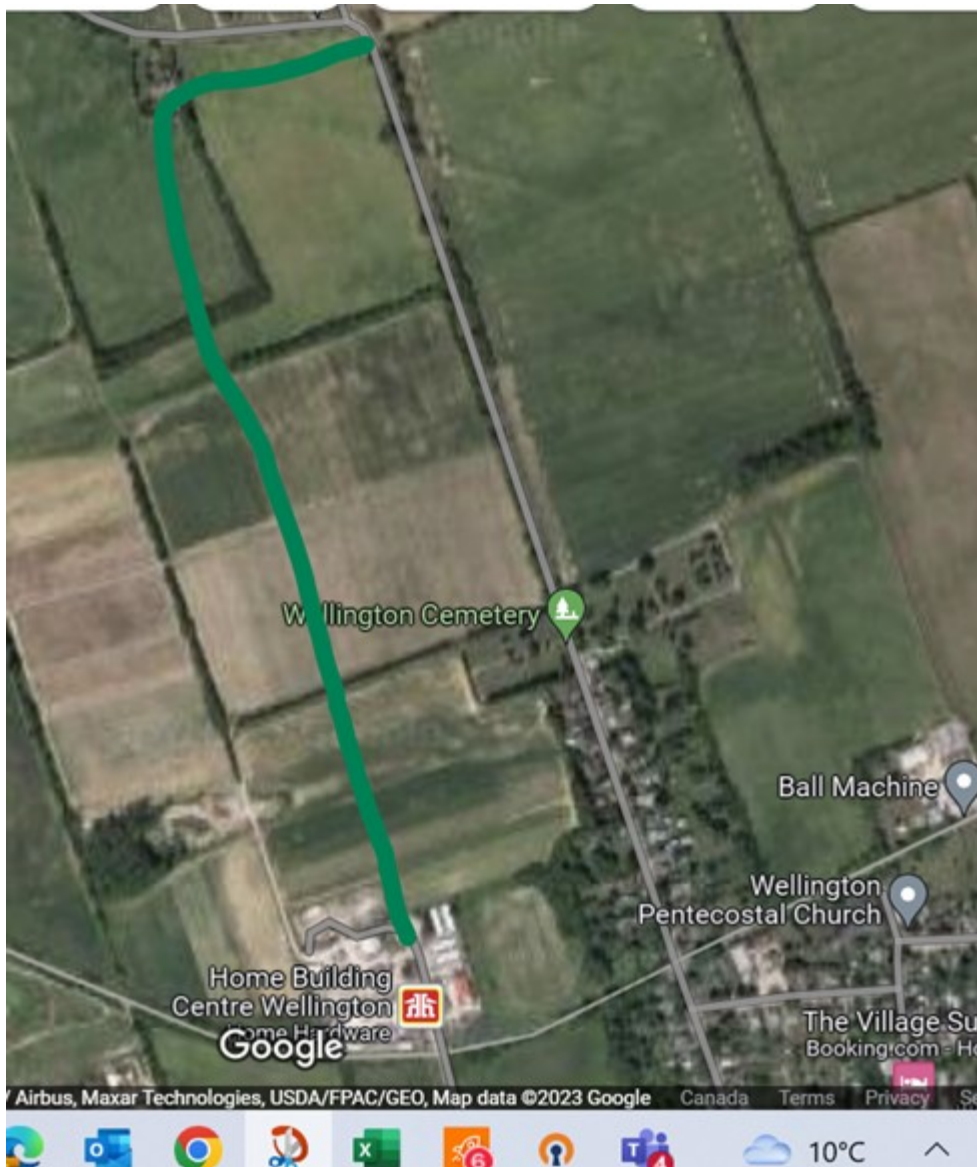
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From: Kelvin Whalen <kelvin@kaitlincorp.com>
Sent: October 12, 2023 3:17 PM
To: Robert MacDonald <rmacdonald@pecounty.on.ca>
Subject: RE: "External"RE: Cork and Vine and Wellington bypass road alignment

Thanks Rob

This is helpful.

Just clarification one point....." Consecon would not connect with this road", would it be correct to read that as meaning the east-west road would continue west across Consecon before bending south in some fashion to then connect at the end of the existing Cleminson. But there would still be an intersection at New Road and Consecon I am assuming? Just not a formal continuation of the bypass going south on Consecon.



Kelvin Whalen, BAsC, MBA, P. Eng.
Land Development Consultant for Kaitlin Corporation

403.389.4646
Kelvin@Kaitlincorp.com
www.Kaitlincorp.com

From: Robert MacDonald <rmacdonald@pecounty.on.ca>
Sent: Thursday, October 12, 2023 1:01 PM
To: Kelvin Whalen <kelvin@kaitlincorp.com>
Subject: "External"RE: Cork and Vine and Wellington bypass road alignment

Apologies Kelvin, we had discussed this last week and I was sent the following:

"The road alignment is based on the location of the contamination and setbacks from the waste transfer facility and the contaminated ponds to the north of the C and V site. As such it would be approximately where the blue line is but they have the environmental info so they would know and I guess we could review it to find out. Consecon would not connect with this road as Clemenson would be that north south connection. This new east west road would be a minimum of a Collector width and standard.

The issue as drawn is there is a small chunk of land owned by someone else between their lands and the new road alignment. Its an awkward width so it either goes further north probably best to go south and follow the property line."

Regards,

Robert MacDonald

Development Engineering
Department of Development Services
The Corporation of the County of Prince Edward
T: 613.476.2148 ext. 2007 | F: 613.471.2050
rmacdonald@pecounty.on.ca



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From: Kelvin Whalen <kelvin@kaitlincorp.com>
Sent: October 12, 2023 2:24 PM
To: Robert MacDonald <rmacdonald@pecounty.on.ca>
Subject: FW: Cork and Vine and Wellington bypass road alignment

Hi Rob

Are you able to advise on my query below?

Thanks

Kelvin Whalen, BAsC, MBA, P. Eng.
Land Development Consultant for Kaitlin Corporation

403.389.4646
Kelvin@Kaitlincorp.com
www.Kaitlincorp.com

From: Kelvin Whalen

Sent: Tuesday, October 3, 2023 11:02 AM

To: Robert MacDonald <rmacdonald@pecounty.on.ca>

Cc: Devon Daniell <DDaniell@kaitlincorp.com>; Rodrick Sutherland <rsutherland@kaitlincorp.com>

Subject: Cork and Vine and Wellington bypass road alignment

Hi Rob

I had meant to ask this question yesterday in our group call but it passed me by.....Noting that the County is working on the overall alignment of the future bypass, are you able to advise on any sort of schematic alignment for that road? I thought I heard something in the call about Danforth Road which is to our north and west. If that's the case, is there a preferred point of intersection at Consecon Street where the collector road would continue across the C and V plan? Would it work with either of the two roads contemplated in the current draft plan (red and blue below)? It would be helpful to establish this as soon as possible so that the balance of the CV plan can be tailored accommodate that alignment.



Also, is there any specificity on how that road would be composed – ROW width, pavement width etc? Knowing that template would again assist in defining the balance of the subdivision plan.

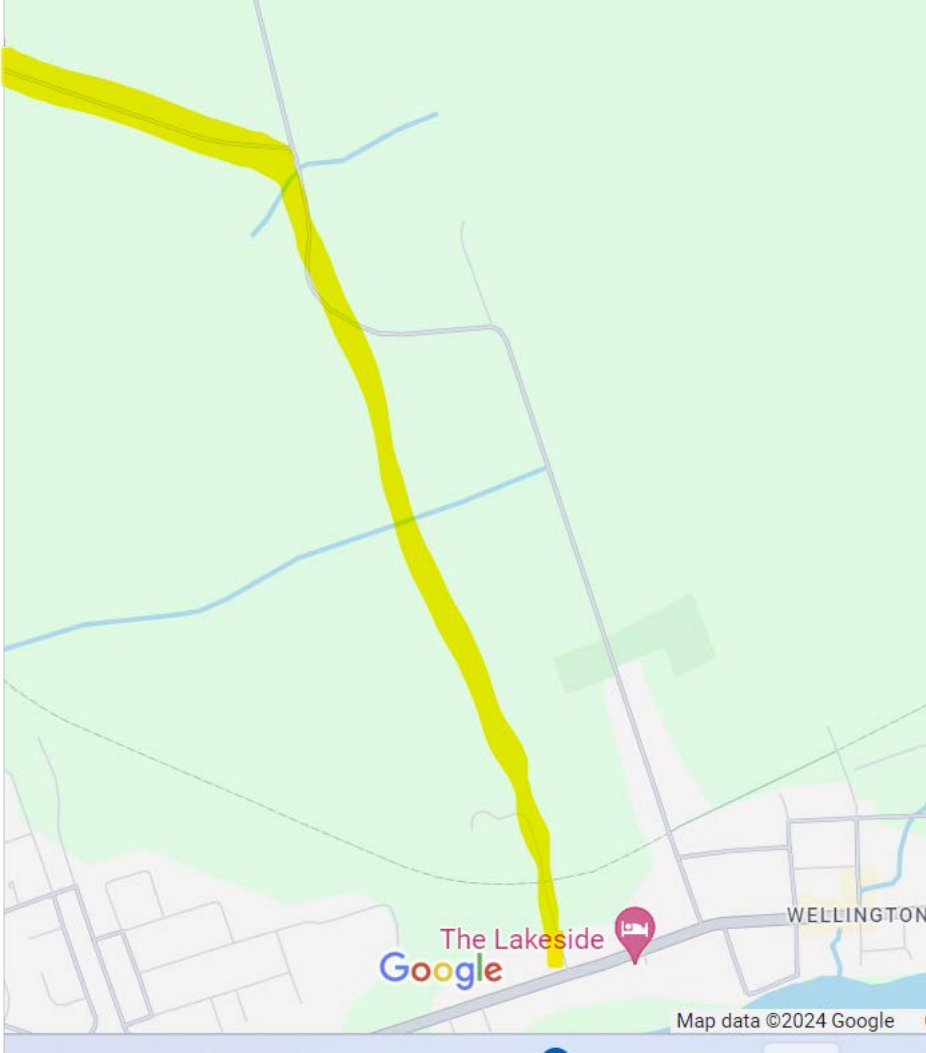
Thanks Rob

Kelvin Whalen, BAsC, MBA, P. Eng.
Land Development Consultant for Kaitlin Corporation

403.389.4646
Kelvin@Kaitlincorp.com
www.Kaitlincorp.com

DISCUSSION
PHASES ONLY





The Lakeside
Google

WELLINGTON

Map data ©2024 Google



Amanda Redden

From: Kelvin Whalen <kelvin@kaitlincorp.com>
Sent: May-30-24 3:30 PM
To: Amanda Redden
Cc: Andrew Rosenthal; Bryon Keene
Subject: RE: "External"RE: Kaitlin Cork and Vine - 2A/3A/4A updated TIS

That's current.

Kelvin Whalen, BAsC, MBA, P. Eng.
Land Development Consultant for Kaitlin Corporation

403.389.4646
Kelvin@Kaitlincorp.com
www.Kaitlincorp.com

From: Amanda Redden <reddena@jewelleng.ca>
Sent: Thursday, May 30, 2024 1:15 PM
To: Kelvin Whalen <kelvin@kaitlincorp.com>
Cc: Andrew Rosenthal <arosenthal@jewelleng.ca>; Bryon Keene <bryon@jewelleng.ca>
Subject: RE: "External"RE: Kaitlin Cork and Vine - 2A/3A/4A updated TIS

Kelvin,

The attached is the most recent concept plan I have.

Thanks,
Amanda Redden, P.Eng.
Municipal Engineer



Jewell Engineering
1-71 Millennium Parkway
Belleville, ON
K8N 4Z5
Office 613.969.1111
Cell 613.242.9456
Fax 613.969.8988

From: Amanda Redden
Sent: Thursday, May 30, 2024 2:57 PM
To: Kelvin Whalen <kelvin@kaitlincorp.com>
Cc: Andrew Rosenthal <arosenthal@jewelleng.ca>; Bryon Keene <bryon@jewelleng.ca>
Subject: RE: "External"RE: Kaitlin Cork and Vine - 2A/3A/4A updated TIS

Hi Kelvin,

Thanks for the call earlier this week. A summary of the key points discussed (in addition to your notes in the previous email):

- Analysis of Belleville/Niles to be included but no analysis at West/Niles or West/Main since there is no West St connection proposed
- The bypass route is estimated to be in place as of 2036. I received your email with the additional details regarding the anticipated route – thank you.
- It is understood that one of the primary points of interest is the required timing of signalization of Belleville/Main (ie. can 1A and 2A be constructed before trigger the need for signals).

Thanks,
Amanda Redden, P.Eng.
Municipal Engineer

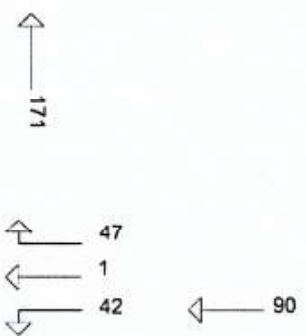


Jewell Engineering
1-71 Millennium Parkway
Belleville, ON

APPENDIX C

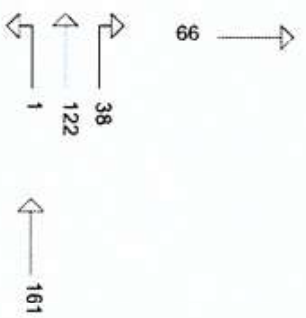
Traffic Counts

%HV = 6



Belleville Rd.

%HV = 4

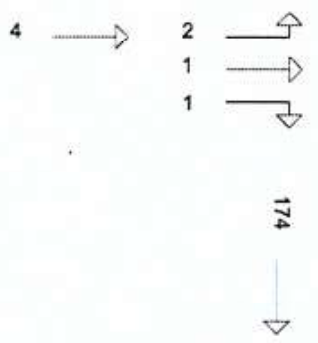


%HV = 4

County Rd. 33

A.M. PEAK HOUR

%HV = 0

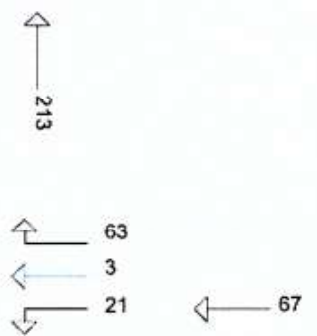


Belleville Rd.

%HV = 3

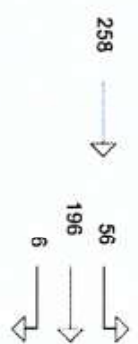


%HV = 3

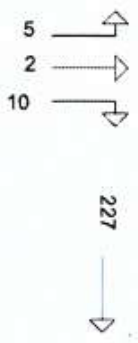


%HV = 3

County Rd. 33



%HV = 0



P.M. PEAK HOUR

INTERSECTION MOVEMENT SUMMARY

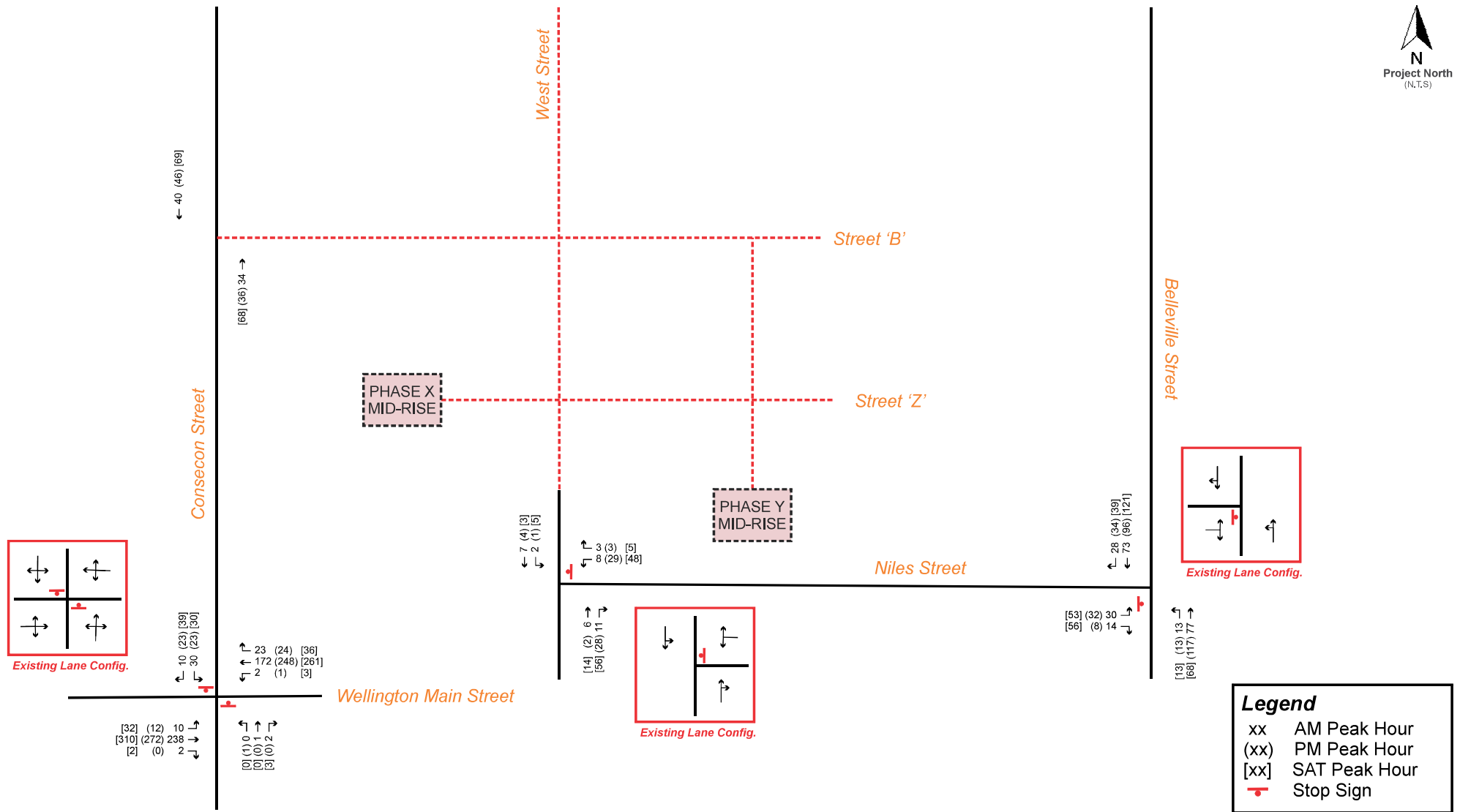
INTERSECTION: Wellington Main Street (County Road 33) and Belleville Road, Wellington, Prince Edward County

DATE: Friday May 4, 2018

TIME	NORTHBOUND					SOUTHBOUND					EASTBOUND					WESTBOUND				
	Car	HV	THRO	RIGHT	PED	Car	HV	THRO	RIGHT	PED	Car	HV	THRO	RIGHT	PED	Car	HV	THRO	RIGHT	PED
7:00 - 7:15				1		8	1	1	2	1	6	1	12	1		3	13	1	7	
7:15 - 7:30	1		1	1		9			3		3		14	2	1	1	12		4	
7:30 - 7:45	1			1		22		1	11		4		26		2	1	22	1	4	
7:45 - 8:00	1					13			6	1	7		31				28		10	1
7:00 - 8:00	3		1	3		52	1	2	22	2	20	1	77	3	3	5	75	2	25	1
8:00 - 8:15	1		1	1		10		1	9	2	4		29	1	2		22		5	2
8:15 - 8:30	1		1		1	11		1	11	2	1	1	42	1	1	1	1	27	1	8
8:30 - 8:45	1			1		10			9		2	9	37	4		1	27	2	9	1
8:45 - 9:00						16			11		5	7	34	1			39	1	9	
8:00 - 9:00	2		2	2	1	47		2	40	4	7	21	142	7	3	1	115	3	31	1
9:00 - 9:15	1					5			14		4	9	43	3	1		24	1	10	
9:15 - 9:30			1	1		7			17		2	10	32	2		1	35		11	
9:30 - 9:45			1	1		11			15		2	7	44	5	1		33	4	4	
9:45 - 10:00	2			1		13			8		2	3	34		1	2	30	1	8	
9:00 - 10:00	3		2	3		36			54		10	29	153	10	3	3	122	6	33	
11:00 - 11:15	1			2		8		1	9			15	37	2	4		37		6	
11:15 - 11:30			1			15			6		2	14	37	1	1		58	2	14	
11:30 - 11:45	1		1		2	9			9		2	3	1	49	1	1	36	2	9	2
11:45 - 12:00	1		1	5		7			7			12	1	40	3	4	61	1	8	
11:00 - 12:00	3		3	7	2	39		1	31		4	44	2	163	3	5	192	5	37	2
12:00 - 12:15	3					7	1		11		1	12	48	2		1	44		9	
12:15 - 12:30				2		10			16		2	5	33	2	2		29	1	8	
12:30 - 12:45						14			5		2	7	2	29	1	1	32	2	4	1
12:45 - 1:00	1		1	2		10			10			11	35	2		3	35		6	
12:00 - 1:00	4		1	4		41	1		42		5	35	2	165	7	5	140	3	27	1

TIME	NORTHBOUND						SOUTHBOUND						EASTBOUND						WESTBOUND																	
	LEFT			THRO			RIGHT			PED			LEFT			THRO			RIGHT			PED			LEFT			THRO			RIGHT			PED		
	Car	HV	PED	Car	HV	PED	Car	HV	PED	Car	HV	PED	Car	HV	PED	Car	HV	PED	Car	HV	PED	Car	HV	PED	Car	HV	PED	Car	HV	PED						
3:00 - 3:15	2				1		4			9		2		9		43		2		1		40		4		10										
3:15 - 3:30	2	1			3		4			1	17	1	1	15		46	1	3		2		34	2	9		1										
3:30 - 3:45	2	1			1		4			1	20		1	17		51	2	1		1		39	1	9		1										
3:45 - 4:00	1				4		6		2	11	1	3		10		40	4	2		1		34	1	7												
3:00 - 4:00	7	2			9		18		2	57	2	7		51		180	7	8		5		147	8	35		2										
4:00 - 4:15					2		7			13		6		14		52				1		34		9												
4:15 - 4:30	1				2		9		2	12				16		36		2				48	1	6												
4:30 - 4:45	1				1		7		2	9		1		14		38	1	2		2		33	1	10												
4:45 - 5:00	2				1		9			13		3		19		15		1		2		36	1	8												
4:00 - 5:00	4				6		32		4	47		10		63		141	1	5		2		151	3	33												
5:00 - 5:15	1				1		11			11		2		12		33		3		1		29		13												
5:15 - 5:30					2		7			7		2		12		24				1		37		14												
5:30 - 5:45	1				1		14			9				15		23		1				28	1	10		1										
5:45 - 6:00	2				2		2			12		3		4		1	30	1	1	1		20		10		1										
5:00 - 6:00	4				6		34			39		7		43		110	1	5		3		114	1	47		2										
8-Hour	30	-	11	-	40	-	9	299	3	11	332	8	50	274	9	1131	39	38	-	3	20	-	1056	29	268	6	6									
A.M. Peak Hour																																				
8:15 - 9:15	2	-	1	-	1	-	1	42	-	1	-	45	2	11	26	1	122	9	2	-	1	-	117	5	36	2	1									
P.M. Peak Hour																																				
3:15 - 4:15	5	-	2	-	10	-	2	21	-	3	61	2	11	56	189	7	6	-	-	-	-	141	4	34	2	-										

Figure 2-1 - Existing Traffic Volumes





Turning Movement Count (3 . BELLEVILLE ST & NILES ST)

Start Time	N Approach				S Approach					W Approach					Int. Total (15 min)	Int. Total (1 hr)
	Right N:W	Thru N:S	Peds N:	Approach Total	Thru S:N	Left S:W	UTurn S:S	Peds S:	Approach Total	Right W:S	Left W:N	UTurn W:W	Peds W:	Approach Total		
07:00:00	2	15	0	17	7	2	0	0	9	1	5	0	0	6	32	
07:15:00	3	11	1	14	12	1	0	0	13	5	7	0	1	12	39	
07:30:00	4	19	0	23	13	1	0	0	14	9	3	0	0	12	49	
07:45:00	5	16	1	21	10	1	0	0	11	2	3	0	0	5	37	157
08:00:00	6	17	2	23	15	1	0	0	16	4	6	0	0	10	49	174
08:15:00	9	24	1	33	13	1	0	0	14	4	9	0	0	13	60	195
08:30:00	5	15	2	20	13	2	0	0	15	6	8	0	0	14	49	195
08:45:00	3	23	2	26	15	3	0	0	18	6	2	0	0	8	52	210
09:00:00	11	18	4	29	16	3	0	0	19	3	7	0	0	10	58	219
09:15:00	7	17	0	24	14	6	0	0	20	3	7	0	0	10	54	213
09:30:00	4	20	2	24	26	1	0	0	27	5	10	0	0	15	66	230
09:45:00	6	18	1	24	21	2	1	0	24	3	6	0	0	9	57	235
10:00:00	1	12	0	13	18	1	0	0	19	5	4	0	0	9	41	218
10:15:00	2	16	2	18	19	3	0	1	22	4	5	0	0	9	49	213
10:30:00	7	17	2	24	23	1	0	1	24	5	4	0	0	9	57	204
10:45:00	4	19	0	23	17	1	0	0	18	7	8	0	0	15	56	203
BREAK																
11:00:00	3	22	1	25	18	4	0	0	22	3	7	0	0	10	57	
11:15:00	4	26	2	30	20	3	0	0	23	4	7	0	0	11	64	
11:30:00	6	20	0	26	24	7	0	0	31	3	1	0	0	4	61	
11:45:00	10	30	0	40	25	4	0	3	29	5	5	0	0	10	79	261
12:00:00	7	11	1	18	14	3	0	0	17	5	13	0	0	18	53	257
12:15:00	3	28	1	31	21	1	0	0	22	2	5	0	0	7	60	253
12:30:00	4	25	1	29	23	2	0	0	25	5	5	0	0	10	64	256



12:45:00	6	21	0	27	19	2	0	0	21	1	1	0	0	2	50	227
13:00:00	4	17	0	21	29	2	0	0	31	4	7	0	0	11	63	237
13:15:00	1	22	0	23	17	4	0	0	21	4	7	0	0	11	55	232
13:30:00	9	35	1	44	20	2	0	0	22	3	9	0	0	12	78	246
13:45:00	4	23	0	27	23	2	0	0	25	2	4	0	0	6	58	254
14:00:00	5	24	0	29	30	1	0	0	31	5	5	0	0	10	70	261
14:15:00	4	17	0	21	20	3	0	0	23	1	6	0	0	7	51	257
14:30:00	6	15	0	21	21	4	0	0	25	3	7	0	0	10	56	235
14:45:00	5	7	0	12	16	1	0	0	17	2	4	0	0	6	35	212

BREAK

15:00:00	6	22	0	28	17	1	0	0	18	2	4	0	0	6	52	
15:15:00	5	21	0	26	21	5	0	0	26	4	7	0	0	11	63	
15:30:00	9	24	0	33	21	4	0	0	25	1	5	0	0	6	64	
15:45:00	8	31	7	39	35	5	0	0	40	3	11	0	0	14	93	272
16:00:00	8	15	1	23	21	5	0	0	26	2	9	0	0	11	60	280
16:15:00	8	22	0	30	35	2	0	0	37	2	3	0	0	5	72	289
16:30:00	10	28	0	38	26	1	0	0	27	1	9	0	0	10	75	300
16:45:00	10	22	1	32	13	6	0	0	19	4	12	0	0	16	67	274
17:00:00	4	20	0	24	25	3	0	0	28	0	6	0	0	6	58	272
17:15:00	5	19	0	24	22	3	0	0	25	3	1	0	0	4	53	253
17:30:00	5	17	0	22	13	2	0	0	15	3	3	0	0	6	43	221
17:45:00	1	18	0	19	21	6	0	0	27	2	8	0	0	10	56	210
18:00:00	6	13	0	19	20	1	0	0	21	5	3	0	0	8	48	200
18:15:00	3	13	0	16	14	0	0	0	14	3	4	0	0	7	37	184
18:30:00	9	13	0	22	20	0	0	0	20	4	1	0	0	5	47	188
18:45:00	4	8	0	12	13	0	0	0	13	1	3	0	0	4	29	161

Grand Total	261	926	36	1187	929	119	1	5	1049	164	276	0	1	440	2676	-
-------------	-----	-----	----	------	-----	-----	---	---	------	-----	-----	---	---	-----	------	---

Approach%	22%	78%	-	88.6%	11.3%	0.1%	-	37.3%	62.7%	0%	-	-	-
-----------	-----	-----	---	-------	-------	------	---	-------	-------	----	---	---	---



Totals %	9.8%	34.6%	44.4%	34.7%	4.4%	0%	39.2%	6.1%	10.3%	0%	16.4%	-	-
Heavy	11	52	-	56	3	0	-	3	16	0	-	-	-
Heavy %	4.2%	5.6%	-	6%	2.5%	0%	-	1.8%	5.8%	0%	-	-	-
Bicycles	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycle %	-	-	-	-	-	-	-	-	-	-	-	-	-



Peak Hour: 09:00 AM - 10:00 AM Weather: Few Clouds (6.22 °C)

Start Time	N Approach				S Approach					W Approach					Int. Total (15 min)
	Right	Thru	Peds	Approach Total	Thru	Left	UTurn	Peds	Approach Total	Right	Left	UTurn	Peds	Approach Total	
09:00:00	11	18	4	29	16	3	0	0	19	3	7	0	0	10	58
09:15:00	7	17	0	24	14	6	0	0	20	3	7	0	0	10	54
09:30:00	4	20	2	24	26	1	0	0	27	5	10	0	0	15	66
09:45:00	6	18	1	24	21	2	1	0	24	3	6	0	0	9	57
Grand Total	28	73	7	101	77	12	1	0	90	14	30	0	0	44	235
Approach%	27.7%	72.3%		-	85.6%	13.3%	1.1%		-	31.8%	68.2%	0%		-	-
Totals %	11.9%	31.1%		43%	32.8%	5.1%	0.4%		38.3%	6%	12.8%	0%		18.7%	-
PHF	0.64	0.91		0.87	0.74	0.5	0.25		0.83	0.7	0.75	0		0.73	-
Heavy	1	4		5	6	1	0		7	1	3	0		4	-
Heavy %	3.6%	5.5%		5%	7.8%	8.3%	0%		7.8%	7.1%	10%	0%		9.1%	-
Lights	27	69		96	71	11	1		83	13	27	0		40	-
Lights %	96.4%	94.5%		95%	92.2%	91.7%	100%		92.2%	92.9%	90%	0%		90.9%	-
Single-Unit Trucks	0	3		3	5	0	0		5	1	1	0		2	-
Single-Unit Trucks %	0%	4.1%		3%	6.5%	0%	0%		5.6%	7.1%	3.3%	0%		4.5%	-
Buses	1	1		2	0	1	0		1	0	2	0		2	-
Buses %	3.6%	1.4%		2%	0%	8.3%	0%		1.1%	0%	6.7%	0%		4.5%	-
Articulated Trucks	0	0		0	1	0	0		1	0	0	0		0	-
Articulated Trucks %	0%	0%		0%	1.3%	0%	0%		1.1%	0%	0%	0%		0%	-
Bicycles on Road	0	0		0	0	0	0		0	0	0	0		0	-
Bicycles on Road %	0%	0%		0%	0%	0%	0%		0%	0%	0%	0%		0%	-
Pedestrians	-	-	7	-	-	-	-	0	-	-	-	-	0	-	-
Pedestrians%	-	-	100%	-	-	-	-	0%	-	-	-	-	0%	-	-



Peak Hour: 01:15 PM - 02:15 PM Weather: Broken Clouds (12.22 °C)

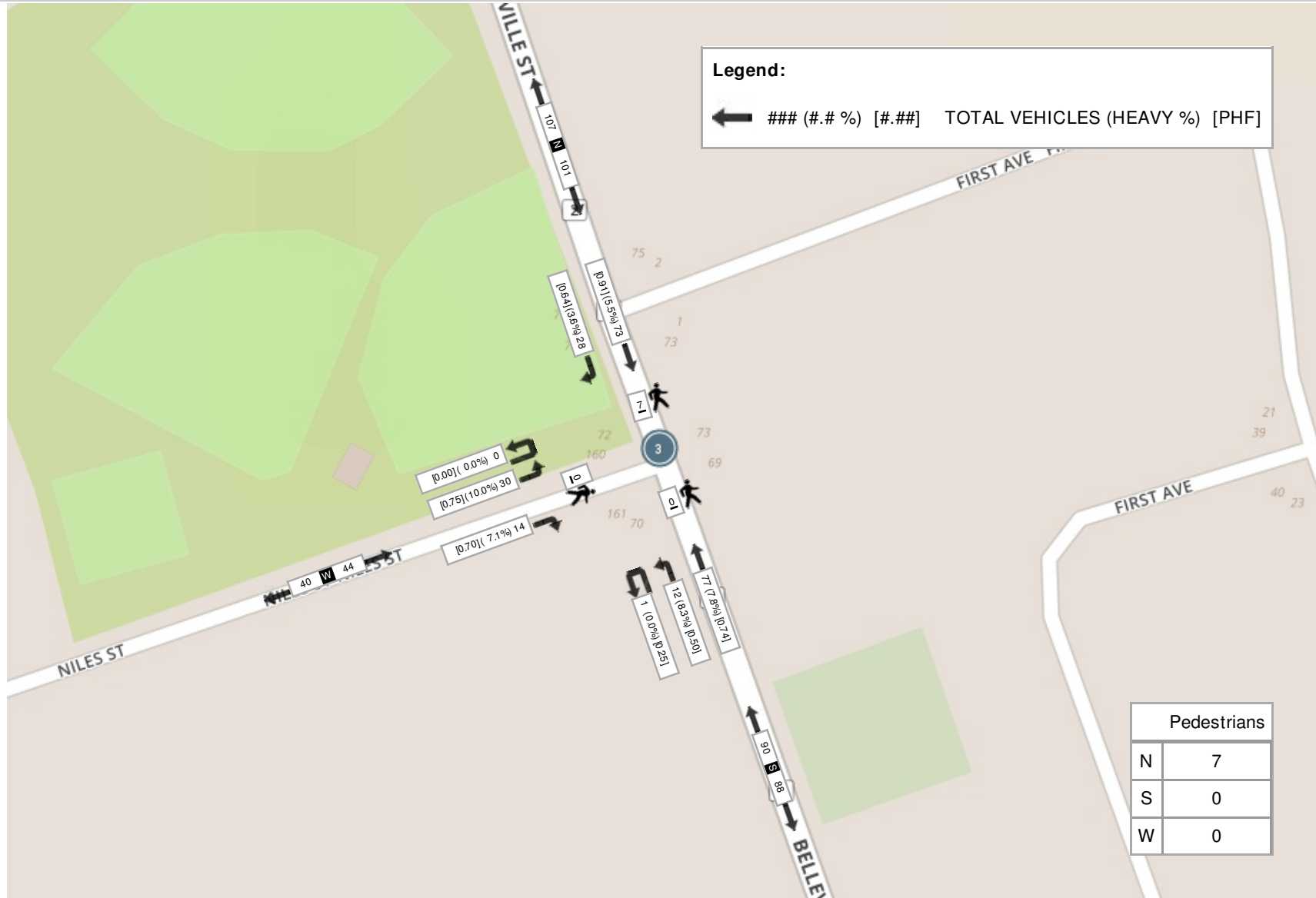
Start Time	N Approach				S Approach					W Approach					Int. Total (15 min)
	Right	Thru	Peds	Approach Total	Thru	Left	UTurn	Peds	Approach Total	Right	Left	UTurn	Peds	Approach Total	
13:15:00	1	22	0	23	17	4	0	0	21	4	7	0	0	11	55
13:30:00	9	35	1	44	20	2	0	0	22	3	9	0	0	12	78
13:45:00	4	23	0	27	23	2	0	0	25	2	4	0	0	6	58
14:00:00	5	24	0	29	30	1	0	0	31	5	5	0	0	10	70
Grand Total	19	104	1	123	90	9	0	0	99	14	25	0	0	39	261
Approach%	15.4%	84.6%		-	90.9%	9.1%	0%		-	35.9%	64.1%	0%		-	-
Totals %	7.3%	39.8%		47.1%	34.5%	3.4%	0%		37.9%	5.4%	9.6%	0%		14.9%	-
PHF	0.53	0.74		0.7	0.75	0.56	0		0.8	0.7	0.69	0		0.81	-
Heavy	2	11		13	8	1	0		9	0	3	0		3	-
Heavy %	10.5%	10.6%		10.6%	8.9%	11.1%	0%		9.1%	0%	12%	0%		7.7%	-
Lights	17	93		110	82	8	0		90	14	22	0		36	-
Lights %	89.5%	89.4%		89.4%	91.1%	88.9%	0%		90.9%	100%	88%	0%		92.3%	-
Single-Unit Trucks	0	7		7	6	1	0		7	0	3	0		3	-
Single-Unit Trucks %	0%	6.7%		5.7%	6.7%	11.1%	0%		7.1%	0%	12%	0%		7.7%	-
Buses	2	2		4	0	0	0		0	0	0	0		0	-
Buses %	10.5%	1.9%		3.3%	0%	0%	0%		0%	0%	0%	0%		0%	-
Articulated Trucks	0	2		2	2	0	0		2	0	0	0		0	-
Articulated Trucks %	0%	1.9%		1.6%	2.2%	0%	0%		2%	0%	0%	0%		0%	-
Bicycles on Road	0	0		0	0	0	0		0	0	0	0		0	-
Bicycles on Road %	0%	0%		0%	0%	0%	0%		0%	0%	0%	0%		0%	-
Pedestrians	-	-	1	-	-	-	-	0	-	-	-	-	0	-	-
Pedestrians%	-	-	100%		-	-	-	0%		-	-	-	0%		-



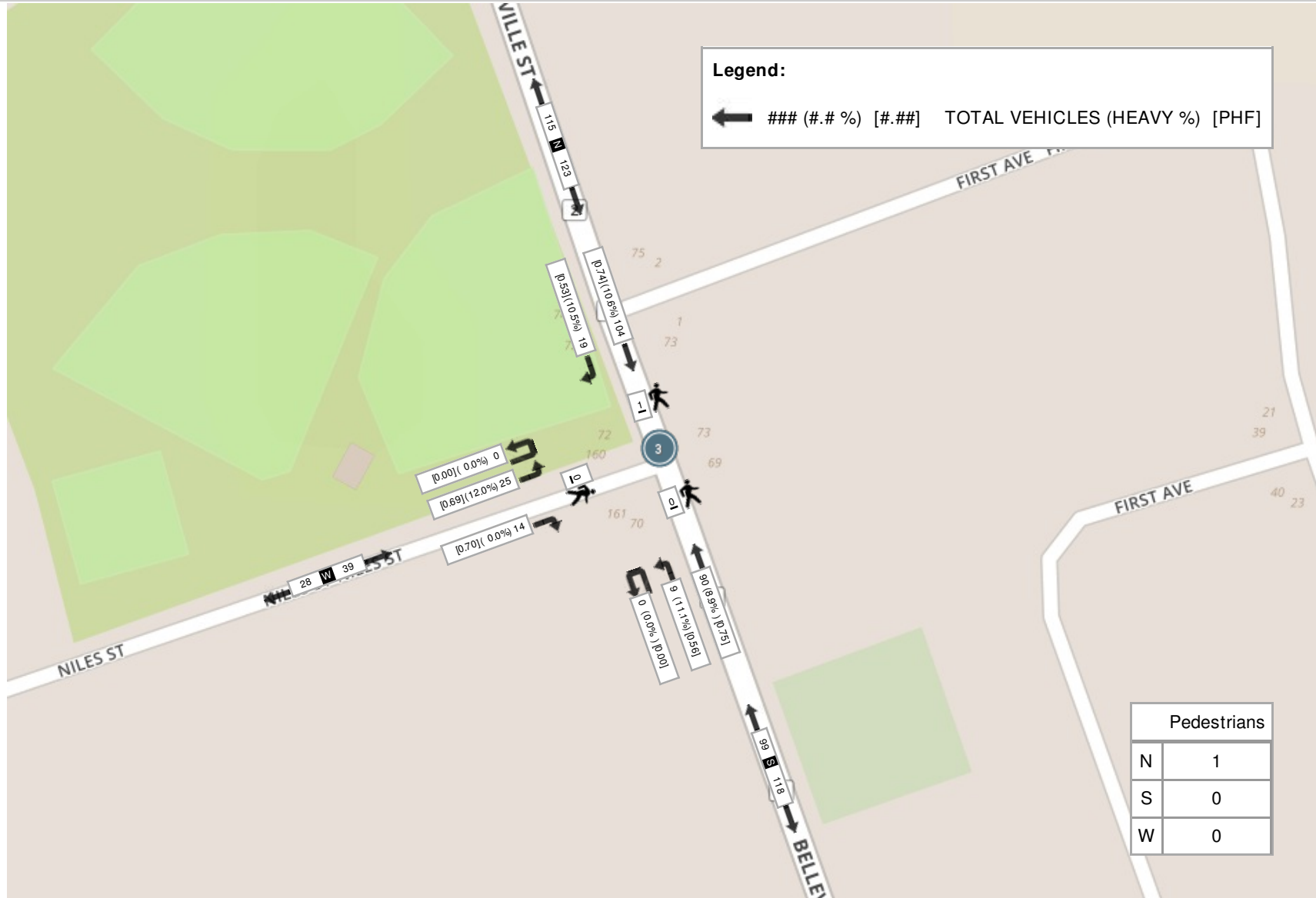
Peak Hour: 03:45 PM - 04:45 PM Weather: Broken Clouds (14 °C)

Start Time	N Approach				S Approach					W Approach					Int. Total (15 min)
	Right	Thru	Peds	Approach Total	Thru	Left	UTurn	Peds	Approach Total	Right	Left	UTurn	Peds	Approach Total	
15:45:00	8	31	7	39	35	5	0	0	40	3	11	0	0	14	93
16:00:00	8	15	1	23	21	5	0	0	26	2	9	0	0	11	60
16:15:00	8	22	0	30	35	2	0	0	37	2	3	0	0	5	72
16:30:00	10	28	0	38	26	1	0	0	27	1	9	0	0	10	75
Grand Total	34	96	8	130	117	13	0	0	130	8	32	0	0	40	300
Approach%	26.2%	73.8%		-	90%	10%	0%		-	20%	80%	0%		-	-
Totals %	11.3%	32%		43.3%	39%	4.3%	0%		43.3%	2.7%	10.7%	0%		13.3%	-
PHF	0.85	0.77		0.83	0.84	0.65	0		0.81	0.67	0.73	0		0.71	-
Heavy	1	2		3	5	0	0		5	0	1	0		1	-
Heavy %	2.9%	2.1%		2.3%	4.3%	0%	0%		3.8%	0%	3.1%	0%		2.5%	-
Lights	33	94		127	112	13	0		125	8	31	0		39	-
Lights %	97.1%	97.9%		97.7%	95.7%	100%	0%		96.2%	100%	96.9%	0%		97.5%	-
Single-Unit Trucks	1	2		3	5	0	0		5	0	0	0		0	-
Single-Unit Trucks %	2.9%	2.1%		2.3%	4.3%	0%	0%		3.8%	0%	0%	0%		0%	-
Buses	0	0		0	0	0	0		0	0	1	0		1	-
Buses %	0%	0%		0%	0%	0%	0%		0%	0%	3.1%	0%		2.5%	-
Articulated Trucks	0	0		0	0	0	0		0	0	0	0		0	-
Articulated Trucks %	0%	0%		0%	0%	0%	0%		0%	0%	0%	0%		0%	-
Bicycles on Road	0	0		0	0	0	0		0	0	0	0		0	-
Bicycles on Road %	0%	0%		0%	0%	0%	0%		0%	0%	0%	0%		0%	-
Pedestrians	-	-	8	-	-	-	-	0	-	-	-	-	0	-	-
Pedestrians%	-	-	100%	-	-	-	-	0%	-	-	-	-	0%	-	-

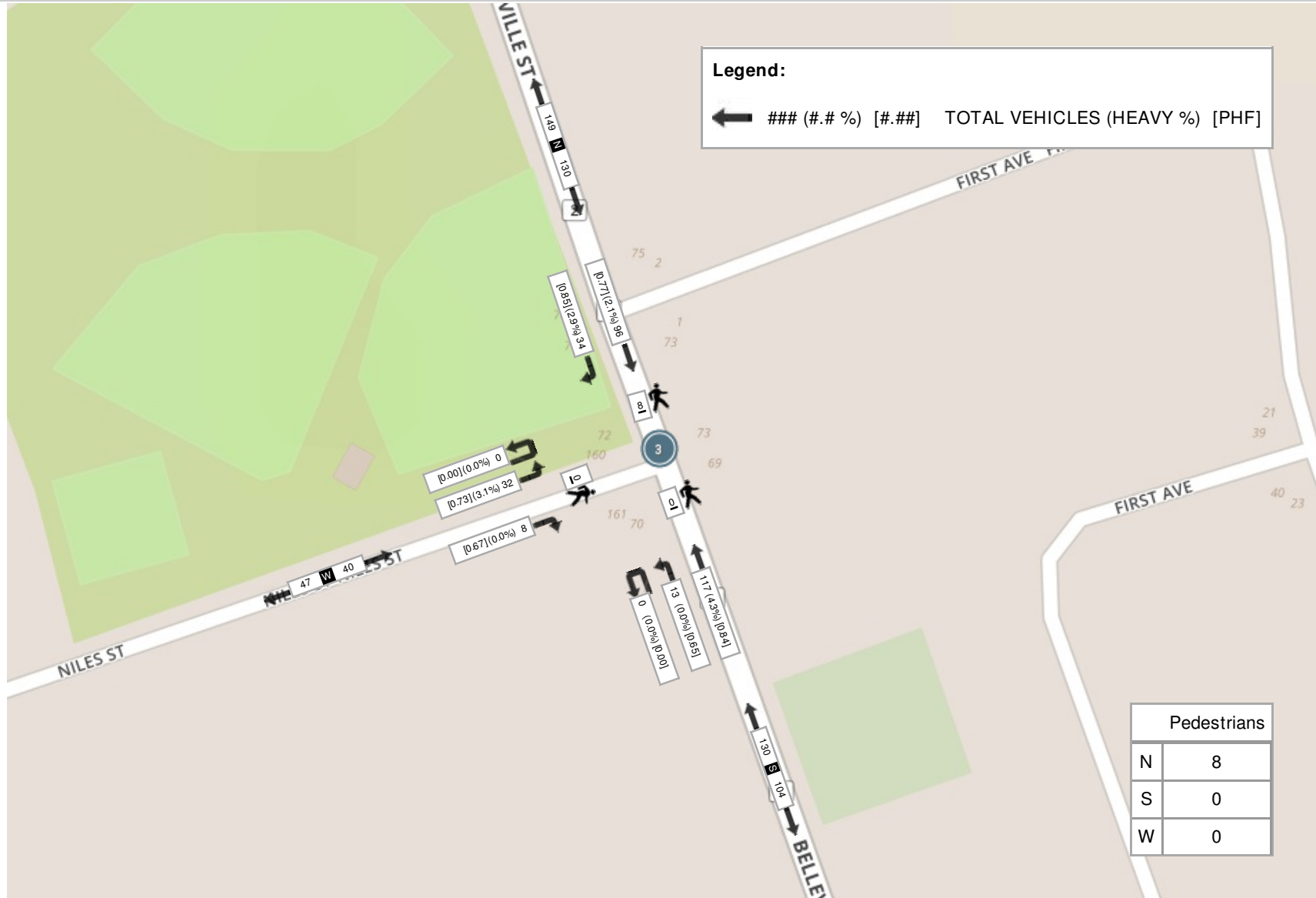
Peak Hour: 09:00 AM - 10:00 AM Weather: Few Clouds (6.22 °C)



Peak Hour: 01:15 PM - 02:15 PM Weather: Broken Clouds (12.22 °C)



Peak Hour: 03:45 PM - 04:45 PM Weather: Broken Clouds (14 °C)





Turning Movement Count (3 . BELLEVILLE ST & NILES ST)

Start Time	N Approach				S Approach					W Approach					Int. Total (15 min)	Int. Total (1 hr)
	Right N:W	Thru N:S	Peds N:	Approach Total	Thru S:N	Left S:W	UTurn S:S	Peds S:	Approach Total	Right W:S	Left W:N	UTurn W:W	Peds W:	Approach Total		
07:00:00	3	9	2	12	12	0	0	0	12	1	3	0	0	4	28	
07:15:00	1	11	1	12	7	1	0	0	8	1	3	0	0	4	24	
07:30:00	2	17	0	19	13	1	0	0	14	5	2	0	0	7	40	
07:45:00	2	22	1	24	13	1	0	0	14	2	15	0	0	17	55	147
08:00:00	4	19	0	23	18	1	0	0	19	2	4	0	0	6	48	167
08:15:00	4	16	1	20	12	4	0	0	16	4	6	0	0	10	46	189
08:30:00	5	26	0	31	17	0	0	0	17	5	1	0	0	6	54	203
08:45:00	5	21	0	26	25	2	0	0	27	6	3	0	0	9	62	210
09:00:00	3	24	0	27	15	3	0	0	18	8	6	0	0	14	59	221
09:15:00	1	17	1	18	26	2	0	0	28	3	4	0	0	7	53	228
09:30:00	3	20	0	23	30	0	0	0	30	7	5	0	0	12	65	239
09:45:00	4	26	0	30	15	0	0	0	15	5	0	0	0	5	50	227
10:00:00	5	20	0	25	26	2	0	0	28	2	6	0	0	8	61	229
10:15:00	5	17	1	22	14	1	0	0	15	5	3	0	0	8	45	221
10:30:00	3	16	1	19	33	2	0	0	35	1	3	0	0	4	58	214
10:45:00	3	24	1	27	13	4	0	0	17	2	4	0	0	6	50	214
BREAK																
11:00:00	5	17	0	22	18	0	0	0	18	1	4	0	0	5	45	
11:15:00	2	17	0	19	18	0	0	0	18	7	4	0	0	11	48	
11:30:00	6	26	0	32	28	2	0	0	30	6	5	0	0	11	73	
11:45:00	8	20	0	28	14	4	1	0	19	2	2	0	0	4	51	217
12:00:00	6	26	0	32	25	3	0	0	28	4	5	0	0	9	69	241
12:15:00	3	29	0	32	19	3	1	0	23	2	5	0	0	7	62	255
12:30:00	8	20	1	28	24	0	0	0	24	4	9	0	0	13	65	247



12:45:00	6	30	0	36	17	0	0	0	17	6	4	0	0	10	63	259
13:00:00	10	19	4	29	22	3	0	0	25	6	3	0	0	9	63	253
13:15:00	2	27	0	29	26	2	0	0	28	1	6	0	0	7	64	255
13:30:00	8	11	0	19	30	2	0	0	32	6	8	0	0	14	65	255
13:45:00	5	20	0	25	10	7	0	0	17	2	1	0	0	3	45	237
14:00:00	11	20	0	31	24	6	0	0	30	6	7	0	0	13	74	248
14:15:00	2	25	0	27	28	4	0	0	32	4	10	0	0	14	73	257
14:30:00	9	27	1	36	21	1	0	0	22	4	2	0	0	6	64	256
14:45:00	4	16	0	20	19	4	0	0	23	1	6	0	0	7	50	261

BREAK

15:00:00	7	25	0	32	25	4	0	0	29	2	6	0	0	8	69	
15:15:00	11	14	0	25	29	5	0	0	34	3	10	0	0	13	72	
15:30:00	6	23	0	29	25	4	0	0	29	7	3	0	0	10	68	
15:45:00	7	25	0	32	29	2	0	0	31	2	8	0	0	10	73	282
16:00:00	5	18	3	23	31	3	0	0	34	1	10	0	0	11	68	281
16:15:00	11	26	8	37	21	2	0	0	23	3	7	0	0	10	70	279
16:30:00	8	27	3	35	26	3	0	0	29	2	11	0	0	13	77	288
16:45:00	2	14	0	16	14	5	0	0	19	3	5	0	0	8	43	258
17:00:00	2	24	4	26	17	2	0	0	19	3	5	0	0	8	53	243
17:15:00	9	20	0	29	24	2	0	0	26	2	6	0	0	8	63	236
17:30:00	9	21	0	30	18	3	0	0	21	5	2	0	0	7	58	217
17:45:00	4	10	0	14	13	3	0	0	16	2	3	0	0	5	35	209
18:00:00	12	11	2	23	10	2	0	0	12	2	1	0	0	3	38	194
18:15:00	5	13	1	18	14	5	0	0	19	3	1	0	0	4	41	172
18:30:00	5	28	0	33	7	3	0	0	10	2	10	0	0	12	55	169
18:45:00	8	16	1	24	15	3	0	0	18	1	5	0	0	6	48	182
Grand Total	259	970	37	1229	950	116	2	0	1068	164	242	0	0	406	2703	-

Approach%	21.1%	78.9%	-	89%	10.9%	0.2%	-	40.4%	59.6%	0%	-	-	-
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Totals %	9.6%	35.9%	45.5%	35.1%	4.3%	0.1%	39.5%	6.1%	9%	0%	15%	-	-
Heavy	3	43	-	38	5	0	-	5	6	0	-	-	-
Heavy %	1.2%	4.4%	-	4%	4.3%	0%	-	3%	2.5%	0%	-	-	-
Bicycles	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycle %	-	-	-	-	-	-	-	-	-	-	-	-	-



Peak Hour: 08:45 AM - 09:45 AM Weather: Broken Clouds (8.65 °C)

Start Time	N Approach				S Approach					W Approach					Int. Total (15 min)
	Right	Thru	Peds	Approach Total	Thru	Left	UTurn	Peds	Approach Total	Right	Left	UTurn	Peds	Approach Total	
08:45:00	5	21	0	26	25	2	0	0	27	6	3	0	0	9	62
09:00:00	3	24	0	27	15	3	0	0	18	8	6	0	0	14	59
09:15:00	1	17	1	18	26	2	0	0	28	3	4	0	0	7	53
09:30:00	3	20	0	23	30	0	0	0	30	7	5	0	0	12	65
Grand Total	12	82	1	94	96	7	0	0	103	24	18	0	0	42	239
Approach%	12.8%	87.2%		-	93.2%	6.8%	0%		-	57.1%	42.9%	0%		-	-
Totals %	5%	34.3%		39.3%	40.2%	2.9%	0%		43.1%	10%	7.5%	0%		17.6%	-
PHF	0.6	0.85		0.87	0.8	0.58	0		0.86	0.75	0.75	0		0.75	-
Heavy	0	4		4	3	0	0		3	1	1	0		2	-
Heavy %	0%	4.9%		4.3%	3.1%	0%	0%		2.9%	4.2%	5.6%	0%		4.8%	-
Lights	12	78		90	93	7	0		100	23	17	0		40	-
Lights %	100%	95.1%		95.7%	96.9%	100%	0%		97.1%	95.8%	94.4%	0%		95.2%	-
Single-Unit Trucks	0	4		4	3	0	0		3	1	1	0		2	-
Single-Unit Trucks %	0%	4.9%		4.3%	3.1%	0%	0%		2.9%	4.2%	5.6%	0%		4.8%	-
Buses	0	0		0	0	0	0		0	0	0	0		0	-
Buses %	0%	0%		0%	0%	0%	0%		0%	0%	0%	0%		0%	-
Articulated Trucks	0	0		0	0	0	0		0	0	0	0		0	-
Articulated Trucks %	0%	0%		0%	0%	0%	0%		0%	0%	0%	0%		0%	-
Bicycles on Road	0	0		0	0	0	0		0	0	0	0		0	-
Bicycles on Road %	0%	0%		0%	0%	0%	0%		0%	0%	0%	0%		0%	-
Pedestrians	-	-	1	-	-	-	-	0	-	-	-	-	0	-	-
Pedestrians%	-	-	100%		-	-	-	0%		-	-	-	0%		-



Peak Hour: 02:00 PM - 03:00 PM Weather: Broken Clouds (13.2 °C)

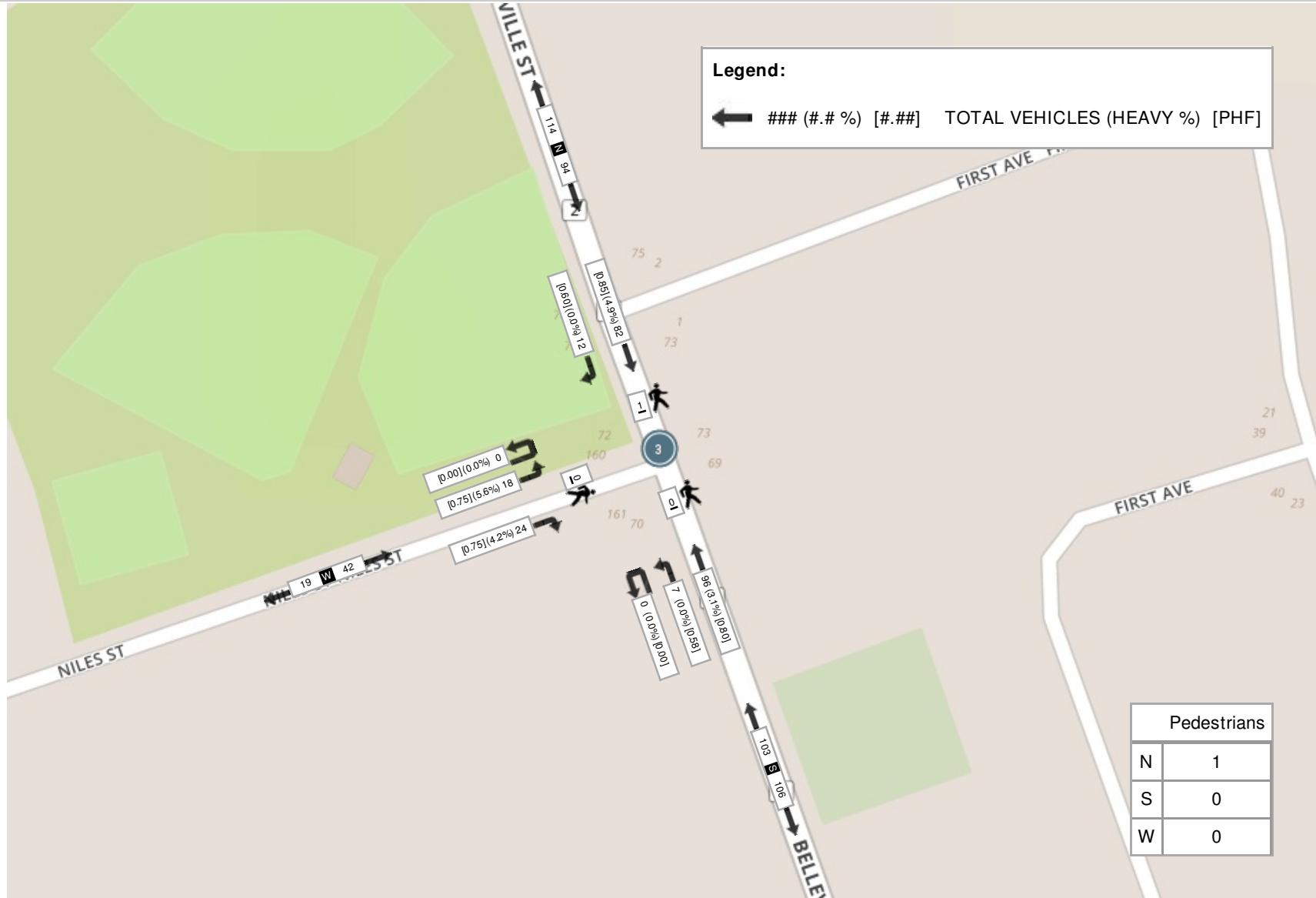
Start Time	N Approach				S Approach					W Approach					Int. Total (15 min)
	Right	Thru	Peds	Approach Total	Thru	Left	UTurn	Peds	Approach Total	Right	Left	UTurn	Peds	Approach Total	
14:00:00	11	20	0	31	24	6	0	0	30	6	7	0	0	13	74
14:15:00	2	25	0	27	28	4	0	0	32	4	10	0	0	14	73
14:30:00	9	27	1	36	21	1	0	0	22	4	2	0	0	6	64
14:45:00	4	16	0	20	19	4	0	0	23	1	6	0	0	7	50
Grand Total	26	88	1	114	92	15	0	0	107	15	25	0	0	40	261
Approach%	22.8%	77.2%		-	86%	14%	0%		-	37.5%	62.5%	0%		-	-
Totals %	10%	33.7%		43.7%	35.2%	5.7%	0%		41%	5.7%	9.6%	0%		15.3%	-
PHF	0.59	0.81		0.79	0.82	0.63	0		0.84	0.63	0.63	0		0.71	-
Heavy	1	2		3	4	1	0		5	2	1	0		3	-
Heavy %	3.8%	2.3%		2.6%	4.3%	6.7%	0%		4.7%	13.3%	4%	0%		7.5%	-
Lights	25	86		111	88	14	0		102	13	24	0		37	-
Lights %	96.2%	97.7%		97.4%	95.7%	93.3%	0%		95.3%	86.7%	96%	0%		92.5%	-
Single-Unit Trucks	1	1		2	4	1	0		5	2	0	0		2	-
Single-Unit Trucks %	3.8%	1.1%		1.8%	4.3%	6.7%	0%		4.7%	13.3%	0%	0%		5%	-
Buses	0	0		0	0	0	0		0	0	0	0		0	-
Buses %	0%	0%		0%	0%	0%	0%		0%	0%	0%	0%		0%	-
Articulated Trucks	0	1		1	0	0	0		0	0	1	0		1	-
Articulated Trucks %	0%	1.1%		0.9%	0%	0%	0%		0%	0%	4%	0%		2.5%	-
Bicycles on Road	0	0		0	0	0	0		0	0	0	0		0	-
Bicycles on Road %	0%	0%		0%	0%	0%	0%		0%	0%	0%	0%		0%	-
Pedestrians	-	-	1	-	-	-	-	0	-	-	-	-	0	-	-
Pedestrians%	-	-	100%		-	-	-	0%		-	-	-	0%		-



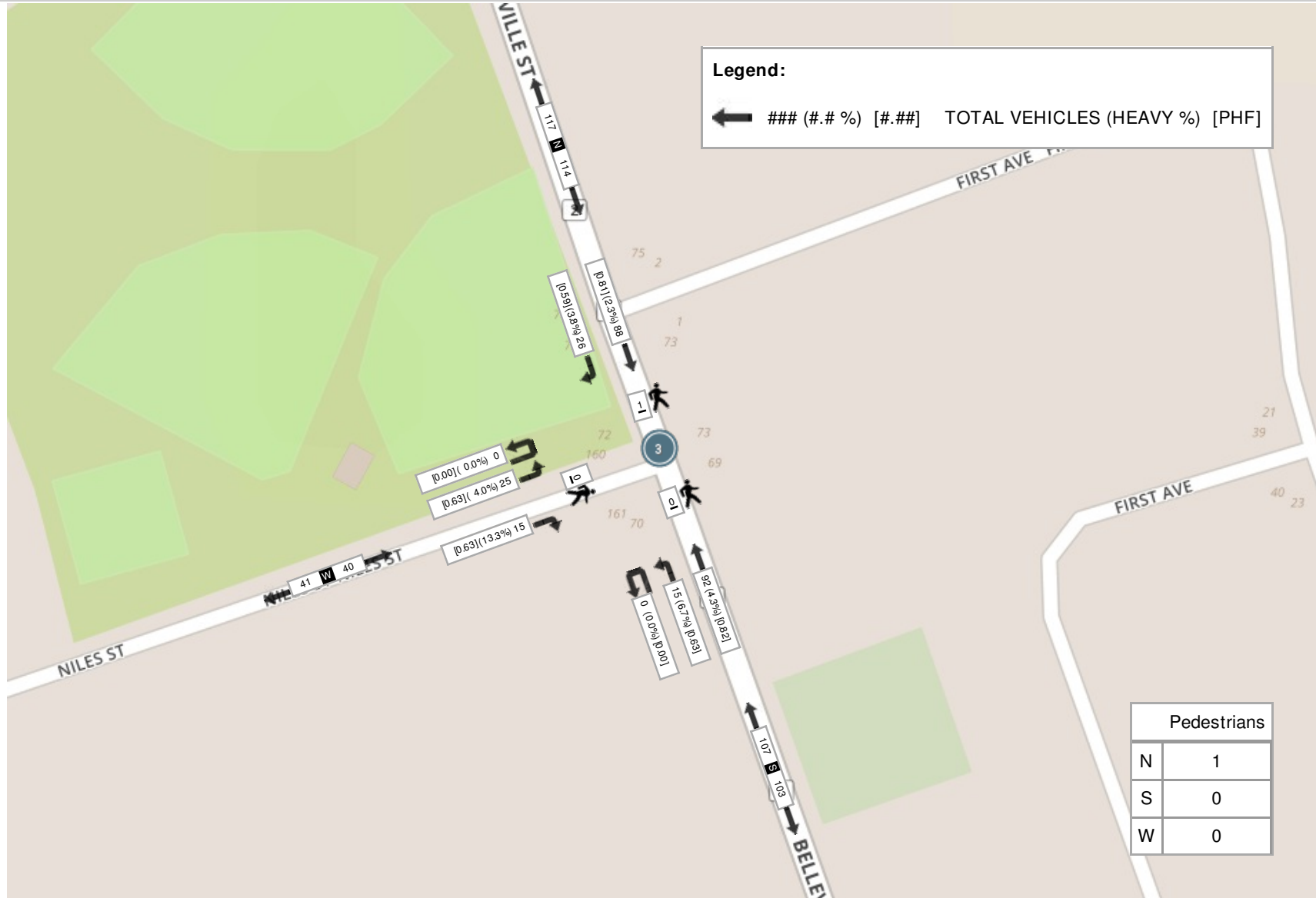
Peak Hour: 03:45 PM - 04:45 PM Weather: Broken Clouds (15.89 °C)

Start Time	N Approach				S Approach					W Approach					Int. Total (15 min)
	Right	Thru	Peds	Approach Total	Thru	Left	UTurn	Peds	Approach Total	Right	Left	UTurn	Peds	Approach Total	
15:45:00	7	25	0	32	29	2	0	0	31	2	8	0	0	10	73
16:00:00	5	18	3	23	31	3	0	0	34	1	10	0	0	11	68
16:15:00	11	26	8	37	21	2	0	0	23	3	7	0	0	10	70
16:30:00	8	27	3	35	26	3	0	0	29	2	11	0	0	13	77
Grand Total	31	96	14	127	107	10	0	0	117	8	36	0	0	44	288
Approach%	24.4%	75.6%		-	91.5%	8.5%	0%		-	18.2%	81.8%	0%		-	-
Totals %	10.8%	33.3%		44.1%	37.2%	3.5%	0%		40.6%	2.8%	12.5%	0%		15.3%	-
PHF	0.7	0.89		0.86	0.86	0.83	0		0.86	0.67	0.82	0		0.85	-
Heavy	0	1		1	0	0	0		0	0	1	0		1	-
Heavy %	0%	1%		0.8%	0%	0%	0%		0%	0%	2.8%	0%		2.3%	-
Lights	31	93		124	107	10	0		117	8	35	0		43	-
Lights %	100%	96.9%		97.6%	100%	100%	0%		100%	100%	97.2%	0%		97.7%	-
Single-Unit Trucks	0	1		1	0	0	0		0	0	1	0		1	-
Single-Unit Trucks %	0%	1%		0.8%	0%	0%	0%		0%	0%	2.8%	0%		2.3%	-
Buses	0	0		0	0	0	0		0	0	0	0		0	-
Buses %	0%	0%		0%	0%	0%	0%		0%	0%	0%	0%		0%	-
Articulated Trucks	0	0		0	0	0	0		0	0	0	0		0	-
Articulated Trucks %	0%	0%		0%	0%	0%	0%		0%	0%	0%	0%		0%	-
Bicycles on Road	0	2		2	0	0	0		0	0	0	0		0	-
Bicycles on Road %	0%	2.1%		1.6%	0%	0%	0%		0%	0%	0%	0%		0%	-
Pedestrians	-	-	14	-	-	-	-	0	-	-	-	-	0	-	-
Pedestrians%	-	-	100%	-	-	-	-	0%	-	-	-	-	0%	-	-

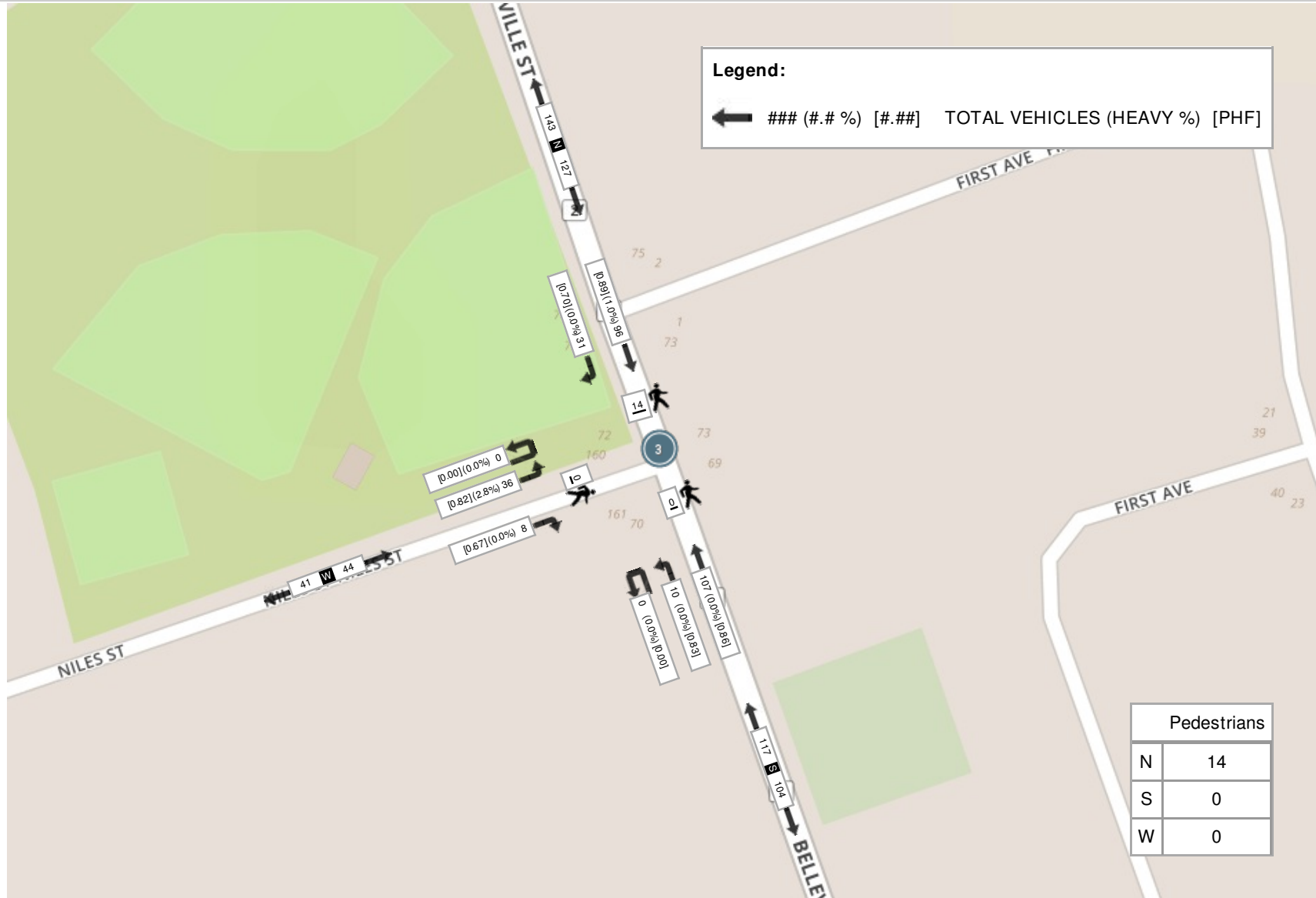
Peak Hour: 08:45 AM - 09:45 AM Weather: Broken Clouds (8.65 °C)



Peak Hour: 02:00 PM - 03:00 PM Weather: Broken Clouds (13.2 °C)



Peak Hour: 03:45 PM - 04:45 PM Weather: Broken Clouds (15.89 °C)





Turning Movement Count (3 . BELLEVILLE ST & NILES ST)

Start Time	N Approach				S Approach					W Approach					Int. Total (15 min)	Int. Total (1 hr)
	Right N:W	Thru N:S	Peds N:	Approach Total	Thru S:N	Left S:W	UTurn S:S	Peds S:	Approach Total	Right W:S	Left W:N	UTurn W:W	Peds W:	Approach Total		
07:00:00	4	9	1	13	4	1	0	0	5	2	1	0	0	3	21	
07:15:00	0	6	1	6	5	1	0	0	6	4	2	0	0	6	18	
07:30:00	3	20	0	23	10	2	0	0	12	1	1	0	0	2	37	
07:45:00	3	16	0	19	11	1	0	0	12	6	2	0	0	8	39	115
08:00:00	5	8	0	13	8	1	0	0	9	4	6	0	0	10	32	126
08:15:00	1	13	0	14	10	0	0	0	10	4	5	0	0	9	33	141
08:30:00	6	13	1	19	8	1	0	0	9	5	3	0	0	8	36	140
08:45:00	6	21	0	27	19	2	0	0	21	6	7	0	0	13	61	162
09:00:00	3	17	0	20	13	1	0	0	14	3	4	0	0	7	41	171
09:15:00	11	20	0	31	19	1	0	2	20	5	6	0	0	11	62	200
09:30:00	10	24	0	34	19	2	0	2	21	7	7	0	0	14	69	233
09:45:00	4	25	0	29	16	3	0	0	19	12	7	0	0	19	67	239
10:00:00	17	22	0	39	20	4	0	0	24	11	9	0	0	20	83	281
10:15:00	6	25	0	31	20	4	0	0	24	13	3	0	0	16	71	290
10:30:00	5	20	0	25	21	4	0	0	25	4	14	0	0	18	68	289
10:45:00	9	28	1	37	24	3	0	0	27	6	7	0	0	13	77	299

BREAK

11:00:00	22	31	0	53	15	4	0	0	19	7	14	0	0	21	93	
11:15:00	12	25	0	37	20	1	0	0	21	15	13	0	0	28	86	
11:30:00	9	35	0	44	18	4	0	0	22	12	12	0	0	24	90	
11:45:00	8	26	13	34	11	4	0	0	15	16	11	0	0	27	76	345
12:00:00	10	35	0	45	19	4	0	0	23	13	17	0	0	30	98	350
12:15:00	8	15	0	23	14	4	0	0	18	15	17	1	0	33	74	338
12:30:00	7	28	0	35	23	2	0	0	25	17	11	0	0	28	88	336



12:45:00	3	38	1	41	12	1	0	0	13	13	10	0	0	23	77	337
13:00:00	7	23	0	30	19	5	0	0	24	12	10	0	0	22	76	315
13:15:00	12	20	0	32	24	7	0	0	31	10	8	0	0	18	81	322
13:30:00	10	24	0	34	27	9	0	0	36	13	9	0	0	22	92	326
13:45:00	6	22	1	28	27	8	0	0	35	9	7	0	0	16	79	328
14:00:00	7	24	0	31	13	2	0	0	15	2	7	0	0	9	55	307
14:15:00	7	22	0	29	21	8	0	0	29	5	6	0	0	11	69	295
14:30:00	5	24	1	29	13	4	0	0	17	6	9	0	1	15	61	264
14:45:00	4	26	0	30	20	3	0	1	23	8	5	0	0	13	66	251

BREAK

15:00:00	7	29	0	36	20	2	0	0	22	5	9	0	0	14	72	
15:15:00	4	23	0	27	22	0	0	0	22	6	6	0	0	12	61	
15:30:00	3	20	0	23	19	3	0	0	22	2	1	0	0	3	48	
15:45:00	5	19	2	24	16	3	0	0	19	0	8	0	0	8	51	232
16:00:00	6	28	0	34	26	3	0	0	29	1	5	0	0	6	69	229
16:15:00	5	17	0	22	32	3	0	0	35	3	3	0	0	6	63	231
16:30:00	1	22	2	23	22	5	0	0	27	4	2	0	0	6	56	239
16:45:00	8	26	2	34	17	2	0	0	19	2	3	0	0	5	58	246
17:00:00	1	13	0	14	15	5	0	0	20	3	6	0	0	9	43	220
17:15:00	3	22	1	25	16	0	0	0	16	1	3	0	0	4	45	202
17:30:00	4	20	2	24	19	1	0	0	20	1	3	0	0	4	48	194
17:45:00	4	19	0	23	13	3	0	0	16	1	1	0	0	2	41	177
18:00:00	4	15	0	19	10	2	0	0	12	0	1	0	0	1	32	166
18:15:00	6	14	0	20	14	4	0	0	18	1	5	0	0	6	44	165
18:30:00	4	15	2	19	11	2	0	0	13	3	2	0	0	5	37	154
18:45:00	3	21	0	24	10	2	0	0	12	6	1	0	0	7	43	156
Grand Total	298	1028	31	1326	805	141	0	5	946	305	309	1	1	615	2887	-

Approach% 22.5% 77.5% - 85.1% 14.9% 0% - 49.6% 50.2% 0.2% - - -



Totals %	10.3%	35.6%	45.9%	27.9%	4.9%	0%	32.8%	10.6%	10.7%	0%	21.3%	-	-
Heavy	4	2	-	4	0	0	-	0	1	0	-	-	-
Heavy %	1.3%	0.2%	-	0.5%	0%	0%	-	0%	0.3%	0%	-	-	-
Bicycles	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycle %	-	-	-	-	-	-	-	-	-	-	-	-	-



Peak Hour: 10:00 AM - 11:00 AM Weather: Few Clouds (5.35 °C)

Start Time	N Approach				S Approach					W Approach					Int. Total (15 min)
	Right	Thru	Peds	Approach Total	Thru	Left	UTurn	Peds	Approach Total	Right	Left	UTurn	Peds	Approach Total	
10:00:00	17	22	0	39	20	4	0	0	24	11	9	0	0	20	83
10:15:00	6	25	0	31	20	4	0	0	24	13	3	0	0	16	71
10:30:00	5	20	0	25	21	4	0	0	25	4	14	0	0	18	68
10:45:00	9	28	1	37	24	3	0	0	27	6	7	0	0	13	77
Grand Total	37	95	1	132	85	15	0	0	100	34	33	0	0	67	299
Approach%	28%	72%		-	85%	15%	0%		-	50.7%	49.3%	0%		-	-
Totals %	12.4%	31.8%		44.1%	28.4%	5%	0%		33.4%	11.4%	11%	0%		22.4%	-
PHF	0.54	0.85		0.85	0.89	0.94	0		0.93	0.65	0.59	0		0.84	-
Heavy	1	1		2	0	0	0		0	0	0	0		0	-
Heavy %	2.7%	1.1%		1.5%	0%	0%	0%		0%	0%	0%	0%		0%	-
Lights	36	94		130	84	15	0		99	34	33	0		67	-
Lights %	97.3%	98.9%		98.5%	98.8%	100%	0%		99%	100%	100%	0%		100%	-
Single-Unit Trucks	0	0		0	0	0	0		0	0	0	0		0	-
Single-Unit Trucks %	0%	0%		0%	0%	0%	0%		0%	0%	0%	0%		0%	-
Buses	1	1		2	0	0	0		0	0	0	0		0	-
Buses %	2.7%	1.1%		1.5%	0%	0%	0%		0%	0%	0%	0%		0%	-
Articulated Trucks	0	0		0	0	0	0		0	0	0	0		0	-
Articulated Trucks %	0%	0%		0%	0%	0%	0%		0%	0%	0%	0%		0%	-
Bicycles on Road	0	0		0	1	0	0		1	0	0	0		0	-
Bicycles on Road %	0%	0%		0%	1.2%	0%	0%		1%	0%	0%	0%		0%	-
Pedestrians	-	-	1	-	-	-	-	0	-	-	-	-	0	-	-
Pedestrians%	-	-	100%	-	-	-	-	0%	-	-	-	-	0%	-	-



Peak Hour: 11:15 AM - 12:15 PM Weather: Scattered Clouds (12.48 °C)

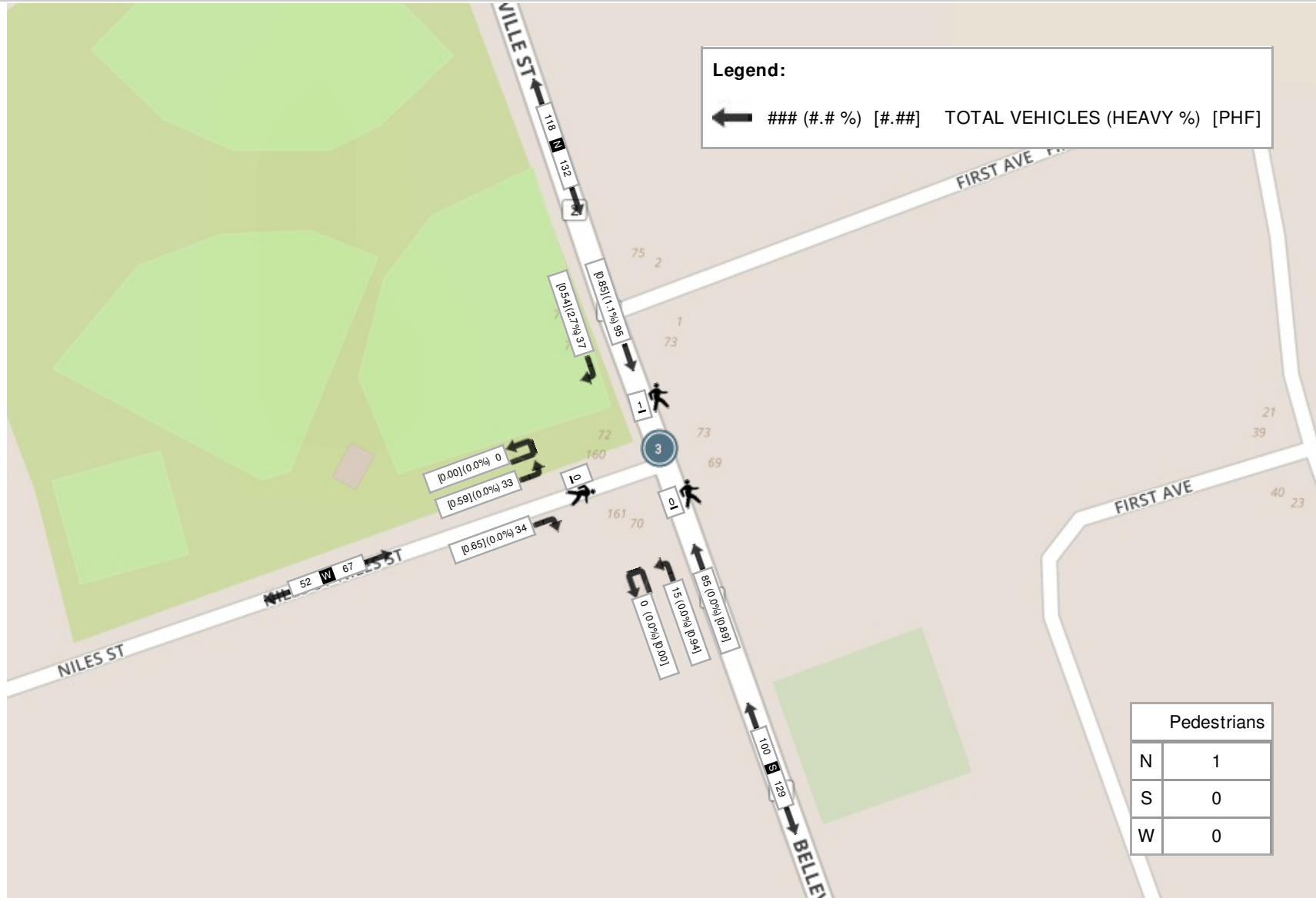
Start Time	N Approach				S Approach					W Approach					Int. Total (15 min)
	Right	Thru	Peds	Approach Total	Thru	Left	UTurn	Peds	Approach Total	Right	Left	UTurn	Peds	Approach Total	
11:15:00	12	25	0	37	20	1	0	0	21	15	13	0	0	28	86
11:30:00	9	35	0	44	18	4	0	0	22	12	12	0	0	24	90
11:45:00	8	26	13	34	11	4	0	0	15	16	11	0	0	27	76
12:00:00	10	35	0	45	19	4	0	0	23	13	17	0	0	30	98
Grand Total	39	121	13	160	68	13	0	0	81	56	53	0	0	109	350
Approach%	24.4%	75.6%		-	84%	16%	0%		-	51.4%	48.6%	0%		-	-
Totals %	11.1%	34.6%		45.7%	19.4%	3.7%	0%		23.1%	16%	15.1%	0%		31.1%	-
PHF	0.81	0.86		0.89	0.85	0.81	0		0.88	0.88	0.78	0		0.91	-
Heavy	0	0		0	0	0	0		0	0	0	0		0	-
Heavy %	0%	0%		0%	0%	0%	0%		0%	0%	0%	0%		0%	-
Lights	38	121		159	68	13	0		81	54	53	0		107	-
Lights %	97.4%	100%		99.4%	100%	100%	0%		100%	96.4%	100%	0%		98.2%	-
Single-Unit Trucks	0	0		0	0	0	0		0	0	0	0		0	-
Single-Unit Trucks %	0%	0%		0%	0%	0%	0%		0%	0%	0%	0%		0%	-
Buses	0	0		0	0	0	0		0	0	0	0		0	-
Buses %	0%	0%		0%	0%	0%	0%		0%	0%	0%	0%		0%	-
Articulated Trucks	0	0		0	0	0	0		0	0	0	0		0	-
Articulated Trucks %	0%	0%		0%	0%	0%	0%		0%	0%	0%	0%		0%	-
Bicycles on Road	1	0		1	0	0	0		0	2	0	0		2	-
Bicycles on Road %	2.6%	0%		0.6%	0%	0%	0%		0%	3.6%	0%	0%		1.8%	-
Pedestrians	-	-	13	-	-	-	-	0	-	-	-	-	0	-	-
Pedestrians%	-	-	100%	-	-	-	-	0%	-	-	-	-	0%	-	-



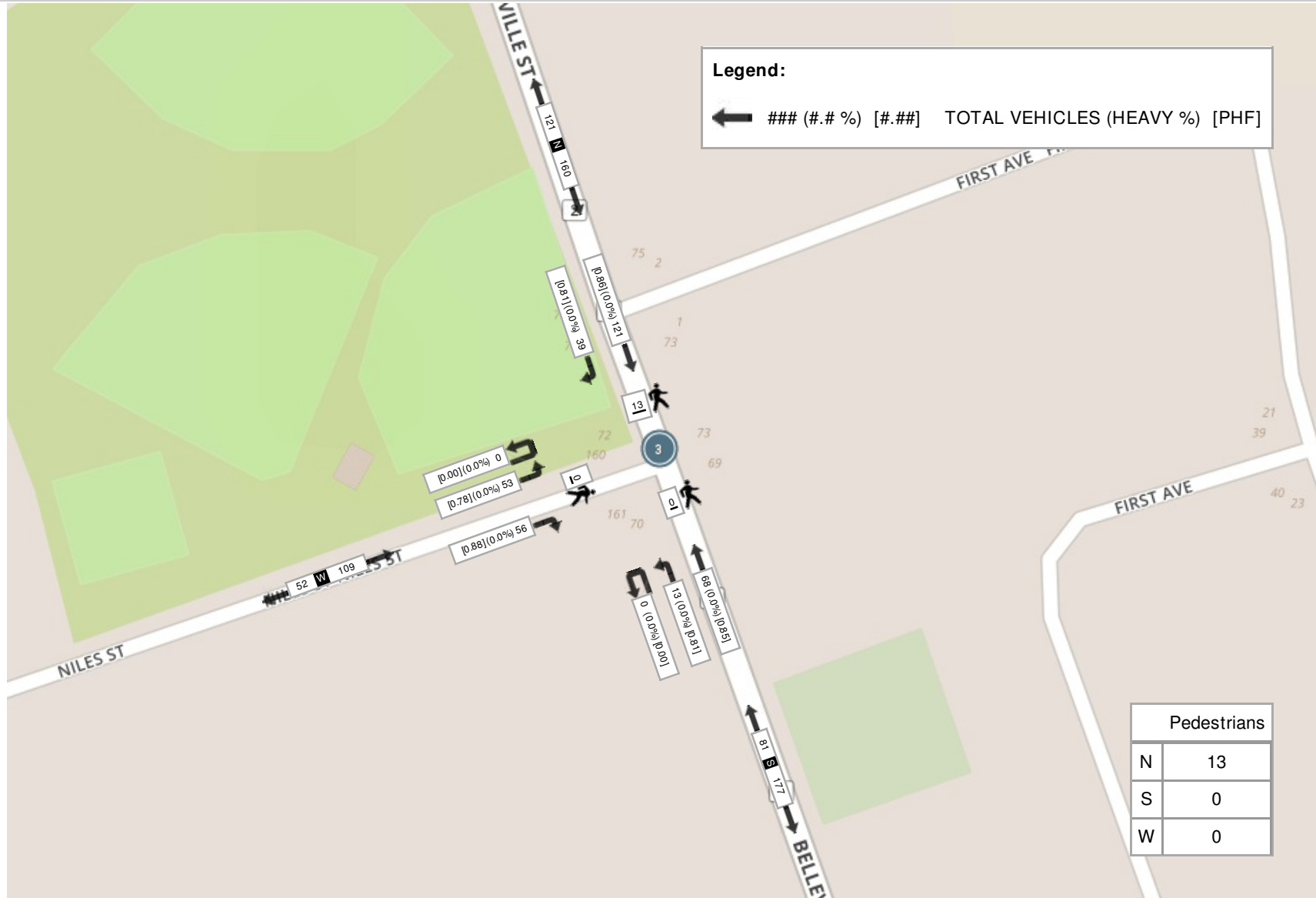
Peak Hour: 04:00 PM - 05:00 PM Weather: Scattered Clouds (14.89 °C)

Start Time	N Approach				S Approach					W Approach					Int. Total (15 min)
	Right	Thru	Peds	Approach Total	Thru	Left	UTurn	Peds	Approach Total	Right	Left	UTurn	Peds	Approach Total	
16:00:00	6	28	0	34	26	3	0	0	29	1	5	0	0	6	69
16:15:00	5	17	0	22	32	3	0	0	35	3	3	0	0	6	63
16:30:00	1	22	2	23	22	5	0	0	27	4	2	0	0	6	56
16:45:00	8	26	2	34	17	2	0	0	19	2	3	0	0	5	58
Grand Total	20	93	4	113	97	13	0	0	110	10	13	0	0	23	246
Approach%	17.7%	82.3%		-	88.2%	11.8%	0%		-	43.5%	56.5%	0%		-	-
Totals %	8.1%	37.8%		45.9%	39.4%	5.3%	0%		44.7%	4.1%	5.3%	0%		9.3%	-
PHF	0.63	0.83		0.83	0.76	0.65	0		0.79	0.63	0.65	0		0.96	-
Heavy	0	0		0	0	0	0		0	0	0	0		0	-
Heavy %	0%	0%		0%	0%	0%	0%		0%	0%	0%	0%		0%	-
Lights	20	93		113	97	13	0		110	10	13	0		23	-
Lights %	100%	100%		100%	100%	100%	0%		100%	100%	100%	0%		100%	-
Single-Unit Trucks	0	0		0	0	0	0		0	0	0	0		0	-
Single-Unit Trucks %	0%	0%		0%	0%	0%	0%		0%	0%	0%	0%		0%	-
Buses	0	0		0	0	0	0		0	0	0	0		0	-
Buses %	0%	0%		0%	0%	0%	0%		0%	0%	0%	0%		0%	-
Articulated Trucks	0	0		0	0	0	0		0	0	0	0		0	-
Articulated Trucks %	0%	0%		0%	0%	0%	0%		0%	0%	0%	0%		0%	-
Bicycles on Road	0	0		0	0	0	0		0	0	0	0		0	-
Bicycles on Road %	0%	0%		0%	0%	0%	0%		0%	0%	0%	0%		0%	-
Pedestrians	-	-	4	-	-	-	-	0	-	-	-	-	0	-	-
Pedestrians%	-	-	100%	-	-	-	-	0%	-	-	-	-	0%	-	-

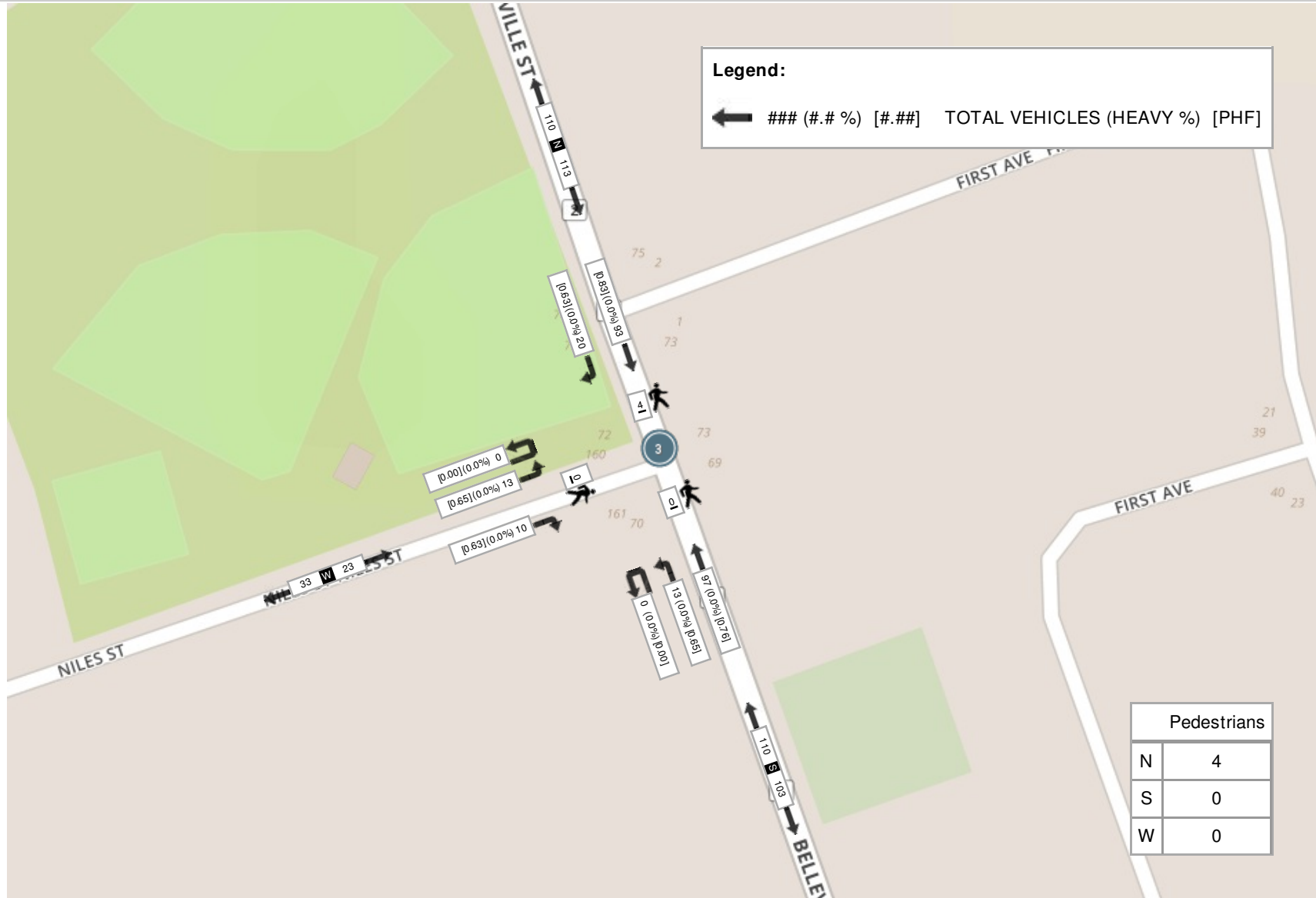
Peak Hour: 10:00 AM - 11:00 AM Weather: Few Clouds (5.35 °C)



Peak Hour: 11:15 AM - 12:15 PM Weather: Scattered Clouds (12.48 °C)



Peak Hour: 04:00 PM - 05:00 PM Weather: Scattered Clouds (14.89 °C)





Turning Movement Count (3 . BELLEVILLE ST & NILES ST)

Start Time	N Approach				S Approach					W Approach					Int. Total (15 min)	Int. Total (1 hr)
	Right N:W	Thru N:S	Peds N:	Approach Total	Thru S:N	Left S:W	UTurn S:S	Peds S:	Approach Total	Right W:S	Left W:N	UTurn W:W	Peds W:	Approach Total		
07:00:00	1	1	1	2	3	1	0	0	4	2	0	0	0	2	8	
07:15:00	1	5	0	6	3	1	0	0	4	2	2	0	0	4	14	
07:30:00	1	5	3	6	6	0	0	0	6	0	0	0	0	0	12	
07:45:00	2	8	0	10	6	0	0	0	6	0	0	0	0	0	16	50
08:00:00	3	4	1	7	4	0	0	1	4	2	1	0	0	3	14	56
08:15:00	2	5	2	7	6	0	0	0	6	4	3	0	0	7	20	62
08:30:00	1	8	2	9	5	1	0	0	6	1	0	0	0	1	16	66
08:45:00	0	12	0	12	7	2	0	0	9	6	0	0	0	6	27	77
09:00:00	0	10	0	10	8	3	0	0	11	6	3	0	0	9	30	93
09:15:00	3	13	0	16	13	2	0	0	15	6	0	0	0	6	37	110
09:30:00	5	25	2	30	12	2	0	0	14	4	2	0	0	6	50	144
09:45:00	4	24	1	28	11	4	0	1	15	6	2	0	0	8	51	168
10:00:00	6	12	4	18	20	1	0	0	21	2	1	0	0	3	42	180
10:15:00	4	20	0	24	15	5	0	0	20	2	4	0	0	6	50	193
10:30:00	0	26	2	26	17	5	0	1	22	5	3	0	0	8	56	199
10:45:00	6	28	0	34	16	2	0	0	18	9	7	0	0	16	68	216

BREAK

11:00:00	1	22	0	23	28	0	0	0	28	3	4	1	0	8	59	
11:15:00	1	26	0	27	23	3	0	0	26	4	3	0	0	7	60	
11:30:00	6	28	4	34	19	1	0	0	20	5	8	0	0	13	67	
11:45:00	3	22	5	25	24	2	0	2	26	3	7	0	2	10	61	247
12:00:00	6	29	0	35	22	1	0	0	23	1	5	0	0	6	64	252
12:15:00	6	27	0	33	24	1	0	0	25	1	6	0	0	7	65	257
12:30:00	7	28	0	35	22	0	0	0	22	2	8	0	0	10	67	257



12:45:00	5	26	4	31	18	13	0	3	31	3	8	0	4	11	73	269
13:00:00	9	31	0	40	34	5	0	0	39	3	12	0	0	15	94	299
13:15:00	3	21	1	24	24	4	0	0	28	4	4	0	1	8	60	294
13:30:00	6	25	1	31	15	0	0	0	15	2	4	0	0	6	52	279
13:45:00	4	24	1	28	25	1	0	0	26	3	4	0	0	7	61	267
14:00:00	4	22	1	26	25	3	0	0	28	4	9	0	0	13	67	240
14:15:00	3	36	0	39	15	3	0	1	18	5	3	0	0	8	65	245
14:30:00	5	19	0	24	19	1	0	0	20	2	6	0	0	8	52	245
14:45:00	8	24	0	32	19	1	0	0	20	7	2	0	0	9	61	245

BREAK

15:00:00	8	25	1	33	22	9	0	0	31	6	6	0	0	12	76	
15:15:00	3	18	1	21	25	3	0	0	28	1	6	0	0	7	56	
15:30:00	3	28	0	31	28	3	0	0	31	4	3	0	0	7	69	
15:45:00	7	19	0	26	18	3	0	0	21	6	6	0	0	12	59	260
16:00:00	6	12	0	18	25	1	0	0	26	3	1	0	0	4	48	232
16:15:00	6	23	0	29	23	2	0	1	25	5	9	0	0	14	68	244
16:30:00	5	21	3	26	14	4	0	0	18	2	1	0	0	3	47	222
16:45:00	1	22	0	23	18	2	0	0	20	0	2	0	0	2	45	208
17:00:00	5	14	6	19	18	2	0	0	20	1	6	0	0	7	46	206
17:15:00	2	16	0	18	17	3	1	0	21	2	0	0	0	2	41	179
17:30:00	1	13	1	14	23	3	0	0	26	1	0	0	0	1	41	173
17:45:00	5	10	0	15	3	0	0	1	3	1	2	0	1	3	21	149
18:00:00	3	10	4	13	7	5	0	0	12	3	3	0	0	6	31	134
18:15:00	2	14	0	16	10	2	0	1	12	1	7	0	1	8	36	129
18:30:00	6	13	0	19	11	1	0	4	12	3	3	0	0	6	37	125
18:45:00	3	13	0	16	17	0	0	0	17	7	2	0	0	9	42	146

Grand Total	182	887	51	1069	787	111	1	16	899	155	178	1	9	334	2302	-
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Approach%	17%	83%	-	87.5%	12.3%	0.1%	-	46.4%	53.3%	0.3%	-	-	-
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Totals %	7.9%	38.5%	46.4%	34.2%	4.8%	0%	39.1%	6.7%	7.7%	0%	14.5%	-	-
Heavy	1	3	-	4	1	0	-	0	1	0	-	-	-
Heavy %	0.5%	0.3%	-	0.5%	0.9%	0%	-	0%	0.6%	0%	-	-	-
Bicycles	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycle %	-	-	-	-	-	-	-	-	-	-	-	-	-



Peak Hour: 10:00 AM - 11:00 AM Weather: Scattered Clouds (11.19 °C)

Start Time	N Approach				S Approach					W Approach					Int. Total (15 min)
	Right	Thru	Peds	Approach Total	Thru	Left	UTurn	Peds	Approach Total	Right	Left	UTurn	Peds	Approach Total	
10:00:00	6	12	4	18	20	1	0	0	21	2	1	0	0	3	42
10:15:00	4	20	0	24	15	5	0	0	20	2	4	0	0	6	50
10:30:00	0	26	2	26	17	5	0	1	22	5	3	0	0	8	56
10:45:00	6	28	0	34	16	2	0	0	18	9	7	0	0	16	68
Grand Total	16	86	6	102	68	13	0	1	81	18	15	0	0	33	216
Approach%	15.7%	84.3%		-	84%	16%	0%		-	54.5%	45.5%	0%		-	-
Totals %	7.4%	39.8%		47.2%	31.5%	6%	0%		37.5%	8.3%	6.9%	0%		15.3%	-
PHF	0.67	0.77		0.75	0.85	0.65	0		0.92	0.5	0.54	0		0.52	-
Heavy	0	2		2	0	0	0		0	0	0	0		0	-
Heavy %	0%	2.3%		2%	0%	0%	0%		0%	0%	0%	0%		0%	-
Lights	15	82		97	66	13	0		79	18	13	0		31	-
Lights %	93.8%	95.3%		95.1%	97.1%	100%	0%		97.5%	100%	86.7%	0%		93.9%	-
Single-Unit Trucks	0	1		1	0	0	0		0	0	0	0		0	-
Single-Unit Trucks %	0%	1.2%		1%	0%	0%	0%		0%	0%	0%	0%		0%	-
Buses	0	1		1	0	0	0		0	0	0	0		0	-
Buses %	0%	1.2%		1%	0%	0%	0%		0%	0%	0%	0%		0%	-
Bicycles on Road	1	2		3	2	0	0		2	0	2	0		2	-
Bicycles on Road %	6.3%	2.3%		2.9%	2.9%	0%	0%		2.5%	0%	13.3%	0%		6.1%	-
Pedestrians	-	-	6	-	-	-	-	1	-	-	-	-	0	-	-
Pedestrians%	-	-	85.7%	-	-	-	-	14.3%	-	-	-	-	0%	-	-



Peak Hour: 12:15 PM - 01:15 PM Weather: Few Clouds (17.8 °C)

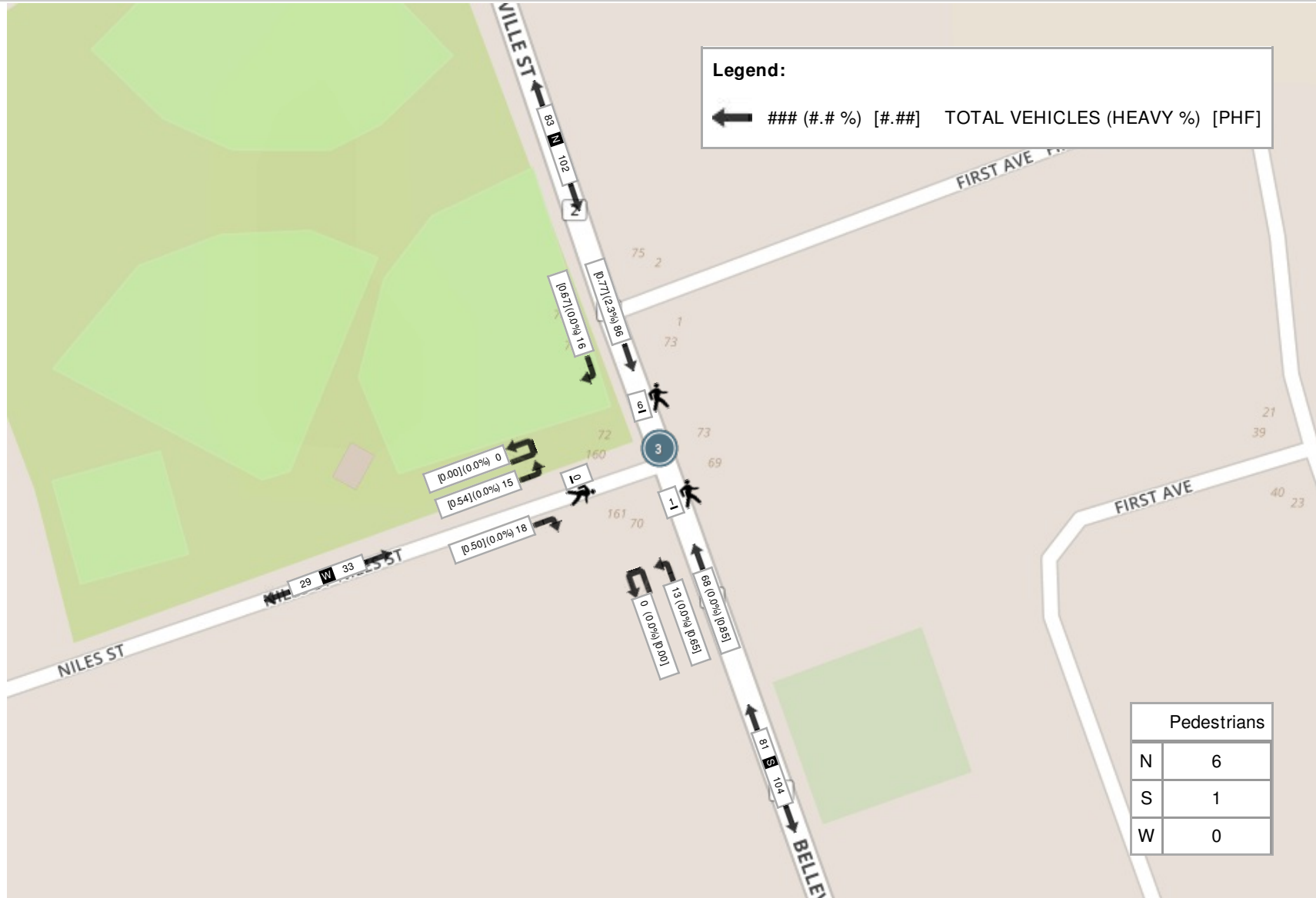
Start Time	N Approach				S Approach					W Approach					Int. Total (15 min)
	Right	Thru	Peds	Approach Total	Thru	Left	UTurn	Peds	Approach Total	Right	Left	UTurn	Peds	Approach Total	
12:15:00	6	27	0	33	24	1	0	0	25	1	6	0	0	7	65
12:30:00	7	28	0	35	22	0	0	0	22	2	8	0	0	10	67
12:45:00	5	26	4	31	18	13	0	3	31	3	8	0	4	11	73
13:00:00	9	31	0	40	34	5	0	0	39	3	12	0	0	15	94
Grand Total	27	112	4	139	98	19	0	3	117	9	34	0	4	43	299
Approach%	19.4%	80.6%		-	83.8%	16.2%	0%		-	20.9%	79.1%	0%		-	-
Totals %	9%	37.5%		46.5%	32.8%	6.4%	0%		39.1%	3%	11.4%	0%		14.4%	-
PHF	0.75	0.9		0.87	0.72	0.37	0		0.75	0.75	0.71	0		0.72	-
Heavy	0	0		0	1	1	0		2	0	0	0		0	-
Heavy %	0%	0%		0%	1%	5.3%	0%		1.7%	0%	0%	0%		0%	-
Lights	25	110		135	91	18	0		109	9	32	0		41	-
Lights %	92.6%	98.2%		97.1%	92.9%	94.7%	0%		93.2%	100%	94.1%	0%		95.3%	-
Single-Unit Trucks	0	0		0	0	0	0		0	0	0	0		0	-
Single-Unit Trucks %	0%	0%		0%	0%	0%	0%		0%	0%	0%	0%		0%	-
Buses	0	0		0	1	1	0		2	0	0	0		0	-
Buses %	0%	0%		0%	1%	5.3%	0%		1.7%	0%	0%	0%		0%	-
Bicycles on Road	2	2		4	6	0	0		6	0	2	0		2	-
Bicycles on Road %	7.4%	1.8%		2.9%	6.1%	0%	0%		5.1%	0%	5.9%	0%		4.7%	-
Pedestrians	-	-	4	-	-	-	-	3	-	-	-	-	4	-	-
Pedestrians%	-	-	36.4%	-	-	-	-	27.3%	-	-	-	-	36.4%	-	-



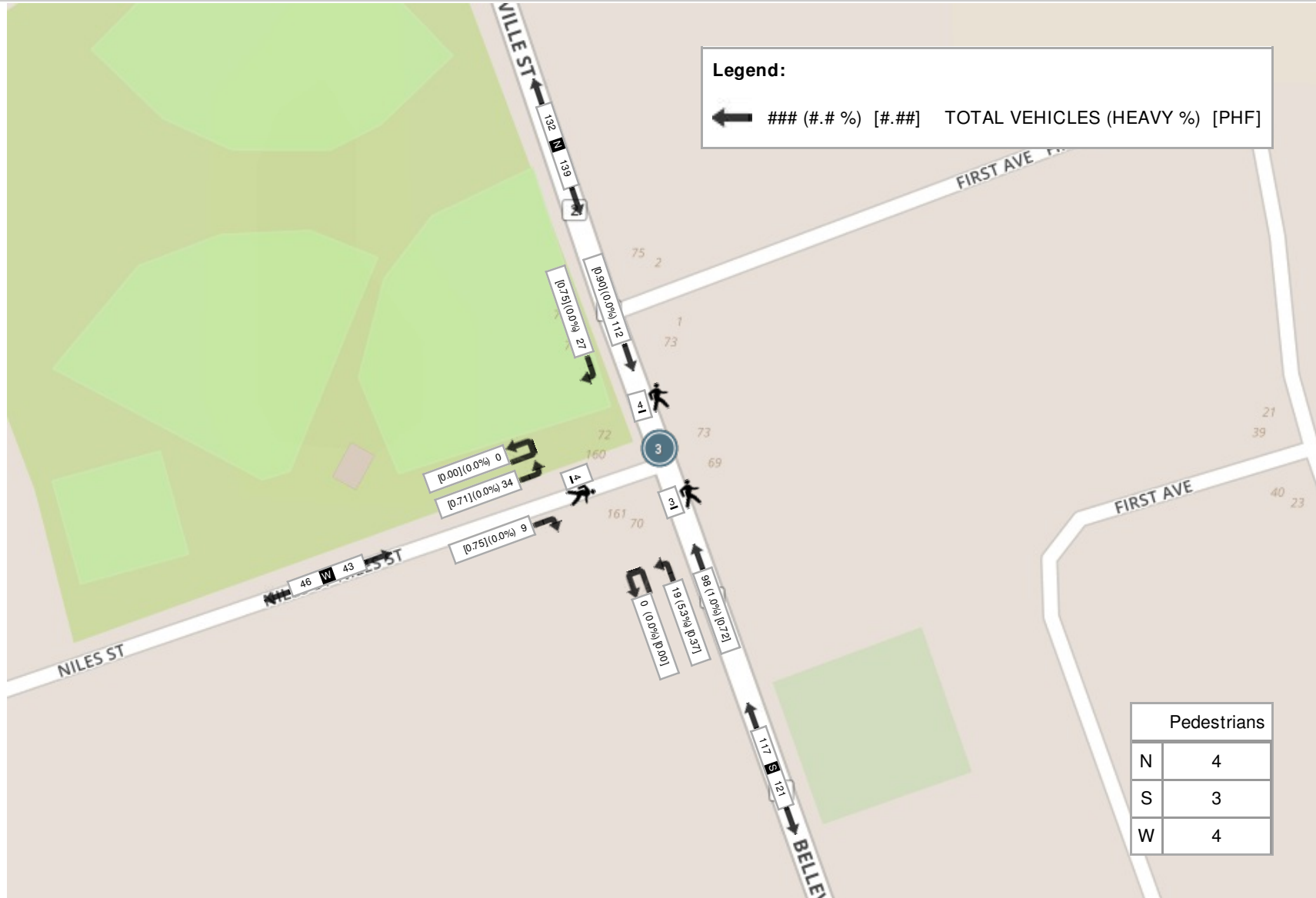
Peak Hour: 03:00 PM - 04:00 PM Weather: Few Clouds (17.8 °C)

Start Time	N Approach				S Approach					W Approach					Int. Total (15 min)
	Right	Thru	Peds	Approach Total	Thru	Left	UTurn	Peds	Approach Total	Right	Left	UTurn	Peds	Approach Total	
15:00:00	8	25	1	33	22	9	0	0	31	6	6	0	0	12	76
15:15:00	3	18	1	21	25	3	0	0	28	1	6	0	0	7	56
15:30:00	3	28	0	31	28	3	0	0	31	4	3	0	0	7	69
15:45:00	7	19	0	26	18	3	0	0	21	6	6	0	0	12	59
Grand Total	21	90	2	111	93	18	0	0	111	17	21	0	0	38	260
Approach%	18.9%	81.1%		-	83.8%	16.2%	0%		-	44.7%	55.3%	0%		-	-
Totals %	8.1%	34.6%		42.7%	35.8%	6.9%	0%		42.7%	6.5%	8.1%	0%		14.6%	-
PHF	0.66	0.8		0.84	0.83	0.5	0		0.9	0.71	0.88	0		0.79	-
Heavy	0	1		1	3	0	0		3	0	0	0		0	-
Heavy %	0%	1.1%		0.9%	3.2%	0%	0%		2.7%	0%	0%	0%		0%	-
Lights	21	85		106	90	18	0		108	17	21	0		38	-
Lights %	100%	94.4%		95.5%	96.8%	100%	0%		97.3%	100%	100%	0%		100%	-
Single-Unit Trucks	0	1		1	2	0	0		2	0	0	0		0	-
Single-Unit Trucks %	0%	1.1%		0.9%	2.2%	0%	0%		1.8%	0%	0%	0%		0%	-
Buses	0	0		0	1	0	0		1	0	0	0		0	-
Buses %	0%	0%		0%	1.1%	0%	0%		0.9%	0%	0%	0%		0%	-
Bicycles on Road	0	4		4	0	0	0		0	0	0	0		0	-
Bicycles on Road %	0%	4.4%		3.6%	0%	0%	0%		0%	0%	0%	0%		0%	-
Pedestrians	-	-	2	-	-	-	-	0	-	-	-	-	0	-	-
Pedestrians%	-	-	100%	-	-	-	-	0%	-	-	-	-	0%	-	-

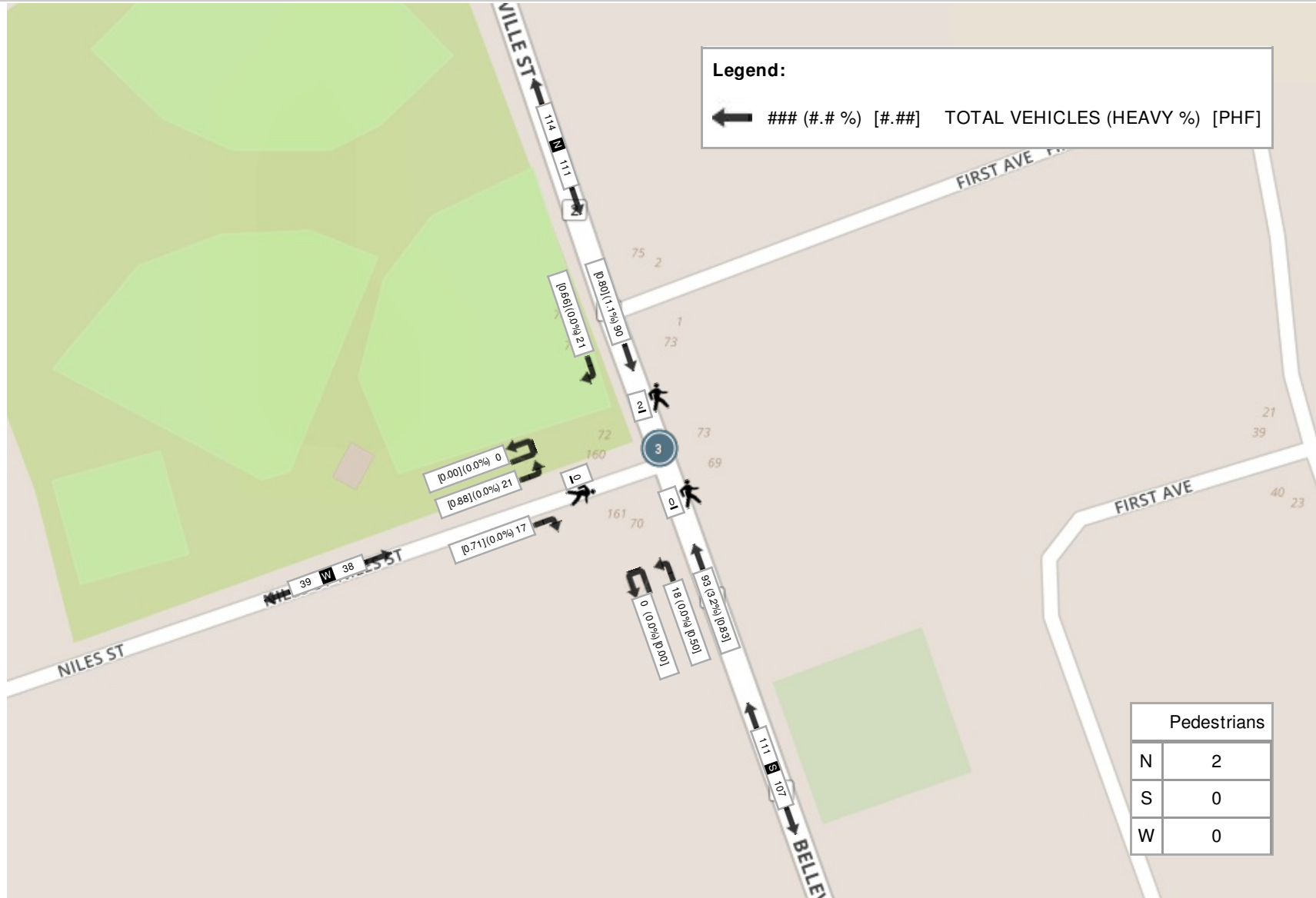
Peak Hour: 10:00 AM - 11:00 AM Weather: Scattered Clouds (11.19 °C)



Peak Hour: 12:15 PM - 01:15 PM Weather: Few Clouds (17.8 °C)



Peak Hour: 03:00 PM - 04:00 PM Weather: Few Clouds (17.8 °C)





Turning Movement Count (3 . BELLEVILLE ST & NILES ST)

Start Time	N Approach				S Approach					W Approach					Int. Total (15 min)	Int. Total (1 hr)
	Right N:W	Thru N:S	Peds N:	Approach Total	Thru S:N	Left S:W	UTurn S:S	Peds S:	Approach Total	Right W:S	Left W:N	UTurn W:W	Peds W:	Approach Total		
07:00:00	0	4	3	4	4	2	0	0	6	1	1	0	0	2	12	
07:15:00	1	1	0	2	2	0	0	0	2	1	3	0	0	4	8	
07:30:00	2	4	0	6	4	0	0	0	4	1	0	0	0	1	11	
07:45:00	3	6	1	9	2	1	0	0	3	0	0	0	1	0	12	43
08:00:00	1	4	1	5	7	1	0	0	8	1	1	0	0	2	15	46
08:15:00	1	8	0	9	3	1	0	0	4	0	0	0	0	0	13	51
08:30:00	0	13	2	13	7	3	0	1	10	2	3	0	0	5	28	68
08:45:00	1	12	1	13	13	0	0	3	13	3	2	0	2	5	31	87
09:00:00	2	13	1	15	10	3	0	0	13	2	3	0	0	5	33	105
09:15:00	4	13	1	17	9	1	0	0	10	3	1	0	0	4	31	123
09:30:00	5	14	1	19	15	3	0	0	18	3	4	0	0	7	44	139
09:45:00	11	20	1	31	12	8	0	0	20	5	3	0	0	8	59	167
10:00:00	5	11	0	16	12	2	0	0	14	1	3	0	0	4	34	168
10:15:00	1	9	3	10	10	3	0	0	13	4	1	0	0	5	28	165
10:30:00	4	11	1	15	10	1	0	0	11	6	4	0	0	10	36	157
10:45:00	4	24	0	28	15	4	0	0	19	9	2	0	0	11	58	156
BREAK																
11:00:00	4	21	1	25	25	6	0	0	31	7	6	0	0	13	69	
11:15:00	3	21	1	24	22	3	0	0	25	8	5	0	0	13	62	
11:30:00	6	11	0	17	19	1	0	0	20	10	10	0	0	20	57	
11:45:00	2	15	0	17	16	1	0	0	17	3	4	0	0	7	41	229
12:00:00	3	16	0	19	10	1	0	0	11	5	1	0	0	6	36	196
12:15:00	5	20	0	25	20	3	0	0	23	5	9	0	0	14	62	196
12:30:00	5	13	0	18	15	1	0	0	16	1	3	0	0	4	38	177



12:45:00	2	19	0	21	19	2	0	0	21	6	7	0	0	13	55	191
13:00:00	3	16	0	19	13	0	0	0	13	0	6	0	0	6	38	193
13:15:00	8	16	0	24	14	4	0	0	18	1	2	0	0	3	45	176
13:30:00	4	26	2	30	13	4	0	0	17	5	6	0	0	11	58	196
13:45:00	2	23	0	25	28	0	0	0	28	3	3	0	0	6	59	200
14:00:00	5	12	3	17	12	2	0	0	14	2	5	0	0	7	38	200
14:15:00	1	26	0	27	19	3	0	0	22	8	3	0	0	11	60	215
14:30:00	2	18	0	20	12	4	0	0	16	2	7	0	0	9	45	202
14:45:00	5	15	0	20	17	0	0	0	17	3	3	0	0	6	43	186

BREAK

15:00:00	6	16	0	22	21	4	0	0	25	6	7	0	0	13	60	
15:15:00	2	22	0	24	20	2	0	0	22	2	7	0	0	9	55	
15:30:00	3	14	0	17	23	4	0	0	27	3	4	0	0	7	51	
15:45:00	2	12	1	14	13	3	0	0	16	1	5	0	0	6	36	202
16:00:00	2	13	1	15	9	2	0	0	11	1	5	0	0	6	32	174
16:15:00	3	25	3	28	23	2	0	0	25	3	10	0	0	13	66	185
16:30:00	2	20	3	22	13	5	0	0	18	5	2	0	0	7	47	181
16:45:00	3	16	3	19	14	6	0	0	20	1	1	0	0	2	41	186
17:00:00	3	9	0	12	15	3	0	0	18	2	3	0	0	5	35	189
17:15:00	4	17	1	21	8	4	0	0	12	2	0	0	0	2	35	158
17:30:00	2	5	0	7	15	2	0	0	17	4	2	0	0	6	30	141
17:45:00	3	8	3	11	7	3	0	0	10	1	1	0	0	2	23	123
18:00:00	3	10	0	13	16	4	0	0	20	0	4	0	0	4	37	125
18:15:00	1	8	0	9	8	1	0	0	9	1	1	0	0	2	20	110
18:30:00	4	12	1	16	6	1	0	0	7	4	1	0	1	5	28	108
18:45:00	3	10	2	13	8	2	0	0	10	1	2	0	0	3	26	111
Grand Total	151	672	41	823	628	116	0	4	744	148	166	0	4	314	1881	-

Approach% 18.3% 81.7% - 84.4% 15.6% 0% - 47.1% 52.9% 0% - - -



Totals %	8%	35.7%	43.8%	33.4%	6.2%	0%	39.6%	7.9%	8.8%	0%	16.7%	-	-
Heavy	1	4	-	0	0	0	-	0	0	0	-	-	-
Heavy %	0.7%	0.6%	-	0%	0%	0%	-	0%	0%	0%	-	-	-
Bicycles	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycle %	-	-	-	-	-	-	-	-	-	-	-	-	-



Peak Hour: 09:15 AM - 10:15 AM Weather: Broken Clouds (14.2 °C)

Start Time	N Approach				S Approach					W Approach					Int. Total (15 min)
	Right	Thru	Peds	Approach Total	Thru	Left	UTurn	Peds	Approach Total	Right	Left	UTurn	Peds	Approach Total	
09:15:00	4	13	1	17	9	1	0	0	10	3	1	0	0	4	31
09:30:00	5	14	1	19	15	3	0	0	18	3	4	0	0	7	44
09:45:00	11	20	1	31	12	8	0	0	20	5	3	0	0	8	59
10:00:00	5	11	0	16	12	2	0	0	14	1	3	0	0	4	34
Grand Total	25	58	3	83	48	14	0	0	62	12	11	0	0	23	168
Approach%	30.1%	69.9%		-	77.4%	22.6%	0%		-	52.2%	47.8%	0%		-	-
Totals %	14.9%	34.5%		49.4%	28.6%	8.3%	0%		36.9%	7.1%	6.5%	0%		13.7%	-
PHF	0.57	0.73		0.67	0.8	0.44	0		0.78	0.6	0.69	0		0.72	-
Heavy	0	0		0	0	0	0		0	0	0	0		0	-
Heavy %	0%	0%		0%	0%	0%	0%		0%	0%	0%	0%		0%	-
Lights	25	58		83	48	14	0		62	12	11	0		23	-
Lights %	100%	100%		100%	100%	100%	0%		100%	100%	100%	0%		100%	-
Single-Unit Trucks	0	0		0	0	0	0		0	0	0	0		0	-
Single-Unit Trucks %	0%	0%		0%	0%	0%	0%		0%	0%	0%	0%		0%	-
Bicycles on Road	0	0		0	0	0	0		0	0	0	0		0	-
Bicycles on Road %	0%	0%		0%	0%	0%	0%		0%	0%	0%	0%		0%	-
Pedestrians	-	-	3	-	-	-	-	0	-	-	-	-	0	-	-
Pedestrians%	-	-	100%	-	-	-	-	0%	-	-	-	-	0%	-	-



Peak Hour: 11:00 AM - 12:00 PM Weather: Broken Clouds (14.2 °C)

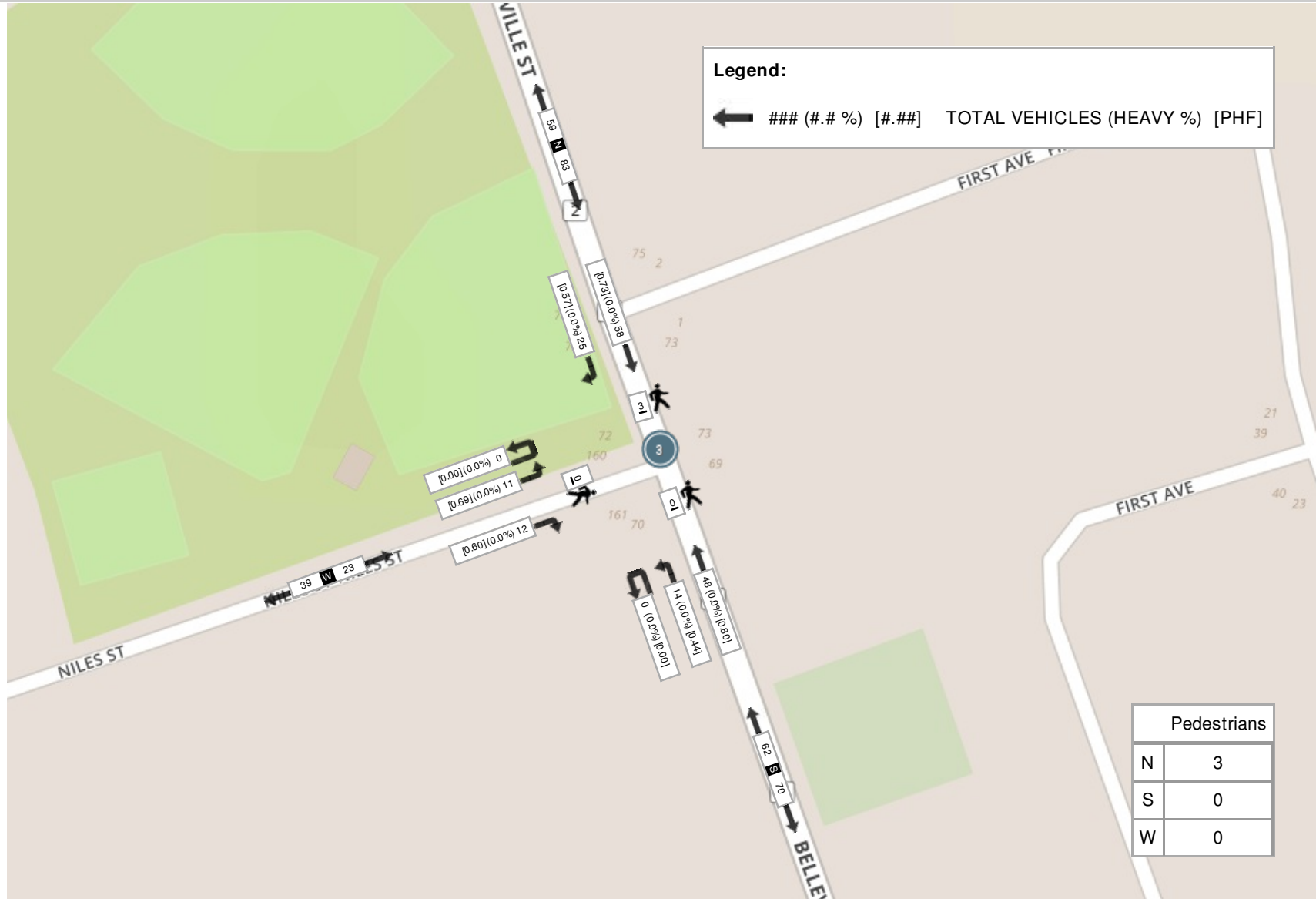
Start Time	N Approach				S Approach					W Approach					Int. Total (15 min)
	Right	Thru	Peds	Approach Total	Thru	Left	UTurn	Peds	Approach Total	Right	Left	UTurn	Peds	Approach Total	
11:00:00	4	21	1	25	25	6	0	0	31	7	6	0	0	13	69
11:15:00	3	21	1	24	22	3	0	0	25	8	5	0	0	13	62
11:30:00	6	11	0	17	19	1	0	0	20	10	10	0	0	20	57
11:45:00	2	15	0	17	16	1	0	0	17	3	4	0	0	7	41
Grand Total	15	68	2	83	82	11	0	0	93	28	25	0	0	53	229
Approach%	18.1%	81.9%		-	88.2%	11.8%	0%		-	52.8%	47.2%	0%		-	-
Totals %	6.6%	29.7%		36.2%	35.8%	4.8%	0%		40.6%	12.2%	10.9%	0%		23.1%	-
PHF	0.63	0.81		0.83	0.82	0.46	0		0.75	0.7	0.63	0		0.66	-
Heavy	0	0		0	0	0	0		0	0	0	0		0	-
Heavy %	0%	0%		0%	0%	0%	0%		0%	0%	0%	0%		0%	-
Lights	15	68		83	82	11	0		93	28	25	0		53	-
Lights %	100%	100%		100%	100%	100%	0%		100%	100%	100%	0%		100%	-
Single-Unit Trucks	0	0		0	0	0	0		0	0	0	0		0	-
Single-Unit Trucks %	0%	0%		0%	0%	0%	0%		0%	0%	0%	0%		0%	-
Bicycles on Road	0	0		0	0	0	0		0	0	0	0		0	-
Bicycles on Road %	0%	0%		0%	0%	0%	0%		0%	0%	0%	0%		0%	-
Pedestrians	-	-	2	-	-	-	-	0	-	-	-	-	0	-	-
Pedestrians%	-	-	100%	-	-	-	-	0%	-	-	-	-	0%	-	-



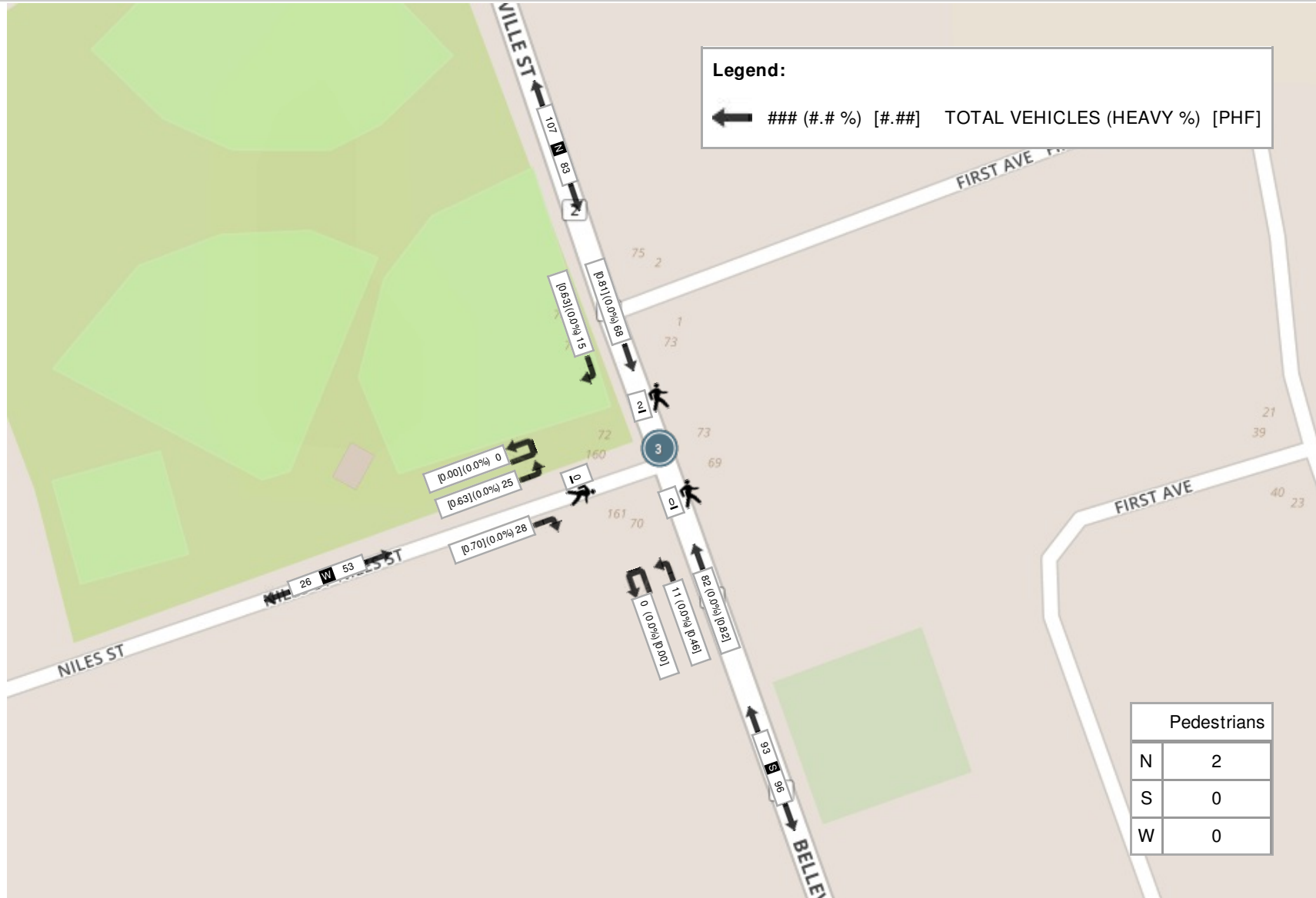
Peak Hour: 03:00 PM - 04:00 PM Weather: Overcast Clouds (16.65 °C)

Start Time	N Approach				S Approach					W Approach					Int. Total (15 min)
	Right	Thru	Peds	Approach Total	Thru	Left	UTurn	Peds	Approach Total	Right	Left	UTurn	Peds	Approach Total	
15:00:00	6	16	0	22	21	4	0	0	25	6	7	0	0	13	60
15:15:00	2	22	0	24	20	2	0	0	22	2	7	0	0	9	55
15:30:00	3	14	0	17	23	4	0	0	27	3	4	0	0	7	51
15:45:00	2	12	1	14	13	3	0	0	16	1	5	0	0	6	36
Grand Total	13	64	1	77	77	13	0	0	90	12	23	0	0	35	202
Approach%	16.9%	83.1%		-	85.6%	14.4%	0%		-	34.3%	65.7%	0%		-	-
Totals %	6.4%	31.7%		38.1%	38.1%	6.4%	0%		44.6%	5.9%	11.4%	0%		17.3%	-
PHF	0.54	0.73		0.8	0.84	0.81	0		0.83	0.5	0.82	0		0.67	-
Heavy	0	1		1	0	0	0		0	0	0	0		0	-
Heavy %	0%	1.6%		1.3%	0%	0%	0%		0%	0%	0%	0%		0%	-
Lights	13	63		76	77	11	0		88	8	23	0		31	-
Lights %	100%	98.4%		98.7%	100%	84.6%	0%		97.8%	66.7%	100%	0%		88.6%	-
Single-Unit Trucks	0	1		1	0	0	0		0	0	0	0		0	-
Single-Unit Trucks %	0%	1.6%		1.3%	0%	0%	0%		0%	0%	0%	0%		0%	-
Bicycles on Road	0	0		0	0	2	0		2	4	0	0		4	-
Bicycles on Road %	0%	0%		0%	0%	15.4%	0%		2.2%	33.3%	0%	0%		11.4%	-
Pedestrians	-	-	1	-	-	-	-	0	-	-	-	-	0	-	-
Pedestrians%	-	-	100%	-	-	-	-	0%	-	-	-	-	0%	-	-

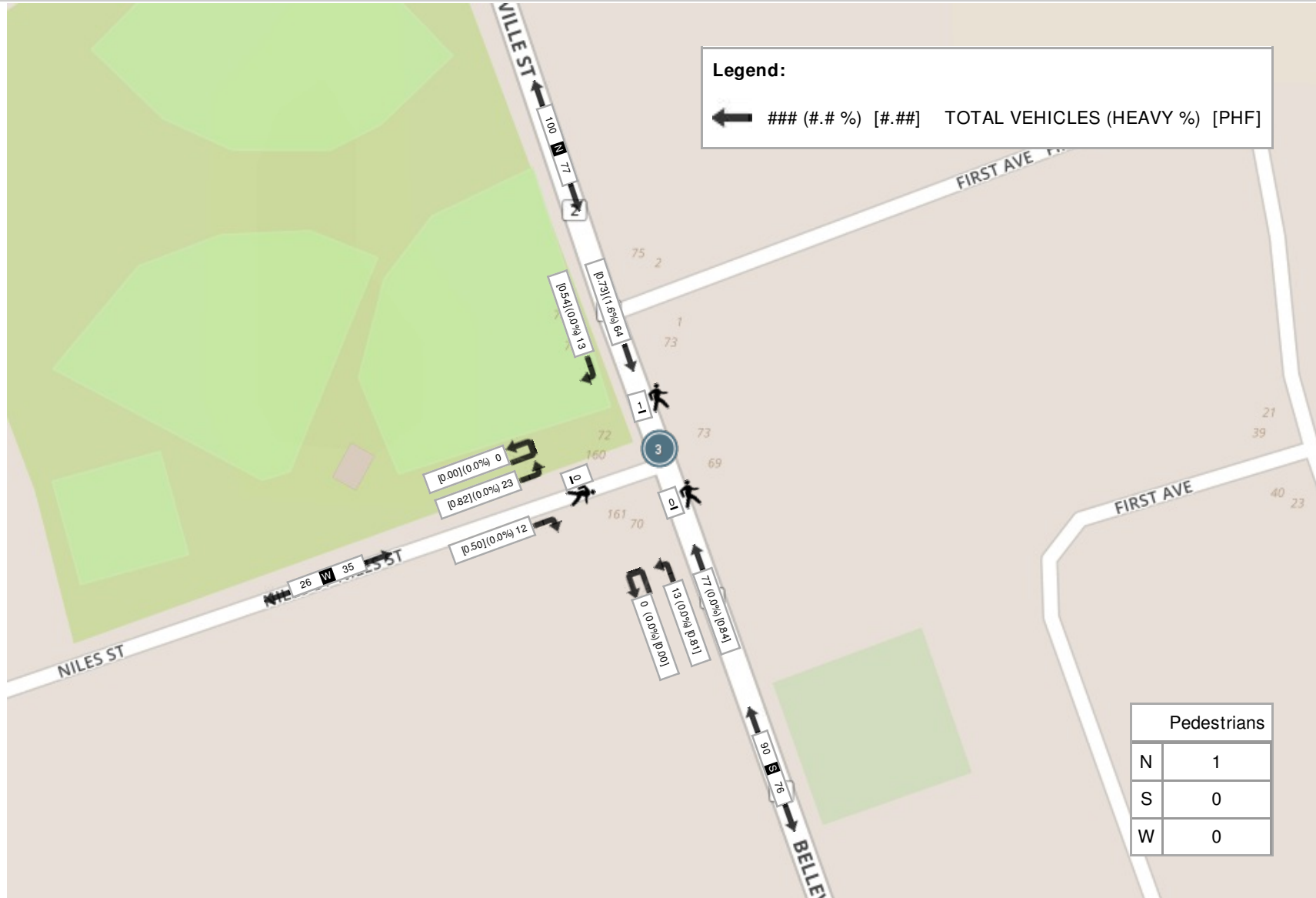
Peak Hour: 09:15 AM - 10:15 AM Weather: Broken Clouds (14.2 °C)



Peak Hour: 11:00 AM - 12:00 PM Weather: Broken Clouds (14.2 °C)



Peak Hour: 03:00 PM - 04:00 PM Weather: Overcast Clouds (16.65 °C)





Turning Movement Count (3 . BELLEVILLE ST & NILES ST)

Start Time	N Approach				S Approach					W Approach					Int. Total (15 min)	Int. Total (1 hr)
	Right N:W	Thru N:S	Peds N:	Approach Total	Thru S:N	Left S:W	UTurn S:S	Peds S:	Approach Total	Right W:S	Left W:N	UTurn W:W	Peds W:	Approach Total		
07:00:00	2	16	1	18	8	0	0	0	8	1	4	0	0	5	31	
07:15:00	2	12	1	14	12	0	0	0	12	5	7	0	0	12	38	
07:30:00	4	18	2	22	7	1	0	0	8	8	4	0	0	12	42	
07:45:00	7	9	1	16	13	2	0	0	15	7	1	0	0	8	39	150
08:00:00	5	16	2	21	8	2	0	0	10	2	5	0	1	7	38	157
08:15:00	5	23	2	28	24	3	0	0	27	2	5	0	0	7	62	181
08:30:00	2	22	0	24	15	3	0	0	18	7	1	0	0	8	50	189
08:45:00	6	18	2	24	22	2	0	0	24	5	3	0	0	8	56	206
09:00:00	13	22	2	35	18	6	0	0	24	4	4	0	0	8	67	235
09:15:00	3	10	0	13	30	3	0	0	33	5	13	0	0	18	64	237
09:30:00	10	14	0	24	19	0	0	0	19	7	4	0	0	11	54	241
09:45:00	5	16	0	21	29	1	0	1	30	1	7	0	0	8	59	244
10:00:00	7	18	1	25	19	1	0	1	20	3	8	0	0	11	56	233
10:15:00	3	31	0	34	19	1	0	0	20	2	5	0	0	7	61	230
10:30:00	3	29	1	32	24	3	0	1	27	6	4	0	0	10	69	245
10:45:00	7	24	0	31	24	4	0	0	28	4	4	0	0	8	67	253
BREAK																
11:00:00	4	16	1	20	18	2	0	0	20	8	5	0	0	13	53	
11:15:00	4	25	0	29	15	1	0	0	16	2	9	0	0	11	56	
11:30:00	5	19	1	24	17	2	0	0	19	4	2	0	0	6	49	
11:45:00	10	22	0	32	18	5	0	0	23	3	5	0	0	8	63	221
12:00:00	8	21	3	29	26	2	0	0	28	1	8	0	0	9	66	234
12:15:00	7	23	0	30	16	1	0	0	17	3	5	0	0	8	55	233
12:30:00	3	23	0	26	22	5	0	0	27	2	4	0	0	6	59	243



12:45:00	4	24	0	28	22	3	0	0	25	1	0	0	0	1	54	234
13:00:00	3	23	0	26	18	1	0	0	19	2	7	0	0	9	54	222
13:15:00	6	16	0	22	24	2	0	0	26	0	4	0	0	4	52	219
13:30:00	9	18	0	27	12	1	0	0	13	3	9	0	0	12	52	212
13:45:00	5	16	0	21	15	4	0	0	19	3	7	0	0	10	50	208
14:00:00	6	16	0	22	29	2	0	0	31	2	4	0	0	6	59	213
14:15:00	7	20	0	27	11	2	0	0	13	4	4	0	0	8	48	209
14:30:00	9	16	0	25	18	6	0	0	24	4	2	0	0	6	55	212
14:45:00	5	21	0	26	23	3	0	0	26	1	6	0	0	7	59	221

BREAK

15:00:00	7	20	2	27	22	0	0	0	22	6	5	0	0	11	60	
15:15:00	10	29	0	39	16	3	0	2	19	2	9	0	0	11	69	
15:30:00	15	25	0	40	23	0	0	0	23	3	11	0	0	14	77	
15:45:00	8	21	7	29	22	4	0	0	26	4	15	0	0	19	74	280
16:00:00	5	19	0	24	28	0	0	0	28	1	5	0	0	6	58	278
16:15:00	9	21	0	30	21	5	0	0	26	2	5	0	0	7	63	272
16:30:00	7	13	0	20	26	2	0	1	28	1	4	0	0	5	53	248
16:45:00	16	26	0	42	32	3	0	0	35	0	9	0	0	9	86	260
17:00:00	5	19	1	24	23	6	0	0	29	4	8	0	0	12	65	267
17:15:00	3	21	0	24	19	2	0	1	21	4	3	0	0	7	52	256
17:30:00	14	22	1	36	14	3	0	0	17	2	8	0	0	10	63	266
17:45:00	3	19	1	22	16	1	0	0	17	3	6	0	0	9	48	228
18:00:00	6	11	3	17	18	5	0	0	23	2	7	0	0	9	49	212
18:15:00	14	20	0	34	20	3	0	1	23	7	6	0	0	13	70	230
18:30:00	7	10	0	17	12	1	0	0	13	6	3	0	0	9	39	206
18:45:00	6	10	0	16	14	3	0	0	17	2	1	0	0	3	36	194
Grand Total	314	923	35	1237	921	115	0	8	1036	161	265	0	1	426	2699	-

Approach% 25.4% 74.6% - 88.9% 11.1% 0% - 37.8% 62.2% 0% - - -



Totals %	11.6%	34.2%	45.8%	34.1%	4.3%	0%	38.4%	6%	9.8%	0%	15.8%	-	-
Heavy	13	54	-	45	4	0	-	2	12	0	-	-	-
Heavy %	4.1%	5.9%	-	4.9%	3.5%	0%	-	1.2%	4.5%	0%	-	-	-
Bicycles	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycle %	-	-	-	-	-	-	-	-	-	-	-	-	-



Peak Hour: 10:00 AM - 11:00 AM Weather: Few Clouds (7.35 °C)

Start Time	N Approach				S Approach					W Approach					Int. Total (15 min)
	Right	Thru	Peds	Approach Total	Thru	Left	UTurn	Peds	Approach Total	Right	Left	UTurn	Peds	Approach Total	
10:00:00	7	18	1	25	19	1	0	1	20	3	8	0	0	11	56
10:15:00	3	31	0	34	19	1	0	0	20	2	5	0	0	7	61
10:30:00	3	29	1	32	24	3	0	1	27	6	4	0	0	10	69
10:45:00	7	24	0	31	24	4	0	0	28	4	4	0	0	8	67
Grand Total	20	102	2	122	86	9	0	2	95	15	21	0	0	36	253
Approach%	16.4%	83.6%		-	90.5%	9.5%	0%		-	41.7%	58.3%	0%		-	-
Totals %	7.9%	40.3%		48.2%	34%	3.6%	0%		37.5%	5.9%	8.3%	0%		14.2%	-
PHF	0.71	0.82		0.9	0.9	0.56	0		0.85	0.63	0.66	0		0.82	-
Heavy	0	6		6	3	0	0		3	0	0	0		0	-
Heavy %	0%	5.9%		4.9%	3.5%	0%	0%		3.2%	0%	0%	0%		0%	-
Lights	19	96		115	83	9	0		92	15	21	0		36	-
Lights %	95%	94.1%		94.3%	96.5%	100%	0%		96.8%	100%	100%	0%		100%	-
Single-Unit Trucks	0	6		6	2	0	0		2	0	0	0		0	-
Single-Unit Trucks %	0%	5.9%		4.9%	2.3%	0%	0%		2.1%	0%	0%	0%		0%	-
Buses	0	0		0	0	0	0		0	0	0	0		0	-
Buses %	0%	0%		0%	0%	0%	0%		0%	0%	0%	0%		0%	-
Articulated Trucks	0	0		0	1	0	0		1	0	0	0		0	-
Articulated Trucks %	0%	0%		0%	1.2%	0%	0%		1.1%	0%	0%	0%		0%	-
Bicycles on Road	1	0		1	0	0	0		0	0	0	0		0	-
Bicycles on Road %	5%	0%		0.8%	0%	0%	0%		0%	0%	0%	0%		0%	-
Pedestrians	-	-	2	-	-	-	-	2	-	-	-	-	0	-	-
Pedestrians%	-	-	50%	-	-	-	-	50%	-	-	-	-	0%	-	-



Peak Hour: 11:45 AM - 12:45 PM Weather: Few Clouds (13.86 °C)

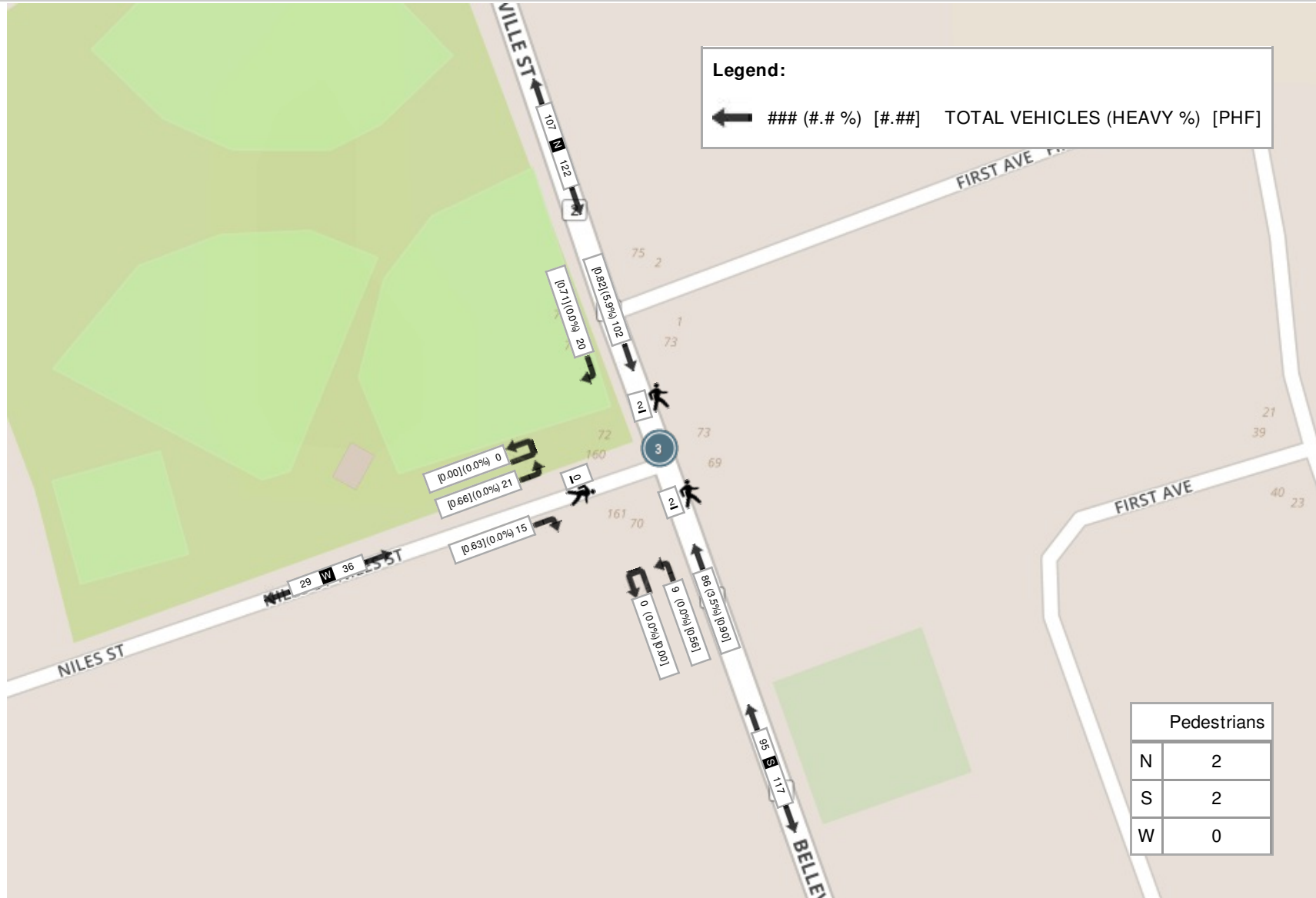
Start Time	N Approach				S Approach					W Approach					Int. Total (15 min)
	Right	Thru	Peds	Approach Total	Thru	Left	UTurn	Peds	Approach Total	Right	Left	UTurn	Peds	Approach Total	
11:45:00	10	22	0	32	18	5	0	0	23	3	5	0	0	8	63
12:00:00	8	21	3	29	26	2	0	0	28	1	8	0	0	9	66
12:15:00	7	23	0	30	16	1	0	0	17	3	5	0	0	8	55
12:30:00	3	23	0	26	22	5	0	0	27	2	4	0	0	6	59
Grand Total	28	89	3	117	82	13	0	0	95	9	22	0	0	31	243
Approach%	23.9%	76.1%		-	86.3%	13.7%	0%		-	29%	71%	0%		-	-
Totals %	11.5%	36.6%		48.1%	33.7%	5.3%	0%		39.1%	3.7%	9.1%	0%		12.8%	-
PHF	0.7	0.97		0.91	0.79	0.65	0		0.85	0.75	0.69	0		0.86	-
Heavy	1	6		7	8	1	0		9	0	0	0		0	-
Heavy %	3.6%	6.7%		6%	9.8%	7.7%	0%		9.5%	0%	0%	0%		0%	-
Lights	26	81		107	73	12	0		85	9	22	0		31	-
Lights %	92.9%	91%		91.5%	89%	92.3%	0%		89.5%	100%	100%	0%		100%	-
Single-Unit Trucks	1	6		7	8	1	0		9	0	0	0		0	-
Single-Unit Trucks %	3.6%	6.7%		6%	9.8%	7.7%	0%		9.5%	0%	0%	0%		0%	-
Buses	0	0		0	0	0	0		0	0	0	0		0	-
Buses %	0%	0%		0%	0%	0%	0%		0%	0%	0%	0%		0%	-
Articulated Trucks	0	0		0	0	0	0		0	0	0	0		0	-
Articulated Trucks %	0%	0%		0%	0%	0%	0%		0%	0%	0%	0%		0%	-
Bicycles on Road	1	2		3	1	0	0		1	0	0	0		0	-
Bicycles on Road %	3.6%	2.2%		2.6%	1.2%	0%	0%		1.1%	0%	0%	0%		0%	-
Pedestrians	-	-	3	-	-	-	-	0	-	-	-	-	0	-	-
Pedestrians%	-	-	100%	-	-	-	-	0%	-	-	-	-	0%	-	-



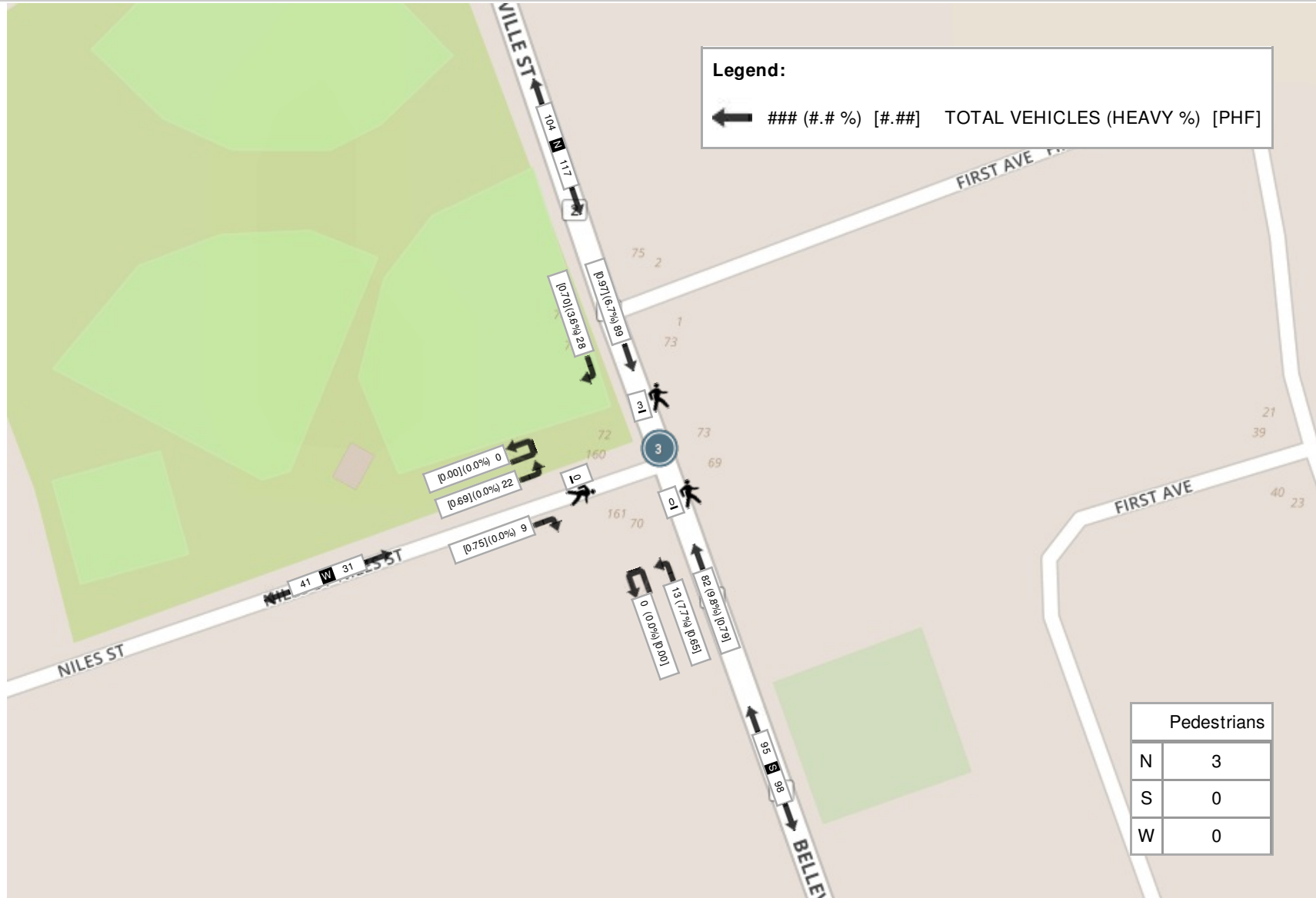
Peak Hour: 03:00 PM - 04:00 PM Weather: Few Clouds (13.86 °C)

Start Time	N Approach				S Approach					W Approach					Int. Total (15 min)
	Right	Thru	Peds	Approach Total	Thru	Left	UTurn	Peds	Approach Total	Right	Left	UTurn	Peds	Approach Total	
15:00:00	7	20	2	27	22	0	0	0	22	6	5	0	0	11	60
15:15:00	10	29	0	39	16	3	0	2	19	2	9	0	0	11	69
15:30:00	15	25	0	40	23	0	0	0	23	3	11	0	0	14	77
15:45:00	8	21	7	29	22	4	0	0	26	4	15	0	0	19	74
Grand Total	40	95	9	135	83	7	0	2	90	15	40	0	0	55	280
Approach%	29.6%	70.4%		-	92.2%	7.8%	0%		-	27.3%	72.7%	0%		-	-
Totals %	14.3%	33.9%		48.2%	29.6%	2.5%	0%		32.1%	5.4%	14.3%	0%		19.6%	-
PHF	0.67	0.82		0.84	0.9	0.44	0		0.87	0.63	0.67	0		0.72	-
Heavy	3	5		8	3	0	0		3	0	2	0		2	-
Heavy %	7.5%	5.3%		5.9%	3.6%	0%	0%		3.3%	0%	5%	0%		3.6%	-
Lights	36	90		126	80	7	0		87	15	38	0		53	-
Lights %	90%	94.7%		93.3%	96.4%	100%	0%		96.7%	100%	95%	0%		96.4%	-
Single-Unit Trucks	0	5		5	3	0	0		3	0	1	0		1	-
Single-Unit Trucks %	0%	5.3%		3.7%	3.6%	0%	0%		3.3%	0%	2.5%	0%		1.8%	-
Buses	3	0		3	0	0	0		0	0	1	0		1	-
Buses %	7.5%	0%		2.2%	0%	0%	0%		0%	0%	2.5%	0%		1.8%	-
Articulated Trucks	0	0		0	0	0	0		0	0	0	0		0	-
Articulated Trucks %	0%	0%		0%	0%	0%	0%		0%	0%	0%	0%		0%	-
Bicycles on Road	1	0		1	0	0	0		0	0	0	0		0	-
Bicycles on Road %	2.5%	0%		0.7%	0%	0%	0%		0%	0%	0%	0%		0%	-
Pedestrians	-	-	9	-	-	-	-	2	-	-	-	-	0	-	-
Pedestrians%	-	-	81.8%		-	-	-	18.2%		-	-	-	0%		-

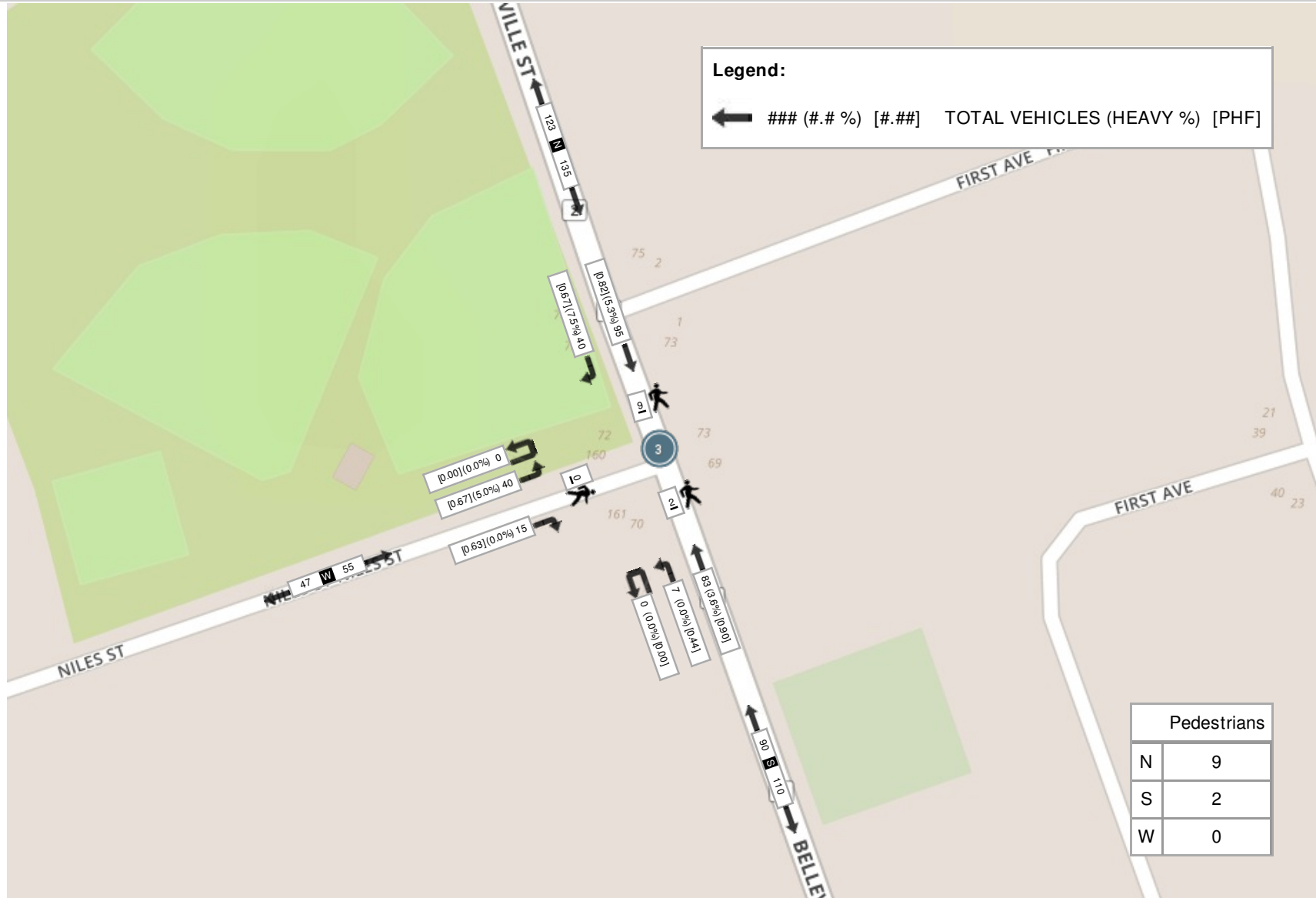
Peak Hour: 10:00 AM - 11:00 AM Weather: Few Clouds (7.35 °C)



Peak Hour: 11:45 AM - 12:45 PM Weather: Few Clouds (13.86 °C)



Peak Hour: 03:00 PM - 04:00 PM Weather: Few Clouds (13.86 °C)





Turning Movement Count (1 . WELLINGTON MAIN ST & CONSECON ST)

Start Time	N Approach						E Approach						S Approach						W Approach						Int. Total (15 min)	Int. Total (1 hr)
	Right N:W	Thru N:S	Left N:E	UTurn N:N	Peds N:	Approach Total	Right E:N	Thru E:W	Left E:S	UTurn E:E	Peds E:	Approach Total	Right S:E	Thru S:N	Left S:W	UTurn S:S	Peds S:	Approach Total	Right W:S	Thru W:E	Left W:N	UTurn W:W	Peds W:	Approach Total		
07:00:00	1	0	6	0	0	7	3	13	0	0	1	16	0	0	0	0	2	0	0	9	0	0	0	9	32	
07:15:00	0	0	2	0	1	2	1	13	0	0	0	14	0	0	0	0	2	0	0	27	2	0	0	29	45	
07:30:00	4	0	4	0	0	8	1	25	0	0	1	26	0	0	1	0	2	1	0	19	0	0	0	19	54	
07:45:00	4	0	7	0	1	11	6	30	1	0	1	37	0	0	1	0	2	1	0	38	3	0	0	41	90	221
08:00:00	2	0	6	0	0	8	3	20	1	0	0	24	0	0	0	0	4	0	0	27	0	0	0	27	59	248
08:15:00	1	0	4	0	1	5	3	36	0	0	0	39	1	0	0	0	2	1	0	40	0	0	0	40	85	288
08:30:00	1	0	4	0	0	5	4	30	2	0	0	36	2	0	1	0	2	3	0	47	0	0	0	47	91	325
08:45:00	4	0	6	0	1	10	3	35	0	1	3	39	0	0	0	0	2	0	0	44	0	0	0	44	93	328
09:00:00	3	1	4	0	1	8	4	41	0	0	0	45	1	0	2	0	1	3	0	45	2	0	0	47	103	372
09:15:00	1	0	4	0	1	5	2	32	0	0	0	34	0	0	0	0	4	0	0	46	1	0	0	47	86	373
09:30:00	3	0	3	0	0	6	3	33	0	0	0	36	0	0	0	0	2	0	2	54	1	0	0	57	99	381
09:45:00	4	0	1	0	0	5	5	38	0	0	0	43	0	0	0	0	0	0	0	51	1	0	0	52	100	388
10:00:00	5	0	3	0	0	8	3	33	0	0	2	36	0	0	0	0	2	0	0	62	3	0	0	65	109	394
10:15:00	5	0	6	0	2	11	3	47	0	0	0	50	0	1	0	0	0	1	1	52	2	0	0	55	117	425
10:30:00	2	0	6	0	3	8	3	53	0	0	0	56	0	0	0	0	4	0	0	38	6	0	1	44	108	434
10:45:00	1	0	6	0	2	7	4	44	0	0	0	48	0	0	0	0	1	0	1	52	4	0	0	57	112	446
BREAK																										
11:00:00	1	1	3	0	0	5	3	41	0	0	0	44	0	0	0	0	5	0	0	56	0	0	0	56	105	
11:15:00	4	0	4	0	1	8	5	59	0	0	0	64	0	0	0	0	0	0	0	39	6	0	0	45	117	
11:30:00	3	1	3	0	2	7	1	38	0	0	0	39	0	0	0	0	1	0	0	52	1	0	1	53	99	
11:45:00	3	0	6	0	2	9	8	63	0	0	0	71	0	0	0	0	1	0	0	46	3	0	0	49	129	450
12:00:00	3	2	5	0	0	10	6	48	0	0	0	54	0	0	0	0	2	0	0	43	3	0	0	46	110	455
12:15:00	5	0	3	0	0	8	4	47	0	0	0	51	0	1	0	0	1	1	0	39	3	0	0	42	102	440
12:30:00	1	0	1	0	1	2	4	41	1	0	1	46	0	0	0	0	0	0	0	42	6	0	0	48	96	437
12:45:00	5	1	4	0	1	10	5	45	0	0	0	50	1	0	0	0	2	1	1	40	1	0	1	42	103	411
13:00:00	2	0	3	0	0	5	6	44	0	0	0	50	0	0	0	0	1	0	0	42	3	0	0	45	100	401
13:15:00	1	0	3	0	0	4	4	41	1	0	1	46	0	0	0	0	0	0	0	53	1	0	0	54	104	403
13:30:00	3	0	5	0	0	8	3	60	0	0	0	63	0	0	0	0	2	0	0	49	4	0	0	53	124	431
13:45:00	5	0	4	0	0	9	11	55	0	0	1	66	0	0	0	0	1	0	1	61	3	0	0	65	140	468
14:00:00	5	0	3	0	0	8	6	48	1	0	0	55	1	0	0	0	1	1	0	54	1	0	0	55	119	487
14:15:00	4	0	5	0	0	9	4	65	1	0	0	70	0	0	1	0	2	1	0	52	6	0	0	58	138	521
14:30:00	2	0	3	0	0	5	10	55	0	0	0	65	0	0	0	0	1	0	0	56	8	0	0	64	134	531



14:45:00 | 4 | 0 | 8 | 0 | 0 | 12 | 8 | 52 | 0 | 0 | 0 | 60 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 44 | 4 | 0 | 0 | 49 | 121 | 512

BREAK

15:00:00	8	0	7	0	2	15	5	65	0	1	0	71	0	0	0	0	3	0	0	53	6	0	1	59	145	
15:15:00	6	1	5	0	1	12	6	43	0	0	0	49	0	0	0	0	2	0	2	58	4	0	0	64	125	
15:30:00	5	1	3	0	0	9	6	59	0	0	0	65	0	0	0	0	0	0	0	51	1	0	0	52	126	
15:45:00	3	0	3	0	0	6	3	44	0	0	0	47	0	0	0	0	0	0	0	62	1	0	0	63	116	512
16:00:00	0	0	3	0	0	3	2	48	1	0	0	51	1	0	0	0	0	1	0	53	4	0	0	57	112	479
16:15:00	7	0	6	0	0	13	6	57	1	0	0	64	0	0	2	0	0	2	0	54	1	0	0	55	134	488
16:30:00	4	0	2	0	0	6	3	51	0	0	0	54	1	0	0	0	1	1	0	40	4	0	0	44	105	467
16:45:00	3	0	5	0	0	8	5	51	0	0	0	56	0	0	0	0	2	0	0	45	3	0	0	48	112	463
17:00:00	7	0	3	0	0	10	8	41	0	0	0	49	1	0	0	0	1	1	0	42	2	0	0	44	104	455
17:15:00	7	0	5	0	0	12	7	44	1	0	0	52	0	0	0	0	2	0	0	35	7	0	0	42	106	427
17:30:00	1	0	2	0	0	3	1	37	0	0	0	38	0	0	0	0	0	0	2	41	3	0	0	46	87	409
17:45:00	3	0	2	0	0	5	1	30	0	0	0	31	0	0	0	0	1	0	0	33	1	0	0	34	70	367
18:00:00	3	0	4	0	1	7	5	29	0	0	0	34	0	0	0	0	0	0	0	26	3	0	0	29	70	333
18:15:00	2	0	2	0	0	4	4	19	0	0	0	23	1	0	0	0	0	1	0	27	1	0	0	28	56	283
18:30:00	2	0	5	0	0	7	5	14	0	0	0	19	0	0	0	0	0	0	0	28	1	0	0	29	55	251
18:45:00	2	0	4	0	0	6	4	17	1	0	4	22	0	0	0	0	0	0	0	25	2	0	0	27	55	236
Grand Total	155	8	196	0	24	359	210	1974	12	2	15	2198	10	2	8	0	65	20	11	2092	122	0	4	2225	4802	-

Approach%	43.2%	2.2%	54.6%	0%	-	9.6%	89.8%	0.5%	0.1%	-	50%	10%	40%	0%	-	0.5%	94%	5.5%	0%	-	-	-
Totals %	3.2%	0.2%	4.1%	0%	7.5%	4.4%	41.1%	0.2%	0%	45.8%	0.2%	0%	0.2%	0%	0.4%	0.2%	43.6%	2.5%	0%	46.3%	-	-
Heavy	6	0	2	0	-	6	89	0	0	-	1	0	0	0	-	1	85	3	0	-	-	-
Heavy %	3.9%	0%	1%	0%	-	2.9%	4.5%	0%	0%	-	10%	0%	0%	0%	-	9.1%	4.1%	2.5%	0%	-	-	-
Bicycles	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycle %	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Peak Hour: 10:00 AM - 11:00 AM Weather: Few Clouds (6.22 °C)

Start Time	N Approach						E Approach						S Approach						W Approach						Int. Total (15 min)
	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	
10:00:00	5	0	3	0	0	8	3	33	0	0	2	36	0	0	0	0	2	0	0	62	3	0	0	65	109
10:15:00	5	0	6	0	2	11	3	47	0	0	0	50	0	1	0	0	0	1	1	52	2	0	0	55	117
10:30:00	2	0	6	0	3	8	3	53	0	0	0	56	0	0	0	0	4	0	0	38	6	0	1	44	108
10:45:00	1	0	6	0	2	7	4	44	0	0	0	48	0	0	0	0	1	0	1	52	4	0	0	57	112
Grand Total	13	0	21	0	7	34	13	177	0	0	2	190	0	1	0	0	7	1	2	204	15	0	1	221	446
Approach%	38.2%	0%	61.8%	0%	-	-	6.8%	93.2%	0%	0%	-	-	0%	100%	0%	0%	-	-	0.9%	92.3%	6.8%	0%	-	-	-
Totals %	2.9%	0%	4.7%	0%	-	7.6%	2.9%	39.7%	0%	0%	-	42.6%	0%	0.2%	0%	0%	-	0.2%	0.4%	45.7%	3.4%	0%	-	49.6%	-
PHF	0.65	0	0.88	0	-	0.77	0.81	0.83	0	0	-	0.85	0	0.25	0	0	-	0.25	0.5	0.82	0.63	0	-	0.85	-
Heavy	1	0	0	0	-	1	1	7	0	0	-	8	0	0	0	0	-	0	0	6	1	0	-	7	-
Heavy %	7.7%	0%	0%	0%	-	2.9%	7.7%	4%	0%	0%	-	4.2%	0%	0%	0%	0%	-	0%	0%	2.9%	6.7%	0%	-	3.2%	-
Lights	12	0	21	0	-	33	12	169	0	0	-	181	0	1	0	0	-	1	2	198	13	0	-	213	-
Lights %	92.3%	0%	100%	0%	-	97.1%	92.3%	95.5%	0%	0%	-	95.3%	0%	100%	0%	0%	-	100%	100%	97.1%	86.7%	0%	-	96.4%	-
Single-Unit Trucks	1	0	0	0	-	1	1	5	0	0	-	6	0	0	0	0	-	0	0	5	1	0	-	6	-
Single-Unit Trucks %	7.7%	0%	0%	0%	-	2.9%	7.7%	2.8%	0%	0%	-	3.2%	0%	0%	0%	0%	-	0%	0%	2.5%	6.7%	0%	-	2.7%	-
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	-
Buses %	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	-
Articulated Trucks	0	0	0	0	-	0	0	2	0	0	-	2	0	0	0	0	-	0	0	1	0	0	-	1	-
Articulated Trucks %	0%	0%	0%	0%	-	0%	0%	1.1%	0%	0%	-	1.1%	0%	0%	0%	0%	-	0%	0%	0.5%	0%	0%	-	0.5%	-
Bicycles on Road	0	0	0	0	-	0	0	1	0	0	-	1	0	0	0	0	-	0	0	0	1	0	-	1	-
Bicycles on Road %	0%	0%	0%	0%	-	0%	0%	0.6%	0%	0%	-	0.5%	0%	0%	0%	0%	-	0%	0%	0%	6.7%	0%	-	0.5%	-
Pedestrians	-	-	-	-	7	-	-	-	-	-	2	-	-	-	-	-	7	-	-	-	-	-	1	-	-
Pedestrians%	-	-	-	-	41.2%	-	-	-	-	-	11.8%	-	-	-	-	-	41.2%	-	-	-	-	-	5.9%	-	-



Peak Hour: 01:45 PM - 02:45 PM Weather: Broken Clouds (12.22 °C)

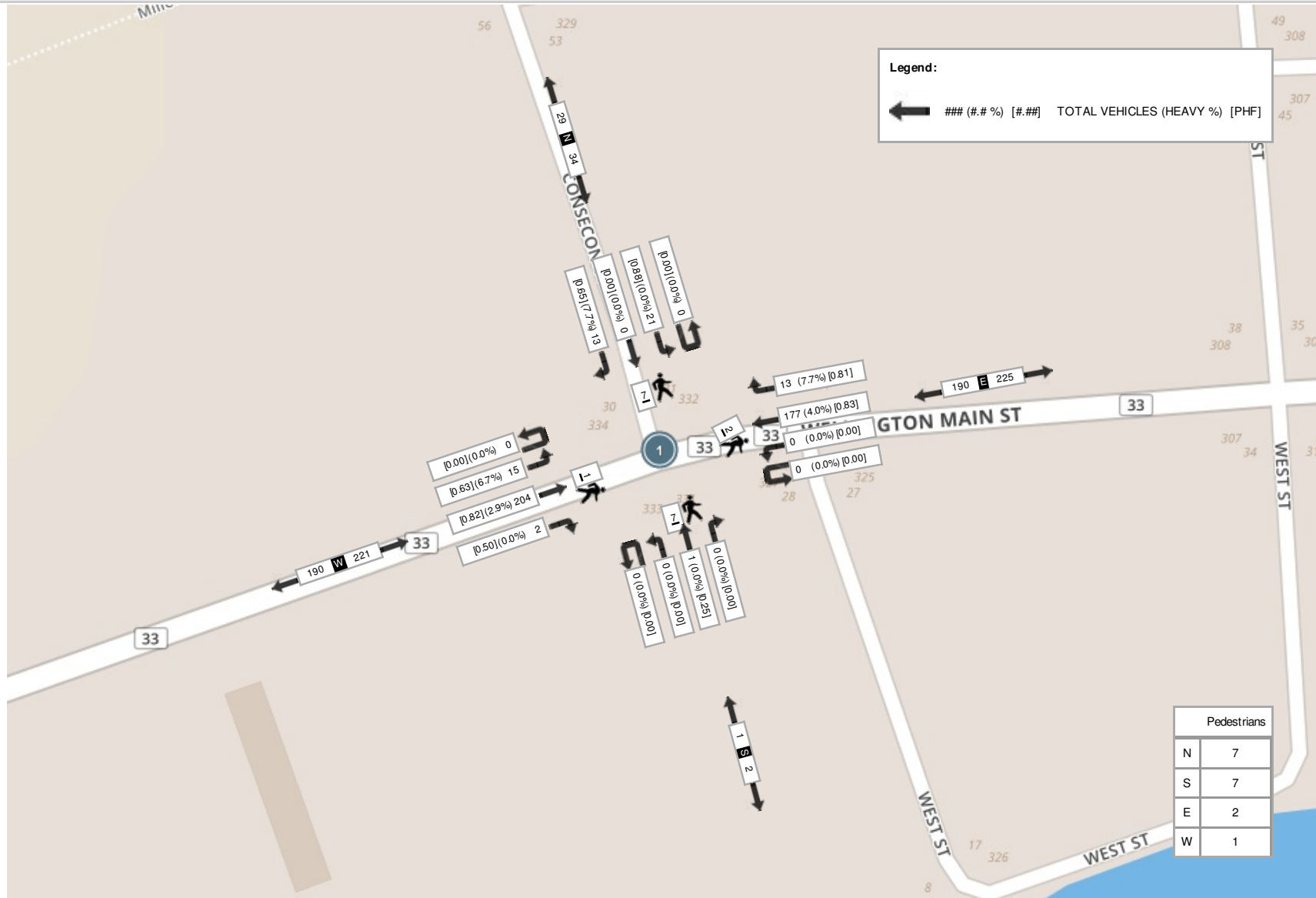
Start Time	N Approach						E Approach						S Approach						W Approach						Int. Total (15 min)
	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	
13:45:00	5	0	4	0	0	9	11	55	0	0	1	66	0	0	0	0	1	0	1	61	3	0	0	65	140
14:00:00	5	0	3	0	0	8	6	48	1	0	0	55	1	0	0	0	1	1	0	54	1	0	0	55	119
14:15:00	4	0	5	0	0	9	4	65	1	0	0	70	0	0	1	0	2	1	0	52	6	0	0	58	138
14:30:00	2	0	3	0	0	5	10	55	0	0	0	65	0	0	0	0	1	0	0	56	8	0	0	64	134
Grand Total	16	0	15	0	0	31	31	223	2	0	1	256	1	0	1	0	5	2	1	223	18	0	0	242	531
Approach%	51.6%	0%	48.4%	0%	-	-	12.1%	87.1%	0.8%	0%	-	-	50%	0%	50%	0%	-	-	0.4%	92.1%	7.4%	0%	-	-	-
Totals %	3%	0%	2.8%	0%	5.8%	5.8%	42%	0.4%	0%	48.2%	0.2%	0%	0.2%	0%	0.4%	0.2%	42%	3.4%	0%	45.6%	-	-	-	-	-
PHF	0.8	0	0.75	0	0.86	0.7	0.86	0.5	0	0.91	0.25	0	0.25	0	0.5	0.25	0.91	0.56	0	0.93	-	-	-	-	-
Heavy	0	0	0	0	0	0	2	4	0	0	0	6	0	0	0	0	0	0	0	6	0	0	0	6	-
Heavy %	0%	0%	0%	0%	0%	0%	6.5%	1.8%	0%	0%	2.3%	0%	0%	0%	0%	0%	0%	0%	0%	2.7%	0%	0%	0%	2.5%	-
Lights	16	0	15	0	0	31	29	218	2	0	0	249	1	0	1	0	0	2	1	215	18	0	0	234	-
Lights %	100%	0%	100%	0%	100%	100%	93.5%	97.8%	100%	0%	97.3%	100%	0%	100%	0%	100%	0%	100%	100%	96.4%	100%	0%	0%	96.7%	-
Single-Unit Trucks	0	0	0	0	0	0	2	3	0	0	0	5	0	0	0	0	0	0	0	4	0	0	0	4	-
Single-Unit Trucks %	0%	0%	0%	0%	0%	0%	6.5%	1.3%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%	0%	1.8%	0%	0%	0%	1.7%	-
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
Buses %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	-
Articulated Trucks	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	2	0	0	0	2	-
Articulated Trucks %	0%	0%	0%	0%	0%	0%	0%	0.4%	0%	0%	0.4%	0%	0%	0%	0%	0%	0%	0%	0%	0.9%	0%	0%	0%	0.8%	-
Bicycles on Road	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	2	0	0	0	2	-
Bicycles on Road %	0%	0%	0%	0%	0%	0%	0%	0.4%	0%	0%	0.4%	0%	0%	0%	0%	0%	0%	0%	0%	0.9%	0%	0%	0%	0.8%	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	5	-	-	-	-	-	0	-	-
Pedestrians%	-	-	-	-	0%	-	-	-	-	-	16.7%	-	-	-	-	-	83.3%	-	-	-	-	-	0%	-	-



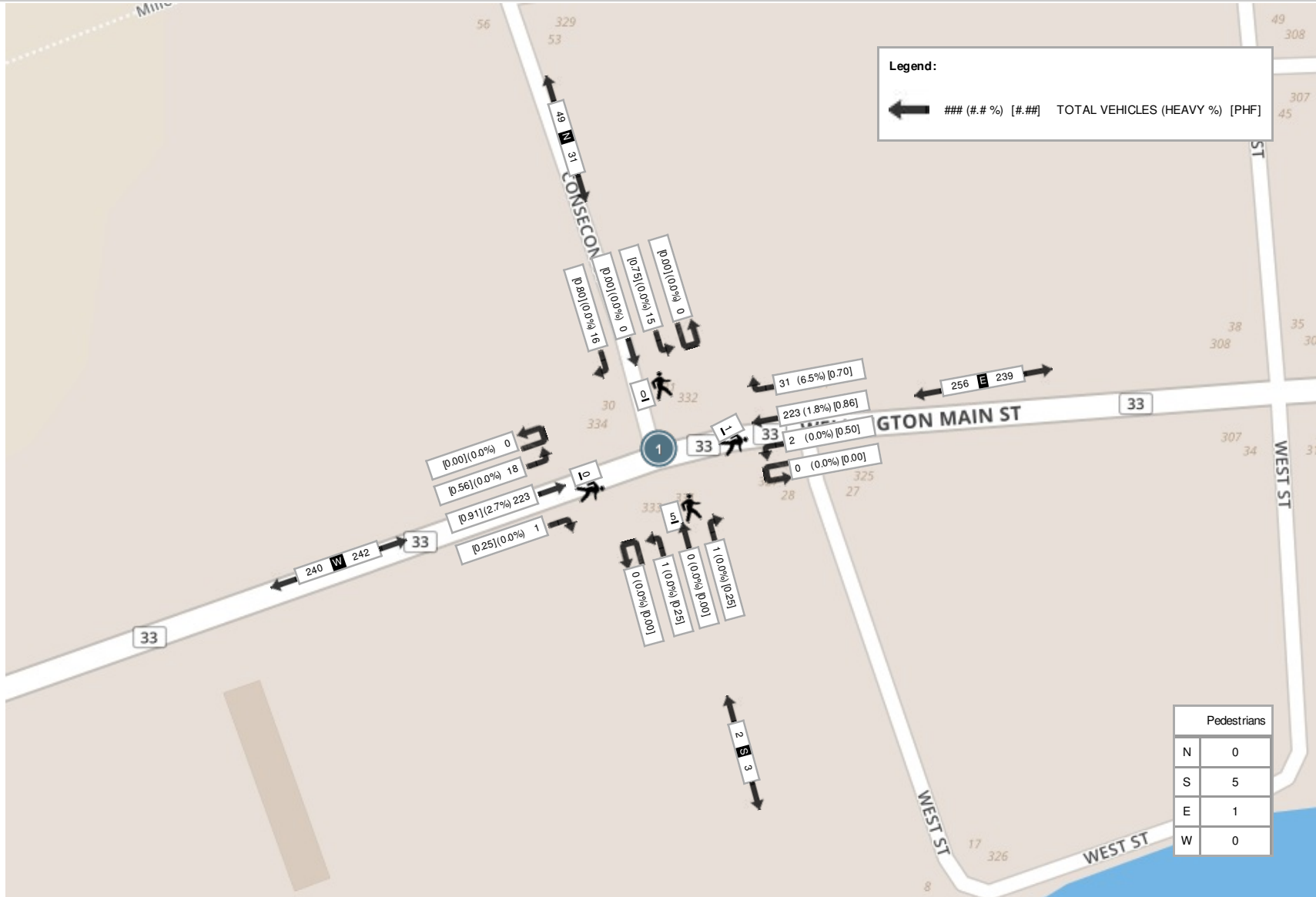
Peak Hour: 03:00 PM - 04:00 PM Weather: Broken Clouds (12.22 °C)

Start Time	N Approach						E Approach						S Approach						W Approach						Int. Total (15 min)
	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	
15:00:00	8	0	7	0	2	15	5	65	0	1	0	71	0	0	0	0	3	0	0	53	6	0	1	59	145
15:15:00	6	1	5	0	1	12	6	43	0	0	0	49	0	0	0	0	2	0	2	58	4	0	0	64	125
15:30:00	5	1	3	0	0	9	6	59	0	0	0	65	0	0	0	0	0	0	0	51	1	0	0	52	126
15:45:00	3	0	3	0	0	6	3	44	0	0	0	47	0	0	0	0	0	0	0	62	1	0	0	63	116
Grand Total	22	2	18	0	3	42	20	211	0	1	0	232	0	0	0	0	5	0	2	224	12	0	1	238	512
Approach%	52.4%	4.8%	42.9%	0%	-	-	8.6%	90.9%	0%	0.4%	-	-	0%	0%	0%	0%	-	-	0.8%	94.1%	5%	0%	-	-	-
Totals %	4.3%	0.4%	3.5%	0%	-	8.2%	3.9%	41.2%	0%	0.2%	-	45.3%	0%	0%	0%	0%	-	-	0.4%	43.8%	2.3%	0%	-	46.5%	-
PHF	0.69	0.5	0.64	0	-	0.7	0.83	0.81	0	0.25	-	0.82	0	0	0	0	-	-	0.25	0.9	0.5	0	-	0.93	-
Heavy	4	0	0	0	-	4	0	15	0	0	-	15	0	0	0	0	-	-	1	9	0	0	-	10	-
Heavy %	18.2%	0%	0%	0%	-	9.5%	0%	7.1%	0%	0%	-	6.5%	0%	0%	0%	0%	-	-	50%	4%	0%	0%	-	4.2%	-
Lights	18	2	17	0	-	37	20	195	0	1	-	216	0	0	0	0	-	-	1	212	12	0	-	225	-
Lights %	81.8%	100%	94.4%	0%	-	88.1%	100%	92.4%	0%	100%	-	93.1%	0%	0%	0%	0%	-	-	50%	94.6%	100%	0%	-	94.5%	-
Single-Unit Trucks	4	0	0	0	-	4	0	10	0	0	-	10	0	0	0	0	-	-	1	6	0	0	-	7	-
Single-Unit Trucks %	18.2%	0%	0%	0%	-	9.5%	0%	4.7%	0%	0%	-	4.3%	0%	0%	0%	0%	-	-	50%	2.7%	0%	0%	-	2.9%	-
Buses	0	0	0	0	-	0	0	4	0	0	-	4	0	0	0	0	-	-	0	2	0	0	-	2	-
Buses %	0%	0%	0%	0%	-	0%	0%	1.9%	0%	0%	-	1.7%	0%	0%	0%	0%	-	-	0%	0.9%	0%	0%	-	0.8%	-
Articulated Trucks	0	0	0	0	-	0	0	1	0	0	-	1	0	0	0	0	-	-	0	1	0	0	-	1	-
Articulated Trucks %	0%	0%	0%	0%	-	0%	0%	0.5%	0%	0%	-	0.4%	0%	0%	0%	0%	-	-	0%	0.4%	0%	0%	-	0.4%	-
Bicycles on Road	0	0	1	0	-	1	0	1	0	0	-	1	0	0	0	0	-	-	0	3	0	0	-	3	-
Bicycles on Road %	0%	0%	5.6%	0%	-	2.4%	0%	0.5%	0%	0%	-	0.4%	0%	0%	0%	0%	-	-	0%	1.3%	0%	0%	-	1.3%	-
Pedestrians	-	-	-	-	3	-	-	-	-	0	-	-	-	-	-	5	-	-	-	-	-	-	1	-	-
Pedestrians%	-	-	-	-	33.3%	-	-	-	-	0%	-	-	-	-	-	55.6%	-	-	-	-	-	-	11.1%	-	-

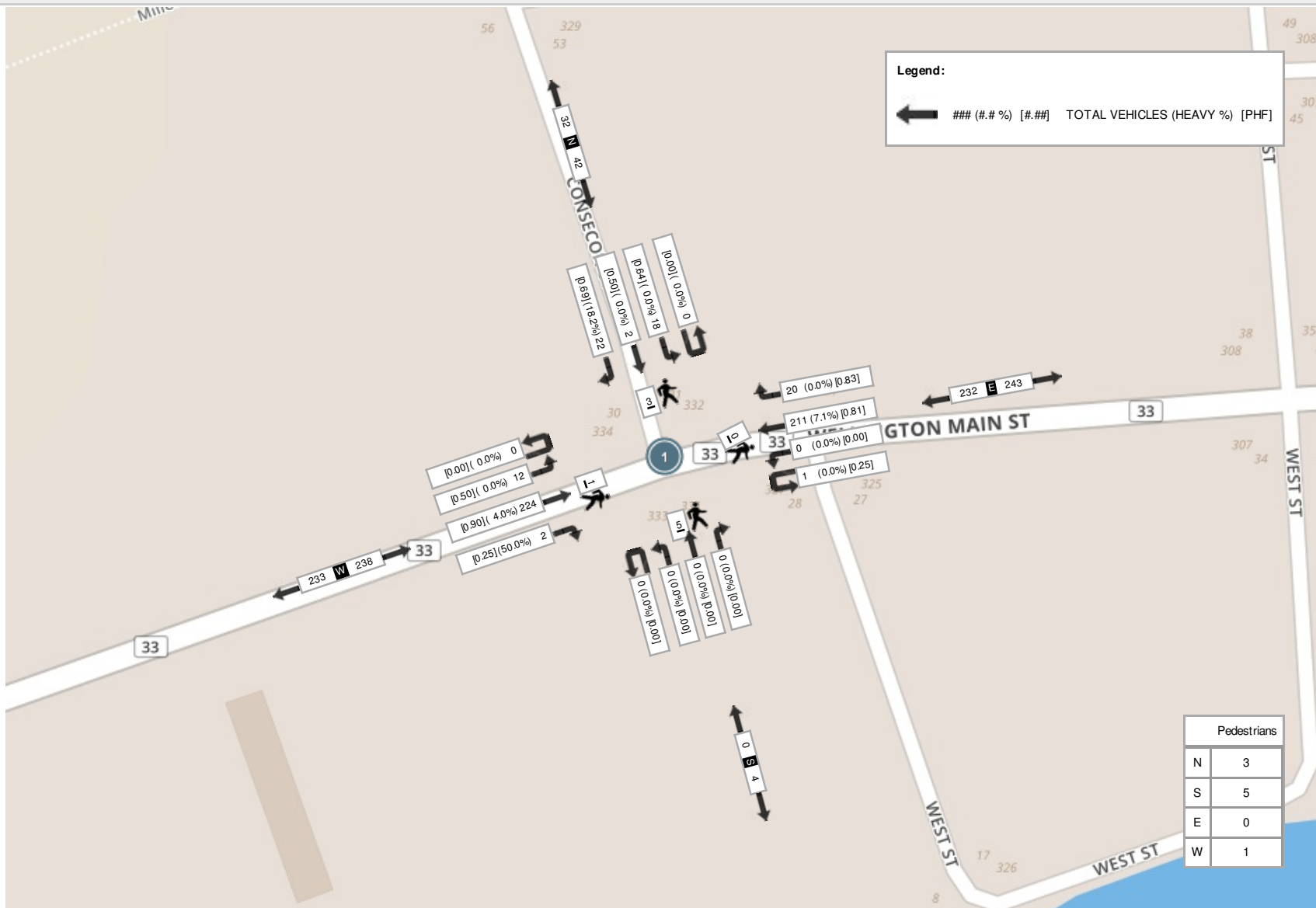
Peak Hour: 10:00 AM - 11:00 AM Weather: Few Clouds (6.22 °C)



Peak Hour: 01:45 PM - 02:45 PM Weather: Broken Clouds (12.22 °C)



Peak Hour: 03:00 PM - 04:00 PM Weather: Broken Clouds (12.22 °C)





Turning Movement Count (1 . WELLINGTON MAIN ST & CONSECON ST)

Start Time	N Approach						E Approach						S Approach						W Approach						Int. Total (15 min)	Int. Total (1 hr)
	Right N:W	Thru N:S	Left N:E	UTurn N:N	Peds N:	Approach Total	Right E:N	Thru E:W	Left E:S	UTurn E:E	Peds E:	Approach Total	Right S:E	Thru S:N	Left S:W	UTurn S:S	Peds S:	Approach Total	Right W:S	Thru W:E	Left W:N	UTurn W:W	Peds W:	Approach Total		
07:00:00	3	0	2	0	0	5	1	13	0	0	0	14	0	0	0	0	0	0	0	10	0	0	0	10	29	
07:15:00	1	0	4	0	0	5	2	6	0	0	0	8	0	0	0	0	0	0	0	23	1	0	0	24	37	
07:30:00	3	0	4	0	0	7	2	27	0	0	0	29	0	0	1	0	0	1	0	26	1	0	0	27	64	
07:45:00	4	0	4	0	0	8	4	28	1	0	0	33	0	0	0	0	0	0	0	32	1	0	1	33	74	204
08:00:00	2	0	9	0	0	11	1	24	0	0	0	25	0	0	0	0	0	0	0	34	0	0	0	34	70	245
08:15:00	2	0	6	0	0	8	4	27	0	0	0	31	1	0	1	0	2	2	1	31	1	0	0	33	74	282
08:30:00	1	0	4	0	0	5	2	38	0	0	0	40	0	0	0	0	0	0	0	34	2	0	0	36	81	299
08:45:00	1	0	10	0	1	11	5	28	0	0	0	33	0	0	0	0	0	0	0	50	2	0	0	52	96	321
09:00:00	2	0	3	0	1	5	6	34	0	0	0	40	1	0	0	0	1	1	0	48	2	0	0	50	96	347
09:15:00	1	0	4	0	1	5	3	27	0	0	0	30	0	0	0	0	3	0	0	56	2	0	0	58	93	366
09:30:00	0	0	6	0	2	6	3	44	0	0	0	47	0	0	0	0	3	0	0	56	1	0	1	57	110	395
09:45:00	3	1	6	0	0	10	8	42	0	0	0	50	1	0	0	0	1	1	1	49	0	0	0	50	111	410
10:00:00	5	0	6	0	1	11	5	42	1	0	0	48	0	0	0	0	0	0	0	59	2	0	0	61	120	434
10:15:00	1	0	6	0	2	7	5	40	1	0	0	46	0	0	0	0	2	0	1	63	3	0	0	67	120	461
10:30:00	3	0	14	0	0	17	9	50	0	0	0	59	1	0	0	0	2	1	0	60	2	0	0	62	139	490
10:45:00	1	0	4	0	1	5	4	40	0	0	0	44	1	1	0	0	4	2	1	56	3	0	0	60	111	490
BREAK																										
11:00:00	6	1	4	0	4	11	4	57	0	0	0	61	1	0	0	0	3	1	0	52	6	0	0	58	131	
11:15:00	2	0	5	0	0	7	11	48	1	0	0	60	0	0	0	0	2	0	0	60	2	0	0	62	129	
11:30:00	4	0	9	0	0	13	8	57	1	0	0	66	2	0	1	0	1	3	1	59	1	0	0	61	143	
11:45:00	4	0	6	0	0	10	8	50	0	0	0	58	0	1	0	0	7	1	1	41	2	0	0	44	113	516
12:00:00	3	0	8	0	0	11	5	32	0	0	0	37	0	0	0	0	0	0	0	51	4	0	0	55	103	488
12:15:00	1	0	6	0	0	7	5	56	1	0	0	62	0	0	0	0	0	0	1	62	5	0	0	68	137	496
12:30:00	6	0	5	0	0	11	10	55	0	0	0	65	0	0	0	0	0	0	0	63	2	0	0	65	141	494
12:45:00	3	0	6	0	1	9	4	58	0	1	0	63	0	0	0	0	0	0	0	51	2	0	0	53	125	506
13:00:00	6	0	6	0	0	12	5	58	0	0	0	63	0	0	1	0	4	1	0	47	1	0	0	48	124	527
13:15:00	5	0	3	0	0	8	7	57	1	0	0	65	1	0	0	0	0	1	1	64	4	0	0	69	143	533
13:30:00	5	0	6	0	0	11	8	46	0	0	0	54	0	0	1	0	4	1	0	64	5	0	1	69	135	527
13:45:00	6	0	15	0	0	21	3	52	0	0	0	55	0	0	0	0	0	0	0	64	4	0	0	68	144	546
14:00:00	13	0	6	0	1	19	4	44	0	1	0	49	0	0	0	0	0	0	1	63	4	0	0	68	136	558
14:15:00	2	0	1	0	2	3	4	54	0	0	0	58	0	0	0	0	2	0	0	73	1	0	2	74	135	550
14:30:00	3	0	4	0	0	7	4	72	0	0	0	76	0	0	0	0	1	0	0	54	4	0	0	58	141	556



14:45:00 | 2 | 0 | 6 | 0 | 1 | 8 | 4 | 52 | 0 | 0 | 0 | 56 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 61 | 3 | 0 | 0 | 64 | 128 | 540

BREAK

15:00:00	3	0	3	0	1	6	8	63	0	0	0	71	0	0	0	0	0	0	0	51	3	0	0	54	131	
15:15:00	9	0	4	0	0	13	6	55	0	0	0	61	0	0	1	0	0	1	0	71	2	0	0	73	148	
15:30:00	6	0	9	0	0	15	7	61	0	0	0	68	0	0	0	0	2	0	0	76	2	0	0	78	161	
15:45:00	7	0	5	0	0	12	7	62	0	0	0	69	0	0	0	0	0	0	0	66	4	0	0	70	151	591
16:00:00	1	0	5	0	0	6	4	70	1	0	0	75	0	0	0	0	0	0	0	59	4	0	0	63	144	604
16:15:00	3	0	7	0	1	10	6	57	0	0	0	63	1	0	0	0	0	1	0	56	5	0	0	61	135	591
16:30:00	8	0	6	0	0	14	4	56	0	0	0	60	0	0	0	0	2	0	0	58	5	0	0	63	137	567
16:45:00	3	0	5	0	0	8	2	50	0	0	0	52	0	0	0	0	2	0	2	48	3	0	0	53	113	529
17:00:00	5	0	6	0	0	11	3	48	0	0	0	51	0	0	0	0	0	0	0	53	3	0	0	56	118	503
17:15:00	6	0	3	0	0	9	2	41	0	0	0	43	0	0	0	0	1	0	0	46	1	0	0	47	99	467
17:30:00	4	1	3	0	0	8	6	46	0	0	0	52	1	0	0	0	4	1	0	44	3	0	0	47	108	438
17:45:00	1	0	2	0	4	3	0	29	0	0	0	29	1	0	0	0	3	1	0	41	2	0	0	43	76	401
18:00:00	0	2	2	0	0	4	2	25	0	0	0	27	0	0	0	0	0	0	0	37	1	0	0	38	69	352
18:15:00	6	0	3	0	0	9	5	27	0	0	0	32	0	0	0	0	0	0	0	34	2	0	1	36	77	330
18:30:00	4	0	4	0	0	8	2	30	0	0	0	32	0	0	0	0	4	0	0	39	2	0	0	41	81	303
18:45:00	1	0	6	0	0	7	4	22	0	0	0	26	0	0	0	0	0	0	0	40	1	0	0	41	74	301
Grand Total	171	5	261	0	24	437	226	2100	8	2	0	2336	12	2	6	0	62	20	11	2435	116	0	6	2562	5355	-

Approach%	39.1%	1.1%	59.7%	0%	-	9.7%	89.9%	0.3%	0.1%	-	60%	10%	30%	0%	-	0.4%	95%	4.5%	0%	-	-	-
Totals %	3.2%	0.1%	4.9%	0%	8.2%	4.2%	39.2%	0.1%	0%	43.6%	0.2%	0%	0.1%	0%	0.4%	0.2%	45.5%	2.2%	0%	47.8%	-	-
Heavy	7	0	2	0	-	9	55	0	0	-	0	1	0	0	-	1	66	3	0	-	-	-
Heavy %	4.1%	0%	0.8%	0%	-	4%	2.6%	0%	0%	-	0%	50%	0%	0%	-	9.1%	2.7%	2.6%	0%	-	-	-
Bicycles	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycle %	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Peak Hour: 10:00 AM - 11:00 AM Weather: Broken Clouds (8.65 °C)

Start Time	N Approach						E Approach						S Approach						W Approach						Int. Total (15 min)
	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	
10:00:00	5	0	6	0	1	11	5	42	1	0	0	48	0	0	0	0	0	0	0	59	2	0	0	61	120
10:15:00	1	0	6	0	2	7	5	40	1	0	0	46	0	0	0	0	2	0	1	63	3	0	0	67	120
10:30:00	3	0	14	0	0	17	9	50	0	0	0	59	1	0	0	0	2	1	0	60	2	0	0	62	139
10:45:00	1	0	4	0	1	5	4	40	0	0	0	44	1	1	0	0	4	2	1	56	3	0	0	60	111
Grand Total	10	0	30	0	4	40	23	172	2	0	0	197	2	1	0	0	8	3	2	238	10	0	0	250	490
Approach%	25%	0%	75%	0%	-	-	11.7%	87.3%	1%	0%	-	-	66.7%	33.3%	0%	0%	-	-	0.8%	95.2%	4%	0%	-	-	-
Totals %	2%	0%	6.1%	0%	8.2%	8.2%	4.7%	35.1%	0.4%	0%	40.2%	40.2%	0.4%	0.2%	0%	0%	0.6%	0.6%	0.4%	48.6%	2%	0%	51%	51%	-
PHF	0.5	0	0.54	0	0.59	0.59	0.64	0.86	0.5	0	0.83	0.83	0.5	0.25	0	0	0.38	0.38	0.5	0.94	0.83	0	0.93	0.93	-
Heavy	0	0	0	0	0	0	2	8	0	0	0	10	0	0	0	0	0	0	0	9	0	0	0	9	-
Heavy %	0%	0%	0%	0%	0%	0%	8.7%	4.7%	0%	0%	5.1%	5.1%	0%	0%	0%	0%	0%	0%	0%	3.8%	0%	0%	3.6%	3.6%	-
Lights	10	0	30	0	40	40	21	164	2	0	0	187	2	1	0	0	3	3	2	229	10	0	0	241	-
Lights %	100%	0%	100%	0%	100%	100%	91.3%	95.3%	100%	0%	94.9%	94.9%	100%	100%	0%	0%	100%	100%	100%	96.2%	100%	0%	96.4%	96.4%	-
Single-Unit Trucks	0	0	0	0	0	0	1	7	0	0	0	8	0	0	0	0	0	0	0	8	0	0	0	8	-
Single-Unit Trucks %	0%	0%	0%	0%	0%	0%	4.3%	4.1%	0%	0%	4.1%	4.1%	0%	0%	0%	0%	0%	0%	0%	3.4%	0%	0%	3.2%	3.2%	-
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
Buses %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	-
Articulated Trucks	0	0	0	0	0	0	1	1	0	0	0	2	0	0	0	0	0	0	0	1	0	0	0	1	-
Articulated Trucks %	0%	0%	0%	0%	0%	0%	4.3%	0.6%	0%	0%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0.4%	0%	0%	0.4%	0.4%	-
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
Bicycles on Road %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	-
Pedestrians	-	-	-	-	4	-	-	-	-	-	0	-	-	-	-	-	8	-	-	-	-	-	0	-	-
Pedestrians%	-	-	-	-	33.3%	-	-	-	-	-	0%	-	-	-	-	-	66.7%	-	-	-	-	-	0%	-	-



Peak Hour: 01:15 PM - 02:15 PM Weather: Broken Clouds (13.2 °C)

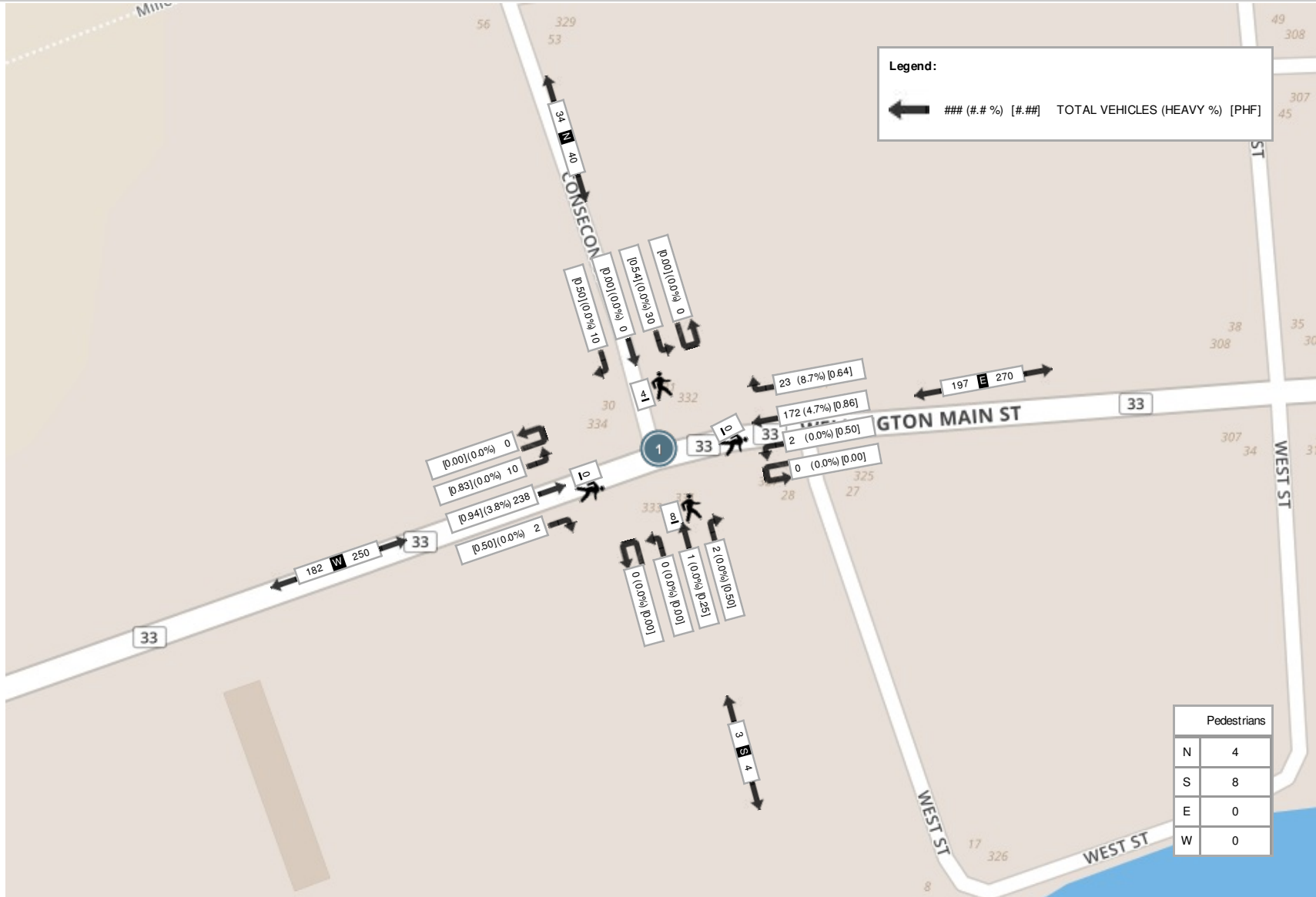
Start Time	N Approach						E Approach						S Approach						W Approach						Int. Total (15 min)
	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	
13:15:00	5	0	3	0	0	8	7	57	1	0	0	65	1	0	0	0	0	1	1	64	4	0	0	69	143
13:30:00	5	0	6	0	0	11	8	46	0	0	0	54	0	0	1	0	4	1	0	64	5	0	1	69	135
13:45:00	6	0	15	0	0	21	3	52	0	0	0	55	0	0	0	0	0	0	0	64	4	0	0	68	144
14:00:00	13	0	6	0	1	19	4	44	0	1	0	49	0	0	0	0	0	0	1	63	4	0	0	68	136
Grand Total	29	0	30	0	1	59	22	199	1	1	0	223	1	0	1	0	4	2	2	255	17	0	1	274	558
Approach%	49.2%	0%	50.8%	0%	-	-	9.9%	89.2%	0.4%	0.4%	-	-	50%	0%	50%	0%	-	-	0.7%	93.1%	6.2%	0%	-	-	-
Totals %	5.2%	0%	5.4%	0%	10.6%	10.6%	3.9%	35.7%	0.2%	0.2%	40%	40%	0.2%	0%	0.2%	0%	0.4%	0.4%	45.7%	3%	0%	49.1%	49.1%	-	-
PHF	0.56	0	0.5	0	0.7	0.7	0.69	0.87	0.25	0.25	0.86	0.86	0.25	0	0.25	0	0.5	0.5	1	0.85	0	0.99	0.99	-	-
Heavy	3	0	0	0	3	3	2	6	0	0	8	8	0	0	0	0	0	0	0	6	1	0	7	7	-
Heavy %	10.3%	0%	0%	0%	5.1%	5.1%	9.1%	3%	0%	0%	3.6%	3.6%	0%	0%	0%	0%	0%	0%	2.4%	5.9%	0%	2.6%	2.6%	-	-
Lights	26	0	30	0	56	56	20	192	1	1	214	214	1	0	1	0	2	1	249	16	0	266	266	-	-
Lights %	89.7%	0%	100%	0%	94.9%	94.9%	90.9%	96.5%	100%	100%	96%	96%	100%	0%	100%	0%	100%	50%	97.6%	94.1%	0%	97.1%	97.1%	-	-
Single-Unit Trucks	2	0	0	0	2	2	0	6	0	0	6	6	0	0	0	0	0	0	0	6	1	0	7	7	-
Single-Unit Trucks %	6.9%	0%	0%	0%	3.4%	3.4%	0%	3%	0%	0%	2.7%	2.7%	0%	0%	0%	0%	0%	0%	2.4%	5.9%	0%	2.6%	2.6%	-	-
Buses	1	0	0	0	1	1	2	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	-
Buses %	3.4%	0%	0%	0%	1.7%	1.7%	9.1%	0%	0%	0%	0.9%	0.9%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	-
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
Articulated Trucks %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	-
Bicycles on Road	0	0	0	0	0	0	0	1	0	0	1	1	0	0	0	0	0	0	1	0	0	0	1	1	-
Bicycles on Road %	0%	0%	0%	0%	0%	0%	0%	0.5%	0%	0%	0.4%	0.4%	0%	0%	0%	0%	0%	0%	50%	0%	0%	0%	0.4%	0.4%	-
Pedestrians	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	4	-	-	-	-	-	1	-	-
Pedestrians%	-	-	-	-	16.7%	-	-	-	-	-	0%	-	-	-	-	-	66.7%	-	-	-	-	-	16.7%	-	-



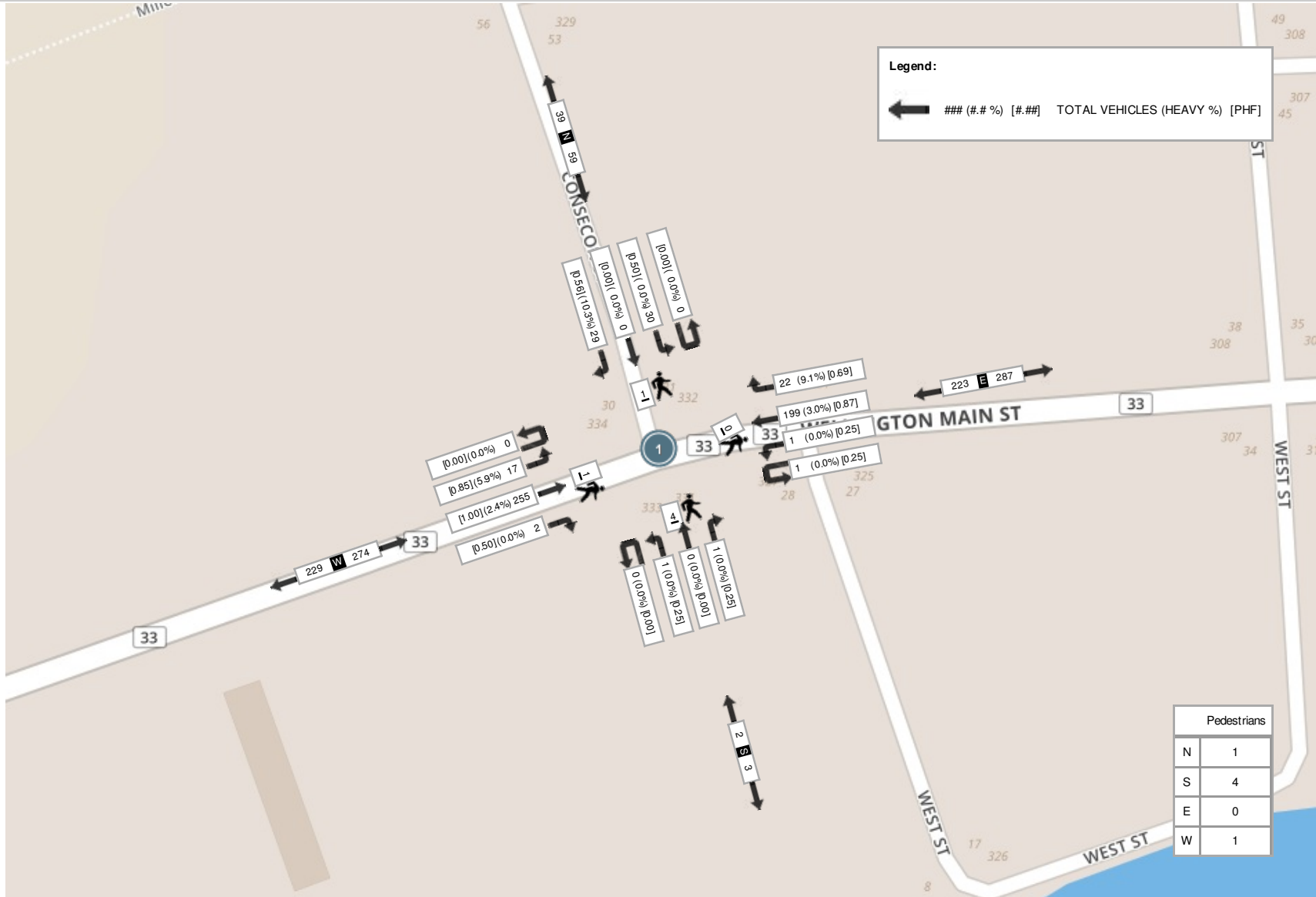
Peak Hour: 03:15 PM - 04:15 PM Weather: Broken Clouds (15.89 °C)

Start Time	N Approach						E Approach						S Approach						W Approach						Int. Total (15 min)
	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	
15:15:00	9	0	4	0	0	13	6	55	0	0	0	61	0	0	1	0	0	1	0	71	2	0	0	73	148
15:30:00	6	0	9	0	0	15	7	61	0	0	0	68	0	0	0	0	2	0	0	76	2	0	0	78	161
15:45:00	7	0	5	0	0	12	7	62	0	0	0	69	0	0	0	0	0	0	0	66	4	0	0	70	151
16:00:00	1	0	5	0	0	6	4	70	1	0	0	75	0	0	0	0	0	0	0	59	4	0	0	63	144
Grand Total	23	0	23	0	0	46	24	248	1	0	0	273	0	0	1	0	2	1	0	272	12	0	0	284	604
Approach%	50%	0%	50%	0%		-	8.8%	90.8%	0.4%	0%		-	0%	0%	100%	0%		-	0%	95.8%	4.2%	0%		-	-
Totals %	3.8%	0%	3.8%	0%		7.6%	4%	41.1%	0.2%	0%		45.2%	0%	0%	0.2%	0%		0.2%	0%	45%	2%	0%		47%	-
PHF	0.64	0	0.64	0		0.77	0.86	0.89	0.25	0		0.91	0	0	0.25	0		0.25	0	0.89	0.75	0		0.91	-
Heavy	1	0	0	0		1	1	2	0	0		3	0	0	0	0		0	0	6	0	0		6	-
Heavy %	4.3%	0%	0%	0%		2.2%	4.2%	0.8%	0%	0%		1.1%	0%	0%	0%	0%		0%	0%	2.2%	0%	0%		2.1%	-
Lights	22	0	23	0		45	23	245	1	0		269	0	0	1	0		1	0	264	12	0		276	-
Lights %	95.7%	0%	100%	0%		97.8%	95.8%	98.8%	100%	0%		98.5%	0%	0%	100%	0%		100%	0%	97.1%	100%	0%		97.2%	-
Single-Unit Trucks	1	0	0	0		1	0	1	0	0		1	0	0	0	0		0	0	5	0	0		5	-
Single-Unit Trucks %	4.3%	0%	0%	0%		2.2%	0%	0.4%	0%	0%		0.4%	0%	0%	0%	0%		0%	0%	1.8%	0%	0%		1.8%	-
Buses	0	0	0	0		0	1	0	0	0		1	0	0	0	0		0	0	0	0	0		0	-
Buses %	0%	0%	0%	0%		0%	4.2%	0%	0%	0%		0.4%	0%	0%	0%	0%		0%	0%	0%	0%	0%		0%	-
Articulated Trucks	0	0	0	0		0	0	1	0	0		1	0	0	0	0		0	0	1	0	0		1	-
Articulated Trucks %	0%	0%	0%	0%		0%	0%	0.4%	0%	0%		0.4%	0%	0%	0%	0%		0%	0%	0.4%	0%	0%		0.4%	-
Bicycles on Road	0	0	0	0		0	0	1	0	0		1	0	0	0	0		0	0	2	0	0		2	-
Bicycles on Road %	0%	0%	0%	0%		0%	0%	0.4%	0%	0%		0.4%	0%	0%	0%	0%		0%	0%	0.7%	0%	0%		0.7%	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	0	-	-
Pedestrians%	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	100%	-	-	-	-	-	0%	-	-

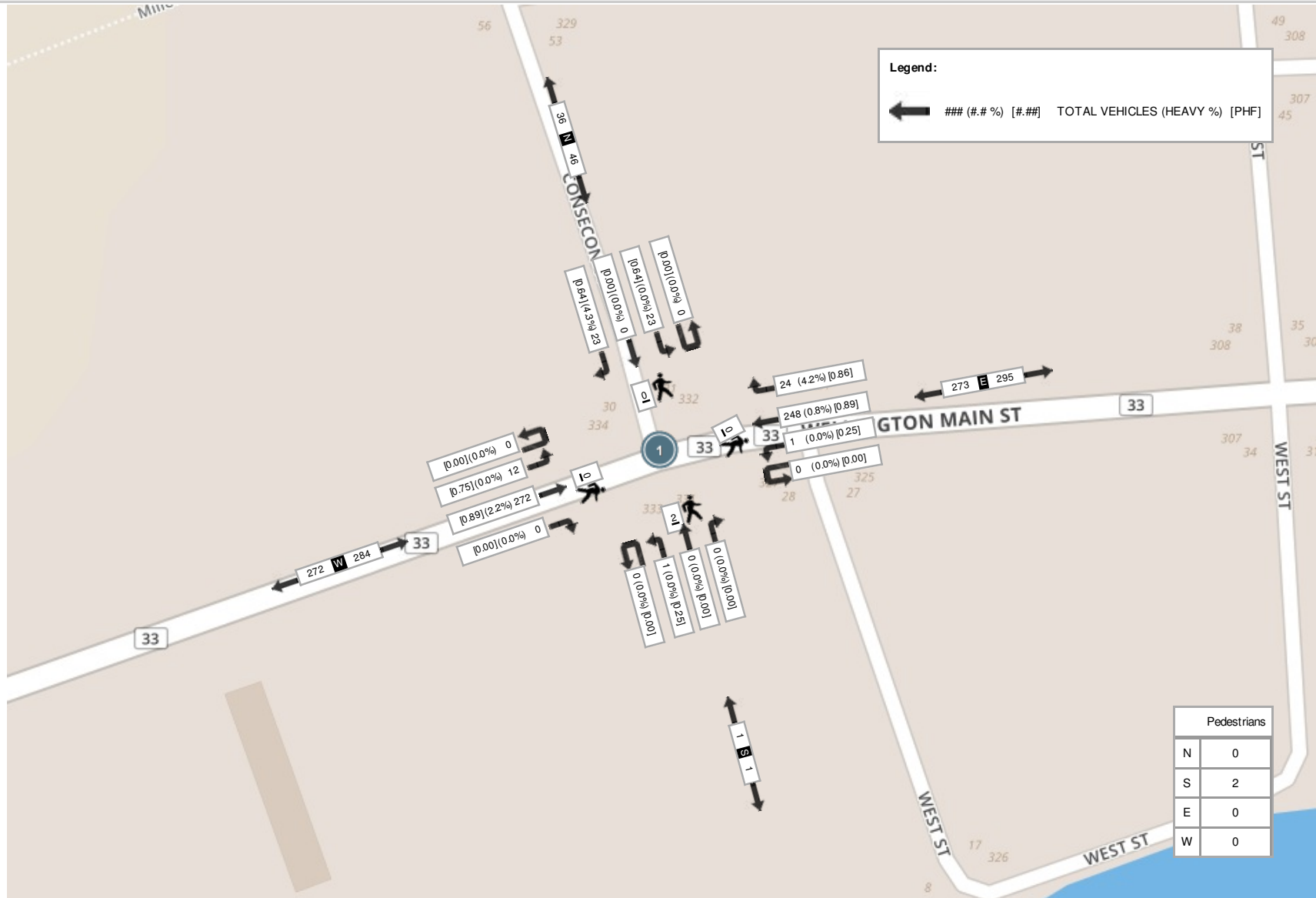
Peak Hour: 10:00 AM - 11:00 AM Weather: Broken Clouds (8.65 °C)



Peak Hour: 01:15 PM - 02:15 PM Weather: Broken Clouds (13.2 °C)



Peak Hour: 03:15 PM - 04:15 PM Weather: Broken Clouds (15.89 °C)





Turning Movement Count (1 . WELLINGTON MAIN ST & CONSECON ST)

Start Time	N Approach						E Approach						S Approach						W Approach						Int. Total (15 min)	Int. Total (1 hr)	
	Right N:W	Thru N:S	Left N:E	UTurn N:N	Peds N:	Approach Total	Right E:N	Thru E:W	Left E:S	UTurn E:E	Peds E:	Approach Total	Right S:E	Thru S:N	Left S:W	UTurn S:S	Peds S:	Approach Total	Right W:S	Thru W:E	Left W:N	UTurn W:W	Peds W:	Approach Total			
07:00:00	0	0	1	0	1	1	2	5	0	0	0	7	0	0	0	0	0	0	0	0	15	1	0	0	16	24	
07:15:00	1	0	3	0	0	4	5	5	0	0	0	10	0	0	0	0	1	0	0	0	18	2	0	0	20	34	
07:30:00	2	0	1	0	0	3	1	13	0	0	0	14	0	0	1	0	0	0	1	0	17	1	0	0	18	36	
07:45:00	3	0	5	0	1	8	5	12	0	1	0	18	1	0	0	0	5	1	0	33	2	0	0	35	62	156	
08:00:00	2	0	11	0	0	13	4	14	0	0	0	18	0	0	0	0	2	0	0	23	3	0	0	26	57	189	
08:15:00	3	0	12	0	1	15	5	20	0	0	0	25	1	0	0	0	1	1	0	38	7	0	1	45	86	241	
08:30:00	6	0	10	0	2	16	8	14	0	0	0	22	0	0	0	0	2	0	0	23	8	0	0	31	69	274	
08:45:00	8	0	7	0	0	15	8	20	0	0	1	28	0	0	0	0	3	0	0	44	3	0	0	47	90	302	
09:00:00	8	0	2	0	1	10	3	29	0	0	0	32	0	0	0	0	0	0	1	43	7	0	0	51	93	338	
09:15:00	6	0	11	0	2	17	5	25	2	0	0	32	2	1	0	0	10	3	1	45	8	0	0	54	106	358	
09:30:00	10	0	10	0	2	20	10	32	0	1	0	43	0	0	0	0	6	0	0	49	5	0	0	54	117	406	
09:45:00	6	0	10	0	1	16	6	30	0	0	0	36	0	1	0	0	4	1	0	59	9	0	2	68	121	437	
10:00:00	8	0	8	0	3	16	8	52	0	0	2	60	0	0	0	0	11	0	0	61	11	0	0	72	148	492	
10:15:00	9	0	12	0	0	21	10	39	0	0	0	49	0	0	0	0	3	0	1	69	10	0	1	80	150	536	
10:30:00	6	0	12	0	1	18	6	46	2	0	4	54	1	0	0	0	21	1	1	70	8	0	0	79	152	571	
10:45:00	12	0	7	0	3	19	13	46	0	1	0	60	0	0	0	0	8	0	0	67	8	0	1	75	154	604	
BREAK																											
11:00:00	11	0	8	0	2	19	16	54	0	0	1	70	1	0	0	0	4	1	0	73	16	0	0	89	179		
11:15:00	12	0	9	0	3	21	14	64	0	0	1	78	0	0	1	0	5	1	0	79	13	0	0	92	192		
11:30:00	16	0	11	0	7	27	5	61	0	0	1	66	0	0	0	0	13	0	0	68	12	0	0	80	173		
11:45:00	18	0	14	0	5	32	10	59	0	0	0	69	0	0	0	0	11	0	1	54	10	0	0	65	166	710	
12:00:00	9	0	5	0	0	14	10	57	1	1	0	69	0	0	0	0	8	0	0	76	7	0	0	83	166	697	
12:15:00	12	0	15	0	2	27	8	60	0	0	0	68	0	0	0	0	6	0	0	60	8	0	2	68	163	668	
12:30:00	10	0	9	0	3	19	10	58	0	1	5	69	0	0	0	0	2	0	0	91	8	0	3	99	187	682	
12:45:00	8	0	7	0	4	15	8	50	1	0	4	59	1	0	0	0	1	1	1	86	5	0	0	92	167	683	
13:00:00	12	0	5	0	6	17	7	74	1	0	0	82	1	0	0	0	14	1	0	67	12	0	4	79	179	696	
13:15:00	9	0	9	0	1	18	11	79	0	0	0	90	1	0	0	0	1	1	1	66	7	0	0	74	183	716	
13:30:00	4	0	9	0	0	13	16	56	0	2	3	74	0	0	0	0	0	0	0	65	8	0	0	73	160	689	
13:45:00	6	0	6	0	0	12	11	72	0	1	0	84	0	0	0	0	1	0	0	73	11	0	0	84	180	702	
14:00:00	9	0	6	0	0	15	23	61	0	1	0	85	0	0	0	0	0	0	0	56	5	0	0	61	161	684	
14:15:00	12	0	11	0	0	23	14	79	1	2	0	96	0	0	0	0	1	0	0	72	5	0	0	77	196	697	
14:30:00	5	0	8	0	0	13	7	60	0	1	2	68	0	0	0	0	1	0	0	66	5	0	2	71	152	689	



14:45:00 | 7 | 0 | 15 | 0 | 0 | 22 | 9 | 55 | 0 | 0 | 3 | 64 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 84 | 8 | 0 | 0 | 92 | 178 | 687

BREAK

15:00:00	2	0	7	0	11	9	11	66	0	1	0	78	0	0	0	0	5	0	0	69	6	0	2	75	162	
15:15:00	7	0	11	0	6	18	9	80	0	0	1	89	0	0	0	0	0	0	0	62	9	1	0	72	179	
15:30:00	9	0	4	0	1	13	9	60	0	0	2	69	0	0	0	0	4	0	0	49	2	0	0	51	133	
15:45:00	10	0	9	0	4	19	6	59	0	0	0	65	0	0	0	0	7	0	0	65	6	0	0	71	155	629
16:00:00	6	0	5	0	2	11	5	62	0	0	0	67	0	0	0	0	8	0	0	62	7	0	0	69	147	614
16:15:00	2	0	6	0	0	8	6	53	0	0	0	59	0	0	0	0	5	0	0	50	6	0	0	56	123	558
16:30:00	9	0	7	0	2	16	9	79	1	0	3	89	0	0	0	0	7	0	0	57	5	0	0	62	167	592
16:45:00	5	0	9	0	0	14	11	43	0	0	0	54	1	0	0	0	5	1	0	51	2	0	0	53	122	559
17:00:00	3	0	9	0	0	12	5	39	1	0	0	45	0	0	0	0	2	0	0	62	2	0	0	64	121	533
17:15:00	5	0	9	0	1	14	2	50	0	0	0	52	0	0	0	0	13	0	0	53	2	0	0	55	121	531
17:30:00	4	1	10	0	1	15	2	44	0	0	0	46	0	0	0	0	0	0	0	47	2	0	0	49	110	474
17:45:00	7	0	12	0	0	19	5	45	0	0	0	50	0	0	0	0	4	0	0	40	2	0	0	42	111	463
18:00:00	1	0	1	0	0	2	5	51	0	0	0	56	0	0	0	0	0	0	0	41	4	0	0	45	103	445
18:15:00	1	0	8	0	0	9	5	36	0	0	0	41	1	0	0	0	8	1	0	40	2	0	0	42	93	417
18:30:00	0	0	3	0	0	3	5	24	0	0	0	29	0	0	0	0	1	0	0	25	1	0	0	26	58	365
18:45:00	3	0	12	0	2	15	1	34	1	0	0	36	0	0	0	0	7	0	0	31	5	0	0	36	87	341
Grand Total	324	1	391	0	81	716	374	2226	11	13	33	2624	11	2	2	0	223	15	7	2614	296	1	18	2918	6273	-

Approach%	45.3%	0.1%	54.6%	0%	-	14.3%	84.8%	0.4%	0.5%	-	73.3%	13.3%	13.3%	0%	-	0.2%	89.6%	10.1%	0%	-	-	-
Totals %	5.2%	0%	6.2%	0%	11.4%	6%	35.5%	0.2%	0.2%	41.8%	0.2%	0%	0%	0%	0.2%	0.1%	41.7%	4.7%	0%	46.5%	-	-
Heavy	0	0	0	0	-	1	17	0	0	-	0	0	0	0	-	0	20	1	0	-	-	-
Heavy %	0%	0%	0%	0%	-	0.3%	0.8%	0%	0%	-	0%	0%	0%	0%	-	0%	0.8%	0.3%	0%	-	-	-
Bicycles	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycle %	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Peak Hour: 10:00 AM - 11:00 AM Weather: Few Clouds (5.35 °C)

Start Time	N Approach						E Approach						S Approach						W Approach						Int. Total (15 min)
	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	
10:00:00	8	0	8	0	3	16	8	52	0	0	2	60	0	0	0	0	11	0	0	61	11	0	0	72	148
10:15:00	9	0	12	0	0	21	10	39	0	0	0	49	0	0	0	0	3	0	1	69	10	0	1	80	150
10:30:00	6	0	12	0	1	18	6	46	2	0	4	54	1	0	0	0	21	1	1	70	8	0	0	79	152
10:45:00	12	0	7	0	3	19	13	46	0	1	0	60	0	0	0	0	8	0	0	67	8	0	1	75	154
Grand Total	35	0	39	0	7	74	37	183	2	1	6	223	1	0	0	0	43	1	2	267	37	0	2	306	604
Approach%	47.3%	0%	52.7%	0%	-	-	16.6%	82.1%	0.9%	0.4%	-	-	100%	0%	0%	0%	-	-	0.7%	87.3%	12.1%	0%	-	-	-
Totals %	5.8%	0%	6.5%	0%	12.3%	6.1%	30.3%	0.3%	0.2%	36.9%	0.2%	0%	0%	0%	0.2%	0.3%	44.2%	6.1%	0%	50.7%	-	-	-	-	-
PHF	0.73	0	0.81	0	0.88	0.71	0.88	0.25	0.25	0.93	0.25	0	0	0	0.25	0.5	0.95	0.84	0	0.96	-	-	-	-	-
Heavy	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	0	0	3	0	0	3	-	-
Heavy %	0%	0%	0%	0%	0%	0%	0%	2.7%	0%	0%	2.2%	0%	0%	0%	0%	0%	0%	0%	0%	1.1%	0%	0%	1%	-	-
Lights	35	0	39	0	74	30	176	2	1	209	1	0	0	0	1	2	254	37	0	293	-	-	-	-	-
Lights %	100%	0%	100%	0%	100%	81.1%	96.2%	100%	100%	93.7%	100%	0%	0%	0%	100%	100%	95.1%	100%	0%	95.8%	-	-	-	-	-
Single-Unit Trucks	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	3	0	0	3	-	-	-	-	-
Single-Unit Trucks %	0%	0%	0%	0%	0%	0%	2.2%	0%	0%	1.8%	0%	0%	0%	0%	0%	0%	1.1%	0%	0%	1%	-	-	-	-	-
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	-
Buses %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	-	-	-	-	-
Articulated Trucks	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	-	-	-	-	-
Articulated Trucks %	0%	0%	0%	0%	0%	0%	0.5%	0%	0%	0.4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	-	-	-	-	-
Bicycles on Road	0	0	0	0	0	7	2	0	0	9	0	0	0	0	0	0	10	0	0	10	-	-	-	-	-
Bicycles on Road %	0%	0%	0%	0%	0%	18.9%	1.1%	0%	0%	4%	0%	0%	0%	0%	0%	0%	3.7%	0%	0%	3.3%	-	-	-	-	-
Pedestrians	-	-	-	-	7	-	-	-	-	6	-	-	-	-	43	-	-	-	-	2	-	-	-	-	-
Pedestrians%	-	-	-	-	12.1%	-	-	-	-	10.3%	-	-	-	-	74.1%	-	-	-	-	3.4%	-	-	-	-	-



Peak Hour: 12:30 PM - 01:30 PM Weather: Scattered Clouds (12.48 °C)

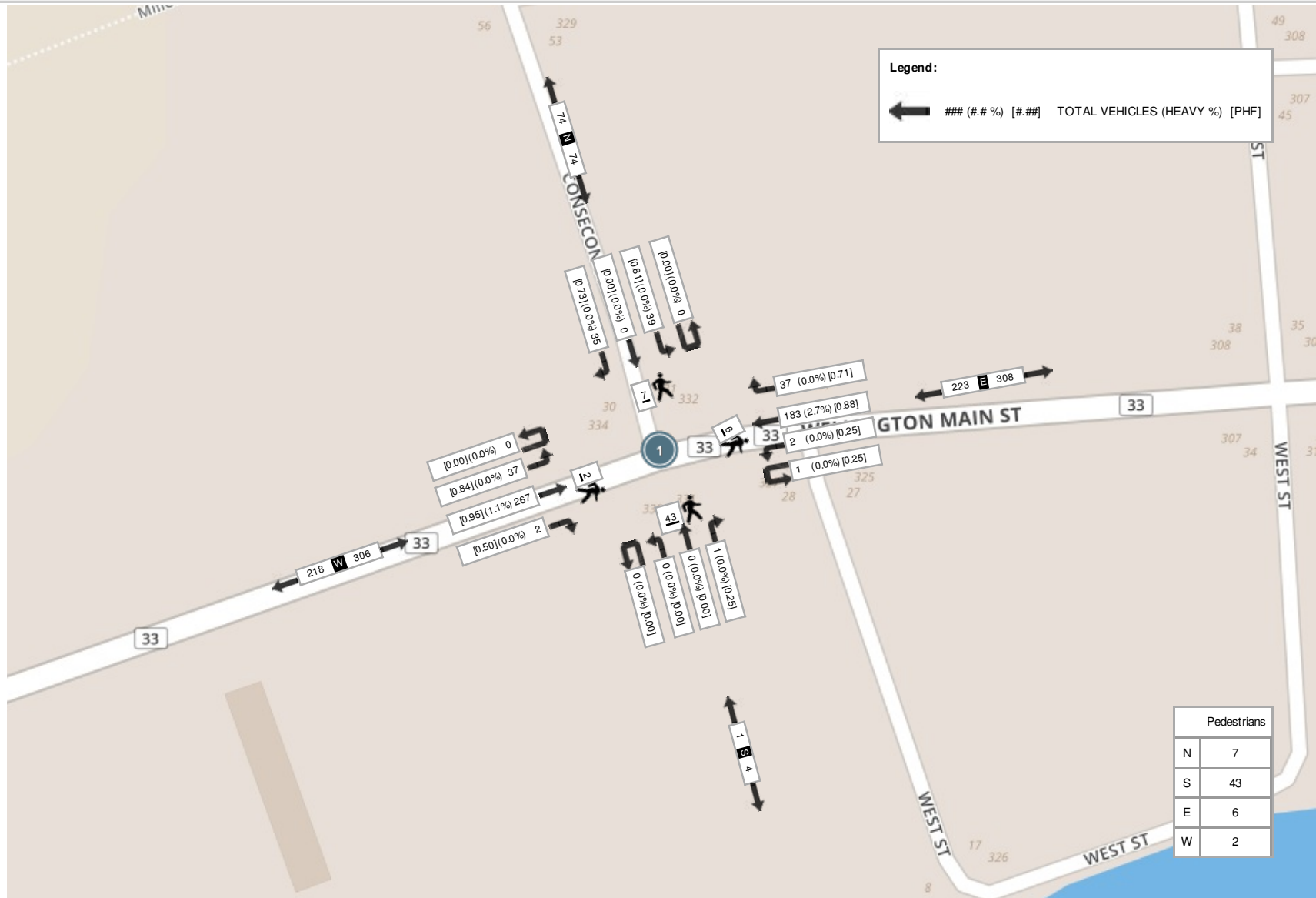
Start Time	N Approach						E Approach						S Approach						W Approach						Int. Total (15 min)
	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	
12:30:00	10	0	9	0	3	19	10	58	0	1	5	69	0	0	0	0	2	0	0	91	8	0	3	99	187
12:45:00	8	0	7	0	4	15	8	50	1	0	4	59	1	0	0	0	1	1	1	86	5	0	0	92	167
13:00:00	12	0	5	0	6	17	7	74	1	0	0	82	1	0	0	0	14	1	0	67	12	0	4	79	179
13:15:00	9	0	9	0	1	18	11	79	0	0	0	90	1	0	0	0	1	1	1	66	7	0	0	74	183
Grand Total	39	0	30	0	14	69	36	261	2	1	9	300	3	0	0	0	18	3	2	310	32	0	7	344	716
Approach%	56.5%	0%	43.5%	0%	-	-	12%	87%	0.7%	0.3%	-	-	100%	0%	0%	0%	-	-	0.6%	90.1%	9.3%	0%	-	-	-
Totals %	5.4%	0%	4.2%	0%	-	9.6%	5%	36.5%	0.3%	0.1%	-	41.9%	0.4%	0%	0%	0%	-	0.4%	0.3%	43.3%	4.5%	0%	-	48%	-
PHF	0.81	0	0.83	0	-	0.91	0.82	0.83	0.5	0.25	-	0.83	0.75	0	0	0	-	0.75	0.5	0.85	0.67	0	-	0.87	-
Heavy	0	0	0	0	-	0	0	1	0	0	-	1	0	0	0	0	-	0	0	1	0	0	-	1	-
Heavy %	0%	0%	0%	0%	-	0%	0%	0.4%	0%	0%	-	0.3%	0%	0%	0%	0%	-	0%	0%	0.3%	0%	0%	-	0.3%	-
Lights	39	0	30	0	-	69	33	255	2	1	-	291	3	0	0	0	-	3	2	309	29	0	-	340	-
Lights %	100%	0%	100%	0%	-	100%	91.7%	97.7%	100%	100%	-	97%	100%	0%	0%	0%	-	100%	100%	99.7%	90.6%	0%	-	98.8%	-
Single-Unit Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	1	0	0	-	1	-
Single-Unit Trucks %	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0.3%	0%	0%	-	0.3%	-
Buses	0	0	0	0	-	0	0	1	0	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	-
Buses %	0%	0%	0%	0%	-	0%	0%	0.4%	0%	0%	-	0.3%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	-
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	-
Articulated Trucks %	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	-
Bicycles on Road	0	0	0	0	-	0	3	5	0	0	-	8	0	0	0	0	-	0	0	0	3	0	-	3	-
Bicycles on Road %	0%	0%	0%	0%	-	0%	8.3%	1.9%	0%	0%	-	2.7%	0%	0%	0%	0%	-	0%	0%	0%	9.4%	0%	-	0.9%	-
Pedestrians	-	-	-	-	14	-	-	-	-	-	9	-	-	-	-	-	18	-	-	-	-	-	7	-	-
Pedestrians%	-	-	-	-	29.2%	-	-	-	-	-	18.8%	-	-	-	-	-	37.5%	-	-	-	-	-	14.6%	-	-



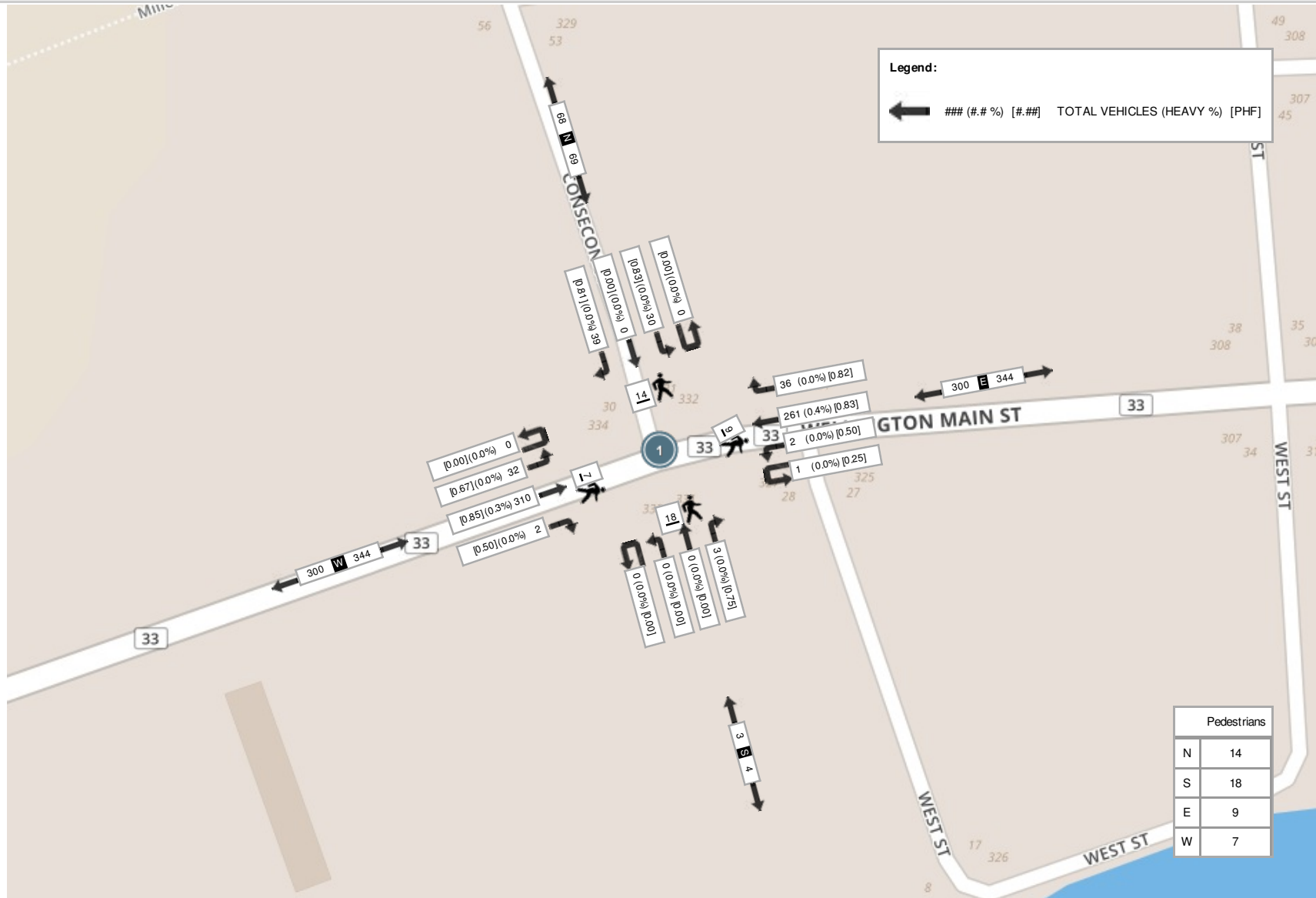
Peak Hour: 03:00 PM - 04:00 PM Weather: Scattered Clouds (12.48 °C)

Start Time	N Approach						E Approach						S Approach						W Approach						Int. Total (15 min)
	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	
15:00:00	2	0	7	0	11	9	11	66	0	1	0	78	0	0	0	0	5	0	0	69	6	0	2	75	162
15:15:00	7	0	11	0	6	18	9	80	0	0	1	89	0	0	0	0	0	0	0	62	9	1	0	72	179
15:30:00	9	0	4	0	1	13	9	60	0	0	2	69	0	0	0	0	4	0	0	49	2	0	0	51	133
15:45:00	10	0	9	0	4	19	6	59	0	0	0	65	0	0	0	0	7	0	0	65	6	0	0	71	155
Grand Total	28	0	31	0	22	59	35	265	0	1	3	301	0	0	0	0	16	0	0	245	23	1	2	269	629
Approach%	47.5%	0%	52.5%	0%		-	11.6%	88%	0%	0.3%		-	0%	0%	0%	0%		-	0%	91.1%	8.6%	0.4%		-	-
Totals %	4.5%	0%	4.9%	0%		9.4%	5.6%	42.1%	0%	0.2%		47.9%	0%	0%	0%	0%		0%	0%	39%	3.7%	0.2%		42.8%	-
PHF	0.7	0	0.7	0		0.78	0.8	0.83	0	0.25		0.85	0	0	0	0		0	0	0.89	0.64	0.25		0.9	-
Heavy	0	0	0	0		0	0	1	0	0		1	0	0	0	0		0	0	1	0	0		1	-
Heavy %	0%	0%	0%	0%		0%	0%	0.4%	0%	0%		0.3%	0%	0%	0%	0%		0%	0%	0.4%	0%	0%		0.4%	-
Lights	26	0	31	0		57	35	257	0	1		293	0	0	0	0		0	0	238	21	1		260	-
Lights %	92.9%	0%	100%	0%		96.6%	100%	97%	0%	100%		97.3%	0%	0%	0%	0%		0%	0%	97.1%	91.3%	100%		96.7%	-
Single-Unit Trucks	0	0	0	0		0	0	1	0	0		1	0	0	0	0		0	0	0	0	0		0	-
Single-Unit Trucks %	0%	0%	0%	0%		0%	0%	0.4%	0%	0%		0.3%	0%	0%	0%	0%		0%	0%	0%	0%	0%		0%	-
Buses	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	1	0	0		1	-
Buses %	0%	0%	0%	0%		0%	0%	0%	0%	0%		0%	0%	0%	0%	0%		0%	0%	0.4%	0%	0%		0.4%	-
Articulated Trucks	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	-
Articulated Trucks %	0%	0%	0%	0%		0%	0%	0%	0%	0%		0%	0%	0%	0%	0%		0%	0%	0%	0%	0%		0%	-
Bicycles on Road	2	0	0	0		2	0	7	0	0		7	0	0	0	0		0	0	6	2	0		8	-
Bicycles on Road %	7.1%	0%	0%	0%		3.4%	0%	2.6%	0%	0%		2.3%	0%	0%	0%	0%		0%	0%	2.4%	8.7%	0%		3%	-
Pedestrians	-	-	-	-	22	-	-	-	-	-	3	-	-	-	-	-	16	-	-	-	-	-	2	-	-
Pedestrians%	-	-	-	-	51.2%	-	-	-	-	-	7%	-	-	-	-	-	37.2%	-	-	-	-	-	4.7%	-	-

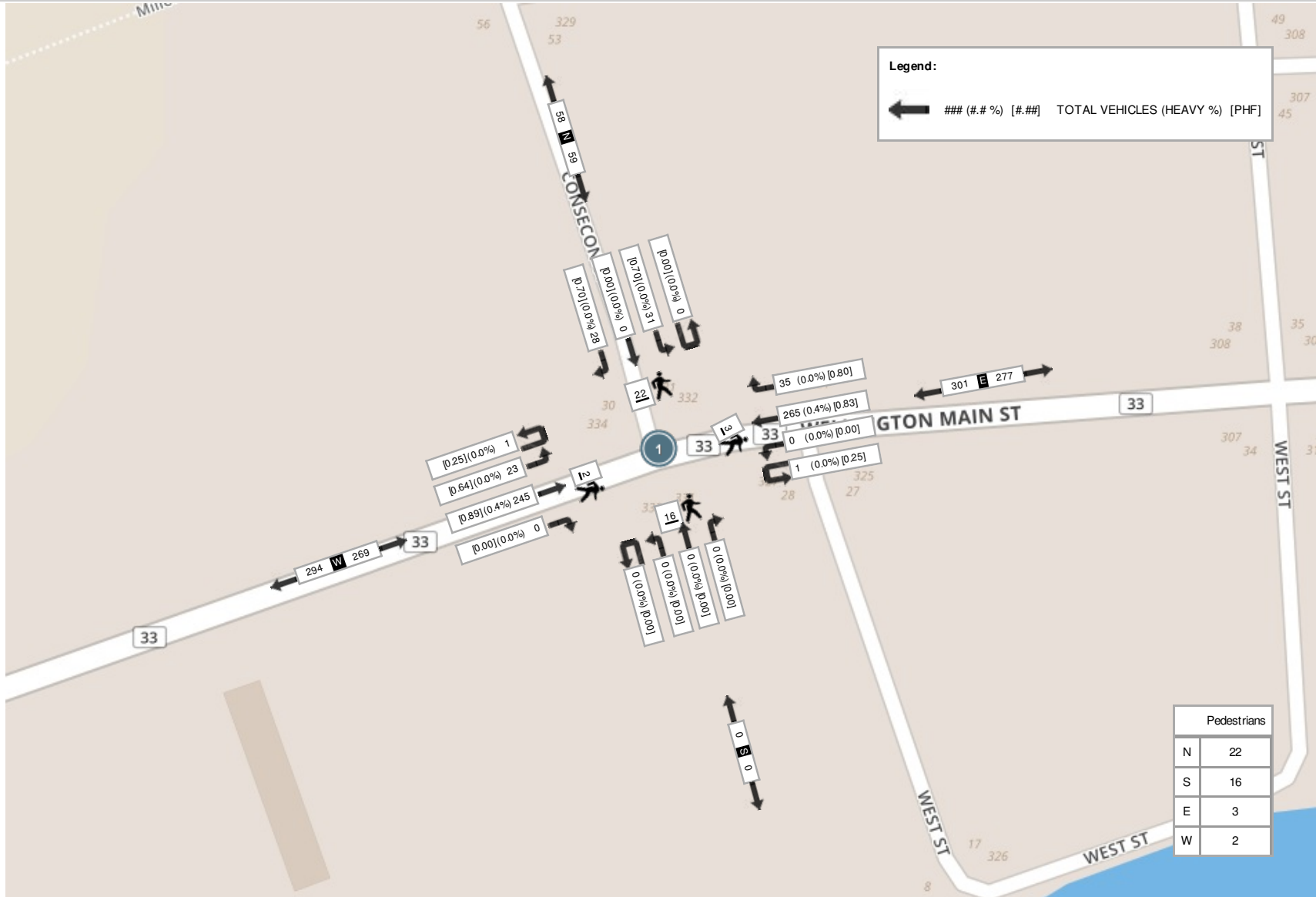
Peak Hour: 10:00 AM - 11:00 AM Weather: Few Clouds (5.35 °C)



Peak Hour: 12:30 PM - 01:30 PM Weather: Scattered Clouds (12.48 °C)



Peak Hour: 03:00 PM - 04:00 PM Weather: Scattered Clouds (12.48 °C)





Turning Movement Count (1 . WELLINGTON MAIN ST & CONSECON ST)

Start Time	N Approach						E Approach						S Approach						W Approach						Int. Total (15 min)	Int. Total (1 hr)	
	Right N:W	Thru N:S	Left N:E	UTurn N:N	Peds N:	Approach Total	Right E:N	Thru E:W	Left E:S	UTurn E:E	Peds E:	Approach Total	Right S:E	Thru S:N	Left S:W	UTurn S:S	Peds S:	Approach Total	Right W:S	Thru W:E	Left W:N	UTurn W:W	Peds W:	Approach Total			
07:00:00	0	0	2	0	0	2	0	5	0	0	0	5	0	0	0	0	0	0	0	11	0	0	0	11	18		
07:15:00	0	0	4	0	1	4	0	4	0	0	2	4	0	0	0	0	1	0	0	8	0	0	0	8	16		
07:30:00	0	0	3	0	0	3	1	4	0	0	0	5	0	0	0	0	1	0	0	7	0	0	0	7	15		
07:45:00	1	0	3	1	0	5	3	12	0	0	0	15	0	0	0	0	1	0	0	12	0	0	0	12	32	81	
08:00:00	0	0	3	0	2	3	2	6	0	0	0	8	0	0	0	0	0	0	0	11	0	0	0	11	22	85	
08:15:00	3	0	3	0	0	6	2	10	0	0	2	12	0	0	0	0	5	0	0	21	1	0	0	22	40	109	
08:30:00	1	0	6	0	3	7	0	11	0	0	1	11	0	0	0	0	0	0	0	21	1	0	0	22	40	134	
08:45:00	1	0	3	0	1	4	4	16	0	0	0	20	0	0	0	0	5	0	0	29	0	0	0	29	53	155	
09:00:00	0	0	4	0	0	4	1	21	0	0	0	22	0	0	0	0	2	0	0	30	1	0	1	31	57	190	
09:15:00	1	0	6	1	0	8	3	31	0	0	0	34	0	0	0	0	7	0	0	38	0	0	0	38	80	230	
09:30:00	1	0	5	0	1	6	3	25	0	0	1	28	0	0	0	0	1	0	0	44	1	0	0	45	79	269	
09:45:00	1	0	6	0	0	7	5	25	0	0	0	30	0	0	0	0	6	0	0	51	1	0	0	52	89	305	
10:00:00	2	0	13	0	2	15	5	34	0	0	0	39	0	0	0	0	6	0	0	58	2	0	0	60	114	362	
10:15:00	2	0	1	0	2	3	6	32	0	0	0	38	3	0	0	0	13	3	0	48	4	1	2	53	97	379	
10:30:00	2	0	5	0	0	7	3	44	0	0	0	47	0	0	0	0	4	0	0	55	3	0	0	58	112	412	
10:45:00	3	0	11	0	3	14	5	58	0	0	0	63	0	0	0	0	8	0	0	48	2	0	0	50	127	450	
BREAK																											
11:00:00	1	0	7	0	4	8	2	51	0	0	0	53	0	0	0	0	2	0	0	63	1	0	0	64	125		
11:15:00	5	0	6	0	5	11	10	52	0	0	0	62	0	0	0	0	11	0	0	60	3	0	2	63	136		
11:30:00	2	0	7	0	11	9	8	69	1	0	0	78	0	0	0	0	10	0	0	78	5	0	3	83	170		
11:45:00	4	0	10	0	1	14	8	61	0	1	2	70	0	0	0	0	8	0	0	75	2	0	0	77	161	592	
12:00:00	5	0	7	0	0	12	11	66	0	1	2	78	0	0	0	0	7	0	0	88	2	0	0	90	180	647	
12:15:00	5	0	4	0	1	9	7	73	0	2	0	82	0	0	0	0	10	0	0	74	2	0	0	76	167	678	
12:30:00	7	0	4	0	0	11	5	60	0	0	2	65	0	0	0	0	1	0	0	84	5	0	0	89	165	673	
12:45:00	5	0	3	0	0	8	11	81	0	0	2	92	0	0	0	0	4	0	0	89	4	0	0	93	193	705	
13:00:00	2	0	3	0	7	5	23	72	0	0	0	95	0	0	0	0	0	0	0	74	1	0	0	75	175	700	
13:15:00	8	0	6	0	0	14	11	91	0	2	1	104	0	0	0	0	0	0	0	79	4	0	0	83	201	734	
13:30:00	5	0	4	0	0	9	6	59	0	0	0	65	0	0	1	0	2	1	1	55	6	0	0	62	137	706	
13:45:00	5	0	9	0	0	14	11	72	0	0	0	83	0	0	0	0	1	0	0	68	6	0	1	74	171	684	
14:00:00	4	0	7	0	0	11	5	70	0	0	0	75	0	0	0	0	4	0	0	68	5	1	0	74	160	669	
14:15:00	1	0	9	0	3	10	7	69	0	1	0	77	0	0	0	0	4	0	0	64	2	0	0	66	153	621	
14:30:00	3	0	14	0	1	17	8	85	0	1	0	94	0	0	0	0	0	0	0	71	2	0	1	73	184	668	



14:45:00	5	0	10	0	0	15	4	70	0	1	0	75	0	0	0	0	5	0	0	58	2	0	0	60	150	647
BREAK																										
15:00:00	3	0	10	0	0	13	7	81	0	0	2	88	0	0	0	0	3	0	0	60	5	0	0	65	166	
15:15:00	7	0	10	0	1	17	4	74	0	0	2	78	0	0	0	0	0	0	59	6	0	0	65	160		
15:30:00	2	0	14	0	0	16	10	95	0	0	0	105	0	0	0	0	0	0	53	4	0	1	57	178		
15:45:00	10	0	6	0	4	16	3	66	0	0	0	69	1	0	0	0	10	1	1	56	0	0	0	57	143	647
16:00:00	5	0	11	1	0	17	6	84	0	0	0	90	0	0	0	0	0	0	65	6	0	0	71	178	659	
16:15:00	4	0	7	0	0	11	8	71	0	0	0	79	0	0	0	0	1	0	0	41	5	0	0	46	136	635
16:30:00	6	0	7	0	2	13	2	70	0	0	0	72	0	0	0	0	0	0	37	2	0	0	39	124	581	
16:45:00	2	0	8	0	2	10	3	58	0	0	2	61	0	0	0	0	2	0	0	46	0	0	2	46	117	555
17:00:00	7	0	3	0	0	10	7	53	1	0	0	61	0	0	0	0	8	0	0	44	1	0	0	45	116	493
17:15:00	4	0	16	0	0	20	3	51	1	0	0	55	0	0	0	0	5	0	0	50	1	0	0	51	126	483
17:30:00	3	0	7	0	0	10	1	42	0	0	0	43	0	0	0	0	0	0	49	1	0	0	50	103	462	
17:45:00	2	0	7	0	1	9	2	39	0	0	1	41	0	0	0	0	3	0	0	37	1	0	0	38	88	433
18:00:00	2	0	9	0	2	11	2	29	0	1	1	32	0	0	0	0	6	0	0	41	5	0	0	46	89	406
18:15:00	5	0	3	0	0	8	1	33	0	0	0	34	0	0	0	0	3	0	0	37	0	0	0	37	79	359
18:30:00	1	0	3	0	5	4	2	27	0	0	0	29	0	0	0	0	0	0	29	1	0	0	30	63	319	
18:45:00	1	0	4	0	0	5	1	27	0	1	0	29	0	0	0	0	1	0	0	17	0	0	0	17	51	282
Grand Total	149	0	313	3	65	465	242	2339	3	11	23	2595	4	0	1	0	171	5	2	2361	106	2	13	2471	5536	-
Approach%	32%	0%	67.3%	0.6%	-	-	9.3%	90.1%	0.1%	0.4%	-	-	80%	0%	20%	0%	-	-	0.1%	95.5%	4.3%	0.1%	-	-	-	
Totals %	2.7%	0%	5.7%	0.1%	8.4%	-	4.4%	42.3%	0.1%	0.2%	46.9%	-	0.1%	0%	0%	0%	0.1%	-	0%	42.6%	1.9%	0%	44.6%	-	-	
Heavy	1	0	1	0	-	-	1	14	0	0	-	-	0	0	0	0	-	-	0	16	1	0	-	-	-	
Heavy %	0.7%	0%	0.3%	0%	-	-	0.4%	0.6%	0%	0%	-	-	0%	0%	0%	0%	-	-	0%	0.7%	0.9%	0%	-	-	-	
Bicycles	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Bicycle %	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	



Peak Hour: 10:00 AM - 11:00 AM Weather: Scattered Clouds (11.19 °C)

Start Time	N Approach						E Approach						S Approach						W Approach						Int. Total (15 min)
	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	
10:00:00	2	0	13	0	2	15	5	34	0	0	0	39	0	0	0	0	6	0	0	58	2	0	0	60	114
10:15:00	2	0	1	0	2	3	6	32	0	0	0	38	3	0	0	0	13	3	0	48	4	1	2	53	97
10:30:00	2	0	5	0	0	7	3	44	0	0	0	47	0	0	0	0	4	0	0	55	3	0	0	58	112
10:45:00	3	0	11	0	3	14	5	58	0	0	0	63	0	0	0	0	8	0	0	48	2	0	0	50	127
Grand Total	9	0	30	0	7	39	19	168	0	0	0	187	3	0	0	0	31	3	0	209	11	1	2	221	450
Approach%	23.1%	0%	76.9%	0%	-	-	10.2%	89.8%	0%	0%	-	-	100%	0%	0%	0%	-	0%	94.6%	5%	0.5%	-	-	-	-
Totals %	2%	0%	6.7%	0%	-	8.7%	4.2%	37.3%	0%	0%	-	41.6%	0.7%	0%	0%	0%	-	0.7%	0%	46.4%	2.4%	0.2%	-	49.1%	-
PHF	0.75	0	0.58	0	-	0.65	0.79	0.72	0	0	-	0.74	0.25	0	0	0	-	0.25	0	0.9	0.69	0.25	-	0.92	-
Heavy	0	0	0	0	-	0	0	2	0	0	-	2	0	0	0	0	-	0	0	1	0	0	-	1	-
Heavy %	0%	0%	0%	0%	-	0%	0%	1.2%	0%	0%	-	1.1%	0%	0%	0%	0%	-	0%	0%	0.5%	0%	0%	-	0.5%	-
Lights	9	0	28	0	-	37	19	163	0	0	-	182	3	0	0	0	-	3	0	206	11	1	-	218	-
Lights %	100%	0%	93.3%	0%	-	94.9%	100%	97%	0%	0%	-	97.3%	100%	0%	0%	0%	-	100%	0%	98.6%	100%	100%	-	98.6%	-
Single-Unit Trucks	0	0	0	0	-	0	0	2	0	0	-	2	0	0	0	0	-	0	0	1	0	0	-	1	-
Single-Unit Trucks %	0%	0%	0%	0%	-	0%	0%	1.2%	0%	0%	-	1.1%	0%	0%	0%	0%	-	0%	0%	0.5%	0%	0%	-	0.5%	-
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	-
Buses %	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	-
Bicycles on Road	0	0	2	0	-	2	0	3	0	0	-	3	0	0	0	0	-	0	0	2	0	0	-	2	-
Bicycles on Road %	0%	0%	6.7%	0%	-	5.1%	0%	1.8%	0%	0%	-	1.6%	0%	0%	0%	0%	-	0%	0%	1%	0%	0%	-	0.9%	-
Pedestrians	-	-	-	-	7	-	-	-	-	-	0	-	-	-	-	-	31	-	-	-	-	-	2	-	-
Pedestrians%	-	-	-	-	17.5%	-	-	-	-	-	0%	-	-	-	-	-	77.5%	-	-	-	-	-	5%	-	-



Peak Hour: 12:30 PM - 01:30 PM Weather: Few Clouds (17.8 °C)

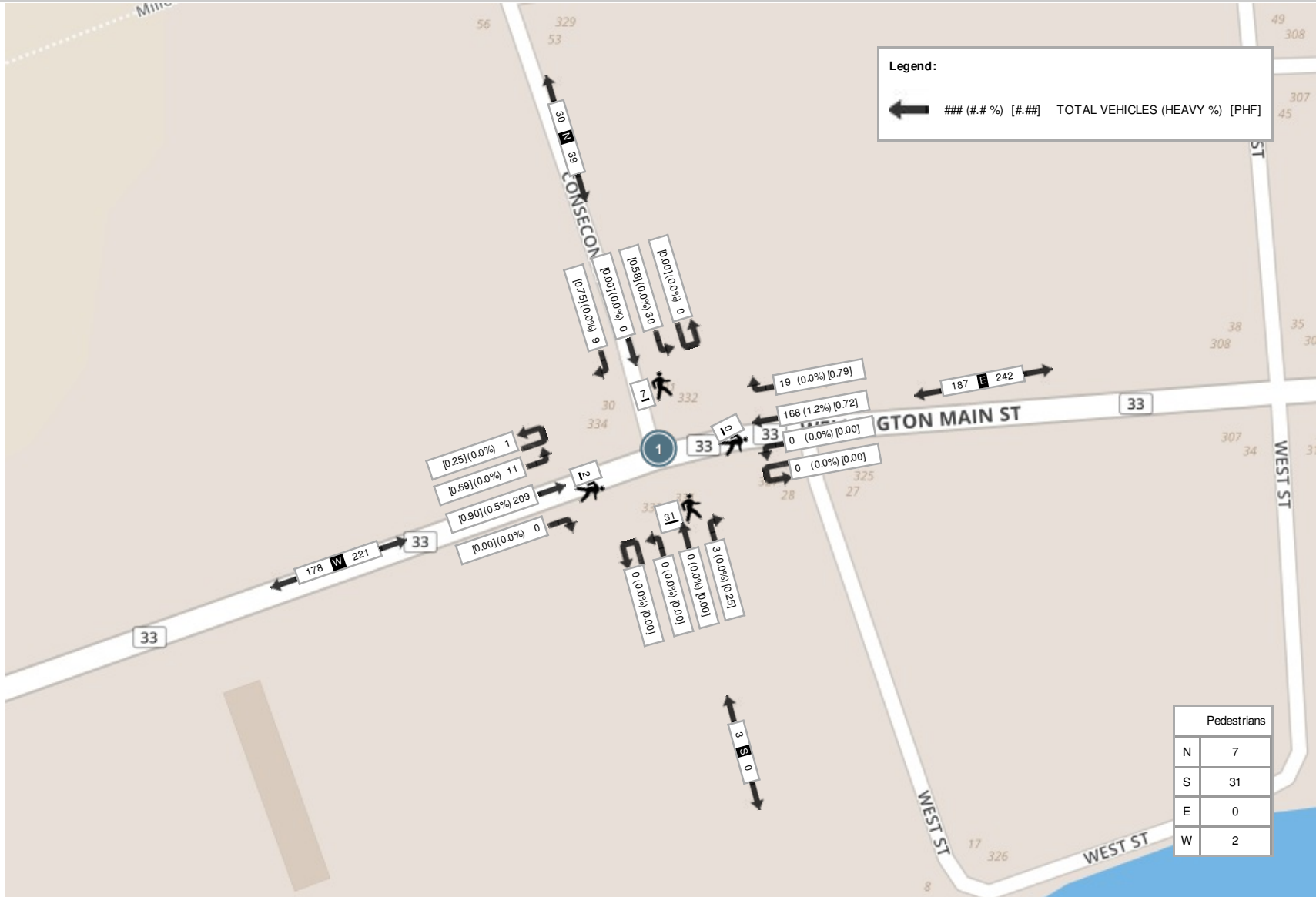
Start Time	N Approach						E Approach						S Approach						W Approach						Int. Total (15 min)
	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	
12:30:00	7	0	4	0	0	11	5	60	0	0	2	65	0	0	0	0	1	0	0	84	5	0	0	89	165
12:45:00	5	0	3	0	0	8	11	81	0	0	2	92	0	0	0	0	4	0	0	89	4	0	0	93	193
13:00:00	2	0	3	0	7	5	23	72	0	0	0	95	0	0	0	0	0	0	0	74	1	0	0	75	175
13:15:00	8	0	6	0	0	14	11	91	0	2	1	104	0	0	0	0	0	0	0	79	4	0	0	83	201
Grand Total	22	0	16	0	7	38	50	304	0	2	5	356	0	0	0	0	5	0	0	326	14	0	0	340	734
Approach%	57.9%	0%	42.1%	0%	-	-	14%	85.4%	0%	0.6%	-	-	0%	0%	0%	0%	-	-	0%	95.9%	4.1%	0%	-	-	-
Totals %	3%	0%	2.2%	0%	5.2%	5.2%	6.8%	41.4%	0%	0.3%	48.5%	48.5%	0%	0%	0%	0%	0%	0%	44.4%	1.9%	0%	46.3%	46.3%	46.3%	-
PHF	0.69	0	0.67	0	0.68	0.68	0.54	0.84	0	0.25	0.86	0.86	0	0	0	0	0	0	0	0.92	0.7	0	0.91	0.91	-
Heavy	0	0	0	0	0	0	1	1	0	0	2	2	0	0	0	0	0	0	0	4	0	0	4	4	-
Heavy %	0%	0%	0%	0%	0%	0%	2%	0.3%	0%	0%	0.6%	0.6%	0%	0%	0%	0%	0%	0%	0%	1.2%	0%	0%	1.2%	1.2%	-
Lights	22	0	16	0	38	38	44	298	0	2	344	344	0	0	0	0	0	0	0	319	14	0	333	333	-
Lights %	100%	0%	100%	0%	100%	100%	88%	98%	0%	100%	96.6%	96.6%	0%	0%	0%	0%	0%	0%	0%	97.9%	100%	0%	97.9%	97.9%	-
Single-Unit Trucks	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	1	0	0	1	1	-
Single-Unit Trucks %	0%	0%	0%	0%	0%	0%	2%	0%	0%	0%	0.3%	0.3%	0%	0%	0%	0%	0%	0%	0%	0.3%	0%	0%	0.3%	0.3%	-
Buses	0	0	0	0	0	0	0	1	0	0	1	1	0	0	0	0	0	0	0	3	0	0	3	3	-
Buses %	0%	0%	0%	0%	0%	0%	0%	0.3%	0%	0%	0.3%	0.3%	0%	0%	0%	0%	0%	0%	0%	0.9%	0%	0%	0.9%	0.9%	-
Bicycles on Road	0	0	0	0	0	0	5	5	0	0	10	10	0	0	0	0	0	0	0	3	0	0	3	3	-
Bicycles on Road %	0%	0%	0%	0%	0%	0%	10%	1.6%	0%	0%	2.8%	2.8%	0%	0%	0%	0%	0%	0%	0%	0.9%	0%	0%	0.9%	0.9%	-
Pedestrians	-	-	-	-	7	-	-	-	-	5	-	-	-	-	-	5	-	-	-	-	-	-	0	-	-
Pedestrians%	-	-	-	-	41.2%	-	-	-	-	29.4%	-	-	-	-	-	29.4%	-	-	-	-	-	-	0%	-	-



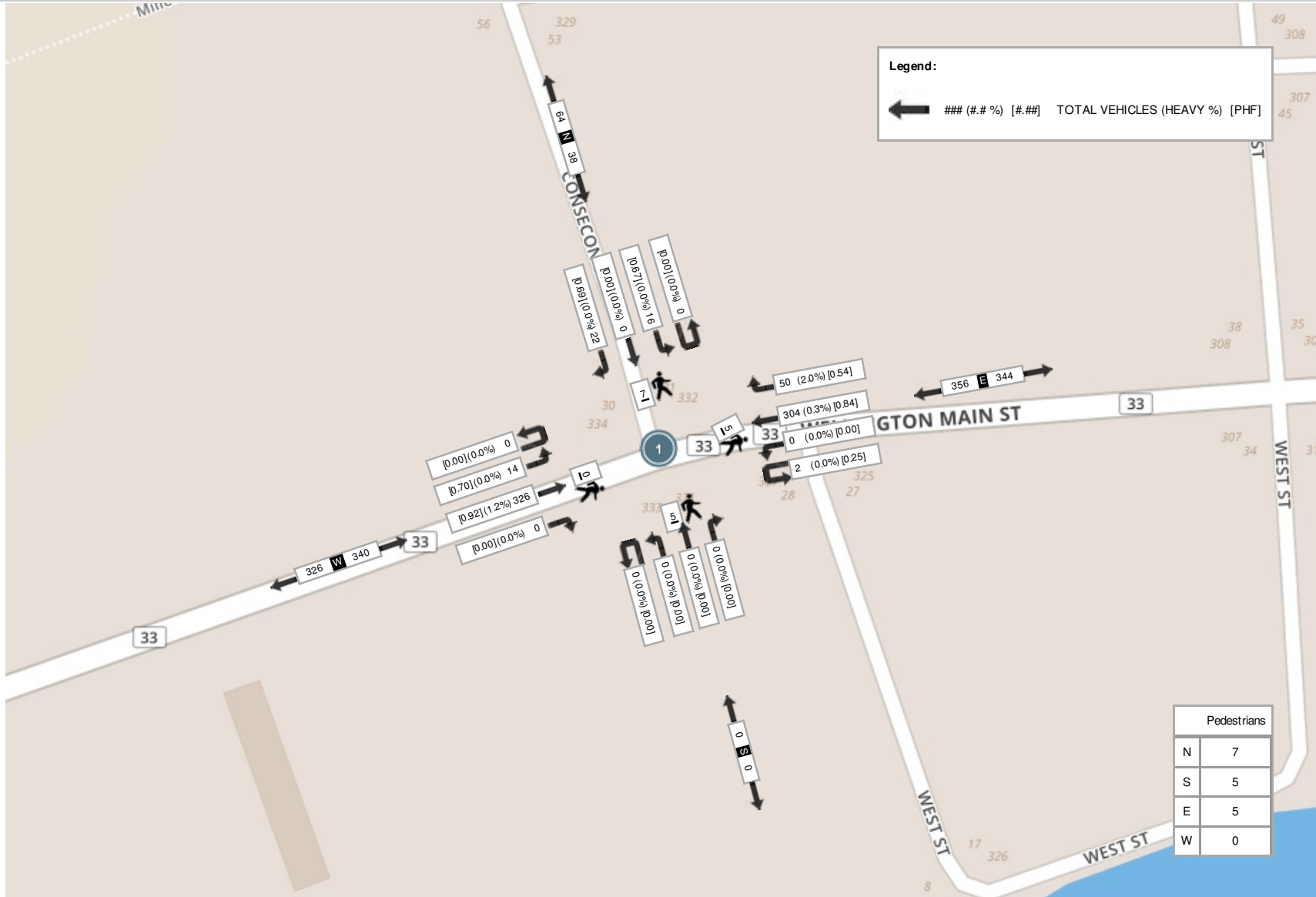
Peak Hour: 03:15 PM - 04:15 PM Weather: Scattered Clouds (22.29 °C)

Start Time	N Approach						E Approach						S Approach						W Approach						Int. Total (15 min)
	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	
15:15:00	7	0	10	0	1	17	4	74	0	0	2	78	0	0	0	0	0	0	0	59	6	0	0	65	160
15:30:00	2	0	14	0	0	16	10	95	0	0	0	105	0	0	0	0	0	0	0	53	4	0	1	57	178
15:45:00	10	0	6	0	4	16	3	66	0	0	0	69	1	0	0	0	10	1	1	56	0	0	0	57	143
16:00:00	5	0	11	1	0	17	6	84	0	0	0	90	0	0	0	0	0	0	0	65	6	0	0	71	178
Grand Total	24	0	41	1	5	66	23	319	0	0	2	342	1	0	0	0	10	1	1	233	16	0	1	250	659
Approach%	36.4%	0%	62.1%	1.5%	-	-	6.7%	93.3%	0%	0%	-	-	100%	0%	0%	0%	-	-	0.4%	93.2%	6.4%	0%	-	-	-
Totals %	3.6%	0%	6.2%	0.2%	10%	10%	3.5%	48.4%	0%	0%	51.9%	51.9%	0.2%	0%	0%	0%	0.2%	0.2%	35.4%	2.4%	0%	37.9%	37.9%	37.9%	-
PHF	0.6	0	0.73	0.25	0.97	0.97	0.58	0.84	0	0	0.81	0.81	0.25	0	0	0	0.25	0.25	0.9	0.67	0	0.88	0.88	0.88	-
Heavy	0	0	0	0	0	0	0	2	0	0	2	2	0	0	0	0	0	0	0	2	0	0	2	2	-
Heavy %	0%	0%	0%	0%	0%	0%	0%	0.6%	0%	0%	0.6%	0.6%	0%	0%	0%	0%	0%	0%	0.9%	0%	0%	0.8%	0.8%	0.8%	-
Lights	23	0	39	1	63	63	23	315	0	0	338	338	1	0	0	0	1	1	217	16	0	234	234	234	-
Lights %	95.8%	0%	95.1%	100%	95.5%	95.5%	100%	98.7%	0%	0%	98.8%	98.8%	100%	0%	0%	0%	100%	100%	93.1%	100%	0%	93.6%	93.6%	93.6%	-
Single-Unit Trucks	0	0	0	0	0	0	0	2	0	0	2	2	0	0	0	0	0	0	1	0	0	1	1	1	-
Single-Unit Trucks %	0%	0%	0%	0%	0%	0%	0%	0.6%	0%	0%	0.6%	0.6%	0%	0%	0%	0%	0%	0%	0.4%	0%	0%	0.4%	0.4%	0.4%	-
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	1	-
Buses %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0.4%	0%	0%	0.4%	0.4%	0.4%	-
Bicycles on Road	1	0	2	0	3	3	0	2	0	0	2	2	0	0	0	0	0	0	14	0	0	14	14	14	-
Bicycles on Road %	4.2%	0%	4.9%	0%	4.5%	4.5%	0%	0.6%	0%	0%	0.6%	0.6%	0%	0%	0%	0%	0%	0%	6%	0%	0%	5.6%	5.6%	5.6%	-
Pedestrians	-	-	-	-	5	-	-	-	-	-	2	-	-	-	-	-	10	-	-	-	-	-	1	-	-
Pedestrians%	-	-	-	-	27.8%	-	-	-	-	-	11.1%	-	-	-	-	-	55.6%	-	-	-	-	-	5.6%	-	-

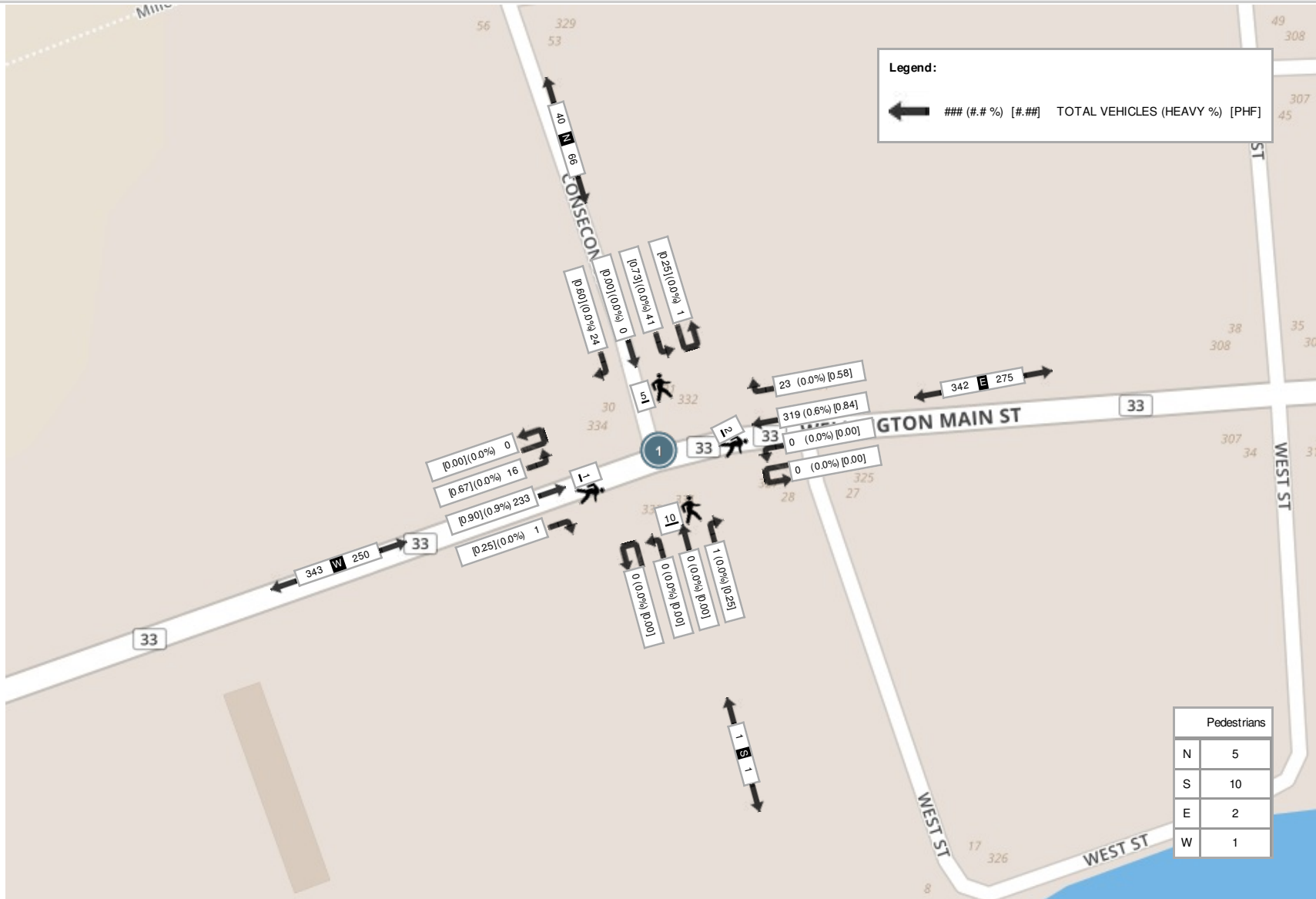
Peak Hour: 10:00 AM - 11:00 AM Weather: Scattered Clouds (11.19 °C)



Peak Hour: 12:30 PM - 01:30 PM Weather: Few Clouds (17.8 °C)



Peak Hour: 03:15 PM - 04:15 PM Weather: Scattered Clouds (22.29 °C)





Turning Movement Count (1 . WELLINGTON MAIN ST & CONSECON ST)

Start Time	N Approach						E Approach						S Approach						W Approach						Int. Total (15 min)	Int. Total (1 hr)
	Right N:W	Thru N:S	Left N:E	UTurn N:N	Peds N:	Approach Total	Right E:N	Thru E:W	Left E:S	UTurn E:E	Peds E:	Approach Total	Right S:E	Thru S:N	Left S:W	UTurn S:S	Peds S:	Approach Total	Right W:S	Thru W:E	Left W:N	UTurn W:W	Peds W:	Approach Total		
07:00:00	1	0	2	0	0	3	1	3	0	0	0	4	0	0	0	0	0	0	0	7	0	0	0	7	14	
07:15:00	0	0	1	0	0	1	0	7	0	0	1	7	0	0	0	0	3	0	0	9	2	0	0	11	19	
07:30:00	0	0	1	0	0	1	2	6	0	0	1	8	0	0	0	0	2	0	0	6	0	0	0	6	15	
07:45:00	1	0	2	0	0	3	0	10	0	0	1	10	0	0	0	0	1	0	0	9	1	0	0	10	23	71
08:00:00	0	0	1	0	0	1	1	14	0	0	0	15	0	0	0	0	6	0	0	10	0	0	0	10	26	83
08:15:00	0	0	5	0	0	5	3	13	0	0	0	16	0	0	0	0	1	0	0	17	1	0	0	18	39	103
08:30:00	0	0	3	0	1	3	5	11	0	0	0	16	0	0	0	0	0	0	0	17	0	0	1	17	36	124
08:45:00	0	0	4	0	2	4	1	19	0	0	0	20	0	0	0	0	3	0	0	26	1	0	0	27	51	152
09:00:00	0	0	4	0	4	4	6	25	0	0	0	31	0	0	0	0	1	0	0	20	0	0	0	20	55	181
09:15:00	3	1	4	0	0	8	2	26	0	0	0	28	0	0	0	0	16	0	0	18	1	0	2	19	55	197
09:30:00	1	0	6	0	2	7	3	41	0	1	0	45	0	0	0	0	8	0	0	21	0	0	0	21	73	234
09:45:00	2	0	8	0	3	10	4	32	0	0	0	36	0	0	0	0	9	0	0	35	0	0	2	35	81	264
10:00:00	3	0	2	0	1	5	3	33	0	1	0	37	0	0	0	0	3	0	0	37	1	0	1	38	80	289
10:15:00	1	0	2	0	0	3	1	35	0	0	0	36	0	0	0	0	5	0	0	38	2	0	0	40	79	313
10:30:00	5	0	4	0	1	9	4	39	0	1	2	44	0	0	0	0	7	0	0	48	0	0	3	48	101	341
10:45:00	1	0	3	0	0	4	6	56	0	0	1	62	0	0	0	0	2	0	0	34	2	0	0	36	102	362
BREAK																										
11:00:00	3	0	5	0	2	8	10	54	0	1	0	65	0	0	0	0	5	0	0	33	5	0	3	38	111	
11:15:00	1	0	7	0	1	8	8	65	0	1	0	74	0	0	0	0	2	0	0	32	5	0	2	37	119	
11:30:00	4	0	6	0	0	10	11	54	0	0	0	65	0	0	0	0	4	0	0	34	4	0	0	38	113	
11:45:00	0	0	4	0	2	4	6	56	0	0	0	62	0	0	0	0	5	0	0	48	4	1	2	53	119	462
12:00:00	3	0	2	0	1	5	3	59	0	0	0	62	0	0	0	0	0	0	0	53	1	0	0	54	121	472
12:15:00	3	0	3	0	0	6	7	54	0	1	0	62	0	0	0	0	4	0	0	39	1	1	0	41	109	462
12:30:00	2	0	4	0	0	6	3	69	0	0	2	72	0	0	0	0	5	0	0	28	1	0	0	29	107	456
12:45:00	2	0	4	0	3	6	4	47	0	0	0	51	0	0	0	0	3	0	0	52	2	0	2	54	111	448
13:00:00	1	0	6	0	0	7	5	66	0	0	1	71	0	0	0	0	0	0	0	45	1	0	0	46	124	451
13:15:00	3	0	2	0	1	5	5	52	0	0	0	57	0	0	0	0	0	0	0	29	1	0	0	30	92	434
13:30:00	0	0	5	0	0	5	3	53	0	0	2	56	0	0	0	0	1	0	0	37	1	0	0	38	99	426
13:45:00	2	0	3	0	1	5	7	62	0	1	1	70	0	0	0	0	6	0	0	45	0	0	0	45	120	435
14:00:00	1	0	3	0	0	4	3	45	0	0	0	48	0	0	0	0	2	0	0	34	2	0	0	36	88	399
14:15:00	1	0	2	0	2	3	2	51	0	0	0	53	0	0	0	0	0	0	0	44	0	0	0	44	100	407
14:30:00	2	0	6	0	0	8	9	43	0	0	0	52	0	0	0	0	0	0	0	51	3	1	0	55	115	423



14:45:00 | 2 | 0 | 4 | 0 | 0 | 6 | 10 | 43 | 0 | 0 | 0 | 53 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 45 | 4 | 0 | 0 | 49 | 108 | 411

BREAK

15:00:00	4	1	6	0	0	11	5	43	0	1	0	49	0	0	0	0	2	0	0	42	1	0	0	43	103	
15:15:00	3	0	5	0	0	8	2	58	0	0	0	60	0	0	0	0	1	0	0	34	1	0	0	35	103	
15:30:00	2	0	5	0	2	7	6	47	0	0	0	53	0	0	0	0	2	0	0	26	1	0	2	27	87	
15:45:00	0	0	2	0	0	2	5	42	0	0	0	47	0	0	0	0	2	0	0	22	2	0	0	24	73	366
16:00:00	3	0	6	0	0	9	6	45	0	0	0	51	0	0	0	0	1	0	0	18	2	0	0	20	80	343
16:15:00	0	0	12	0	0	12	6	48	0	0	0	54	0	0	0	0	0	0	0	34	1	0	0	35	101	341
16:30:00	3	0	4	0	0	7	4	43	0	0	0	47	0	0	0	0	4	0	0	24	4	0	0	28	82	336
16:45:00	1	0	5	0	0	6	3	31	0	0	0	34	0	0	0	0	0	0	0	17	1	0	0	18	58	321
17:00:00	1	0	3	0	0	4	1	28	0	0	0	29	0	0	0	0	1	0	0	27	2	0	0	29	62	303
17:15:00	2	0	6	0	2	8	6	23	0	0	2	29	0	0	0	0	2	0	0	24	2	0	1	26	63	265
17:30:00	1	0	3	0	2	4	1	21	0	0	2	22	0	0	0	0	2	0	0	16	0	0	2	16	42	225
17:45:00	0	0	2	0	0	2	3	19	0	0	3	22	0	0	0	0	0	0	0	9	2	0	0	11	35	202
18:00:00	1	0	5	0	0	6	2	23	0	0	4	25	0	0	0	0	0	0	0	20	2	0	0	22	53	193
18:15:00	1	0	0	0	0	1	2	13	0	0	1	15	0	0	0	0	1	0	0	15	0	0	0	15	31	161
18:30:00	2	0	3	0	1	5	2	15	0	0	2	17	0	0	0	0	0	0	0	14	0	0	0	14	36	155
18:45:00	1	0	2	0	0	3	1	25	0	0	0	26	0	0	0	0	0	0	0	21	0	0	0	21	50	170
Grand Total	73	2	187	0	34	262	193	1767	0	8	26	1968	0	0	0	0	126	0	0	1364	67	3	23	1434	3664	-

Approach%	27.9%	0.8%	71.4%	0%	-	9.8%	89.8%	0%	0.4%	-	0%	0%	0%	0%	-	0%	95.1%	4.7%	0.2%	-	-	-
Totals %	2%	0.1%	5.1%	0%	7.2%	5.3%	48.2%	0%	0.2%	53.7%	0%	0%	0%	0%	0%	0%	37.2%	1.8%	0.1%	39.1%	-	-
Heavy	1	0	0	0	-	0	17	0	0	-	0	0	0	0	-	0	3	0	0	-	-	-
Heavy %	1.4%	0%	0%	0%	-	0%	1%	0%	0%	-	0%	0%	0%	0%	-	0%	0.2%	0%	0%	-	-	-
Bicycles	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycle %	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Peak Hour: 10:00 AM - 11:00 AM Weather: Broken Clouds (14.2 °C)

Start Time	N Approach						E Approach						S Approach						W Approach						Int. Total (15 min)
	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	
10:00:00	3	0	2	0	1	5	3	33	0	1	0	37	0	0	0	0	3	0	0	37	1	0	1	38	80
10:15:00	1	0	2	0	0	3	1	35	0	0	0	36	0	0	0	0	5	0	0	38	2	0	0	40	79
10:30:00	5	0	4	0	1	9	4	39	0	1	2	44	0	0	0	0	7	0	0	48	0	0	3	48	101
10:45:00	1	0	3	0	0	4	6	56	0	0	1	62	0	0	0	0	2	0	0	34	2	0	0	36	102
Grand Total	10	0	11	0	2	21	14	163	0	2	3	179	0	0	0	0	17	0	0	157	5	0	4	162	362
Approach%	47.6%	0%	52.4%	0%	-	-	7.8%	91.1%	0%	1.1%	-	-	0%	0%	0%	0%	-	0%	96.9%	3.1%	0%	-	-	-	
Totals %	2.8%	0%	3%	0%	5.8%	3.9%	45%	0%	0.6%	49.4%	0%	0%	0%	0%	0%	0%	0%	0%	43.4%	1.4%	0%	44.8%	-	-	
PHF	0.5	0	0.69	0	0.58	0.58	0.73	0	0.5	0.72	0	0	0	0	0	0	0	0	0.82	0.63	0	0.84	-	-	
Heavy	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	-	
Heavy %	0%	0%	0%	0%	0%	0%	0%	1.8%	0%	0%	1.7%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	-	
Lights	10	0	11	0	21	14	158	0	2	174	0	0	0	0	0	0	0	0	157	5	0	162	-		
Lights %	100%	0%	100%	0%	100%	100%	96.9%	0%	100%	97.2%	0%	0%	0%	0%	0%	0%	0%	0%	100%	100%	0%	100%	-		
Single-Unit Trucks	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	-	
Single-Unit Trucks %	0%	0%	0%	0%	0%	0%	1.8%	0%	0%	1.7%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	-	
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	
Buses %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	-	
Bicycles on Road	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	-	
Bicycles on Road %	0%	0%	0%	0%	0%	0%	1.2%	0%	0%	1.1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	-	
Pedestrians	-	-	-	-	2	-	-	-	-	3	-	-	-	-	-	17	-	-	-	-	-	4	-	-	
Pedestrians%	-	-	-	-	7.7%	-	-	-	-	11.5%	-	-	-	-	-	65.4%	-	-	-	-	-	15.4%	-	-	



Peak Hour: 11:15 AM - 12:15 PM Weather: Overcast Clouds (16.65 °C)

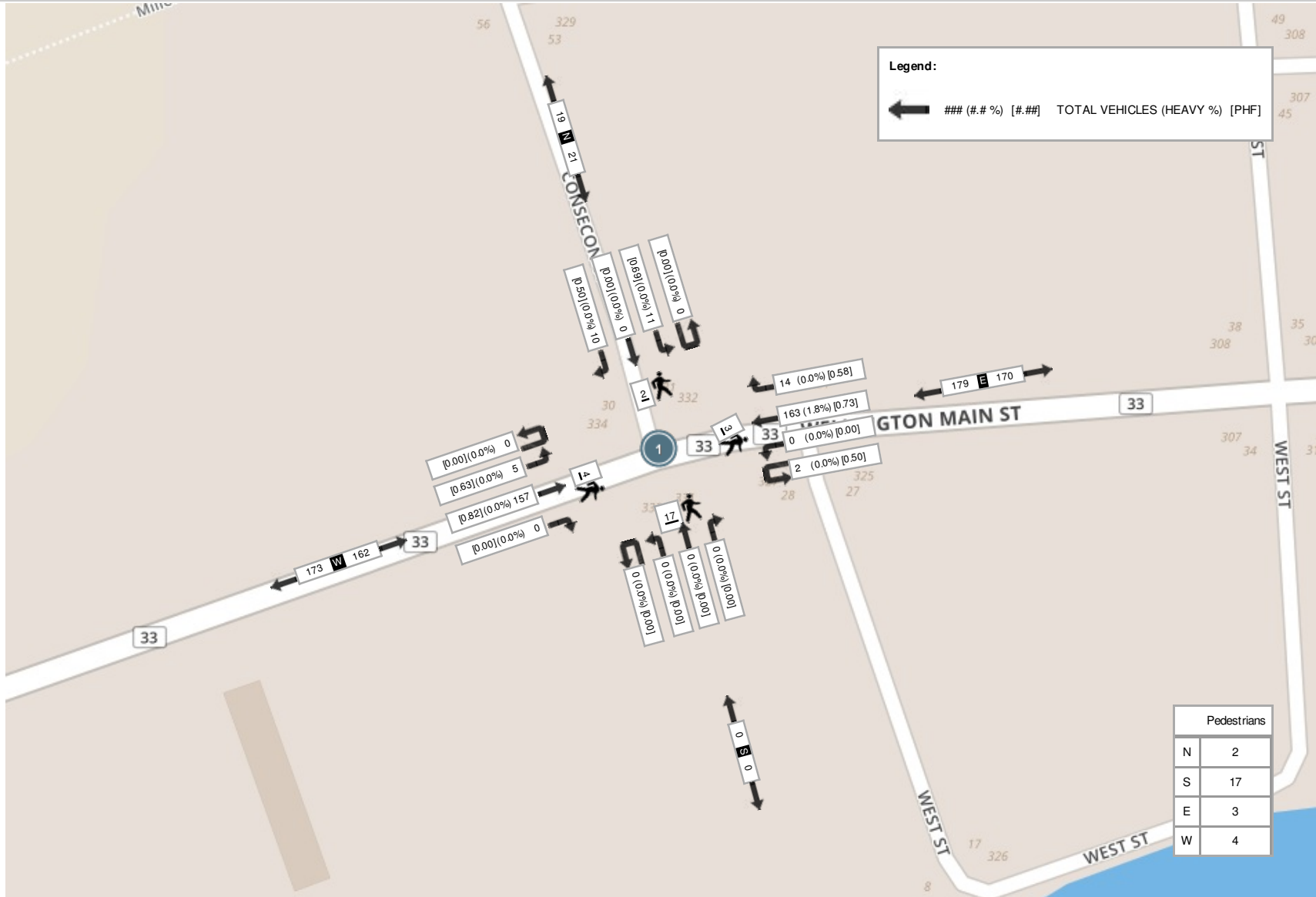
Start Time	N Approach						E Approach						S Approach						W Approach						Int. Total (15 min)
	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	
11:15:00	1	0	7	0	1	8	8	65	0	1	0	74	0	0	0	0	2	0	0	32	5	0	2	37	119
11:30:00	4	0	6	0	0	10	11	54	0	0	0	65	0	0	0	0	4	0	0	34	4	0	0	38	113
11:45:00	0	0	4	0	2	4	6	56	0	0	0	62	0	0	0	0	5	0	0	48	4	1	2	53	119
12:00:00	3	0	2	0	1	5	3	59	0	0	0	62	0	0	0	0	0	0	0	53	1	0	0	54	121
Grand Total	8	0	19	0	4	27	28	234	0	1	0	263	0	0	0	0	11	0	0	167	14	1	4	182	472
Approach%	29.6%	0%	70.4%	0%	-	-	10.6%	89%	0%	0.4%	-	-	0%	0%	0%	0%	-	0%	91.8%	7.7%	0.5%	-	-	-	
Totals %	1.7%	0%	4%	0%	5.7%	5.9%	49.6%	0%	0.2%	55.7%	0%	0%	0%	0%	0%	0%	0%	0%	35.4%	3%	0.2%	38.6%	-	-	
PHF	0.5	0	0.68	0	0.68	0.64	0.9	0	0.25	0.89	0	0	0	0	0	0	0	0	0.79	0.7	0.25	0.84	-	-	
Heavy	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	-
Heavy %	0%	0%	0%	0%	0%	0%	0%	0.4%	0%	0%	0%	0.4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	-
Lights	8	0	19	0	27	27	233	0	1	261	0	0	0	0	0	0	0	0	0	167	14	1	4	182	-
Lights %	100%	0%	100%	0%	100%	96.4%	99.6%	0%	100%	99.2%	0%	0%	0%	0%	0%	0%	0%	0%	100%	100%	100%	100%	100%	100%	-
Single-Unit Trucks	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
Single-Unit Trucks %	0%	0%	0%	0%	0%	0%	0.4%	0%	0%	0.4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	-
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
Buses %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	-
Bicycles on Road	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
Bicycles on Road %	0%	0%	0%	0%	0%	3.6%	0%	0%	0%	0.4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	-
Pedestrians	-	-	-	-	4	-	-	-	-	0	-	-	-	-	-	11	-	-	-	-	-	-	4	-	-
Pedestrians%	-	-	-	-	21.1%	-	-	-	-	0%	-	-	-	-	-	57.9%	-	-	-	-	-	-	21.1%	-	-



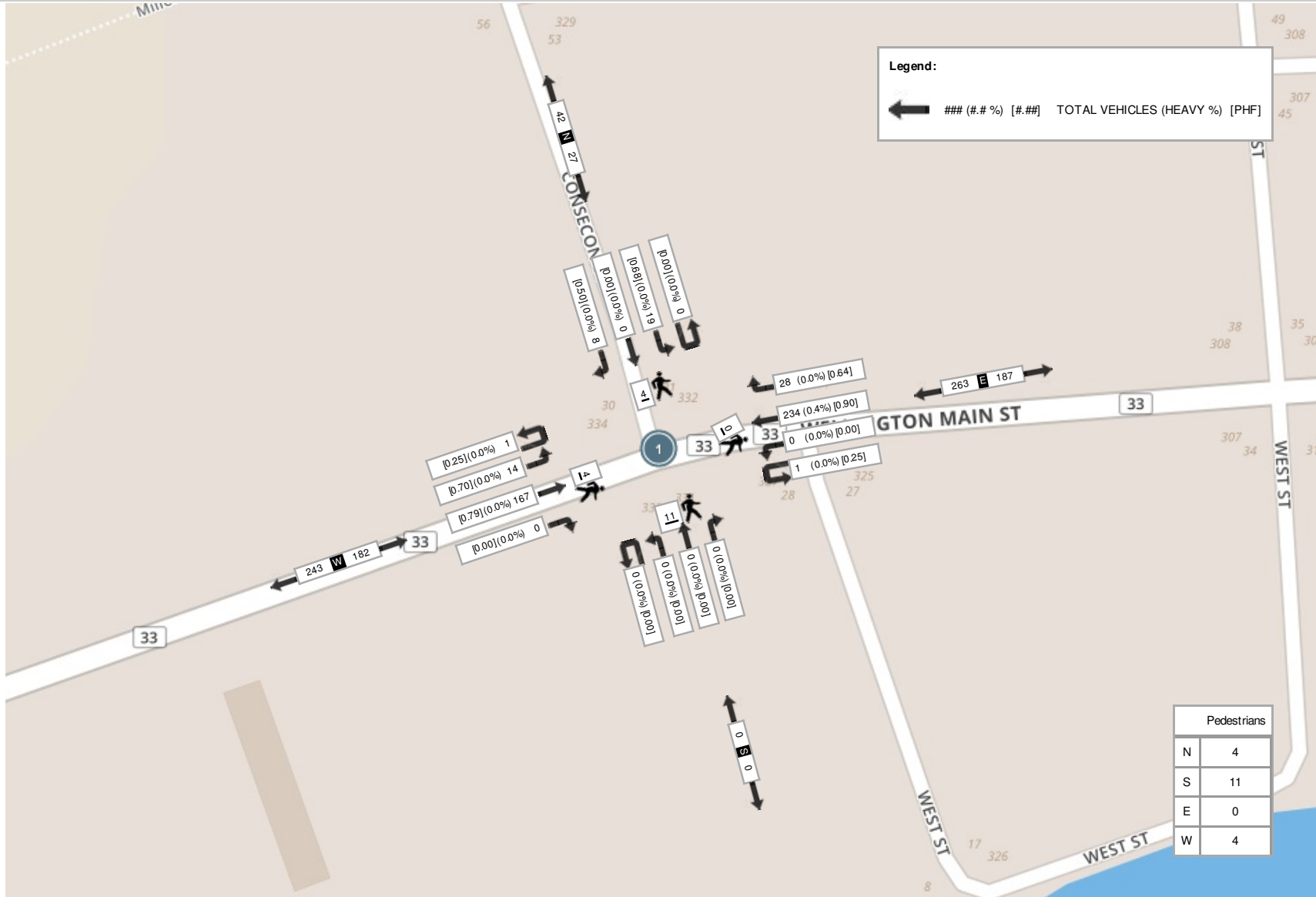
Peak Hour: 03:00 PM - 04:00 PM Weather: Overcast Clouds (16.65 °C)

Start Time	N Approach						E Approach						S Approach						W Approach						Int. Total (15 min)
	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	
15:00:00	4	1	6	0	0	11	5	43	0	1	0	49	0	0	0	0	2	0	0	42	1	0	0	43	103
15:15:00	3	0	5	0	0	8	2	58	0	0	0	60	0	0	0	0	1	0	0	34	1	0	0	35	103
15:30:00	2	0	5	0	2	7	6	47	0	0	0	53	0	0	0	0	2	0	0	26	1	0	2	27	87
15:45:00	0	0	2	0	0	2	5	42	0	0	0	47	0	0	0	0	2	0	0	22	2	0	0	24	73
Grand Total	9	1	18	0	2	28	18	190	0	1	0	209	0	0	0	0	7	0	0	124	5	0	2	129	366
Approach%	32.1%	3.6%	64.3%	0%	-	-	8.6%	90.9%	0%	0.5%	-	-	0%	0%	0%	0%	-	-	0%	96.1%	3.9%	0%	-	-	-
Totals %	2.5%	0.3%	4.9%	0%	7.7%	7.7%	4.9%	51.9%	0%	0.3%	57.1%	57.1%	0%	0%	0%	0%	0%	0%	33.9%	1.4%	0%	35.2%	35.2%	35.2%	-
PHF	0.56	0.25	0.75	0	0.64	0.64	0.75	0.82	0	0.25	0.87	0.87	0	0	0	0	0	0	0	0.74	0.63	0	0.75	0.75	-
Heavy	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	-
Heavy %	0%	0%	0%	0%	0%	0%	0%	1.6%	0%	0%	0%	1.4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	-
Lights	9	1	16	0	26	26	18	186	0	1	205	205	0	0	0	0	0	0	0	123	5	0	128	128	-
Lights %	100%	100%	88.9%	0%	92.9%	92.9%	100%	97.9%	0%	100%	98.1%	98.1%	0%	0%	0%	0%	0%	0%	0%	99.2%	100%	0%	99.2%	99.2%	-
Single-Unit Trucks	0	0	0	0	0	0	0	3	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	-
Single-Unit Trucks %	0%	0%	0%	0%	0%	0%	0%	1.6%	0%	0%	1.4%	1.4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	-
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
Buses %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	-
Bicycles on Road	0	0	2	0	2	2	0	1	0	0	1	1	0	0	0	0	0	0	0	1	0	0	1	1	-
Bicycles on Road %	0%	0%	11.1%	0%	7.1%	7.1%	0%	0.5%	0%	0%	0.5%	0.5%	0%	0%	0%	0%	0%	0%	0%	0.8%	0%	0%	0.8%	0.8%	-
Pedestrians	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	-	7	-	-	-	-	-	2	-	-
Pedestrians%	-	-	-	-	18.2%	-	-	-	-	-	0%	-	-	-	-	-	63.6%	-	-	-	-	-	18.2%	-	-

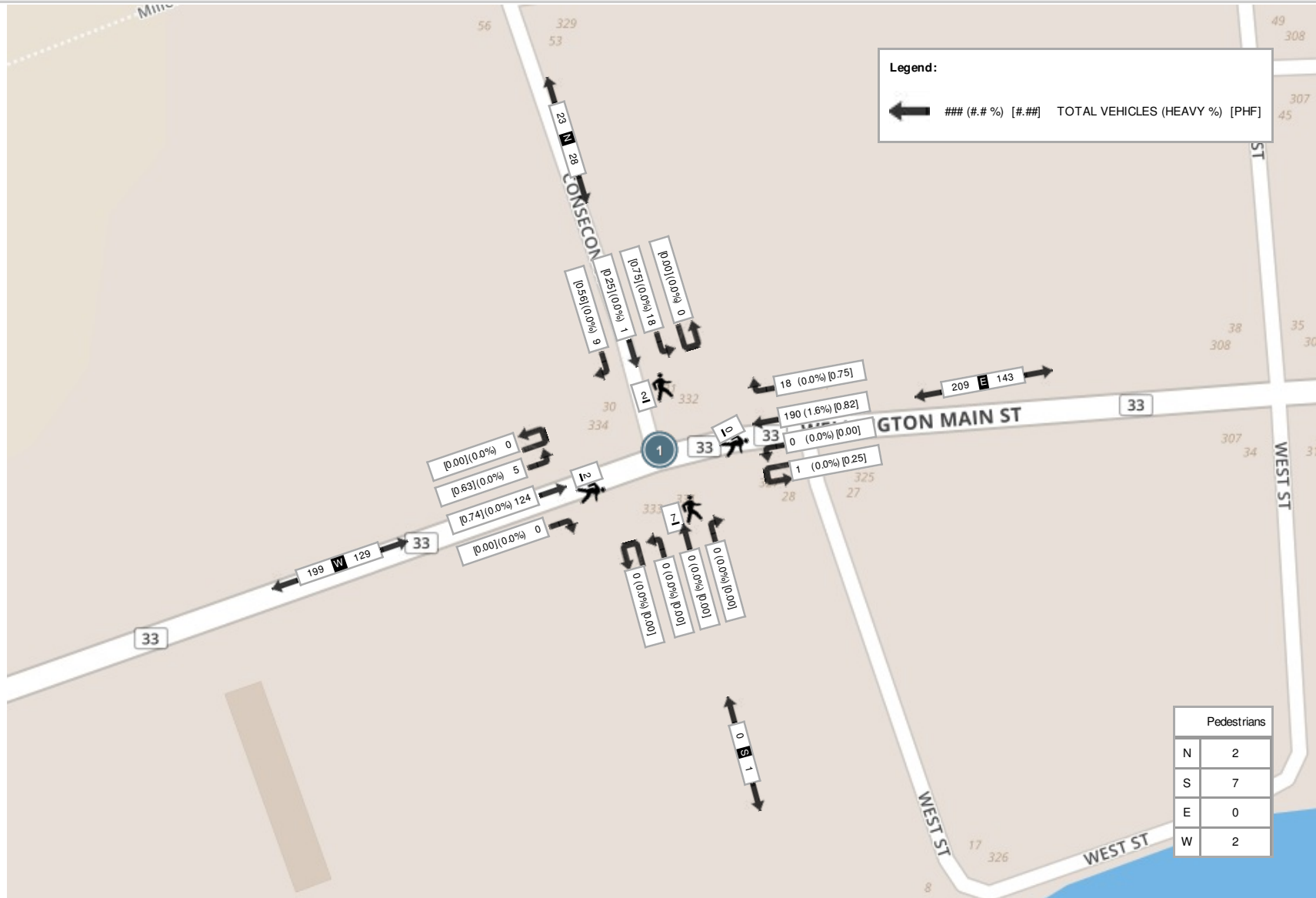
Peak Hour: 10:00 AM - 11:00 AM Weather: Broken Clouds (14.2 °C)



Peak Hour: 11:15 AM - 12:15 PM Weather: Overcast Clouds (16.65 °C)



Peak Hour: 03:00 PM - 04:00 PM Weather: Overcast Clouds (16.65 °C)





Turning Movement Count (1 . WELLINGTON MAIN ST & CONSECON ST)

Start Time	N Approach						E Approach						S Approach						W Approach						Int. Total (15 min)	Int. Total (1 hr)
	Right N:W	Thru N:S	Left N:E	UTurn N:N	Peds N:	Approach Total	Right E:N	Thru E:W	Left E:S	UTurn E:E	Peds E:	Approach Total	Right S:E	Thru S:N	Left S:W	UTurn S:S	Peds S:	Approach Total	Right W:S	Thru W:E	Left W:N	UTurn W:W	Peds W:	Approach Total		
07:00:00	1	0	2	0	0	3	2	15	0	0	2	17	0	0	0	0	1	0	0	18	0	0	2	18	38	
07:15:00	3	1	2	0	0	6	3	17	0	0	1	20	0	0	1	0	3	1	0	21	0	0	0	21	48	
07:30:00	3	0	4	0	0	7	1	32	0	0	1	33	0	0	0	0	2	0	1	22	2	0	0	25	65	
07:45:00	2	0	4	0	0	6	3	27	0	0	1	30	0	0	1	0	3	1	0	23	0	0	0	23	60	211
08:00:00	1	0	5	0	0	6	0	22	0	0	0	22	0	0	0	0	0	0	1	38	0	0	0	39	67	240
08:15:00	2	0	8	0	0	10	2	33	1	0	1	36	0	0	0	0	1	0	0	41	2	0	0	43	89	281
08:30:00	2	0	5	0	0	7	3	35	0	0	0	38	1	0	1	0	0	2	0	48	3	0	0	51	98	314
08:45:00	2	0	4	0	0	6	1	40	1	0	1	42	1	0	0	0	0	1	1	43	1	0	1	45	94	348
09:00:00	4	0	4	0	2	8	5	44	1	0	0	50	2	0	0	0	2	2	1	55	5	0	0	61	121	402
09:15:00	1	1	9	0	2	11	5	36	2	0	0	43	1	1	0	0	0	2	0	57	2	0	1	59	115	428
09:30:00	2	1	5	0	0	8	5	42	0	0	0	47	1	0	0	0	0	1	0	56	0	0	1	56	112	442
09:45:00	4	0	1	0	0	5	6	42	0	0	0	48	0	0	2	0	1	2	1	61	3	0	0	65	120	468
10:00:00	5	0	4	0	1	9	3	61	1	0	0	65	0	0	2	0	4	2	1	59	4	0	0	64	140	487
10:15:00	1	0	4	0	2	5	0	45	1	0	0	46	0	0	0	0	0	0	1	47	2	0	0	50	101	473
10:30:00	3	0	3	0	0	6	3	49	1	0	2	53	2	1	0	0	5	3	1	46	3	0	0	50	112	473
10:45:00	5	1	6	0	1	12	7	44	2	0	0	53	0	0	2	0	6	2	0	64	2	0	0	66	133	486
BREAK																										
11:00:00	5	0	4	0	1	9	5	54	1	0	0	60	0	0	1	0	6	1	1	47	0	0	1	48	118	
11:15:00	1	0	4	0	0	5	6	45	0	0	0	51	0	0	0	0	0	0	0	54	0	0	0	54	110	
11:30:00	1	1	4	0	0	6	6	43	1	0	0	50	0	0	2	0	1	2	0	45	1	0	0	46	104	
11:45:00	4	1	7	0	0	12	8	45	0	0	2	53	0	0	0	0	0	0	0	52	5	1	0	58	123	455
12:00:00	2	1	7	0	1	10	7	48	0	0	1	55	0	0	0	0	1	0	0	42	2	0	0	44	109	446
12:15:00	6	0	1	0	1	7	5	47	1	0	0	53	0	1	0	0	3	1	0	48	2	0	0	50	111	447
12:30:00	1	0	3	0	0	4	7	65	2	0	0	74	0	0	0	0	3	0	0	65	1	0	0	66	144	487
12:45:00	5	0	6	0	0	11	4	68	1	0	0	73	0	0	0	0	2	0	0	59	1	0	1	60	144	508
13:00:00	3	0	8	0	0	11	7	50	0	0	0	57	0	0	0	0	0	0	1	63	4	0	0	68	136	535
13:15:00	4	0	3	0	1	7	4	54	0	0	0	58	0	0	0	0	0	0	1	55	3	0	0	59	124	548
13:30:00	3	0	6	0	0	9	3	45	1	0	0	49	0	0	0	0	0	0	3	39	2	0	0	44	102	506
13:45:00	5	0	4	0	1	9	3	49	2	0	0	54	0	1	3	0	1	4	1	48	1	0	0	50	117	479
14:00:00	4	0	3	0	0	7	6	45	2	1	0	54	2	0	0	0	3	2	0	46	1	0	2	47	110	453
14:15:00	5	0	1	0	0	6	2	54	1	0	0	57	0	0	0	0	0	0	0	44	2	0	0	46	109	438
14:30:00	5	0	5	0	4	10	5	40	0	0	0	45	0	0	1	0	1	1	1	49	1	0	0	51	107	443



14:45:00	2	0	4	0	0	6	4	57	0	0	0	61	1	0	0	0	1	1	1	45	1	0	0	47	115	441
BREAK																										
15:00:00	5	0	6	0	0	11	8	59	0	0	0	67	0	0	0	0	1	0	2	39	1	0	0	42	120	
15:15:00	4	0	1	0	0	5	8	52	0	0	0	60	0	0	0	0	4	0	0	41	6	0	0	47	112	
15:30:00	8	0	7	0	1	15	7	57	1	0	0	65	1	0	0	0	0	1	0	54	2	0	1	56	137	
15:45:00	1	0	3	0	0	4	8	59	1	0	0	68	0	0	0	0	1	0	0	43	3	0	1	46	118	487
16:00:00	5	0	2	0	0	7	6	52	1	0	0	59	1	0	0	0	1	1	0	45	2	0	0	47	114	481
16:15:00	6	0	5	0	2	11	5	50	0	0	1	55	0	0	0	0	3	0	0	47	6	0	0	53	119	488
16:30:00	2	0	3	0	1	5	4	48	0	0	0	52	0	1	0	0	0	1	0	47	3	0	0	50	108	459
16:45:00	2	0	8	0	0	10	7	53	0	0	0	60	0	0	0	0	1	0	2	48	7	0	0	57	127	468
17:00:00	6	0	5	0	0	11	5	33	0	0	0	38	1	0	0	0	1	1	0	33	1	0	0	34	84	438
17:15:00	6	0	2	0	1	8	5	40	0	0	0	45	0	1	0	0	1	1	0	44	2	0	0	46	100	419
17:30:00	2	0	4	0	4	6	5	29	1	0	0	35	0	0	0	0	0	0	1	32	2	0	0	35	76	387
17:45:00	3	0	3	0	1	6	2	26	0	1	0	29	0	0	0	0	1	0	0	29	2	0	1	31	66	326
18:00:00	3	0	0	0	3	3	8	24	0	0	0	32	0	0	0	0	0	0	0	24	1	0	0	25	60	302
18:15:00	1	0	3	0	1	4	9	26	0	0	0	35	0	0	0	0	0	0	2	17	1	0	0	20	59	261
18:30:00	2	0	5	0	0	7	3	14	0	0	0	17	0	0	0	0	1	0	1	20	0	0	0	21	45	230
18:45:00	0	0	1	0	2	1	0	18	0	1	0	19	1	0	0	0	0	1	0	15	3	0	0	18	39	203
Grand Total	153	7	198	0	33	358	221	2033	26	3	13	2283	15	6	16	0	65	37	25	2078	98	1	12	2202	4880	-
Approach%	42.7%	2%	55.3%	0%		-	9.7%	89%	1.1%	0.1%		-	40.5%	16.2%	43.2%	0%		-	1.1%	94.4%	4.5%	0%		-	-	-
Totals %	3.1%	0.1%	4.1%	0%		7.3%	4.5%	41.7%	0.5%	0.1%		46.8%	0.3%	0.1%	0.3%	0%		0.8%	0.5%	42.6%	2%	0%		45.1%	-	-
Heavy	3	1	7	0		-	9	111	1	0		-	1	0	3	0		-	1	98	2	0		-	-	-
Heavy %	2%	14.3%	3.5%	0%		-	4.1%	5.5%	3.8%	0%		-	6.7%	0%	18.8%	0%		-	4%	4.7%	2%	0%		-	-	-
Bicycles	-	-	-	-		-	-	-	-	-		-	-	-	-	-		-	-	-	-	-		-	-	-
Bicycle %	-	-	-	-		-	-	-	-	-		-	-	-	-	-		-	-	-	-	-		-	-	-



Peak Hour: 09:15 AM - 10:15 AM Weather: Few Clouds (7.35 °C)

Start Time	N Approach						E Approach						S Approach						W Approach						Int. Total (15 min)
	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	
09:15:00	1	1	9	0	2	11	5	36	2	0	0	43	1	1	0	0	0	2	0	57	2	0	1	59	115
09:30:00	2	1	5	0	0	8	5	42	0	0	0	47	1	0	0	0	0	1	0	56	0	0	1	56	112
09:45:00	4	0	1	0	0	5	6	42	0	0	0	48	0	0	2	0	1	2	1	61	3	0	0	65	120
10:00:00	5	0	4	0	1	9	3	61	1	0	0	65	0	0	2	0	4	2	1	59	4	0	0	64	140
Grand Total	12	2	19	0	3	33	19	181	3	0	0	203	2	1	4	0	5	7	2	233	9	0	2	244	487
Approach%	36.4%	6.1%	57.6%	0%		-	9.4%	89.2%	1.5%	0%		-	28.6%	14.3%	57.1%	0%		-	0.8%	95.5%	3.7%	0%		-	-
Totals %	2.5%	0.4%	3.9%	0%		6.8%	3.9%	37.2%	0.6%	0%		41.7%	0.4%	0.2%	0.8%	0%		1.4%	0.4%	47.8%	1.8%	0%		50.1%	-
PHF	0.6	0.5	0.53	0		0.75	0.79	0.74	0.38	0		0.78	0.5	0.25	0.5	0		0.88	0.5	0.95	0.56	0		0.94	-
Heavy	0	0	1	0		1	1	13	1	0		15	1	0	0	0		1	0	11	0	0		11	-
Heavy %	0%	0%	5.3%	0%		3%	5.3%	7.2%	33.3%	0%		7.4%	50%	0%	0%	0%		14.3%	0%	4.7%	0%	0%		4.5%	-
Lights	12	2	18	0		32	18	166	2	0		186	1	1	4	0		6	2	222	9	0		233	-
Lights %	100%	100%	94.7%	0%		97%	94.7%	91.7%	66.7%	0%		91.6%	50%	100%	100%	0%		85.7%	100%	95.3%	100%	0%		95.5%	-
Single-Unit Trucks	0	0	1	0		1	1	10	1	0		12	1	0	0	0		1	0	9	0	0		9	-
Single-Unit Trucks %	0%	0%	5.3%	0%		3%	5.3%	5.5%	33.3%	0%		5.9%	50%	0%	0%	0%		14.3%	0%	3.9%	0%	0%		3.7%	-
Buses	0	0	0	0		0	0	2	0	0		2	0	0	0	0		0	0	0	0	0		0	-
Buses %	0%	0%	0%	0%		0%	0%	1.1%	0%	0%		1%	0%	0%	0%	0%		0%	0%	0%	0%	0%		0%	-
Articulated Trucks	0	0	0	0		0	0	1	0	0		1	0	0	0	0		0	0	2	0	0		2	-
Articulated Trucks %	0%	0%	0%	0%		0%	0%	0.6%	0%	0%		0.5%	0%	0%	0%	0%		0%	0%	0.9%	0%	0%		0.8%	-
Bicycles on Road	0	0	0	0		0	0	2	0	0		2	0	0	0	0		0	0	0	0	0		0	-
Bicycles on Road %	0%	0%	0%	0%		0%	0%	1.1%	0%	0%		1%	0%	0%	0%	0%		0%	0%	0%	0%	0%		0%	-
Pedestrians	-	-	-	-	3	-	-	-	-	-	0	-	-	-	-	-	5	-	-	-	-	-	2	-	-
Pedestrians%	-	-	-	-	30%	-	-	-	-	-	0%	-	-	-	-	-	50%	-	-	-	-	-	20%	-	-



Peak Hour: 12:30 PM - 01:30 PM Weather: Few Clouds (13.86 °C)

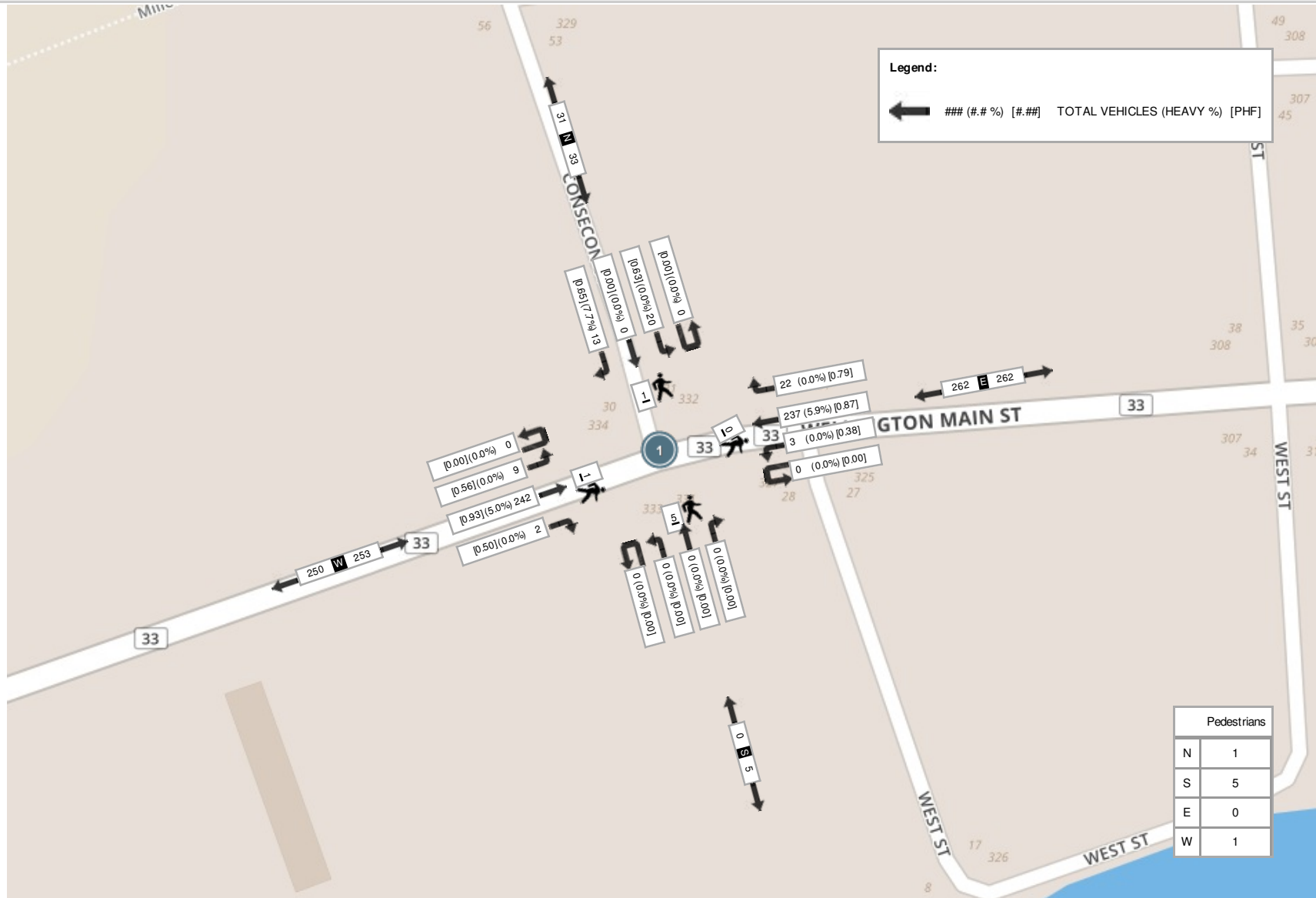
Start Time	N Approach						E Approach						S Approach						W Approach						Int. Total (15 min)
	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	
12:30:00	1	0	3	0	0	4	7	65	2	0	0	74	0	0	0	0	3	0	0	65	1	0	0	66	144
12:45:00	5	0	6	0	0	11	4	68	1	0	0	73	0	0	0	0	2	0	0	59	1	0	1	60	144
13:00:00	3	0	8	0	0	11	7	50	0	0	0	57	0	0	0	0	0	0	1	63	4	0	0	68	136
13:15:00	4	0	3	0	1	7	4	54	0	0	0	58	0	0	0	0	0	0	1	55	3	0	0	59	124
Grand Total	13	0	20	0	1	33	22	237	3	0	0	262	0	0	0	0	5	0	2	242	9	0	1	253	548
Approach%	39.4%	0%	60.6%	0%	-	-	8.4%	90.5%	1.1%	0%	-	-	0%	0%	0%	0%	-	-	0.8%	95.7%	3.6%	0%	-	-	-
Totals %	2.4%	0%	3.6%	0%	-	6%	4%	43.2%	0.5%	0%	-	47.8%	0%	0%	0%	0%	-	0%	0.4%	44.2%	1.6%	0%	-	46.2%	-
PHF	0.65	0	0.63	0	-	0.75	0.79	0.87	0.38	0	-	0.89	0	0	0	0	-	0	0.5	0.93	0.56	0	-	0.93	-
Heavy	1	0	0	0	-	1	0	14	0	0	-	14	0	0	0	0	-	0	0	12	0	0	-	12	-
Heavy %	7.7%	0%	0%	0%	-	3%	0%	5.9%	0%	0%	-	5.3%	0%	0%	0%	0%	-	0%	0%	5%	0%	0%	-	4.7%	-
Lights	12	0	20	0	-	32	21	223	3	0	-	247	0	0	0	0	-	0	2	230	9	0	-	241	-
Lights %	92.3%	0%	100%	0%	-	97%	95.5%	94.1%	100%	0%	-	94.3%	0%	0%	0%	0%	-	0%	100%	95%	100%	0%	-	95.3%	-
Single-Unit Trucks	1	0	0	0	-	1	0	12	0	0	-	12	0	0	0	0	-	0	0	10	0	0	-	10	-
Single-Unit Trucks %	7.7%	0%	0%	0%	-	3%	0%	5.1%	0%	0%	-	4.6%	0%	0%	0%	0%	-	0%	0%	4.1%	0%	0%	-	4%	-
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	1	0	0	-	1	-
Buses %	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0.4%	0%	0%	-	0.4%	-
Articulated Trucks	0	0	0	0	-	0	0	2	0	0	-	2	0	0	0	0	-	0	0	1	0	0	-	1	-
Articulated Trucks %	0%	0%	0%	0%	-	0%	0%	0.8%	0%	0%	-	0.8%	0%	0%	0%	0%	-	0%	0%	0.4%	0%	0%	-	0.4%	-
Bicycles on Road	0	0	0	0	-	0	1	0	0	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	-
Bicycles on Road %	0%	0%	0%	0%	-	0%	4.5%	0%	0%	0%	-	0.4%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	-
Pedestrians	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	5	-	-	-	-	-	1	-	-
Pedestrians%	-	-	-	-	14.3%	-	-	-	-	-	0%	-	-	-	-	-	71.4%	-	-	-	-	-	14.3%	-	-



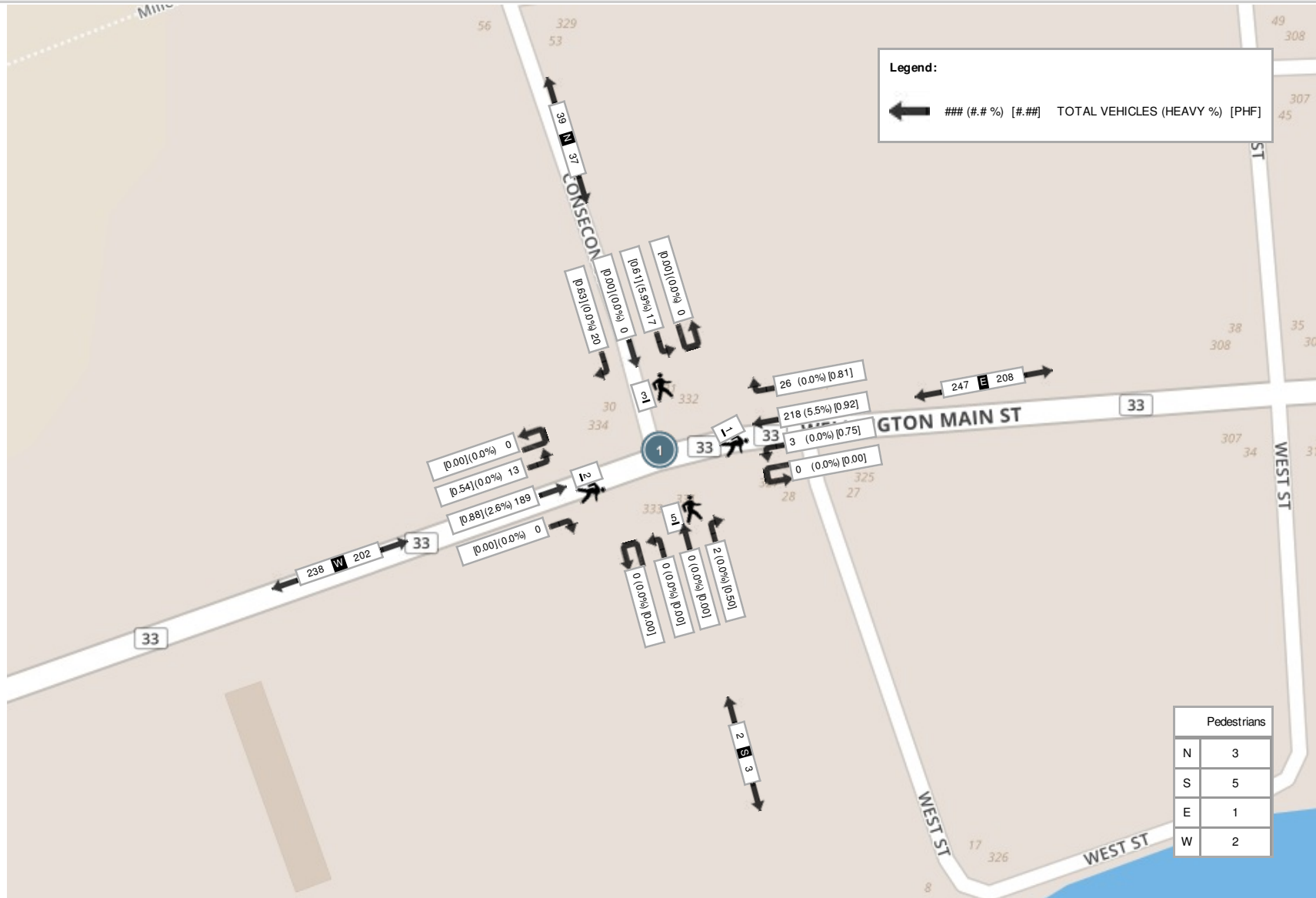
Peak Hour: 03:30 PM - 04:30 PM Weather: Scattered Clouds (18.06 °C)

Start Time	N Approach						E Approach						S Approach						W Approach						Int. Total (15 min)
	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	
15:30:00	8	0	7	0	1	15	7	57	1	0	0	65	1	0	0	0	0	1	0	54	2	0	1	56	137
15:45:00	1	0	3	0	0	4	8	59	1	0	0	68	0	0	0	0	1	0	0	43	3	0	1	46	118
16:00:00	5	0	2	0	0	7	6	52	1	0	0	59	1	0	0	0	1	1	0	45	2	0	0	47	114
16:15:00	6	0	5	0	2	11	5	50	0	0	1	55	0	0	0	0	3	0	0	47	6	0	0	53	119
Grand Total	20	0	17	0	3	37	26	218	3	0	1	247	2	0	0	0	5	2	0	189	13	0	2	202	488
Approach%	54.1%	0%	45.9%	0%	-	-	10.5%	88.3%	1.2%	0%	-	-	100%	0%	0%	0%	-	-	0%	93.6%	6.4%	0%	-	-	-
Totals %	4.1%	0%	3.5%	0%	7.6%	5.3%	44.7%	0.6%	0%	50.6%	0.4%	0%	0%	0%	0.4%	0%	38.7%	2.7%	0%	41.4%	-	-	-	-	-
PHF	0.63	0	0.61	0	0.62	0.81	0.92	0.75	0	0.91	0.5	0	0	0	0.5	0	0.88	0.54	0	0.9	-	-	-	-	-
Heavy	0	0	1	0	1	0	12	0	0	12	0	0	0	0	0	0	0	0	0	5	0	0	5	-	-
Heavy %	0%	0%	5.9%	0%	2.7%	0%	5.5%	0%	0%	4.9%	0%	0%	0%	0%	0%	0%	2.6%	0%	0%	2.5%	-	-	-	-	-
Lights	19	0	14	0	33	26	204	3	0	233	2	0	0	0	2	0	183	13	0	196	-	-	-	-	-
Lights %	95%	0%	82.4%	0%	89.2%	100%	93.6%	100%	0%	94.3%	100%	0%	0%	0%	100%	0%	96.8%	100%	0%	97%	-	-	-	-	-
Single-Unit Trucks	0	0	1	0	1	0	9	0	0	9	0	0	0	0	0	0	4	0	0	4	-	-	-	-	-
Single-Unit Trucks %	0%	0%	5.9%	0%	2.7%	0%	4.1%	0%	0%	3.6%	0%	0%	0%	0%	0%	0%	2.1%	0%	0%	2%	-	-	-	-	-
Buses	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	-	-	-	-	-
Buses %	0%	0%	0%	0%	0%	0%	0.9%	0%	0%	0.8%	0%	0%	0%	0%	0%	0%	0.5%	0%	0%	0.5%	-	-	-	-	-
Articulated Trucks	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	-	-	-	-	-
Articulated Trucks %	0%	0%	0%	0%	0%	0%	0.5%	0%	0%	0.4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	-	-	-	-	-
Bicycles on Road	1	0	2	0	3	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	-	-	-	-	-
Bicycles on Road %	5%	0%	11.8%	0%	8.1%	0%	0.9%	0%	0%	0.8%	0%	0%	0%	0%	0%	0%	0.5%	0%	0%	0.5%	-	-	-	-	-
Pedestrians	-	-	-	-	3	-	-	-	-	1	-	-	-	-	5	-	-	-	-	2	-	-	-	-	-
Pedestrians%	-	-	-	-	27.3%	-	-	-	-	9.1%	-	-	-	-	45.5%	-	-	-	-	18.2%	-	-	-	-	-

Peak Hour: 12:30 PM - 01:30 PM Weather: Few Clouds (13.86 °C)



Peak Hour: 03:30 PM - 04:30 PM Weather: Scattered Clouds (18.06 °C)





Turning Movement Count (2 . WEST ST & NILES ST)

Start Time	N Approach						E Approach						S Approach						W Approach						Int. Total (15 min)	Int. Total (1 hr)
	Right N:W	Thru N:S	Left N:E	UTurn N:N	Peds N:	Approach Total	Right E:N	Thru E:W	Left E:S	UTurn E:E	Peds E:	Approach Total	Right S:E	Thru S:N	Left S:W	UTurn S:S	Peds S:	Approach Total	Right W:S	Thru W:E	Left W:N	UTurn W:W	Peds W:	Approach Total		
07:00:00	0	0	1	0	0	1	0	0	3	0	0	3	2	0	0	0	0	2	0	0	0	0	0	0	6	
07:15:00	0	0	1	0	0	1	0	0	3	0	0	3	4	0	0	0	0	4	0	0	0	0	0	0	8	
07:30:00	0	0	1	0	0	1	0	0	4	0	0	4	2	0	0	0	0	2	0	0	0	0	0	0	7	
07:45:00	0	0	2	0	0	2	1	0	2	0	0	3	3	0	0	0	0	3	0	0	0	0	0	0	8	29
08:00:00	0	1	2	0	0	3	0	0	1	0	0	1	3	0	0	0	0	3	0	0	0	0	0	0	7	30
08:15:00	0	0	1	0	0	1	1	0	3	0	1	4	10	0	0	0	0	10	0	0	0	0	0	0	15	37
08:30:00	0	1	1	0	0	2	0	0	5	0	0	5	1	3	0	0	0	4	0	0	0	0	0	0	11	41
08:45:00	0	0	1	0	1	1	0	0	6	0	0	6	1	0	0	0	0	1	0	0	0	0	0	0	8	41
09:00:00	0	2	0	0	0	2	1	0	7	0	1	8	10	0	0	0	0	10	0	0	0	0	0	0	20	54
09:15:00	0	0	2	0	0	2	0	0	4	0	0	4	7	0	0	0	0	7	0	0	0	0	0	0	13	52
09:30:00	0	0	0	0	1	0	1	0	5	0	2	6	9	1	0	0	0	10	0	0	0	0	0	0	16	57
09:45:00	0	1	1	0	0	2	3	0	3	0	0	6	2	1	0	0	0	3	0	0	0	0	0	0	11	60
10:00:00	0	1	0	0	0	1	0	0	5	0	3	5	5	0	0	0	0	5	0	0	0	0	0	0	11	51
10:15:00	0	0	3	0	0	3	0	0	6	0	0	6	6	1	0	0	0	7	0	0	0	0	1	0	16	54
10:30:00	0	1	0	0	0	1	0	0	5	0	2	5	5	0	0	0	0	5	0	0	0	0	0	0	11	49
10:45:00	0	0	0	0	0	0	0	0	2	0	1	2	4	2	0	0	0	6	0	0	0	0	0	0	8	46
BREAK																										
11:00:00	0	0	3	0	0	3	0	0	1	0	0	1	2	1	0	0	0	3	0	0	0	0	0	0	7	
11:15:00	0	0	1	0	0	1	0	0	2	0	2	2	1	0	0	0	0	1	0	0	0	0	0	0	4	
11:30:00	0	0	0	0	0	0	0	0	4	0	0	4	3	1	0	0	0	4	0	0	0	0	0	0	8	
11:45:00	0	1	2	0	0	3	3	0	7	0	1	10	10	1	0	0	0	11	0	0	0	0	0	0	24	43
12:00:00	0	0	2	0	0	2	1	0	5	0	0	6	7	3	0	0	0	10	0	0	0	0	0	0	18	54
12:15:00	0	2	2	0	0	4	0	0	3	0	0	3	4	4	0	0	0	8	0	0	1	0	0	1	16	66
12:30:00	0	1	0	0	0	1	0	0	3	0	0	3	2	2	0	0	0	4	0	0	0	0	0	0	8	66
12:45:00	0	0	2	0	0	2	2	0	3	0	1	5	6	0	1	0	0	7	0	0	0	0	0	0	14	56
13:00:00	0	1	1	0	0	2	1	0	7	0	0	8	5	1	0	0	0	6	0	0	0	0	0	0	16	54
13:15:00	0	0	1	0	0	1	0	0	1	0	0	1	11	1	0	0	0	12	0	0	0	0	0	0	14	52
13:30:00	0	3	3	0	0	6	1	0	2	0	0	3	1	0	0	0	0	1	0	0	0	0	0	0	10	54
13:45:00	0	1	1	0	0	2	1	0	5	0	0	6	2	0	0	0	0	2	0	0	0	0	1	0	10	50
14:00:00	0	0	2	0	0	2	1	0	5	0	0	6	7	2	0	0	0	9	0	0	0	0	0	0	17	51
14:15:00	0	1	0	0	0	1	0	0	7	0	1	7	4	2	0	0	0	6	0	0	0	0	0	0	14	51
14:30:00	0	1	1	0	0	2	1	0	4	0	0	5	6	1	0	0	0	7	0	0	0	0	0	0	14	55



14:45:00	0	1	1	0	0	2	2	0	8	0	1	10	6	1	0	0	0	7	0	0	0	0	0	0	19	64
BREAK																										
15:00:00	0	0	0	0	0	0	0	0	7	0	0	7	5	0	0	0	0	5	0	0	0	0	0	0	12	
15:15:00	0	0	2	0	0	2	0	0	4	0	1	4	7	2	0	0	1	9	0	0	0	0	1	0	15	
15:30:00	0	0	0	0	0	0	1	0	3	0	0	4	4	1	0	0	0	5	0	0	0	0	0	0	9	
15:45:00	0	0	0	1	0	1	1	0	5	0	0	6	4	3	0	0	0	7	0	0	0	0	0	0	14	50
16:00:00	0	1	1	0	0	2	1	0	5	0	0	6	5	0	0	0	0	5	0	0	0	0	0	0	13	51
16:15:00	0	1	0	0	0	1	0	0	5	0	0	5	6	1	0	0	0	7	0	0	0	0	0	0	13	49
16:30:00	0	0	0	0	0	0	1	0	2	0	0	3	5	1	0	0	0	6	0	0	0	0	0	0	9	49
16:45:00	0	0	1	0	0	1	1	0	10	0	2	11	5	0	0	0	0	5	0	0	0	0	0	0	17	52
17:00:00	0	1	2	0	0	3	0	0	3	0	1	3	5	1	0	0	0	6	0	0	0	0	0	0	12	51
17:15:00	0	1	0	0	0	1	1	0	8	0	1	9	2	1	0	0	0	3	0	0	0	0	0	0	13	51
17:30:00	0	1	1	0	0	2	1	0	1	0	0	2	2	0	0	0	0	2	1	0	0	0	1	1	7	49
17:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	2	34
18:00:00	0	1	0	0	0	1	0	0	6	0	0	6	3	1	0	0	0	4	0	0	0	0	0	0	11	33
18:15:00	0	1	1	0	0	2	0	0	7	0	0	7	4	2	0	0	0	6	0	0	0	0	0	0	15	35
18:30:00	0	0	1	0	0	1	0	0	2	0	0	2	3	0	0	0	0	3	0	0	0	0	0	0	6	34
18:45:00	0	0	0	0	0	0	2	0	2	1	0	5	1	1	0	0	0	2	0	0	0	0	0	0	7	39
Grand Total	0	40	47	1	2	74	29	0	201	1	21	231	212	44	1	0	1	257	1	0	1	0	4	2	564	-
Approach%	0%	54.1%	63.5%	1.4%		-	12.6%	0%	87%	0.4%		-	82.5%	17.1%	0.4%	0%		-	50%	0%	50%	0%		-	-	-
Totals %	0%	7.1%	8.3%	0.2%		13.1%	5.1%	0%	35.6%	0.2%		41%	37.6%	7.8%	0.2%	0%		45.6%	0.2%	0%	0.2%	0%		0.4%	-	-
Heavy	0	1	2	0		-	1	0	8	0		-	6	2	0	0		-	0	0	0	0		-	-	-
Heavy %	0%	2.5%	4.3%	0%		-	3.4%	0%	4%	0%		-	2.8%	4.5%	0%	0%		-	0%	0%	0%	0%		-	-	-
Bicycles	-	-	-	-		-	-	-	-	-		-	-	-	-	-		-	-	-	-	-		-	-	-
Bicycle %	-	-	-	-		-	-	-	-	-		-	-	-	-	-		-	-	-	-	-		-	-	-



Peak Hour: 09:00 AM - 10:00 AM Weather: Few Clouds (6.22 °C)

Start Time	N Approach						E Approach						S Approach						W Approach						Int. Total (15 min)
	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	
09:00:00	0	2	0	0	0	2	1	0	7	0	1	8	10	0	0	0	0	10	0	0	0	0	0	0	20
09:15:00	0	0	2	0	0	2	0	0	4	0	0	4	7	0	0	0	0	7	0	0	0	0	0	0	13
09:30:00	0	0	0	0	1	0	1	0	5	0	2	6	9	1	0	0	0	10	0	0	0	0	0	0	16
09:45:00	0	1	1	0	0	2	3	0	3	0	0	6	2	1	0	0	0	3	0	0	0	0	0	0	11
Grand Total	0	4	3	0	1	6	5	0	19	0	3	24	28	2	0	0	0	30	0	0	0	0	0	0	60
Approach%	0%	66.7%	50%	0%	-	-	20.8%	0%	79.2%	0%	-	-	93.3%	6.7%	0%	0%	-	-	0%	0%	0%	0%	-	-	-
Totals %	0%	6.7%	5%	0%	10%	10%	8.3%	0%	31.7%	0%	40%	40%	46.7%	3.3%	0%	0%	50%	50%	0%	0%	0%	0%	0%	0%	-
PHF	0	0.38	0.38	0	0.75	0.75	0.42	0	0.68	0	0.75	0.75	0.7	0.5	0	0	0.75	0.75	0	0	0	0	0	0	-
Heavy	0	1	1	0	2	2	1	0	2	0	3	3	4	1	0	0	5	5	0	0	0	0	0	0	-
Heavy %	0%	25%	33.3%	0%	33.3%	33.3%	20%	0%	10.5%	0%	12.5%	12.5%	14.3%	50%	0%	0%	16.7%	16.7%	0%	0%	0%	0%	0%	0%	-
Lights	0	2	2	0	4	4	4	0	17	0	21	21	24	1	0	0	25	25	0	0	0	0	0	0	-
Lights %	0%	50%	66.7%	0%	66.7%	66.7%	80%	0%	89.5%	0%	87.5%	87.5%	85.7%	50%	0%	0%	83.3%	83.3%	0%	0%	0%	0%	0%	0%	-
Single-Unit Trucks	0	1	1	0	2	2	1	0	1	0	2	2	3	1	0	0	4	4	0	0	0	0	0	0	-
Single-Unit Trucks %	0%	25%	33.3%	0%	33.3%	33.3%	20%	0%	5.3%	0%	8.3%	8.3%	10.7%	50%	0%	0%	13.3%	13.3%	0%	0%	0%	0%	0%	0%	-
Buses	0	0	0	0	0	0	0	0	1	0	1	1	1	0	0	0	1	1	0	0	0	0	0	0	-
Buses %	0%	0%	0%	0%	0%	0%	0%	0%	5.3%	0%	4.2%	4.2%	3.6%	0%	0%	0%	3.3%	3.3%	0%	0%	0%	0%	0%	0%	-
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
Bicycles on Road %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	-
Pedestrians	-	-	-	-	1	-	-	-	-	-	3	-	-	-	-	-	0	-	-	-	-	-	0	-	-
Pedestrians%	-	-	-	-	20%	-	-	-	-	-	60%	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-



Peak Hour: 11:45 AM - 12:45 PM Weather: Broken Clouds (12.22 °C)

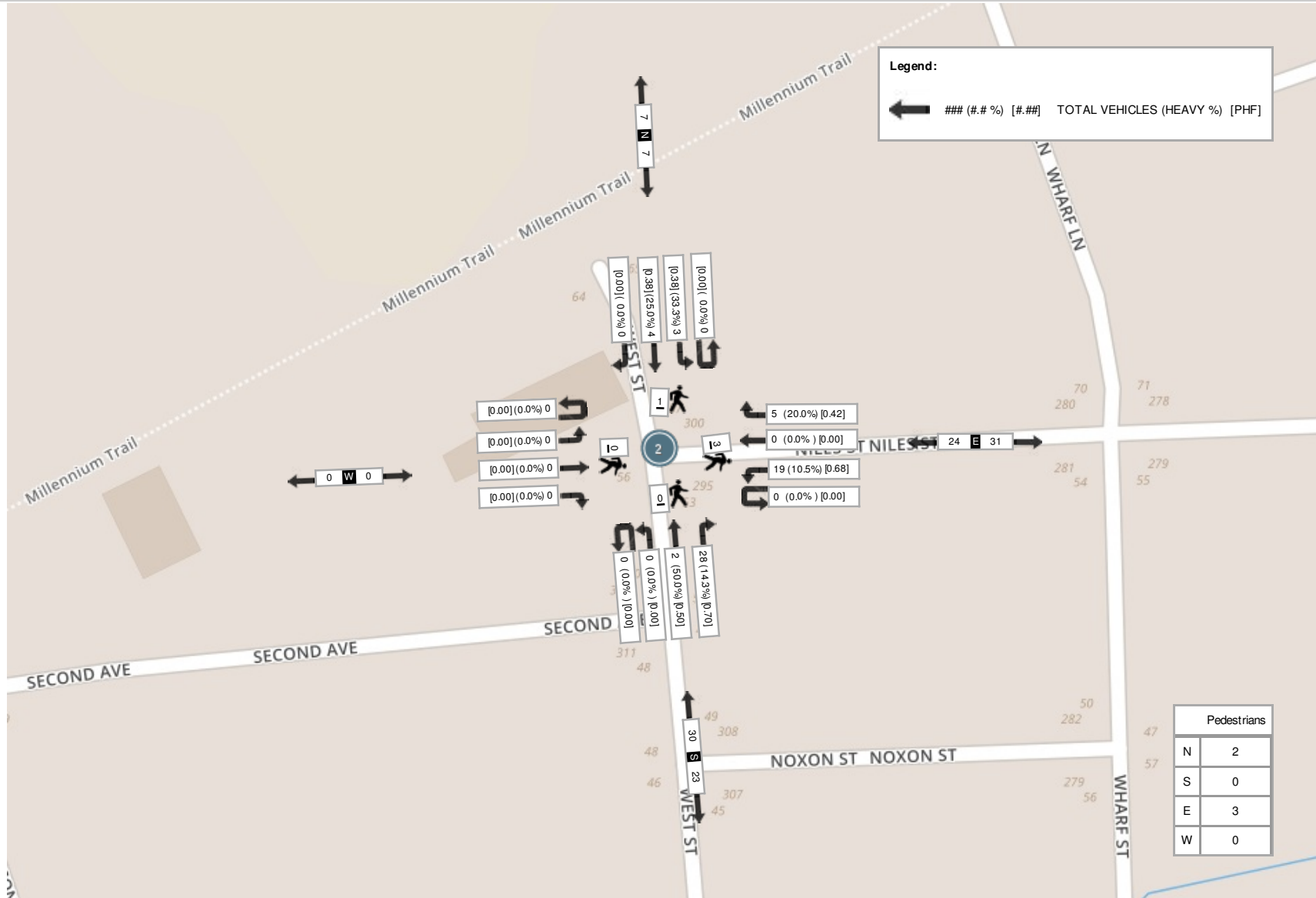
Start Time	N Approach						E Approach						S Approach						W Approach						Int. Total (15 min)
	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	
11:45:00	0	1	2	0	0	3	3	0	7	0	1	10	10	1	0	0	0	11	0	0	0	0	0	0	24
12:00:00	0	0	2	0	0	2	1	0	5	0	0	6	7	3	0	0	0	10	0	0	0	0	0	0	18
12:15:00	0	2	2	0	0	4	0	0	3	0	0	3	4	4	0	0	0	8	0	0	1	0	0	1	16
12:30:00	0	1	0	0	0	1	0	0	3	0	0	3	2	2	0	0	0	4	0	0	0	0	0	0	8
Grand Total	0	5	6	0	0	10	4	0	18	0	1	22	23	10	0	0	0	33	0	0	1	0	0	1	66
Approach%	0%	50%	60%	0%		-	18.2%	0%	81.8%	0%		-	69.7%	30.3%	0%	0%		-	0%	0%	100%	0%		-	-
Totals %	0%	7.6%	9.1%	0%		15.2%	6.1%	0%	27.3%	0%		33.3%	34.8%	15.2%	0%	0%		50%	0%	0%	1.5%	0%		1.5%	-
PHF	0	0.5	0.75	0		0.63	0.33	0	0.64	0		0.55	0.58	0.63	0	0		0.75	0	0	0.25	0		0.25	-
Heavy	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	-
Heavy %	0%	0%	0%	0%		0%	0%	0%	0%	0%		0%	0%	0%	0%	0%		0%	0%	0%	0%	0%		0%	-
Lights	0	4	6	0		10	4	0	18	0		22	23	10	0	0		33	0	0	0	0		0	-
Lights %	0%	80%	100%	0%		100%	100%	0%	100%	0%		100%	100%	100%	0%	0%		100%	0%	0%	0%	0%		0%	-
Single-Unit Trucks	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	-
Single-Unit Trucks %	0%	0%	0%	0%		0%	0%	0%	0%	0%		0%	0%	0%	0%	0%		0%	0%	0%	0%	0%		0%	-
Buses	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	-
Buses %	0%	0%	0%	0%		0%	0%	0%	0%	0%		0%	0%	0%	0%	0%		0%	0%	0%	0%	0%		0%	-
Bicycles on Road	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	1	0		1	-
Bicycles on Road %	0%	0%	0%	0%		0%	0%	0%	0%	0%		0%	0%	0%	0%	0%		0%	0%	0%	100%	0%		100%	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	-	-
Pedestrians%	-	-	-	-	0%	-	-	-	-	-	50%	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-



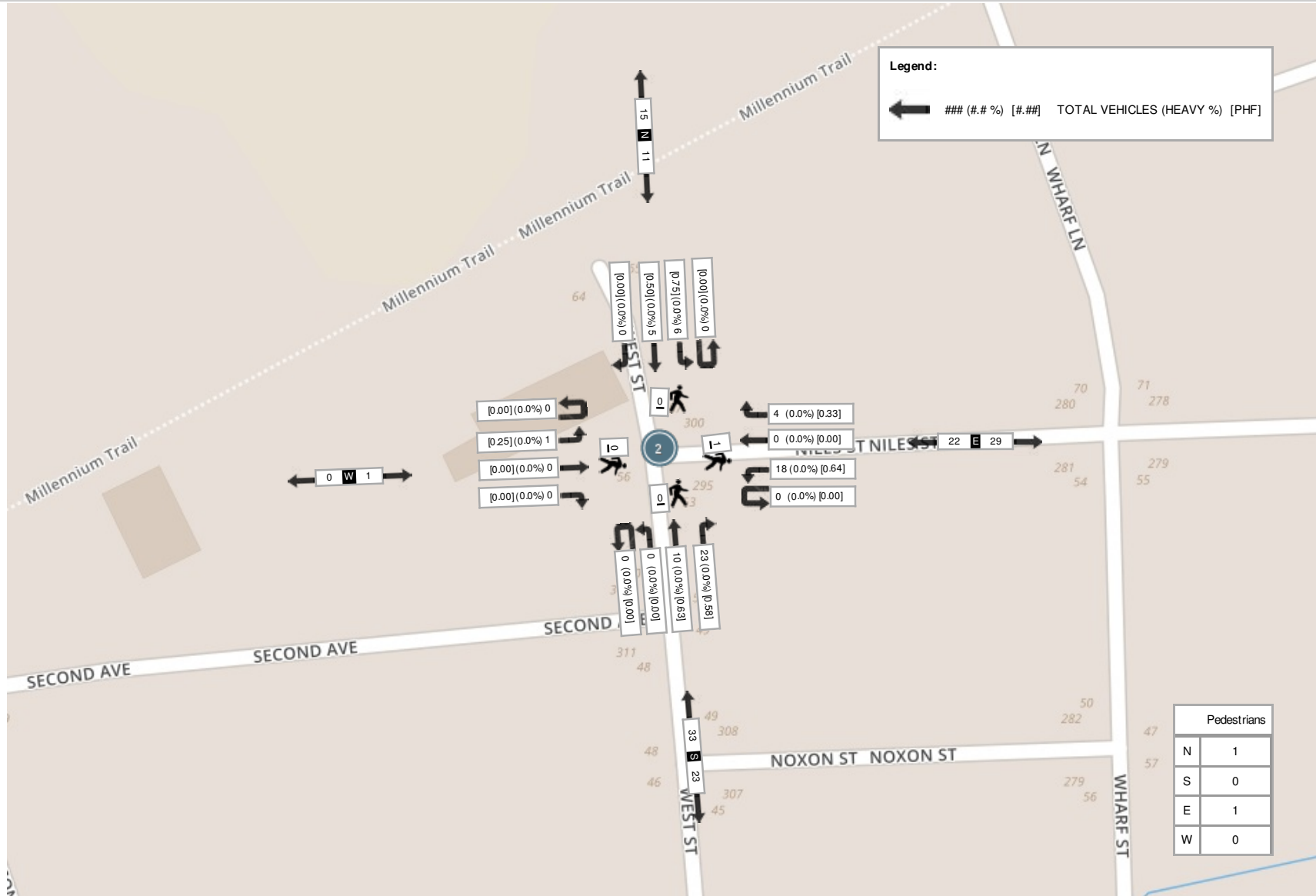
Peak Hour: 04:00 PM - 05:00 PM Weather: Broken Clouds (14 °C)

Start Time	N Approach						E Approach						S Approach						W Approach						Int. Total (15 min)
	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	
16:00:00	0	1	1	0	0	2	1	0	5	0	0	6	5	0	0	0	0	5	0	0	0	0	0	0	13
16:15:00	0	1	0	0	0	1	0	0	5	0	0	5	6	1	0	0	0	7	0	0	0	0	0	0	13
16:30:00	0	0	0	0	0	0	1	0	2	0	0	3	5	1	0	0	0	6	0	0	0	0	0	0	9
16:45:00	0	0	1	0	0	1	1	0	10	0	2	11	5	0	0	0	0	5	0	0	0	0	0	0	17
Grand Total	0	4	2	0	0	4	3	0	22	0	2	25	21	2	0	0	0	23	0	0	0	0	0	0	52
Approach%	0%	100%	50%	0%		-	12%	0%	88%	0%		-	91.3%	8.7%	0%	0%		-	0%	0%	0%	0%		-	-
Totals %	0%	7.7%	3.8%	0%		7.7%	5.8%	0%	42.3%	0%		48.1%	40.4%	3.8%	0%	0%		44.2%	0%	0%	0%	0%		0%	-
PHF	0	0.5	0.5	0		0.5	0.75	0	0.55	0		0.57	0.88	0.5	0	0		0.82	0	0	0	0		0	-
Heavy	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	-
Heavy %	0%	0%	0%	0%		0%	0%	0%	0%	0%		0%	0%	0%	0%	0%		0%	0%	0%	0%	0%		0%	-
Lights	0	1	2	0		3	3	0	22	0		25	18	1	0	0		19	0	0	0	0		0	-
Lights %	0%	25%	100%	0%		75%	100%	0%	100%	0%		100%	85.7%	50%	0%	0%		82.6%	0%	0%	0%	0%		0%	-
Single-Unit Trucks	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	-
Single-Unit Trucks %	0%	0%	0%	0%		0%	0%	0%	0%	0%		0%	0%	0%	0%	0%		0%	0%	0%	0%	0%		0%	-
Buses	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	-
Buses %	0%	0%	0%	0%		0%	0%	0%	0%	0%		0%	0%	0%	0%	0%		0%	0%	0%	0%	0%		0%	-
Bicycles on Road	0	1	0	0		1	0	0	0	0		0	3	1	0	0		4	0	0	0	0		0	-
Bicycles on Road %	0%	25%	0%	0%		25%	0%	0%	0%	0%		0%	14.3%	50%	0%	0%		17.4%	0%	0%	0%	0%		0%	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	-	0	-	-
Pedestrians%	-	-	-	-	0%	-	-	-	-	-	50%	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-

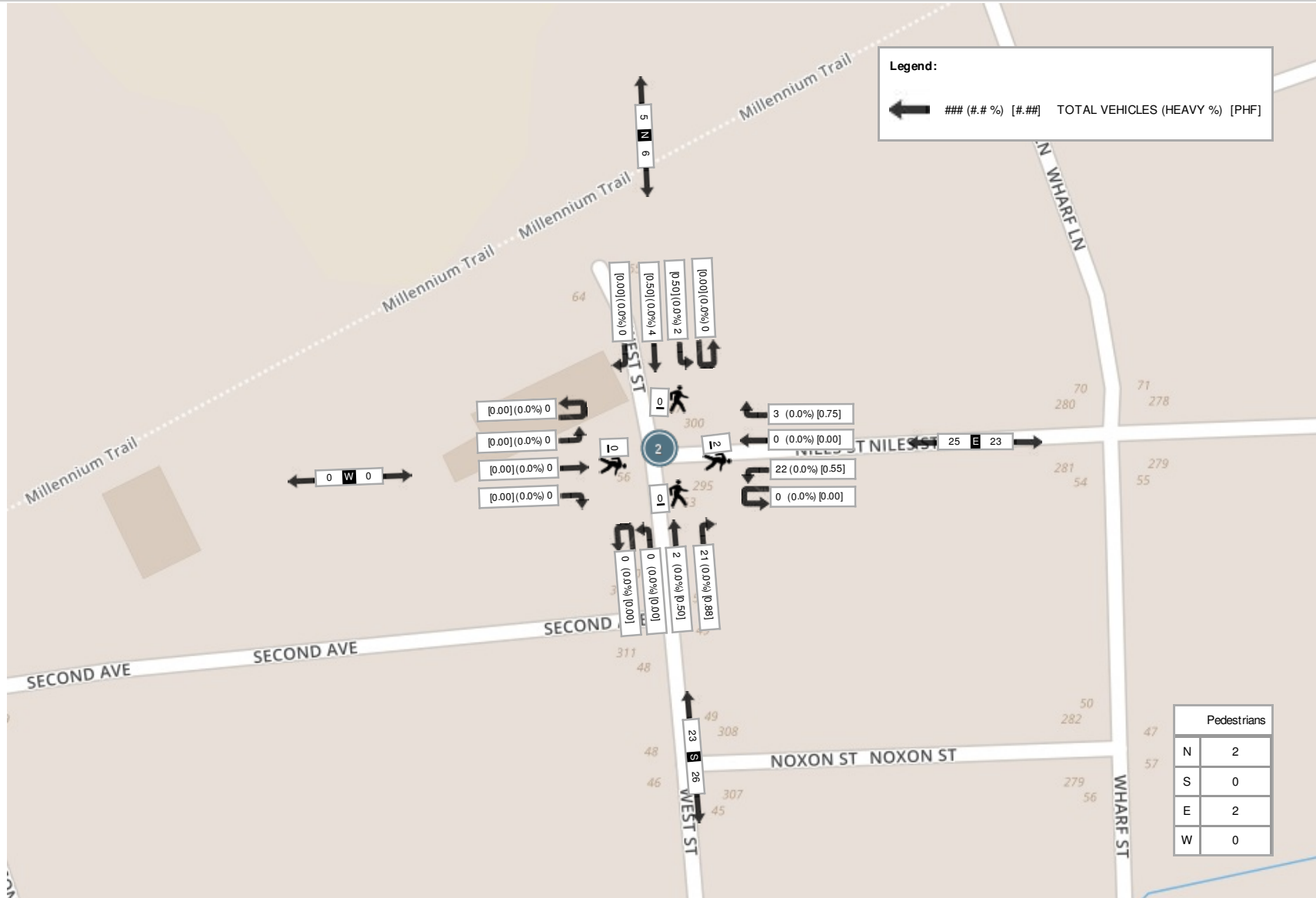
Peak Hour: 09:00 AM - 10:00 AM Weather: Few Clouds (6.22 °C)



Peak Hour: 11:45 AM - 12:45 PM Weather: Broken Clouds (12.22 °C)



Peak Hour: 04:00 PM - 05:00 PM Weather: Broken Clouds (14 °C)





Turning Movement Count (2 . WEST ST & NILES ST)

Start Time	N Approach						E Approach						S Approach						W Approach						Int. Total (15 min)	Int. Total (1 hr)	
	Right N:W	Thru N:S	Left N:E	UTurn N:N	Peds N:	Approach Total	Right E:N	Thru E:W	Left E:S	UTurn E:E	Peds E:	Approach Total	Right S:E	Thru S:N	Left S:W	UTurn S:S	Peds S:	Approach Total	Right W:S	Thru W:E	Left W:N	UTurn W:W	Peds W:	Approach Total			
07:00:00	0	2	0	0	0	2	0	0	2	0	0	2	2	2	0	0	1	4	0	0	0	0	0	0	8		
07:15:00	0	0	0	0	0	0	0	0	2	0	0	2	2	0	0	0	0	2	0	0	0	0	0	0	4		
07:30:00	0	0	0	0	0	0	0	0	3	0	0	3	2	0	0	0	0	2	0	0	0	0	0	0	5		
07:45:00	0	2	3	0	0	5	0	0	2	0	0	2	1	0	0	0	0	1	0	0	0	0	0	0	8	25	
08:00:00	0	0	2	0	0	2	0	0	3	0	1	3	2	0	0	0	0	2	0	0	0	0	0	0	7	24	
08:15:00	0	0	0	0	0	0	0	0	2	0	4	2	5	0	0	0	0	5	0	0	0	0	0	0	7	27	
08:30:00	0	0	1	0	0	1	0	0	4	0	2	4	3	1	0	0	0	4	0	0	0	0	0	0	9	31	
08:45:00	0	0	2	0	0	2	0	1	1	0	0	2	7	0	0	0	0	7	0	0	0	0	0	0	11	34	
09:00:00	0	0	0	0	1	0	1	0	1	0	2	2	2	0	0	0	0	2	0	0	0	0	0	0	4	31	
09:15:00	0	1	1	0	0	2	0	0	5	0	0	5	3	1	0	0	0	4	0	0	0	0	0	0	11	35	
09:30:00	0	1	2	0	0	3	1	0	3	0	1	4	3	2	0	0	0	5	0	0	0	0	0	0	12	38	
09:45:00	0	1	2	0	0	3	0	0	6	0	1	6	1	1	0	0	0	2	0	0	0	0	0	0	11	38	
10:00:00	0	0	1	0	0	1	0	0	6	0	0	6	2	2	0	0	0	4	0	0	0	0	0	0	11	45	
10:15:00	0	1	1	0	0	2	1	0	4	0	0	5	2	1	0	0	0	3	0	0	0	0	0	0	10	44	
10:30:00	0	3	0	0	0	3	0	0	2	0	0	2	4	1	0	0	0	5	0	0	0	0	0	0	10	42	
10:45:00	0	3	0	0	0	3	2	0	6	0	0	8	3	2	0	0	0	5	0	0	0	0	0	0	16	47	
BREAK																											
11:00:00	0	3	1	0	0	4	0	0	2	0	1	2	5	1	0	0	2	6	0	0	0	0	0	0	12		
11:15:00	0	0	2	0	0	2	2	0	1	0	0	3	6	0	0	0	0	6	0	0	0	0	0	0	11		
11:30:00	0	2	1	0	0	3	1	0	5	0	0	6	3	2	0	0	0	5	0	0	0	0	0	0	14		
11:45:00	0	0	2	0	0	2	0	0	3	0	0	3	3	1	0	0	0	4	1	0	0	0	1	1	10	47	
12:00:00	0	0	0	0	0	0	1	0	5	1	3	7	3	0	0	0	0	3	0	0	0	0	0	0	10	45	
12:15:00	0	3	0	0	0	3	0	0	3	0	0	3	6	1	0	0	0	7	0	0	0	0	0	0	13	47	
12:30:00	0	0	4	0	0	4	2	0	5	0	1	7	5	2	0	0	0	7	0	0	0	0	0	0	18	51	
12:45:00	0	0	0	0	0	0	0	1	5	0	0	6	2	0	0	0	0	2	0	0	0	0	0	0	8	49	
13:00:00	0	0	1	0	0	1	0	0	4	0	1	4	5	0	0	1	0	6	0	0	0	0	0	0	11	50	
13:15:00	0	0	0	0	0	0	1	0	6	0	0	7	3	2	0	0	1	5	0	0	0	0	1	0	12	49	
13:30:00	0	0	1	0	0	1	0	0	5	0	0	5	5	1	0	0	0	6	0	0	0	0	0	0	12	43	
13:45:00	0	0	1	0	0	1	0	0	1	0	0	1	3	0	0	0	0	3	0	0	0	0	0	0	5	40	
14:00:00	0	1	0	0	0	1	0	0	19	0	0	19	2	1	0	0	1	3	0	0	0	0	1	0	23	52	
14:15:00	0	2	2	0	1	4	1	0	1	0	1	2	4	3	0	0	0	7	0	0	0	0	2	0	13	53	
14:30:00	0	0	0	0	0	0	0	0	6	0	0	6	3	0	0	0	0	3	0	0	0	0	0	0	9	50	



14:45:00	0	0	0	0	0	0	0	0	2	0	0	2	2	0	0	0	0	2	0	0	0	0	0	0	4	49
BREAK																										
15:00:00	0	1	0	0	0	1	0	0	7	0	1	7	7	0	0	0	0	7	0	0	0	0	0	0	15	
15:15:00	0	0	0	0	0	0	0	0	9	0	0	9	6	0	0	0	0	6	0	0	0	0	3	0	15	
15:30:00	0	0	0	0	0	0	0	0	6	0	0	6	6	0	0	0	0	6	0	0	0	0	2	0	12	
15:45:00	0	2	0	0	0	2	1	0	7	0	0	8	9	1	0	0	0	10	0	0	0	0	1	0	20	62
16:00:00	0	1	0	0	0	1	0	0	8	0	0	8	8	1	0	0	0	9	0	0	0	0	0	0	18	65
16:15:00	0	0	0	0	0	0	1	0	6	0	2	7	9	0	0	0	0	9	0	0	0	0	0	0	16	66
16:30:00	0	0	1	0	0	1	1	0	8	0	0	9	2	0	0	0	0	2	0	0	0	0	0	0	12	66
16:45:00	0	0	0	0	0	0	0	0	2	0	0	2	1	1	0	0	0	2	1	0	0	0	0	1	5	51
17:00:00	0	0	0	0	0	0	0	0	3	0	1	3	4	0	0	0	0	4	0	0	0	0	0	0	7	40
17:15:00	0	1	0	0	0	1	2	0	7	0	1	9	3	0	1	0	0	4	0	0	0	0	0	0	14	38
17:30:00	0	0	1	0	0	1	3	0	6	0	0	9	5	0	0	0	0	5	0	0	0	0	0	0	15	41
17:45:00	0	0	1	0	0	1	0	0	5	0	0	5	1	0	0	0	0	1	0	0	0	0	0	0	7	43
18:00:00	0	0	0	0	0	0	1	0	4	0	3	5	3	1	0	0	0	4	0	0	0	0	0	0	9	45
18:15:00	0	0	0	0	0	0	1	0	6	0	0	7	7	0	0	0	0	7	0	0	0	0	0	0	14	45
18:30:00	0	0	0	0	0	0	0	0	1	0	0	1	4	0	1	0	0	5	0	1	0	0	0	1	7	37
18:45:00	0	0	0	0	0	0	0	0	5	0	1	5	4	0	1	0	0	5	0	0	0	0	0	0	10	40
Grand Total	0	30	33	0	2	63	23	2	215	1	27	241	183	31	3	1	5	218	2	1	0	0	10	3	525	-
Approach%	0%	47.6%	52.4%	0%	-	-	9.5%	0.8%	89.2%	0.4%	-	-	83.9%	14.2%	1.4%	0.5%	-	66.7%	33.3%	0%	0%	-	-	-	-	
Totals %	0%	5.7%	6.3%	0%	12%	-	4.4%	0.4%	41%	0.2%	45.9%	-	34.9%	5.9%	0.6%	0.2%	41.5%	0.4%	0.2%	0%	0%	0.6%	-	-		
Heavy	0	0	0	0	-	-	0	0	3	0	-	-	3	0	0	0	-	0	0	0	0	-	-	-		
Heavy %	0%	0%	0%	0%	-	-	0%	0%	1.4%	0%	-	-	1.6%	0%	0%	0%	-	0%	0%	0%	0%	-	-	-		
Bicycles	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
Bicycle %	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		



Peak Hour: 10:00 AM - 11:00 AM Weather: Broken Clouds (8.65 °C)

Start Time	N Approach						E Approach						S Approach						W Approach						Int. Total (15 min)
	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	
10:00:00	0	0	1	0	0	1	0	0	6	0	0	6	2	2	0	0	0	4	0	0	0	0	0	0	11
10:15:00	0	1	1	0	0	2	1	0	4	0	0	5	2	1	0	0	0	3	0	0	0	0	0	0	10
10:30:00	0	3	0	0	0	3	0	0	2	0	0	2	4	1	0	0	0	5	0	0	0	0	0	0	10
10:45:00	0	3	0	0	0	3	2	0	6	0	0	8	3	2	0	0	0	5	0	0	0	0	0	0	16
Grand Total	0	7	2	0	0	9	3	0	18	0	0	21	11	6	0	0	0	17	0	0	0	0	0	0	47
Approach%	0%	77.8%	22.2%	0%		-	14.3%	0%	85.7%	0%		-	64.7%	35.3%	0%	0%		-	0%	0%	0%	0%		-	-
Totals %	0%	14.9%	4.3%	0%		19.1%	6.4%	0%	38.3%	0%		44.7%	23.4%	12.8%	0%	0%		36.2%	0%	0%	0%	0%		0%	-
PHF	0	0.58	0.5	0		0.75	0.38	0	0.75	0		0.66	0.69	0.75	0	0		0.85	0	0	0	0		0	-
Heavy	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	-
Heavy %	0%	0%	0%	0%		0%	0%	0%	0%	0%		0%	0%	0%	0%	0%		0%	0%	0%	0%	0%		0%	-
Lights	0	7	2	0		9	3	0	18	0		21	11	6	0	0		17	0	0	0	0		0	-
Lights %	0%	100%	100%	0%		100%	100%	0%	100%	0%		100%	100%	100%	0%	0%		100%	0%	0%	0%	0%		0%	-
Single-Unit Trucks	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	-
Single-Unit Trucks %	0%	0%	0%	0%		0%	0%	0%	0%	0%		0%	0%	0%	0%	0%		0%	0%	0%	0%	0%		0%	-
Buses	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	-
Buses %	0%	0%	0%	0%		0%	0%	0%	0%	0%		0%	0%	0%	0%	0%		0%	0%	0%	0%	0%		0%	-
Bicycles on Road	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	-
Bicycles on Road %	0%	0%	0%	0%		0%	0%	0%	0%	0%		0%	0%	0%	0%	0%		0%	0%	0%	0%	0%		0%	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
Pedestrians%	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-



Peak Hour: 01:30 PM - 02:30 PM Weather: Broken Clouds (13.2 °C)

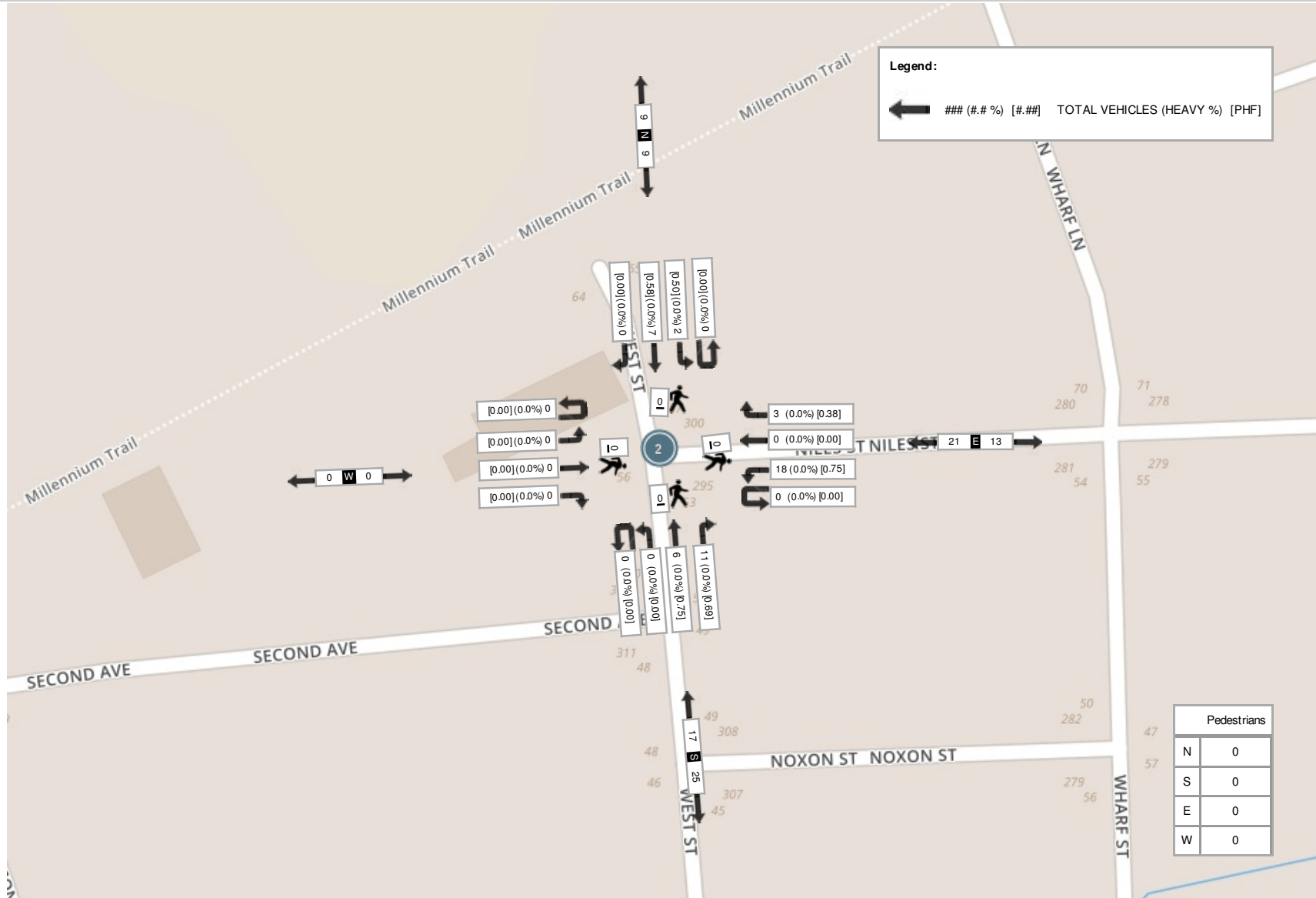
Start Time	N Approach						E Approach						S Approach						W Approach						Int. Total (15 min)
	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	
13:30:00	0	0	1	0	0	1	0	0	5	0	0	5	5	1	0	0	0	6	0	0	0	0	0	0	12
13:45:00	0	0	1	0	0	1	0	0	1	0	0	1	3	0	0	0	0	3	0	0	0	0	0	0	5
14:00:00	0	1	0	0	0	1	0	0	19	0	0	19	2	1	0	0	1	3	0	0	0	0	1	0	23
14:15:00	0	2	2	0	1	4	1	0	1	0	1	2	4	3	0	0	0	7	0	0	0	0	2	0	13
Grand Total	0	3	4	0	1	7	1	0	26	0	1	27	14	5	0	0	1	19	0	0	0	0	3	0	53
Approach%	0%	42.9%	57.1%	0%	-	-	3.7%	0%	96.3%	0%	-	-	73.7%	26.3%	0%	0%	-	0%	0%	0%	0%	0%	-	-	-
Totals %	0%	5.7%	7.5%	0%	13.2%	13.2%	1.9%	0%	49.1%	0%	50.9%	50.9%	26.4%	9.4%	0%	0%	35.8%	0%	0%	0%	0%	0%	0%	0%	-
PHF	0	0.38	0.5	0	0.44	0.44	0.25	0	0.34	0	0.36	0.36	0.7	0.42	0	0	0.68	0	0	0	0	0	0	0	-
Heavy	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
Heavy %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	-
Lights	0	3	4	0	7	7	1	0	25	0	26	26	14	5	0	0	19	0	0	0	0	0	0	0	-
Lights %	0%	100%	100%	0%	100%	100%	100%	0%	96.2%	0%	96.3%	96.3%	100%	100%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%	-
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
Single-Unit Trucks %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	-
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
Buses %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	-
Bicycles on Road	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	-
Bicycles on Road %	0%	0%	0%	0%	0%	0%	0%	0%	3.8%	0%	3.7%	3.7%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	-
Pedestrians	-	-	-	-	1	-	-	-	-	-	1	-	-	-	-	-	1	-	-	-	-	-	3	-	-
Pedestrians%	-	-	-	-	16.7%	-	-	-	-	-	16.7%	-	-	-	-	-	16.7%	-	-	-	-	-	50%	-	-



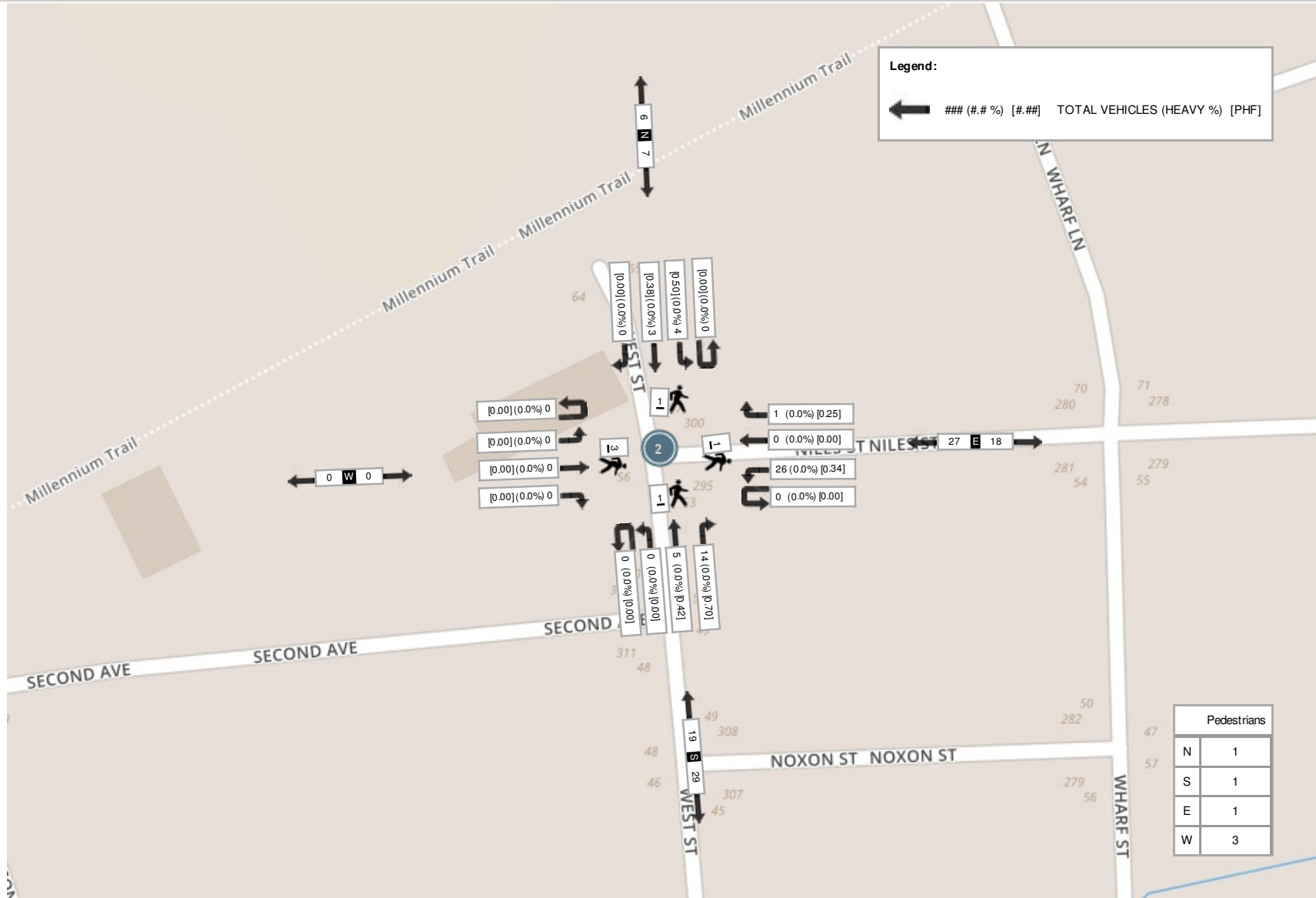
Peak Hour: 03:45 PM - 04:45 PM Weather: Broken Clouds (15.89 °C)

Start Time	N Approach						E Approach						S Approach						W Approach						Int. Total (15 min)
	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	
15:45:00	0	2	0	0	0	2	1	0	7	0	0	8	9	1	0	0	0	10	0	0	0	0	1	0	20
16:00:00	0	1	0	0	0	1	0	0	8	0	0	8	8	1	0	0	0	9	0	0	0	0	0	0	18
16:15:00	0	0	0	0	0	0	1	0	6	0	2	7	9	0	0	0	0	9	0	0	0	0	0	0	16
16:30:00	0	0	1	0	0	1	1	0	8	0	0	9	2	0	0	0	0	2	0	0	0	0	0	0	12
Grand Total	0	3	1	0	0	4	3	0	29	0	2	32	28	2	0	0	0	30	0	0	0	0	1	0	66
Approach%	0%	75%	25%	0%		-	9.4%	0%	90.6%	0%		-	93.3%	6.7%	0%	0%		-	0%	0%	0%	0%		-	-
Totals %	0%	4.5%	1.5%	0%		6.1%	4.5%	0%	43.9%	0%		48.5%	42.4%	3%	0%	0%		45.5%	0%	0%	0%	0%		0%	-
PHF	0	0.38	0.25	0		0.5	0.75	0	0.91	0		0.89	0.78	0.5	0	0		0.75	0	0	0	0		0	-
Heavy	0	0	0	0		0	0	0	0	0		0	1	0	0	0		1	0	0	0	0		0	-
Heavy %	0%	0%	0%	0%		0%	0%	0%	0%	0%		0%	3.6%	0%	0%	0%		3.3%	0%	0%	0%	0%		0%	-
Lights	0	3	1	0		4	3	0	29	0		32	27	2	0	0		29	0	0	0	0		0	-
Lights %	0%	100%	100%	0%		100%	100%	0%	100%	0%		100%	96.4%	100%	0%	0%		96.7%	0%	0%	0%	0%		0%	-
Single-Unit Trucks	0	0	0	0		0	0	0	0	0		0	1	0	0	0		1	0	0	0	0		0	-
Single-Unit Trucks %	0%	0%	0%	0%		0%	0%	0%	0%	0%		0%	3.6%	0%	0%	0%		3.3%	0%	0%	0%	0%		0%	-
Buses	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	-
Buses %	0%	0%	0%	0%		0%	0%	0%	0%	0%		0%	0%	0%	0%	0%		0%	0%	0%	0%	0%		0%	-
Bicycles on Road	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	-
Bicycles on Road %	0%	0%	0%	0%		0%	0%	0%	0%	0%		0%	0%	0%	0%	0%		0%	0%	0%	0%	0%		0%	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	-	1	-	-
Pedestrians%	-	-	-	-	0%	-	-	-	-	-	66.7%	-	-	-	-	-	0%	-	-	-	-	-	33.3%	-	-

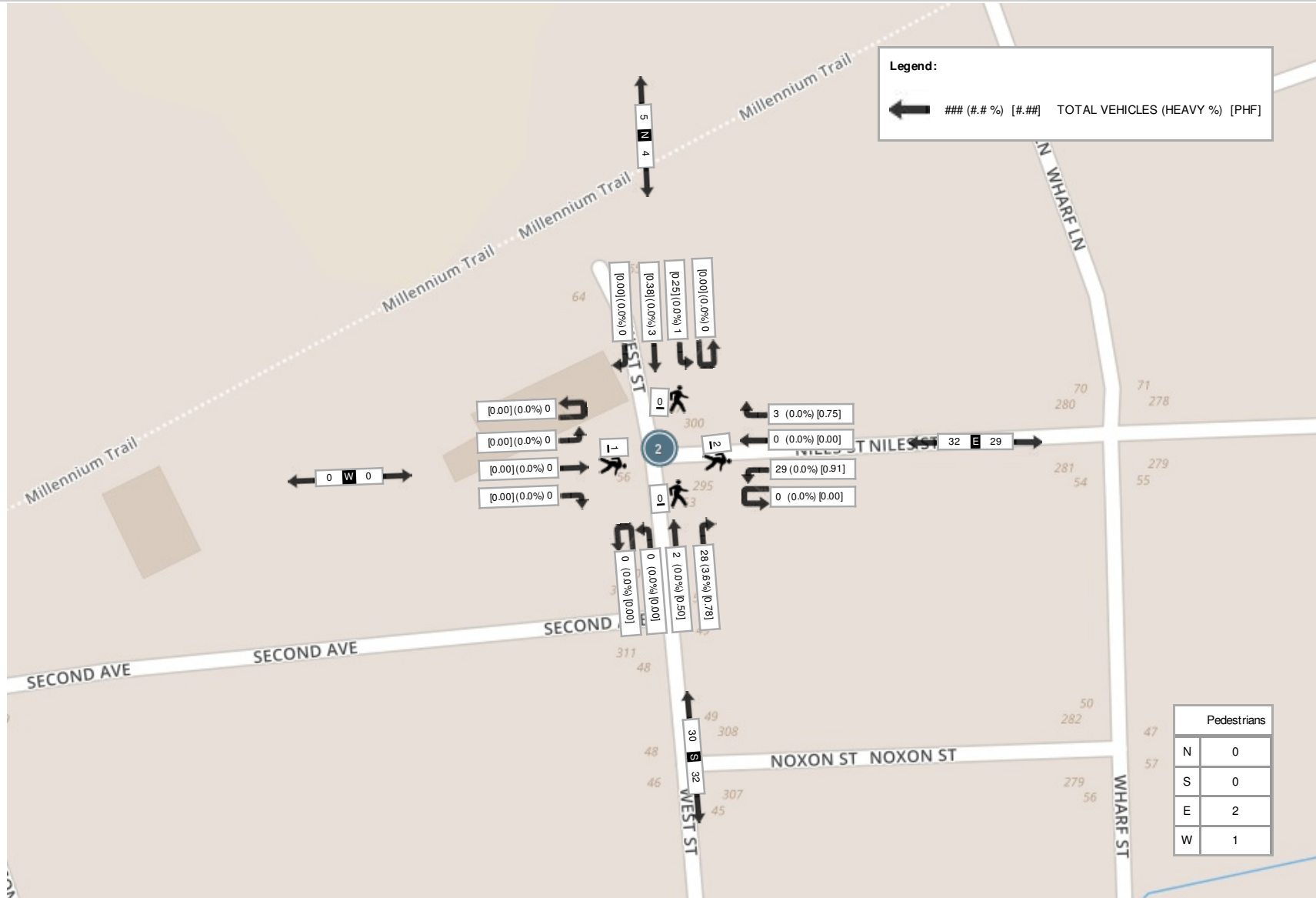
Peak Hour: 10:00 AM - 11:00 AM Weather: Broken Clouds (8.65 °C)



Peak Hour: 01:30 PM - 02:30 PM Weather: Broken Clouds (13.2 °C)



Peak Hour: 03:45 PM - 04:45 PM Weather: Broken Clouds (15.89 °C)





Turning Movement Count (2 . WEST ST & NILES ST)

Start Time	N Approach						E Approach						S Approach						W Approach						Int. Total (15 min)	Int. Total (1 hr)
	Right N:W	Thru N:S	Left N:E	UTurn N:N	Peds N:	Approach Total	Right E:N	Thru E:W	Left E:S	UTurn E:E	Peds E:	Approach Total	Right S:E	Thru S:N	Left S:W	UTurn S:S	Peds S:	Approach Total	Right W:S	Thru W:E	Left W:N	UTurn W:W	Peds W:	Approach Total		
07:00:00	0	1	0	0	0	1	1	0	0	0	0	1	0	1	0	0	0	1	0	0	0	0	0	0	3	
07:15:00	0	0	1	0	0	1	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	
07:30:00	0	0	2	0	0	2	0	0	0	0	0	0	3	0	0	0	0	3	0	0	0	0	0	0	5	
07:45:00	0	1	0	0	0	1	0	0	7	0	1	7	2	0	0	0	0	2	0	0	0	0	0	0	10	20
08:00:00	0	0	1	0	0	1	0	0	6	0	1	6	6	1	0	0	0	7	0	0	0	0	0	0	14	31
08:15:00	0	1	0	0	0	1	0	0	3	0	0	3	6	0	0	0	0	6	0	0	0	0	0	0	10	39
08:30:00	0	1	2	0	0	3	0	0	3	0	3	3	3	1	0	0	0	4	0	0	0	0	0	0	10	44
08:45:00	0	0	0	0	0	0	0	0	10	0	0	10	7	0	0	0	0	7	0	0	0	0	0	0	17	51
09:00:00	0	1	0	0	0	1	1	0	2	0	1	3	10	0	0	0	1	10	0	0	0	0	1	0	14	51
09:15:00	0	0	0	0	0	0	0	0	9	0	0	9	4	1	0	0	0	5	0	0	0	0	0	0	14	55
09:30:00	0	1	1	0	0	2	0	0	7	0	2	7	5	1	0	0	0	6	0	0	0	0	0	0	15	60
09:45:00	0	0	1	0	0	1	0	0	8	0	1	8	14	1	0	0	0	15	0	0	0	0	0	0	24	67
10:00:00	0	2	1	0	1	3	2	0	10	0	3	12	9	0	0	0	2	9	0	0	0	0	0	0	24	77
10:15:00	0	0	2	0	0	2	0	0	13	0	1	13	12	0	0	0	0	12	0	0	0	0	0	0	27	90
10:30:00	0	0	0	0	0	0	0	0	14	0	0	14	20	4	0	0	0	24	0	0	0	0	1	0	38	113
10:45:00	0	0	1	0	0	1	0	0	15	0	2	15	9	0	0	0	0	9	0	0	0	0	1	0	25	114
BREAK																										
11:00:00	0	3	0	0	0	3	0	0	12	0	0	12	20	3	0	0	1	23	0	1	1	0	0	2	40	
11:15:00	0	1	1	0	0	2	1	0	17	0	2	18	14	1	0	0	0	15	0	0	0	0	0	0	35	
11:30:00	0	0	1	0	1	1	0	0	10	0	3	10	11	1	0	0	0	12	0	0	0	0	0	0	23	
11:45:00	0	0	1	0	0	1	0	0	12	0	0	12	14	3	0	0	0	17	0	0	0	0	0	0	30	128
12:00:00	0	1	0	0	0	1	0	0	21	0	3	21	8	1	0	0	0	9	0	0	0	0	0	0	31	119
12:15:00	0	0	2	0	0	2	3	0	7	0	1	10	10	1	0	1	0	12	0	0	0	0	0	0	24	108
12:30:00	0	0	2	0	0	2	0	0	9	0	2	9	9	13	0	1	0	23	0	0	0	0	0	0	34	119
12:45:00	0	2	1	0	0	3	1	0	11	0	0	12	19	1	0	0	0	20	0	0	0	0	0	0	35	124
13:00:00	0	1	0	0	0	1	1	0	15	0	2	16	15	0	0	0	0	15	0	0	0	0	0	0	32	125
13:15:00	0	0	2	0	0	2	3	0	13	0	3	16	13	0	0	0	0	13	0	0	0	0	0	0	31	132
13:30:00	0	1	1	0	0	2	2	0	11	0	0	13	10	1	0	0	0	11	0	0	0	0	0	0	26	124
13:45:00	0	0	0	0	0	0	0	0	10	0	0	10	7	2	0	0	0	9	0	0	0	0	0	0	19	108
14:00:00	0	0	0	0	0	0	0	0	6	0	2	6	7	9	0	0	0	16	0	0	0	0	0	0	22	98
14:15:00	0	0	0	0	0	0	0	0	10	0	1	10	11	3	0	0	1	14	0	0	0	0	2	0	24	91
14:30:00	0	0	1	0	0	1	2	0	8	0	0	10	5	2	0	0	1	7	0	0	0	0	0	0	18	83



14:45:00	0	0	0	0	0	0	1	0	6	0	1	7	1	1	0	0	0	2	0	0	0	0	0	0	9	73
BREAK																										
15:00:00	0	2	1	0	0	3	0	0	4	0	2	4	7	0	0	0	0	7	0	0	0	0	0	0	14	
15:15:00	0	1	1	0	0	2	0	0	4	0	0	4	3	4	0	0	0	7	0	0	0	0	0	0	13	
15:30:00	0	0	0	0	0	0	1	0	3	0	0	4	4	0	0	0	0	4	0	0	0	0	0	0	8	
15:45:00	0	0	0	0	0	0	1	0	3	0	1	4	3	1	0	0	0	4	0	0	0	0	0	0	8	43
16:00:00	0	10	0	0	1	10	1	0	5	0	1	6	4	0	0	0	0	4	0	0	0	0	1	0	20	49
16:15:00	0	0	0	0	0	0	0	0	3	0	1	3	4	0	0	0	0	4	0	0	0	0	0	0	7	43
16:30:00	0	1	1	0	1	2	0	0	5	0	1	5	6	0	0	0	0	6	0	0	0	0	0	0	13	48
16:45:00	0	4	2	0	0	6	0	0	4	0	0	4	2	0	0	0	0	2	1	0	0	0	0	1	13	53
17:00:00	0	2	0	0	0	2	0	0	2	0	0	2	9	0	1	0	0	10	0	0	0	0	0	0	14	47
17:15:00	0	0	0	0	0	0	0	0	2	0	1	2	4	1	0	0	0	5	0	0	0	0	0	0	7	47
17:30:00	0	0	0	0	0	0	0	0	5	0	0	5	8	0	0	0	0	8	0	0	0	0	0	0	13	47
17:45:00	0	3	0	0	0	3	0	0	4	0	2	4	2	0	0	0	0	2	0	0	0	0	0	0	9	43
18:00:00	0	0	0	0	0	0	0	0	0	0	1	0	3	1	0	0	0	4	0	0	0	0	0	0	4	33
18:15:00	0	0	0	0	0	0	1	0	3	0	0	4	4	1	0	0	0	5	0	0	0	0	0	0	9	35
18:30:00	0	0	1	0	0	1	0	0	5	0	1	5	1	3	0	0	0	4	0	0	0	0	0	0	10	32
18:45:00	0	0	0	0	0	0	0	0	1	0	0	1	3	0	0	0	0	3	1	0	0	0	0	1	5	28
Grand Total	0	40	30	0	4	70	22	0	339	0	46	361	351	63	1	2	6	417	2	1	1	0	6	4	852	-
Approach%	0%	57.1%	42.9%	0%		-	6.1%	0%	93.9%	0%		-	84.2%	15.1%	0.2%	0.5%		-	50%	25%	25%	0%		-	-	-
Totals %	0%	4.7%	3.5%	0%		8.2%	2.6%	0%	39.8%	0%		42.4%	41.2%	7.4%	0.1%	0.2%		48.9%	0.2%	0.1%	0.1%	0%		0.5%	-	-
Heavy	0	0	0	0		-	0	0	3	0		-	2	0	0	0		-	0	0	0	0		-	-	-
Heavy %	0%	0%	0%	0%		-	0%	0%	0.9%	0%		-	0.6%	0%	0%	0%		-	0%	0%	0%	0%		-	-	-
Bicycles	-	-	-	-		-	-	-	-	-		-	-	-	-	-		-	-	-	-	-		-	-	-
Bicycle %	-	-	-	-		-	-	-	-	-		-	-	-	-	-		-	-	-	-	-		-	-	-



Peak Hour: 10:00 AM - 11:00 AM Weather: Few Clouds (5.35 °C)

Start Time	N Approach						E Approach						S Approach						W Approach						Int. Total (15 min)
	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	
10:00:00	0	2	1	0	1	3	2	0	10	0	3	12	9	0	0	0	2	9	0	0	0	0	0	0	24
10:15:00	0	0	2	0	0	2	0	0	13	0	1	13	12	0	0	0	0	12	0	0	0	0	0	0	27
10:30:00	0	0	0	0	0	0	0	0	14	0	0	14	20	4	0	0	0	24	0	0	0	0	1	0	38
10:45:00	0	0	1	0	0	1	0	0	15	0	2	15	9	0	0	0	0	9	0	0	0	0	1	0	25
Grand Total	0	2	4	0	1	6	2	0	52	0	6	54	50	4	0	0	2	54	0	0	0	0	2	0	114
Approach%	0%	33.3%	66.7%	0%	-	-	3.7%	0%	96.3%	0%	-	-	92.6%	7.4%	0%	0%	-	-	0%	0%	0%	0%	-	-	-
Totals %	0%	1.8%	3.5%	0%	5.3%	5.3%	1.8%	0%	45.6%	0%	47.4%	47.4%	43.9%	3.5%	0%	0%	47.4%	47.4%	0%	0%	0%	0%	0%	0%	-
PHF	0	0.25	0.5	0	0.5	0.5	0.25	0	0.87	0	0.9	0.9	0.63	0.25	0	0	0.56	0.56	0	0	0	0	0	0	-
Heavy	0	0	0	0	0	0	0	0	1	0	1	1	1	0	0	0	1	1	0	0	0	0	0	0	-
Heavy %	0%	0%	0%	0%	0%	0%	0%	0%	1.9%	0%	1.9%	1.9%	2%	0%	0%	0%	1.9%	1.9%	0%	0%	0%	0%	0%	0%	-
Lights	0	2	4	0	6	6	2	0	51	0	53	53	49	0	0	0	49	49	0	0	0	0	0	0	-
Lights %	0%	100%	100%	0%	100%	100%	100%	0%	98.1%	0%	98.1%	98.1%	98%	0%	0%	0%	90.7%	90.7%	0%	0%	0%	0%	0%	0%	-
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	-
Single-Unit Trucks %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	0%	1.9%	1.9%	0%	0%	0%	0%	0%	0%	-
Buses	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	-
Buses %	0%	0%	0%	0%	0%	0%	0%	0%	1.9%	0%	1.9%	1.9%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	-
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	4	0	0	0	0	0	0	-
Bicycles on Road %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	7.4%	7.4%	0%	0%	0%	0%	0%	0%	-
Pedestrians	-	-	-	-	1	-	-	-	-	-	6	-	-	-	-	-	2	-	-	-	-	-	2	-	-
Pedestrians%	-	-	-	-	9.1%	-	-	-	-	-	54.5%	-	-	-	-	-	18.2%	-	-	-	-	-	18.2%	-	-



Peak Hour: 12:30 PM - 01:30 PM Weather: Scattered Clouds (12.48 °C)

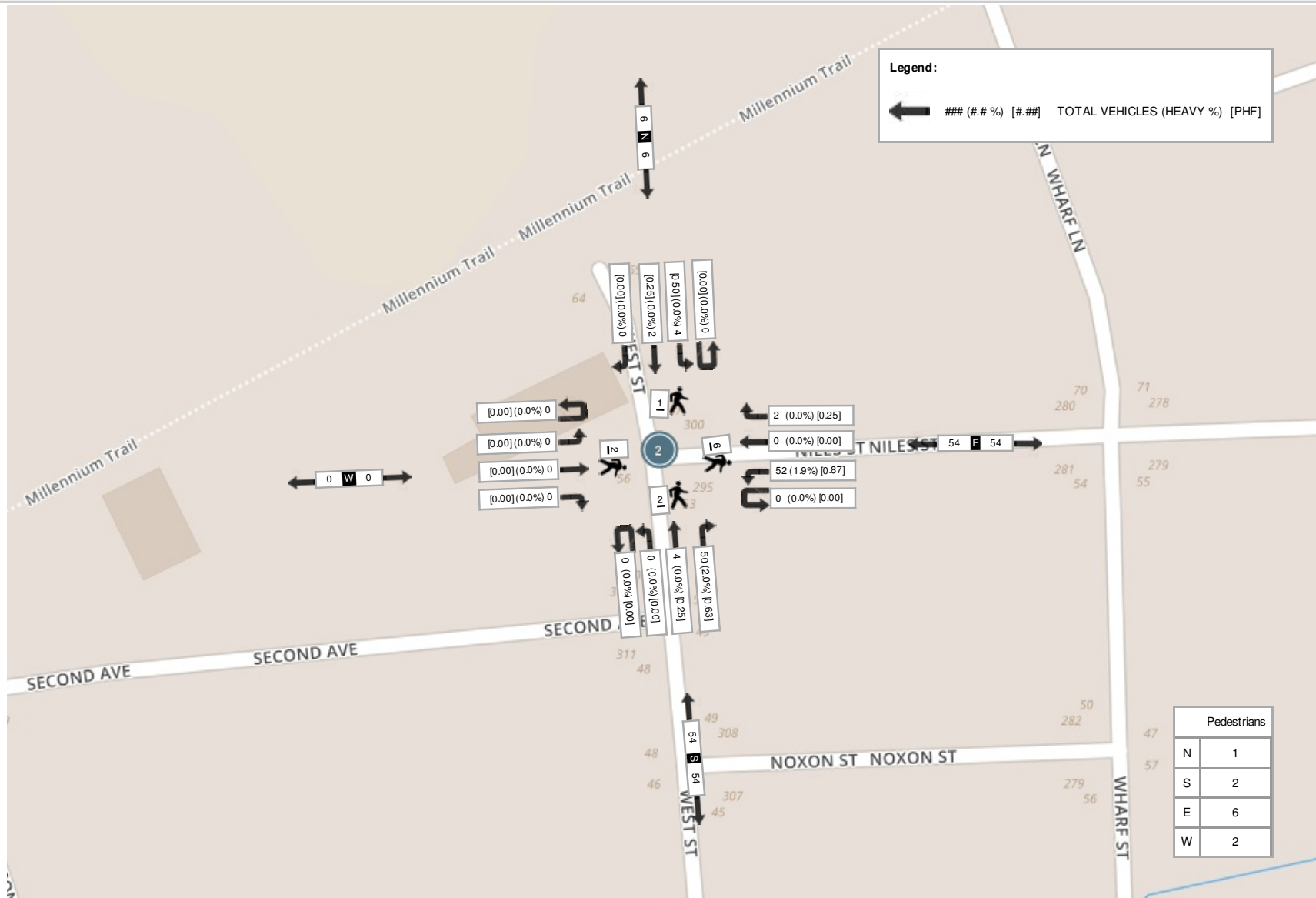
Start Time	N Approach						E Approach						S Approach						W Approach						Int. Total (15 min)
	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	
12:30:00	0	0	2	0	0	2	0	0	9	0	2	9	9	13	0	1	0	23	0	0	0	0	0	0	34
12:45:00	0	2	1	0	0	3	1	0	11	0	0	12	19	1	0	0	0	20	0	0	0	0	0	0	35
13:00:00	0	1	0	0	0	1	1	0	15	0	2	16	15	0	0	0	0	15	0	0	0	0	0	0	32
13:15:00	0	0	2	0	0	2	3	0	13	0	3	16	13	0	0	0	0	13	0	0	0	0	0	0	31
Grand Total	0	3	5	0	0	8	5	0	48	0	7	53	56	14	0	1	0	71	0	0	0	0	0	0	132
Approach%	0%	37.5%	62.5%	0%	-	-	9.4%	0%	90.6%	0%	-	-	78.9%	19.7%	0%	1.4%	-	-	0%	0%	0%	0%	-	-	-
Totals %	0%	2.3%	3.8%	0%	6.1%	6.1%	3.8%	0%	36.4%	0%	40.2%	40.2%	42.4%	10.6%	0%	0.8%	53.8%	53.8%	0%	0%	0%	0%	0%	0%	-
PHF	0	0.38	0.63	0	0.67	0.67	0.42	0	0.8	0	0.83	0.83	0.74	0.27	0	0.25	0.77	0.77	0	0	0	0	0	0	-
Heavy	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
Heavy %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	-
Lights	0	2	4	0	6	6	2	0	48	0	50	50	54	1	0	1	56	56	0	0	0	0	0	0	-
Lights %	0%	66.7%	80%	0%	75%	75%	40%	0%	100%	0%	94.3%	94.3%	96.4%	7.1%	0%	100%	78.9%	78.9%	0%	0%	0%	0%	0%	0%	-
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
Single-Unit Trucks %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	-
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
Buses %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	-
Bicycles on Road	0	1	1	0	2	2	3	0	0	0	3	3	2	13	0	0	15	15	0	0	0	0	0	0	-
Bicycles on Road %	0%	33.3%	20%	0%	25%	25%	60%	0%	0%	0%	5.7%	5.7%	3.6%	92.9%	0%	0%	21.1%	21.1%	0%	0%	0%	0%	0%	0%	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	7	-	-	-	-	-	0	-	-	-	-	-	0	-	-
Pedestrians%	-	-	-	-	0%	-	-	-	-	-	100%	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-



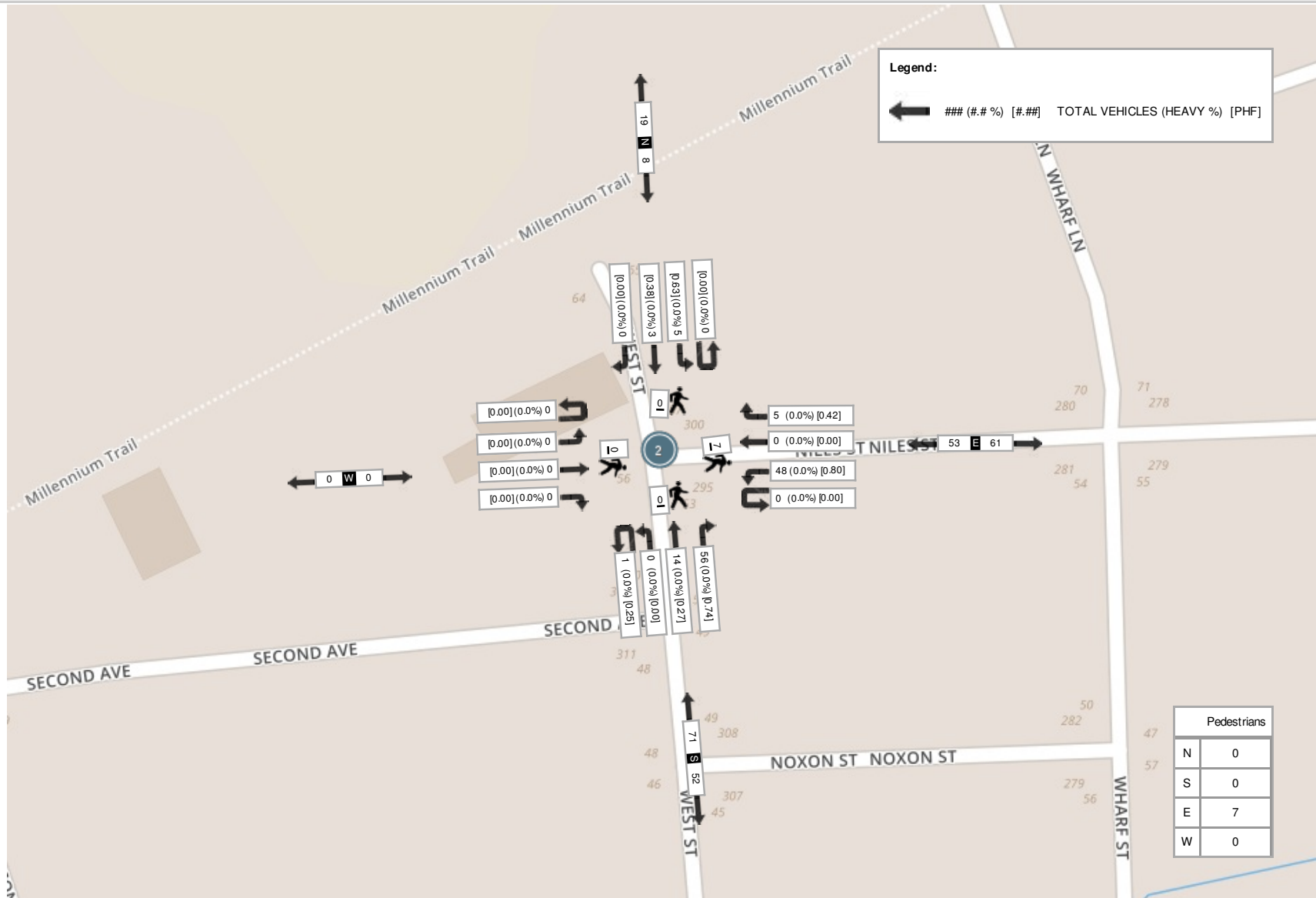
Peak Hour: 04:00 PM - 05:00 PM Weather: Scattered Clouds (14.89 °C)

Start Time	N Approach						E Approach						S Approach						W Approach						Int. Total (15 min)
	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	
16:00:00	0	10	0	0	1	10	1	0	5	0	1	6	4	0	0	0	0	4	0	0	0	0	1	0	20
16:15:00	0	0	0	0	0	0	0	0	3	0	1	3	4	0	0	0	0	4	0	0	0	0	0	0	7
16:30:00	0	1	1	0	1	2	0	0	5	0	1	5	6	0	0	0	0	6	0	0	0	0	0	0	13
16:45:00	0	4	2	0	0	6	0	0	4	0	0	4	2	0	0	0	0	2	1	0	0	0	0	1	13
Grand Total	0	15	3	0	2	18	1	0	17	0	3	18	16	0	0	0	0	16	1	0	0	0	1	1	53
Approach%	0%	83.3%	16.7%	0%		-	5.6%	0%	94.4%	0%		-	100%	0%	0%	0%		-	100%	0%	0%	0%		-	-
Totals %	0%	28.3%	5.7%	0%		34%	1.9%	0%	32.1%	0%		34%	30.2%	0%	0%	0%		30.2%	1.9%	0%	0%	0%		1.9%	-
PHF	0	0.38	0.38	0		0.45	0.25	0	0.85	0		0.75	0.67	0	0	0		0.67	0.25	0	0	0		0.25	-
Heavy	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	-
Heavy %	0%	0%	0%	0%		0%	0%	0%	0%	0%		0%	0%	0%	0%	0%		0%	0%	0%	0%	0%		0%	-
Lights	0	1	1	0		2	1	0	17	0		18	16	0	0	0		16	1	0	0	0		1	-
Lights %	0%	6.7%	33.3%	0%		11.1%	100%	0%	100%	0%		100%	100%	0%	0%	0%		100%	100%	0%	0%	0%		100%	-
Single-Unit Trucks	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	-
Single-Unit Trucks %	0%	0%	0%	0%		0%	0%	0%	0%	0%		0%	0%	0%	0%	0%		0%	0%	0%	0%	0%		0%	-
Buses	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	-
Buses %	0%	0%	0%	0%		0%	0%	0%	0%	0%		0%	0%	0%	0%	0%		0%	0%	0%	0%	0%		0%	-
Bicycles on Road	0	14	2	0		16	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	-
Bicycles on Road %	0%	93.3%	66.7%	0%		88.9%	0%	0%	0%	0%		0%	0%	0%	0%	0%		0%	0%	0%	0%	0%		0%	-
Pedestrians	-	-	-	-	2	-	-	-	-	-	3	-	-	-	-	-	0	-	-	-	-	-	1	-	-
Pedestrians%	-	-	-	-	33.3%	-	-	-	-	-	50%	-	-	-	-	-	0%	-	-	-	-	-	16.7%	-	-

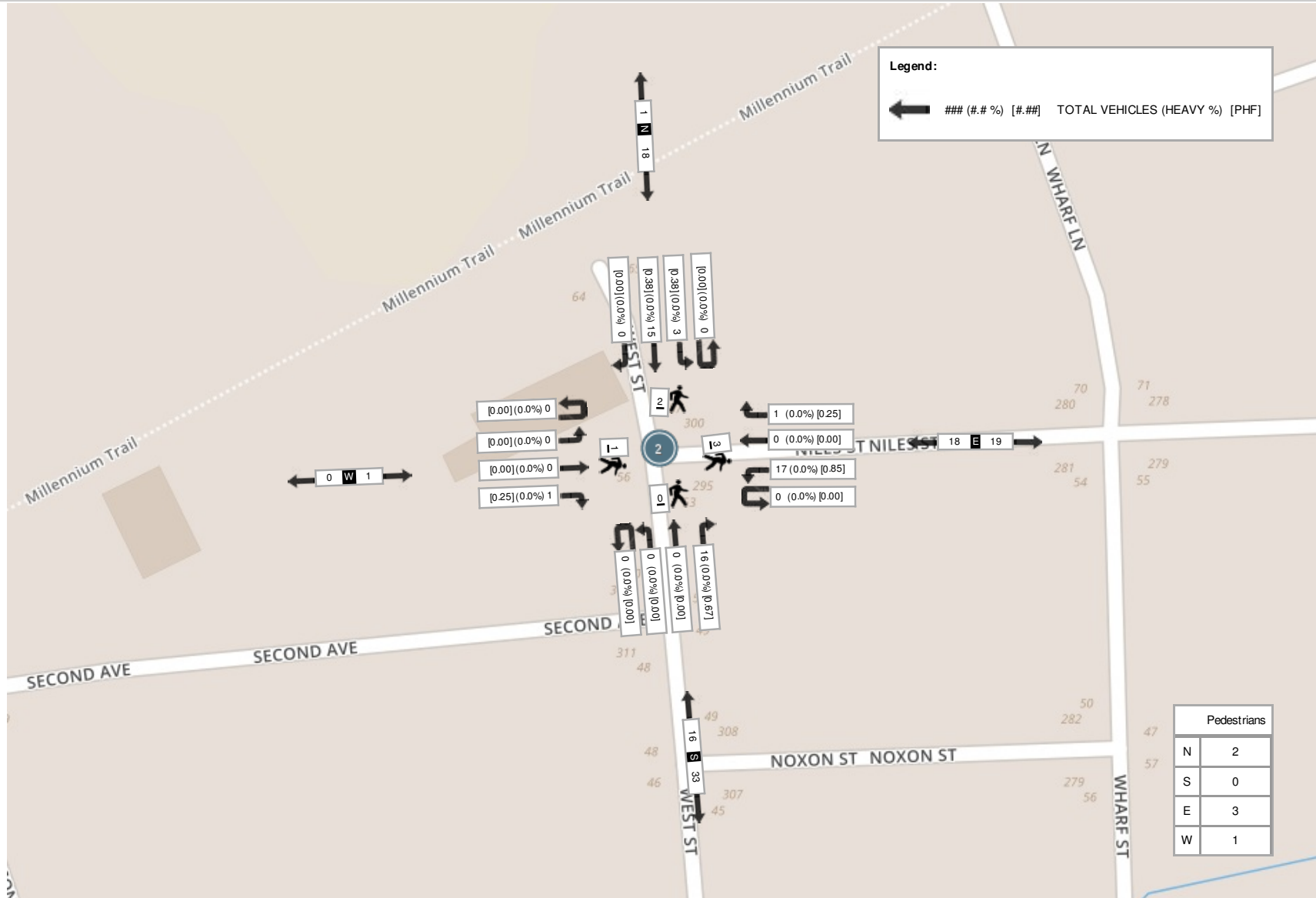
Peak Hour: 10:00 AM - 11:00 AM Weather: Few Clouds (5.35 °C)



Peak Hour: 12:30 PM - 01:30 PM Weather: Scattered Clouds (12.48 °C)



Peak Hour: 04:00 PM - 05:00 PM Weather: Scattered Clouds (14.89 °C)





Turning Movement Count (2 . WEST ST & NILES ST)

Start Time	N Approach						E Approach						S Approach						W Approach						Int. Total (15 min)	Int. Total (1 hr)
	Right N:W	Thru N:S	Left N:E	UTurn N:N	Peds N:	Approach Total	Right E:N	Thru E:W	Left E:S	UTurn E:E	Peds E:	Approach Total	Right S:E	Thru S:N	Left S:W	UTurn S:S	Peds S:	Approach Total	Right W:S	Thru W:E	Left W:N	UTurn W:W	Peds W:	Approach Total		
07:00:00	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	
07:15:00	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3	
07:30:00	0	0	1	0	0	1	0	0	3	0	0	3	0	1	0	0	0	1	0	0	0	0	0	0	5	
07:45:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	1	10
08:00:00	0	0	0	0	0	0	0	0	1	0	1	1	2	1	0	0	0	3	0	0	0	0	0	0	4	13
08:15:00	0	0	0	0	0	0	0	0	0	0	3	0	0	1	0	0	0	1	0	0	0	0	0	0	1	11
08:30:00	0	1	0	0	0	1	0	0	0	0	0	0	2	1	0	0	0	3	0	0	0	0	0	0	4	10
08:45:00	0	1	1	0	0	2	0	0	1	0	0	1	3	0	0	0	0	3	0	0	0	0	0	0	6	15
09:00:00	0	0	1	0	0	1	0	0	5	0	2	5	1	0	0	0	0	1	0	0	0	0	0	0	7	18
09:15:00	0	0	2	0	0	2	0	0	2	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	4	21
09:30:00	0	1	0	0	0	1	0	0	3	0	0	3	6	1	0	0	0	7	0	0	0	0	0	0	11	28
09:45:00	0	0	1	0	0	1	1	0	3	0	2	4	3	0	0	0	0	3	0	0	0	0	0	0	8	30
10:00:00	0	2	2	0	0	4	4	0	3	0	2	7	2	1	0	0	0	3	0	0	0	0	0	0	14	37
10:15:00	0	0	0	0	0	0	2	0	5	0	2	7	5	5	0	0	2	10	0	0	0	0	0	0	17	50
10:30:00	0	0	0	0	0	0	0	0	2	0	1	2	4	3	0	0	0	7	0	0	0	0	0	0	9	48
10:45:00	0	1	2	0	0	3	1	0	4	0	0	5	3	2	0	0	2	5	0	0	0	0	2	0	13	53
BREAK																										
11:00:00	0	0	0	0	0	0	0	0	3	0	0	3	3	2	0	0	0	5	0	0	0	0	0	0	8	
11:15:00	0	1	2	0	0	3	0	0	3	0	0	3	10	3	0	0	0	13	0	0	0	0	0	0	19	
11:30:00	0	0	0	0	0	0	0	0	8	0	0	8	9	0	0	0	0	9	0	0	0	0	0	0	17	
11:45:00	0	0	0	0	0	0	1	0	4	0	0	5	12	11	0	0	0	23	0	0	0	0	0	0	28	72
12:00:00	0	2	0	0	0	2	0	0	4	0	3	4	3	8	0	0	0	11	0	0	0	0	1	0	17	81
12:15:00	0	0	3	0	0	3	0	0	4	0	1	4	3	3	0	0	0	6	0	0	0	0	0	0	13	75
12:30:00	0	2	2	0	0	4	0	0	8	0	0	8	7	8	0	0	0	15	0	0	0	0	7	0	27	85
12:45:00	0	3	3	0	0	6	0	0	12	0	1	12	5	3	0	0	0	8	0	0	0	0	1	0	26	83
13:00:00	0	4	3	0	1	7	0	0	7	0	1	7	5	4	0	0	0	9	0	0	0	0	0	0	23	89
13:15:00	0	0	1	0	0	1	3	0	10	0	2	13	8	0	0	0	0	8	0	0	0	0	1	0	22	98
13:30:00	0	0	1	0	0	1	2	0	2	0	0	4	1	1	0	0	0	2	0	0	0	0	0	0	7	78
13:45:00	0	0	0	0	0	0	0	0	3	0	0	3	5	1	0	0	0	6	0	0	0	0	0	0	9	61
14:00:00	0	4	0	0	0	4	0	0	6	0	0	6	4	2	0	0	0	6	0	0	0	0	0	0	16	54
14:15:00	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	0	0	0	0	0	0	3	35
14:30:00	0	0	0	0	0	0	0	0	2	0	6	2	5	2	0	0	0	7	0	0	0	0	2	0	9	37



14:45:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 7 | 6 | 2 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 43

BREAK

15:00:00	0	0	0	0	0	0	2	0	8	0	1	10	4	0	0	0	4	4	0	0	0	0	0	0	14	
15:15:00	0	5	0	0	0	5	1	0	6	0	2	7	4	0	0	0	0	4	0	0	0	0	0	0	16	
15:30:00	0	0	0	0	0	0	0	0	3	0	0	3	6	2	0	0	0	8	0	0	0	0	0	0	11	
15:45:00	0	1	0	0	0	1	1	0	4	0	0	5	3	0	0	0	0	3	0	0	0	0	0	0	9	50
16:00:00	0	2	1	0	0	3	0	0	2	0	0	2	6	0	0	0	0	6	0	0	0	0	4	0	11	47
16:15:00	0	1	0	0	0	1	1	0	6	0	0	7	7	1	0	0	0	8	0	0	0	0	0	0	16	47
16:30:00	0	6	0	0	0	6	1	0	1	0	4	2	2	3	0	0	0	5	1	0	0	0	0	1	14	50
16:45:00	0	0	1	0	0	1	0	0	0	0	1	0	1	0	0	0	0	1	0	0	0	0	0	0	2	43
17:00:00	0	6	0	0	0	6	2	0	2	0	1	4	4	0	1	0	0	5	0	0	0	0	0	0	15	47
17:15:00	0	0	0	0	0	0	0	0	5	0	2	5	4	0	0	0	0	4	0	0	0	0	0	0	9	40
17:30:00	0	5	1	0	0	6	0	0	4	0	5	4	1	1	0	0	3	2	0	0	0	0	0	0	12	38
17:45:00	0	5	1	0	0	6	0	0	4	0	1	4	2	2	0	0	0	4	0	0	0	0	0	0	14	50
18:00:00	0	3	3	0	0	6	1	0	1	0	0	2	5	0	0	0	0	5	0	0	0	0	0	0	13	48
18:15:00	0	2	0	0	0	2	0	0	2	0	1	2	4	0	0	0	0	4	0	0	0	0	0	0	8	47
18:30:00	0	1	0	0	0	1	3	0	2	0	0	5	2	0	0	0	0	2	0	0	0	0	0	0	8	43
18:45:00	0	0	0	0	0	0	0	0	2	0	0	2	2	2	0	0	0	4	0	0	0	0	0	0	6	35
Grand Total	0	59	32	0	1	91	26	0	171	0	47	197	178	77	1	0	11	256	1	0	0	0	18	1	545	-

Approach%	0%	64.8%	35.2%	0%	-	13.2%	0%	86.8%	0%	-	69.5%	30.1%	0.4%	0%	-	100%	0%	0%	0%	-	-	-
Totals %	0%	10.8%	5.9%	0%	16.7%	4.8%	0%	31.4%	0%	36.1%	32.7%	14.1%	0.2%	0%	47%	0.2%	0%	0%	0%	0.2%	-	-
Heavy	0	0	0	0	-	0	0	1	0	-	0	0	0	0	-	0	0	0	0	-	-	-
Heavy %	0%	0%	0%	0%	-	0%	0%	0.6%	0%	-	0%	0%	0%	0%	-	0%	0%	0%	0%	-	-	-
Bicycles	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycle %	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Peak Hour: 10:00 AM - 11:00 AM Weather: Scattered Clouds (11.19 °C)

Start Time	N Approach						E Approach						S Approach						W Approach						Int. Total (15 min)
	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	
10:00:00	0	2	2	0	0	4	4	0	3	0	2	7	2	1	0	0	0	3	0	0	0	0	0	0	14
10:15:00	0	0	0	0	0	0	2	0	5	0	2	7	5	5	0	0	2	10	0	0	0	0	0	0	17
10:30:00	0	0	0	0	0	0	0	0	2	0	1	2	4	3	0	0	0	7	0	0	0	0	0	0	9
10:45:00	0	1	2	0	0	3	1	0	4	0	0	5	3	2	0	0	2	5	0	0	0	0	2	0	13
Grand Total	0	3	4	0	0	7	7	0	14	0	5	21	14	11	0	0	4	25	0	0	0	0	2	0	53
Approach%	0%	42.9%	57.1%	0%		-	33.3%	0%	66.7%	0%		-	56%	44%	0%	0%		-	0%	0%	0%	0%		-	-
Totals %	0%	5.7%	7.5%	0%		13.2%	13.2%	0%	26.4%	0%		39.6%	26.4%	20.8%	0%	0%		47.2%	0%	0%	0%	0%		0%	-
PHF	0	0.38	0.5	0		0.44	0.44	0	0.7	0		0.75	0.7	0.55	0	0		0.63	0	0	0	0		0	-
Heavy	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	-
Heavy %	0%	0%	0%	0%		0%	0%	0%	0%	0%		0%	0%	0%	0%	0%		0%	0%	0%	0%	0%		0%	-
Lights	0	3	4	0		7	7	0	14	0		21	13	5	0	0		18	0	0	0	0		0	-
Lights %	0%	100%	100%	0%		100%	100%	0%	100%	0%		100%	92.9%	45.5%	0%	0%		72%	0%	0%	0%	0%		0%	-
Buses	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	-
Buses %	0%	0%	0%	0%		0%	0%	0%	0%	0%		0%	0%	0%	0%	0%		0%	0%	0%	0%	0%		0%	-
Bicycles on Road	0	0	0	0		0	0	0	0	0		0	1	6	0	0		7	0	0	0	0		0	-
Bicycles on Road %	0%	0%	0%	0%		0%	0%	0%	0%	0%		0%	7.1%	54.5%	0%	0%		28%	0%	0%	0%	0%		0%	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	5	-	-	-	-	-	4	-	-	-	-	-	2	-	-
Pedestrians%	-	-	-	-	0%	-	-	-	-	-	45.5%	-	-	-	-	-	36.4%	-	-	-	-	-	18.2%	-	-



Peak Hour: 12:30 PM - 01:30 PM Weather: Few Clouds (17.8 °C)

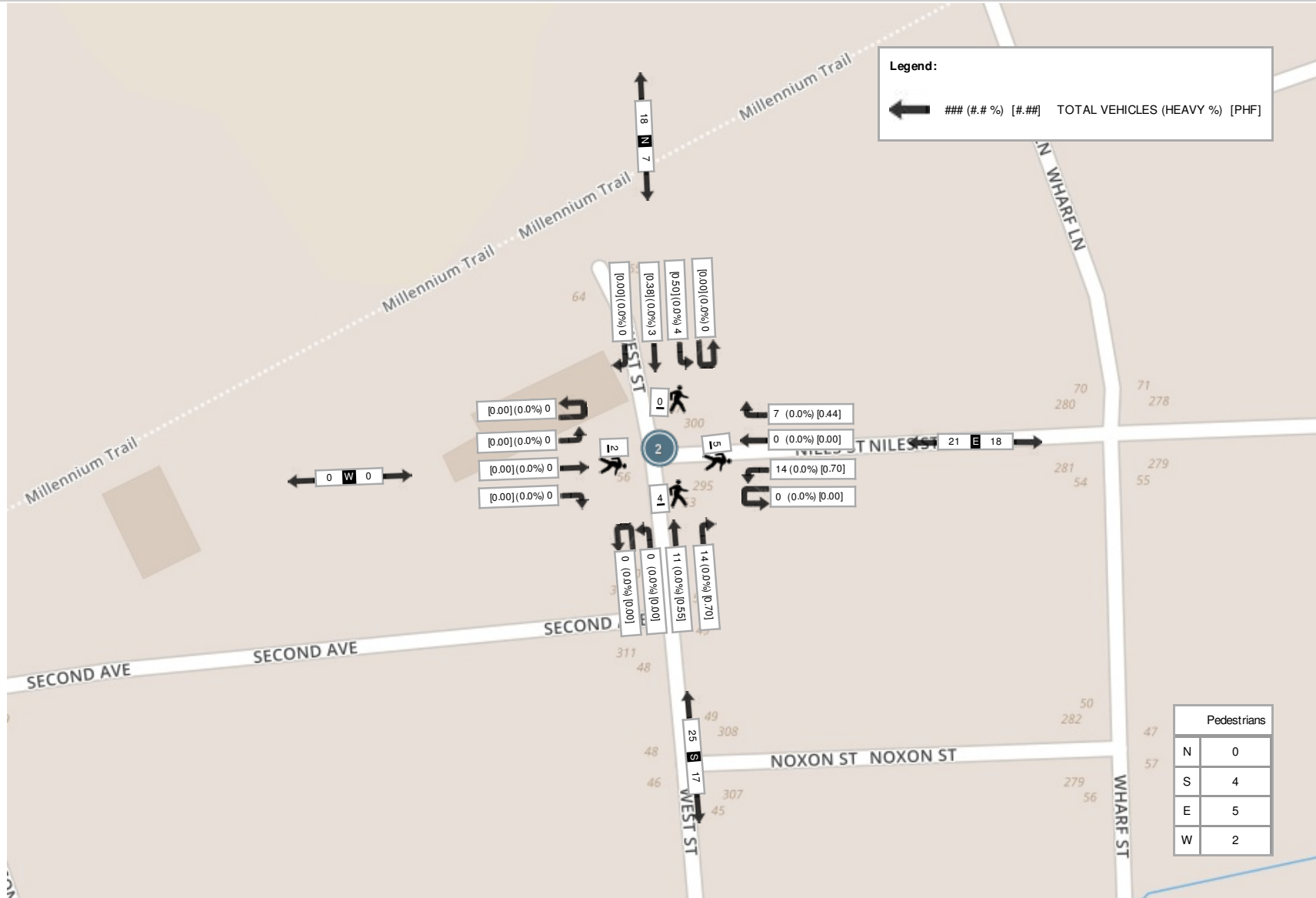
Start Time	N Approach						E Approach						S Approach						W Approach						Int. Total (15 min)
	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	
12:30:00	0	2	2	0	0	4	0	0	8	0	0	8	7	8	0	0	0	15	0	0	0	0	7	0	27
12:45:00	0	3	3	0	0	6	0	0	12	0	1	12	5	3	0	0	0	8	0	0	0	0	1	0	26
13:00:00	0	4	3	0	1	7	0	0	7	0	1	7	5	4	0	0	0	9	0	0	0	0	0	0	23
13:15:00	0	0	1	0	0	1	3	0	10	0	2	13	8	0	0	0	0	8	0	0	0	0	1	0	22
Grand Total	0	9	9	0	1	18	3	0	37	0	4	40	25	15	0	0	0	40	0	0	0	0	9	0	98
Approach%	0%	50%	50%	0%	-	-	7.5%	0%	92.5%	0%	-	-	62.5%	37.5%	0%	0%	-	-	0%	0%	0%	0%	-	-	-
Totals %	0%	9.2%	9.2%	0%	-	18.4%	3.1%	0%	37.8%	0%	-	40.8%	25.5%	15.3%	0%	0%	-	40.8%	0%	0%	0%	0%	-	0%	-
PHF	0	0.56	0.75	0	-	0.64	0.25	0	0.77	0	-	0.77	0.78	0.47	0	0	-	0.67	0	0	0	0	-	0	-
Heavy	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	-
Heavy %	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	-
Lights	0	7	8	0	-	15	3	0	35	0	-	38	23	8	0	0	-	31	0	0	0	0	-	0	-
Lights %	0%	77.8%	88.9%	0%	-	83.3%	100%	0%	94.6%	0%	-	95%	92%	53.3%	0%	0%	-	77.5%	0%	0%	0%	0%	-	0%	-
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	-
Buses %	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	-
Bicycles on Road	0	2	1	0	-	3	0	0	2	0	-	2	2	7	0	0	-	9	0	0	0	0	-	0	-
Bicycles on Road %	0%	22.2%	11.1%	0%	-	16.7%	0%	0%	5.4%	0%	-	5%	8%	46.7%	0%	0%	-	22.5%	0%	0%	0%	0%	-	0%	-
Pedestrians	-	-	-	-	1	-	-	-	-	-	4	-	-	-	-	-	0	-	-	-	-	-	9	-	-
Pedestrians%	-	-	-	-	7.1%	-	-	-	-	-	28.6%	-	-	-	-	-	0%	-	-	-	-	-	64.3%	-	-



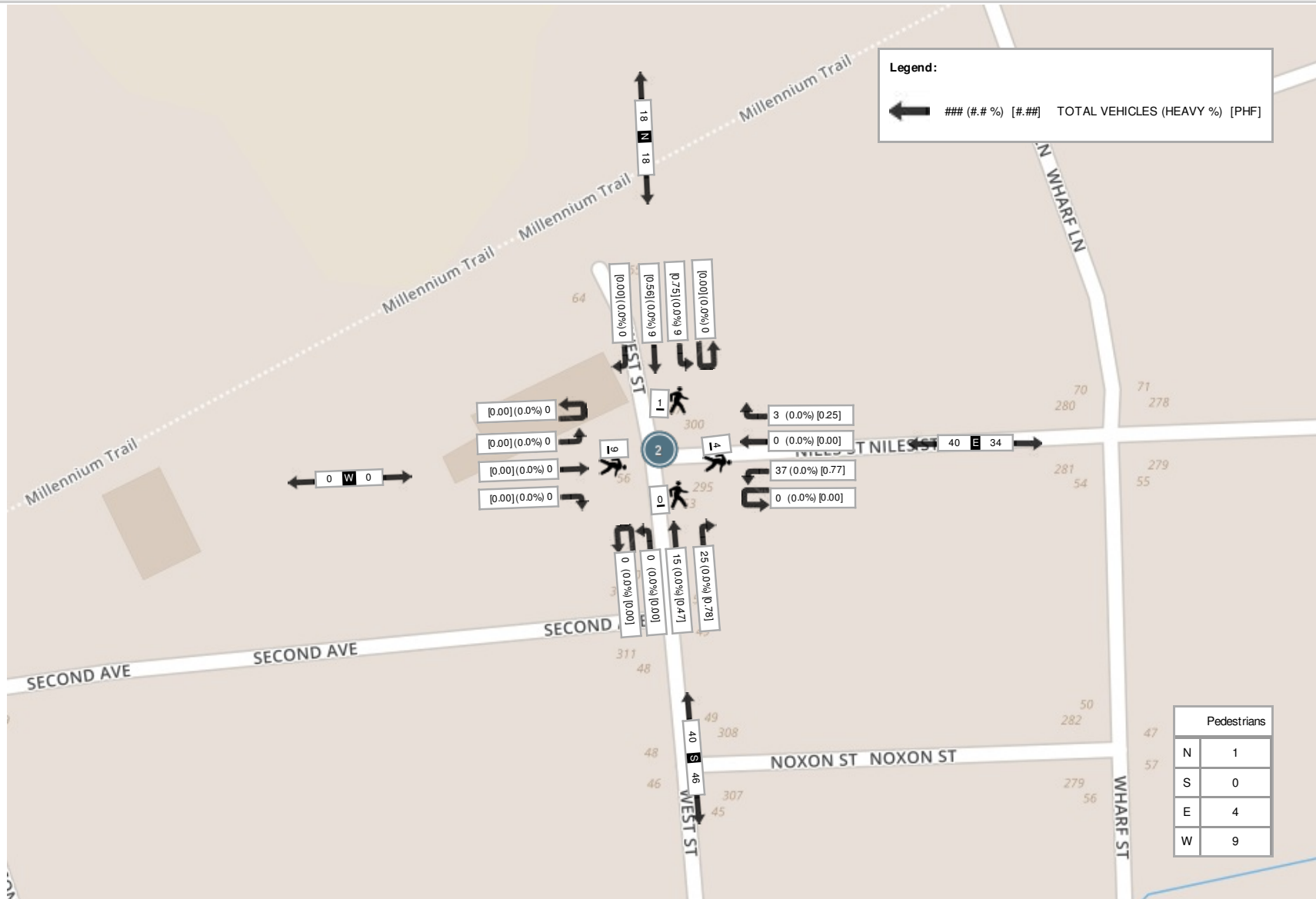
Peak Hour: 05:00 PM - 06:00 PM Weather: Scattered Clouds (22.29 °C)

Start Time	N Approach						E Approach						S Approach						W Approach						Int. Total (15 min)
	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	
17:00:00	0	6	0	0	0	6	2	0	2	0	1	4	4	0	1	0	0	5	0	0	0	0	0	0	15
17:15:00	0	0	0	0	0	0	0	0	5	0	2	5	4	0	0	0	0	4	0	0	0	0	0	0	9
17:30:00	0	5	1	0	0	6	0	0	4	0	5	4	1	1	0	0	3	2	0	0	0	0	0	0	12
17:45:00	0	5	1	0	0	6	0	0	4	0	1	4	2	2	0	0	0	4	0	0	0	0	0	0	14
Grand Total	0	16	2	0	0	18	2	0	15	0	9	17	11	3	1	0	3	15	0	0	0	0	0	0	50
Approach%	0%	88.9%	11.1%	0%		-	11.8%	0%	88.2%	0%		-	73.3%	20%	6.7%	0%		-	0%	0%	0%	0%		-	-
Totals %	0%	32%	4%	0%		36%	4%	0%	30%	0%		34%	22%	6%	2%	0%		30%	0%	0%	0%	0%		0%	-
PHF	0	0.67	0.5	0		0.75	0.25	0	0.75	0		0.85	0.69	0.38	0.25	0		0.75	0	0	0	0		0	-
Heavy	0	0	0	0		0	0	0	1	0		1	0	0	0	0		0	0	0	0	0		0	-
Heavy %	0%	0%	0%	0%		0%	0%	0%	6.7%	0%		5.9%	0%	0%	0%	0%		0%	0%	0%	0%	0%		0%	-
Lights	0	5	2	0		7	2	0	14	0		16	11	3	1	0		15	0	0	0	0		0	-
Lights %	0%	31.3%	100%	0%		38.9%	100%	0%	93.3%	0%		94.1%	100%	100%	100%	0%		100%	0%	0%	0%	0%		0%	-
Buses	0	0	0	0		0	0	0	1	0		1	0	0	0	0		0	0	0	0	0		0	-
Buses %	0%	0%	0%	0%		0%	0%	0%	6.7%	0%		5.9%	0%	0%	0%	0%		0%	0%	0%	0%	0%		0%	-
Bicycles on Road	0	11	0	0		11	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	-
Bicycles on Road %	0%	68.8%	0%	0%		61.1%	0%	0%	0%	0%		0%	0%	0%	0%	0%		0%	0%	0%	0%	0%		0%	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	9	-	-	-	-	-	3	-	-	-	-	-	0	-	-
Pedestrians%	-	-	-	-	0%	-	-	-	-	-	75%	-	-	-	-	-	25%	-	-	-	-	-	0%	-	-

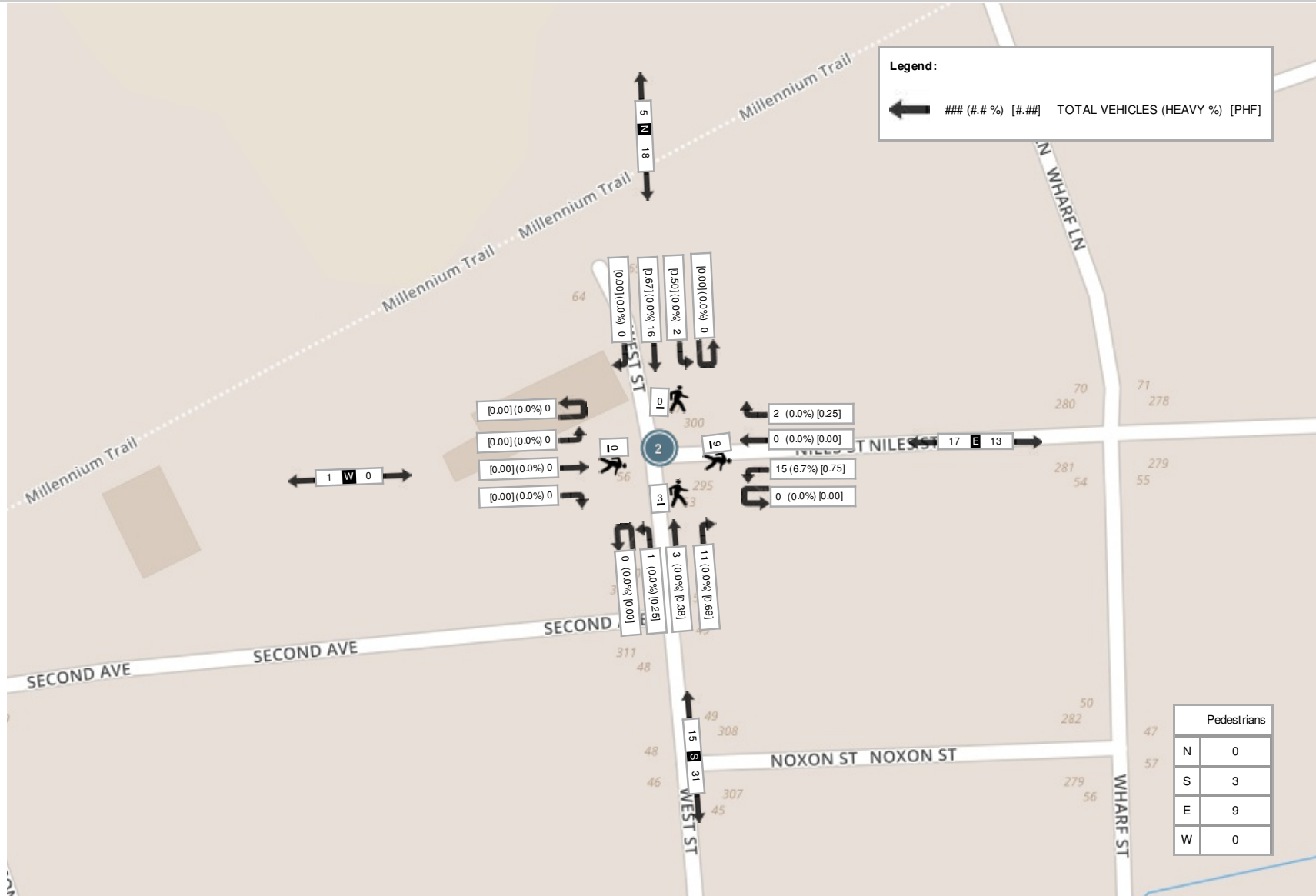
Peak Hour: 10:00 AM - 11:00 AM Weather: Scattered Clouds (11.19 °C)



Peak Hour: 12:30 PM - 01:30 PM Weather: Few Clouds (17.8 °C)



Peak Hour: 05:00 PM - 06:00 PM Weather: Scattered Clouds (22.29 °C)





Turning Movement Count (2 . WEST ST & NILES ST)

Start Time	N Approach						E Approach						S Approach						W Approach						Int. Total (15 min)	Int. Total (1 hr)
	Right N:W	Thru N:S	Left N:E	UTurn N:N	Peds N:	Approach Total	Right E:N	Thru E:W	Left E:S	UTurn E:E	Peds E:	Approach Total	Right S:E	Thru S:N	Left S:W	UTurn S:S	Peds S:	Approach Total	Right W:S	Thru W:E	Left W:N	UTurn W:W	Peds W:	Approach Total		
07:00:00	0	1	0	0	0	1	0	0	2	0	0	2	0	1	0	0	0	1	0	0	0	0	0	0	4	
07:15:00	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	0	0	1	0	0	0	0	0	0	2	
07:30:00	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	
07:45:00	0	1	1	0	0	2	0	0	3	0	5	3	0	0	0	0	0	0	0	0	0	0	0	0	5	12
08:00:00	0	0	0	0	0	0	0	0	1	0	1	1	1	0	0	0	0	1	0	0	0	0	0	0	2	10
08:15:00	0	0	2	0	0	2	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	3	11
08:30:00	0	2	0	0	0	2	0	0	0	0	2	0	3	2	0	0	0	5	0	0	0	0	0	0	7	17
08:45:00	0	0	1	0	0	1	0	0	5	0	0	5	1	0	0	0	0	1	0	0	0	0	1	0	7	19
09:00:00	0	0	2	0	1	2	0	0	1	0	1	1	3	0	0	0	0	3	0	0	0	0	0	0	6	23
09:15:00	0	0	1	0	0	1	0	0	3	0	0	3	0	2	0	0	0	2	0	0	0	0	0	0	6	26
09:30:00	0	0	0	0	0	0	0	0	2	0	2	2	7	0	0	0	0	7	0	0	0	0	0	0	9	28
09:45:00	0	0	1	0	0	1	1	0	3	0	2	4	4	1	0	0	0	5	0	0	0	0	0	0	10	31
10:00:00	0	1	0	0	0	1	0	0	3	0	1	3	3	2	0	0	0	5	0	0	0	0	0	0	9	34
10:15:00	0	0	2	0	0	2	0	0	5	0	0	5	1	0	0	0	0	1	0	0	0	0	0	0	8	36
10:30:00	0	2	0	0	0	2	0	0	3	0	1	3	2	1	0	0	0	3	0	0	0	0	0	0	8	35
10:45:00	0	0	0	0	0	0	1	0	1	0	0	2	6	0	0	0	0	6	0	0	0	0	0	0	8	33
BREAK																										
11:00:00	0	2	0	0	0	2	1	0	4	0	0	5	4	1	0	0	0	5	0	0	0	0	0	0	12	
11:15:00	0	1	2	0	0	3	0	0	5	0	0	5	4	1	0	0	0	5	0	0	0	0	0	0	13	
11:30:00	0	0	0	0	0	0	1	0	1	0	0	2	1	0	0	0	0	1	0	0	0	0	0	0	3	
11:45:00	0	0	2	0	0	2	0	0	1	0	0	1	2	1	0	0	0	3	1	0	0	0	0	1	7	35
12:00:00	0	0	0	0	0	0	0	0	3	0	1	3	0	1	0	0	0	1	0	0	0	0	0	0	4	27
12:15:00	0	0	1	0	0	1	0	0	2	0	0	2	2	0	0	0	0	2	0	0	0	0	0	0	5	19
12:30:00	0	1	1	0	0	2	0	0	4	0	0	4	3	3	0	0	0	6	0	0	0	0	0	0	12	28
12:45:00	0	1	0	0	0	1	0	0	2	0	0	2	4	0	0	0	0	4	0	0	0	0	0	0	7	28
13:00:00	0	1	1	0	0	2	1	0	4	0	0	5	3	1	0	0	0	4	0	0	0	0	0	0	11	35
13:15:00	0	0	2	0	0	2	1	0	1	1	1	3	1	1	0	0	0	2	0	0	0	0	0	0	7	37
13:30:00	0	0	1	0	0	1	0	0	2	0	0	2	8	4	0	0	0	12	0	0	0	0	0	0	15	40
13:45:00	0	1	1	0	0	2	0	0	2	0	0	2	7	1	0	0	0	8	0	0	0	0	0	0	12	45
14:00:00	0	0	0	0	0	0	2	0	5	0	0	7	2	0	0	0	1	2	0	0	0	0	1	0	9	43
14:15:00	0	0	0	0	0	0	0	0	4	0	1	4	2	0	0	0	0	2	0	0	0	0	0	0	6	42
14:30:00	0	0	0	0	0	0	0	0	2	0	1	2	2	1	0	0	0	3	0	0	0	0	0	0	5	32



14:45:00	0	2	1	0	0	3	2	0	3	0	0	5	6	0	0	0	0	6	0	0	0	0	0	0	14	34
BREAK																										
15:00:00	0	1	1	0	0	2	0	0	3	0	0	3	5	0	0	0	0	5	0	0	0	0	0	0	10	
15:15:00	0	0	1	0	0	1	0	0	1	0	2	1	1	0	0	0	0	1	0	0	0	0	0	0	3	
15:30:00	0	1	0	0	0	1	1	0	2	0	0	3	2	2	0	0	0	4	0	0	0	0	0	0	8	
15:45:00	0	0	0	0	1	0	0	0	2	0	1	2	5	1	0	0	0	6	0	0	0	0	0	0	8	29
16:00:00	0	0	0	0	0	0	0	0	5	0	1	5	6	0	0	0	0	6	0	0	0	0	0	0	11	30
16:15:00	0	1	1	0	0	2	0	0	2	0	1	2	4	1	0	0	0	5	0	0	0	0	0	0	9	36
16:30:00	0	0	0	0	0	0	0	0	4	0	0	4	9	0	0	0	0	9	0	0	0	0	0	0	13	41
16:45:00	0	0	0	0	0	0	0	0	5	0	1	5	0	1	0	0	0	1	0	0	0	0	0	0	6	39
17:00:00	0	1	0	0	0	1	0	0	1	0	0	1	3	1	0	1	0	5	0	0	0	0	0	0	7	35
17:15:00	0	1	1	0	0	2	1	0	1	0	0	2	3	2	0	0	0	5	0	0	0	0	0	0	9	35
17:30:00	0	1	0	0	0	1	1	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	3	25
17:45:00	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	0	0	1	0	0	0	0	0	0	2	21
18:00:00	0	0	1	0	0	1	0	0	2	0	0	2	1	1	0	0	0	2	0	0	0	0	0	0	5	19
18:15:00	0	0	0	0	0	0	0	0	2	0	1	2	2	0	0	0	0	2	0	0	0	0	0	0	4	14
18:30:00	0	0	1	0	0	1	1	0	3	0	0	4	2	0	0	0	0	2	0	0	0	0	0	0	7	18
18:45:00	0	2	0	0	0	2	1	0	0	0	0	1	2	1	0	0	0	3	0	0	0	0	0	0	6	22
Grand Total	0	24	28	0	2	52	15	0	114	1	26	130	129	35	0	1	1	165	1	0	0	0	2	1	348	-
Approach%	0%	46.2%	53.8%	0%		-	11.5%	0%	87.7%	0.8%		-	78.2%	21.2%	0%	0.6%		-	100%	0%	0%	0%		-	-	-
Totals %	0%	6.9%	8%	0%		14.9%	4.3%	0%	32.8%	0.3%		37.4%	37.1%	10.1%	0%	0.3%		47.4%	0.3%	0%	0%	0%		0.3%	-	-
Heavy	-	-	-	-		-	-	-	-	-		-	-	-	-	-		-	-	-	-	-		-	-	-
Heavy %	-	-	-	-		-	-	-	-	-		-	-	-	-	-		-	-	-	-	-		-	-	-
Bicycles	-	-	-	-		-	-	-	-	-		-	-	-	-	-		-	-	-	-	-		-	-	-
Bicycle %	-	-	-	-		-	-	-	-	-		-	-	-	-	-		-	-	-	-	-		-	-	-



Peak Hour: 09:30 AM - 10:30 AM Weather: Broken Clouds (14.2 °C)

Start Time	N Approach						E Approach						S Approach						W Approach						Int. Total (15 min)
	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	
09:30:00	0	0	0	0	0	0	0	0	2	0	2	2	7	0	0	0	0	7	0	0	0	0	0	0	9
09:45:00	0	0	1	0	0	1	1	0	3	0	2	4	4	1	0	0	0	5	0	0	0	0	0	0	10
10:00:00	0	1	0	0	0	1	0	0	3	0	1	3	3	2	0	0	0	5	0	0	0	0	0	0	9
10:15:00	0	0	2	0	0	2	0	0	5	0	0	5	1	0	0	0	0	1	0	0	0	0	0	0	8
Grand Total	0	1	3	0	0	4	1	0	13	0	5	14	15	3	0	0	0	18	0	0	0	0	0	0	36
Approach%	0%	25%	75%	0%		-	7.1%	0%	92.9%	0%		-	83.3%	16.7%	0%	0%		-	0%	0%	0%	0%		-	-
Totals %	0%	2.8%	8.3%	0%		11.1%	2.8%	0%	36.1%	0%		38.9%	41.7%	8.3%	0%	0%		50%	0%	0%	0%	0%		0%	-
PHF	0	0.25	0.38	0		0.5	0.25	0	0.65	0		0.7	0.54	0.38	0	0		0.64	0	0	0	0		0	-
Heavy	-	-	-	-			-	-	-	-			-	-	-	-			-	-	-	-			-
Heavy %	-	-	-	-		%	-	-	-	-		%	-	-	-	-		%	-	-	-	-		%	-
Lights	0	1	3	0		4	1	0	13	0		14	15	3	0	0		18	0	0	0	0		0	-
Lights %	0%	100%	100%	0%		100%	100%	0%	100%	0%		100%	100%	100%	0%	0%		100%	0%	0%	0%	0%		0%	-
Bicycles on Road	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	-
Bicycles on Road %	0%	0%	0%	0%		0%	0%	0%	0%	0%		0%	0%	0%	0%	0%		0%	0%	0%	0%	0%		0%	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	5	-	-	-	-	-	0	-	-	-	-	-	0	-	-
Pedestrians%	-	-	-	-	0%		-	-	-	-	100%		-	-	-	-	0%		-	-	-	-	0%		-



Peak Hour: 01:00 PM - 02:00 PM Weather: Overcast Clouds (16.65 °C)

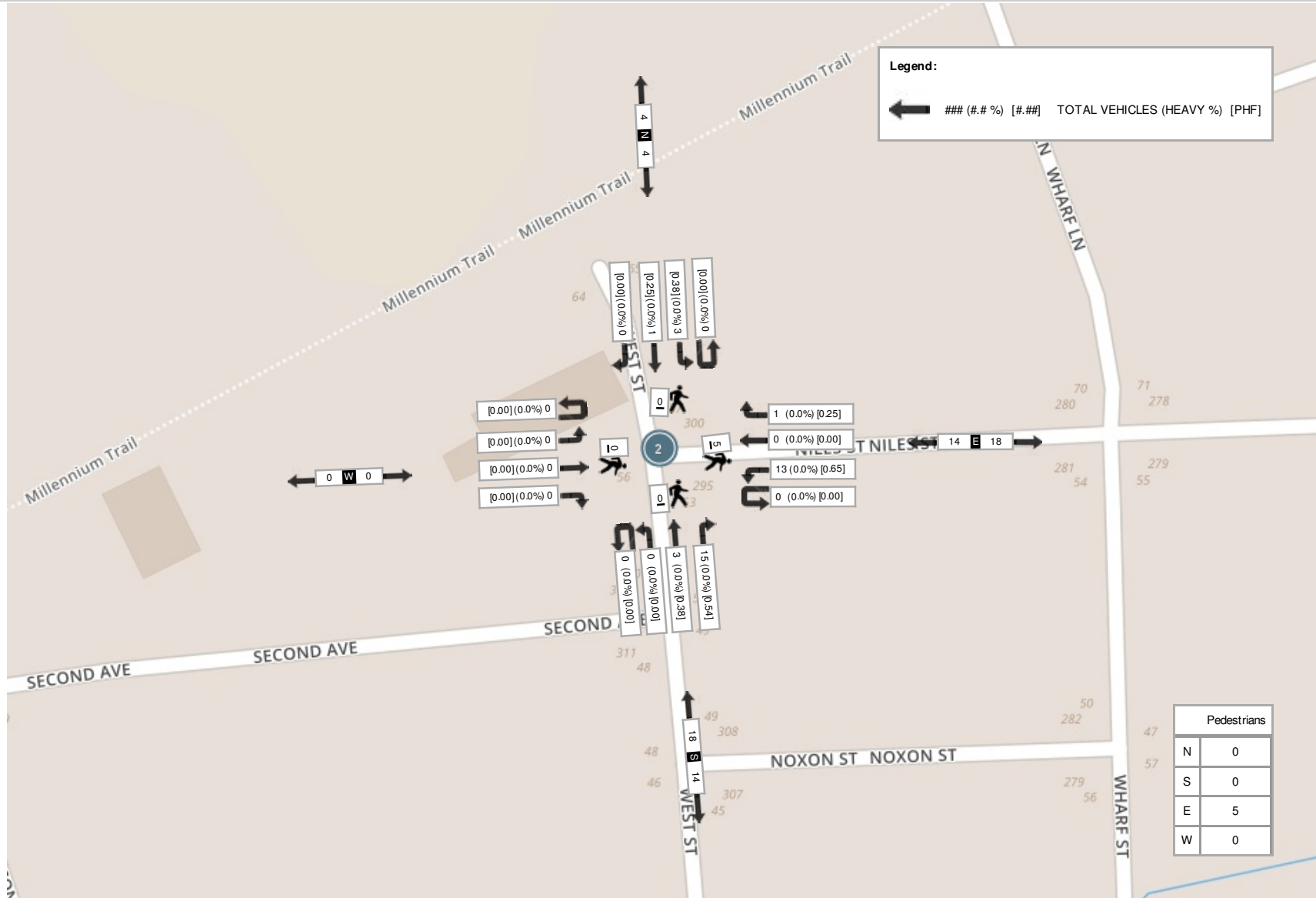
Start Time	N Approach						E Approach						S Approach						W Approach						Int. Total (15 min)
	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	
13:00:00	0	1	1	0	0	2	1	0	4	0	0	5	3	1	0	0	0	4	0	0	0	0	0	0	11
13:15:00	0	0	2	0	0	2	1	0	1	1	1	3	1	1	0	0	0	2	0	0	0	0	0	0	7
13:30:00	0	0	1	0	0	1	0	0	2	0	0	2	8	4	0	0	0	12	0	0	0	0	0	0	15
13:45:00	0	1	1	0	0	2	0	0	2	0	0	2	7	1	0	0	0	8	0	0	0	0	0	0	12
Grand Total	0	2	5	0	0	7	2	0	9	1	1	12	19	7	0	0	0	26	0	0	0	0	0	0	45
Approach%	0%	28.6%	71.4%	0%		-	16.7%	0%	75%	8.3%		-	73.1%	26.9%	0%	0%		-	0%	0%	0%	0%		-	-
Totals %	0%	4.4%	11.1%	0%		15.6%	4.4%	0%	20%	2.2%		26.7%	42.2%	15.6%	0%	0%		57.8%	0%	0%	0%	0%		0%	-
PHF	0	0.5	0.63	0		0.88	0.5	0	0.56	0.25		0.6	0.59	0.44	0	0		0.54	0	0	0	0		0	-
Heavy	-	-	-	-		-	-	-	-	-		-	-	-	-	-		-	-	-	-		-	-	
Heavy %	-	-	-	-		%	-	-	-	-		%	-	-	-	-		%	-	-	-	-		%	-
Lights	0	2	3	0		5	1	0	6	0		7	18	3	0	0		21	0	0	0	0		0	-
Lights %	0%	100%	60%	0%		71.4%	50%	0%	66.7%	0%		58.3%	94.7%	42.9%	0%	0%		80.8%	0%	0%	0%	0%		0%	-
Bicycles on Road	0	0	2	0		2	1	0	3	1		5	1	4	0	0		5	0	0	0	0		0	-
Bicycles on Road %	0%	0%	40%	0%		28.6%	50%	0%	33.3%	100%		41.7%	5.3%	57.1%	0%	0%		19.2%	0%	0%	0%	0%		0%	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	0	-	-	-
Pedestrians%	-	-	-	-	0%	-	-	-	-	-	100%	-	-	-	-	-	0%	-	-	-	-	0%	-	-	-



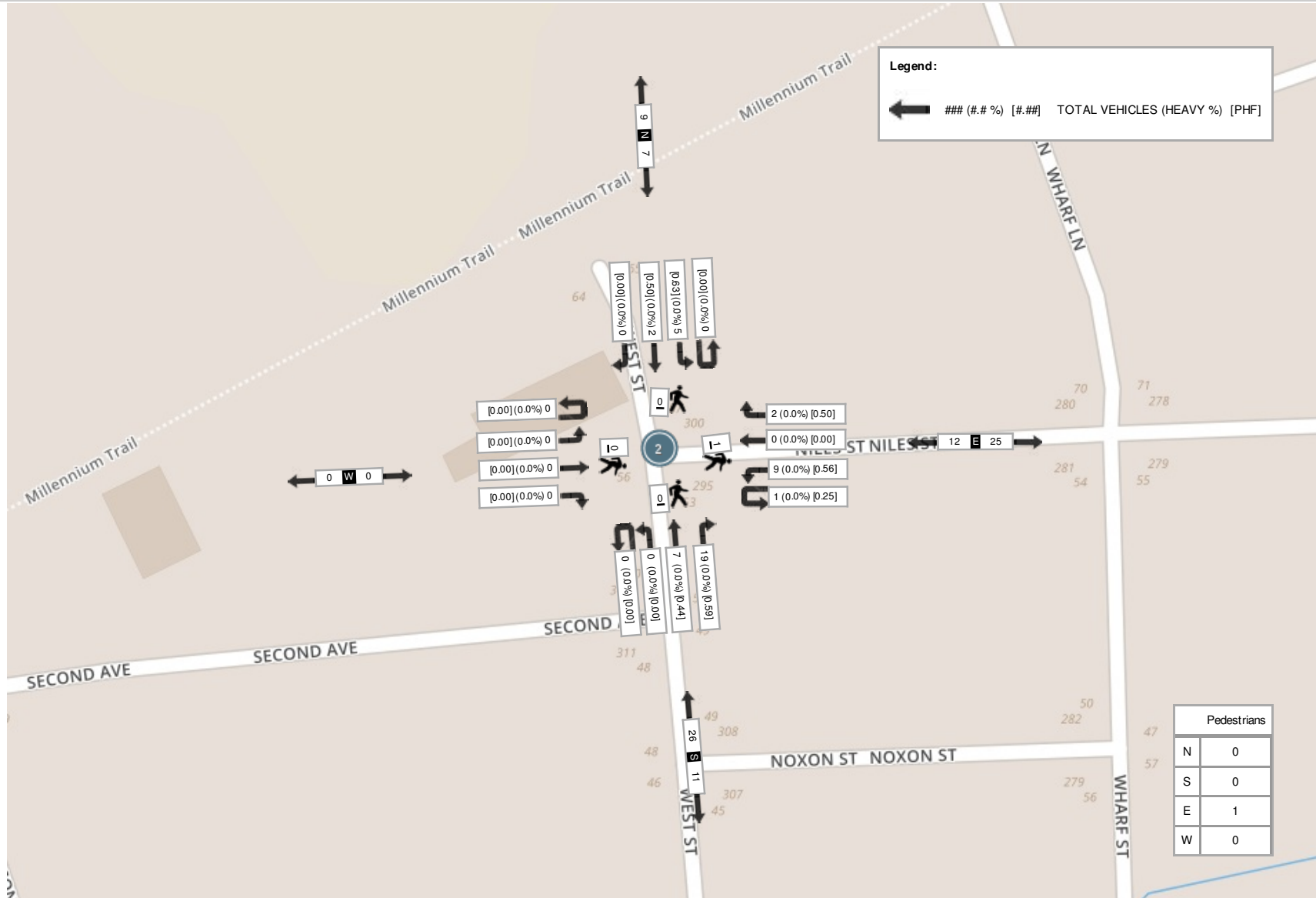
Peak Hour: 03:45 PM - 04:45 PM Weather: Scattered Clouds (16.53 °C)

Start Time	N Approach						E Approach						S Approach						W Approach						Int. Total (15 min)
	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	
15:45:00	0	0	0	0	1	0	0	0	2	0	1	2	5	1	0	0	0	6	0	0	0	0	0	0	8
16:00:00	0	0	0	0	0	0	0	0	5	0	1	5	6	0	0	0	0	6	0	0	0	0	0	0	11
16:15:00	0	1	1	0	0	2	0	0	2	0	1	2	4	1	0	0	0	5	0	0	0	0	0	0	9
16:30:00	0	0	0	0	0	0	0	0	4	0	0	4	9	0	0	0	0	9	0	0	0	0	0	0	13
Grand Total	0	1	1	0	1	2	0	0	13	0	3	13	24	2	0	0	0	26	0	0	0	0	0	0	41
Approach%	0%	50%	50%	0%	-	-	0%	0%	100%	0%	-	-	92.3%	7.7%	0%	0%	-	-	0%	0%	0%	0%	-	-	-
Totals %	0%	2.4%	2.4%	0%	4.9%	4.9%	0%	0%	31.7%	0%	31.7%	31.7%	58.5%	4.9%	0%	0%	63.4%	63.4%	0%	0%	0%	0%	0%	0%	-
PHF	0	0.25	0.25	0	0.25	0.25	0	0	0.65	0	0.65	0.65	0.67	0.5	0	0	0.72	0.72	0	0	0	0	0	0	-
Heavy	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Heavy %	-	-	-	-	-	%	-	-	-	-	%	%	-	-	-	-	%	%	-	-	-	-	%	%	-
Lights	0	1	1	0	2	2	0	0	12	0	12	12	23	2	0	0	25	25	0	0	0	0	0	0	-
Lights %	0%	100%	100%	0%	100%	100%	0%	0%	92.3%	0%	92.3%	92.3%	95.8%	100%	0%	0%	96.2%	96.2%	0%	0%	0%	0%	0%	0%	-
Bicycles on Road	0	0	0	0	0	0	0	0	1	0	1	1	1	0	0	0	1	1	0	0	0	0	0	0	-
Bicycles on Road %	0%	0%	0%	0%	0%	0%	0%	0%	7.7%	0%	7.7%	7.7%	4.2%	0%	0%	0%	3.8%	3.8%	0%	0%	0%	0%	0%	0%	-
Pedestrians	-	-	-	-	1	-	-	-	-	-	3	-	-	-	-	-	0	-	-	-	-	-	0	-	-
Pedestrians%	-	-	-	-	25%	-	-	-	-	-	75%	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-

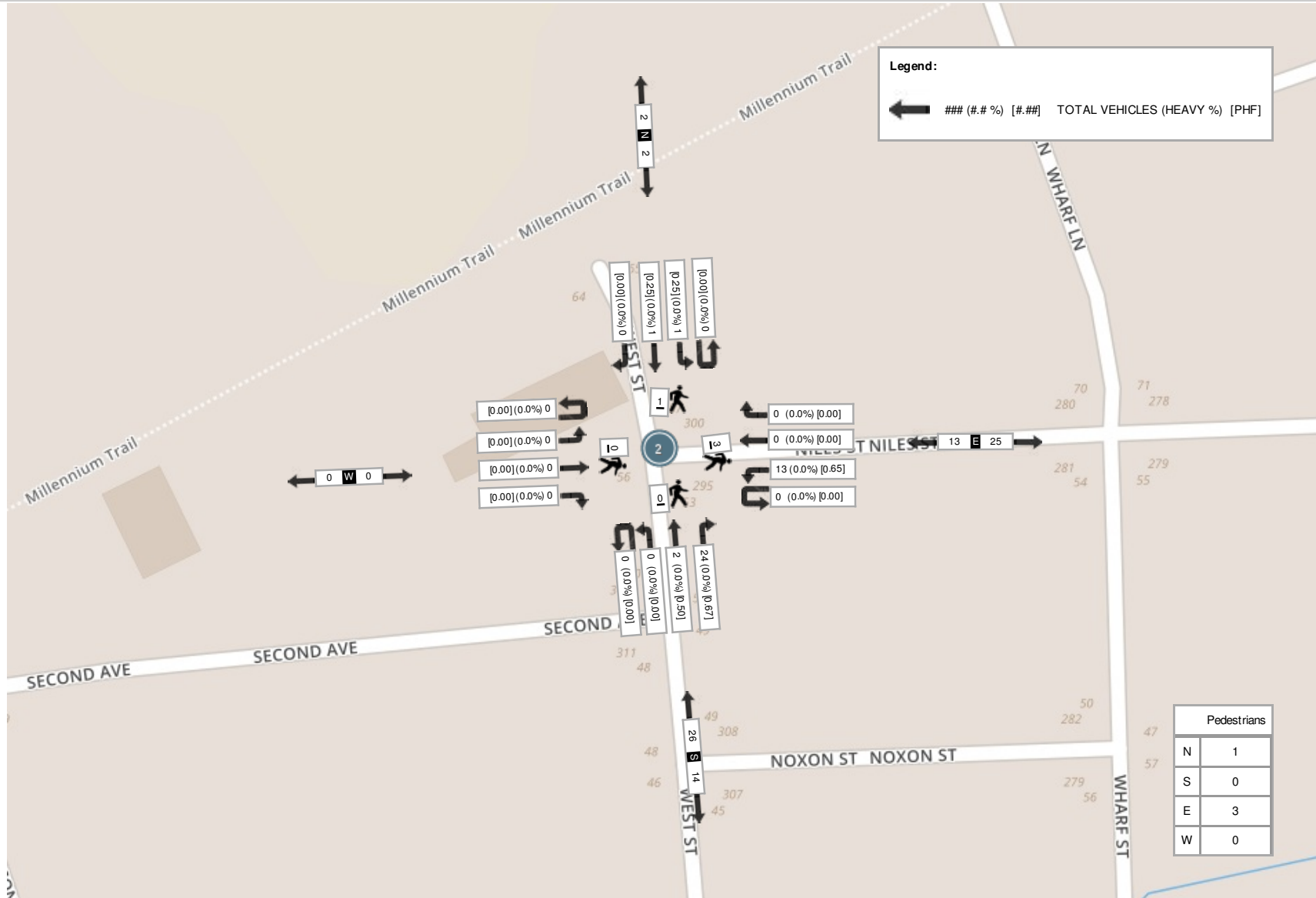
Peak Hour: 09:30 AM - 10:30 AM Weather: Broken Clouds (14.2 °C)



Peak Hour: 01:00 PM - 02:00 PM Weather: Overcast Clouds (16.65 °C)



Peak Hour: 03:45 PM - 04:45 PM Weather: Scattered Clouds (16.53 °C)





Turning Movement Count (2 . WEST ST & NILES ST)

Start Time	N Approach						E Approach						S Approach						W Approach						Int. Total (15 min)	Int. Total (1 hr)
	Right N:W	Thru N:S	Left N:E	UTurn N:N	Peds N:	Approach Total	Right E:N	Thru E:W	Left E:S	UTurn E:E	Peds E:	Approach Total	Right S:E	Thru S:N	Left S:W	UTurn S:S	Peds S:	Approach Total	Right W:S	Thru W:E	Left W:N	UTurn W:W	Peds W:	Approach Total		
07:00:00	0	0	2	0	0	2	0	0	1	0	0	1	3	0	0	0	0	3	0	0	0	0	0	0	6	
07:15:00	0	1	0	0	0	1	0	0	4	0	0	4	2	0	0	0	0	2	0	0	0	0	0	0	7	
07:30:00	0	0	1	0	1	1	0	0	2	0	1	2	1	0	0	0	0	1	0	0	0	0	0	0	4	
07:45:00	0	0	1	0	0	1	0	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	6	23
08:00:00	0	1	2	0	0	3	0	0	3	0	1	3	1	0	0	0	0	1	0	0	0	0	0	0	7	24
08:15:00	0	1	0	0	0	1	1	0	2	0	1	3	3	0	0	0	0	3	0	0	0	0	0	0	7	24
08:30:00	0	1	1	0	0	2	1	0	2	0	0	3	3	1	0	0	0	4	0	0	0	0	0	0	9	29
08:45:00	0	2	2	0	0	4	0	0	5	0	0	5	5	2	0	0	0	7	0	0	0	0	0	0	16	39
09:00:00	0	1	1	0	0	2	0	0	4	0	0	4	9	0	0	0	0	9	0	0	0	0	0	0	15	47
09:15:00	0	0	0	0	0	0	0	0	1	0	3	1	10	1	0	0	0	11	0	0	0	0	0	0	12	52
09:30:00	0	0	3	0	0	3	0	0	5	0	1	5	5	3	0	0	0	8	0	0	0	0	0	0	16	59
09:45:00	0	1	2	0	0	3	1	0	5	0	0	6	2	1	0	0	0	3	0	0	0	0	0	0	12	55
10:00:00	0	1	0	0	0	1	0	0	5	0	0	5	6	2	0	0	0	8	0	0	0	0	0	0	14	54
10:15:00	0	1	3	0	0	4	0	0	5	0	3	5	3	1	0	0	0	4	0	0	0	0	0	0	13	55
10:30:00	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	0	0	0	0	0	0	4	43
10:45:00	0	2	2	0	0	4	0	0	2	0	0	2	4	1	0	0	0	5	0	0	0	0	0	0	11	42
BREAK																										
11:00:00	0	4	0	0	0	4	0	0	6	0	1	6	1	1	0	0	0	2	0	0	0	0	0	0	12	
11:15:00	0	1	0	0	0	1	0	0	3	0	0	3	7	5	0	0	0	12	0	0	0	0	0	0	16	
11:30:00	0	0	0	0	0	0	0	0	3	0	0	3	4	0	0	0	1	4	0	0	0	0	1	0	7	
11:45:00	0	0	1	0	0	1	1	0	6	0	0	7	4	1	0	0	0	5	0	0	0	0	0	0	13	48
12:00:00	0	0	0	0	0	0	1	0	3	0	1	4	1	1	0	0	0	2	0	0	0	0	0	0	6	42
12:15:00	0	0	2	0	0	2	0	0	10	0	1	10	5	0	0	0	0	5	0	0	0	0	0	0	17	43
12:30:00	0	0	0	0	0	0	0	0	5	0	0	5	6	3	0	0	1	9	0	0	0	0	1	0	14	50
12:45:00	0	0	0	0	0	0	1	0	3	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4	41
13:00:00	0	0	2	0	0	2	1	0	4	0	1	5	3	3	0	0	0	6	0	0	0	0	0	0	13	48
13:15:00	0	0	1	0	0	1	1	0	6	0	1	7	3	1	0	0	0	4	0	0	0	0	0	0	12	43
13:30:00	0	0	4	0	0	4	0	0	3	0	0	3	3	1	0	0	0	4	0	0	0	0	0	0	11	40
13:45:00	0	1	1	0	0	2	0	0	3	0	0	3	6	0	0	0	0	6	0	0	0	0	0	0	11	47
14:00:00	0	0	1	0	0	1	0	0	3	0	0	3	4	0	0	0	0	4	0	0	0	0	0	0	8	42
14:15:00	0	1	2	0	0	3	1	0	2	0	0	3	2	0	0	0	0	2	0	0	0	0	0	0	8	38
14:30:00	0	0	0	0	0	0	1	0	8	0	0	9	3	1	0	0	0	4	0	0	0	0	0	0	13	40



14:45:00 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 5 | 0 | 0 | 6 | 4 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 40

BREAK

15:00:00	0	2	1	0	0	3	0	0	5	0	0	5	4	0	0	0	0	4	0	0	0	0	0	12		
15:15:00	0	0	0	0	0	0	0	0	6	0	0	6	7	0	0	0	0	7	0	0	0	0	0	13		
15:30:00	0	1	1	0	0	2	2	0	7	0	0	9	8	2	0	0	0	10	0	0	0	0	0	21		
15:45:00	0	1	1	0	0	2	0	0	5	0	0	5	3	0	0	0	0	3	0	0	0	0	0	10	56	
16:00:00	0	1	1	0	0	2	1	0	4	0	0	5	0	1	0	0	0	1	1	0	0	0	1	9	53	
16:15:00	0	0	0	0	0	0	0	0	6	0	0	6	5	0	0	0	0	5	0	0	0	0	0	11	51	
16:30:00	0	0	0	0	0	0	1	0	6	0	0	7	4	1	0	0	0	5	0	0	0	0	0	12	42	
16:45:00	0	0	0	0	0	0	1	0	7	0	0	8	5	0	0	0	0	5	0	0	0	0	0	13	45	
17:00:00	0	2	1	0	0	3	1	0	7	0	0	8	4	0	1	0	0	5	0	0	0	0	0	16	52	
17:15:00	0	0	0	0	0	0	0	0	3	0	0	3	4	1	0	0	0	5	0	0	0	0	0	8	49	
17:30:00	0	0	0	0	0	0	4	0	5	0	3	9	5	0	0	0	0	5	0	0	0	0	0	14	51	
17:45:00	0	0	0	0	0	0	0	0	4	0	5	4	4	0	0	0	0	4	0	0	0	0	0	8	46	
18:00:00	0	0	0	0	0	0	0	0	4	0	0	4	7	1	0	0	0	8	0	0	0	0	0	12	42	
18:15:00	0	0	1	0	0	1	1	0	4	0	0	5	1	1	0	0	0	2	0	0	0	0	0	8	42	
18:30:00	0	0	0	0	0	0	0	0	1	1	0	2	6	1	0	0	0	7	0	0	0	0	0	9	37	
18:45:00	0	0	0	0	0	0	0	0	1	0	0	1	1	1	0	0	0	2	0	0	0	0	0	3	32	
Grand Total	0	26	41	0	1	67	22	0	199	1	23	222	185	38	1	0	2	224	1	0	0	0	2	1	514	-

Approach%	0%	38.8%	61.2%	0%	-	9.9%	0%	89.6%	0.5%	-	82.6%	17%	0.4%	0%	-	100%	0%	0%	0%	-	-	-
Totals %	0%	5.1%	8%	0%	13%	4.3%	0%	38.7%	0.2%	43.2%	36%	7.4%	0.2%	0%	43.6%	0.2%	0%	0%	0%	0.2%	-	-
Heavy	0	0	0	0	-	0	0	6	0	-	5	0	0	0	-	0	0	0	0	-	-	-
Heavy %	0%	0%	0%	0%	-	0%	0%	3%	0%	-	2.7%	0%	0%	0%	-	0%	0%	0%	0%	-	-	-
Bicycles	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycle %	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Peak Hour: 08:45 AM - 09:45 AM Weather: Few Clouds (7.35 °C)

Start Time	N Approach						E Approach						S Approach						W Approach						Int. Total (15 min)
	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	
08:45:00	0	2	2	0	0	4	0	0	5	0	0	5	5	2	0	0	0	7	0	0	0	0	0	0	16
09:00:00	0	1	1	0	0	2	0	0	4	0	0	4	9	0	0	0	0	9	0	0	0	0	0	0	15
09:15:00	0	0	0	0	0	0	0	0	1	0	3	1	10	1	0	0	0	11	0	0	0	0	0	0	12
09:30:00	0	0	3	0	0	3	0	0	5	0	1	5	5	3	0	0	0	8	0	0	0	0	0	0	16
Grand Total	0	3	6	0	0	9	0	0	15	0	4	15	29	6	0	0	0	35	0	0	0	0	0	0	59
Approach%	0%	33.3%	66.7%	0%		-	0%	0%	100%	0%		-	82.9%	17.1%	0%	0%		-	0%	0%	0%	0%		-	-
Totals %	0%	5.1%	10.2%	0%		15.3%	0%	0%	25.4%	0%		25.4%	49.2%	10.2%	0%	0%		59.3%	0%	0%	0%	0%		0%	-
PHF	0	0.38	0.5	0		0.56	0	0	0.75	0		0.75	0.73	0.5	0	0		0.8	0	0	0	0		0	-
Heavy	0	0	0	0		0	0	0	0	0		0	1	0	0	0		1	0	0	0	0		0	-
Heavy %	0%	0%	0%	0%		0%	0%	0%	0%	0%		0%	3.4%	0%	0%	0%		2.9%	0%	0%	0%	0%		0%	-
Lights	0	3	6	0		9	0	0	15	0		15	28	6	0	0		34	0	0	0	0		0	-
Lights %	0%	100%	100%	0%		100%	0%	0%	100%	0%		100%	96.6%	100%	0%	0%		97.1%	0%	0%	0%	0%		0%	-
Single-Unit Trucks	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	-
Single-Unit Trucks %	0%	0%	0%	0%		0%	0%	0%	0%	0%		0%	0%	0%	0%	0%		0%	0%	0%	0%	0%		0%	-
Buses	0	0	0	0		0	0	0	0	0		0	1	0	0	0		1	0	0	0	0		0	-
Buses %	0%	0%	0%	0%		0%	0%	0%	0%	0%		0%	3.4%	0%	0%	0%		2.9%	0%	0%	0%	0%		0%	-
Bicycles on Road	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	-
Bicycles on Road %	0%	0%	0%	0%		0%	0%	0%	0%	0%		0%	0%	0%	0%	0%		0%	0%	0%	0%	0%		0%	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	4	-	-	-	-	-	0	-	-	-	-	-	0	-	-
Pedestrians%	-	-	-	-	0%	-	-	-	-	-	100%	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-



Peak Hour: 11:45 AM - 12:45 PM Weather: Few Clouds (13.86 °C)

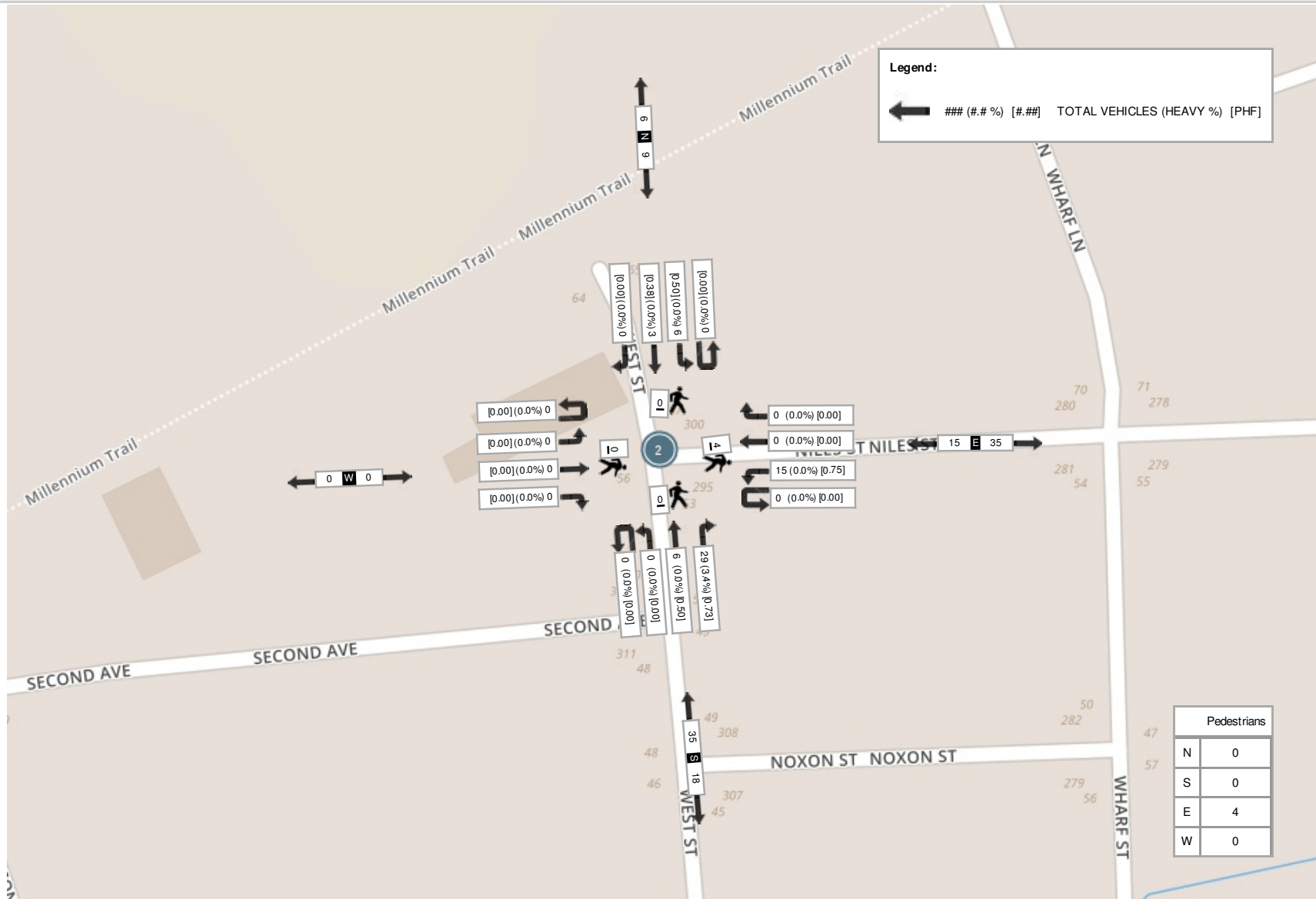
Start Time	N Approach						E Approach						S Approach						W Approach						Int. Total (15 min)
	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	
11:45:00	0	0	1	0	0	1	1	0	6	0	0	7	4	1	0	0	0	5	0	0	0	0	0	0	13
12:00:00	0	0	0	0	0	0	1	0	3	0	1	4	1	1	0	0	0	2	0	0	0	0	0	0	6
12:15:00	0	0	2	0	0	2	0	0	10	0	1	10	5	0	0	0	0	5	0	0	0	0	0	0	17
12:30:00	0	0	0	0	0	0	0	0	5	0	0	5	6	3	0	0	1	9	0	0	0	0	1	0	14
Grand Total	0	0	3	0	0	3	2	0	24	0	2	26	16	5	0	0	1	21	0	0	0	0	1	0	50
Approach%	0%	0%	100%	0%		-	7.7%	0%	92.3%	0%		-	76.2%	23.8%	0%	0%		-	0%	0%	0%	0%		-	-
Totals %	0%	0%	6%	0%		6%	4%	0%	48%	0%		52%	32%	10%	0%	0%		42%	0%	0%	0%	0%		0%	-
PHF	0	0	0.38	0		0.38	0.5	0	0.6	0		0.65	0.67	0.42	0	0		0.58	0	0	0	0		0	-
Heavy	0	0	0	0		0	0	0	0	0		0	1	0	0	0		1	0	0	0	0		0	-
Heavy %	0%	0%	0%	0%		0%	0%	0%	0%	0%		0%	6.3%	0%	0%	0%		4.8%	0%	0%	0%	0%		0%	-
Lights	0	0	3	0		3	1	0	24	0		25	15	5	0	0		20	0	0	0	0		0	-
Lights %	0%	0%	100%	0%		100%	50%	0%	100%	0%		96.2%	93.8%	100%	0%	0%		95.2%	0%	0%	0%	0%		0%	-
Single-Unit Trucks	0	0	0	0		0	0	0	0	0		0	1	0	0	0		1	0	0	0	0		0	-
Single-Unit Trucks %	0%	0%	0%	0%		0%	0%	0%	0%	0%		0%	6.3%	0%	0%	0%		4.8%	0%	0%	0%	0%		0%	-
Buses	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	-
Buses %	0%	0%	0%	0%		0%	0%	0%	0%	0%		0%	0%	0%	0%	0%		0%	0%	0%	0%	0%		0%	-
Bicycles on Road	0	0	0	0		0	1	0	0	0		1	0	0	0	0		0	0	0	0	0		0	-
Bicycles on Road %	0%	0%	0%	0%		0%	50%	0%	0%	0%		3.8%	0%	0%	0%	0%		0%	0%	0%	0%	0%		0%	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	1	-	-	-	-	-	1	-	-
Pedestrians%	-	-	-	-	0%		-	-	-	-	50%		-	-	-	-	25%		-	-	-	-	25%		-



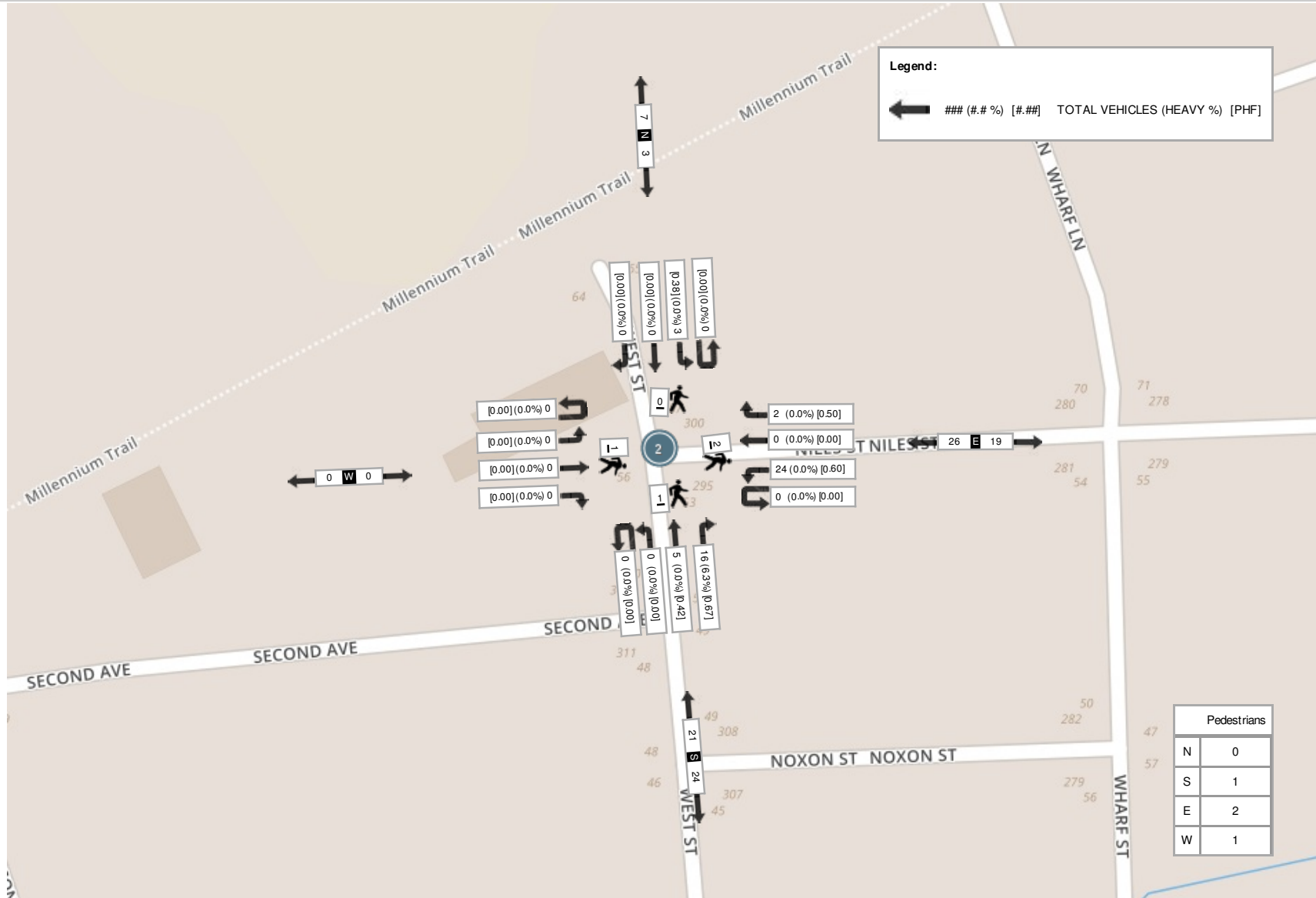
Peak Hour: 03:00 PM - 04:00 PM Weather: Few Clouds (13.86 °C)

Start Time	N Approach						E Approach						S Approach						W Approach						Int. Total (15 min)
	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	
15:00:00	0	2	1	0	0	3	0	0	5	0	0	5	4	0	0	0	0	4	0	0	0	0	0	0	12
15:15:00	0	0	0	0	0	0	0	0	6	0	0	6	7	0	0	0	0	7	0	0	0	0	0	0	13
15:30:00	0	1	1	0	0	2	2	0	7	0	0	9	8	2	0	0	0	10	0	0	0	0	0	0	21
15:45:00	0	1	1	0	0	2	0	0	5	0	0	5	3	0	0	0	0	3	0	0	0	0	0	0	10
Grand Total	0	4	3	0	0	7	2	0	23	0	0	25	22	2	0	0	0	24	0	0	0	0	0	0	56
Approach%	0%	57.1%	42.9%	0%		-	8%	0%	92%	0%		-	91.7%	8.3%	0%	0%		-	0%	0%	0%	0%		-	-
Totals %	0%	7.1%	5.4%	0%		12.5%	3.6%	0%	41.1%	0%		44.6%	39.3%	3.6%	0%	0%		42.9%	0%	0%	0%	0%		0%	-
PHF	0	0.5	0.75	0		0.58	0.25	0	0.82	0		0.69	0.69	0.25	0	0		0.6	0	0	0	0		0	-
Heavy	0	0	0	0		0	0	0	2	0		2	0	0	0	0		0	0	0	0	0		0	-
Heavy %	0%	0%	0%	0%		0%	0%	0%	8.7%	0%		8%	0%	0%	0%	0%		0%	0%	0%	0%	0%		0%	-
Lights	0	3	3	0		6	2	0	21	0		23	22	2	0	0		24	0	0	0	0		0	-
Lights %	0%	75%	100%	0%		85.7%	100%	0%	91.3%	0%		92%	100%	100%	0%	0%		100%	0%	0%	0%	0%		0%	-
Single-Unit Trucks	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	-
Single-Unit Trucks %	0%	0%	0%	0%		0%	0%	0%	0%	0%		0%	0%	0%	0%	0%		0%	0%	0%	0%	0%		0%	-
Buses	0	0	0	0		0	0	0	2	0		2	0	0	0	0		0	0	0	0	0		0	-
Buses %	0%	0%	0%	0%		0%	0%	0%	8.7%	0%		8%	0%	0%	0%	0%		0%	0%	0%	0%	0%		0%	-
Bicycles on Road	0	1	0	0		1	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	-
Bicycles on Road %	0%	25%	0%	0%		14.3%	0%	0%	0%	0%		0%	0%	0%	0%	0%		0%	0%	0%	0%	0%		0%	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
Pedestrians%	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-

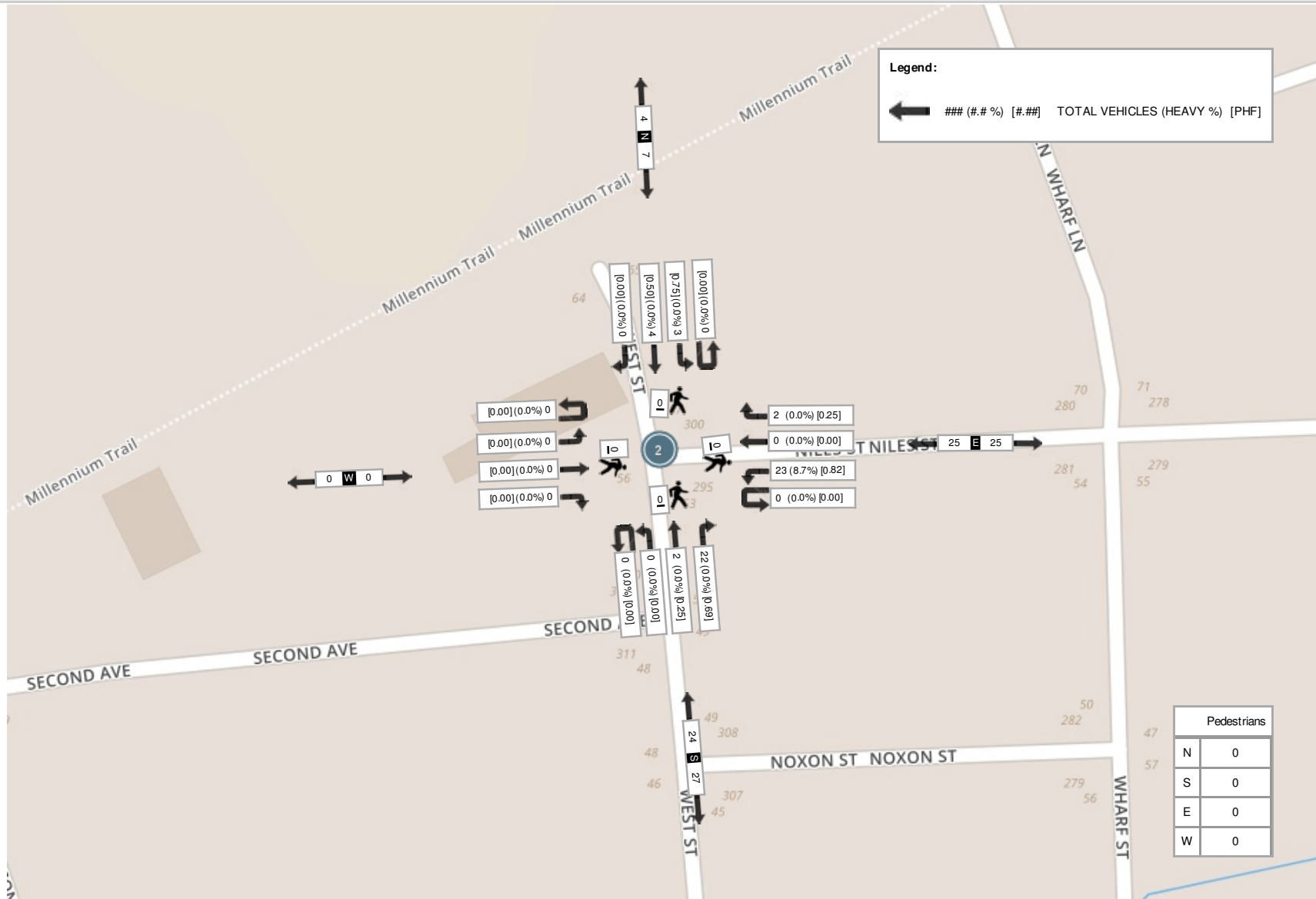
Peak Hour: 08:45 AM - 09:45 AM Weather: Few Clouds (7.35 °C)



Peak Hour: 11:45 AM - 12:45 PM Weather: Few Clouds (13.86 °C)

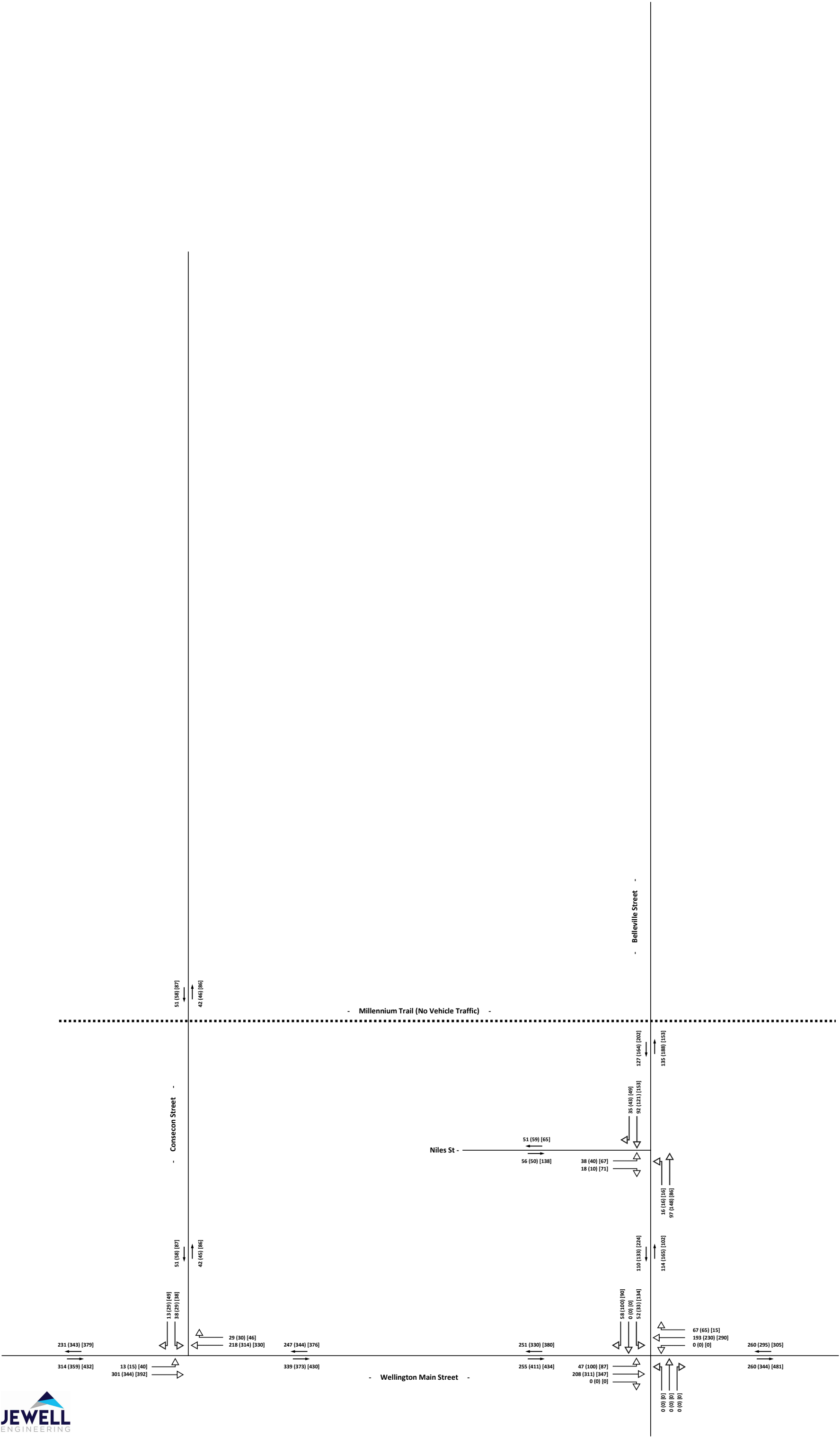


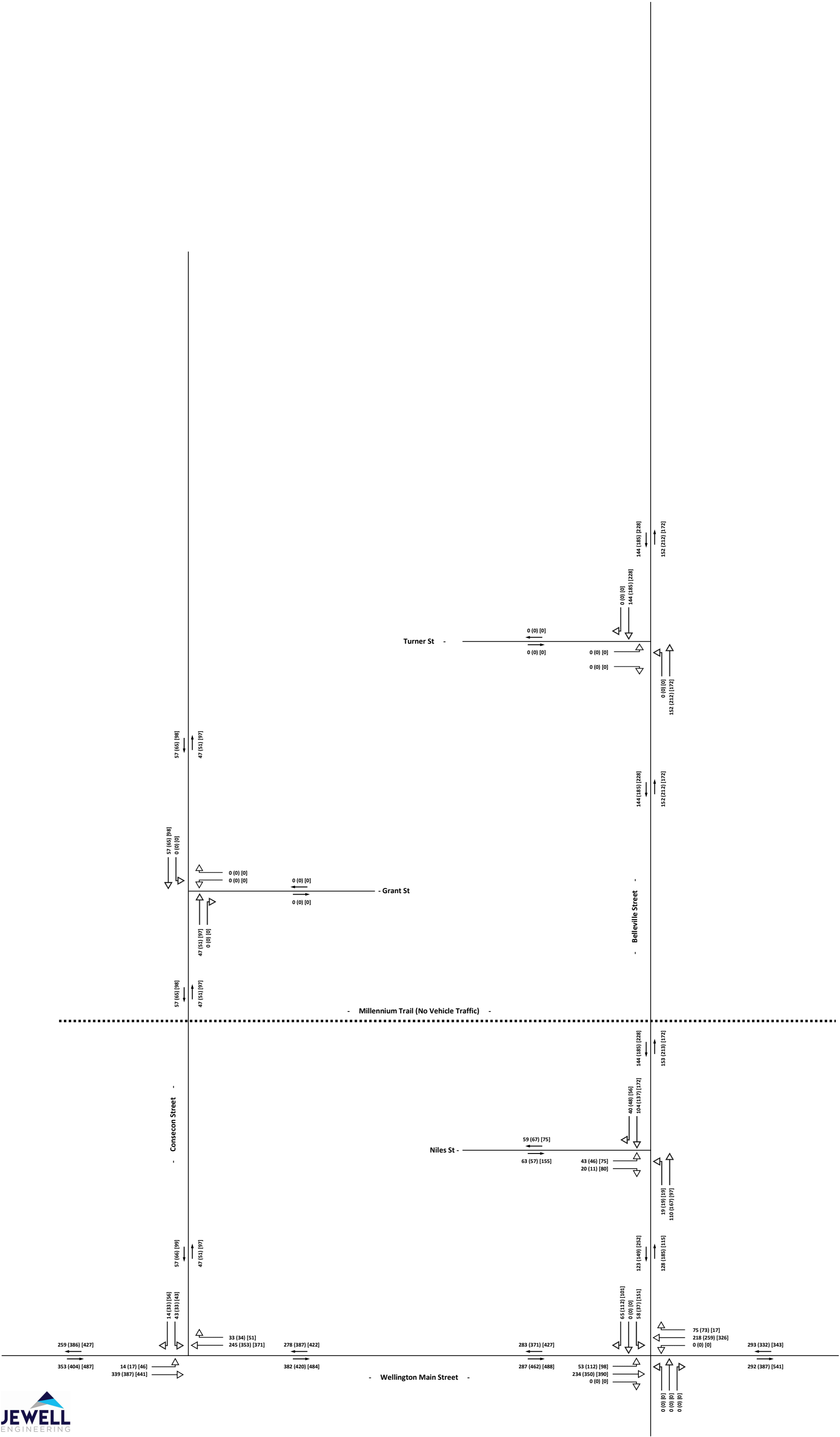
Peak Hour: 03:00 PM - 04:00 PM Weather: Few Clouds (13.86 °C)



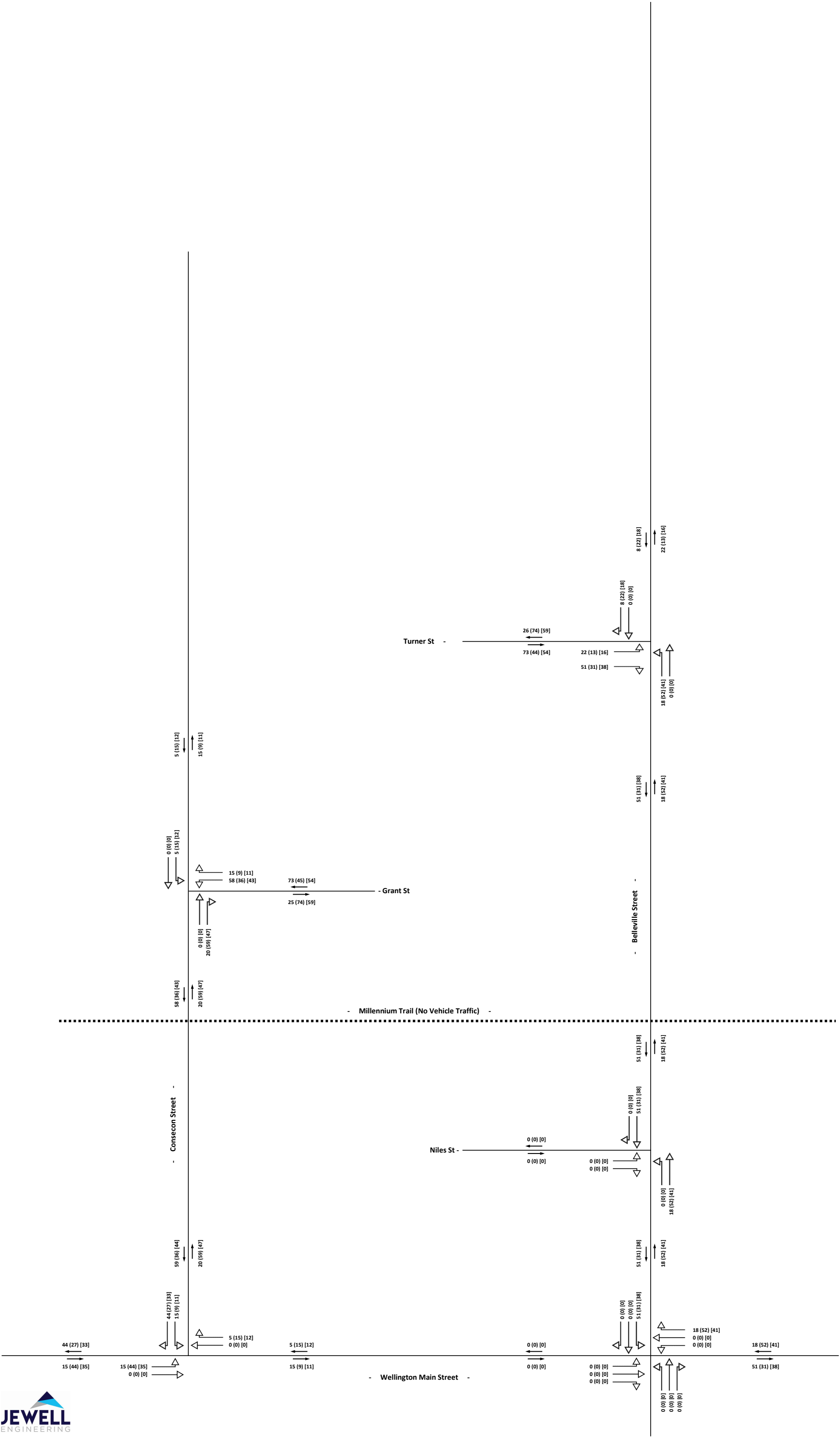
APPENDIX D

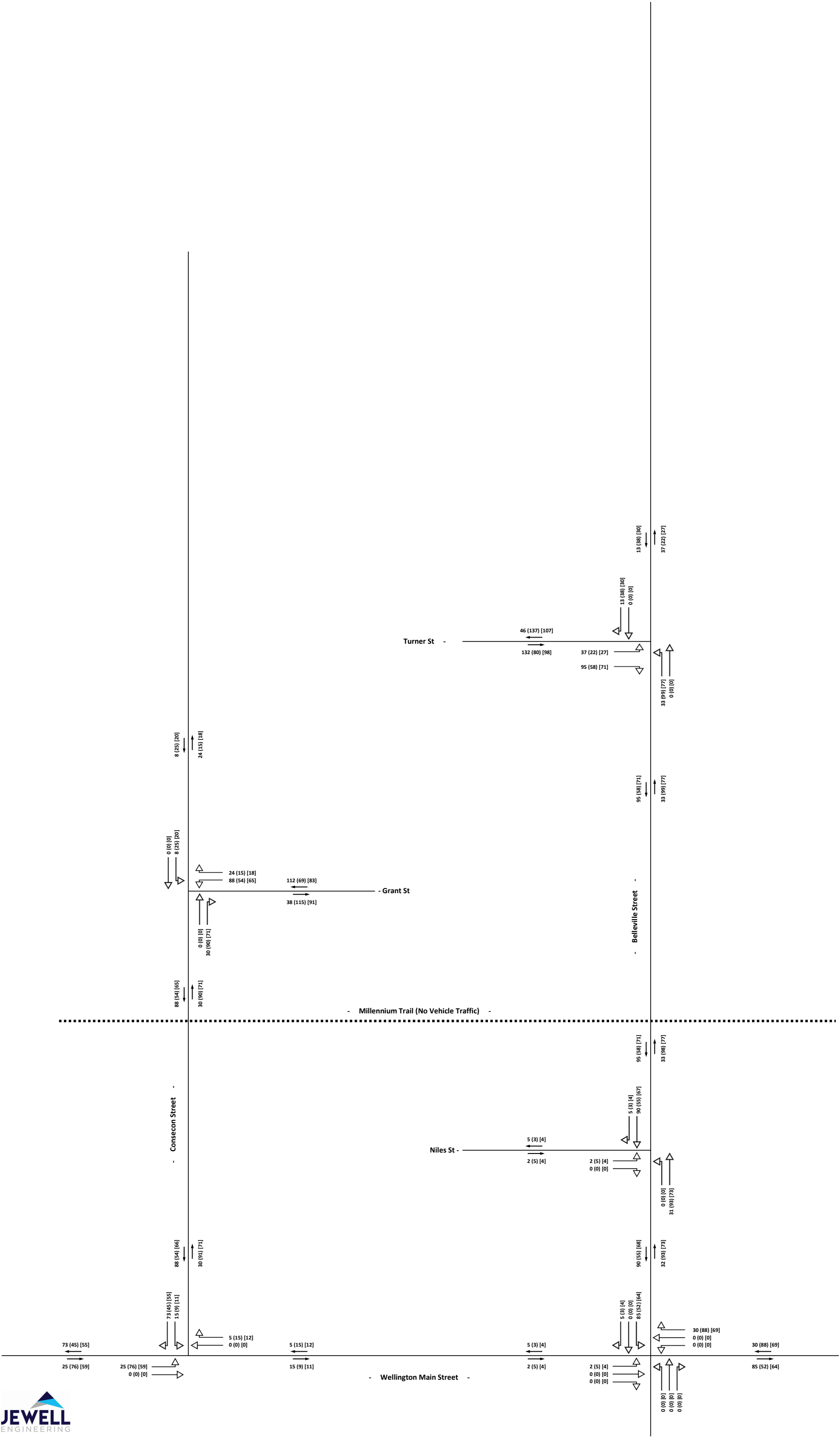
Traffic Volume Figures

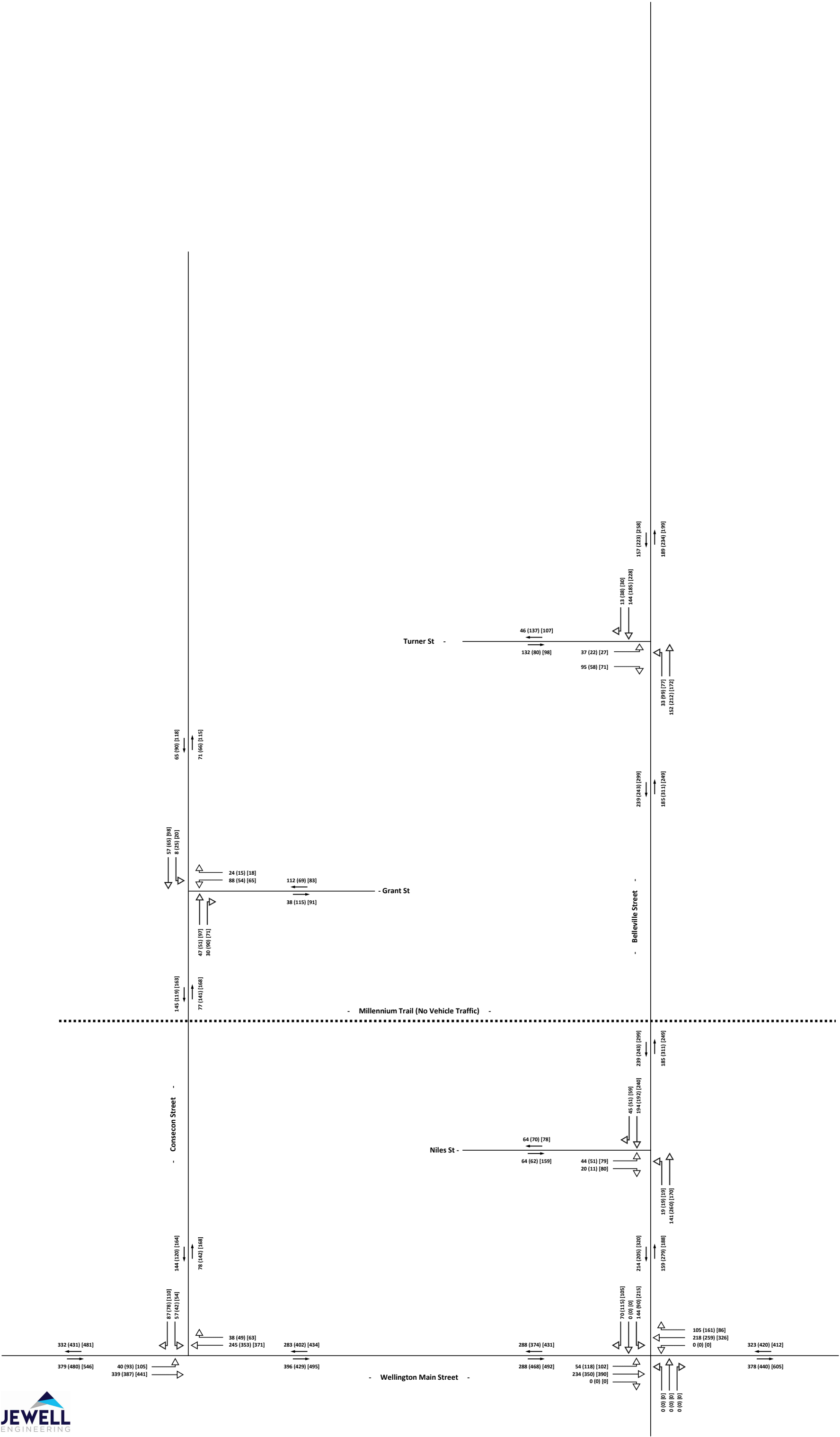


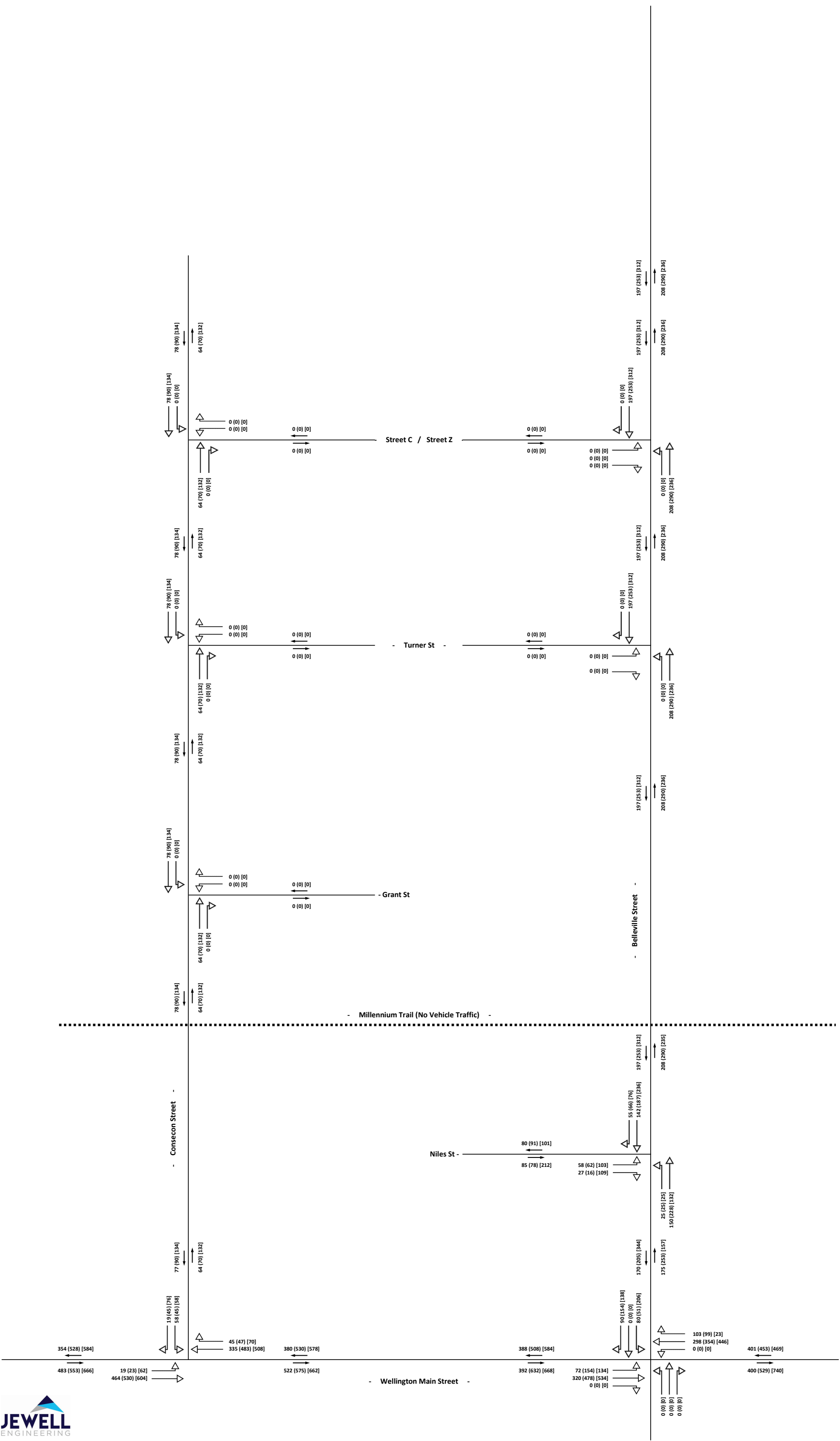




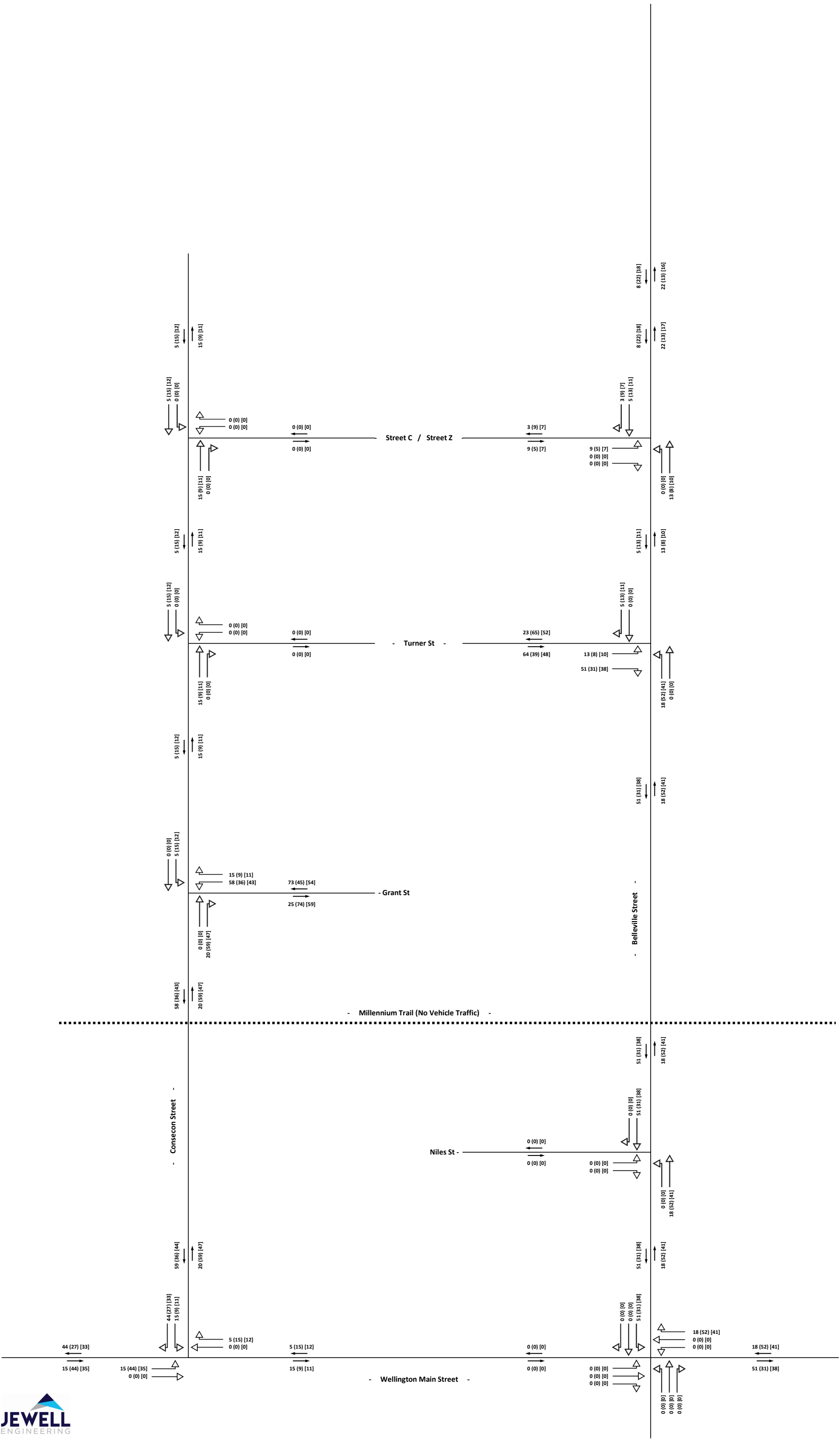


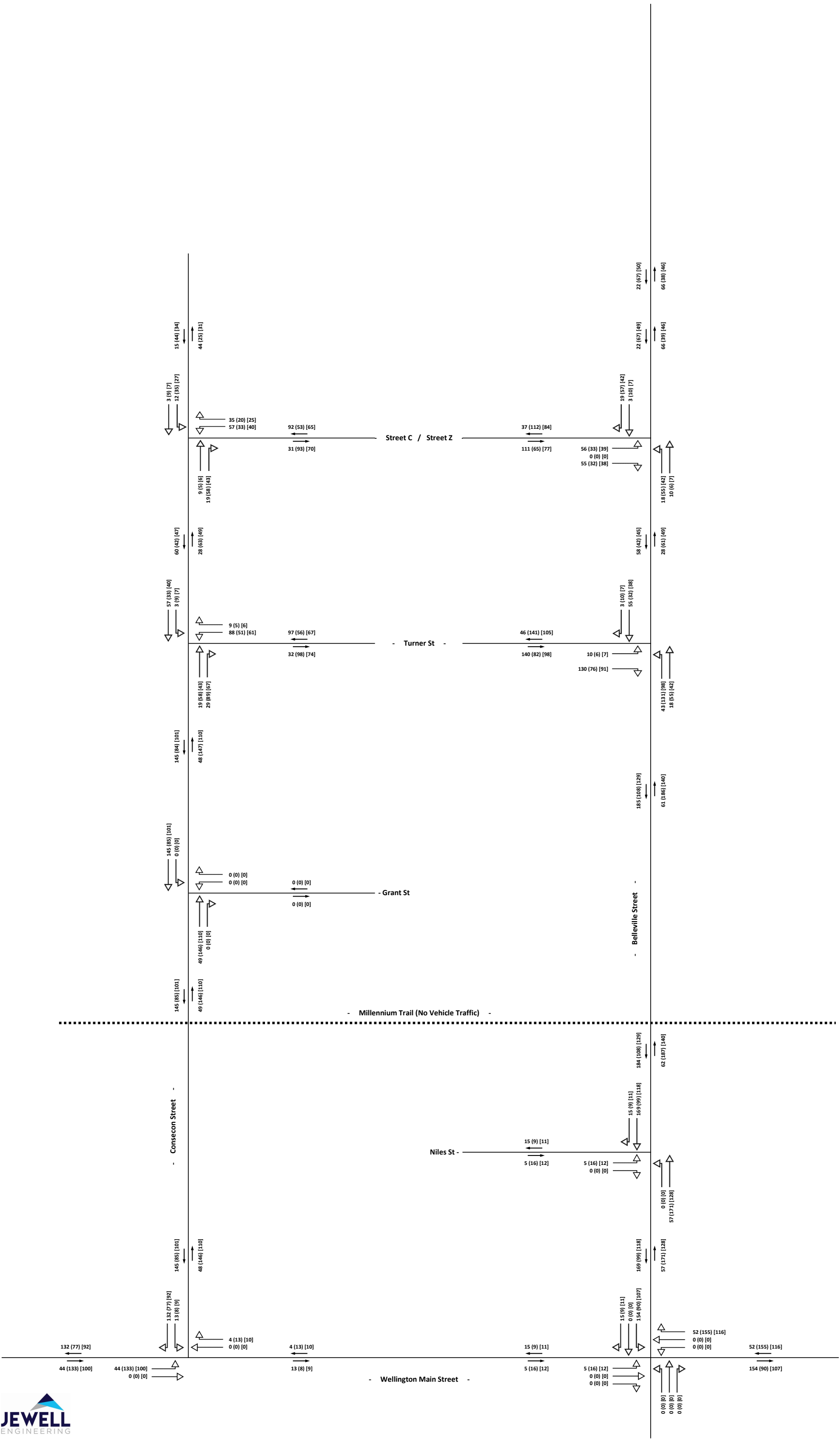


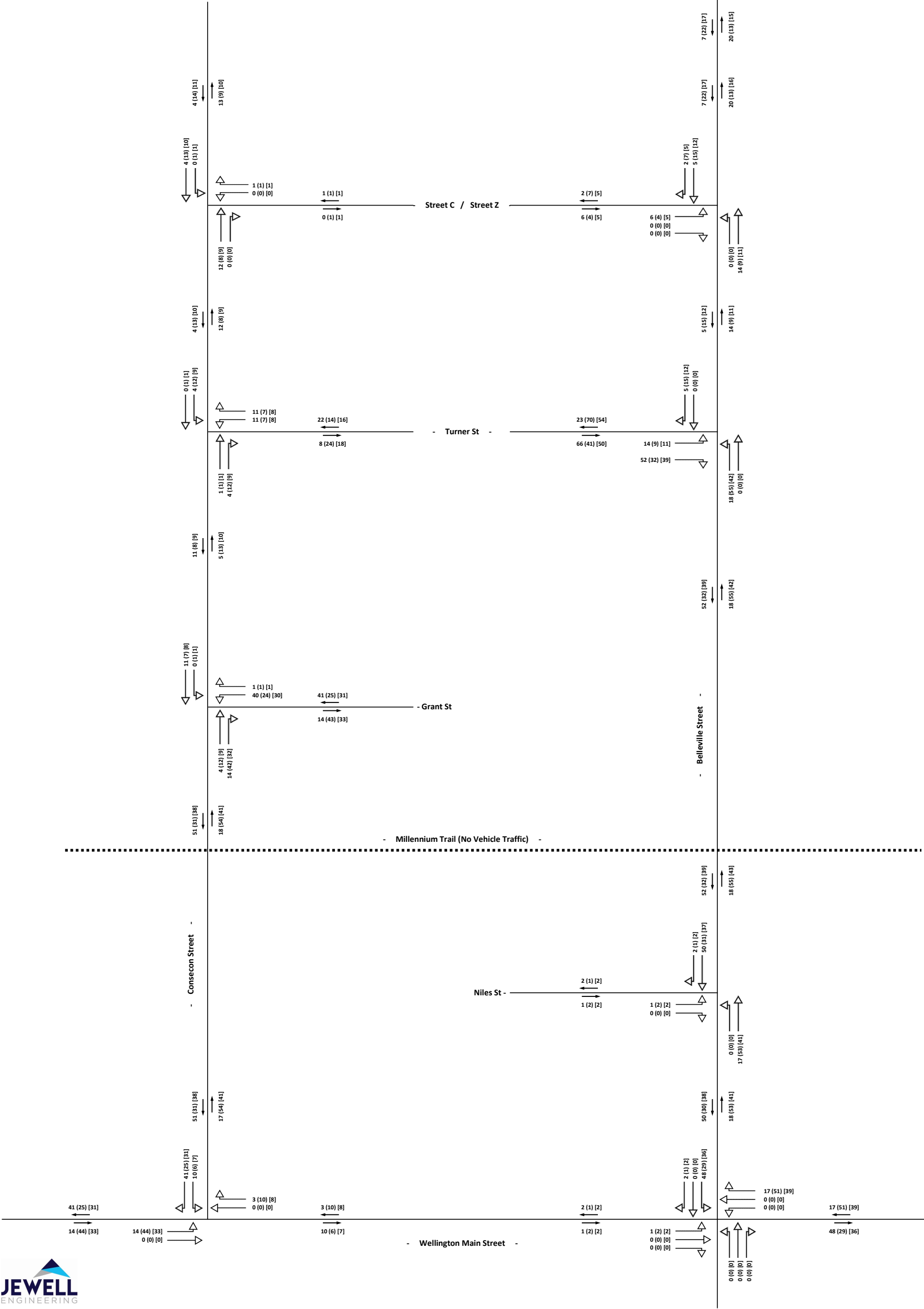


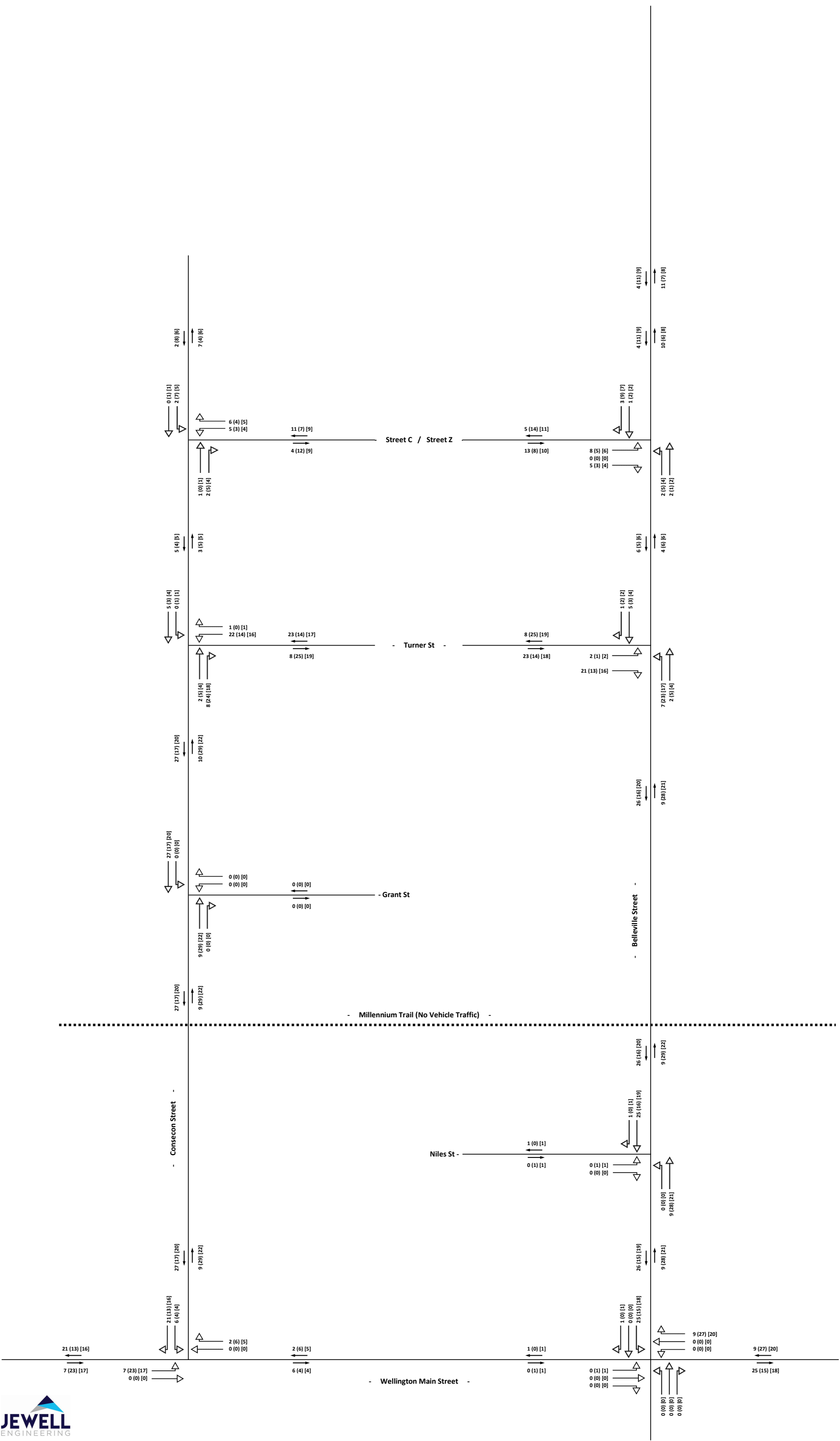


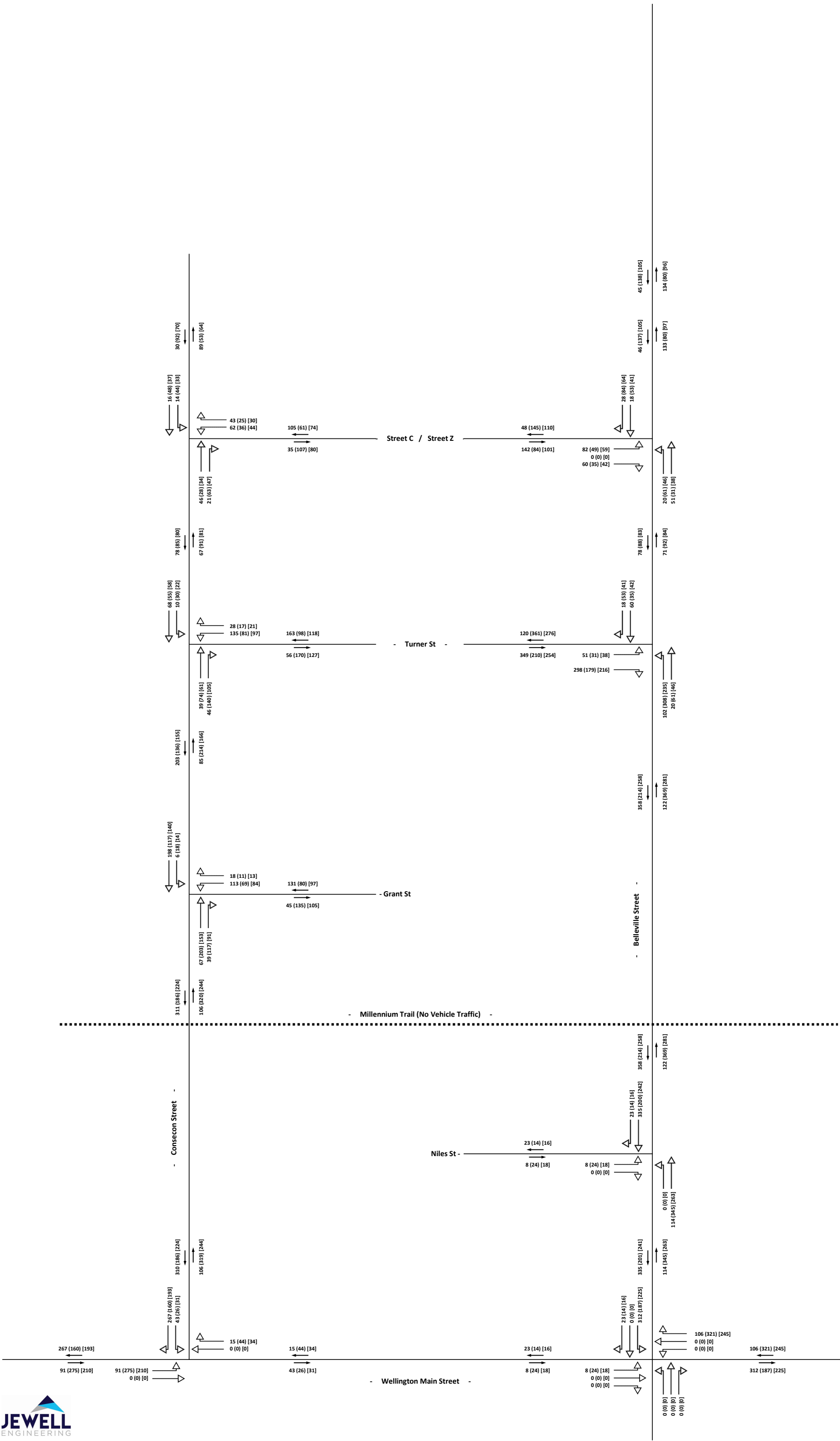


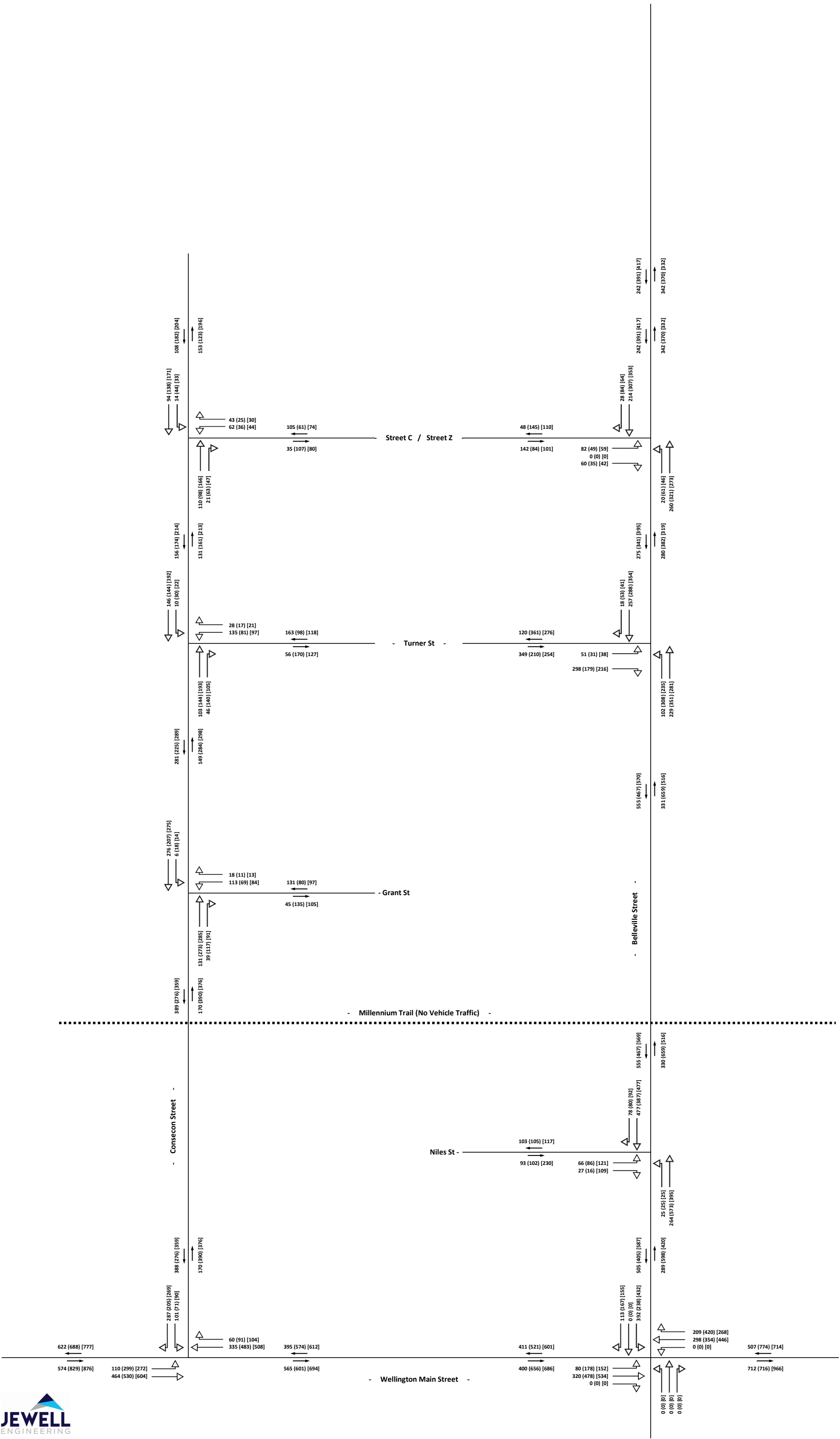


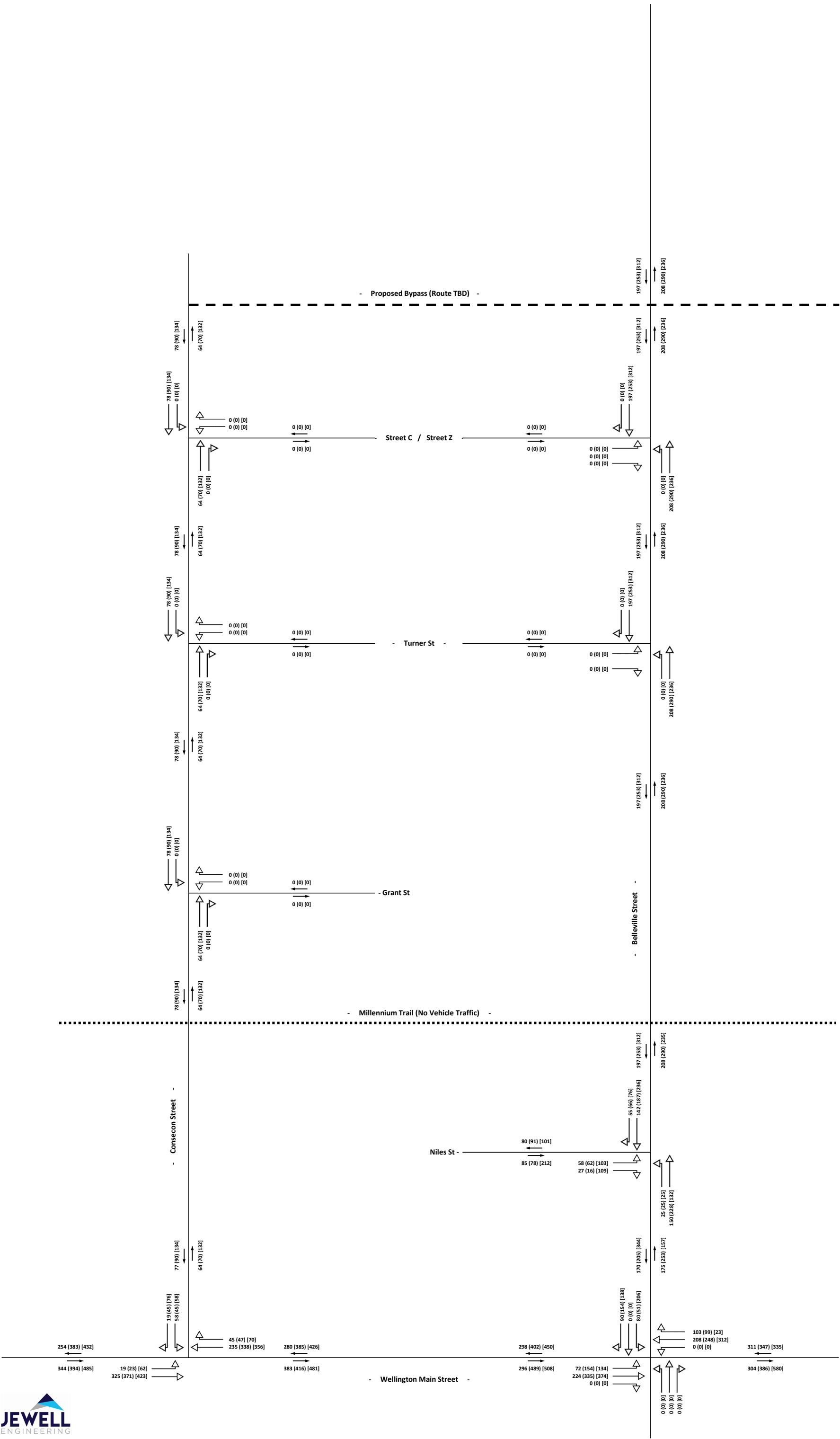








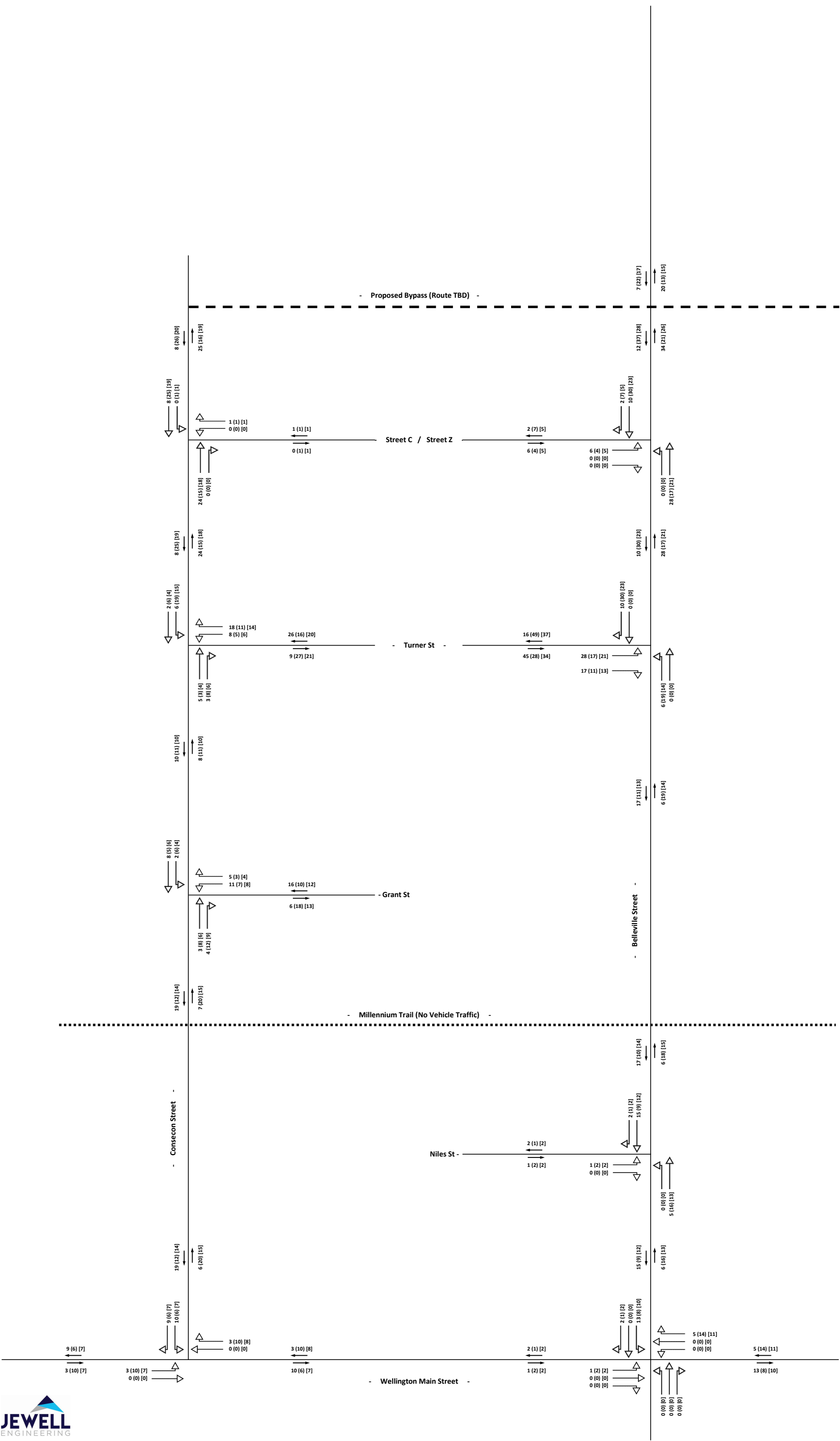




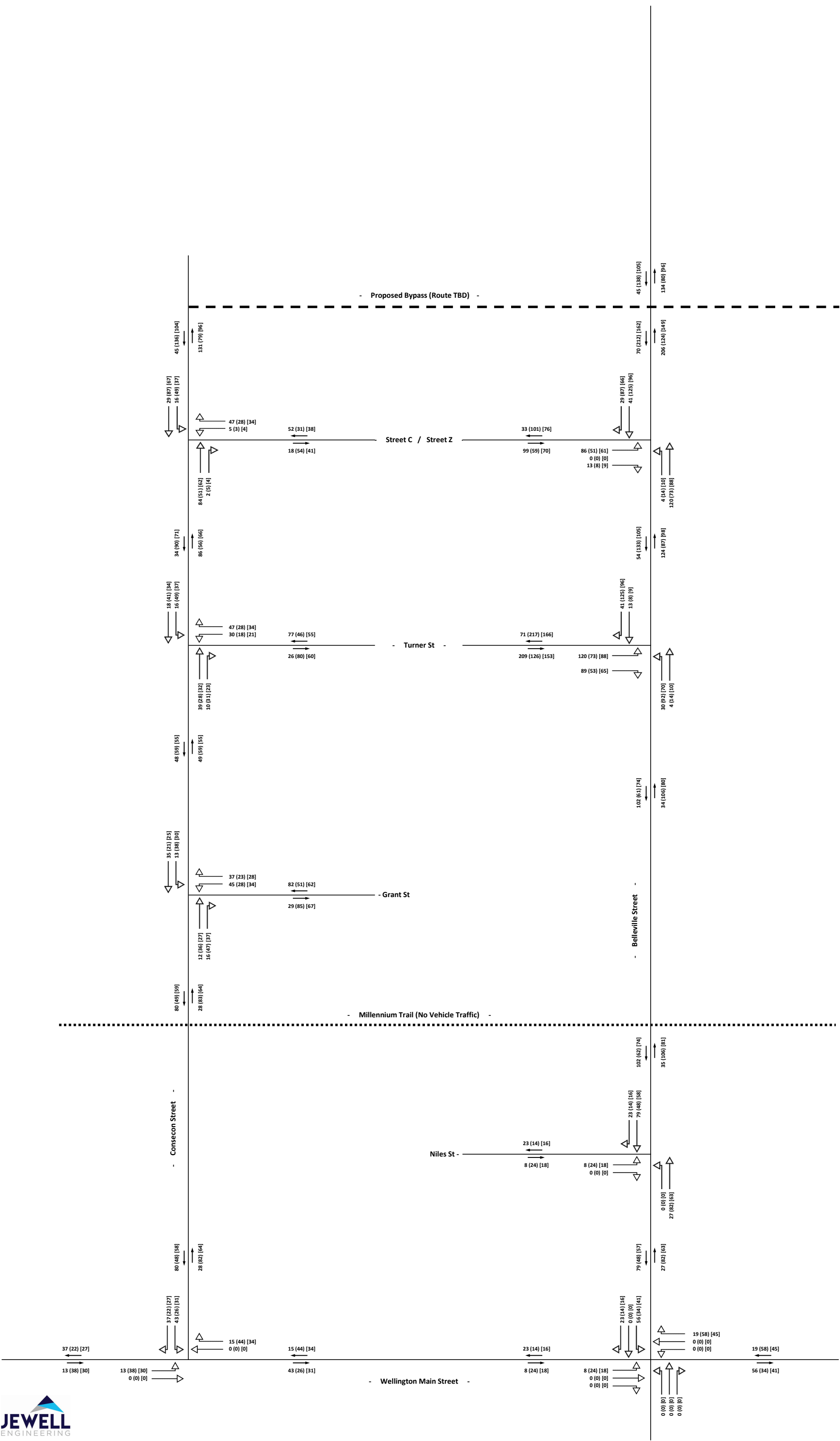


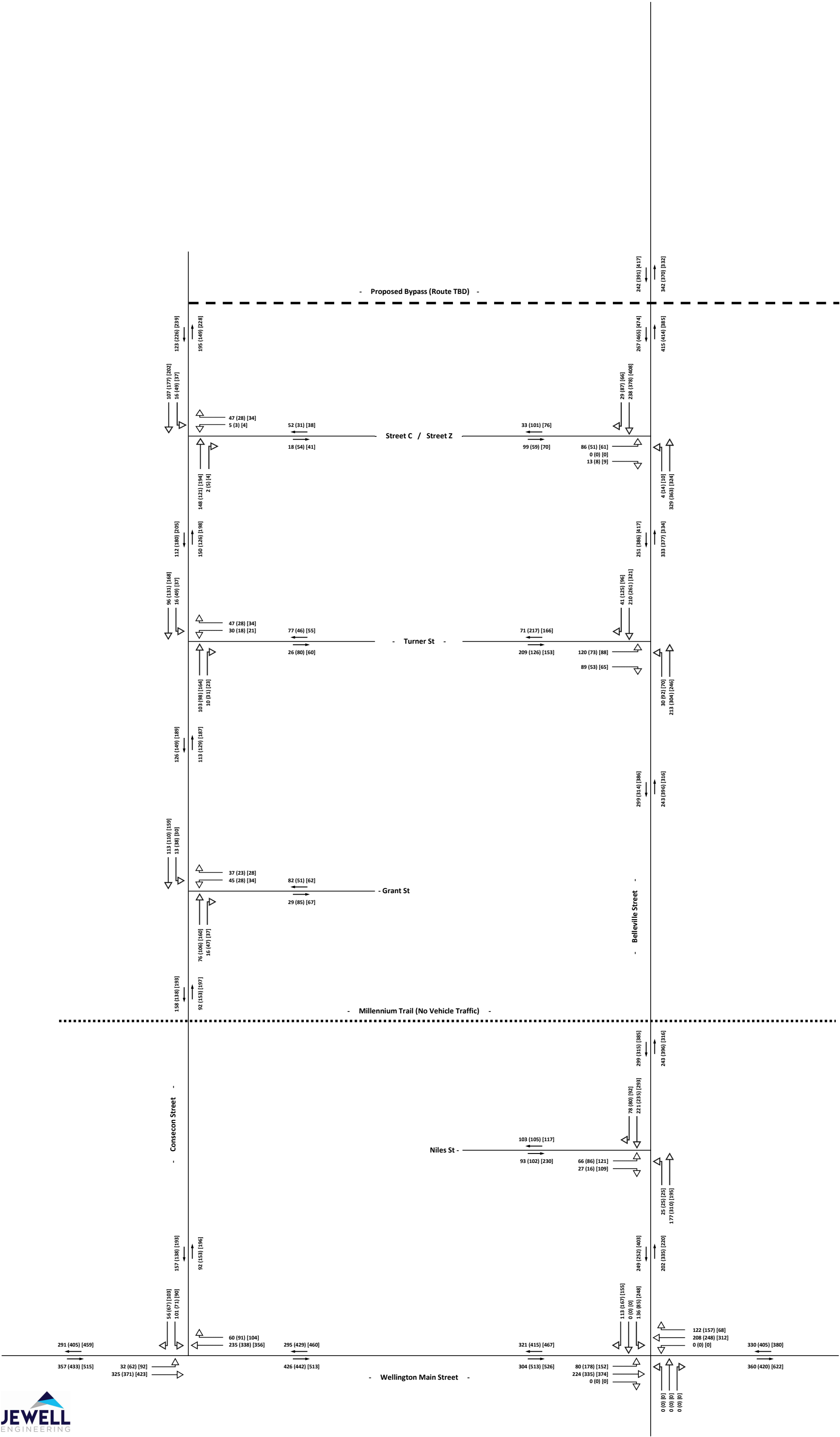


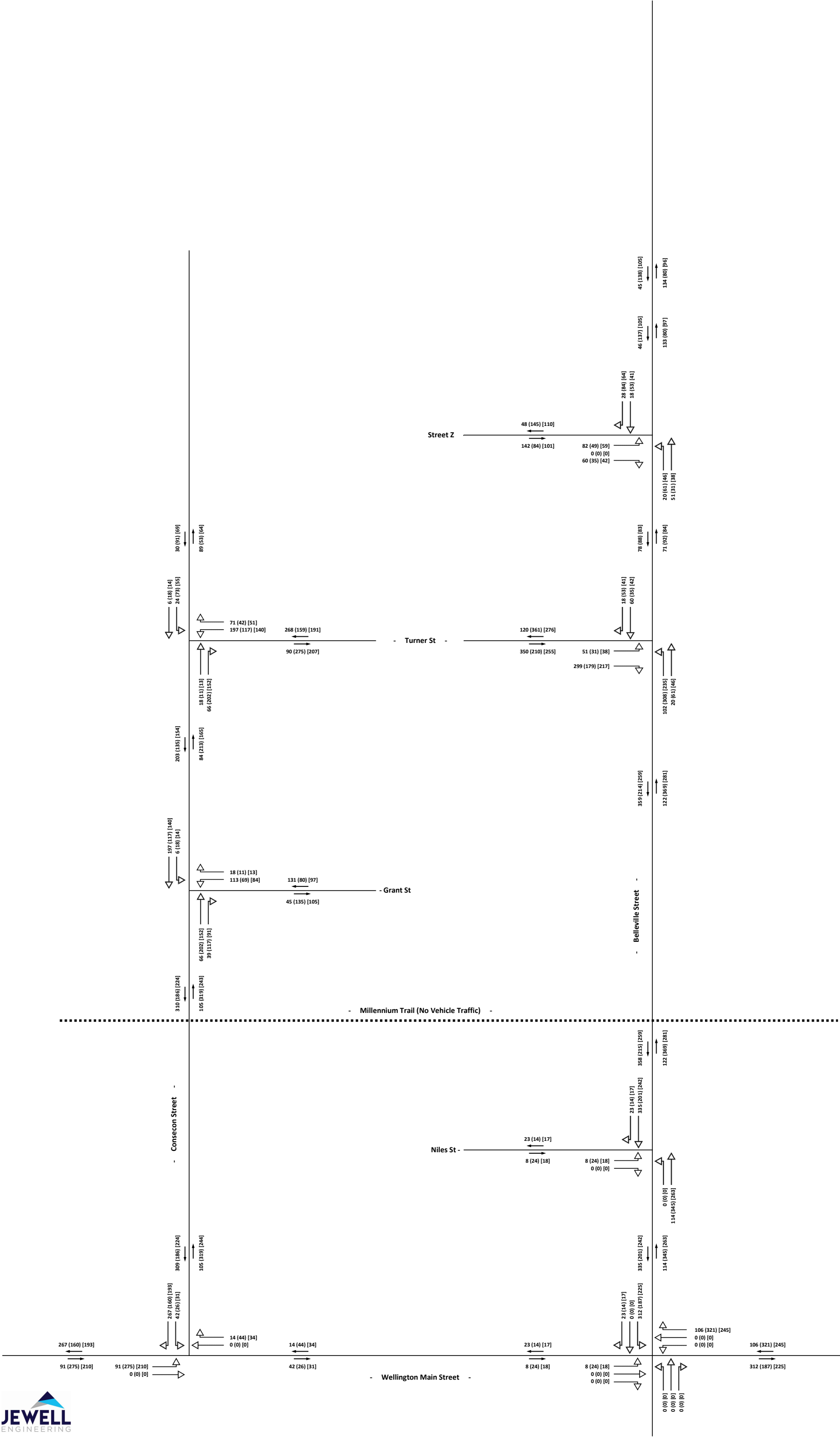


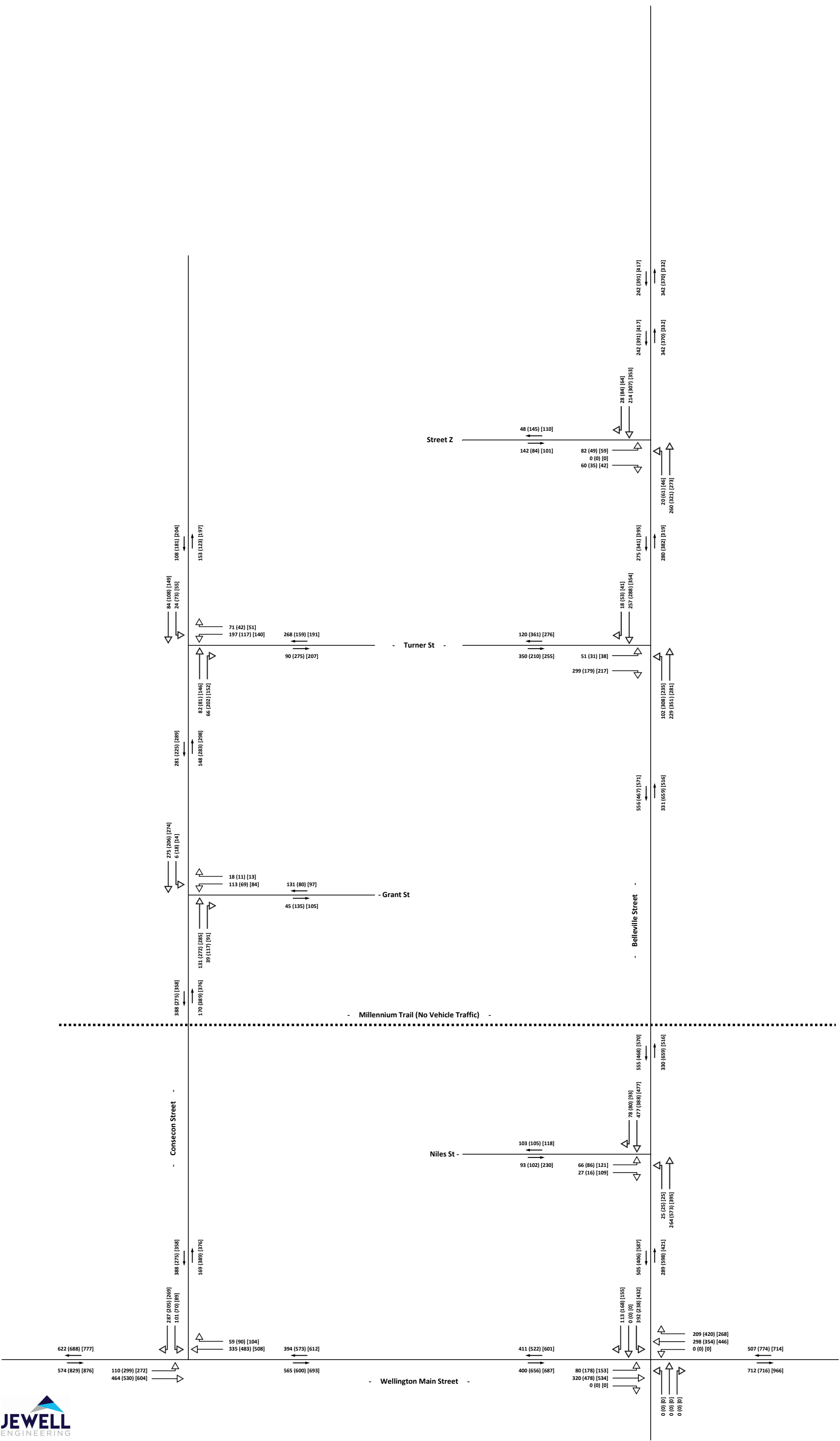


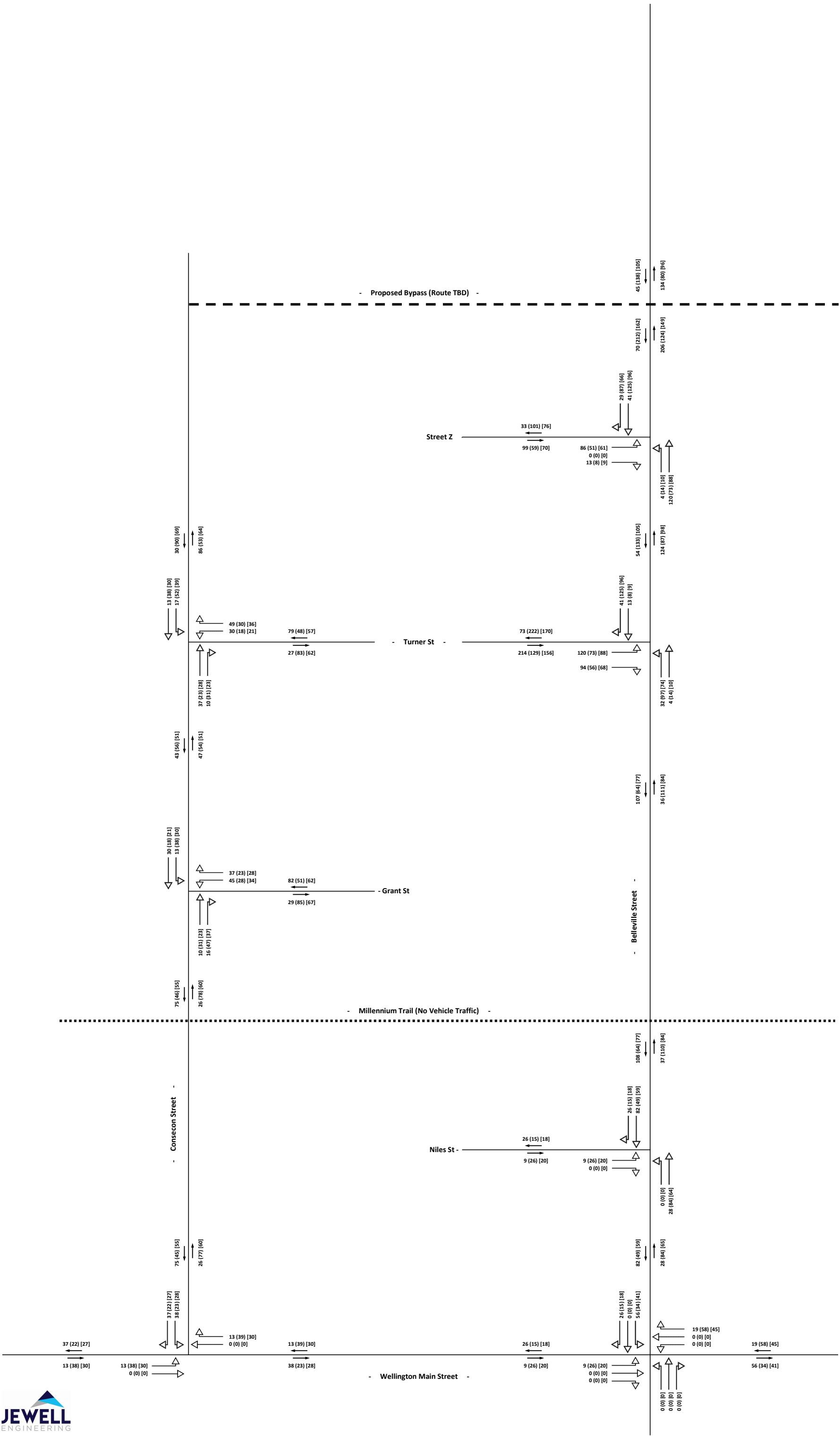


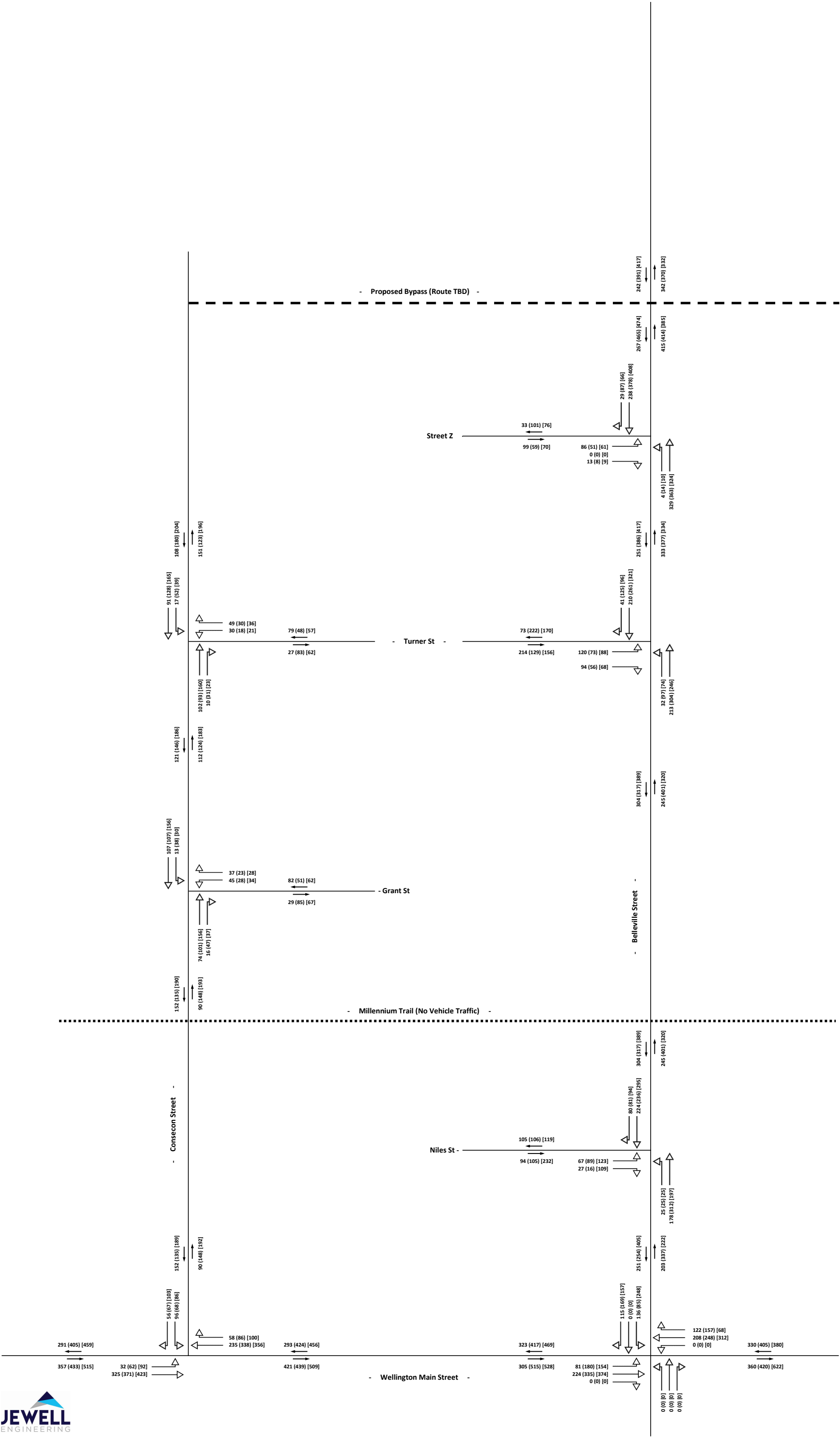


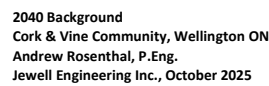


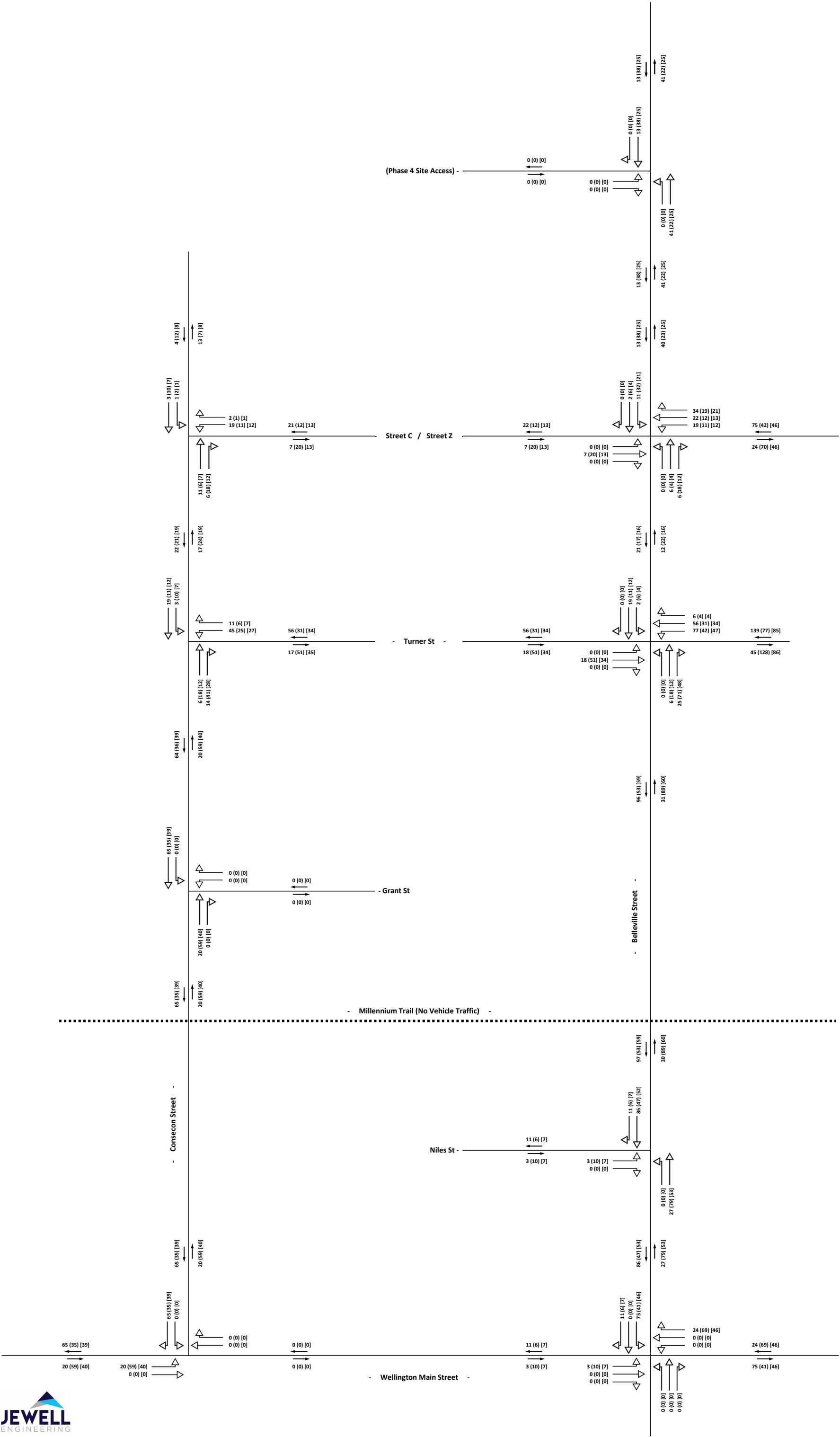


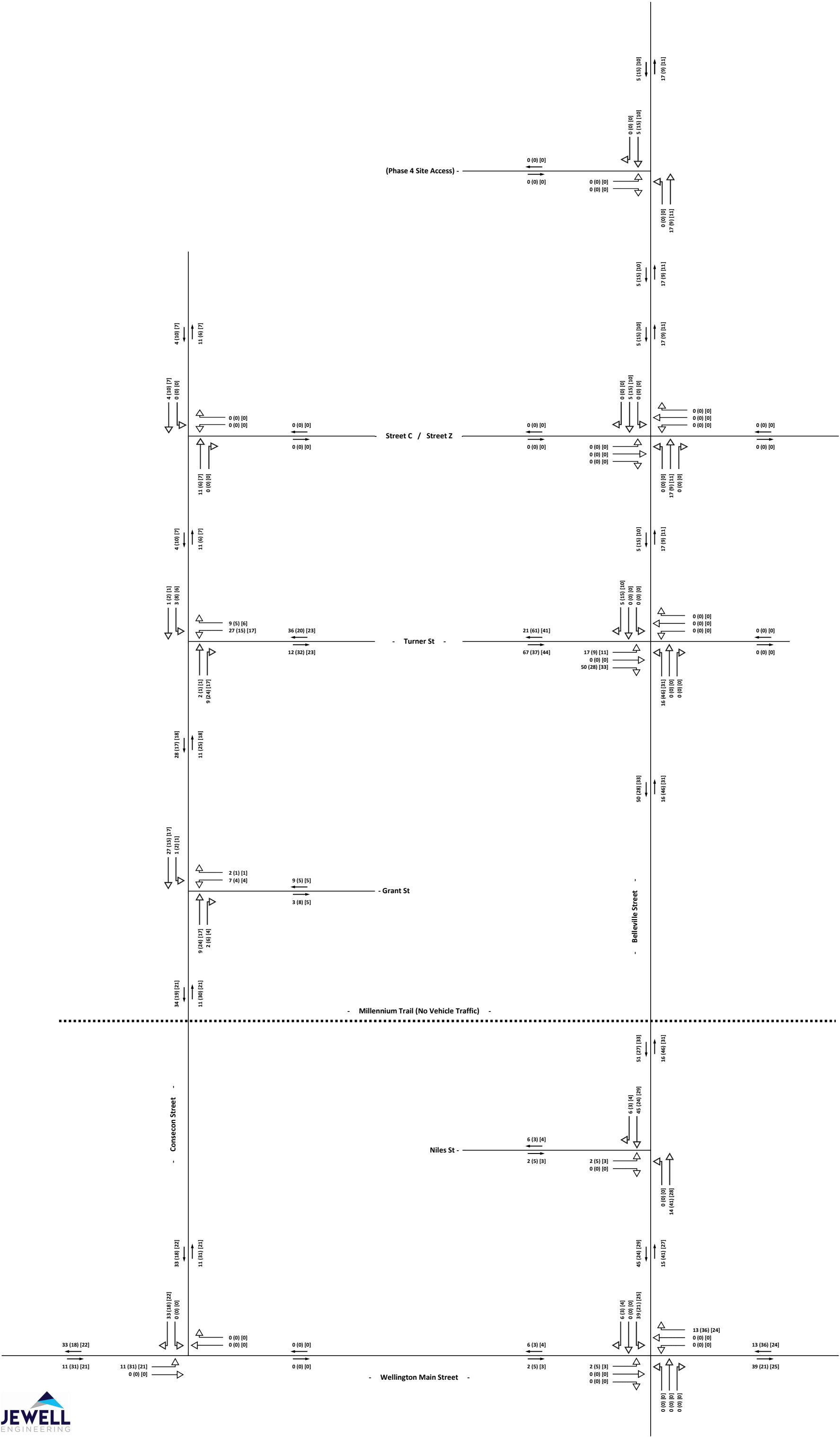








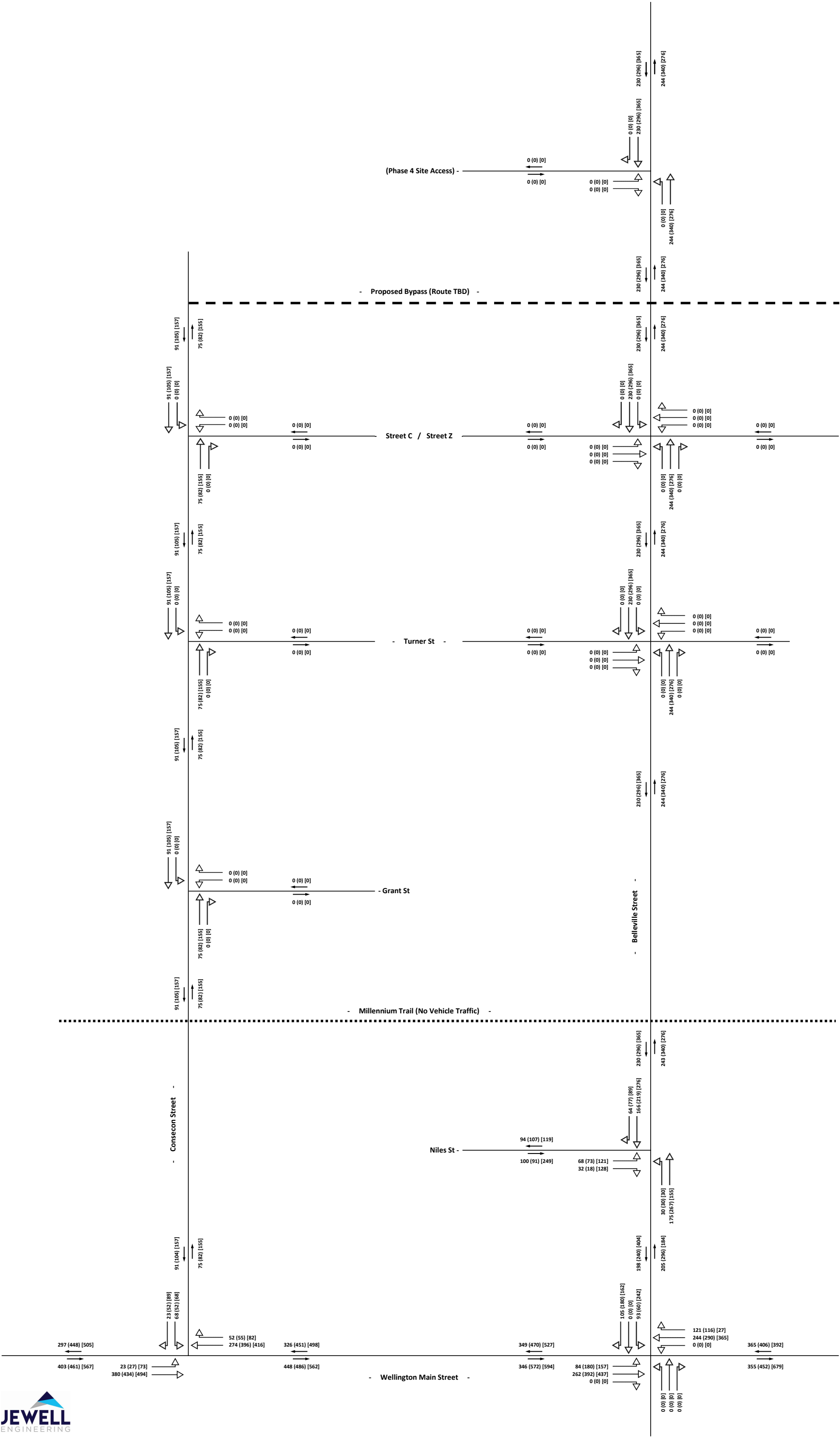




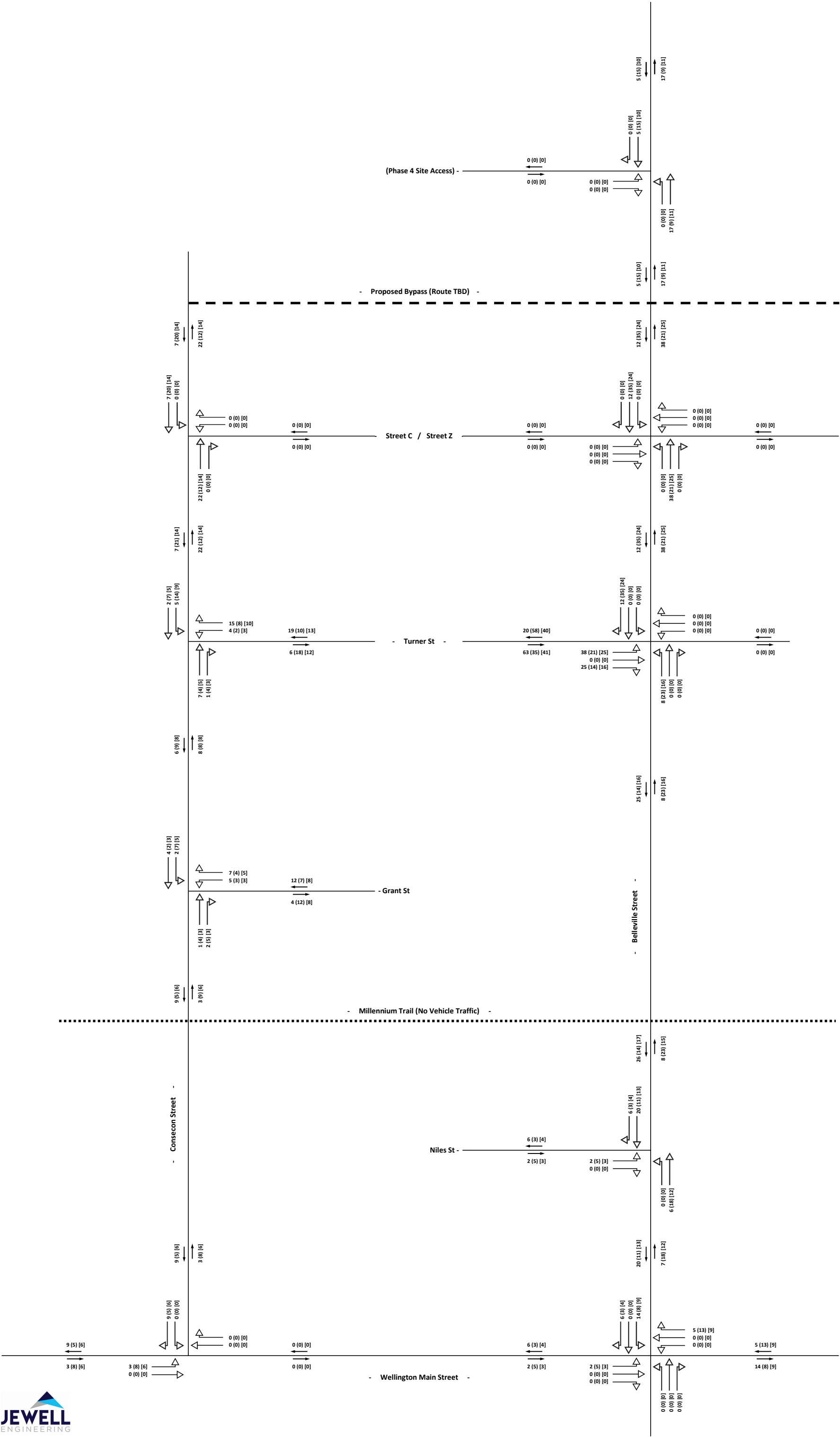


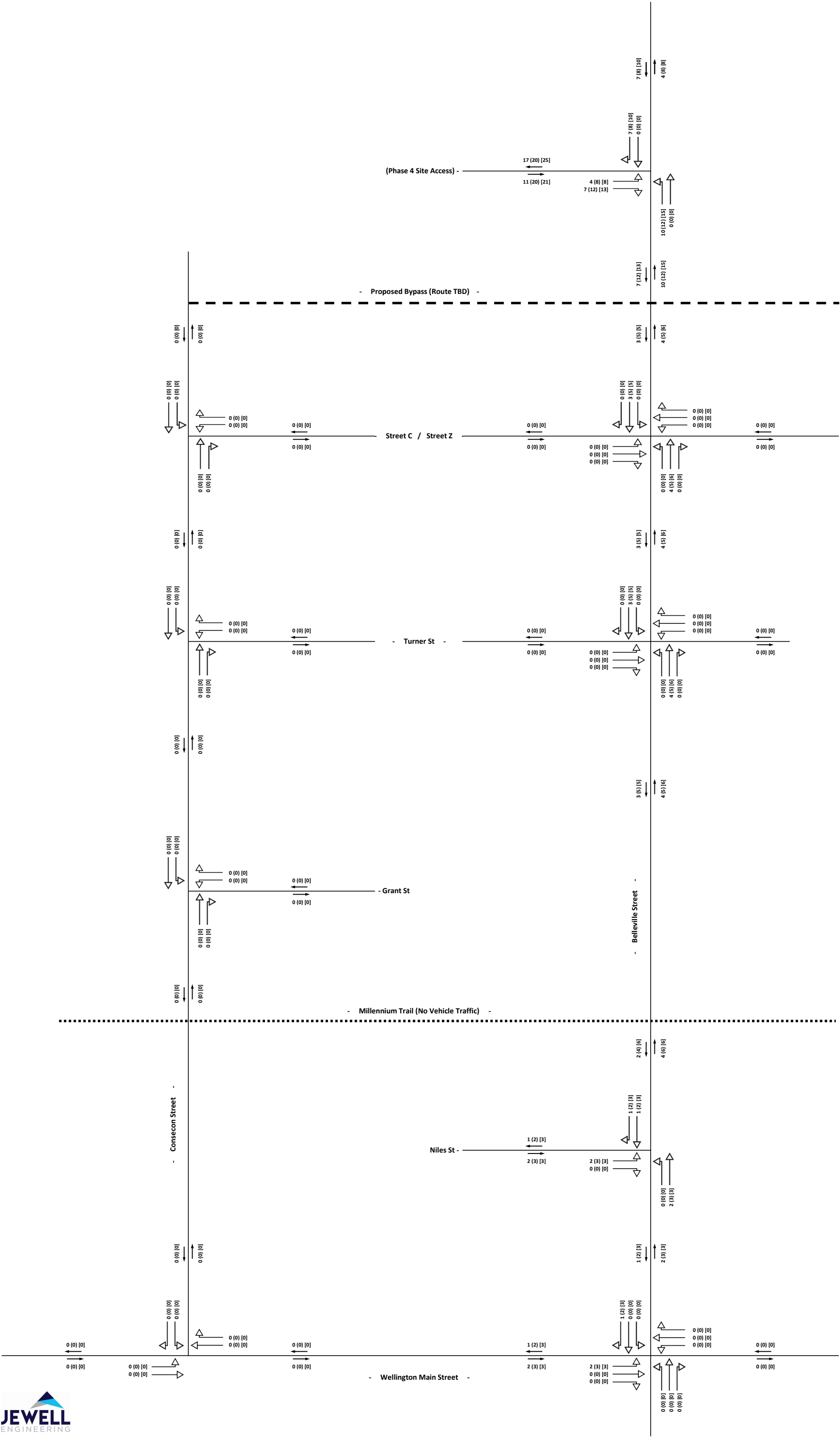


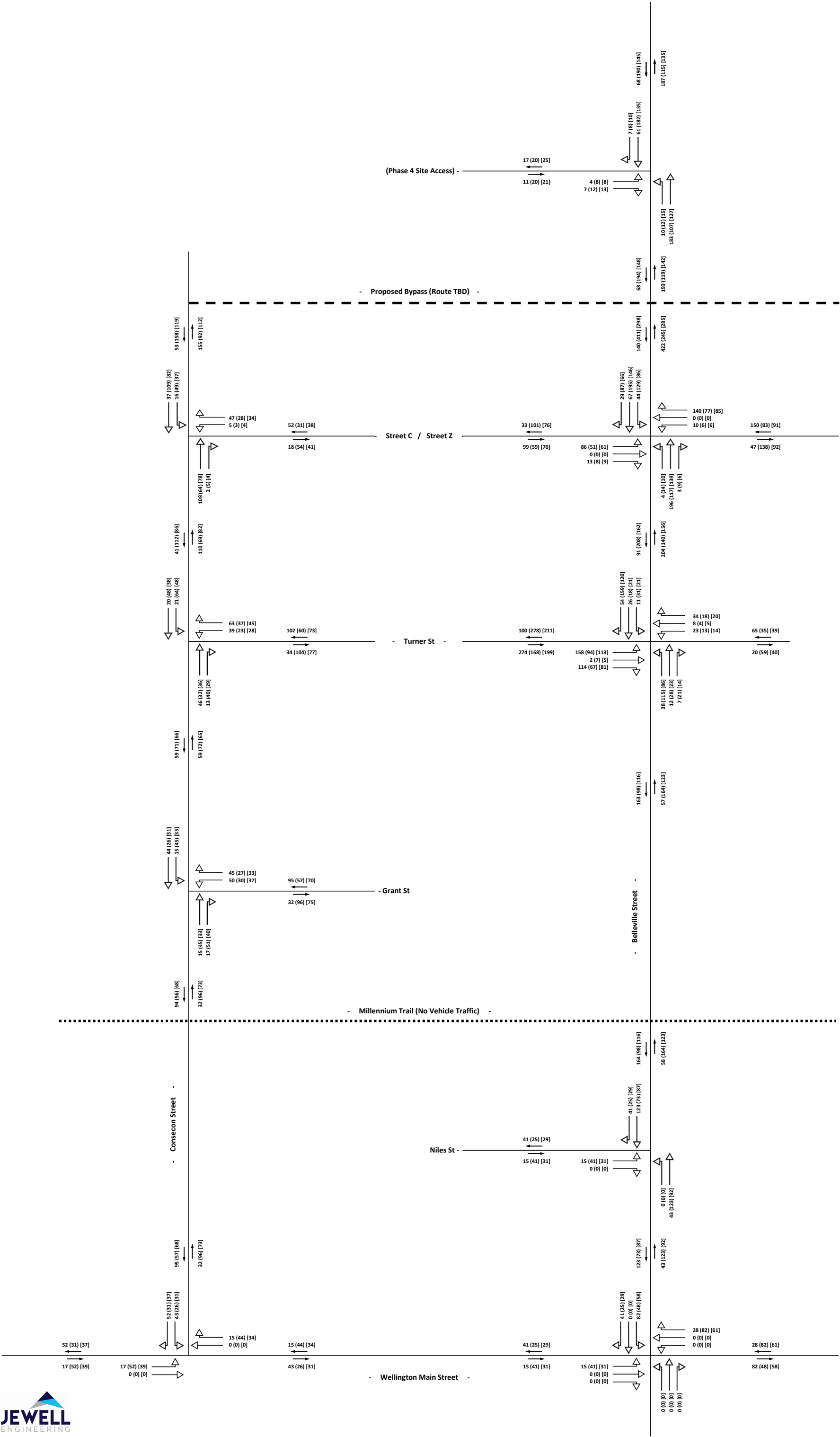


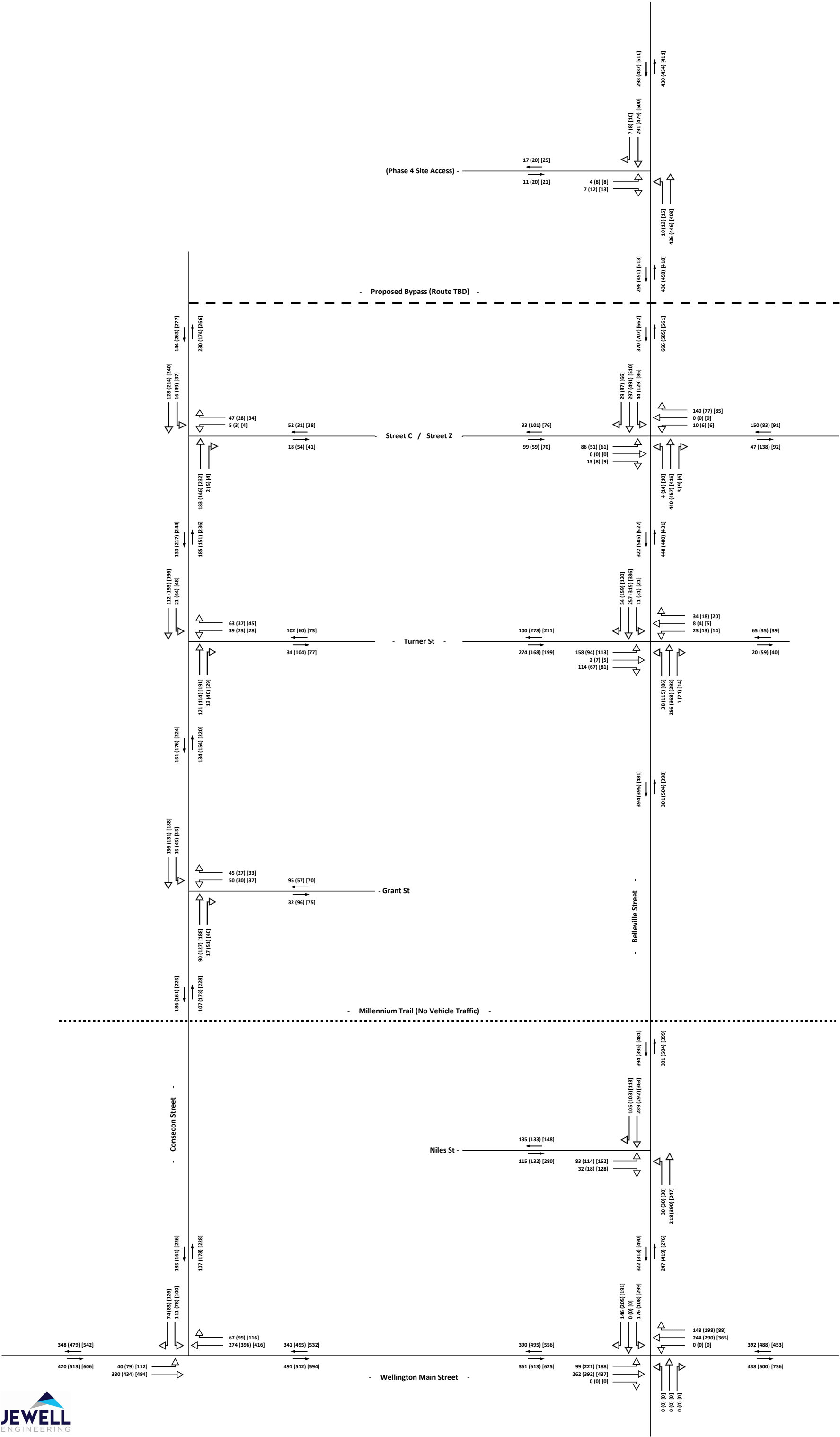


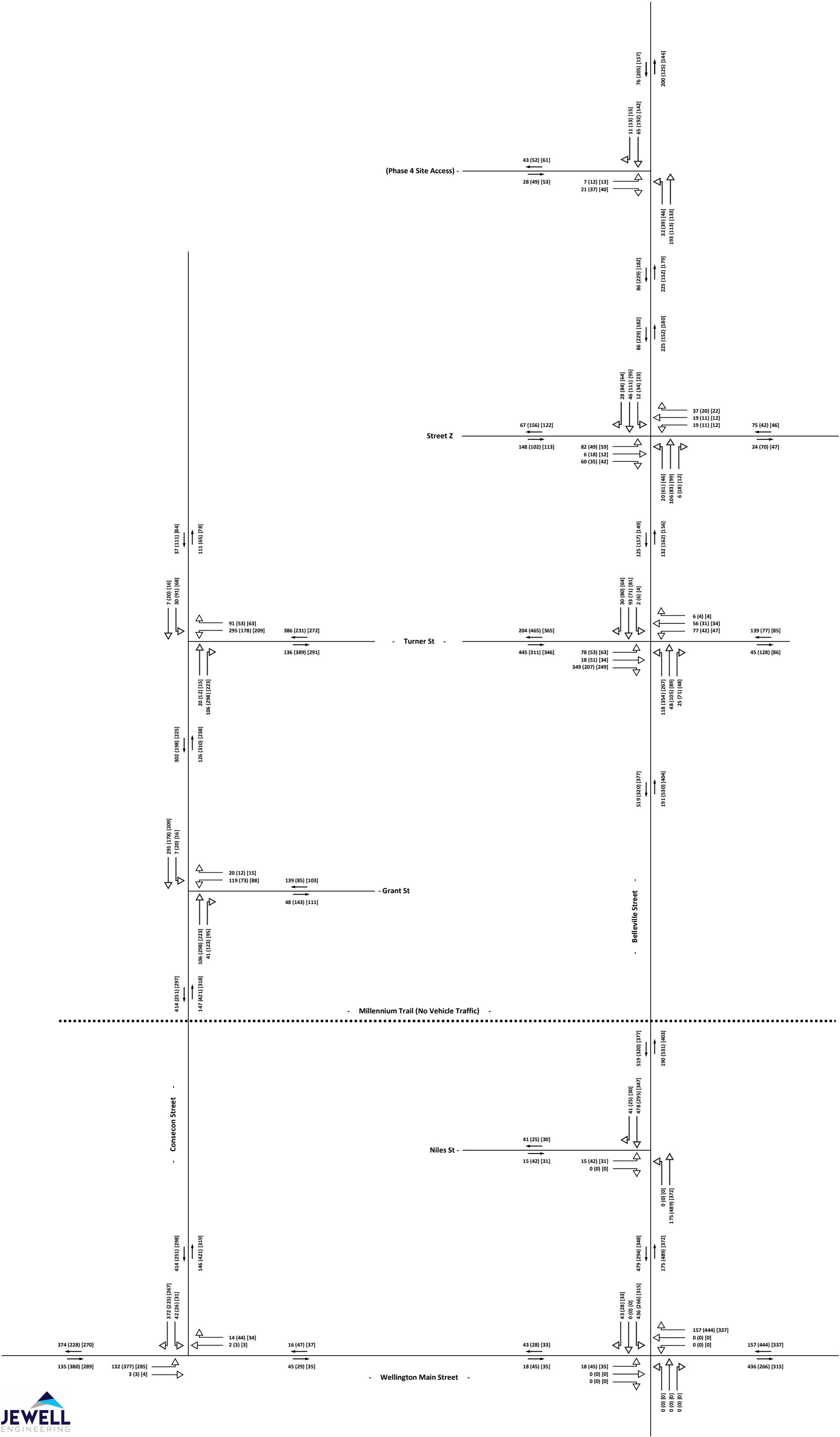


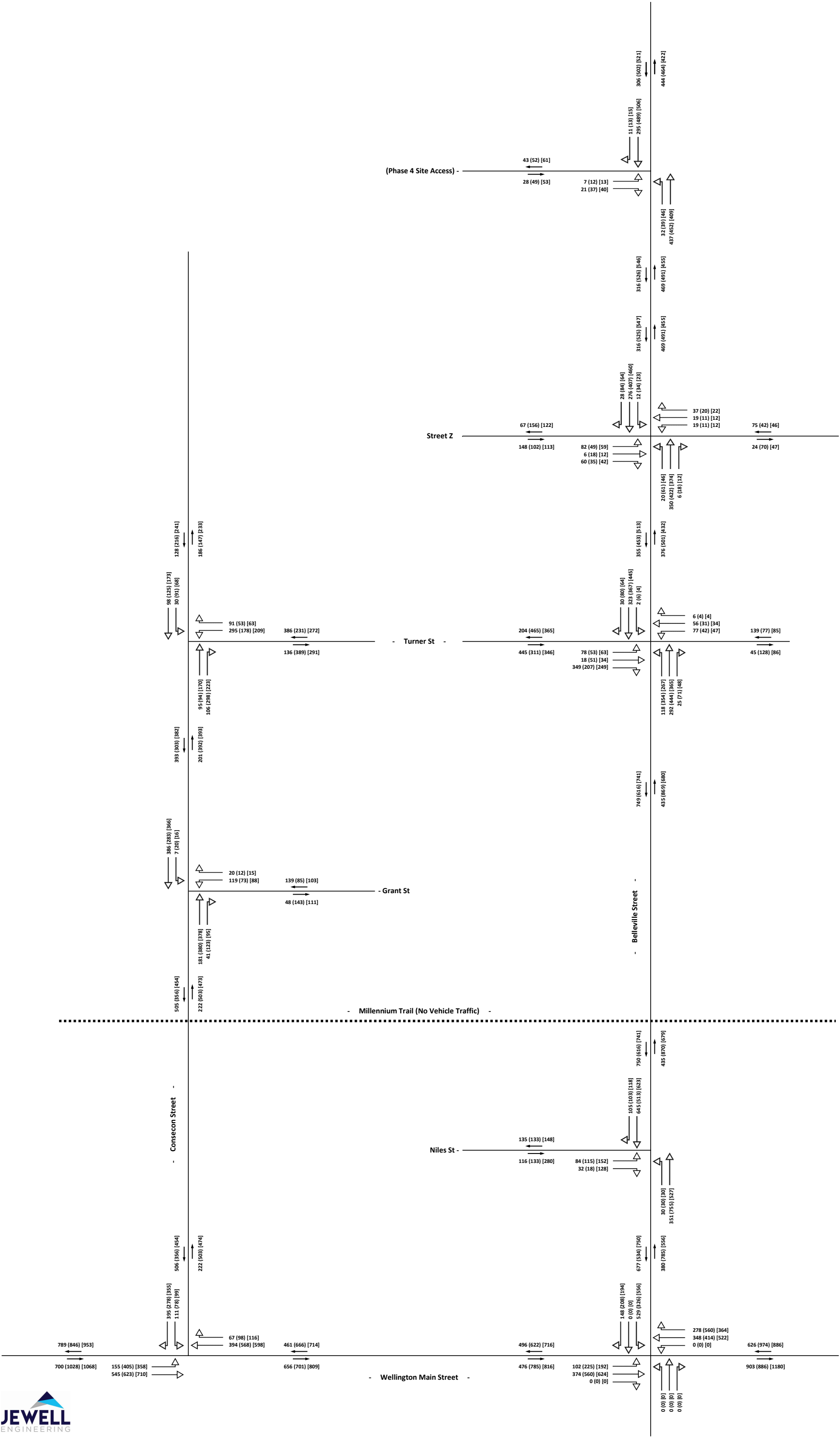


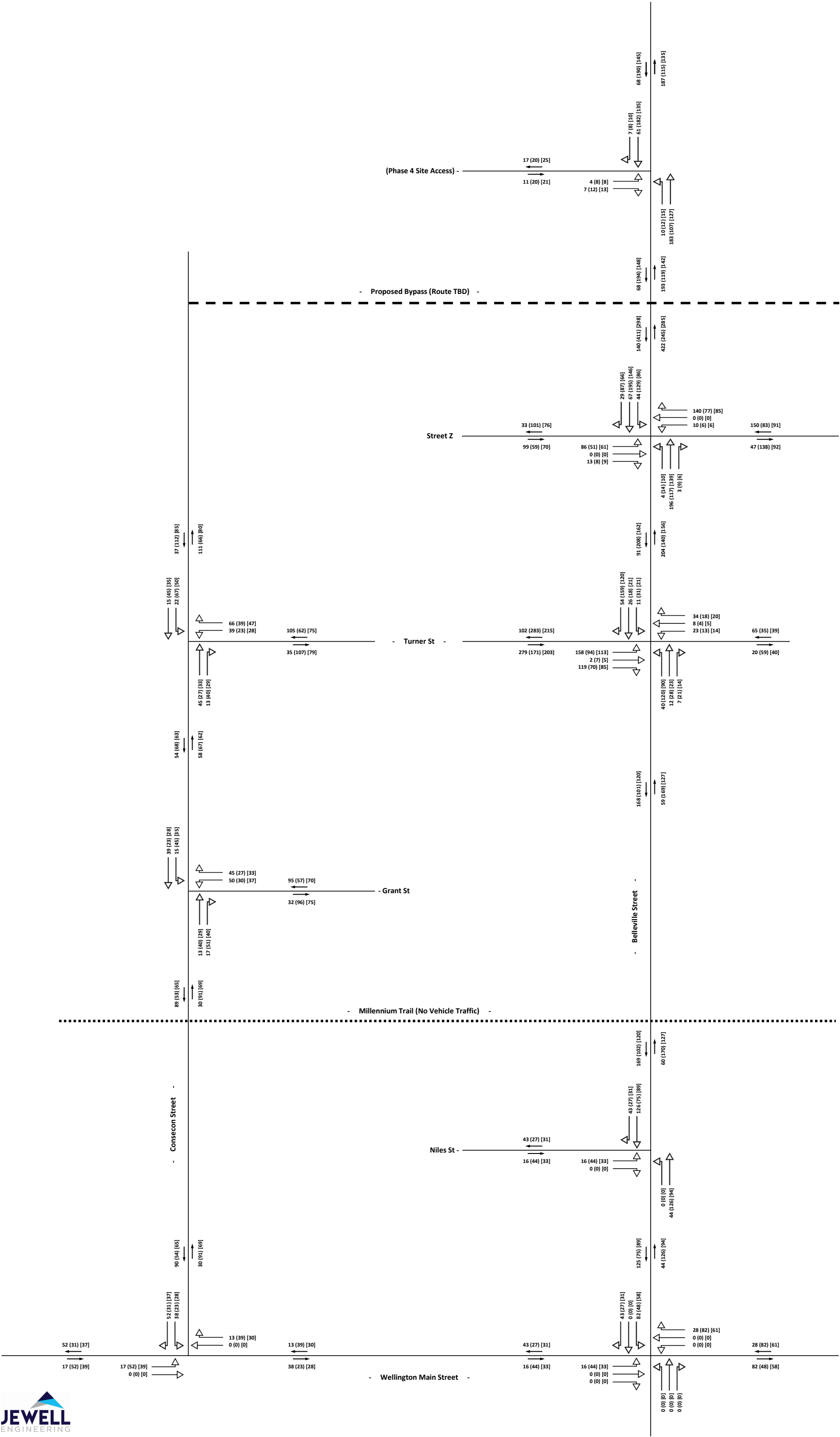


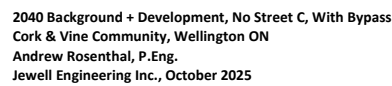












APPENDIX E

Synchro Reports – Base Analysis

Intersection						
Int Delay, s/veh	2.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	38	18	16	97	92	35
Future Vol, veh/h	38	18	16	97	92	35
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	91	91	91	91	91	91
Heavy Vehicles, %	10	7	8	8	6	4
Mvmt Flow	42	20	18	107	101	38
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	263	120	139	0	-	0
Stage 1	120	-	-	-	-	-
Stage 2	143	-	-	-	-	-
Critical Hdwy	6.5	6.27	4.18	-	-	-
Critical Hdwy Stg 1	5.5	-	-	-	-	-
Critical Hdwy Stg 2	5.5	-	-	-	-	-
Follow-up Hdwy	3.59	3.363	2.272	-	-	-
Pot Cap-1 Maneuver	709	918	1408	-	-	-
Stage 1	886	-	-	-	-	-
Stage 2	865	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	699	918	1408	-	-	-
Mov Cap-2 Maneuver	699	-	-	-	-	-
Stage 1	874	-	-	-	-	-
Stage 2	865	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	10.2	1.1		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1408	-	757	-	-	
HCM Lane V/C Ratio	0.012	-	0.081	-	-	
HCM Control Delay (s)	7.6	0	10.2	-	-	
HCM Lane LOS	A	A	B	-	-	
HCM 95th %tile Q(veh)	0	-	0.3	-	-	

Kaitlin C&V
4: Wellington Main St & Belleville St

2025_Bkgd_AM_NoStC_NoBP
HCM 6th TWSC

Intersection												
Int Delay, s/veh	3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	47	208	0	0	193	67	0	0	0	52	0	58
Future Vol, veh/h	47	208	0	0	193	67	0	0	0	52	0	58
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	4	5	2	50	4	3	2	2	2	2	2	4
Mvmt Flow	52	229	0	0	212	74	0	0	0	57	0	64
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	286	0	0	229	0	0	614	619	229	582	582	249
Stage 1	-	-	-	-	-	-	333	333	-	249	249	-
Stage 2	-	-	-	-	-	-	281	286	-	333	333	-
Critical Hdwy	4.14	-	-	4.6	-	-	7.12	6.52	6.22	7.12	6.52	6.24
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.236	-	-	2.65	-	-	3.518	4.018	3.318	3.518	4.018	3.336
Pot Cap-1 Maneuver	1265	-	-	1102	-	-	404	404	810	424	425	785
Stage 1	-	-	-	-	-	-	681	644	-	755	701	-
Stage 2	-	-	-	-	-	-	726	675	-	681	644	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1265	-	-	1102	-	-	358	385	810	409	405	785
Mov Cap-2 Maneuver	-	-	-	-	-	-	358	385	-	409	405	-
Stage 1	-	-	-	-	-	-	649	614	-	720	701	-
Stage 2	-	-	-	-	-	-	667	675	-	649	614	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.5			0			0			13.4		
HCM LOS							A			B		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	-	1265	-	-	1102	-	-	547				
HCM Lane V/C Ratio	-	0.041	-	-	-	-	-	0.221				
HCM Control Delay (s)	0	8	0	-	0	-	-	13.4				
HCM Lane LOS	A	A	A	-	A	-	-	B				
HCM 95th %tile Q(veh)	-	0.1	-	-	0	-	-	0.8				

Intersection						
Int Delay, s/veh	1.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	13	301	218	29	38	13
Future Vol, veh/h	13	301	218	29	38	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	4	5	9	2	2
Mvmt Flow	14	331	240	32	42	14
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	272	0	-	0	615	256
Stage 1	-	-	-	-	256	-
Stage 2	-	-	-	-	359	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1291	-	-	-	455	783
Stage 1	-	-	-	-	787	-
Stage 2	-	-	-	-	707	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1291	-	-	-	449	783
Mov Cap-2 Maneuver	-	-	-	-	449	-
Stage 1	-	-	-	-	777	-
Stage 2	-	-	-	-	707	-
Approach	EB	WB		SB		
HCM Control Delay, s	0.3	0		13		
HCM LOS				B		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1291	-	-	-	504	
HCM Lane V/C Ratio	0.011	-	-	-	0.111	
HCM Control Delay (s)	7.8	0	-	-	13	
HCM Lane LOS	A	A	-	-	B	
HCM 95th %tile Q(veh)	0	-	-	-	0.4	

Intersection						
Int Delay, s/veh	1.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	40	10	16	148	121	43
Future Vol, veh/h	40	10	16	148	121	43
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	91	91	91	91	91	91
Heavy Vehicles, %	3	2	2	4	2	3
Mvmt Flow	44	11	18	163	133	47
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	356	157	180	0	-	0
Stage 1	157	-	-	-	-	-
Stage 2	199	-	-	-	-	-
Critical Hdwy	6.43	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	640	889	1396	-	-	-
Stage 1	869	-	-	-	-	-
Stage 2	832	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	631	889	1396	-	-	-
Mov Cap-2 Maneuver	631	-	-	-	-	-
Stage 1	857	-	-	-	-	-
Stage 2	832	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	10.9	0.7		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1396	-	670	-	-	
HCM Lane V/C Ratio	0.013	-	0.082	-	-	
HCM Control Delay (s)	7.6	0	10.9	-	-	
HCM Lane LOS	A	A	B	-	-	
HCM 95th %tile Q(veh)	0	-	0.3	-	-	

Kaitlin C&V
4: Wellington Main St & Belleville St

2025_Bkgd_PM_NoStC_NoBP
HCM 6th TWSC

Intersection												
Int Delay, s/veh	3.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	100	311	0	0	230	65	0	0	0	33	0	100
Future Vol, veh/h	100	311	0	0	230	65	0	0	0	33	0	100
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	4	2	2	3	6	2	2	2	2	2	3
Mvmt Flow	110	342	0	0	253	71	0	0	0	36	0	110
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	324	0	0	342	0	0	906	886	342	851	851	289
Stage 1	-	-	-	-	-	-	562	562	-	289	289	-
Stage 2	-	-	-	-	-	-	344	324	-	562	562	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.327
Pot Cap-1 Maneuver	1236	-	-	1217	-	-	257	284	701	280	297	748
Stage 1	-	-	-	-	-	-	512	510	-	719	673	-
Stage 2	-	-	-	-	-	-	671	650	-	512	510	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1236	-	-	1217	-	-	201	253	701	256	264	748
Mov Cap-2 Maneuver	-	-	-	-	-	-	201	253	-	256	264	-
Stage 1	-	-	-	-	-	-	456	454	-	640	673	-
Stage 2	-	-	-	-	-	-	572	650	-	456	454	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	2			0			0			15		
HCM LOS							A			C		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	-	1236	-	-	1217	-	-	506				
HCM Lane V/C Ratio	-	0.089	-	-	-	-	-	0.289				
HCM Control Delay (s)	0	8.2	0	-	0	-	-	15				
HCM Lane LOS	A	A	A	-	A	-	-	C				
HCM 95th %tile Q(veh)	-	0.3	-	-	0	-	-	1.2				

Kaitlin C&V
8: Wellington Main St & Consecon St

2025_Bkgd_PM_NoStC_NoBP
HCM 6th TWSC

Intersection						
Int Delay, s/veh	1.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	15	344	314	30	29	29
Future Vol, veh/h	15	344	314	30	29	29
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	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	4	2	4
Mvmt Flow	16	378	345	33	32	32
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	378	0	-	0	772	362
Stage 1	-	-	-	-	362	-
Stage 2	-	-	-	-	410	-
Critical Hdwy	4.12	-	-	-	6.42	6.24
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.336
Pot Cap-1 Maneuver	1180	-	-	-	368	678
Stage 1	-	-	-	-	704	-
Stage 2	-	-	-	-	670	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1180	-	-	-	362	678
Mov Cap-2 Maneuver	-	-	-	-	362	-
Stage 1	-	-	-	-	692	-
Stage 2	-	-	-	-	670	-
Approach	EB	WB		SB		
HCM Control Delay, s	0.3	0		13.8		
HCM LOS				B		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1180	-	-	-	472	
HCM Lane V/C Ratio	0.014	-	-	-	0.135	
HCM Control Delay (s)	8.1	0	-	-	13.8	
HCM Lane LOS	A	A	-	-	B	
HCM 95th %tile Q(veh)	0	-	-	-	0.5	

Intersection						
Int Delay, s/veh	3.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	67	71	16	86	153	49
Future Vol, veh/h	67	71	16	86	153	49
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	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	74	78	18	95	168	54
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	326	195	222	0	-	0
Stage 1	195	-	-	-	-	-
Stage 2	131	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	668	846	1347	-	-	-
Stage 1	838	-	-	-	-	-
Stage 2	895	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	659	846	1347	-	-	-
Mov Cap-2 Maneuver	659	-	-	-	-	-
Stage 1	826	-	-	-	-	-
Stage 2	895	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	11.1	1.2		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1347	-	744	-	-	
HCM Lane V/C Ratio	0.013	-	0.204	-	-	
HCM Control Delay (s)	7.7	0	11.1	-	-	
HCM Lane LOS	A	A	B	-	-	
HCM 95th %tile Q(veh)	0	-	0.8	-	-	

Kaitlin C&V
4: Wellington Main St & Belleville St

2025_Bkgd_Sat_NoStC_NoBP
HCM 6th TWSC

Intersection												
Int Delay, s/veh	10.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	87	347	0	0	290	15	0	0	0	134	0	90
Future Vol, veh/h	87	347	0	0	290	15	0	0	0	134	0	90
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	96	381	0	0	319	16	0	0	0	147	0	99
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	335	0	0	381	0	0	950	908	381	900	900	327
Stage 1	-	-	-	-	-	-	573	573	-	327	327	-
Stage 2	-	-	-	-	-	-	377	335	-	573	573	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1224	-	-	1177	-	-	240	275	666	259	278	714
Stage 1	-	-	-	-	-	-	505	504	-	686	648	-
Stage 2	-	-	-	-	-	-	644	643	-	505	504	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1224	-	-	1177	-	-	191	248	666	239	250	714
Mov Cap-2 Maneuver	-	-	-	-	-	-	191	248	-	239	250	-
Stage 1	-	-	-	-	-	-	455	454	-	617	648	-
Stage 2	-	-	-	-	-	-	555	643	-	455	454	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.6			0			0			43.3		
HCM LOS							A			E		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	-	1224	-	-	1177	-	-	326				
HCM Lane V/C Ratio	-	0.078	-	-	-	-	-	0.755				
HCM Control Delay (s)	0	8.2	0	-	0	-	-	43.3				
HCM Lane LOS	A	A	A	-	A	-	-	E				
HCM 95th %tile Q(veh)	-	0.3	-	-	0	-	-	5.8				

Kaitlin C&V
8: Wellington Main St & Consecon St

2025_Bkgd_Sat_NoStC_NoBP
HCM 6th TWSC

Intersection						
Int Delay, s/veh	1.9					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	40	392	330	46	38	49
Future Vol, veh/h	40	392	330	46	38	49
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	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	44	431	363	51	42	54
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	414	0	-	0	908	389
Stage 1	-	-	-	-	389	-
Stage 2	-	-	-	-	519	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1145	-	-	-	306	659
Stage 1	-	-	-	-	685	-
Stage 2	-	-	-	-	597	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1145	-	-	-	290	659
Mov Cap-2 Maneuver	-	-	-	-	290	-
Stage 1	-	-	-	-	650	-
Stage 2	-	-	-	-	597	-
Approach	EB	WB		SB		
HCM Control Delay, s	0.8	0		15.9		
HCM LOS				C		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1145	-	-	-	424	
HCM Lane V/C Ratio	0.038	-	-	-	0.225	
HCM Control Delay (s)	8.3	0	-	-	15.9	
HCM Lane LOS	A	A	-	-	C	
HCM 95th %tile Q(veh)	0.1	-	-	-	0.9	

Intersection						
Int Delay, s/veh	2.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	43	20	19	110	104	40
Future Vol, veh/h	43	20	19	110	104	40
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	91	91	91	91	91	91
Heavy Vehicles, %	10	7	8	8	6	4
Mvmt Flow	47	22	21	121	114	44
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	299	136	158	0	-	0
Stage 1	136	-	-	-	-	-
Stage 2	163	-	-	-	-	-
Critical Hdwy	6.5	6.27	4.18	-	-	-
Critical Hdwy Stg 1	5.5	-	-	-	-	-
Critical Hdwy Stg 2	5.5	-	-	-	-	-
Follow-up Hdwy	3.59	3.363	2.272	-	-	-
Pot Cap-1 Maneuver	676	900	1386	-	-	-
Stage 1	871	-	-	-	-	-
Stage 2	847	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	665	900	1386	-	-	-
Mov Cap-2 Maneuver	665	-	-	-	-	-
Stage 1	857	-	-	-	-	-
Stage 2	847	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	10.5	1.1		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1386	-	725	-	-	
HCM Lane V/C Ratio	0.015	-	0.095	-	-	
HCM Control Delay (s)	7.6	0	10.5	-	-	
HCM Lane LOS	A	A	B	-	-	
HCM 95th %tile Q(veh)	0	-	0.3	-	-	

Kaitlin C&V
4: Wellington Main St & Belleville St

2028_Bkgd_AM_NoStC_NoBP
HCM 6th TWSC

Intersection												
Int Delay, s/veh	3.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	53	234	0	0	218	75	0	0	0	58	0	65
Future Vol, veh/h	53	234	0	0	218	75	0	0	0	58	0	65
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	4	5	2	50	4	3	2	2	2	2	2	4
Mvmt Flow	58	257	0	0	240	82	0	0	0	64	0	71
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	322	0	0	257	0	0	690	695	257	654	654	281
Stage 1	-	-	-	-	-	-	373	373	-	281	281	-
Stage 2	-	-	-	-	-	-	317	322	-	373	373	-
Critical Hdwy	4.14	-	-	4.6	-	-	7.12	6.52	6.22	7.12	6.52	6.24
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.236	-	-	2.65	-	-	3.518	4.018	3.318	3.518	4.018	3.336
Pot Cap-1 Maneuver	1227	-	-	1074	-	-	359	366	782	380	386	753
Stage 1	-	-	-	-	-	-	648	618	-	726	678	-
Stage 2	-	-	-	-	-	-	694	651	-	648	618	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1227	-	-	1074	-	-	311	346	782	364	365	753
Mov Cap-2 Maneuver	-	-	-	-	-	-	311	346	-	364	365	-
Stage 1	-	-	-	-	-	-	612	584	-	686	678	-
Stage 2	-	-	-	-	-	-	628	651	-	612	584	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.5			0			0			14.8		
HCM LOS							A			B		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	-	1227	-	-	1074	-	-	501				
HCM Lane V/C Ratio	-	0.047	-	-	-	-	-	0.27				
HCM Control Delay (s)	0	8.1	0	-	0	-	-	14.8				
HCM Lane LOS	A	A	A	-	A	-	-	B				
HCM 95th %tile Q(veh)	-	0.1	-	-	0	-	-	1.1				

Kaitlin C&V
8: Wellington Main St & Consecon St

2028_Bkgd_AM_NoStC_NoBP
HCM 6th TWSC

Intersection						
Int Delay, s/veh	1.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	14	339	245	33	43	14
Future Vol, veh/h	14	339	245	33	43	14
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	91	91	91	91	91	91
Heavy Vehicles, %	2	4	5	9	2	2
Mvmt Flow	15	373	269	36	47	15
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	305	0	-	0	690	287
Stage 1	-	-	-	-	287	-
Stage 2	-	-	-	-	403	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1256	-	-	-	411	752
Stage 1	-	-	-	-	762	-
Stage 2	-	-	-	-	675	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1256	-	-	-	405	752
Mov Cap-2 Maneuver	-	-	-	-	405	-
Stage 1	-	-	-	-	751	-
Stage 2	-	-	-	-	675	-
Approach	EB	WB		SB		
HCM Control Delay, s	0.3	0		14.1		
HCM LOS				B		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1256	-	-	-	457	
HCM Lane V/C Ratio	0.012	-	-	-	0.137	
HCM Control Delay (s)	7.9	0	-	-	14.1	
HCM Lane LOS	A	A	-	-	B	
HCM 95th %tile Q(veh)	0	-	-	-	0.5	

Intersection						
Int Delay, s/veh	1.9					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	46	11	19	167	137	48
Future Vol, veh/h	46	11	19	167	137	48
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	91	91	91	91	91	91
Heavy Vehicles, %	3	2	2	4	2	3
Mvmt Flow	51	12	21	184	151	53
Major/Minor	Minor2		Major1	Major2		
Conflicting Flow All	404	178	204	0	-	0
Stage 1	178	-	-	-	-	-
Stage 2	226	-	-	-	-	-
Critical Hdwy	6.43	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	601	865	1368	-	-	-
Stage 1	850	-	-	-	-	-
Stage 2	809	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	591	865	1368	-	-	-
Mov Cap-2 Maneuver	591	-	-	-	-	-
Stage 1	836	-	-	-	-	-
Stage 2	809	-	-	-	-	-
Approach	EB		NB	SB		
HCM Control Delay, s	11.4		0.8	0		
HCM LOS	B					
Minor Lane/Major Mvmt		NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)		1368	-	629	-	-
HCM Lane V/C Ratio		0.015	-	0.1	-	-
HCM Control Delay (s)		7.7	0	11.4	-	-
HCM Lane LOS		A	A	B	-	-
HCM 95th %tile Q(veh)		0	-	0.3	-	-

Kaitlin C&V
4: Wellington Main St & Belleville St

2028_Bkgd_PM_NoStC_NoBP
HCM 6th TWSC

Intersection												
Int Delay, s/veh	3.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	112	350	0	0	259	73	0	0	0	37	0	112
Future Vol, veh/h	112	350	0	0	259	73	0	0	0	37	0	112
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	4	2	2	3	6	2	2	2	2	2	3
Mvmt Flow	123	385	0	0	285	80	0	0	0	41	0	123
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	365	0	0	385	0	0	1018	996	385	956	956	325
Stage 1	-	-	-	-	-	-	631	631	-	325	325	-
Stage 2	-	-	-	-	-	-	387	365	-	631	631	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.327
Pot Cap-1 Maneuver	1194	-	-	1173	-	-	216	244	663	238	258	714
Stage 1	-	-	-	-	-	-	469	474	-	687	649	-
Stage 2	-	-	-	-	-	-	637	623	-	469	474	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1194	-	-	1173	-	-	161	212	663	214	224	714
Mov Cap-2 Maneuver	-	-	-	-	-	-	161	212	-	214	224	-
Stage 1	-	-	-	-	-	-	408	412	-	597	649	-
Stage 2	-	-	-	-	-	-	527	623	-	408	412	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	2			0			0			17.4		
HCM LOS							A			C		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	-	1194	-	-	1173	-	-	452				
HCM Lane V/C Ratio	-	0.103	-	-	-	-	-	0.362				
HCM Control Delay (s)	0	8.4	0	-	0	-	-	17.4				
HCM Lane LOS	A	A	A	-	A	-	-	C				
HCM 95th %tile Q(veh)	-	0.3	-	-	0	-	-	1.6				

Intersection						
Int Delay, s/veh	1.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	17	387	353	34	33	33
Future Vol, veh/h	17	387	353	34	33	33
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	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	4	2	4
Mvmt Flow	19	425	388	37	36	36
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	425	0	-	0	870	407
Stage 1	-	-	-	-	407	-
Stage 2	-	-	-	-	463	-
Critical Hdwy	4.12	-	-	-	6.42	6.24
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.336
Pot Cap-1 Maneuver	1134	-	-	-	322	640
Stage 1	-	-	-	-	672	-
Stage 2	-	-	-	-	634	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1134	-	-	-	315	640
Mov Cap-2 Maneuver	-	-	-	-	315	-
Stage 1	-	-	-	-	657	-
Stage 2	-	-	-	-	634	-
Approach	EB	WB		SB		
HCM Control Delay, s	0.3	0		15.3		
HCM LOS				C		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1134	-	-	-	422	
HCM Lane V/C Ratio	0.016	-	-	-	0.172	
HCM Control Delay (s)	8.2	0	-	-	15.3	
HCM Lane LOS	A	A	-	-	C	
HCM 95th %tile Q(veh)	0.1	-	-	-	0.6	

Intersection						
Int Delay, s/veh	3.9					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	75	80	19	97	172	56
Future Vol, veh/h	75	80	19	97	172	56
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	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	82	88	21	107	189	62
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	369	220	251	0	-	0
Stage 1	220	-	-	-	-	-
Stage 2	149	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	631	820	1314	-	-	-
Stage 1	817	-	-	-	-	-
Stage 2	879	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	620	820	1314	-	-	-
Mov Cap-2 Maneuver	620	-	-	-	-	-
Stage 1	803	-	-	-	-	-
Stage 2	879	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	11.7	1.3		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1314	-	709	-	-	
HCM Lane V/C Ratio	0.016	-	0.24	-	-	
HCM Control Delay (s)	7.8	0	11.7	-	-	
HCM Lane LOS	A	A	B	-	-	
HCM 95th %tile Q(veh)	0	-	0.9	-	-	

Kaitlin C&V
4: Wellington Main St & Belleville St

2028_Bkgd_Sat_NoStC_NoBP
HCM 6th TWSC

Intersection												
Int Delay, s/veh	23.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	98	390	0	0	326	17	0	0	0	151	0	101
Future Vol, veh/h	98	390	0	0	326	17	0	0	0	151	0	101
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	108	429	0	0	358	19	0	0	0	166	0	111
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	377	0	0	429	0	0	1068	1022	429	1013	1013	368
Stage 1	-	-	-	-	-	-	645	645	-	368	368	-
Stage 2	-	-	-	-	-	-	423	377	-	645	645	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1181	-	-	1130	-	-	199	236	626	217	239	677
Stage 1	-	-	-	-	-	-	461	467	-	652	621	-
Stage 2	-	-	-	-	-	-	609	616	-	461	467	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1181	-	-	1130	-	-	151	208	626	197	210	677
Mov Cap-2 Maneuver	-	-	-	-	-	-	151	208	-	197	210	-
Stage 1	-	-	-	-	-	-	406	411	-	574	621	-
Stage 2	-	-	-	-	-	-	509	616	-	406	411	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.7			0			0			96.7		
HCM LOS							A			F		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	-	1181	-	-	1130	-	-	275				
HCM Lane V/C Ratio	-	0.091	-	-	-	-	-	1.007				
HCM Control Delay (s)	0	8.4	0	-	0	-	-	96.7				
HCM Lane LOS	A	A	A	-	A	-	-	F				
HCM 95th %tile Q(veh)	-	0.3	-	-	0	-	-	10.3				

Kaitlin C&V
8: Wellington Main St & Consecon St

2028_Bkgd_Sat_NoStC_NoBP
HCM 6th TWSC

Intersection						
Int Delay, s/veh	2.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	46	441	371	51	43	56
Future Vol, veh/h	46	441	371	51	43	56
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	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	51	485	408	56	47	62
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	464	0	-	0	1023	436
Stage 1	-	-	-	-	436	-
Stage 2	-	-	-	-	587	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1097	-	-	-	261	620
Stage 1	-	-	-	-	652	-
Stage 2	-	-	-	-	556	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1097	-	-	-	244	620
Mov Cap-2 Maneuver	-	-	-	-	244	-
Stage 1	-	-	-	-	610	-
Stage 2	-	-	-	-	556	-
Approach	EB	WB		SB		
HCM Control Delay, s	0.8	0		18.7		
HCM LOS				C		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1097	-	-	-	371	
HCM Lane V/C Ratio	0.046	-	-	-	0.293	
HCM Control Delay (s)	8.4	0	-	-	18.7	
HCM Lane LOS	A	A	-	-	C	
HCM 95th %tile Q(veh)	0.1	-	-	-	1.2	

Kaitlin C&V
2: Belleville St & Turner St

2028_B+Dev_AM_NoStC_NoBP
HCM 6th TWSC

Intersection												
Int Delay, s/veh	3.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	37	0	95	0	0	0	33	152	0	0	144	13
Future Vol, veh/h	37	0	95	0	0	0	33	152	0	0	144	13
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2	2	8	2	2	5	2
Mvmt Flow	41	0	104	0	0	0	36	167	0	0	158	14

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	404	404	165	456	411	167	172	0	0	167	0	0
Stage 1	165	165	-	239	239	-	-	-	-	-	-	-
Stage 2	239	239	-	217	172	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	557	536	879	515	531	877	1405	-	-	1411	-	-
Stage 1	837	762	-	764	708	-	-	-	-	-	-	-
Stage 2	764	708	-	785	756	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	545	521	879	444	516	877	1405	-	-	1411	-	-
Mov Cap-2 Maneuver	545	521	-	444	516	-	-	-	-	-	-	-
Stage 1	814	762	-	743	688	-	-	-	-	-	-	-
Stage 2	743	688	-	692	756	-	-	-	-	-	-	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	10.9	-	-	0	-	-	1.4	-	-	0	-	-
HCM LOS	B	-	-	A	-	-	-	-	-	-	-	-

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1405	-	-	750	-	1411	-	-
HCM Lane V/C Ratio	0.026	-	-	0.193	-	-	-	-
HCM Control Delay (s)	7.6	0	-	10.9	0	0	-	-
HCM Lane LOS	A	A	-	B	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.7	-	0	-	-

Intersection						
Int Delay, s/veh	1.9					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	44	20	19	141	194	45
Future Vol, veh/h	44	20	19	141	194	45
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	91	91	91	91	91	91
Heavy Vehicles, %	10	7	8	8	6	4
Mvmt Flow	48	22	21	155	213	49
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	435	238	262	0	-	0
Stage 1	238	-	-	-	-	-
Stage 2	197	-	-	-	-	-
Critical Hdwy	6.5	6.27	4.18	-	-	-
Critical Hdwy Stg 1	5.5	-	-	-	-	-
Critical Hdwy Stg 2	5.5	-	-	-	-	-
Follow-up Hdwy	3.59	3.363	2.272	-	-	-
Pot Cap-1 Maneuver	564	789	1268	-	-	-
Stage 1	783	-	-	-	-	-
Stage 2	817	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	554	789	1268	-	-	-
Mov Cap-2 Maneuver	554	-	-	-	-	-
Stage 1	769	-	-	-	-	-
Stage 2	817	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	11.7	0.9		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1268	-	611	-	-	
HCM Lane V/C Ratio	0.016	-	0.115	-	-	
HCM Control Delay (s)	7.9	0	11.7	-	-	
HCM Lane LOS	A	A	B	-	-	
HCM 95th %tile Q(veh)	0.1	-	0.4	-	-	

Kaitlin C&V
4: Wellington Main St & Belleville St

2028_B+Dev_AM_NoStC_NoBP
HCM 6th TWSC

Intersection												
Int Delay, s/veh	6.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	54	234	0	0	218	105	0	0	0	144	0	70
Future Vol, veh/h	54	234	0	0	218	105	0	0	0	144	0	70
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	4	5	2	50	4	3	2	2	2	2	2	4
Mvmt Flow	59	257	0	0	240	115	0	0	0	158	0	77
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	355	0	0	257	0	0	711	730	257	673	673	298
Stage 1	-	-	-	-	-	-	375	375	-	298	298	-
Stage 2	-	-	-	-	-	-	336	355	-	375	375	-
Critical Hdwy	4.14	-	-	4.6	-	-	7.12	6.52	6.22	7.12	6.52	6.24
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.236	-	-	2.65	-	-	3.518	4.018	3.318	3.518	4.018	3.336
Pot Cap-1 Maneuver	1193	-	-	1074	-	-	348	349	782	369	377	737
Stage 1	-	-	-	-	-	-	646	617	-	711	667	-
Stage 2	-	-	-	-	-	-	678	630	-	646	617	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1193	-	-	1074	-	-	298	329	782	353	355	737
Mov Cap-2 Maneuver	-	-	-	-	-	-	298	329	-	353	355	-
Stage 1	-	-	-	-	-	-	609	581	-	670	667	-
Stage 2	-	-	-	-	-	-	607	630	-	609	581	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.5			0			0			23.4		
HCM LOS							A			C		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	-	1193	-	-	1074	-	-	426				
HCM Lane V/C Ratio	-	0.05	-	-	-	-	-	0.552				
HCM Control Delay (s)	0	8.2	0	-	0	-	-	23.4				
HCM Lane LOS	A	A	A	-	A	-	-	C				
HCM 95th %tile Q(veh)	-	0.2	-	-	0	-	-	3.3				

Intersection						
Int Delay, s/veh	4.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	88	24	47	30	8	57
Future Vol, veh/h	88	24	47	30	8	57
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	91	91	91	91	91	91
Heavy Vehicles, %	2	2	6	2	2	2
Mvmt Flow	97	26	52	33	9	63
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	150	69	0	0	85	0
Stage 1	69	-	-	-	-	-
Stage 2	81	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	842	994	-	-	1512	-
Stage 1	954	-	-	-	-	-
Stage 2	942	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	837	994	-	-	1512	-
Mov Cap-2 Maneuver	837	-	-	-	-	-
Stage 1	954	-	-	-	-	-
Stage 2	936	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	9.8	0		0.9		
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT	
Capacity (veh/h)	-	-	866	1512	-	
HCM Lane V/C Ratio	-	-	0.142	0.006	-	
HCM Control Delay (s)	-	-	9.8	7.4	0	
HCM Lane LOS	-	-	A	A	A	
HCM 95th %tile Q(veh)	-	-	0.5	0	-	

Intersection						
Int Delay, s/veh	3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	40	339	245	38	57	87
Future Vol, veh/h	40	339	245	38	57	87
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	91	91	91	91	91	91
Heavy Vehicles, %	2	4	5	9	2	2
Mvmt Flow	44	373	269	42	63	96
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	311	0	-	0	751	290
Stage 1	-	-	-	-	290	-
Stage 2	-	-	-	-	461	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1249	-	-	-	378	749
Stage 1	-	-	-	-	759	-
Stage 2	-	-	-	-	635	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1249	-	-	-	361	749
Mov Cap-2 Maneuver	-	-	-	-	361	-
Stage 1	-	-	-	-	726	-
Stage 2	-	-	-	-	635	-
Approach	EB	WB		SB		
HCM Control Delay, s	0.8	0		14.8		
HCM LOS				B		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1249	-	-	-	525	
HCM Lane V/C Ratio	0.035	-	-	-	0.301	
HCM Control Delay (s)	8	0	-	-	14.8	
HCM Lane LOS	A	A	-	-	B	
HCM 95th %tile Q(veh)	0.1	-	-	-	1.3	

Intersection												
Int Delay, s/veh	2.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	22	0	58	0	0	0	99	212	0	0	185	38
Future Vol, veh/h	22	0	58	0	0	0	99	212	0	0	185	38
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2	2	4	2	2	2	2
Mvmt Flow	24	0	64	0	0	0	109	233	0	0	203	42
Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	675	675	224	707	696	233	245	0	0	233	0	0
Stage 1	224	224	-	451	451	-	-	-	-	-	-	-
Stage 2	451	451	-	256	245	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	368	376	815	350	365	806	1321	-	-	1335	-	-
Stage 1	779	718	-	588	571	-	-	-	-	-	-	-
Stage 2	588	571	-	749	703	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	341	340	815	299	330	806	1321	-	-	1335	-	-
Mov Cap-2 Maneuver	341	340	-	299	330	-	-	-	-	-	-	-
Stage 1	705	718	-	532	517	-	-	-	-	-	-	-
Stage 2	532	517	-	690	703	-	-	-	-	-	-	-
Approach	EB		WB			NB			SB			
HCM Control Delay, s	12.2		0			2.5			0			
HCM LOS	B		A									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1321	-	-	590	-	1335	-	-				
HCM Lane V/C Ratio	0.082	-	-	0.149	-	-	-	-				
HCM Control Delay (s)	8	0	-	12.2	0	0	-	-				
HCM Lane LOS	A	A	-	B	A	A	-	-				
HCM 95th %tile Q(veh)	0.3	-	-	0.5	-	0	-	-				

Intersection						
Int Delay, s/veh	1.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	51	11	19	260	192	51
Future Vol, veh/h	51	11	19	260	192	51
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	91	91	91	91	91	91
Heavy Vehicles, %	3	2	2	4	2	3
Mvmt Flow	56	12	21	286	211	56
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	567	239	267	0	-	0
Stage 1	239	-	-	-	-	-
Stage 2	328	-	-	-	-	-
Critical Hdwy	6.43	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	483	800	1297	-	-	-
Stage 1	798	-	-	-	-	-
Stage 2	728	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	474	800	1297	-	-	-
Mov Cap-2 Maneuver	474	-	-	-	-	-
Stage 1	783	-	-	-	-	-
Stage 2	728	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	13.1	0.5		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1297	-	511	-	-	
HCM Lane V/C Ratio	0.016	-	0.133	-	-	
HCM Control Delay (s)	7.8	0	13.1	-	-	
HCM Lane LOS	A	A	B	-	-	
HCM 95th %tile Q(veh)	0	-	0.5	-	-	

Kaitlin C&V
4: Wellington Main St & Belleville St

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Intersection												
Int Delay, s/veh	8.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	118	350	0	0	259	161	0	0	0	90	0	115
Future Vol, veh/h	118	350	0	0	259	161	0	0	0	90	0	115
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	4	2	2	3	6	2	2	2	2	2	3
Mvmt Flow	130	385	0	0	285	177	0	0	0	99	0	126
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	462	0	0	385	0	0	1082	1107	385	1019	1019	374
Stage 1	-	-	-	-	-	-	645	645	-	374	374	-
Stage 2	-	-	-	-	-	-	437	462	-	645	645	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.327
Pot Cap-1 Maneuver	1099	-	-	1173	-	-	195	210	663	215	237	670
Stage 1	-	-	-	-	-	-	461	467	-	647	618	-
Stage 2	-	-	-	-	-	-	598	565	-	461	467	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1099	-	-	1173	-	-	140	179	663	190	201	670
Mov Cap-2 Maneuver	-	-	-	-	-	-	140	179	-	190	201	-
Stage 1	-	-	-	-	-	-	392	397	-	550	618	-
Stage 2	-	-	-	-	-	-	485	565	-	392	397	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	2.2			0			0			39.7		
HCM LOS							A			E		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	-	1099	-	-	1173	-	-	318				
HCM Lane V/C Ratio	-	0.118	-	-	-	-	-	0.708				
HCM Control Delay (s)	0	8.7	0	-	0	-	-	39.7				
HCM Lane LOS	A	A	A	-	A	-	-	E				
HCM 95th %tile Q(veh)	-	0.4	-	-	0	-	-	5.1				

Intersection						
Int Delay, s/veh	3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	54	15	51	90	25	65
Future Vol, veh/h	54	15	51	90	25	65
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	91	91	91	91	91	91
Heavy Vehicles, %	2	2	3	2	2	2
Mvmt Flow	59	16	56	99	27	71
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	231	106	0	0	155	0
Stage 1	106	-	-	-	-	-
Stage 2	125	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	757	948	-	-	1425	-
Stage 1	918	-	-	-	-	-
Stage 2	901	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	742	948	-	-	1425	-
Mov Cap-2 Maneuver	742	-	-	-	-	-
Stage 1	918	-	-	-	-	-
Stage 2	883	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	10.1	0		2.1		
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT	
Capacity (veh/h)	-	-	779	1425	-	
HCM Lane V/C Ratio	-	-	0.097	0.019	-	
HCM Control Delay (s)	-	-	10.1	7.6	0	
HCM Lane LOS	-	-	B	A	A	
HCM 95th %tile Q(veh)	-	-	0.3	0.1	-	

Intersection						
Int Delay, s/veh	3.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	93	387	353	49	42	78
Future Vol, veh/h	93	387	353	49	42	78
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	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	4	2	4
Mvmt Flow	102	425	388	54	46	86
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	442	0	-	0	1044	415
Stage 1	-	-	-	-	415	-
Stage 2	-	-	-	-	629	-
Critical Hdwy	4.12	-	-	-	6.42	6.24
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.336
Pot Cap-1 Maneuver	1118	-	-	-	254	633
Stage 1	-	-	-	-	666	-
Stage 2	-	-	-	-	531	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1118	-	-	-	224	633
Mov Cap-2 Maneuver	-	-	-	-	224	-
Stage 1	-	-	-	-	587	-
Stage 2	-	-	-	-	531	-
Approach	EB	WB		SB		
HCM Control Delay, s	1.7	0		19.1		
HCM LOS				C		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1118	-	-	-	386	
HCM Lane V/C Ratio	0.091	-	-	-	0.342	
HCM Control Delay (s)	8.5	0	-	-	19.1	
HCM Lane LOS	A	A	-	-	C	
HCM 95th %tile Q(veh)	0.3	-	-	-	1.5	

Kaitlin C&V
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Intersection												
Int Delay, s/veh	3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	27	0	71	0	0	0	77	172	0	0	228	30
Future Vol, veh/h	27	0	71	0	0	0	77	172	0	0	228	30
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	30	0	78	0	0	0	85	189	0	0	251	33
Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	627	627	268	666	643	189	284	0	0	189	0	0
Stage 1	268	268	-	359	359	-	-	-	-	-	-	-
Stage 2	359	359	-	307	284	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	396	400	771	373	392	853	1278	-	-	1385	-	-
Stage 1	738	687	-	659	627	-	-	-	-	-	-	-
Stage 2	659	627	-	703	676	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	373	370	771	316	363	853	1278	-	-	1385	-	-
Mov Cap-2 Maneuver	373	370	-	316	363	-	-	-	-	-	-	-
Stage 1	683	687	-	610	581	-	-	-	-	-	-	-
Stage 2	610	581	-	632	676	-	-	-	-	-	-	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	12.4			0			2.5			0		
HCM LOS	B			A								
Minor Lane/Major Mvmt	NBL		NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR			
Capacity (veh/h)	1278		-	-	596	-	1385	-	-			
HCM Lane V/C Ratio	0.066		-	-	0.181	-	-	-	-			
HCM Control Delay (s)	8		0	-	12.4	0	0	-	-			
HCM Lane LOS	A		A	-	B	A	A	-	-			
HCM 95th %tile Q(veh)	0.2		-	-	0.7	-	0	-	-			

Intersection						
Int Delay, s/veh	3.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	79	80	19	170	240	59
Future Vol, veh/h	79	80	19	170	240	59
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	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	87	88	21	187	264	65
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	526	297	329	0	-	0
Stage 1	297	-	-	-	-	-
Stage 2	229	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	512	742	1231	-	-	-
Stage 1	754	-	-	-	-	-
Stage 2	809	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	502	742	1231	-	-	-
Mov Cap-2 Maneuver	502	-	-	-	-	-
Stage 1	740	-	-	-	-	-
Stage 2	809	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	13.4	0.8		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1231	-	600	-	-	
HCM Lane V/C Ratio	0.017	-	0.291	-	-	
HCM Control Delay (s)	8	0	13.4	-	-	
HCM Lane LOS	A	A	B	-	-	
HCM 95th %tile Q(veh)	0.1	-	1.2	-	-	

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Intersection												
Int Delay, s/veh	73.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	102	390	0	0	326	86	0	0	0	215	0	105
Future Vol, veh/h	102	390	0	0	326	86	0	0	0	215	0	105
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	112	429	0	0	358	95	0	0	0	236	0	115
Major/Minor	Major1		Major2			Minor1			Minor2			
Conflicting Flow All	453	0	0	429	0	0	1116	1106	429	1059	1059	406
Stage 1	-	-	-	-	-	-	653	653	-	406	406	-
Stage 2	-	-	-	-	-	-	463	453	-	653	653	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1108	-	-	1130	-	-	185	210	626	~ 202	224	645
Stage 1	-	-	-	-	-	-	456	464	-	622	598	-
Stage 2	-	-	-	-	-	-	579	570	-	456	464	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1108	-	-	1130	-	-	136	182	626	~ 181	194	645
Mov Cap-2 Maneuver	-	-	-	-	-	-	136	182	-	~ 181	194	-
Stage 1	-	-	-	-	-	-	395	402	-	539	598	-
Stage 2	-	-	-	-	-	-	475	570	-	395	402	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.8			0			0			277.3		
HCM LOS							A			F		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	-	1108	-	-	1130	-	-	237				
HCM Lane V/C Ratio	-	0.101	-	-	-	-	-	1.484				
HCM Control Delay (s)	0	8.6	0	-	0	-	-	277.3				
HCM Lane LOS	A	A	A	-	A	-	-	F				
HCM 95th %tile Q(veh)	-	0.3	-	-	0	-	-	20.7				
Notes												
~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon												

Intersection						
Int Delay, s/veh	2.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	65	18	97	71	20	98
Future Vol, veh/h	65	18	97	71	20	98
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	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	71	20	107	78	22	108
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	298	146	0	0	185	0
Stage 1	146	-	-	-	-	-
Stage 2	152	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	693	901	-	-	1390	-
Stage 1	881	-	-	-	-	-
Stage 2	876	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	681	901	-	-	1390	-
Mov Cap-2 Maneuver	681	-	-	-	-	-
Stage 1	881	-	-	-	-	-
Stage 2	861	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	10.7	0		1.3		
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT	
Capacity (veh/h)	-	-	719	1390	-	
HCM Lane V/C Ratio	-	-	0.127	0.016	-	
HCM Control Delay (s)	-	-	10.7	7.6	0	
HCM Lane LOS	-	-	B	A	A	
HCM 95th %tile Q(veh)	-	-	0.4	0	-	

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Intersection						
Int Delay, s/veh	4.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	105	441	371	63	54	110
Future Vol, veh/h	105	441	371	63	54	110
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	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	115	485	408	69	59	121
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	477	0	-	0	1158	443
Stage 1	-	-	-	-	443	-
Stage 2	-	-	-	-	715	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1085	-	-	-	217	615
Stage 1	-	-	-	-	647	-
Stage 2	-	-	-	-	485	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1085	-	-	-	186	615
Mov Cap-2 Maneuver	-	-	-	-	186	-
Stage 1	-	-	-	-	553	-
Stage 2	-	-	-	-	485	-
Approach	EB	WB		SB		
HCM Control Delay, s	1.7	0		25.7		
HCM LOS				D		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1085	-	-	-	350	
HCM Lane V/C Ratio	0.106	-	-	-	0.515	
HCM Control Delay (s)	8.7	0	-	-	25.7	
HCM Lane LOS	A	A	-	-	D	
HCM 95th %tile Q(veh)	0.4	-	-	-	2.8	

Intersection						
Int Delay, s/veh	2.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	58	27	25	150	142	55
Future Vol, veh/h	58	27	25	150	142	55
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	91	91	91	91	91	91
Heavy Vehicles, %	10	7	8	8	6	4
Mvmt Flow	64	30	27	165	156	60
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	405	186	216	0	-	0
Stage 1	186	-	-	-	-	-
Stage 2	219	-	-	-	-	-
Critical Hdwy	6.5	6.27	4.18	-	-	-
Critical Hdwy Stg 1	5.5	-	-	-	-	-
Critical Hdwy Stg 2	5.5	-	-	-	-	-
Follow-up Hdwy	3.59	3.363	2.272	-	-	-
Pot Cap-1 Maneuver	587	843	1319	-	-	-
Stage 1	827	-	-	-	-	-
Stage 2	799	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	573	843	1319	-	-	-
Mov Cap-2 Maneuver	573	-	-	-	-	-
Stage 1	808	-	-	-	-	-
Stage 2	799	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	11.6	1.1		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1319	-	638	-	-	
HCM Lane V/C Ratio	0.021	-	0.146	-	-	
HCM Control Delay (s)	7.8	0	11.6	-	-	
HCM Lane LOS	A	A	B	-	-	
HCM 95th %tile Q(veh)	0.1	-	0.5	-	-	

Kaitlin C&V
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Intersection												
Int Delay, s/veh	5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	72	320	0	0	298	103	0	0	0	80	0	90
Future Vol, veh/h	72	320	0	0	298	103	0	0	0	80	0	90
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	4	5	2	50	4	3	2	2	2	2	2	4
Mvmt Flow	79	352	0	0	327	113	0	0	0	88	0	99

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	440	0	0	352	0	0	943	950	352	894	894	384
Stage 1	-	-	-	-	-	-	510	510	-	384	384	-
Stage 2	-	-	-	-	-	-	433	440	-	510	510	-
Critical Hdwy	4.14	-	-	4.6	-	-	7.12	6.52	6.22	7.12	6.52	6.24
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.236	-	-	2.65	-	-	3.518	4.018	3.318	3.518	4.018	3.336
Pot Cap-1 Maneuver	1109	-	-	983	-	-	243	260	692	262	280	659
Stage 1	-	-	-	-	-	-	546	538	-	639	611	-
Stage 2	-	-	-	-	-	-	601	578	-	546	538	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1109	-	-	983	-	-	192	237	692	244	255	659
Mov Cap-2 Maneuver	-	-	-	-	-	-	192	237	-	244	255	-
Stage 1	-	-	-	-	-	-	497	490	-	582	611	-
Stage 2	-	-	-	-	-	-	511	578	-	497	490	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.6	0	0	24.7
HCM LOS			A	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	1109	-	-	983	-	-	366
HCM Lane V/C Ratio	-	0.071	-	-	-	-	-	0.51
HCM Control Delay (s)	0	8.5	0	-	0	-	-	24.7
HCM Lane LOS	A	A	A	-	A	-	-	C
HCM 95th %tile Q(veh)	-	0.2	-	-	0	-	-	2.8

Kaitlin C&V
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HCM 6th TWSC

Intersection						
Int Delay, s/veh	1.8					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	19	464	335	45	58	19
Future Vol, veh/h	19	464	335	45	58	19
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	91	91	91	91	91	91
Heavy Vehicles, %	2	4	5	9	2	2
Mvmt Flow	21	510	368	49	64	21
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	417	0	-	0	945	393
Stage 1	-	-	-	-	393	-
Stage 2	-	-	-	-	552	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1142	-	-	-	291	656
Stage 1	-	-	-	-	682	-
Stage 2	-	-	-	-	577	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1142	-	-	-	283	656
Mov Cap-2 Maneuver	-	-	-	-	283	-
Stage 1	-	-	-	-	664	-
Stage 2	-	-	-	-	577	-
Approach	EB	WB		SB		
HCM Control Delay, s	0.3	0		19.7		
HCM LOS				C		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1142	-	-	-	329	
HCM Lane V/C Ratio	0.018	-	-	-	0.257	
HCM Control Delay (s)	8.2	0	-	-	19.7	
HCM Lane LOS	A	A	-	-	C	
HCM 95th %tile Q(veh)	0.1	-	-	-	1	

Intersection						
Int Delay, s/veh	2.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	62	16	25	228	187	66
Future Vol, veh/h	62	16	25	228	187	66
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	91	91	91	91	91	91
Heavy Vehicles, %	3	2	2	4	2	3
Mvmt Flow	68	18	27	251	205	73
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	547	242	278	0	-	0
Stage 1	242	-	-	-	-	-
Stage 2	305	-	-	-	-	-
Critical Hdwy	6.43	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	496	797	1285	-	-	-
Stage 1	796	-	-	-	-	-
Stage 2	745	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	484	797	1285	-	-	-
Mov Cap-2 Maneuver	484	-	-	-	-	-
Stage 1	777	-	-	-	-	-
Stage 2	745	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	13.2	0.8		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1285	-	526	-	-	
HCM Lane V/C Ratio	0.021	-	0.163	-	-	
HCM Control Delay (s)	7.9	0	13.2	-	-	
HCM Lane LOS	A	A	B	-	-	
HCM 95th %tile Q(veh)	0.1	-	0.6	-	-	

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Intersection												
Int Delay, s/veh	8.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	154	478	0	0	354	99	0	0	0	51	0	154
Future Vol, veh/h	154	478	0	0	354	99	0	0	0	51	0	154
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	4	2	2	3	6	2	2	2	2	2	3
Mvmt Flow	169	525	0	0	389	109	0	0	0	56	0	169
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	498	0	0	525	0	0	1391	1361	525	1307	1307	444
Stage 1	-	-	-	-	-	-	863	863	-	444	444	-
Stage 2	-	-	-	-	-	-	528	498	-	863	863	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.327
Pot Cap-1 Maneuver	1066	-	-	1042	-	-	120	148	552	137	160	612
Stage 1	-	-	-	-	-	-	349	372	-	593	575	-
Stage 2	-	-	-	-	-	-	534	544	-	349	372	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1066	-	-	1042	-	-	72	115	552	113	124	612
Mov Cap-2 Maneuver	-	-	-	-	-	-	72	115	-	113	124	-
Stage 1	-	-	-	-	-	-	271	289	-	460	575	-
Stage 2	-	-	-	-	-	-	386	544	-	271	289	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	2.2			0			0			49.1		
HCM LOS							A			E		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	-	1066	-	-	1042	-	-	292				
HCM Lane V/C Ratio	-	0.159	-	-	-	-	-	0.771				
HCM Control Delay (s)	0	9	0	-	0	-	-	49.1				
HCM Lane LOS	A	A	A	-	A	-	-	E				
HCM 95th %tile Q(veh)	-	0.6	-	-	0	-	-	5.9				

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HCM 6th TWSC

Intersection						
Int Delay, s/veh	2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	23	530	483	47	45	45
Future Vol, veh/h	23	530	483	47	45	45
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	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	4	2	4
Mvmt Flow	25	582	531	52	49	49
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	583	0	-	0	1189	557
Stage 1	-	-	-	-	557	-
Stage 2	-	-	-	-	632	-
Critical Hdwy	4.12	-	-	-	6.42	6.24
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.336
Pot Cap-1 Maneuver	991	-	-	-	208	526
Stage 1	-	-	-	-	574	-
Stage 2	-	-	-	-	530	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	991	-	-	-	200	526
Mov Cap-2 Maneuver	-	-	-	-	200	-
Stage 1	-	-	-	-	553	-
Stage 2	-	-	-	-	530	-
Approach	EB	WB		SB		
HCM Control Delay, s	0.4	0		23.7		
HCM LOS				C		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	991	-	-	-	290	
HCM Lane V/C Ratio	0.026	-	-	-	0.341	
HCM Control Delay (s)	8.7	0	-	-	23.7	
HCM Lane LOS	A	A	-	-	C	
HCM 95th %tile Q(veh)	0.1	-	-	-	1.5	

Intersection						
Int Delay, s/veh	4.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	103	109	25	132	236	76
Future Vol, veh/h	103	109	25	132	236	76
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	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	113	120	27	145	259	84
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	500	301	343	0	-	0
Stage 1	301	-	-	-	-	-
Stage 2	199	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	530	739	1216	-	-	-
Stage 1	751	-	-	-	-	-
Stage 2	835	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	517	739	1216	-	-	-
Mov Cap-2 Maneuver	517	-	-	-	-	-
Stage 1	733	-	-	-	-	-
Stage 2	835	-	-	-	-	-
Approach	EB		NB		SB	
HCM Control Delay, s	14.5		1.3		0	
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1216	-	611	-	-	
HCM Lane V/C Ratio	0.023	-	0.381	-	-	
HCM Control Delay (s)	8	0	14.5	-	-	
HCM Lane LOS	A	A	B	-	-	
HCM 95th %tile Q(veh)	0.1	-	1.8	-	-	

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Intersection												
Int Delay, s/veh	171.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	134	534	0	0	446	23	0	0	0	206	0	138
Future Vol, veh/h	134	534	0	0	446	23	0	0	0	206	0	138
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	147	587	0	0	490	25	0	0	0	226	0	152
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	515	0	0	587	0	0	1460	1396	587	1384	1384	503
Stage 1	-	-	-	-	-	-	881	881	-	503	503	-
Stage 2	-	-	-	-	-	-	579	515	-	881	881	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1051	-	-	988	-	-	107	141	510	~ 121	143	569
Stage 1	-	-	-	-	-	-	341	365	-	551	541	-
Stage 2	-	-	-	-	-	-	501	535	-	341	365	-
Platoon blocked, %		-	-	-	-	-						
Mov Cap-1 Maneuver	1051	-	-	988	-	-	66	112	510	~ 102	113	569
Mov Cap-2 Maneuver	-	-	-	-	-	-	66	112	-	~ 102	113	-
Stage 1	-	-	-	-	-	-	270	289	-	436	541	-
Stage 2	-	-	-	-	-	-	367	535	-	270	289	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.8			0			0			\$ 735.3		
HCM LOS							A			F		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	-	1051	-	-	988	-	-	152				
HCM Lane V/C Ratio	-	0.14	-	-	-	-	-	2.487				
HCM Control Delay (s)	0	9	0	-	0	-	-	\$ 735.3				
HCM Lane LOS	A	A	A	-	A	-	-	F				
HCM 95th %tile Q(veh)	-	0.5	-	-	0	-	-	32.6				
Notes												
~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon												

Intersection						
Int Delay, s/veh	4.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	62	604	508	70	58	76
Future Vol, veh/h	62	604	508	70	58	76
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	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	68	664	558	77	64	84
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	635	0	-	0	1397	597
Stage 1	-	-	-	-	597	-
Stage 2	-	-	-	-	800	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	948	-	-	-	155	503
Stage 1	-	-	-	-	550	-
Stage 2	-	-	-	-	442	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	948	-	-	-	137	503
Mov Cap-2 Maneuver	-	-	-	-	137	-
Stage 1	-	-	-	-	487	-
Stage 2	-	-	-	-	442	-
Approach	EB	WB		SB		
HCM Control Delay, s	0.8	0		43.7		
HCM LOS	E					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	948	-	-	-	233	
HCM Lane V/C Ratio	0.072	-	-	-	0.632	
HCM Control Delay (s)	9.1	0	-	-	43.7	
HCM Lane LOS	A	A	-	-	E	
HCM 95th %tile Q(veh)	0.2	-	-	-	3.8	

Intersection												
Int Delay, s/veh	3.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	82	0	60	0	0	0	20	260	0	0	214	28
Future Vol, veh/h	82	0	60	0	0	0	20	260	0	0	214	28
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2	2	8	2	2	5	2
Mvmt Flow	90	0	66	0	0	0	22	286	0	0	235	31
Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	581	581	251	614	596	286	266	0	0	286	0	0
Stage 1	251	251	-	330	330	-	-	-	-	-	-	-
Stage 2	330	330	-	284	266	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	425	425	788	404	417	753	1298	-	-	1276	-	-
Stage 1	753	699	-	683	646	-	-	-	-	-	-	-
Stage 2	683	646	-	723	689	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	419	417	788	364	409	753	1298	-	-	1276	-	-
Mov Cap-2 Maneuver	419	417	-	364	409	-	-	-	-	-	-	-
Stage 1	738	699	-	669	633	-	-	-	-	-	-	-
Stage 2	669	633	-	663	689	-	-	-	-	-	-	-
Approach	EB		WB			NB			SB			
HCM Control Delay, s	14.8		0			0.6			0			
HCM LOS	B		A									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1298	-	-	522	-	1276	-	-				
HCM Lane V/C Ratio	0.017	-	-	0.299	-	-	-	-				
HCM Control Delay (s)	7.8	0	-	14.8	0	0	-	-				
HCM Lane LOS	A	A	-	B	A	A	-	-				
HCM 95th %tile Q(veh)	0.1	-	-	1.2	-	0	-	-				

Intersection												
Int Delay, s/veh	8.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	51	0	298	0	0	0	102	229	0	0	257	18
Future Vol, veh/h	51	0	298	0	0	0	102	229	0	0	257	18
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2	2	8	2	2	5	2
Mvmt Flow	56	0	327	0	0	0	112	252	0	0	282	20
Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	768	768	292	932	778	252	302	0	0	252	0	0
Stage 1	292	292	-	476	476	-	-	-	-	-	-	-
Stage 2	476	476	-	456	302	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	319	332	747	247	328	787	1259	-	-	1313	-	-
Stage 1	716	671	-	570	557	-	-	-	-	-	-	-
Stage 2	570	557	-	584	664	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	294	298	747	128	294	787	1259	-	-	1313	-	-
Mov Cap-2 Maneuver	294	298	-	128	294	-	-	-	-	-	-	-
Stage 1	642	671	-	511	500	-	-	-	-	-	-	-
Stage 2	511	500	-	328	664	-	-	-	-	-	-	-
Approach	EB		WB			NB			SB			
HCM Control Delay, s	20.4		0			2.5			0			
HCM LOS	C		A									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1259	-	-	610	-	1313	-	-				
HCM Lane V/C Ratio	0.089	-	-	0.629	-	-	-	-				
HCM Control Delay (s)	8.1	0	-	20.4	0	0	-	-				
HCM Lane LOS	A	A	-	C	A	A	-	-				
HCM 95th %tile Q(veh)	0.3	-	-	4.4	-	0	-	-				

Intersection						
Int Delay, s/veh	2.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	66	27	25	264	477	78
Future Vol, veh/h	66	27	25	264	477	78
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	91	91	91	91	91	91
Heavy Vehicles, %	10	7	8	8	6	4
Mvmt Flow	73	30	27	290	524	86
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	911	567	610	0	-	0
Stage 1	567	-	-	-	-	-
Stage 2	344	-	-	-	-	-
Critical Hdwy	6.5	6.27	4.18	-	-	-
Critical Hdwy Stg 1	5.5	-	-	-	-	-
Critical Hdwy Stg 2	5.5	-	-	-	-	-
Follow-up Hdwy	3.59	3.363	2.272	-	-	-
Pot Cap-1 Maneuver	295	514	940	-	-	-
Stage 1	552	-	-	-	-	-
Stage 2	700	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	285	514	940	-	-	-
Mov Cap-2 Maneuver	285	-	-	-	-	-
Stage 1	533	-	-	-	-	-
Stage 2	700	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	20.9	0.8		0		
HCM LOS	C					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	940	-	327	-	-	
HCM Lane V/C Ratio	0.029	-	0.313	-	-	
HCM Control Delay (s)	8.9	0	20.9	-	-	
HCM Lane LOS	A	A	C	-	-	
HCM 95th %tile Q(veh)	0.1	-	1.3	-	-	

Kaitlin C&V
4: Wellington Main St & Belleville St

2036_B+Dev_AM_w-StC_NoBP
HCM 6th TWSC

Intersection												
Int Delay, s/veh	212.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	80	320	0	0	298	209	0	0	0	392	0	113
Future Vol, veh/h	80	320	0	0	298	209	0	0	0	392	0	113
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	4	5	2	50	4	3	2	2	2	2	2	4
Mvmt Flow	88	352	0	0	327	230	0	0	0	431	0	124
Major/Minor	Major1		Major2			Minor1			Minor2			
Conflicting Flow All	557	0	0	352	0	0	1032	1085	352	970	970	442
Stage 1	-	-	-	-	-	-	528	528	-	442	442	-
Stage 2	-	-	-	-	-	-	504	557	-	528	528	-
Critical Hdwy	4.14	-	-	4.6	-	-	7.12	6.52	6.22	7.12	6.52	6.24
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.236	-	-	2.65	-	-	3.518	4.018	3.318	3.518	4.018	3.336
Pot Cap-1 Maneuver	1004	-	-	983	-	-	211	217	692	~ 233	253	611
Stage 1	-	-	-	-	-	-	534	528	-	594	576	-
Stage 2	-	-	-	-	-	-	550	512	-	534	528	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1004	-	-	983	-	-	154	193	692	~ 214	225	611
Mov Cap-2 Maneuver	-	-	-	-	-	-	154	193	-	~ 214	225	-
Stage 1	-	-	-	-	-	-	476	470	-	529	576	-
Stage 2	-	-	-	-	-	-	438	512	-	476	470	-
Approach	EB		WB			NB			SB			
HCM Control Delay, s	1.8		0			0			\$ 593.4			
HCM LOS						A			F			
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	-	1004	-	-	983	-	-	250				
HCM Lane V/C Ratio	-	0.088	-	-	-	-	-	2.22				
HCM Control Delay (s)	0	8.9	0	-	0	-	-	\$ 593.4				
HCM Lane LOS	A	A	A	-	A	-	-	F				
HCM 95th %tile Q(veh)	-	0.3	-	-	0	-	-	43				
Notes												
~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon												

Intersection						
Int Delay, s/veh	3.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	62	43	110	21	14	94
Future Vol, veh/h	62	43	110	21	14	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	91	91	91	91	91	91
Heavy Vehicles, %	2	2	6	2	2	2
Mvmt Flow	68	47	121	23	15	103
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	266	133	0	0	144	0
Stage 1	133	-	-	-	-	-
Stage 2	133	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	723	916	-	-	1438	-
Stage 1	893	-	-	-	-	-
Stage 2	893	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	715	916	-	-	1438	-
Mov Cap-2 Maneuver	715	-	-	-	-	-
Stage 1	893	-	-	-	-	-
Stage 2	883	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	10.4	0		1		
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT	
Capacity (veh/h)	-	-	786	1438	-	
HCM Lane V/C Ratio	-	-	0.147	0.011	-	
HCM Control Delay (s)	-	-	10.4	7.5	0	
HCM Lane LOS	-	-	B	A	A	
HCM 95th %tile Q(veh)	-	-	0.5	0	-	

Intersection						
Int Delay, s/veh	4.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	135	28	103	46	10	146
Future Vol, veh/h	135	28	103	46	10	146
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	91	91	91	91	91	91
Heavy Vehicles, %	2	2	6	2	2	2
Mvmt Flow	148	31	113	51	11	160
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	321	139	0	0	164	0
Stage 1	139	-	-	-	-	-
Stage 2	182	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	673	909	-	-	1414	-
Stage 1	888	-	-	-	-	-
Stage 2	849	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	667	909	-	-	1414	-
Mov Cap-2 Maneuver	667	-	-	-	-	-
Stage 1	888	-	-	-	-	-
Stage 2	841	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	11.9	0		0.5		
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT	
Capacity (veh/h)	-	-	699	1414	-	
HCM Lane V/C Ratio	-	-	0.256	0.008	-	
HCM Control Delay (s)	-	-	11.9	7.6	0	
HCM Lane LOS	-	-	B	A	A	
HCM 95th %tile Q(veh)	-	-	1	0	-	

Intersection						
Int Delay, s/veh	3.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	113	18	131	39	6	276
Future Vol, veh/h	113	18	131	39	6	276
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	91	91	91	91	91	91
Heavy Vehicles, %	2	2	6	2	2	2
Mvmt Flow	124	20	144	43	7	303
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	483	166	0	0	187	0
Stage 1	166	-	-	-	-	-
Stage 2	317	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	542	878	-	-	1387	-
Stage 1	863	-	-	-	-	-
Stage 2	738	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	539	878	-	-	1387	-
Mov Cap-2 Maneuver	539	-	-	-	-	-
Stage 1	863	-	-	-	-	-
Stage 2	734	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	13.5	0		0.2		
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT	
Capacity (veh/h)	-	-	569	1387	-	
HCM Lane V/C Ratio	-	-	0.253	0.005	-	
HCM Control Delay (s)	-	-	13.5	7.6	0	
HCM Lane LOS	-	-	B	A	A	
HCM 95th %tile Q(veh)	-	-	1	0	-	

Intersection						
Int Delay, s/veh	30.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	110	464	335	60	101	287
Future Vol, veh/h	110	464	335	60	101	287
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	91	91	91	91	91	91
Heavy Vehicles, %	2	4	5	9	2	2
Mvmt Flow	121	510	368	66	111	315
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	434	0	-	0	1153	401
Stage 1	-	-	-	-	401	-
Stage 2	-	-	-	-	752	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1126	-	-	-	218	649
Stage 1	-	-	-	-	676	-
Stage 2	-	-	-	-	466	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1126	-	-	-	185	649
Mov Cap-2 Maneuver	-	-	-	-	185	-
Stage 1	-	-	-	-	575	-
Stage 2	-	-	-	-	466	-
Approach	EB	WB		SB		
HCM Control Delay, s	1.6	0		102.8		
HCM LOS				F		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1126	-	-	-	393	
HCM Lane V/C Ratio	0.107	-	-	-	1.085	
HCM Control Delay (s)	8.6	0	-	-	102.8	
HCM Lane LOS	A	A	-	-	F	
HCM 95th %tile Q(veh)	0.4	-	-	-	14.9	

Intersection												
Int Delay, s/veh	2.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	49	0	35	0	0	0	61	321	0	0	307	84
Future Vol, veh/h	49	0	35	0	0	0	61	321	0	0	307	84
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2	2	4	2	2	2	2
Mvmt Flow	54	0	38	0	0	0	67	353	0	0	337	92

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	870	870	383	889	916	353	429	0	0	353	0	0
Stage 1	383	383	-	487	487	-	-	-	-	-	-	-
Stage 2	487	487	-	402	429	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	272	290	664	264	272	691	1130	-	-	1206	-	-
Stage 1	640	612	-	562	550	-	-	-	-	-	-	-
Stage 2	562	550	-	625	584	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	256	269	664	235	252	691	1130	-	-	1206	-	-
Mov Cap-2 Maneuver	256	269	-	235	252	-	-	-	-	-	-	-
Stage 1	593	612	-	520	509	-	-	-	-	-	-	-
Stage 2	520	509	-	589	584	-	-	-	-	-	-	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	19.3	-	-	0	-	-	1.3	-	-	0	-	-
HCM LOS	C	-	-	A	-	-	-	-	-	-	-	-

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1130	-	-	344	-	1206	-	-
HCM Lane V/C Ratio	0.059	-	-	0.268	-	-	-	-
HCM Control Delay (s)	8.4	0	-	19.3	0	0	-	-
HCM Lane LOS	A	A	-	C	A	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	1.1	-	0	-	-

Intersection												
Int Delay, s/veh	8.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	31	0	179	0	0	0	308	351	0	0	288	53
Future Vol, veh/h	31	0	179	0	0	0	308	351	0	0	288	53
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2	2	4	2	2	2	2
Mvmt Flow	34	0	197	0	0	0	338	386	0	0	316	58
Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	1407	1407	345	1506	1436	386	374	0	0	386	0	0
Stage 1	345	345	-	1062	1062	-	-	-	-	-	-	-
Stage 2	1062	1062	-	444	374	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	117	139	698	99	133	662	1184	-	-	1172	-	-
Stage 1	671	636	-	270	300	-	-	-	-	-	-	-
Stage 2	270	300	-	593	618	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	84	89	698	51	85	662	1184	-	-	1172	-	-
Mov Cap-2 Maneuver	84	89	-	51	85	-	-	-	-	-	-	-
Stage 1	427	636	-	172	191	-	-	-	-	-	-	-
Stage 2	172	191	-	426	618	-	-	-	-	-	-	-
Approach	EB		WB			NB			SB			
HCM Control Delay, s	36.2		0			4.3			0			
HCM LOS	E		A									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1184	-	-	336	-	1172	-	-				
HCM Lane V/C Ratio	0.286	-	-	0.687	-	-	-	-				
HCM Control Delay (s)	9.3	0	-	36.2	0	0	-	-				
HCM Lane LOS	A	A	-	E	A	A	-	-				
HCM 95th %tile Q(veh)	1.2	-	-	4.8	-	0	-	-				

Intersection						
Int Delay, s/veh	3.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	86	16	25	573	387	80
Future Vol, veh/h	86	16	25	573	387	80
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	91	91	91	91	91	91
Heavy Vehicles, %	3	2	2	4	2	3
Mvmt Flow	95	18	27	630	425	88
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1153	469	513	0	-	0
Stage 1	469	-	-	-	-	-
Stage 2	684	-	-	-	-	-
Critical Hdwy	6.43	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	217	594	1052	-	-	-
Stage 1	628	-	-	-	-	-
Stage 2	499	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	209	594	1052	-	-	-
Mov Cap-2 Maneuver	209	-	-	-	-	-
Stage 1	604	-	-	-	-	-
Stage 2	499	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	34	0.4		0		
HCM LOS	D					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1052	-	233	-	-	
HCM Lane V/C Ratio	0.026	-	0.481	-	-	
HCM Control Delay (s)	8.5	0	34	-	-	
HCM Lane LOS	A	A	D	-	-	
HCM 95th %tile Q(veh)	0.1	-	2.4	-	-	

Kaitlin C&V
4: Wellington Main St & Belleville St

2036_B+Dev_PM_w-StC_NoBP
HCM 6th TWSC

Intersection												
Int Delay, s/veh	332.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	178	478	0	0	354	420	0	0	0	238	0	167
Future Vol, veh/h	178	478	0	0	354	420	0	0	0	238	0	167
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	4	2	2	3	6	2	2	2	2	2	3
Mvmt Flow	196	525	0	0	389	462	0	0	0	262	0	184
Major/Minor	Major1		Major2			Minor1			Minor2			
Conflicting Flow All	851	0	0	525	0	0	1629	1768	525	1537	1537	620
Stage 1	-	-	-	-	-	-	917	917	-	620	620	-
Stage 2	-	-	-	-	-	-	712	851	-	917	917	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.327
Pot Cap-1 Maneuver	788	-	-	1042	-	-	82	84	552	~ 95	116	486
Stage 1	-	-	-	-	-	-	326	351	-	476	480	-
Stage 2	-	-	-	-	-	-	423	376	-	326	351	-
Platoon blocked, %		-	-	-	-	-						
Mov Cap-1 Maneuver	788	-	-	1042	-	-	37	55	552	~ 69	75	486
Mov Cap-2 Maneuver	-	-	-	-	-	-	37	55	-	~ 69	75	-
Stage 1	-	-	-	-	-	-	212	228	-	309	480	-
Stage 2	-	-	-	-	-	-	263	376	-	~ 212	228	-
Approach	EB		WB			NB			SB			
HCM Control Delay, s	3		0			0			\$ 1503.4			
HCM LOS						A			F			
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	-	788	-	-	1042	-	-	107				
HCM Lane V/C Ratio	-	0.248	-	-	-	-	-	4.159				
HCM Control Delay (s)	0	11.1	0	-	0	-	-	\$ 1503.4				
HCM Lane LOS	A	B	A	-	A	-	-	F				
HCM 95th %tile Q(veh)	-	1	-	-	0	-	-	45.9				
Notes												
~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon												

Intersection						
Int Delay, s/veh	2.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	36	25	98	63	44	138
Future Vol, veh/h	36	25	98	63	44	138
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	91	91	91	91	91	91
Heavy Vehicles, %	2	2	3	2	2	2
Mvmt Flow	40	27	108	69	48	152
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	391	143	0	0	177	0
Stage 1	143	-	-	-	-	-
Stage 2	248	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	613	905	-	-	1399	-
Stage 1	884	-	-	-	-	-
Stage 2	793	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	590	905	-	-	1399	-
Mov Cap-2 Maneuver	590	-	-	-	-	-
Stage 1	884	-	-	-	-	-
Stage 2	764	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	10.8	0		1.9		
HCM LOS	B					
Minor Lane/Major Mvmt		NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)		-	-	688	1399	-
HCM Lane V/C Ratio		-	-	0.097	0.035	-
HCM Control Delay (s)		-	-	10.8	7.7	0
HCM Lane LOS		-	-	B	A	A
HCM 95th %tile Q(veh)		-	-	0.3	0.1	-

Intersection						
Int Delay, s/veh	2.7					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	81	17	144	140	30	144
Future Vol, veh/h	81	17	144	140	30	144
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	91	91	91	91	91	91
Heavy Vehicles, %	2	2	3	2	2	2
Mvmt Flow	89	19	158	154	33	158
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	459	235	0	0	312	0
Stage 1	235	-	-	-	-	-
Stage 2	224	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	560	804	-	-	1248	-
Stage 1	804	-	-	-	-	-
Stage 2	813	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	544	804	-	-	1248	-
Mov Cap-2 Maneuver	544	-	-	-	-	-
Stage 1	804	-	-	-	-	-
Stage 2	789	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	12.7	0		1.4		
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT	
Capacity (veh/h)	-	-	576	1248	-	
HCM Lane V/C Ratio	-	-	0.187	0.026	-	
HCM Control Delay (s)	-	-	12.7	8	0	
HCM Lane LOS	-	-	B	A	A	
HCM 95th %tile Q(veh)	-	-	0.7	0.1	-	

Intersection						
Int Delay, s/veh	1.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	69	11	273	117	18	207
Future Vol, veh/h	69	11	273	117	18	207
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	91	91	91	91	91	91
Heavy Vehicles, %	2	2	3	2	2	2
Mvmt Flow	76	12	300	129	20	227
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	632	365	0	0	429	0
Stage 1	365	-	-	-	-	-
Stage 2	267	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	444	680	-	-	1130	-
Stage 1	702	-	-	-	-	-
Stage 2	778	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	435	680	-	-	1130	-
Mov Cap-2 Maneuver	435	-	-	-	-	-
Stage 1	702	-	-	-	-	-
Stage 2	762	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	14.7	0		0.7		
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT	
Capacity (veh/h)	-	-	458	1130	-	
HCM Lane V/C Ratio	-	-	0.192	0.018	-	
HCM Control Delay (s)	-	-	14.7	8.2	0	
HCM Lane LOS	-	-	B	A	A	
HCM 95th %tile Q(veh)	-	-	0.7	0.1	-	

Intersection						
Int Delay, s/veh	110.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	299	530	483	91	71	205
Future Vol, veh/h	299	530	483	91	71	205
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	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	4	2	4
Mvmt Flow	329	582	531	100	78	225
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	631	0	-	0	1821	581
Stage 1	-	-	-	-	581	-
Stage 2	-	-	-	-	1240	-
Critical Hdwy	4.12	-	-	-	6.42	6.24
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.336
Pot Cap-1 Maneuver	951	-	-	-	85	510
Stage 1	-	-	-	-	559	-
Stage 2	-	-	-	-	273	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	951	-	-	-	~ 42	510
Mov Cap-2 Maneuver	-	-	-	-	~ 42	-
Stage 1	-	-	-	-	273	-
Stage 2	-	-	-	-	273	-
Approach	EB	WB		SB		
HCM Control Delay, s	3.9	0		\$ 661.1		
HCM LOS	F					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	951	-	-	-	132	
HCM Lane V/C Ratio	0.346	-	-	-	2.298	
HCM Control Delay (s)	10.8	0	-	-	\$ 661.1	
HCM Lane LOS	B	A	-	-	F	
HCM 95th %tile Q(veh)	1.6	-	-	-	25.8	
Notes						
~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon						

Intersection												
Int Delay, s/veh	2.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	59	0	42	0	0	0	46	273	0	0	353	64
Future Vol, veh/h	59	0	42	0	0	0	46	273	0	0	353	64
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	65	0	46	0	0	0	51	300	0	0	388	70
Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	825	825	423	848	860	300	458	0	0	300	0	0
Stage 1	423	423	-	402	402	-	-	-	-	-	-	-
Stage 2	402	402	-	446	458	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	292	308	631	281	294	740	1103	-	-	1261	-	-
Stage 1	609	588	-	625	600	-	-	-	-	-	-	-
Stage 2	625	600	-	591	567	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	280	291	631	250	278	740	1103	-	-	1261	-	-
Mov Cap-2 Maneuver	280	291	-	250	278	-	-	-	-	-	-	-
Stage 1	576	588	-	591	567	-	-	-	-	-	-	-
Stage 2	591	567	-	548	567	-	-	-	-	-	-	-
Approach	EB		WB			NB			SB			
HCM Control Delay, s	19.2		0			1.2			0			
HCM LOS	C		A									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1103	-	-	364	-	1261	-	-				
HCM Lane V/C Ratio	0.046	-	-	0.305	-	-	-	-				
HCM Control Delay (s)	8.4	0	-	19.2	0	0	-	-				
HCM Lane LOS	A	A	-	C	A	A	-	-				
HCM 95th %tile Q(veh)	0.1	-	-	1.3	-	0	-	-				

Intersection												
Int Delay, s/veh	9.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	38	0	216	0	0	0	235	281	0	0	354	41
Future Vol, veh/h	38	0	216	0	0	0	235	281	0	0	354	41
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	42	0	237	0	0	0	258	309	0	0	389	45
Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	1237	1237	412	1355	1259	309	434	0	0	309	0	0
Stage 1	412	412	-	825	825	-	-	-	-	-	-	-
Stage 2	825	825	-	530	434	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	153	176	640	127	171	731	1126	-	-	1252	-	-
Stage 1	617	594	-	367	387	-	-	-	-	-	-	-
Stage 2	367	387	-	533	581	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	120	127	640	63	124	731	1126	-	-	1252	-	-
Mov Cap-2 Maneuver	120	127	-	63	124	-	-	-	-	-	-	-
Stage 1	446	594	-	265	280	-	-	-	-	-	-	-
Stage 2	265	280	-	335	581	-	-	-	-	-	-	-
Approach	EB		WB			NB			SB			
HCM Control Delay, s	34.7		0			4.2			0			
HCM LOS	D		A									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1126	-	-	388	-	1252	-	-				
HCM Lane V/C Ratio	0.229	-	-	0.719	-	-	-	-				
HCM Control Delay (s)	9.1	0	-	34.7	0	0	-	-				
HCM Lane LOS	A	A	-	D	A	A	-	-				
HCM 95th %tile Q(veh)	0.9	-	-	5.5	-	0	-	-				

Intersection						
Int Delay, s/veh	9.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	121	109	25	395	477	92
Future Vol, veh/h	121	109	25	395	477	92
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	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	133	120	27	434	524	101
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1063	575	625	0	-	0
Stage 1	575	-	-	-	-	-
Stage 2	488	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	247	518	956	-	-	-
Stage 1	563	-	-	-	-	-
Stage 2	617	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	238	518	956	-	-	-
Mov Cap-2 Maneuver	238	-	-	-	-	-
Stage 1	542	-	-	-	-	-
Stage 2	617	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	47.9	0.5		0		
HCM LOS	E					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	956	-	320	-	-	
HCM Lane V/C Ratio	0.029	-	0.79	-	-	
HCM Control Delay (s)	8.9	0	47.9	-	-	
HCM Lane LOS	A	A	E	-	-	
HCM 95th %tile Q(veh)	0.1	-	6.4	-	-	

Kaitlin C&V
4: Wellington Main St & Belleville St

2036_B+Dev_Sat_w-StC_NoBP
HCM 6th TWSC

Intersection												
Int Delay, s/veh	847.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	152	534	0	0	446	268	0	0	0	432	0	155
Future Vol, veh/h	152	534	0	0	446	268	0	0	0	432	0	155
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	167	587	0	0	490	295	0	0	0	475	0	170
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	785	0	0	587	0	0	1644	1706	587	1559	638	638
Stage 1	-	-	-	-	-	-	921	921	-	638	638	-
Stage 2	-	-	-	-	-	-	723	785	-	921	921	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	834	-	-	988	-	-	80	91	510	~ 91	112	477
Stage 1	-	-	-	-	-	-	324	349	-	~ 465	471	-
Stage 2	-	-	-	-	-	-	417	404	-	~ 324	349	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	834	-	-	988	-	-	40	64	510	~ 70	79	477
Mov Cap-2 Maneuver	-	-	-	-	-	-	40	64	-	~ 70	79	-
Stage 1	-	-	-	-	-	-	228	245	-	~ 327	471	-
Stage 2	-	-	-	-	-	-	268	404	-	~ 228	245	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	2.3			0			0			\$ 2866		
HCM LOS							A			F		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	-	834	-	-	988	-	-	90				
HCM Lane V/C Ratio	-	0.2	-	-	-	-	-	7.167				
HCM Control Delay (s)	0	10.4	0	-	0	-	-	\$ 2866				
HCM Lane LOS	A	B	A	-	A	-	-	F				
HCM 95th %tile Q(veh)	-	0.7	-	-	0	-	-	72.7				
Notes												
~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon												

Kaitlin C&V
5: Consecon St & Street C

2036_B+Dev_Sat_w-StC_NoBP
HCM 6th TWSC

Intersection						
Int Delay, s/veh	2.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	44	30	166	47	33	171
Future Vol, veh/h	44	30	166	47	33	171
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	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	48	33	182	52	36	188
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	468	208	0	0	234	0
Stage 1	208	-	-	-	-	-
Stage 2	260	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	553	832	-	-	1333	-
Stage 1	827	-	-	-	-	-
Stage 2	783	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	536	832	-	-	1333	-
Mov Cap-2 Maneuver	536	-	-	-	-	-
Stage 1	827	-	-	-	-	-
Stage 2	760	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	11.6	0		1.3		
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT	
Capacity (veh/h)	-	-	626	1333	-	
HCM Lane V/C Ratio	-	-	0.13	0.027	-	
HCM Control Delay (s)	-	-	11.6	7.8	0	
HCM Lane LOS	-	-	B	A	A	
HCM 95th %tile Q(veh)	-	-	0.4	0.1	-	

Intersection						
Int Delay, s/veh	2.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	97	21	193	105	22	192
Future Vol, veh/h	97	21	193	105	22	192
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	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	107	23	212	115	24	211
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	529	270	0	0	327	0
Stage 1	270	-	-	-	-	-
Stage 2	259	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	510	769	-	-	1233	-
Stage 1	775	-	-	-	-	-
Stage 2	784	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	499	769	-	-	1233	-
Mov Cap-2 Maneuver	499	-	-	-	-	-
Stage 1	775	-	-	-	-	-
Stage 2	767	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	13.9	0		0.8		
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT	
Capacity (veh/h)	-	-	532	1233	-	
HCM Lane V/C Ratio	-	-	0.244	0.02	-	
HCM Control Delay (s)	-	-	13.9	8	0	
HCM Lane LOS	-	-	B	A	A	
HCM 95th %tile Q(veh)	-	-	0.9	0.1	-	

Intersection						
Int Delay, s/veh	2.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	84	13	285	91	14	275
Future Vol, veh/h	84	13	285	91	14	275
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	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	92	14	313	100	15	302
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	695	363	0	0	413	0
Stage 1	363	-	-	-	-	-
Stage 2	332	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	408	682	-	-	1146	-
Stage 1	704	-	-	-	-	-
Stage 2	727	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	401	682	-	-	1146	-
Mov Cap-2 Maneuver	401	-	-	-	-	-
Stage 1	704	-	-	-	-	-
Stage 2	715	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	16.3	0		0.4		
HCM LOS	C					
Minor Lane/Major Mvmt		NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)		-	-	424	1146	-
HCM Lane V/C Ratio		-	-	0.251	0.013	-
HCM Control Delay (s)		-	-	16.3	8.2	0
HCM Lane LOS		-	-	C	A	A
HCM 95th %tile Q(veh)		-	-	1	0	-

Kaitlin C&V
8: Wellington Main St & Consecon St

2036_B+Dev_Sat_w-StC_NoBP
HCM 6th TWSC

Intersection						
Int Delay, s/veh	209.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	272	604	508	104	90	269
Future Vol, veh/h	272	604	508	104	90	269
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	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	299	664	558	114	99	296
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	672	0	-	0	1877	615
Stage 1	-	-	-	-	615	-
Stage 2	-	-	-	-	1262	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	919	-	-	-	~ 79	491
Stage 1	-	-	-	-	539	-
Stage 2	-	-	-	-	266	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	919	-	-	-	~ 38	491
Mov Cap-2 Maneuver	-	-	-	-	~ 38	-
Stage 1	-	-	-	-	261	-
Stage 2	-	-	-	-	266	-
Approach	EB	WB		SB		
HCM Control Delay, s	3.4	0		\$ 1068.4		
HCM LOS				F		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	919	-	-	-	123	
HCM Lane V/C Ratio	0.325	-	-	-	3.207	
HCM Control Delay (s)	10.8	0	-	-	-\$ 1068.4	
HCM Lane LOS	B	A	-	-	F	
HCM 95th %tile Q(veh)	1.4	-	-	-	37.8	
Notes						
~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon						

Intersection						
Int Delay, s/veh	2.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	58	27	25	150	142	55
Future Vol, veh/h	58	27	25	150	142	55
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	91	91	91	91	91	91
Heavy Vehicles, %	10	7	8	8	6	4
Mvmt Flow	64	30	27	165	156	60
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	405	186	216	0	-	0
Stage 1	186	-	-	-	-	-
Stage 2	219	-	-	-	-	-
Critical Hdwy	6.5	6.27	4.18	-	-	-
Critical Hdwy Stg 1	5.5	-	-	-	-	-
Critical Hdwy Stg 2	5.5	-	-	-	-	-
Follow-up Hdwy	3.59	3.363	2.272	-	-	-
Pot Cap-1 Maneuver	587	843	1319	-	-	-
Stage 1	827	-	-	-	-	-
Stage 2	799	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	573	843	1319	-	-	-
Mov Cap-2 Maneuver	573	-	-	-	-	-
Stage 1	808	-	-	-	-	-
Stage 2	799	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	11.6	1.1		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1319	-	638	-	-	
HCM Lane V/C Ratio	0.021	-	0.146	-	-	
HCM Control Delay (s)	7.8	0	11.6	-	-	
HCM Lane LOS	A	A	B	-	-	
HCM 95th %tile Q(veh)	0.1	-	0.5	-	-	

Kaitlin C&V
4: Wellington Main St & Belleville St

2036_Bkgd_AM_NoStC_w-BP
HCM 6th TWSC

Intersection												
Int Delay, s/veh	4.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	72	224	0	0	208	103	0	0	0	80	0	90
Future Vol, veh/h	72	224	0	0	208	103	0	0	0	80	0	90
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	4	5	2	50	4	3	2	2	2	2	2	4
Mvmt Flow	79	246	0	0	229	113	0	0	0	88	0	99
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	342	0	0	246	0	0	739	746	246	690	690	286
Stage 1	-	-	-	-	-	-	404	404	-	286	286	-
Stage 2	-	-	-	-	-	-	335	342	-	404	404	-
Critical Hdwy	4.14	-	-	4.6	-	-	7.12	6.52	6.22	7.12	6.52	6.24
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.236	-	-	2.65	-	-	3.518	4.018	3.318	3.518	4.018	3.336
Pot Cap-1 Maneuver	1206	-	-	1085	-	-	333	342	793	359	368	748
Stage 1	-	-	-	-	-	-	623	599	-	721	675	-
Stage 2	-	-	-	-	-	-	679	638	-	623	599	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1206	-	-	1085	-	-	272	316	793	338	340	748
Mov Cap-2 Maneuver	-	-	-	-	-	-	272	316	-	338	340	-
Stage 1	-	-	-	-	-	-	576	553	-	666	675	-
Stage 2	-	-	-	-	-	-	589	638	-	576	553	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	2			0			0			17.4		
HCM LOS							A			C		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	-	1206	-	-	1085	-	-	476				
HCM Lane V/C Ratio	-	0.066	-	-	-	-	-	0.392				
HCM Control Delay (s)	0	8.2	0	-	0	-	-	17.4				
HCM Lane LOS	A	A	A	-	A	-	-	C				
HCM 95th %tile Q(veh)	-	0.2	-	-	0	-	-	1.8				

Kaitlin C&V
8: Wellington Main St & Consecon St

2036_Bkgd_AM_NoStC_w-BP
HCM 6th TWSC

Intersection						
Int Delay, s/veh	1.8					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	19	325	235	45	58	19
Future Vol, veh/h	19	325	235	45	58	19
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	91	91	91	91	91	91
Heavy Vehicles, %	2	4	5	9	2	2
Mvmt Flow	21	357	258	49	64	21
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	307	0	-	0	682	283
Stage 1	-	-	-	-	283	-
Stage 2	-	-	-	-	399	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1254	-	-	-	415	756
Stage 1	-	-	-	-	765	-
Stage 2	-	-	-	-	678	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1254	-	-	-	406	756
Mov Cap-2 Maneuver	-	-	-	-	406	-
Stage 1	-	-	-	-	749	-
Stage 2	-	-	-	-	678	-
Approach	EB	WB		SB		
HCM Control Delay, s	0.4	0		14.6		
HCM LOS				B		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1254	-	-	-	458	
HCM Lane V/C Ratio	0.017	-	-	-	0.185	
HCM Control Delay (s)	7.9	0	-	-	14.6	
HCM Lane LOS	A	A	-	-	B	
HCM 95th %tile Q(veh)	0.1	-	-	-	0.7	

Intersection						
Int Delay, s/veh	2.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	62	16	25	228	187	66
Future Vol, veh/h	62	16	25	228	187	66
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	91	91	91	91	91	91
Heavy Vehicles, %	3	2	2	4	2	3
Mvmt Flow	68	18	27	251	205	73
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	547	242	278	0	-	0
Stage 1	242	-	-	-	-	-
Stage 2	305	-	-	-	-	-
Critical Hdwy	6.43	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	496	797	1285	-	-	-
Stage 1	796	-	-	-	-	-
Stage 2	745	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	484	797	1285	-	-	-
Mov Cap-2 Maneuver	484	-	-	-	-	-
Stage 1	777	-	-	-	-	-
Stage 2	745	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	13.2	0.8		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1285	-	526	-	-	
HCM Lane V/C Ratio	0.021	-	0.163	-	-	
HCM Control Delay (s)	7.9	0	13.2	-	-	
HCM Lane LOS	A	A	B	-	-	
HCM 95th %tile Q(veh)	0.1	-	0.6	-	-	

Kaitlin C&V
4: Wellington Main St & Belleville St

2036_Bkgd_PM_NoStC_w-BP
HCM 6th TWSC

Intersection												
Int Delay, s/veh	6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	154	335	0	0	248	99	0	0	0	51	0	154
Future Vol, veh/h	154	335	0	0	248	99	0	0	0	51	0	154
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	4	2	2	3	6	2	2	2	2	2	3
Mvmt Flow	169	368	0	0	273	109	0	0	0	56	0	169
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	382	0	0	368	0	0	1118	1088	368	1034	1034	328
Stage 1	-	-	-	-	-	-	706	706	-	328	328	-
Stage 2	-	-	-	-	-	-	412	382	-	706	706	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.327
Pot Cap-1 Maneuver	1176	-	-	1191	-	-	184	216	677	210	232	711
Stage 1	-	-	-	-	-	-	427	439	-	685	647	-
Stage 2	-	-	-	-	-	-	617	613	-	427	439	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1176	-	-	1191	-	-	121	177	677	181	190	711
Mov Cap-2 Maneuver	-	-	-	-	-	-	121	177	-	181	190	-
Stage 1	-	-	-	-	-	-	350	360	-	561	647	-
Stage 2	-	-	-	-	-	-	470	613	-	350	360	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	2.7			0			0			23.9		
HCM LOS							A			C		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	-	1176	-	-	1191	-	-	411				
HCM Lane V/C Ratio	-	0.144	-	-	-	-	-	0.548				
HCM Control Delay (s)	0	8.6	0	-	0	-	-	23.9				
HCM Lane LOS	A	A	A	-	A	-	-	C				
HCM 95th %tile Q(veh)	-	0.5	-	-	0	-	-	3.2				

Kaitlin C&V
8: Wellington Main St & Consecon St

2036_Bkgd_PM_NoStC_w-BP
HCM 6th TWSC

Intersection						
Int Delay, s/veh	1.9					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	23	371	338	47	45	45
Future Vol, veh/h	23	371	338	47	45	45
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	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	4	2	4
Mvmt Flow	25	408	371	52	49	49
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	423	0	-	0	855	397
Stage 1	-	-	-	-	397	-
Stage 2	-	-	-	-	458	-
Critical Hdwy	4.12	-	-	-	6.42	6.24
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.336
Pot Cap-1 Maneuver	1136	-	-	-	329	648
Stage 1	-	-	-	-	679	-
Stage 2	-	-	-	-	637	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1136	-	-	-	320	648
Mov Cap-2 Maneuver	-	-	-	-	320	-
Stage 1	-	-	-	-	660	-
Stage 2	-	-	-	-	637	-
Approach	EB	WB		SB		
HCM Control Delay, s	0.5	0		15.9		
HCM LOS				C		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1136	-	-	-	428	
HCM Lane V/C Ratio	0.022	-	-	-	0.231	
HCM Control Delay (s)	8.2	0	-	-	15.9	
HCM Lane LOS	A	A	-	-	C	
HCM 95th %tile Q(veh)	0.1	-	-	-	0.9	

Intersection						
Int Delay, s/veh	4.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	103	109	25	132	236	76
Future Vol, veh/h	103	109	25	132	236	76
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	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	113	120	27	145	259	84
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	500	301	343	0	-	0
Stage 1	301	-	-	-	-	-
Stage 2	199	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	530	739	1216	-	-	-
Stage 1	751	-	-	-	-	-
Stage 2	835	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	517	739	1216	-	-	-
Mov Cap-2 Maneuver	517	-	-	-	-	-
Stage 1	733	-	-	-	-	-
Stage 2	835	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	14.5	1.3		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1216	-	611	-	-	
HCM Lane V/C Ratio	0.023	-	0.381	-	-	
HCM Control Delay (s)	8	0	14.5	-	-	
HCM Lane LOS	A	A	B	-	-	
HCM 95th %tile Q(veh)	0.1	-	1.8	-	-	

Kaitlin C&V
4: Wellington Main St & Belleville St

2036_Bkgd_Sat_NoStC_w-BP
HCM 6th TWSC

Intersection												
Int Delay, s/veh	82.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	134	374	0	0	312	23	0	0	0	206	0	138
Future Vol, veh/h	134	374	0	0	312	23	0	0	0	206	0	138
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	147	411	0	0	343	25	0	0	0	226	0	152
Major/Minor	Major1		Major2			Minor1			Minor2			
Conflicting Flow All	368	0	0	411	0	0	1137	1073	411	1061	1061	356
Stage 1	-	-	-	-	-	-	705	705	-	356	356	-
Stage 2	-	-	-	-	-	-	432	368	-	705	705	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1191	-	-	1148	-	-	179	220	641	~ 202	224	688
Stage 1	-	-	-	-	-	-	427	439	-	661	629	-
Stage 2	-	-	-	-	-	-	602	621	-	427	439	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1191	-	-	1148	-	-	122	185	641	~ 177	188	688
Mov Cap-2 Maneuver	-	-	-	-	-	-	122	185	-	~ 177	188	-
Stage 1	-	-	-	-	-	-	359	369	-	555	629	-
Stage 2	-	-	-	-	-	-	469	621	-	359	369	-
Approach	EB		WB			NB			SB			
HCM Control Delay, s	2.2		0			0			281.2			
HCM LOS						A			F			
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	-	1191	-	-	1148	-	-	252				
HCM Lane V/C Ratio	-	0.124	-	-	-	-	-	1.5				
HCM Control Delay (s)	0	8.4	0	-	0	-	-	281.2				
HCM Lane LOS	A	A	A	-	A	-	-	F				
HCM 95th %tile Q(veh)	-	0.4	-	-	0	-	-	22.2				
Notes												
~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon												

Kaitlin C&V
8: Wellington Main St & Consecon St

2036_Bkgd_Sat_NoStC_w-BP
HCM 6th TWSC

Intersection						
Int Delay, s/veh	3.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	62	423	356	70	58	76
Future Vol, veh/h	62	423	356	70	58	76
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	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	68	465	391	77	64	84
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	468	0	-	0	1031	430
Stage 1	-	-	-	-	430	-
Stage 2	-	-	-	-	601	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1094	-	-	-	258	625
Stage 1	-	-	-	-	656	-
Stage 2	-	-	-	-	547	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1094	-	-	-	236	625
Mov Cap-2 Maneuver	-	-	-	-	236	-
Stage 1	-	-	-	-	601	-
Stage 2	-	-	-	-	547	-
Approach	EB	WB		SB		
HCM Control Delay, s	1.1	0		21.4		
HCM LOS				C		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1094	-	-	-	365	
HCM Lane V/C Ratio	0.062	-	-	-	0.403	
HCM Control Delay (s)	8.5	0	-	-	21.4	
HCM Lane LOS	A	A	-	-	C	
HCM 95th %tile Q(veh)	0.2	-	-	-	1.9	

Intersection												
Int Delay, s/veh	2.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	86	0	13	0	0	0	4	329	0	0	238	29
Future Vol, veh/h	86	0	13	0	0	0	4	329	0	0	238	29
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2	2	8	2	2	5	2
Mvmt Flow	95	0	14	0	0	0	4	362	0	0	262	32
Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	648	648	278	655	664	362	294	0	0	362	0	0
Stage 1	278	278	-	370	370	-	-	-	-	-	-	-
Stage 2	370	370	-	285	294	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	383	389	761	379	381	683	1268	-	-	1197	-	-
Stage 1	728	680	-	650	620	-	-	-	-	-	-	-
Stage 2	650	620	-	722	670	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	382	387	761	371	379	683	1268	-	-	1197	-	-
Mov Cap-2 Maneuver	382	387	-	371	379	-	-	-	-	-	-	-
Stage 1	725	680	-	647	618	-	-	-	-	-	-	-
Stage 2	647	618	-	708	670	-	-	-	-	-	-	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	17			0			0.1			0		
HCM LOS	C			A								
Minor Lane/Major Mvmt	NBL		NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR			
Capacity (veh/h)	1268		-	-	409	-	1197	-	-			
HCM Lane V/C Ratio	0.003		-	-	0.266	-	-	-	-			
HCM Control Delay (s)	7.8		0	-	17	0	0	-	-			
HCM Lane LOS	A		A	-	C	A	A	-	-			
HCM 95th %tile Q(veh)	0		-	-	1.1	-	0	-	-			

Intersection												
Int Delay, s/veh	5.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	120	0	89	0	0	0	30	213	0	0	210	41
Future Vol, veh/h	120	0	89	0	0	0	30	213	0	0	210	41
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2	2	8	2	2	5	2
Mvmt Flow	132	0	98	0	0	0	33	234	0	0	231	45
Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	554	554	254	603	576	234	276	0	0	234	0	0
Stage 1	254	254	-	300	300	-	-	-	-	-	-	-
Stage 2	300	300	-	303	276	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	443	440	785	411	428	805	1287	-	-	1333	-	-
Stage 1	750	697	-	709	666	-	-	-	-	-	-	-
Stage 2	709	666	-	706	682	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	433	427	785	352	416	805	1287	-	-	1333	-	-
Mov Cap-2 Maneuver	433	427	-	352	416	-	-	-	-	-	-	-
Stage 1	728	697	-	688	647	-	-	-	-	-	-	-
Stage 2	688	647	-	618	682	-	-	-	-	-	-	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	16.7			0			1			0		
HCM LOS	C			A								
Minor Lane/Major Mvmt	NBL		NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR			
Capacity (veh/h)	1287		-	-	535	-	1333	-	-			
HCM Lane V/C Ratio	0.026		-	-	0.429	-	-	-	-			
HCM Control Delay (s)	7.9		0	-	16.7	0	0	-	-			
HCM Lane LOS	A		A	-	C	A	A	-	-			
HCM 95th %tile Q(veh)	0.1		-	-	2.1	-	0	-	-			

Intersection						
Int Delay, s/veh	2.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	66	27	25	177	221	78
Future Vol, veh/h	66	27	25	177	221	78
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	91	91	91	91	91	91
Heavy Vehicles, %	10	7	8	8	6	4
Mvmt Flow	73	30	27	195	243	86
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	535	286	329	0	-	0
Stage 1	286	-	-	-	-	-
Stage 2	249	-	-	-	-	-
Critical Hdwy	6.5	6.27	4.18	-	-	-
Critical Hdwy Stg 1	5.5	-	-	-	-	-
Critical Hdwy Stg 2	5.5	-	-	-	-	-
Follow-up Hdwy	3.59	3.363	2.272	-	-	-
Pot Cap-1 Maneuver	492	741	1198	-	-	-
Stage 1	745	-	-	-	-	-
Stage 2	774	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	480	741	1198	-	-	-
Mov Cap-2 Maneuver	480	-	-	-	-	-
Stage 1	726	-	-	-	-	-
Stage 2	774	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	13.3	1		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1198	-	535	-	-	
HCM Lane V/C Ratio	0.023	-	0.191	-	-	
HCM Control Delay (s)	8.1	0	13.3	-	-	
HCM Lane LOS	A	A	B	-	-	
HCM 95th %tile Q(veh)	0.1	-	0.7	-	-	

Kaitlin C&V
4: Wellington Main St & Belleville St

2036_B+Dev_AM_w-StC_w-BP
HCM 6th TWSC

Intersection												
Int Delay, s/veh	8.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	80	224	0	0	208	122	0	0	0	136	0	113
Future Vol, veh/h	80	224	0	0	208	122	0	0	0	136	0	113
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	4	5	2	50	4	3	2	2	2	2	2	4
Mvmt Flow	88	246	0	0	229	134	0	0	0	149	0	124
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	363	0	0	246	0	0	780	785	246	718	296	296
Stage 1	-	-	-	-	-	-	422	422	-	296	296	-
Stage 2	-	-	-	-	-	-	358	363	-	422	422	-
Critical Hdwy	4.14	-	-	4.6	-	-	7.12	6.52	6.22	7.12	6.52	6.24
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.236	-	-	2.65	-	-	3.518	4.018	3.318	3.518	4.018	3.336
Pot Cap-1 Maneuver	1185	-	-	1085	-	-	313	325	793	344	355	739
Stage 1	-	-	-	-	-	-	609	588	-	712	668	-
Stage 2	-	-	-	-	-	-	660	625	-	609	588	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1185	-	-	1085	-	-	243	297	793	321	324	739
Mov Cap-2 Maneuver	-	-	-	-	-	-	243	297	-	321	324	-
Stage 1	-	-	-	-	-	-	557	537	-	651	668	-
Stage 2	-	-	-	-	-	-	549	625	-	557	537	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	2.2			0			0			26.7		
HCM LOS							A			D		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	-	1185	-	-	1085	-	-	432				
HCM Lane V/C Ratio	-	0.074	-	-	-	-	-	0.633				
HCM Control Delay (s)	0	8.3	0	-	0	-	-	26.7				
HCM Lane LOS	A	A	A	-	A	-	-	D				
HCM 95th %tile Q(veh)	-	0.2	-	-	0	-	-	4.3				

Intersection						
Int Delay, s/veh	1.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	5	47	148	2	16	107
Future Vol, veh/h	5	47	148	2	16	107
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	91	91	91	91	91	91
Heavy Vehicles, %	2	2	6	2	2	2
Mvmt Flow	5	52	163	2	18	118
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	318	164	0	0	165	0
Stage 1	164	-	-	-	-	-
Stage 2	154	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	675	881	-	-	1413	-
Stage 1	865	-	-	-	-	-
Stage 2	874	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	666	881	-	-	1413	-
Mov Cap-2 Maneuver	666	-	-	-	-	-
Stage 1	865	-	-	-	-	-
Stage 2	862	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	9.5	0	1			
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT	
Capacity (veh/h)	-	-	854	1413	-	
HCM Lane V/C Ratio	-	-	0.067	0.012	-	
HCM Control Delay (s)	-	-	9.5	7.6	0	
HCM Lane LOS	-	-	A	A	A	
HCM 95th %tile Q(veh)	-	-	0.2	0	-	

Intersection						
Int Delay, s/veh	2.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	30	47	103	10	16	96
Future Vol, veh/h	30	47	103	10	16	96
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	91	91	91	91	91	91
Heavy Vehicles, %	2	2	6	2	2	2
Mvmt Flow	33	52	113	11	18	105
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	260	119	0	0	124	0
Stage 1	119	-	-	-	-	-
Stage 2	141	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	729	933	-	-	1463	-
Stage 1	906	-	-	-	-	-
Stage 2	886	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	720	933	-	-	1463	-
Mov Cap-2 Maneuver	720	-	-	-	-	-
Stage 1	906	-	-	-	-	-
Stage 2	874	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	9.8	0		1.1		
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT	
Capacity (veh/h)	-	-	837	1463	-	
HCM Lane V/C Ratio	-	-	0.101	0.012	-	
HCM Control Delay (s)	-	-	9.8	7.5	0	
HCM Lane LOS	-	-	A	A	A	
HCM 95th %tile Q(veh)	-	-	0.3	0	-	

Intersection						
Int Delay, s/veh	3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	45	37	76	16	13	113
Future Vol, veh/h	45	37	76	16	13	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	91	91	91	91	91	91
Heavy Vehicles, %	2	2	6	2	2	2
Mvmt Flow	49	41	84	18	14	124
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	245	93	0	0	102	0
Stage 1	93	-	-	-	-	-
Stage 2	152	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	743	964	-	-	1490	-
Stage 1	931	-	-	-	-	-
Stage 2	876	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	736	964	-	-	1490	-
Mov Cap-2 Maneuver	736	-	-	-	-	-
Stage 1	931	-	-	-	-	-
Stage 2	867	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	9.9	0		0.8		
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT	
Capacity (veh/h)	-	-	824	1490	-	
HCM Lane V/C Ratio	-	-	0.109	0.01	-	
HCM Control Delay (s)	-	-	9.9	7.4	0	
HCM Lane LOS	-	-	A	A	A	
HCM 95th %tile Q(veh)	-	-	0.4	0	-	

Intersection						
Int Delay, s/veh	3.7					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	32	325	235	60	101	56
Future Vol, veh/h	32	325	235	60	101	56
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	91	91	91	91	91	91
Heavy Vehicles, %	2	4	5	9	2	2
Mvmt Flow	35	357	258	66	111	62
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	324	0	-	0	718	291
Stage 1	-	-	-	-	291	-
Stage 2	-	-	-	-	427	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1236	-	-	-	396	748
Stage 1	-	-	-	-	759	-
Stage 2	-	-	-	-	658	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1236	-	-	-	382	748
Mov Cap-2 Maneuver	-	-	-	-	382	-
Stage 1	-	-	-	-	732	-
Stage 2	-	-	-	-	658	-
Approach	EB	WB		SB		
HCM Control Delay, s	0.7	0		17.3		
HCM LOS	C					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1236	-	-	-	463	
HCM Lane V/C Ratio	0.028	-	-	-	0.373	
HCM Control Delay (s)	8	0	-	-	17.3	
HCM Lane LOS	A	A	-	-	C	
HCM 95th %tile Q(veh)	0.1	-	-	-	1.7	

Intersection												
Int Delay, s/veh	1.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	51	0	8	0	0	0	14	363	0	0	378	87
Future Vol, veh/h	51	0	8	0	0	0	14	363	0	0	378	87
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2	2	4	2	2	2	2
Mvmt Flow	56	0	9	0	0	0	15	399	0	0	415	96
Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	892	892	463	897	940	399	511	0	0	399	0	0
Stage 1	463	463	-	429	429	-	-	-	-	-	-	-
Stage 2	429	429	-	468	511	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	263	281	599	261	264	651	1054	-	-	1160	-	-
Stage 1	579	564	-	604	584	-	-	-	-	-	-	-
Stage 2	604	584	-	575	537	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	259	276	599	254	259	651	1054	-	-	1160	-	-
Mov Cap-2 Maneuver	259	276	-	254	259	-	-	-	-	-	-	-
Stage 1	569	564	-	593	573	-	-	-	-	-	-	-
Stage 2	593	573	-	567	537	-	-	-	-	-	-	-
Approach	EB		WB			NB			SB			
HCM Control Delay, s	21.6		0			0.3			0			
HCM LOS	C		A									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1054	-	-	281	-	1160	-	-				
HCM Lane V/C Ratio	0.015	-	-	0.231	-	-	-	-				
HCM Control Delay (s)	8.5	0	-	21.6	0	0	-	-				
HCM Lane LOS	A	A	-	C	A	A	-	-				
HCM 95th %tile Q(veh)	0	-	-	0.9	-	0	-	-				

Intersection												
Int Delay, s/veh	4.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	73	0	53	0	0	0	92	304	0	0	261	125
Future Vol, veh/h	73	0	53	0	0	0	92	304	0	0	261	125
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2	2	4	2	2	2	2
Mvmt Flow	80	0	58	0	0	0	101	334	0	0	287	137
Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	892	892	356	921	960	334	424	0	0	334	0	0
Stage 1	356	356	-	536	536	-	-	-	-	-	-	-
Stage 2	536	536	-	385	424	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	263	281	688	251	257	708	1135	-	-	1225	-	-
Stage 1	661	629	-	529	523	-	-	-	-	-	-	-
Stage 2	529	523	-	638	587	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	241	250	688	211	229	708	1135	-	-	1225	-	-
Mov Cap-2 Maneuver	241	250	-	211	229	-	-	-	-	-	-	-
Stage 1	589	629	-	471	466	-	-	-	-	-	-	-
Stage 2	471	466	-	584	587	-	-	-	-	-	-	-
Approach	EB		WB			NB			SB			
HCM Control Delay, s	23.4		0			2			0			
HCM LOS	C		A									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1135	-	-	332	-	1225	-	-				
HCM Lane V/C Ratio	0.089	-	-	0.417	-	-	-	-				
HCM Control Delay (s)	8.5	0	-	23.4	0	0	-	-				
HCM Lane LOS	A	A	-	C	A	A	-	-				
HCM 95th %tile Q(veh)	0.3	-	-	2	-	0	-	-				

Intersection						
Int Delay, s/veh	2.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	86	16	25	310	235	80
Future Vol, veh/h	86	16	25	310	235	80
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	91	91	91	91	91	91
Heavy Vehicles, %	3	2	2	4	2	3
Mvmt Flow	95	18	27	341	258	88
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	697	302	346	0	-	0
Stage 1	302	-	-	-	-	-
Stage 2	395	-	-	-	-	-
Critical Hdwy	6.43	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	406	738	1213	-	-	-
Stage 1	748	-	-	-	-	-
Stage 2	678	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	395	738	1213	-	-	-
Mov Cap-2 Maneuver	395	-	-	-	-	-
Stage 1	728	-	-	-	-	-
Stage 2	678	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	16.4	0.6		0		
HCM LOS	C					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1213	-	426	-	-	
HCM Lane V/C Ratio	0.023	-	0.263	-	-	
HCM Control Delay (s)	8	0	16.4	-	-	
HCM Lane LOS	A	A	C	-	-	
HCM 95th %tile Q(veh)	0.1	-	1	-	-	

Kaitlin C&V
4: Wellington Main St & Belleville St

2036_B+Dev_PM_w-StC_w-BP
HCM 6th TWSC

Intersection												
Int Delay, s/veh	14.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	178	335	0	0	248	157	0	0	0	85	0	167
Future Vol, veh/h	178	335	0	0	248	157	0	0	0	85	0	167
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	4	2	2	3	6	2	2	2	2	2	3
Mvmt Flow	196	368	0	0	273	173	0	0	0	93	0	184

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	446	0	0	368	0	0	1212	368	1120	1120	360	360
Stage 1	-	-	-	-	-	-	760	760	-	360	360	-
Stage 2	-	-	-	-	-	-	452	446	-	760	760	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.327
Pot Cap-1 Maneuver	1114	-	-	1191	-	-	159	184	677	184	206	682
Stage 1	-	-	-	-	-	-	398	414	-	658	626	-
Stage 2	-	-	-	-	-	-	587	574	-	398	414	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1114	-	-	1191	-	-	96	143	677	153	160	682
Mov Cap-2 Maneuver	-	-	-	-	-	-	96	143	-	153	160	-
Stage 1	-	-	-	-	-	-	310	323	-	513	626	-
Stage 2	-	-	-	-	-	-	429	574	-	310	323	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	3.1	0	0	61.8
HCM LOS			A	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	1114	-	-	1191	-	-	315
HCM Lane V/C Ratio	-	0.176	-	-	-	-	-	0.879
HCM Control Delay (s)	0	8.9	0	-	0	-	-	61.8
HCM Lane LOS	A	A	A	-	A	-	-	F
HCM 95th %tile Q(veh)	-	0.6	-	-	0	-	-	8.1

Intersection						
Int Delay, s/veh	1.7					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	3	28	121	5	49	177
Future Vol, veh/h	3	28	121	5	49	177
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	91	91	91	91	91	91
Heavy Vehicles, %	2	2	3	2	2	2
Mvmt Flow	3	31	133	5	54	195
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	439	136	0	0	138	0
Stage 1	136	-	-	-	-	-
Stage 2	303	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	575	913	-	-	1446	-
Stage 1	890	-	-	-	-	-
Stage 2	749	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	551	913	-	-	1446	-
Mov Cap-2 Maneuver	551	-	-	-	-	-
Stage 1	890	-	-	-	-	-
Stage 2	718	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	9.4	0		1.6		
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT	
Capacity (veh/h)	-	-	858	1446	-	
HCM Lane V/C Ratio	-	-	0.04	0.037	-	
HCM Control Delay (s)	-	-	9.4	7.6	0	
HCM Lane LOS	-	-	A	A	A	
HCM 95th %tile Q(veh)	-	-	0.1	0.1	-	

Intersection						
Int Delay, s/veh	2.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	18	28	98	31	49	131
Future Vol, veh/h	18	28	98	31	49	131
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	91	91	91	91	91	91
Heavy Vehicles, %	2	2	3	2	2	2
Mvmt Flow	20	31	108	34	54	144
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	377	125	0	0	142	0
Stage 1	125	-	-	-	-	-
Stage 2	252	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	625	926	-	-	1441	-
Stage 1	901	-	-	-	-	-
Stage 2	790	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	599	926	-	-	1441	-
Mov Cap-2 Maneuver	599	-	-	-	-	-
Stage 1	901	-	-	-	-	-
Stage 2	758	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	10.1	0		2.1		
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT	
Capacity (veh/h)	-	-	763	1441	-	
HCM Lane V/C Ratio	-	-	0.066	0.037	-	
HCM Control Delay (s)	-	-	10.1	7.6	0	
HCM Lane LOS	-	-	B	A	A	
HCM 95th %tile Q(veh)	-	-	0.2	0.1	-	

Intersection						
Int Delay, s/veh	2.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	28	23	106	47	38	110
Future Vol, veh/h	28	23	106	47	38	110
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	91	91	91	91	91	91
Heavy Vehicles, %	2	2	3	2	2	2
Mvmt Flow	31	25	116	52	42	121
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	347	142	0	0	168	0
Stage 1	142	-	-	-	-	-
Stage 2	205	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	650	906	-	-	1410	-
Stage 1	885	-	-	-	-	-
Stage 2	829	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	629	906	-	-	1410	-
Mov Cap-2 Maneuver	629	-	-	-	-	-
Stage 1	885	-	-	-	-	-
Stage 2	802	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	10.3	0		2		
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT	
Capacity (veh/h)	-	-	730	1410	-	
HCM Lane V/C Ratio	-	-	0.077	0.03	-	
HCM Control Delay (s)	-	-	10.3	7.6	0	
HCM Lane LOS	-	-	B	A	A	
HCM 95th %tile Q(veh)	-	-	0.2	0.1	-	

Intersection						
Int Delay, s/veh	3.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	62	371	338	91	71	67
Future Vol, veh/h	62	371	338	91	71	67
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	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	4	2	4
Mvmt Flow	68	408	371	100	78	74
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	471	0	-	0	965	421
Stage 1	-	-	-	-	421	-
Stage 2	-	-	-	-	544	-
Critical Hdwy	4.12	-	-	-	6.42	6.24
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.336
Pot Cap-1 Maneuver	1091	-	-	-	283	628
Stage 1	-	-	-	-	662	-
Stage 2	-	-	-	-	582	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1091	-	-	-	260	628
Mov Cap-2 Maneuver	-	-	-	-	260	-
Stage 1	-	-	-	-	608	-
Stage 2	-	-	-	-	582	-
Approach	EB	WB		SB		
HCM Control Delay, s	1.2	0		21.9		
HCM LOS				C		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1091	-	-	-	363	
HCM Lane V/C Ratio	0.062	-	-	-	0.418	
HCM Control Delay (s)	8.5	0	-	-	21.9	
HCM Lane LOS	A	A	-	-	C	
HCM 95th %tile Q(veh)	0.2	-	-	-	2	

Intersection												
Int Delay, s/veh	1.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	61	0	9	0	0	0	10	324	0	0	408	66
Future Vol, veh/h	61	0	9	0	0	0	10	324	0	0	408	66
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	67	0	10	0	0	0	11	356	0	0	448	73
Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	863	863	485	868	899	356	521	0	0	356	0	0
Stage 1	485	485	-	378	378	-	-	-	-	-	-	-
Stage 2	378	378	-	490	521	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	275	292	582	273	279	688	1045	-	-	1203	-	-
Stage 1	563	552	-	644	615	-	-	-	-	-	-	-
Stage 2	644	615	-	560	532	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	272	288	582	266	275	688	1045	-	-	1203	-	-
Mov Cap-2 Maneuver	272	288	-	266	275	-	-	-	-	-	-	-
Stage 1	556	552	-	636	607	-	-	-	-	-	-	-
Stage 2	636	607	-	550	532	-	-	-	-	-	-	-
Approach	EB		WB			NB			SB			
HCM Control Delay, s	21.7		0			0.3			0			
HCM LOS	C		A									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1045	-	-	292	-	1203	-	-				
HCM Lane V/C Ratio	0.011	-	-	0.263	-	-	-	-				
HCM Control Delay (s)	8.5	0	-	21.7	0	0	-	-				
HCM Lane LOS	A	A	-	C	A	A	-	-				
HCM 95th %tile Q(veh)	0	-	-	1	-	0	-	-				

Intersection												
Int Delay, s/veh	4.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	88	0	65	0	0	0	70	246	0	0	321	96
Future Vol, veh/h	88	0	65	0	0	0	70	246	0	0	321	96
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	97	0	71	0	0	0	77	270	0	0	353	105
Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	830	830	406	865	882	270	458	0	0	270	0	0
Stage 1	406	406	-	424	424	-	-	-	-	-	-	-
Stage 2	424	424	-	441	458	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	289	306	645	274	285	769	1103	-	-	1293	-	-
Stage 1	622	598	-	608	587	-	-	-	-	-	-	-
Stage 2	608	587	-	595	567	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	271	281	645	228	262	769	1103	-	-	1293	-	-
Mov Cap-2 Maneuver	271	281	-	228	262	-	-	-	-	-	-	-
Stage 1	571	598	-	558	539	-	-	-	-	-	-	-
Stage 2	558	539	-	529	567	-	-	-	-	-	-	-
Approach	EB		WB			NB			SB			
HCM Control Delay, s	23.5		0			1.9			0			
HCM LOS	C		A									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1103	-	-	360	-	1293	-	-				
HCM Lane V/C Ratio	0.07	-	-	0.467	-	-	-	-				
HCM Control Delay (s)	8.5	0	-	23.5	0	0	-	-				
HCM Lane LOS	A	A	-	C	A	A	-	-				
HCM 95th %tile Q(veh)	0.2	-	-	2.4	-	0	-	-				

Intersection						
Int Delay, s/veh	5.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	121	109	25	195	293	92
Future Vol, veh/h	121	109	25	195	293	92
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	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	133	120	27	214	322	101
Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	641	373	423	0	-	0
Stage 1	373	-	-	-	-	-
Stage 2	268	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	439	673	1136	-	-	-
Stage 1	696	-	-	-	-	-
Stage 2	777	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	427	673	1136	-	-	-
Mov Cap-2 Maneuver	427	-	-	-	-	-
Stage 1	677	-	-	-	-	-
Stage 2	777	-	-	-	-	-
Approach	EB		NB		SB	
HCM Control Delay, s	18.5		0.9		0	
HCM LOS	C					
Minor Lane/Major Mvmt		NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)		1136	-	516	-	-
HCM Lane V/C Ratio		0.024	-	0.49	-	-
HCM Control Delay (s)		8.2	0	18.5	-	-
HCM Lane LOS		A	A	C	-	-
HCM 95th %tile Q(veh)		0.1	-	2.7	-	-

Kaitlin C&V
4: Wellington Main St & Belleville St

2036_B+Dev_Sat_w-StC_w-BP
HCM 6th TWSC

Intersection												
Int Delay, s/veh	157.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	152	374	0	0	312	68	0	0	0	248	0	155
Future Vol, veh/h	152	374	0	0	312	68	0	0	0	248	0	155
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	167	411	0	0	343	75	0	0	0	273	0	170
Major/Minor	Major1		Major2			Minor1			Minor2			
Conflicting Flow All	418	0	0	411	0	0	1211	1163	411	1126	1126	381
Stage 1	-	-	-	-	-	-	745	745	-	381	381	-
Stage 2	-	-	-	-	-	-	466	418	-	745	745	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1141	-	-	1148	-	-	159	195	641	~ 182	205	666
Stage 1	-	-	-	-	-	-	406	421	-	641	613	-
Stage 2	-	-	-	-	-	-	577	591	-	406	421	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1141	-	-	1148	-	-	101	158	641	~ 155	166	666
Mov Cap-2 Maneuver	-	-	-	-	-	-	101	158	-	~ 155	166	-
Stage 1	-	-	-	-	-	-	329	341	-	519	613	-
Stage 2	-	-	-	-	-	-	429	591	-	329	341	-
Approach	EB		WB			NB			SB			
HCM Control Delay, s	2.5		0			0			\$ 507.7			
HCM LOS						A			F			
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	-	1141	-	-	1148	-	-	220				
HCM Lane V/C Ratio	-	0.146	-	-	-	-	-	2.013				
HCM Control Delay (s)	0	8.7	0	-	0	-	-	\$ 507.7				
HCM Lane LOS	A	A	A	-	A	-	-	F				
HCM 95th %tile Q(veh)	-	0.5	-	-	0	-	-	32.9				
Notes												
~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon												

Intersection						
Int Delay, s/veh	1.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	4	34	194	4	37	202
Future Vol, veh/h	4	34	194	4	37	202
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	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	37	213	4	41	222
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	519	215	0	0	217	0
Stage 1	215	-	-	-	-	-
Stage 2	304	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	517	825	-	-	1353	-
Stage 1	821	-	-	-	-	-
Stage 2	748	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	499	825	-	-	1353	-
Mov Cap-2 Maneuver	499	-	-	-	-	-
Stage 1	821	-	-	-	-	-
Stage 2	722	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	9.9	0		1.2		
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT	
Capacity (veh/h)	-	-	772	1353	-	
HCM Lane V/C Ratio	-	-	0.054	0.03	-	
HCM Control Delay (s)	-	-	9.9	7.7	0	
HCM Lane LOS	-	-	A	A	A	
HCM 95th %tile Q(veh)	-	-	0.2	0.1	-	

Intersection						
Int Delay, s/veh	2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	21	34	164	23	37	168
Future Vol, veh/h	21	34	164	23	37	168
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	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	23	37	180	25	41	185
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	460	193	0	0	205	0
Stage 1	193	-	-	-	-	-
Stage 2	267	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	559	849	-	-	1366	-
Stage 1	840	-	-	-	-	-
Stage 2	778	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	541	849	-	-	1366	-
Mov Cap-2 Maneuver	541	-	-	-	-	-
Stage 1	840	-	-	-	-	-
Stage 2	752	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	10.7	0		1.4		
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT	
Capacity (veh/h)	-	-	697	1366	-	
HCM Lane V/C Ratio	-	-	0.087	0.03	-	
HCM Control Delay (s)	-	-	10.7	7.7	0	
HCM Lane LOS	-	-	B	A	A	
HCM 95th %tile Q(veh)	-	-	0.3	0.1	-	

Intersection						
Int Delay, s/veh	2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	34	28	160	37	30	159
Future Vol, veh/h	34	28	160	37	30	159
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	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	37	31	176	41	33	175
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	438	197	0	0	217	0
Stage 1	197	-	-	-	-	-
Stage 2	241	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	576	844	-	-	1353	-
Stage 1	836	-	-	-	-	-
Stage 2	799	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	560	844	-	-	1353	-
Mov Cap-2 Maneuver	560	-	-	-	-	-
Stage 1	836	-	-	-	-	-
Stage 2	777	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	11.1	0		1.2		
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT	
Capacity (veh/h)	-	-	660	1353	-	
HCM Lane V/C Ratio	-	-	0.103	0.024	-	
HCM Control Delay (s)	-	-	11.1	7.7	0	
HCM Lane LOS	-	-	B	A	A	
HCM 95th %tile Q(veh)	-	-	0.3	0.1	-	

Intersection						
Int Delay, s/veh	6.9					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	92	423	356	104	90	103
Future Vol, veh/h	92	423	356	104	90	103
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	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	101	465	391	114	99	113
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	505	0	-	0	1115	448
Stage 1	-	-	-	-	448	-
Stage 2	-	-	-	-	667	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1060	-	-	-	230	611
Stage 1	-	-	-	-	644	-
Stage 2	-	-	-	-	510	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1060	-	-	-	201	611
Mov Cap-2 Maneuver	-	-	-	-	201	-
Stage 1	-	-	-	-	562	-
Stage 2	-	-	-	-	510	-
Approach	EB	WB		SB		
HCM Control Delay, s	1.6	0		37.6		
HCM LOS	E					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1060	-	-	-	313	
HCM Lane V/C Ratio	0.095	-	-	-	0.678	
HCM Control Delay (s)	8.8	0	-	-	37.6	
HCM Lane LOS	A	A	-	-	E	
HCM 95th %tile Q(veh)	0.3	-	-	-	4.6	

Intersection						
Int Delay, s/veh	2.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	68	32	30	175	166	64
Future Vol, veh/h	68	32	30	175	166	64
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	91	91	91	91	91	91
Heavy Vehicles, %	10	7	8	8	6	4
Mvmt Flow	75	35	33	192	182	70
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	475	217	252	0	-	0
Stage 1	217	-	-	-	-	-
Stage 2	258	-	-	-	-	-
Critical Hdwy	6.5	6.27	4.18	-	-	-
Critical Hdwy Stg 1	5.5	-	-	-	-	-
Critical Hdwy Stg 2	5.5	-	-	-	-	-
Follow-up Hdwy	3.59	3.363	2.272	-	-	-
Pot Cap-1 Maneuver	534	810	1279	-	-	-
Stage 1	801	-	-	-	-	-
Stage 2	767	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	519	810	1279	-	-	-
Mov Cap-2 Maneuver	519	-	-	-	-	-
Stage 1	778	-	-	-	-	-
Stage 2	767	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	12.6	1.2		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1279	-	586	-	-	
HCM Lane V/C Ratio	0.026	-	0.188	-	-	
HCM Control Delay (s)	7.9	0	12.6	-	-	
HCM Lane LOS	A	A	B	-	-	
HCM 95th %tile Q(veh)	0.1	-	0.7	-	-	

Kaitlin C&V
4: Wellington Main St & Belleville St

2040_Bkgd_AM_NoStC_NoBP
HCM 6th TWSC

Intersection												
Int Delay, s/veh	8.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	84	374	0	0	348	121	0	0	0	93	0	105
Future Vol, veh/h	84	374	0	0	348	121	0	0	0	93	0	105
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	4	5	2	50	4	3	2	2	2	2	2	4
Mvmt Flow	92	411	0	0	382	133	0	0	0	102	0	115
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	515	0	0	411	0	0	1101	1110	411	1044	1044	449
Stage 1	-	-	-	-	-	-	595	595	-	449	449	-
Stage 2	-	-	-	-	-	-	506	515	-	595	595	-
Critical Hdwy	4.14	-	-	4.6	-	-	7.12	6.52	6.22	7.12	6.52	6.24
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.236	-	-	2.65	-	-	3.518	4.018	3.318	3.518	4.018	3.336
Pot Cap-1 Maneuver	1040	-	-	931	-	-	189	209	641	207	229	606
Stage 1	-	-	-	-	-	-	491	492	-	589	572	-
Stage 2	-	-	-	-	-	-	549	535	-	491	492	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1040	-	-	931	-	-	139	185	641	189	203	606
Mov Cap-2 Maneuver	-	-	-	-	-	-	139	185	-	189	203	-
Stage 1	-	-	-	-	-	-	435	435	-	521	572	-
Stage 2	-	-	-	-	-	-	444	535	-	435	435	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.6			0			0			43.9		
HCM LOS							A			E		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	-	1040	-	-	931	-	-	298				
HCM Lane V/C Ratio	-	0.089	-	-	-	-	-	0.73				
HCM Control Delay (s)	0	8.8	0	-	0	-	-	43.9				
HCM Lane LOS	A	A	A	-	A	-	-	E				
HCM 95th %tile Q(veh)	-	0.3	-	-	0	-	-	5.3				

Intersection						
Int Delay, s/veh	2.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	23	542	392	52	68	23
Future Vol, veh/h	23	542	392	52	68	23
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	91	91	91	91	91	91
Heavy Vehicles, %	2	4	5	9	2	2
Mvmt Flow	25	596	431	57	75	25
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	488	0	-	0	1106	460
Stage 1	-	-	-	-	460	-
Stage 2	-	-	-	-	646	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1075	-	-	-	233	601
Stage 1	-	-	-	-	636	-
Stage 2	-	-	-	-	522	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1075	-	-	-	225	601
Mov Cap-2 Maneuver	-	-	-	-	225	-
Stage 1	-	-	-	-	614	-
Stage 2	-	-	-	-	522	-
Approach	EB	WB		SB		
HCM Control Delay, s	0.3	0		26.3		
HCM LOS				D		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1075	-	-	-	267	
HCM Lane V/C Ratio	0.024	-	-	-	0.375	
HCM Control Delay (s)	8.4	0	-	-	26.3	
HCM Lane LOS	A	A	-	-	D	
HCM 95th %tile Q(veh)	0.1	-	-	-	1.7	

Intersection						
Int Delay, s/veh	2.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	73	18	30	267	219	77
Future Vol, veh/h	73	18	30	267	219	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	91	91	91	91	91	91
Heavy Vehicles, %	3	2	2	4	2	3
Mvmt Flow	80	20	33	293	241	85
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	643	284	326	0	-	0
Stage 1	284	-	-	-	-	-
Stage 2	359	-	-	-	-	-
Critical Hdwy	6.43	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	436	755	1234	-	-	-
Stage 1	762	-	-	-	-	-
Stage 2	704	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	422	755	1234	-	-	-
Mov Cap-2 Maneuver	422	-	-	-	-	-
Stage 1	738	-	-	-	-	-
Stage 2	704	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	14.9	0.8		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1234	-	462	-	-	
HCM Lane V/C Ratio	0.027	-	0.216	-	-	
HCM Control Delay (s)	8	0	14.9	-	-	
HCM Lane LOS	A	A	B	-	-	
HCM 95th %tile Q(veh)	0.1	-	0.8	-	-	

Kaitlin C&V
4: Wellington Main St & Belleville St

2040_Bkgd_PM_NoStC_NoBP
HCM 6th TWSC

Intersection												
Int Delay, s/veh	32.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	180	560	0	0	414	116	0	0	0	60	0	180
Future Vol, veh/h	180	560	0	0	414	116	0	0	0	60	0	180
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	4	2	2	3	6	2	2	2	2	2	3
Mvmt Flow	198	615	0	0	455	127	0	0	0	66	0	198
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	582	0	0	615	0	0	1629	1593	615	1530	519	519
Stage 1	-	-	-	-	-	-	1011	1011	-	519	519	-
Stage 2	-	-	-	-	-	-	618	582	-	1011	1011	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.327
Pot Cap-1 Maneuver	992	-	-	965	-	-	82	107	491	96	117	555
Stage 1	-	-	-	-	-	-	289	317	-	540	533	-
Stage 2	-	-	-	-	-	-	477	499	-	289	317	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	992	-	-	965	-	-	40	75	491	73	82	555
Mov Cap-2 Maneuver	-	-	-	-	-	-	40	75	-	73	82	-
Stage 1	-	-	-	-	-	-	201	221	-	376	533	-
Stage 2	-	-	-	-	-	-	307	499	-	201	221	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	2.3			0			0			196.3		
HCM LOS							A			F		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	-	992	-	-	965	-	-	209				
HCM Lane V/C Ratio	-	0.199	-	-	-	-	-	1.262				
HCM Control Delay (s)	0	9.5	0	-	0	-	-	196.3				
HCM Lane LOS	A	A	A	-	A	-	-	F				
HCM 95th %tile Q(veh)	-	0.7	-	-	0	-	-	13.9				

Kaitlin C&V
8: Wellington Main St & Consecon St

2040_Bkgd_PM_NoStC_NoBP
HCM 6th TWSC

Intersection						
Int Delay, s/veh	2.9					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	27	620	565	55	52	52
Future Vol, veh/h	27	620	565	55	52	52
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	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	4	2	4
Mvmt Flow	30	681	621	60	57	57
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	681	0	-	0	1392	651
Stage 1	-	-	-	-	651	-
Stage 2	-	-	-	-	741	-
Critical Hdwy	4.12	-	-	-	6.42	6.24
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.336
Pot Cap-1 Maneuver	912	-	-	-	156	465
Stage 1	-	-	-	-	519	-
Stage 2	-	-	-	-	471	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	912	-	-	-	148	465
Mov Cap-2 Maneuver	-	-	-	-	148	-
Stage 1	-	-	-	-	491	-
Stage 2	-	-	-	-	471	-
Approach	EB	WB		SB		
HCM Control Delay, s	0.4	0		36.4		
HCM LOS				E		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	912	-	-	-	225	
HCM Lane V/C Ratio	0.033	-	-	-	0.508	
HCM Control Delay (s)	9.1	0	-	-	36.4	
HCM Lane LOS	A	A	-	-	E	
HCM 95th %tile Q(veh)	0.1	-	-	-	2.6	

Intersection						
Int Delay, s/veh	5.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	121	128	30	155	276	89
Future Vol, veh/h	121	128	30	155	276	89
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	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	133	141	33	170	303	98
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	588	352	401	0	-	0
Stage 1	352	-	-	-	-	-
Stage 2	236	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	471	692	1158	-	-	-
Stage 1	712	-	-	-	-	-
Stage 2	803	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	456	692	1158	-	-	-
Mov Cap-2 Maneuver	456	-	-	-	-	-
Stage 1	690	-	-	-	-	-
Stage 2	803	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	17.7	1.3		0		
HCM LOS	C					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1158	-	553	-	-	
HCM Lane V/C Ratio	0.028	-	0.495	-	-	
HCM Control Delay (s)	8.2	0	17.7	-	-	
HCM Lane LOS	A	A	C	-	-	
HCM 95th %tile Q(veh)	0.1	-	2.7	-	-	

Kaitlin C&V
4: Wellington Main St & Belleville St

2040_Bkgd_Sat_NoStC_NoBP
HCM 6th TWSC

Intersection												
Int Delay, s/veh	381.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	157	624	0	0	522	27	0	0	0	242	0	162
Future Vol, veh/h	157	624	0	0	522	27	0	0	0	242	0	162
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	173	686	0	0	574	30	0	0	0	266	0	178
Major/Minor	Major1		Major2			Minor1			Minor2			
Conflicting Flow All	604	0	0	686	0	0	1710	1636	686	1621	1621	589
Stage 1	-	-	-	-	-	-	1032	1032	-	589	589	-
Stage 2	-	-	-	-	-	-	678	604	-	1032	1032	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	974	-	-	908	-	-	72	101	447	~ 83	103	508
Stage 1	-	-	-	-	-	-	281	310	-	494	495	-
Stage 2	-	-	-	-	-	-	442	488	-	281	310	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	974	-	-	908	-	-	36	72	447	~ 65	73	508
Mov Cap-2 Maneuver	-	-	-	-	-	-	36	72	-	~ 65	73	-
Stage 1	-	-	-	-	-	-	200	221	-	352	495	-
Stage 2	-	-	-	-	-	-	287	488	-	~ 200	221	-
Approach	EB		WB			NB			SB			
HCM Control Delay, s	1.9		0			0			\$ 1634			
HCM LOS						A			F			
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	-	974	-	-	908	-	-	100				
HCM Lane V/C Ratio	-	0.177	-	-	-	-	-	4.44				
HCM Control Delay (s)	0	9.5	0	-	0	-	-	\$ 1634				
HCM Lane LOS	A	A	A	-	A	-	-	F				
HCM 95th %tile Q(veh)	-	0.6	-	-	0	-	-	46.6				
Notes												
~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon												

Kaitlin C&V
8: Wellington Main St & Consecon St

2040_Bkgd_Sat_NoStC_NoBP
HCM 6th TWSC

Intersection						
Int Delay, s/veh	13.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	73	706	595	82	68	89
Future Vol, veh/h	73	706	595	82	68	89
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	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	80	776	654	90	75	98
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	744	0	-	0	1635	699
Stage 1	-	-	-	-	699	-
Stage 2	-	-	-	-	936	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	864	-	-	-	111	440
Stage 1	-	-	-	-	493	-
Stage 2	-	-	-	-	382	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	864	-	-	-	93	440
Mov Cap-2 Maneuver	-	-	-	-	93	-
Stage 1	-	-	-	-	413	-
Stage 2	-	-	-	-	382	-
Approach	EB	WB		SB		
HCM Control Delay, s	0.9	0		132.2		
HCM LOS				F		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	864	-	-	-	168	
HCM Lane V/C Ratio	0.093	-	-	-	1.027	
HCM Control Delay (s)	9.6	0	-	-	132.2	
HCM Lane LOS	A	A	-	-	F	
HCM 95th %tile Q(veh)	0.3	-	-	-	8.3	

Intersection												
Int Delay, s/veh	5.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	82	6	60	19	19	37	20	350	6	12	276	28
Future Vol, veh/h	82	6	60	19	19	37	20	350	6	12	276	28
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2	2	8	2	2	5	2
Mvmt Flow	90	7	66	21	21	41	22	385	7	13	303	31
Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	809	781	319	814	793	389	334	0	0	392	0	0
Stage 1	345	345	-	433	433	-	-	-	-	-	-	-
Stage 2	464	436	-	381	360	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	299	326	722	297	321	659	1225	-	-	1167	-	-
Stage 1	671	636	-	601	582	-	-	-	-	-	-	-
Stage 2	578	580	-	641	626	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	259	314	722	258	309	659	1225	-	-	1167	-	-
Mov Cap-2 Maneuver	259	314	-	258	309	-	-	-	-	-	-	-
Stage 1	656	627	-	587	569	-	-	-	-	-	-	-
Stage 2	510	567	-	568	617	-	-	-	-	-	-	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	23.6			16.6			0.4			0.3		
HCM LOS	C			C								
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1225	-	-	353	392	1167	-	-				
HCM Lane V/C Ratio	0.018	-	-	0.461	0.21	0.011	-	-				
HCM Control Delay (s)	8	0	-	23.6	16.6	8.1	0	-				
HCM Lane LOS	A	A	-	C	C	A	A	-				
HCM 95th %tile Q(veh)	0.1	-	-	2.3	0.8	0	-	-				

Kaitlin C&V
2: Belleville St & Turner St

2040_B+Dev_AM_NoStC_NoBP
HCM 6th TWSC

Intersection												
Int Delay, s/veh	93.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	78	18	349	77	56	6	118	292	25	2	323	30
Future Vol, veh/h	78	18	349	77	56	6	118	292	25	2	323	30
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2	2	8	2	2	5	2
Mvmt Flow	86	20	384	85	62	7	130	321	27	2	355	33
Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	1005	984	372	1173	987	335	388	0	0	348	0	0
Stage 1	376	376	-	595	595	-	-	-	-	-	-	-
Stage 2	629	608	-	578	392	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	220	248	674	169	247	707	1170	-	-	1211	-	-
Stage 1	645	616	-	491	492	-	-	-	-	-	-	-
Stage 2	470	486	-	501	606	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	152	213	674	~ 61	212	707	1170	-	-	1211	-	-
Mov Cap-2 Maneuver	152	213	-	~ 61	212	-	-	-	-	-	-	-
Stage 1	556	615	-	423	424	-	-	-	-	-	-	-
Stage 2	343	419	-	209	605	-	-	-	-	-	-	-
Approach	EB		WB			NB			SB			
HCM Control Delay, s	151.7		\$ 427.9			2.3			0			
HCM LOS	F		F									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1170	-	-	399	91	1211	-	-				
HCM Lane V/C Ratio	0.111	-	-	1.226	1.679	0.002	-	-				
HCM Control Delay (s)	8.5	0	-	151.7	\$ 427.9	8	0	-				
HCM Lane LOS	A	A	-	F	F	A	A	-				
HCM 95th %tile Q(veh)	0.4	-	-	20.3	12.4	0	-	-				
Notes												
~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon												

Intersection						
Int Delay, s/veh	4.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	84	32	30	351	645	105
Future Vol, veh/h	84	32	30	351	645	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	91	91	91	91	91	91
Heavy Vehicles, %	10	7	8	8	6	4
Mvmt Flow	92	35	33	386	709	115
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1219	767	824	0	-	0
Stage 1	767	-	-	-	-	-
Stage 2	452	-	-	-	-	-
Critical Hdwy	6.5	6.27	4.18	-	-	-
Critical Hdwy Stg 1	5.5	-	-	-	-	-
Critical Hdwy Stg 2	5.5	-	-	-	-	-
Follow-up Hdwy	3.59	3.363	2.272	-	-	-
Pot Cap-1 Maneuver	192	394	781	-	-	-
Stage 1	444	-	-	-	-	-
Stage 2	624	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	182	394	781	-	-	-
Mov Cap-2 Maneuver	182	-	-	-	-	-
Stage 1	420	-	-	-	-	-
Stage 2	624	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	43.9	0.8		0		
HCM LOS	E					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	781	-	214	-	-	
HCM Lane V/C Ratio	0.042	-	0.596	-	-	
HCM Control Delay (s)	9.8	0	43.9	-	-	
HCM Lane LOS	A	A	E	-	-	
HCM 95th %tile Q(veh)	0.1	-	3.4	-	-	

Intersection												
Int Delay, s/veh	568.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	102	374	0	0	348	278	0	0	0	529	0	148
Future Vol, veh/h	102	374	0	0	348	278	0	0	0	529	0	148
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	4	5	2	50	4	3	2	2	2	2	2	4
Mvmt Flow	112	411	0	0	382	305	0	0	0	581	0	163
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	687	0	0	411	0	0	1251	1322	411	1170	1170	535
Stage 1	-	-	-	-	-	-	635	635	-	535	535	-
Stage 2	-	-	-	-	-	-	616	687	-	635	635	-
Critical Hdwy	4.14	-	-	4.6	-	-	7.12	6.52	6.22	7.12	6.52	6.24
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.236	-	-	2.65	-	-	3.518	4.018	3.318	3.518	4.018	3.336
Pot Cap-1 Maneuver	898	-	-	931	-	-	149	156	641	~ 170	193	541
Stage 1	-	-	-	-	-	-	467	472	-	~ 529	524	-
Stage 2	-	-	-	-	-	-	478	447	-	~ 467	472	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	898	-	-	931	-	-	91	131	641	~ 149	162	541
Mov Cap-2 Maneuver	-	-	-	-	-	-	91	131	-	~ 149	162	-
Stage 1	-	-	-	-	-	-	391	396	-	~ 443	524	-
Stage 2	-	-	-	-	-	-	334	447	-	~ 391	396	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	2.1			0			0			\$ 1493		
HCM LOS							A			F		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	-	898	-	-	931	-	-	177				
HCM Lane V/C Ratio	-	0.125	-	-	-	-	-	4.203				
HCM Control Delay (s)	0	9.6	0	-	0	-	-	\$ 1493				
HCM Lane LOS	A	A	A	-	A	-	-	F				
HCM 95th %tile Q(veh)	-	0.4	-	-	0	-	-	74.6				
Notes												
~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon												

Intersection						
Int Delay, s/veh	10.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	295	91	95	106	30	98
Future Vol, veh/h	295	91	95	106	30	98
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	91	91	91	91	91	91
Heavy Vehicles, %	2	2	6	2	2	2
Mvmt Flow	324	100	104	116	33	108
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	336	162	0	0	220	0
Stage 1	162	-	-	-	-	-
Stage 2	174	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	659	883	-	-	1349	-
Stage 1	867	-	-	-	-	-
Stage 2	856	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	642	883	-	-	1349	-
Mov Cap-2 Maneuver	642	-	-	-	-	-
Stage 1	867	-	-	-	-	-
Stage 2	834	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	18.4	0		1.8		
HCM LOS	C					
Minor Lane/Major Mvmt		NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)		-	-	686	1349	-
HCM Lane V/C Ratio		-	-	0.618	0.024	-
HCM Control Delay (s)		-	-	18.4	7.7	0
HCM Lane LOS		-	-	C	A	A
HCM 95th %tile Q(veh)		-	-	4.3	0.1	-

Intersection						
Int Delay, s/veh	3.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	119	20	181	41	7	386
Future Vol, veh/h	119	20	181	41	7	386
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	91	91	91	91	91	91
Heavy Vehicles, %	2	2	6	2	2	2
Mvmt Flow	131	22	199	45	8	424
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	662	222	0	0	244	0
Stage 1	222	-	-	-	-	-
Stage 2	440	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	427	818	-	-	1322	-
Stage 1	815	-	-	-	-	-
Stage 2	649	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	424	818	-	-	1322	-
Mov Cap-2 Maneuver	424	-	-	-	-	-
Stage 1	815	-	-	-	-	-
Stage 2	644	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	16.8	0		0.1		
HCM LOS	C					
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT	
Capacity (veh/h)	-	-	456	1322	-	
HCM Lane V/C Ratio	-	-	0.335	0.006	-	
HCM Control Delay (s)	-	-	16.8	7.7	0	
HCM Lane LOS	-	-	C	A	A	
HCM 95th %tile Q(veh)	-	-	1.5	0	-	

Kaitlin C&V
8: Wellington Main St & Consecon St

2040_B+Dev_AM_NoStC_NoBP
HCM 6th TWSC

Intersection						
Int Delay, s/veh	120.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	155	545	394	67	111	395
Future Vol, veh/h	155	545	394	67	111	395
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	91	91	91	91	91	91
Heavy Vehicles, %	2	4	5	9	2	2
Mvmt Flow	170	599	433	74	122	434
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	507	0	-	0	1409	470
Stage 1	-	-	-	-	470	-
Stage 2	-	-	-	-	939	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1058	-	-	-	153	594
Stage 1	-	-	-	-	629	-
Stage 2	-	-	-	-	380	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1058	-	-	-	~ 116	594
Mov Cap-2 Maneuver	-	-	-	-	~ 116	-
Stage 1	-	-	-	-	477	-
Stage 2	-	-	-	-	380	-
Approach	EB	WB		SB		
HCM Control Delay, s	2	0		\$ 393.1		
HCM LOS	F					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1058	-	-	-	312	
HCM Lane V/C Ratio	0.161	-	-	-	1.782	
HCM Control Delay (s)	9.1	0	-	-	\$ 393.1	
HCM Lane LOS	A	A	-	-	F	
HCM 95th %tile Q(veh)	0.6	-	-	-	36.3	
Notes						
~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon						

Intersection						
Int Delay, s/veh	0.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	7	21	32	437	295	11
Future Vol, veh/h	7	21	32	437	295	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	8	5	2
Mvmt Flow	8	23	35	480	324	12
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	880	330	336	0	-	0
Stage 1	330	-	-	-	-	-
Stage 2	550	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	318	712	1223	-	-	-
Stage 1	728	-	-	-	-	-
Stage 2	578	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	306	712	1223	-	-	-
Mov Cap-2 Maneuver	306	-	-	-	-	-
Stage 1	700	-	-	-	-	-
Stage 2	578	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	12.1	0.5		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1223	-	535	-	-	
HCM Lane V/C Ratio	0.029	-	0.058	-	-	
HCM Control Delay (s)	8	0	12.1	-	-	
HCM Lane LOS	A	A	B	-	-	
HCM 95th %tile Q(veh)	0.1	-	0.2	-	-	

Intersection												
Int Delay, s/veh	5.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	49	18	35	11	11	20	61	422	18	34	407	84
Future Vol, veh/h	49	18	35	11	11	20	61	422	18	34	407	84
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2	2	4	2	2	2	2
Mvmt Flow	54	20	38	12	12	22	67	464	20	37	447	92
Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	1192	1185	493	1204	1221	474	539	0	0	484	0	0
Stage 1	567	567	-	608	608	-	-	-	-	-	-	-
Stage 2	625	618	-	596	613	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	164	189	576	161	180	590	1029	-	-	1079	-	-
Stage 1	508	507	-	483	486	-	-	-	-	-	-	-
Stage 2	473	481	-	490	483	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	133	163	576	123	156	590	1029	-	-	1079	-	-
Mov Cap-2 Maneuver	133	163	-	123	156	-	-	-	-	-	-	-
Stage 1	463	482	-	440	443	-	-	-	-	-	-	-
Stage 2	404	438	-	417	459	-	-	-	-	-	-	-
Approach	EB		WB			NB			SB			
HCM Control Delay, s	48.5		26			1.1			0.5			
HCM LOS	E		D									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1029	-	-	189	217	1079	-	-				
HCM Lane V/C Ratio	0.065	-	-	0.593	0.213	0.035	-	-				
HCM Control Delay (s)	8.7	0	-	48.5	26	8.5	0	-				
HCM Lane LOS	A	A	-	E	D	A	A	-				
HCM 95th %tile Q(veh)	0.2	-	-	3.3	0.8	0.1	-	-				

Intersection												
Int Delay, s/veh	932.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	53	51	207	42	31	4	354	444	71	6	367	80
Future Vol, veh/h	53	51	207	42	31	4	354	444	71	6	367	80
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2	2	4	2	2	2	2
Mvmt Flow	58	56	227	46	34	4	389	488	78	7	403	88
Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	1785	1805	447	1908	1810	527	491	0	0	566	0	0
Stage 1	461	461	-	1305	1305	-	-	-	-	-	-	-
Stage 2	1324	1344	-	603	505	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	63	79	612	52	79	551	1072	-	-	1006	-	-
Stage 1	581	565	-	197	230	-	-	-	-	-	-	-
Stage 2	192	220	-	486	540	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	~ 6	~ 36	612	-	36	551	1072	-	-	1006	-	-
Mov Cap-2 Maneuver	~ 6	~ 36	-	-	36	-	-	-	-	-	-	-
Stage 1	270	559	-	91	107	-	-	-	-	-	-	-
Stage 2	60	102	-	272	535	-	-	-	-	-	-	-
Approach	EB		WB			NB			SB			
HCM Control Delay, s	\$ 5114.3					4.2			0.1			
HCM LOS	F		-									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1072	-	-	29	-	1006	-	-				
HCM Lane V/C Ratio	0.363	-	-	11.785	-	0.007	-	-				
HCM Control Delay (s)	10.3	0	-	\$ 5114.3	-	8.6	0	-				
HCM Lane LOS	B	A	-	F	-	A	A	-				
HCM 95th %tile Q(veh)	1.7	-	-	42.1	-	0	-	-				
Notes												
~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon												

Intersection						
Int Delay, s/veh	14.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	115	18	30	755	513	103
Future Vol, veh/h	115	18	30	755	513	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	91	91	91	91	91	91
Heavy Vehicles, %	3	2	2	4	2	3
Mvmt Flow	126	20	33	830	564	113
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1517	621	677	0	-	0
Stage 1	621	-	-	-	-	-
Stage 2	896	-	-	-	-	-
Critical Hdwy	6.43	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	131	487	915	-	-	-
Stage 1	534	-	-	-	-	-
Stage 2	397	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 122	487	915	-	-	-
Mov Cap-2 Maneuver	~ 122	-	-	-	-	-
Stage 1	498	-	-	-	-	-
Stage 2	397	-	-	-	-	-
Approach	EB		NB		SB	
HCM Control Delay, s	162.7		0.3		0	
HCM LOS	F					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	915	-	136	-	-	
HCM Lane V/C Ratio	0.036	-	1.075	-	-	
HCM Control Delay (s)	9.1	0	162.7	-	-	
HCM Lane LOS	A	A	F	-	-	
HCM 95th %tile Q(veh)	0.1	-	8.1	-	-	
Notes						
~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon						

Kaitlin C&V
4: Wellington Main St & Belleville St

2040_B+Dev_PM_NoStC_NoBP
HCM 6th TWSC

Intersection												
Int Delay, s/veh	1243.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	225	560	0	0	414	560	0	0	0	326	0	208
Future Vol, veh/h	225	560	0	0	414	560	0	0	0	326	0	208
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	4	2	2	3	6	2	2	2	2	2	3
Mvmt Flow	247	615	0	0	455	615	0	0	0	358	0	229
Major/Minor	Major1		Major2			Minor1			Minor2			
Conflicting Flow All	1070	0	0	615	0	0	1986	2179	615	1872	1872	763
Stage 1	-	-	-	-	-	-	1109	1109	-	763	763	-
Stage 2	-	-	-	-	-	-	877	1070	-	1109	1109	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.327
Pot Cap-1 Maneuver	651	-	-	965	-	-	46	46	491	~ 55	72	403
Stage 1	-	-	-	-	-	-	254	285	-	397	413	-
Stage 2	-	-	-	-	-	-	343	298	-	~ 254	285	-
Platoon blocked, %		-	-	-	-	-						
Mov Cap-1 Maneuver	651	-	-	965	-	-	11	19	491	~ 30	30	403
Mov Cap-2 Maneuver	-	-	-	-	-	-	11	19	-	~ 30	30	-
Stage 1	-	-	-	-	-	-	107	121	-	~ 168	413	-
Stage 2	-	-	-	-	-	-	148	298	-	~ 107	121	-
Approach	EB		WB			NB			SB			
HCM Control Delay, s	4		0			0			\$ 5332			
HCM LOS						A			F			
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	-	651	-	-	965	-	-	47				
HCM Lane V/C Ratio	-	0.38	-	-	-	-	-	12.485				
HCM Control Delay (s)	0	13.9	0	-	0	-	-	\$ 5332				
HCM Lane LOS	A	B	A	-	A	-	-	F				
HCM 95th %tile Q(veh)	-	1.8	-	-	0	-	-	70.6				
Notes												
~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon												

Intersection						
Int Delay, s/veh	6.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	178	53	94	298	91	125
Future Vol, veh/h	178	53	94	298	91	125
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	91	91	91	91	91	91
Heavy Vehicles, %	2	2	3	2	2	2
Mvmt Flow	196	58	103	327	100	137
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	604	267	0	0	430	0
Stage 1	267	-	-	-	-	-
Stage 2	337	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	461	772	-	-	1129	-
Stage 1	778	-	-	-	-	-
Stage 2	723	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	417	772	-	-	1129	-
Mov Cap-2 Maneuver	417	-	-	-	-	-
Stage 1	778	-	-	-	-	-
Stage 2	654	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	21.6	0		3.6		
HCM LOS	C					
Minor Lane/Major Mvmt		NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)		-	-	466	1129	-
HCM Lane V/C Ratio		-	-	0.545	0.089	-
HCM Control Delay (s)		-	-	21.6	8.5	0
HCM Lane LOS		-	-	C	A	A
HCM 95th %tile Q(veh)		-	-	3.2	0.3	-

Intersection						
Int Delay, s/veh	2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	73	12	380	123	20	283
Future Vol, veh/h	73	12	380	123	20	283
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	91	91	91	91	91	91
Heavy Vehicles, %	2	2	3	2	2	2
Mvmt Flow	80	13	418	135	22	311
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	841	486	0	0	553	0
Stage 1	486	-	-	-	-	-
Stage 2	355	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	335	581	-	-	1017	-
Stage 1	618	-	-	-	-	-
Stage 2	710	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	326	581	-	-	1017	-
Mov Cap-2 Maneuver	326	-	-	-	-	-
Stage 1	618	-	-	-	-	-
Stage 2	692	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	19.1	0		0.6		
HCM LOS	C					
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT	
Capacity (veh/h)	-	-	348	1017	-	
HCM Lane V/C Ratio	-	-	0.268	0.022	-	
HCM Control Delay (s)	-	-	19.1	8.6	0	
HCM Lane LOS	-	-	C	A	A	
HCM 95th %tile Q(veh)	-	-	1.1	0.1	-	

Kaitlin C&V
8: Wellington Main St & Consecon St

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HCM 6th TWSC

Intersection						
Int Delay, s/veh	862.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	405	623	568	98	78	278
Future Vol, veh/h	405	623	568	98	78	278
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	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	4	2	4
Mvmt Flow	445	685	624	108	86	305
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	732	0	-	0	2253	678
Stage 1	-	-	-	-	678	-
Stage 2	-	-	-	-	1575	-
Critical Hdwy	4.12	-	-	-	6.42	6.24
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.336
Pot Cap-1 Maneuver	873	-	-	-	~ 46	449
Stage 1	-	-	-	-	504	-
Stage 2	-	-	-	-	187	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	873	-	-	-	~ 8	449
Mov Cap-2 Maneuver	-	-	-	-	~ 8	-
Stage 1	-	-	-	-	89	-
Stage 2	-	-	-	-	187	-
Approach	EB	WB		SB		
HCM Control Delay, s	5.3	0		\$ 4951.9		
HCM LOS	F					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	873	-	-	-	34	
HCM Lane V/C Ratio	0.51	-	-	-	11.506	
HCM Control Delay (s)	13.3	0	-	-	-\$ 4951.9	
HCM Lane LOS	B	A	-	-	F	
HCM 95th %tile Q(veh)	3	-	-	-	47.7	
Notes						
~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon						

Intersection						
Int Delay, s/veh	1.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	12	37	39	452	489	13
Future Vol, veh/h	12	37	39	452	489	13
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	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	4	2	2
Mvmt Flow	13	41	43	497	537	14
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1127	544	551	0	-	0
Stage 1	544	-	-	-	-	-
Stage 2	583	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	226	539	1019	-	-	-
Stage 1	582	-	-	-	-	-
Stage 2	558	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	213	539	1019	-	-	-
Mov Cap-2 Maneuver	213	-	-	-	-	-
Stage 1	548	-	-	-	-	-
Stage 2	558	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	15.6	0.7		0		
HCM LOS	C					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1019	-	392	-	-	
HCM Lane V/C Ratio	0.042	-	0.137	-	-	
HCM Control Delay (s)	8.7	0	15.6	-	-	
HCM Lane LOS	A	A	C	-	-	
HCM 95th %tile Q(veh)	0.1	-	0.5	-	-	

Intersection												
Int Delay, s/veh	5.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	59	12	42	12	12	22	46	374	12	23	460	64
Future Vol, veh/h	59	12	42	12	12	22	46	374	12	23	460	64
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	65	13	46	13	13	24	51	411	13	25	505	70
Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	1128	1116	540	1140	1145	418	575	0	0	424	0	0
Stage 1	590	590	-	520	520	-	-	-	-	-	-	-
Stage 2	538	526	-	620	625	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	181	208	542	178	200	635	998	-	-	1135	-	-
Stage 1	494	495	-	539	532	-	-	-	-	-	-	-
Stage 2	527	529	-	476	477	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	152	188	542	143	180	635	998	-	-	1135	-	-
Mov Cap-2 Maneuver	152	188	-	143	180	-	-	-	-	-	-	-
Stage 1	461	479	-	503	496	-	-	-	-	-	-	-
Stage 2	460	494	-	410	461	-	-	-	-	-	-	-
Approach	EB		WB			NB			SB			
HCM Control Delay, s	43.1		23.2			0.9			0.3			
HCM LOS	E		C									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	998	-	-	213	248	1135	-	-				
HCM Lane V/C Ratio	0.051	-	-	0.583	0.204	0.022	-	-				
HCM Control Delay (s)	8.8	0	-	43.1	23.2	8.2	0	-				
HCM Lane LOS	A	A	-	E	C	A	A	-				
HCM 95th %tile Q(veh)	0.2	-	-	3.2	0.7	0.1	-	-				

Kaitlin C&V
2: Belleville St & Turner St

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HCM 6th TWSC

Intersection												
Int Delay, s/veh	296.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	63	34	249	47	34	4	267	365	48	4	445	64
Future Vol, veh/h	63	34	249	47	34	4	267	365	48	4	445	64
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	69	37	274	52	37	4	293	401	53	4	489	70
Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	1566	1572	524	1702	1581	428	559	0	0	454	0	0
Stage 1	532	532	-	1014	1014	-	-	-	-	-	-	-
Stage 2	1034	1040	-	688	567	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	90	110	553	72	109	627	1012	-	-	1107	-	-
Stage 1	531	526	-	288	316	-	-	-	-	-	-	-
Stage 2	280	307	-	436	507	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	~ 36	67	553	~ 15	66	627	1012	-	-	1107	-	-
Mov Cap-2 Maneuver	~ 36	67	-	~ 15	66	-	-	-	-	-	-	-
Stage 1	324	523	-	176	193	-	-	-	-	-	-	-
Stage 2	137	187	-	204	504	-	-	-	-	-	-	-
Approach	EB		WB			NB			SB			
HCM Control Delay, s	\$ 960.4		\$ 1722.3			3.9			0.1			
HCM LOS	F		F									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1012	-	-	128	23	1107	-	-				
HCM Lane V/C Ratio	0.29	-	-	2.97	4.061	0.004	-	-				
HCM Control Delay (s)	10	0	-	\$ 960.4	\$ 1722.3	8.3	0	-				
HCM Lane LOS	B	A	-	F	F	A	A	-				
HCM 95th %tile Q(veh)	1.2	-	-	35.5	11.8	0	-	-				
Notes												
~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon												

Intersection						
Int Delay, s/veh	50.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	152	128	30	527	623	118
Future Vol, veh/h	152	128	30	527	623	118
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	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	167	141	33	579	685	130
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1395	750	815	0	-	0
Stage 1	750	-	-	-	-	-
Stage 2	645	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	~ 156	411	812	-	-	-
Stage 1	467	-	-	-	-	-
Stage 2	522	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 147	411	812	-	-	-
Mov Cap-2 Maneuver	~ 147	-	-	-	-	-
Stage 1	439	-	-	-	-	-
Stage 2	522	-	-	-	-	-
Approach	EB		NB		SB	
HCM Control Delay, s	282.3		0.5		0	
HCM LOS	F					
Minor Lane/Major Mvmt		NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)		812	-	208	-	-
HCM Lane V/C Ratio		0.041	-	1.479	-	-
HCM Control Delay (s)		9.6	0	282.3	-	-
HCM Lane LOS		A	A	F	-	-
HCM 95th %tile Q(veh)		0.1	-	18.6	-	-
Notes						
~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon						

Kaitlin C&V
4: Wellington Main St & Belleville St

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HCM 6th TWSC

Intersection												
Int Delay, s/veh	2435.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	192	624	0	0	522	364	0	0	0	556	0	194
Future Vol, veh/h	192	624	0	0	522	364	0	0	0	556	0	194
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	211	686	0	0	574	400	0	0	0	611	0	213
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	974	0	0	686	0	0	1989	2082	686	1882	1882	774
Stage 1	-	-	-	-	-	-	1108	1108	-	774	774	-
Stage 2	-	-	-	-	-	-	881	974	-	1108	1108	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	708	-	-	908	-	-	45	53	447	~ 54	71	398
Stage 1	-	-	-	-	-	-	255	286	-	~ 391	408	-
Stage 2	-	-	-	-	-	-	341	330	-	~ 255	286	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	708	-	-	908	-	-	13	28	447	~ 34	37	398
Mov Cap-2 Maneuver	-	-	-	-	-	-	13	28	-	~ 34	37	-
Stage 1	-	-	-	-	-	-	132	148	-	~ 203	408	-
Stage 2	-	-	-	-	-	-	158	330	-	~ 132	148	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	2.9			0			0			\$ 7960.5		
HCM LOS							A			F		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	-	708	-	-	908	-	-	45				
HCM Lane V/C Ratio	-	0.298	-	-	-	-	-	18.315				
HCM Control Delay (s)	0	12.2	0	-	0	-	-	\$ 7960.5				
HCM Lane LOS	A	B	A	-	A	-	-	F				
HCM 95th %tile Q(veh)	-	1.2	-	-	0	-	-	100.5				
Notes												
~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon												

Intersection						
Int Delay, s/veh	8.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	209	63	170	223	68	173
Future Vol, veh/h	209	63	170	223	68	173
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	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	230	69	187	245	75	190
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	650	310	0	0	432	0
Stage 1	310	-	-	-	-	-
Stage 2	340	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	434	730	-	-	1128	-
Stage 1	744	-	-	-	-	-
Stage 2	721	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	402	730	-	-	1128	-
Mov Cap-2 Maneuver	402	-	-	-	-	-
Stage 1	744	-	-	-	-	-
Stage 2	668	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	27.6	0		2.4		
HCM LOS	D					
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT	
Capacity (veh/h)	-	-	449	1128	-	
HCM Lane V/C Ratio	-	-	0.666	0.066	-	
HCM Control Delay (s)	-	-	27.6	8.4	0	
HCM Lane LOS	-	-	D	A	A	
HCM 95th %tile Q(veh)	-	-	4.8	0.2	-	

Intersection						
Int Delay, s/veh	2.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	88	15	378	95	16	366
Future Vol, veh/h	88	15	378	95	16	366
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	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	97	16	415	104	18	402
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	905	467	0	0	519	0
Stage 1	467	-	-	-	-	-
Stage 2	438	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	307	596	-	-	1047	-
Stage 1	631	-	-	-	-	-
Stage 2	651	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	300	596	-	-	1047	-
Mov Cap-2 Maneuver	300	-	-	-	-	-
Stage 1	631	-	-	-	-	-
Stage 2	637	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	22	0		0.4		
HCM LOS	C					
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT	
Capacity (veh/h)	-	-	323	1047	-	
HCM Lane V/C Ratio	-	-	0.35	0.017	-	
HCM Control Delay (s)	-	-	22	8.5	0	
HCM Lane LOS	-	-	C	A	A	
HCM 95th %tile Q(veh)	-	-	1.5	0.1	-	

Kaitlin C&V
8: Wellington Main St & Consecon St

2040_B+Dev_Sat_NoStC_NoBP
HCM 6th TWSC

Intersection						
Int Delay, s/veh	1481.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	358	710	598	116	99	355
Future Vol, veh/h	358	710	598	116	99	355
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	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	393	780	657	127	109	390
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	784	0	-	0	2287	721
Stage 1	-	-	-	-	721	-
Stage 2	-	-	-	-	1566	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	834	-	-	-	~ 43	427
Stage 1	-	-	-	-	482	-
Stage 2	-	-	-	-	189	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	834	-	-	-	~ 7	427
Mov Cap-2 Maneuver	-	-	-	-	~ 7	-
Stage 1	-	-	-	-	~ 81	-
Stage 2	-	-	-	-	189	-
Approach	EB	WB		SB		
HCM Control Delay, s	4.4	0		\$ 7284		
HCM LOS				F		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	834	-	-	-	30	
HCM Lane V/C Ratio	0.472	-	-	-	16.63	
HCM Control Delay (s)	13.1	0	-	-	\$ 7284	
HCM Lane LOS	B	A	-	-	F	
HCM 95th %tile Q(veh)	2.6	-	-	-	61.6	
Notes						
~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon						

Intersection						
Int Delay, s/veh	1.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	13	40	46	409	506	15
Future Vol, veh/h	13	40	46	409	506	15
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	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	14	44	51	449	556	16
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1115	564	572	0	-	0
Stage 1	564	-	-	-	-	-
Stage 2	551	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	230	525	1001	-	-	-
Stage 1	569	-	-	-	-	-
Stage 2	577	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	214	525	1001	-	-	-
Mov Cap-2 Maneuver	214	-	-	-	-	-
Stage 1	530	-	-	-	-	-
Stage 2	577	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	15.9	0.9		0		
HCM LOS	C					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1001	-	387	-	-	
HCM Lane V/C Ratio	0.05	-	0.15	-	-	
HCM Control Delay (s)	8.8	0	15.9	-	-	
HCM Lane LOS	A	A	C	-	-	
HCM 95th %tile Q(veh)	0.2	-	0.5	-	-	

Intersection												
Int Delay, s/veh	5.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	85	7	60	19	22	34	20	347	6	11	274	30
Future Vol, veh/h	85	7	60	19	22	34	20	347	6	11	274	30
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2	2	8	2	2	5	2
Mvmt Flow	93	8	66	21	24	37	22	381	7	12	301	33
Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	801	774	318	808	787	385	334	0	0	388	0	0
Stage 1	342	342	-	429	429	-	-	-	-	-	-	-
Stage 2	459	432	-	379	358	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	303	329	723	299	324	663	1225	-	-	1170	-	-
Stage 1	673	638	-	604	584	-	-	-	-	-	-	-
Stage 2	582	582	-	643	628	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	262	317	723	260	312	663	1225	-	-	1170	-	-
Mov Cap-2 Maneuver	262	317	-	260	312	-	-	-	-	-	-	-
Stage 1	658	630	-	590	571	-	-	-	-	-	-	-
Stage 2	514	569	-	570	620	-	-	-	-	-	-	-
Approach	EB		WB			NB			SB			
HCM Control Delay, s	23.9		16.9			0.4			0.3			
HCM LOS	C		C									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1225	-	-	354	385	1170	-	-				
HCM Lane V/C Ratio	0.018	-	-	0.472	0.214	0.01	-	-				
HCM Control Delay (s)	8	0	-	23.9	16.9	8.1	0	-				
HCM Lane LOS	A	A	-	C	C	A	A	-				
HCM 95th %tile Q(veh)	0.1	-	-	2.4	0.8	0	-	-				

Kaitlin C&V
2: Belleville St & Turner St

2040_B+Dev_AM_w-StC_NoBP
HCM 6th TWSC

Intersection												
Int Delay, s/veh	91											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	76	18	348	77	56	6	118	292	25	2	323	28
Future Vol, veh/h	76	18	348	77	56	6	118	292	25	2	323	28
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2	2	8	2	2	5	2
Mvmt Flow	84	20	382	85	62	7	130	321	27	2	355	31
Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	1004	983	371	1171	985	335	386	0	0	348	0	0
Stage 1	375	375	-	595	595	-	-	-	-	-	-	-
Stage 2	629	608	-	576	390	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	220	249	675	170	248	707	1172	-	-	1211	-	-
Stage 1	646	617	-	491	492	-	-	-	-	-	-	-
Stage 2	470	486	-	503	608	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	152	214	675	~ 61	213	707	1172	-	-	1211	-	-
Mov Cap-2 Maneuver	152	214	-	~ 61	213	-	-	-	-	-	-	-
Stage 1	557	616	-	423	424	-	-	-	-	-	-	-
Stage 2	343	419	-	211	607	-	-	-	-	-	-	-
Approach	EB		WB			NB			SB			
HCM Control Delay, s	144.9		\$ 427.9			2.3			0			
HCM LOS	F		F									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1172	-	-	402	91	1211	-	-				
HCM Lane V/C Ratio	0.111	-	-	1.208	1.679	0.002	-	-				
HCM Control Delay (s)	8.5	0	-	144.9	\$ 427.9	8	0	-				
HCM Lane LOS	A	A	-	F	F	A	A	-				
HCM 95th %tile Q(veh)	0.4	-	-	19.7	12.4	0	-	-				
Notes												
~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon												

Intersection						
Int Delay, s/veh	4.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	83	32	30	350	644	105
Future Vol, veh/h	83	32	30	350	644	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	91	91	91	91	91	91
Heavy Vehicles, %	10	7	8	8	6	4
Mvmt Flow	91	35	33	385	708	115
Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1217	766	823	0	-	0
Stage 1	766	-	-	-	-	-
Stage 2	451	-	-	-	-	-
Critical Hdwy	6.5	6.27	4.18	-	-	-
Critical Hdwy Stg 1	5.5	-	-	-	-	-
Critical Hdwy Stg 2	5.5	-	-	-	-	-
Follow-up Hdwy	3.59	3.363	2.272	-	-	-
Pot Cap-1 Maneuver	192	395	781	-	-	-
Stage 1	445	-	-	-	-	-
Stage 2	625	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	182	395	781	-	-	-
Mov Cap-2 Maneuver	182	-	-	-	-	-
Stage 1	421	-	-	-	-	-
Stage 2	625	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	43.5	0.8		0		
HCM LOS	E					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	781	-	214	-	-	
HCM Lane V/C Ratio	0.042	-	0.591	-	-	
HCM Control Delay (s)	9.8	0	43.5	-	-	
HCM Lane LOS	A	A	E	-	-	
HCM 95th %tile Q(veh)	0.1	-	3.3	-	-	

Kaitlin C&V
4: Wellington Main St & Belleville St

2040_B+Dev_AM_w-StC_NoBP
HCM 6th TWSC

Intersection												
Int Delay, s/veh	567.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	102	374	0	0	348	278	0	0	0	529	0	147
Future Vol, veh/h	102	374	0	0	348	278	0	0	0	529	0	147
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	4	5	2	50	4	3	2	2	2	2	2	4
Mvmt Flow	112	411	0	0	382	305	0	0	0	581	0	162
Major/Minor	Major1		Major2			Minor1			Minor2			
Conflicting Flow All	687	0	0	411	0	0	1251	1322	411	1170	1170	535
Stage 1	-	-	-	-	-	-	635	635	-	535	535	-
Stage 2	-	-	-	-	-	-	616	687	-	635	635	-
Critical Hdwy	4.14	-	-	4.6	-	-	7.12	6.52	6.22	7.12	6.52	6.24
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.236	-	-	2.65	-	-	3.518	4.018	3.318	3.518	4.018	3.336
Pot Cap-1 Maneuver	898	-	-	931	-	-	149	156	641	~ 170	193	541
Stage 1	-	-	-	-	-	-	467	472	-	~ 529	524	-
Stage 2	-	-	-	-	-	-	478	447	-	~ 467	472	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	898	-	-	931	-	-	91	131	641	~ 149	162	541
Mov Cap-2 Maneuver	-	-	-	-	-	-	91	131	-	~ 149	162	-
Stage 1	-	-	-	-	-	-	391	396	-	~ 443	524	-
Stage 2	-	-	-	-	-	-	335	447	-	~ 391	396	-
Approach	EB		WB			NB			SB			
HCM Control Delay, s	2.1		0			0			\$ 1490.2			
HCM LOS						A			F			
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	-	898	-	-	931	-	-	177				
HCM Lane V/C Ratio	-	0.125	-	-	-	-	-	4.197				
HCM Control Delay (s)	0	9.6	0	-	0	-	-	~\$ 1490.2				
HCM Lane LOS	A	A	A	-	A	-	-	F				
HCM 95th %tile Q(veh)	-	0.4	-	-	0	-	-	74.5				
Notes												
~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon												

Intersection						
Int Delay, s/veh	3.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	83	45	143	30	15	114
Future Vol, veh/h	83	45	143	30	15	114
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	91	91	91	91	91	91
Heavy Vehicles, %	2	2	6	2	2	2
Mvmt Flow	91	49	157	33	16	125
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	331	174	0	0	190	0
Stage 1	174	-	-	-	-	-
Stage 2	157	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	664	869	-	-	1384	-
Stage 1	856	-	-	-	-	-
Stage 2	871	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	656	869	-	-	1384	-
Mov Cap-2 Maneuver	656	-	-	-	-	-
Stage 1	856	-	-	-	-	-
Stage 2	861	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	11.2	0		0.9		
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT	
Capacity (veh/h)	-	-	718	1384	-	
HCM Lane V/C Ratio	-	-	0.196	0.012	-	
HCM Control Delay (s)	-	-	11.2	7.6	0	
HCM Lane LOS	-	-	B	A	A	
HCM 95th %tile Q(veh)	-	-	0.7	0	-	

Intersection						
Int Delay, s/veh	6.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	212	48	125	76	16	181
Future Vol, veh/h	212	48	125	76	16	181
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	91	91	91	91	91	91
Heavy Vehicles, %	2	2	6	2	2	2
Mvmt Flow	233	53	137	84	18	199
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	414	179	0	0	221	0
Stage 1	179	-	-	-	-	-
Stage 2	235	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	595	864	-	-	1348	-
Stage 1	852	-	-	-	-	-
Stage 2	804	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	586	864	-	-	1348	-
Mov Cap-2 Maneuver	586	-	-	-	-	-
Stage 1	852	-	-	-	-	-
Stage 2	792	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	15.6	0		0.6		
HCM LOS	C					
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT	
Capacity (veh/h)	-	-	623	1348	-	
HCM Lane V/C Ratio	-	-	0.459	0.013	-	
HCM Control Delay (s)	-	-	15.6	7.7	0	
HCM Lane LOS	-	-	C	A	A	
HCM 95th %tile Q(veh)	-	-	2.4	0	-	

Intersection						
Int Delay, s/veh	3.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	119	20	181	41	7	387
Future Vol, veh/h	119	20	181	41	7	387
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	91	91	91	91	91	91
Heavy Vehicles, %	2	2	6	2	2	2
Mvmt Flow	131	22	199	45	8	425
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	663	222	0	0	244	0
Stage 1	222	-	-	-	-	-
Stage 2	441	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	426	818	-	-	1322	-
Stage 1	815	-	-	-	-	-
Stage 2	648	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	423	818	-	-	1322	-
Mov Cap-2 Maneuver	423	-	-	-	-	-
Stage 1	815	-	-	-	-	-
Stage 2	643	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	16.9	0		0.1		
HCM LOS	C					
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT	
Capacity (veh/h)	-	-	455	1322	-	
HCM Lane V/C Ratio	-	-	0.336	0.006	-	
HCM Control Delay (s)	-	-	16.9	7.7	0	
HCM Lane LOS	-	-	C	A	A	
HCM 95th %tile Q(veh)	-	-	1.5	0	-	

Kaitlin C&V
8: Wellington Main St & Consecon St

2040_B+Dev_AM_w-StC_NoBP
HCM 6th TWSC

Intersection						
Int Delay, s/veh	120.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	155	545	394	67	111	395
Future Vol, veh/h	155	545	394	67	111	395
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	91	91	91	91	91	91
Heavy Vehicles, %	2	4	5	9	2	2
Mvmt Flow	170	599	433	74	122	434
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	507	0	-	0	1409	470
Stage 1	-	-	-	-	470	-
Stage 2	-	-	-	-	939	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1058	-	-	-	153	594
Stage 1	-	-	-	-	629	-
Stage 2	-	-	-	-	380	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1058	-	-	-	~ 116	594
Mov Cap-2 Maneuver	-	-	-	-	~ 116	-
Stage 1	-	-	-	-	477	-
Stage 2	-	-	-	-	380	-
Approach	EB	WB		SB		
HCM Control Delay, s	2	0		\$ 393.1		
HCM LOS	F					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1058	-	-	-	312	
HCM Lane V/C Ratio	0.161	-	-	-	1.782	
HCM Control Delay (s)	9.1	0	-	-	\$ 393.1	
HCM Lane LOS	A	A	-	-	F	
HCM 95th %tile Q(veh)	0.6	-	-	-	36.3	
Notes						
~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon						

Intersection						
Int Delay, s/veh	0.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	7	21	32	435	294	11
Future Vol, veh/h	7	21	32	435	294	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	8	5	2
Mvmt Flow	8	23	35	478	323	12
Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	877	329	335	0	-	0
Stage 1	329	-	-	-	-	-
Stage 2	548	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	319	712	1224	-	-	-
Stage 1	729	-	-	-	-	-
Stage 2	579	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	307	712	1224	-	-	-
Mov Cap-2 Maneuver	307	-	-	-	-	-
Stage 1	701	-	-	-	-	-
Stage 2	579	-	-	-	-	-
Approach	EB		NB		SB	
HCM Control Delay, s	12.1		0.6		0	
HCM LOS	B					
Minor Lane/Major Mvmt		NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)		1224	-	535	-	-
HCM Lane V/C Ratio		0.029	-	0.058	-	-
HCM Control Delay (s)		8	0	12.1	-	-
HCM Lane LOS		A	A	B	-	-
HCM 95th %tile Q(veh)		0.1	-	0.2	-	-

Intersection												
Int Delay, s/veh	6.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	52	20	35	11	12	19	61	419	18	32	404	87
Future Vol, veh/h	52	20	35	11	12	19	61	419	18	32	404	87
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2	2	4	2	2	2	2
Mvmt Flow	57	22	38	12	13	21	67	460	20	35	444	96
Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	1183	1176	492	1196	1214	470	540	0	0	480	0	0
Stage 1	562	562	-	604	604	-	-	-	-	-	-	-
Stage 2	621	614	-	592	610	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	166	191	577	163	182	594	1028	-	-	1082	-	-
Stage 1	512	510	-	485	488	-	-	-	-	-	-	-
Stage 2	475	483	-	493	485	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	135	166	577	123	158	594	1028	-	-	1082	-	-
Mov Cap-2 Maneuver	135	166	-	123	158	-	-	-	-	-	-	-
Stage 1	466	486	-	442	445	-	-	-	-	-	-	-
Stage 2	405	440	-	419	462	-	-	-	-	-	-	-
Approach	EB		WB			NB			SB			
HCM Control Delay, s	51.1		26.5			1.1			0.5			
HCM LOS	F		D									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1028	-	-	189	213	1082	-	-				
HCM Lane V/C Ratio	0.065	-	-	0.622	0.217	0.032	-	-				
HCM Control Delay (s)	8.7	0	-	51.1	26.5	8.4	0	-				
HCM Lane LOS	A	A	-	F	D	A	A	-				
HCM 95th %tile Q(veh)	0.2	-	-	3.5	0.8	0.1	-	-				

Kaitlin C&V
2: Belleville St & Turner St

2040_B+Dev_PM_w-StC_NoBP
HCM 6th TWSC

Intersection												
Int Delay, s/veh	743											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	50	51	206	42	31	4	353	444	71	6	367	77
Future Vol, veh/h	50	51	206	42	31	4	353	444	71	6	367	77
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2	2	4	2	2	2	2
Mvmt Flow	55	56	226	46	34	4	388	488	78	7	403	85
Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	1782	1802	446	1904	1805	527	488	0	0	566	0	0
Stage 1	460	460	-	1303	1303	-	-	-	-	-	-	-
Stage 2	1322	1342	-	601	502	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	64	80	612	52	79	551	1075	-	-	1006	-	-
Stage 1	581	566	-	197	231	-	-	-	-	-	-	-
Stage 2	193	221	-	487	542	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	~ 7	~ 37	612	-	36	551	1075	-	-	1006	-	-
Mov Cap-2 Maneuver	~ 7	~ 37	-	-	36	-	-	-	-	-	-	-
Stage 1	271	560	-	92	108	-	-	-	-	-	-	-
Stage 2	61	103	-	273	537	-	-	-	-	-	-	-
Approach	EB		WB			NB			SB			
HCM Control Delay, s	\$ 4106.9					4.2			0.1			
HCM LOS	F		-									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1075	-	-	35	-	1006	-	-				
HCM Lane V/C Ratio	0.361	-	-	9.639	-	0.007	-	-				
HCM Control Delay (s)	10.2	0	-	\$ 4106.9	-	8.6	0	-				
HCM Lane LOS	B	A	-	F	-	A	A	-				
HCM 95th %tile Q(veh)	1.7	-	-	40.9	-	0	-	-				
Notes												
~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon												

Intersection						
Int Delay, s/veh	13.9					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	114	18	30	755	513	103
Future Vol, veh/h	114	18	30	755	513	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	91	91	91	91	91	91
Heavy Vehicles, %	3	2	2	4	2	3
Mvmt Flow	125	20	33	830	564	113
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1517	621	677	0	-	0
Stage 1	621	-	-	-	-	-
Stage 2	896	-	-	-	-	-
Critical Hdwy	6.43	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	131	487	915	-	-	-
Stage 1	534	-	-	-	-	-
Stage 2	397	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 122	487	915	-	-	-
Mov Cap-2 Maneuver	~ 122	-	-	-	-	-
Stage 1	498	-	-	-	-	-
Stage 2	397	-	-	-	-	-
Approach	EB		NB		SB	
HCM Control Delay, s	160.2		0.3		0	
HCM LOS	F					
Minor Lane/Major Mvmt		NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)		915	-	136	-	-
HCM Lane V/C Ratio		0.036	-	1.067	-	-
HCM Control Delay (s)		9.1	0	160.2	-	-
HCM Lane LOS		A	A	F	-	-
HCM 95th %tile Q(veh)		0.1	-	8	-	-
Notes						
~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon						

Kaitlin C&V
4: Wellington Main St & Belleville St

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HCM 6th TWSC

Intersection												
Int Delay, s/veh	1243.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	224	560	0	0	414	560	0	0	0	326	0	208
Future Vol, veh/h	224	560	0	0	414	560	0	0	0	326	0	208
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	4	2	2	3	6	2	2	2	2	2	3
Mvmt Flow	246	615	0	0	455	615	0	0	0	358	0	229
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1070	0	0	615	0	0	1984	2177	615	1870	1870	763
Stage 1	-	-	-	-	-	-	1107	1107	-	763	763	-
Stage 2	-	-	-	-	-	-	877	1070	-	1107	1107	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.327
Pot Cap-1 Maneuver	651	-	-	965	-	-	46	46	491	~ 55	72	403
Stage 1	-	-	-	-	-	-	255	286	-	397	413	-
Stage 2	-	-	-	-	-	-	343	298	-	~ 255	286	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	651	-	-	965	-	-	11	20	491	~ 30	31	403
Mov Cap-2 Maneuver	-	-	-	-	-	-	11	20	-	~ 30	31	-
Stage 1	-	-	-	-	-	-	109	122	-	~ 169	413	-
Stage 2	-	-	-	-	-	-	148	298	-	~ 109	122	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	4			0			0			\$ 5332		
HCM LOS							A			F		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	-	651	-	-	965	-	-	47				
HCM Lane V/C Ratio	-	0.378	-	-	-	-	-	12.485				
HCM Control Delay (s)	0	13.9	0	-	0	-	-	\$ 5332				
HCM Lane LOS	A	B	A	-	A	-	-	F				
HCM 95th %tile Q(veh)	-	1.8	-	-	0	-	-	70.6				
Notes												
~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon												

Intersection						
Int Delay, s/veh	2.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	50	26	122	84	46	173
Future Vol, veh/h	50	26	122	84	46	173
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	91	91	91	91	91	91
Heavy Vehicles, %	2	2	3	2	2	2
Mvmt Flow	55	29	134	92	51	190
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	472	180	0	0	226	0
Stage 1	180	-	-	-	-	-
Stage 2	292	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	551	863	-	-	1342	-
Stage 1	851	-	-	-	-	-
Stage 2	758	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	528	863	-	-	1342	-
Mov Cap-2 Maneuver	528	-	-	-	-	-
Stage 1	851	-	-	-	-	-
Stage 2	726	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	11.8	0		1.6		
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT	
Capacity (veh/h)	-	-	609	1342	-	
HCM Lane V/C Ratio	-	-	0.137	0.038	-	
HCM Control Delay (s)	-	-	11.8	7.8	0	
HCM Lane LOS	-	-	B	A	A	
HCM 95th %tile Q(veh)	-	-	0.5	0.1	-	

Intersection						
Int Delay, s/veh	4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	129	28	178	215	48	175
Future Vol, veh/h	129	28	178	215	48	175
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	91	91	91	91	91	91
Heavy Vehicles, %	2	2	3	2	2	2
Mvmt Flow	142	31	196	236	53	192
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	612	314	0	0	432	0
Stage 1	314	-	-	-	-	-
Stage 2	298	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	456	726	-	-	1128	-
Stage 1	741	-	-	-	-	-
Stage 2	753	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	432	726	-	-	1128	-
Mov Cap-2 Maneuver	432	-	-	-	-	-
Stage 1	741	-	-	-	-	-
Stage 2	713	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	17.2	0		1.8		
HCM LOS	C					
Minor Lane/Major Mvmt		NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)		-	-	466	1128	-
HCM Lane V/C Ratio		-	-	0.37	0.047	-
HCM Control Delay (s)		-	-	17.2	8.3	0
HCM Lane LOS		-	-	C	A	A
HCM 95th %tile Q(veh)		-	-	1.7	0.1	-

Intersection						
Int Delay, s/veh	2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	73	12	381	123	20	283
Future Vol, veh/h	73	12	381	123	20	283
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	91	91	91	91	91	91
Heavy Vehicles, %	2	2	3	2	2	2
Mvmt Flow	80	13	419	135	22	311
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	842	487	0	0	554	0
Stage 1	487	-	-	-	-	-
Stage 2	355	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	334	581	-	-	1016	-
Stage 1	618	-	-	-	-	-
Stage 2	710	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	325	581	-	-	1016	-
Mov Cap-2 Maneuver	325	-	-	-	-	-
Stage 1	618	-	-	-	-	-
Stage 2	692	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	19.2	0		0.6		
HCM LOS	C					
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT	
Capacity (veh/h)	-	-	347	1016	-	
HCM Lane V/C Ratio	-	-	0.269	0.022	-	
HCM Control Delay (s)	-	-	19.2	8.6	0	
HCM Lane LOS	-	-	C	A	A	
HCM 95th %tile Q(veh)	-	-	1.1	0.1	-	

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Intersection						
Int Delay, s/veh	862.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	405	623	568	99	78	278
Future Vol, veh/h	405	623	568	99	78	278
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	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	4	2	4
Mvmt Flow	445	685	624	109	86	305
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	733	0	-	0	2254	679
Stage 1	-	-	-	-	679	-
Stage 2	-	-	-	-	1575	-
Critical Hdwy	4.12	-	-	-	6.42	6.24
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.336
Pot Cap-1 Maneuver	872	-	-	-	~ 46	448
Stage 1	-	-	-	-	504	-
Stage 2	-	-	-	-	187	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	872	-	-	-	~ 8	448
Mov Cap-2 Maneuver	-	-	-	-	~ 8	-
Stage 1	-	-	-	-	89	-
Stage 2	-	-	-	-	187	-
Approach	EB	WB		SB		
HCM Control Delay, s	5.3	0		\$ 4951.9		
HCM LOS	F					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	872	-	-	-	34	
HCM Lane V/C Ratio	0.51	-	-	-	11.506	
HCM Control Delay (s)	13.4	0	-	-	-\$ 4951.9	
HCM Lane LOS	B	A	-	-	F	
HCM 95th %tile Q(veh)	3	-	-	-	47.7	
Notes						
~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon						

Intersection						
Int Delay, s/veh	1.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	12	37	39	451	487	13
Future Vol, veh/h	12	37	39	451	487	13
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	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	4	2	2
Mvmt Flow	13	41	43	496	535	14
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1124	542	549	0	-	0
Stage 1	542	-	-	-	-	-
Stage 2	582	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	227	540	1021	-	-	-
Stage 1	583	-	-	-	-	-
Stage 2	559	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	214	540	1021	-	-	-
Mov Cap-2 Maneuver	214	-	-	-	-	-
Stage 1	549	-	-	-	-	-
Stage 2	559	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	15.6	0.7		0		
HCM LOS	C					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1021	-	393	-	-	
HCM Lane V/C Ratio	0.042	-	0.137	-	-	
HCM Control Delay (s)	8.7	0	15.6	-	-	
HCM Lane LOS	A	A	C	-	-	
HCM 95th %tile Q(veh)	0.1	-	0.5	-	-	

Intersection												
Int Delay, s/veh	6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	62	13	42	12	13	21	46	371	12	21	457	67
Future Vol, veh/h	62	13	42	12	13	21	46	371	12	21	457	67
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	68	14	46	13	14	23	51	408	13	23	502	74
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1120	1108	539	1132	1139	415	576	0	0	421	0	0
Stage 1	585	585	-	517	517	-	-	-	-	-	-	-
Stage 2	535	523	-	615	622	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	184	210	542	180	201	637	997	-	-	1138	-	-
Stage 1	497	498	-	541	534	-	-	-	-	-	-	-
Stage 2	529	530	-	479	479	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	155	190	542	144	182	637	997	-	-	1138	-	-
Mov Cap-2 Maneuver	155	190	-	144	182	-	-	-	-	-	-	-
Stage 1	464	483	-	505	498	-	-	-	-	-	-	-
Stage 2	462	494	-	412	465	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	44.3		23.5		0.9		0.3					
HCM LOS	E		C									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	997	-	-	214	245	1138	-	-				
HCM Lane V/C Ratio	0.051	-	-	0.601	0.206	0.02	-	-				
HCM Control Delay (s)	8.8	0	-	44.3	23.5	8.2	0	-				
HCM Lane LOS	A	A	-	E	C	A	A	-				
HCM 95th %tile Q(veh)	0.2	-	-	3.4	0.8	0.1	-	-				

Kaitlin C&V
2: Belleville St & Turner St

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Intersection												
Int Delay, s/veh	286.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	60	34	249	47	34	4	266	365	48	4	445	61
Future Vol, veh/h	60	34	249	47	34	4	266	365	48	4	445	61
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	66	37	274	52	37	4	292	401	53	4	489	67
Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	1563	1569	523	1698	1576	428	556	0	0	454	0	0
Stage 1	531	531	-	1012	1012	-	-	-	-	-	-	-
Stage 2	1032	1038	-	686	564	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	91	111	554	73	110	627	1015	-	-	1107	-	-
Stage 1	532	526	-	288	317	-	-	-	-	-	-	-
Stage 2	281	308	-	438	508	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	~ 36	68	554	~ 15	67	627	1015	-	-	1107	-	-
Mov Cap-2 Maneuver	~ 36	68	-	~ 15	67	-	-	-	-	-	-	-
Stage 1	326	523	-	176	194	-	-	-	-	-	-	-
Stage 2	138	188	-	205	505	-	-	-	-	-	-	-
Approach	EB		WB			NB			SB			
HCM Control Delay, s	\$ 917.5		\$ 1722.3			3.9			0.1			
HCM LOS	F		F									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1015	-	-	131	23	1107	-	-				
HCM Lane V/C Ratio	0.288	-	-	2.877	4.061	0.004	-	-				
HCM Control Delay (s)	10	0	-	\$ 917.5	\$ 1722.3	8.3	0	-				
HCM Lane LOS	A	A	-	F	F	A	A	-				
HCM 95th %tile Q(veh)	1.2	-	-	34.8	11.8	0	-	-				
Notes												
~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon												

Intersection						
Int Delay, s/veh	50.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	152	128	30	527	623	118
Future Vol, veh/h	152	128	30	527	623	118
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	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	167	141	33	579	685	130
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1395	750	815	0	-	0
Stage 1	750	-	-	-	-	-
Stage 2	645	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	~ 156	411	812	-	-	-
Stage 1	467	-	-	-	-	-
Stage 2	522	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 147	411	812	-	-	-
Mov Cap-2 Maneuver	~ 147	-	-	-	-	-
Stage 1	439	-	-	-	-	-
Stage 2	522	-	-	-	-	-
Approach	EB		NB		SB	
HCM Control Delay, s	282.3		0.5		0	
HCM LOS	F					
Minor Lane/Major Mvmt		NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)		812	-	208	-	-
HCM Lane V/C Ratio		0.041	-	1.479	-	-
HCM Control Delay (s)		9.6	0	282.3	-	-
HCM Lane LOS		A	A	F	-	-
HCM 95th %tile Q(veh)		0.1	-	18.6	-	-
Notes						
~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon						

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Intersection												
Int Delay, s/veh	2435.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	192	624	0	0	522	364	0	0	0	556	0	194
Future Vol, veh/h	192	624	0	0	522	364	0	0	0	556	0	194
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	211	686	0	0	574	400	0	0	0	611	0	213
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	974	0	0	686	0	0	1989	2082	686	1882	1882	774
Stage 1	-	-	-	-	-	-	1108	1108	-	774	774	-
Stage 2	-	-	-	-	-	-	881	974	-	1108	1108	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	708	-	-	908	-	-	45	53	447	~ 54	71	398
Stage 1	-	-	-	-	-	-	255	286	-	~ 391	408	-
Stage 2	-	-	-	-	-	-	341	330	-	~ 255	286	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	708	-	-	908	-	-	13	28	447	~ 34	37	398
Mov Cap-2 Maneuver	-	-	-	-	-	-	13	28	-	~ 34	37	-
Stage 1	-	-	-	-	-	-	132	148	-	~ 203	408	-
Stage 2	-	-	-	-	-	-	158	330	-	~ 132	148	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	2.9			0			0			\$ 7960.5		
HCM LOS							A			F		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	-	708	-	-	908	-	-	45				
HCM Lane V/C Ratio	-	0.298	-	-	-	-	-	18.315				
HCM Control Delay (s)	0	12.2	0	-	0	-	-	\$ 7960.5				
HCM Lane LOS	A	B	A	-	A	-	-	F				
HCM 95th %tile Q(veh)	-	1.2	-	-	0	-	-	100.5				
Notes												
~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon												

Intersection						
Int Delay, s/veh	2.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	58	32	203	63	34	208
Future Vol, veh/h	58	32	203	63	34	208
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	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	64	35	223	69	37	229
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	561	258	0	0	292	0
Stage 1	258	-	-	-	-	-
Stage 2	303	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	489	781	-	-	1270	-
Stage 1	785	-	-	-	-	-
Stage 2	749	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	473	781	-	-	1270	-
Mov Cap-2 Maneuver	473	-	-	-	-	-
Stage 1	785	-	-	-	-	-
Stage 2	724	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	13	0		1.1		
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT	
Capacity (veh/h)	-	-	550	1270	-	
HCM Lane V/C Ratio	-	-	0.18	0.029	-	
HCM Control Delay (s)	-	-	13	7.9	0	
HCM Lane LOS	-	-	B	A	A	
HCM 95th %tile Q(veh)	-	-	0.7	0.1	-	

Intersection						
Int Delay, s/veh	4.7					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	151	33	233	161	35	232
Future Vol, veh/h	151	33	233	161	35	232
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	166	36	256	177	38	255
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	676	345	0	0	433	0
Stage 1	345	-	-	-	-	-
Stage 2	331	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	419	698	-	-	1127	-
Stage 1	717	-	-	-	-	-
Stage 2	728	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	403	698	-	-	1127	-
Mov Cap-2 Maneuver	403	-	-	-	-	-
Stage 1	717	-	-	-	-	-
Stage 2	700	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	20.2	0		1.1		
HCM LOS	C					
Minor Lane/Major Mvmt		NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)		-	-	436	1127	-
HCM Lane V/C Ratio		-	-	0.464	0.034	-
HCM Control Delay (s)		-	-	20.2	8.3	0
HCM Lane LOS		-	-	C	A	A
HCM 95th %tile Q(veh)		-	-	2.4	0.1	-

Intersection						
Int Delay, s/veh	2.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	88	15	379	95	16	367
Future Vol, veh/h	88	15	379	95	16	367
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	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	97	16	416	104	18	403
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	907	468	0	0	520	0
Stage 1	468	-	-	-	-	-
Stage 2	439	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	306	595	-	-	1046	-
Stage 1	630	-	-	-	-	-
Stage 2	650	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	299	595	-	-	1046	-
Mov Cap-2 Maneuver	299	-	-	-	-	-
Stage 1	630	-	-	-	-	-
Stage 2	636	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	22.1	0		0.4		
HCM LOS	C					
Minor Lane/Major Mvmt		NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)		-	-	322	1046	-
HCM Lane V/C Ratio		-	-	0.352	0.017	-
HCM Control Delay (s)		-	-	22.1	8.5	0
HCM Lane LOS		-	-	C	A	A
HCM 95th %tile Q(veh)		-	-	1.5	0.1	-

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Intersection						
Int Delay, s/veh	1487					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	358	710	598	116	100	355
Future Vol, veh/h	358	710	598	116	100	355
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	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	393	780	657	127	110	390
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	784	0	-	0	2287	721
Stage 1	-	-	-	-	721	-
Stage 2	-	-	-	-	1566	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	834	-	-	-	~ 43	427
Stage 1	-	-	-	-	482	-
Stage 2	-	-	-	-	189	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	834	-	-	-	~ 7	427
Mov Cap-2 Maneuver	-	-	-	-	~ 7	-
Stage 1	-	-	-	-	~ 81	-
Stage 2	-	-	-	-	189	-
Approach	EB	WB		SB		
HCM Control Delay, s	4.4	0		\$ 7300.4		
HCM LOS				F		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	834	-	-	-	30	
HCM Lane V/C Ratio	0.472	-	-	-	16.667	
HCM Control Delay (s)	13.1	0	-	-	-\$ 7300.4	
HCM Lane LOS	B	A	-	-	F	
HCM 95th %tile Q(veh)	2.6	-	-	-	61.8	
Notes						
~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon						

Intersection						
Int Delay, s/veh	1.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	13	40	46	408	505	15
Future Vol, veh/h	13	40	46	408	505	15
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	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	14	44	51	448	555	16
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1113	563	571	0	-	0
Stage 1	563	-	-	-	-	-
Stage 2	550	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	231	526	1002	-	-	-
Stage 1	570	-	-	-	-	-
Stage 2	578	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	215	526	1002	-	-	-
Mov Cap-2 Maneuver	215	-	-	-	-	-
Stage 1	531	-	-	-	-	-
Stage 2	578	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	15.9	0.9		0		
HCM LOS	C					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1002	-	388	-	-	
HCM Lane V/C Ratio	0.05	-	0.15	-	-	
HCM Control Delay (s)	8.8	0	15.9	-	-	
HCM Lane LOS	A	A	C	-	-	
HCM 95th %tile Q(veh)	0.2	-	0.5	-	-	

Intersection						
Int Delay, s/veh	2.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	68	32	30	175	166	64
Future Vol, veh/h	68	32	30	175	166	64
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	91	91	91	91	91	91
Heavy Vehicles, %	10	7	8	8	6	4
Mvmt Flow	75	35	33	192	182	70
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	475	217	252	0	-	0
Stage 1	217	-	-	-	-	-
Stage 2	258	-	-	-	-	-
Critical Hdwy	6.5	6.27	4.18	-	-	-
Critical Hdwy Stg 1	5.5	-	-	-	-	-
Critical Hdwy Stg 2	5.5	-	-	-	-	-
Follow-up Hdwy	3.59	3.363	2.272	-	-	-
Pot Cap-1 Maneuver	534	810	1279	-	-	-
Stage 1	801	-	-	-	-	-
Stage 2	767	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	519	810	1279	-	-	-
Mov Cap-2 Maneuver	519	-	-	-	-	-
Stage 1	778	-	-	-	-	-
Stage 2	767	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	12.6	1.2		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1279	-	586	-	-	
HCM Lane V/C Ratio	0.026	-	0.188	-	-	
HCM Control Delay (s)	7.9	0	12.6	-	-	
HCM Lane LOS	A	A	B	-	-	
HCM 95th %tile Q(veh)	0.1	-	0.7	-	-	

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Intersection												
Int Delay, s/veh	5.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	84	262	0	0	244	121	0	0	0	93	0	105
Future Vol, veh/h	84	262	0	0	244	121	0	0	0	93	0	105
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	4	5	2	50	4	3	2	2	2	2	2	4
Mvmt Flow	92	288	0	0	268	133	0	0	0	102	0	115
Major/Minor	Major1	Major2			Minor1			Minor2				
Conflicting Flow All	401	0	0	288	0	0	864	873	288	807	335	
Stage 1	-	-	-	-	-	-	472	472	-	335	335	-
Stage 2	-	-	-	-	-	-	392	401	-	472	472	-
Critical Hdwy	4.14	-	-	4.6	-	-	7.12	6.52	6.22	7.12	6.52	6.24
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.236	-	-	2.65	-	-	3.518	4.018	3.318	3.518	4.018	3.336
Pot Cap-1 Maneuver	1147	-	-	1043	-	-	274	289	751	300	315	702
Stage 1	-	-	-	-	-	-	573	559	-	679	643	-
Stage 2	-	-	-	-	-	-	633	601	-	573	559	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1147	-	-	1043	-	-	212	262	751	278	285	702
Mov Cap-2 Maneuver	-	-	-	-	-	-	212	262	-	278	285	-
Stage 1	-	-	-	-	-	-	519	506	-	614	643	-
Stage 2	-	-	-	-	-	-	529	601	-	519	506	-
Approach	EB	WB			NB			SB				
HCM Control Delay, s	2	0			0			23.4				
HCM LOS					A			C				
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	-	1147	-	-	1043	-	-	409				
HCM Lane V/C Ratio	-	0.08	-	-	-	-	-	0.532				
HCM Control Delay (s)	0	8.4	0	-	0	-	-	23.4				
HCM Lane LOS	A	A	A	-	A	-	-	C				
HCM 95th %tile Q(veh)	-	0.3	-	-	0	-	-	3				

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Intersection						
Int Delay, s/veh	2.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	23	380	274	52	68	23
Future Vol, veh/h	23	380	274	52	68	23
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	91	91	91	91	91	91
Heavy Vehicles, %	2	4	5	9	2	2
Mvmt Flow	25	418	301	57	75	25
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	358	0	-	0	798	330
Stage 1	-	-	-	-	330	-
Stage 2	-	-	-	-	468	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1201	-	-	-	355	712
Stage 1	-	-	-	-	728	-
Stage 2	-	-	-	-	630	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1201	-	-	-	345	712
Mov Cap-2 Maneuver	-	-	-	-	345	-
Stage 1	-	-	-	-	708	-
Stage 2	-	-	-	-	630	-
Approach	EB	WB		SB		
HCM Control Delay, s	0.5	0		17.1		
HCM LOS				C		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1201	-	-	-	397	
HCM Lane V/C Ratio	0.021	-	-	-	0.252	
HCM Control Delay (s)	8.1	0	-	-	17.1	
HCM Lane LOS	A	A	-	-	C	
HCM 95th %tile Q(veh)	0.1	-	-	-	1	

Intersection						
Int Delay, s/veh	2.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	73	18	30	267	219	77
Future Vol, veh/h	73	18	30	267	219	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	91	91	91	91	91	91
Heavy Vehicles, %	3	2	2	4	2	3
Mvmt Flow	80	20	33	293	241	85
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	643	284	326	0	-	0
Stage 1	284	-	-	-	-	-
Stage 2	359	-	-	-	-	-
Critical Hdwy	6.43	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	436	755	1234	-	-	-
Stage 1	762	-	-	-	-	-
Stage 2	704	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	422	755	1234	-	-	-
Mov Cap-2 Maneuver	422	-	-	-	-	-
Stage 1	738	-	-	-	-	-
Stage 2	704	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	14.9	0.8		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1234	-	462	-	-	
HCM Lane V/C Ratio	0.027	-	0.216	-	-	
HCM Control Delay (s)	8	0	14.9	-	-	
HCM Lane LOS	A	A	B	-	-	
HCM 95th %tile Q(veh)	0.1	-	0.8	-	-	

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Intersection												
Int Delay, s/veh	11											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	180	392	0	0	290	116	0	0	0	60	0	180
Future Vol, veh/h	180	392	0	0	290	116	0	0	0	60	0	180
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	4	2	2	3	6	2	2	2	2	2	3
Mvmt Flow	198	431	0	0	319	127	0	0	0	66	0	198
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	446	0	0	431	0	0	1309	1273	431	1210	1210	383
Stage 1	-	-	-	-	-	-	827	827	-	383	383	-
Stage 2	-	-	-	-	-	-	482	446	-	827	827	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.327
Pot Cap-1 Maneuver	1114	-	-	1129	-	-	136	167	624	159	183	662
Stage 1	-	-	-	-	-	-	366	386	-	640	612	-
Stage 2	-	-	-	-	-	-	565	574	-	366	386	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1114	-	-	1129	-	-	78	128	624	130	140	662
Mov Cap-2 Maneuver	-	-	-	-	-	-	78	128	-	130	140	-
Stage 1	-	-	-	-	-	-	280	296	-	490	612	-
Stage 2	-	-	-	-	-	-	396	574	-	280	296	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	2.8			0			0			49.2		
HCM LOS							A			E		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	-	1114	-	-	1129	-	-	327				
HCM Lane V/C Ratio	-	0.178	-	-	-	-	-	0.807				
HCM Control Delay (s)	0	8.9	0	-	0	-	-	49.2				
HCM Lane LOS	A	A	A	-	A	-	-	E				
HCM 95th %tile Q(veh)	-	0.6	-	-	0	-	-	6.7				

Kaitlin C&V
8: Wellington Main St & Consecon St

2040_Bkgd_PM_NoStC_w-BP
HCM 6th TWSC

Intersection						
Int Delay, s/veh	2.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	27	434	396	55	52	52
Future Vol, veh/h	27	434	396	55	52	52
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	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	4	2	4
Mvmt Flow	30	477	435	60	57	57
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	495	0	-	0	1002	465
Stage 1	-	-	-	-	465	-
Stage 2	-	-	-	-	537	-
Critical Hdwy	4.12	-	-	-	6.42	6.24
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.336
Pot Cap-1 Maneuver	1069	-	-	-	269	593
Stage 1	-	-	-	-	632	-
Stage 2	-	-	-	-	586	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1069	-	-	-	259	593
Mov Cap-2 Maneuver	-	-	-	-	259	-
Stage 1	-	-	-	-	608	-
Stage 2	-	-	-	-	586	-
Approach	EB	WB		SB		
HCM Control Delay, s	0.5	0		19.5		
HCM LOS				C		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1069	-	-	-	361	
HCM Lane V/C Ratio	0.028	-	-	-	0.317	
HCM Control Delay (s)	8.5	0	-	-	19.5	
HCM Lane LOS	A	A	-	-	C	
HCM 95th %tile Q(veh)	0.1	-	-	-	1.3	

Intersection						
Int Delay, s/veh	5.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	121	128	30	155	276	89
Future Vol, veh/h	121	128	30	155	276	89
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	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	133	141	33	170	303	98
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	588	352	401	0	-	0
Stage 1	352	-	-	-	-	-
Stage 2	236	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	471	692	1158	-	-	-
Stage 1	712	-	-	-	-	-
Stage 2	803	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	456	692	1158	-	-	-
Mov Cap-2 Maneuver	456	-	-	-	-	-
Stage 1	690	-	-	-	-	-
Stage 2	803	-	-	-	-	-
Approach	EB		NB		SB	
HCM Control Delay, s	17.7		1.3		0	
HCM LOS	C					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1158	-	553	-	-	
HCM Lane V/C Ratio	0.028	-	0.495	-	-	
HCM Control Delay (s)	8.2	0	17.7	-	-	
HCM Lane LOS	A	A	C	-	-	
HCM 95th %tile Q(veh)	0.1	-	2.7	-	-	

Kaitlin C&V
4: Wellington Main St & Belleville St

2040_Bkgd_Sat_NoStC_w-BP
HCM 6th TWSC

Intersection												
Int Delay, s/veh	195.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	157	437	0	0	365	27	0	0	0	242	0	162
Future Vol, veh/h	157	437	0	0	365	27	0	0	0	242	0	162
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	173	480	0	0	401	30	0	0	0	266	0	178
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	431	0	0	480	0	0	1331	1257	480	1242	416	
Stage 1	-	-	-	-	-	-	826	826	-	416	416	-
Stage 2	-	-	-	-	-	-	505	431	-	826	826	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1129	-	-	1082	-	-	132	171	586	~ 152	175	637
Stage 1	-	-	-	-	-	-	366	387	-	614	592	-
Stage 2	-	-	-	-	-	-	549	583	-	366	387	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1129	-	-	1082	-	-	80	135	586	~ 128	138	637
Mov Cap-2 Maneuver	-	-	-	-	-	-	80	135	-	~ 128	138	-
Stage 1	-	-	-	-	-	-	290	306	-	486	592	-
Stage 2	-	-	-	-	-	-	396	583	-	290	306	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	2.3			0			0			\$ 668.4		
HCM LOS							A			F		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	-	1129	-	-	1082	-	-	188				
HCM Lane V/C Ratio	-	0.153	-	-	-	-	-	2.361				
HCM Control Delay (s)	0	8.8	0	-	0	-	-	\$ 668.4				
HCM Lane LOS	A	A	A	-	A	-	-	F				
HCM 95th %tile Q(veh)	-	0.5	-	-	0	-	-	36.5				
Notes												
~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon												

Kaitlin C&V
8: Wellington Main St & Consecon St

2040_Bkgd_Sat_NoStC_w-BP
HCM 6th TWSC

Intersection						
Int Delay, s/veh	4.8					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	73	494	416	82	68	89
Future Vol, veh/h	73	494	416	82	68	89
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	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	80	543	457	90	75	98
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	547	0	-	0	1205	502
Stage 1	-	-	-	-	502	-
Stage 2	-	-	-	-	703	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1022	-	-	-	203	569
Stage 1	-	-	-	-	608	-
Stage 2	-	-	-	-	491	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1022	-	-	-	180	569
Mov Cap-2 Maneuver	-	-	-	-	180	-
Stage 1	-	-	-	-	540	-
Stage 2	-	-	-	-	491	-
Approach	EB	WB		SB		
HCM Control Delay, s	1.1	0		33.3		
HCM LOS	D					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1022	-	-	-	294	
HCM Lane V/C Ratio	0.078	-	-	-	0.587	
HCM Control Delay (s)	8.8	0	-	-	33.3	
HCM Lane LOS	A	A	-	-	D	
HCM 95th %tile Q(veh)	0.3	-	-	-	3.5	

Intersection												
Int Delay, s/veh	7.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	86	0	13	10	0	140	4	440	3	44	297	29
Future Vol, veh/h	86	0	13	10	0	140	4	440	3	44	297	29
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2	2	8	2	2	5	2
Mvmt Flow	95	0	14	11	0	154	4	484	3	48	326	32
Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	1009	933	342	939	948	486	358	0	0	487	0	0
Stage 1	438	438	-	494	494	-	-	-	-	-	-	-
Stage 2	571	495	-	445	454	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	219	266	701	244	261	581	1201	-	-	1076	-	-
Stage 1	597	579	-	557	546	-	-	-	-	-	-	-
Stage 2	506	546	-	592	569	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	154	250	701	228	245	581	1201	-	-	1076	-	-
Mov Cap-2 Maneuver	154	250	-	228	245	-	-	-	-	-	-	-
Stage 1	594	547	-	554	543	-	-	-	-	-	-	-
Stage 2	370	543	-	547	537	-	-	-	-	-	-	-
Approach	EB		WB			NB			SB			
HCM Control Delay, s	56.4		14.9			0.1			1			
HCM LOS	F		B									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1201	-	-	172	527	1076	-	-				
HCM Lane V/C Ratio	0.004	-	-	0.633	0.313	0.045	-	-				
HCM Control Delay (s)	8	0	-	56.4	14.9	8.5	0	-				
HCM Lane LOS	A	A	-	F	B	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	3.6	1.3	0.1	-	-				

Kaitlin C&V
2: Belleville St & Turner St

2040_B+Dev_AM_NoStC_w-BP
HCM 6th TWSC

Intersection												
Int Delay, s/veh	12.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	158	2	119	23	8	34	40	256	7	11	257	54
Future Vol, veh/h	158	2	119	23	8	34	40	256	7	11	257	54
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2	2	8	2	2	5	2
Mvmt Flow	174	2	131	25	9	37	44	281	8	12	282	59
Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	732	713	312	775	738	285	341	0	0	289	0	0
Stage 1	336	336	-	373	373	-	-	-	-	-	-	-
Stage 2	396	377	-	402	365	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	337	357	728	315	346	754	1218	-	-	1273	-	-
Stage 1	678	642	-	648	618	-	-	-	-	-	-	-
Stage 2	629	616	-	625	623	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	301	338	728	246	327	754	1218	-	-	1273	-	-
Mov Cap-2 Maneuver	301	338	-	246	327	-	-	-	-	-	-	-
Stage 1	649	634	-	620	591	-	-	-	-	-	-	-
Stage 2	564	590	-	505	616	-	-	-	-	-	-	-
Approach	EB		WB			NB			SB			
HCM Control Delay, s	37.5		16			1.1			0.3			
HCM LOS	E		C									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1218	-	-	402	399	1273	-	-				
HCM Lane V/C Ratio	0.036	-	-	0.763	0.179	0.009	-	-				
HCM Control Delay (s)	8.1	0	-	37.5	16	7.9	0	-				
HCM Lane LOS	A	A	-	E	C	A	A	-				
HCM 95th %tile Q(veh)	0.1	-	-	6.3	0.6	0	-	-				

Intersection						
Int Delay, s/veh	2.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	84	32	30	219	292	107
Future Vol, veh/h	84	32	30	219	292	107
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	91	91	91	91	91	91
Heavy Vehicles, %	10	7	8	8	6	4
Mvmt Flow	92	35	33	241	321	118
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	687	380	439	0	-	0
Stage 1	380	-	-	-	-	-
Stage 2	307	-	-	-	-	-
Critical Hdwy	6.5	6.27	4.18	-	-	-
Critical Hdwy Stg 1	5.5	-	-	-	-	-
Critical Hdwy Stg 2	5.5	-	-	-	-	-
Follow-up Hdwy	3.59	3.363	2.272	-	-	-
Pot Cap-1 Maneuver	401	656	1090	-	-	-
Stage 1	674	-	-	-	-	-
Stage 2	728	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	387	656	1090	-	-	-
Mov Cap-2 Maneuver	387	-	-	-	-	-
Stage 1	650	-	-	-	-	-
Stage 2	728	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	16.6	1		0		
HCM LOS	C					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1090	-	436	-	-	
HCM Lane V/C Ratio	0.03	-	0.292	-	-	
HCM Control Delay (s)	8.4	0	16.6	-	-	
HCM Lane LOS	A	A	C	-	-	
HCM 95th %tile Q(veh)	0.1	-	1.2	-	-	

Kaitlin C&V
4: Wellington Main St & Belleville St

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HCM 6th TWSC

Intersection												
Int Delay, s/veh	25.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	100	262	0	0	244	148	0	0	0	176	0	148
Future Vol, veh/h	100	262	0	0	244	148	0	0	0	176	0	148
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	4	5	2	50	4	3	2	2	2	2	2	4
Mvmt Flow	110	288	0	0	268	163	0	0	0	193	0	163
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	431	0	0	288	0	0	939	939	288	858	858	350
Stage 1	-	-	-	-	-	-	508	508	-	350	350	-
Stage 2	-	-	-	-	-	-	431	431	-	508	508	-
Critical Hdwy	4.14	-	-	4.6	-	-	7.12	6.52	6.22	7.12	6.52	6.24
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.236	-	-	2.65	-	-	3.518	4.018	3.318	3.518	4.018	3.336
Pot Cap-1 Maneuver	1118	-	-	1043	-	-	244	264	751	277	294	689
Stage 1	-	-	-	-	-	-	547	539	-	666	633	-
Stage 2	-	-	-	-	-	-	603	583	-	547	539	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1118	-	-	1043	-	-	170	233	751	252	260	689
Mov Cap-2 Maneuver	-	-	-	-	-	-	170	233	-	252	260	-
Stage 1	-	-	-	-	-	-	483	476	-	588	633	-
Stage 2	-	-	-	-	-	-	461	583	-	483	476	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	2.4			0			0			83.5		
HCM LOS							A			F		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	-	1118	-	-	1043	-	-	355				
HCM Lane V/C Ratio	-	0.098	-	-	-	-	-	1.003				
HCM Control Delay (s)	0	8.6	0	-	0	-	-	83.5				
HCM Lane LOS	A	A	A	-	A	-	-	F				
HCM 95th %tile Q(veh)	-	0.3	-	-	0	-	-	11.6				

Intersection						
Int Delay, s/veh	3.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	39	66	120	13	22	106
Future Vol, veh/h	39	66	120	13	22	106
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	91	91	91	91	91	91
Heavy Vehicles, %	2	2	6	2	2	2
Mvmt Flow	43	73	132	14	24	116
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	303	139	0	0	146	0
Stage 1	139	-	-	-	-	-
Stage 2	164	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	689	909	-	-	1436	-
Stage 1	888	-	-	-	-	-
Stage 2	865	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	677	909	-	-	1436	-
Mov Cap-2 Maneuver	677	-	-	-	-	-
Stage 1	888	-	-	-	-	-
Stage 2	849	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	10.2	0		1.3		
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT	
Capacity (veh/h)	-	-	806	1436	-	
HCM Lane V/C Ratio	-	-	0.143	0.017	-	
HCM Control Delay (s)	-	-	10.2	7.5	0	
HCM Lane LOS	-	-	B	A	A	
HCM 95th %tile Q(veh)	-	-	0.5	0.1	-	

Intersection						
Int Delay, s/veh	3.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	50	45	88	17	15	130
Future Vol, veh/h	50	45	88	17	15	130
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	91	91	91	91	91	91
Heavy Vehicles, %	2	2	6	2	2	2
Mvmt Flow	55	49	97	19	16	143
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	282	107	0	0	116	0
Stage 1	107	-	-	-	-	-
Stage 2	175	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	708	947	-	-	1473	-
Stage 1	917	-	-	-	-	-
Stage 2	855	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	700	947	-	-	1473	-
Mov Cap-2 Maneuver	700	-	-	-	-	-
Stage 1	917	-	-	-	-	-
Stage 2	845	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	10.2	0		0.8		
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT	
Capacity (veh/h)	-	-	799	1473	-	
HCM Lane V/C Ratio	-	-	0.131	0.011	-	
HCM Control Delay (s)	-	-	10.2	7.5	0	
HCM Lane LOS	-	-	B	A	A	
HCM 95th %tile Q(veh)	-	-	0.4	0	-	

Intersection						
Int Delay, s/veh	4.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	40	380	274	65	106	74
Future Vol, veh/h	40	380	274	65	106	74
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	91	91	91	91	91	91
Heavy Vehicles, %	2	4	5	9	2	2
Mvmt Flow	44	418	301	71	116	81
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	372	0	-	0	843	337
Stage 1	-	-	-	-	337	-
Stage 2	-	-	-	-	506	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1186	-	-	-	334	705
Stage 1	-	-	-	-	723	-
Stage 2	-	-	-	-	606	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1186	-	-	-	318	705
Mov Cap-2 Maneuver	-	-	-	-	318	-
Stage 1	-	-	-	-	688	-
Stage 2	-	-	-	-	606	-
Approach	EB	WB		SB		
HCM Control Delay, s	0.8	0		21.6		
HCM LOS				C		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1186	-	-	-	411	
HCM Lane V/C Ratio	0.037	-	-	-	0.481	
HCM Control Delay (s)	8.2	0	-	-	21.6	
HCM Lane LOS	A	A	-	-	C	
HCM 95th %tile Q(veh)	0.1	-	-	-	2.5	

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	4	7	10	426	291	7
Future Vol, veh/h	4	7	10	426	291	7
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	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	8	5	2
Mvmt Flow	4	8	11	468	320	8
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	814	324	328	0	-	0
Stage 1	324	-	-	-	-	-
Stage 2	490	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	347	717	1232	-	-	-
Stage 1	733	-	-	-	-	-
Stage 2	616	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	343	717	1232	-	-	-
Mov Cap-2 Maneuver	343	-	-	-	-	-
Stage 1	724	-	-	-	-	-
Stage 2	616	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	12.2	0.2		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1232	-	513	-	-	
HCM Lane V/C Ratio	0.009	-	0.024	-	-	
HCM Control Delay (s)	7.9	0	12.2	-	-	
HCM Lane LOS	A	A	B	-	-	
HCM 95th %tile Q(veh)	0	-	0.1	-	-	

Intersection												
Int Delay, s/veh	7.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	51	0	8	6	0	77	14	457	9	129	491	87
Future Vol, veh/h	51	0	8	6	0	77	14	457	9	129	491	87
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2	2	4	2	2	2	2
Mvmt Flow	56	0	9	7	0	85	15	502	10	142	540	96
Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1452	1414	588	1414	1457	507	636	0	0	512	0	0
Stage 1	872	872	-	537	537	-	-	-	-	-	-	-
Stage 2	580	542	-	877	920	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	108	138	509	115	130	566	947	-	-	1053	-	-
Stage 1	345	368	-	528	523	-	-	-	-	-	-	-
Stage 2	500	520	-	343	350	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	76	106	509	93	100	566	947	-	-	1053	-	-
Mov Cap-2 Maneuver	76	106	-	93	100	-	-	-	-	-	-	-
Stage 1	337	290	-	516	511	-	-	-	-	-	-	-
Stage 2	416	509	-	266	276	-	-	-	-	-	-	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	122.9			16.1			0.3			1.6		
HCM LOS	F			C								
Minor Lane/Major Mvmt		NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR			
Capacity (veh/h)		947	-	-	86	414	1053	-	-			
HCM Lane V/C Ratio		0.016	-	-	0.754	0.22	0.135	-	-			
HCM Control Delay (s)		8.9	0	-	122.9	16.1	8.9	0	-			
HCM Lane LOS		A	A	-	F	C	A	A	-			
HCM 95th %tile Q(veh)		0.1	-	-	3.8	0.8	0.5	-	-			

Kaitlin C&V
2: Belleville St & Turner St

2040_B+Dev_PM_NoStC_w-BP
HCM 6th TWSC

Intersection												
Int Delay, s/veh	16.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	94	7	70	13	4	18	120	368	21	31	315	159
Future Vol, veh/h	94	7	70	13	4	18	120	368	21	31	315	159
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2	2	4	2	2	2	2
Mvmt Flow	103	8	77	14	4	20	132	404	23	34	346	175
Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	1194	1193	434	1224	1269	416	521	0	0	427	0	0
Stage 1	502	502	-	680	680	-	-	-	-	-	-	-
Stage 2	692	691	-	544	589	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	163	187	622	156	168	637	1045	-	-	1132	-	-
Stage 1	552	542	-	441	451	-	-	-	-	-	-	-
Stage 2	434	446	-	523	495	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	130	149	622	111	134	637	1045	-	-	1132	-	-
Mov Cap-2 Maneuver	130	149	-	111	134	-	-	-	-	-	-	-
Stage 1	460	519	-	368	376	-	-	-	-	-	-	-
Stage 2	347	372	-	432	474	-	-	-	-	-	-	-
Approach	EB		WB			NB			SB			
HCM Control Delay, s	106.7		27.2			2.1			0.5			
HCM LOS	F		D									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1045	-	-	194	200	1132	-	-				
HCM Lane V/C Ratio	0.126	-	-	0.969	0.192	0.03	-	-				
HCM Control Delay (s)	8.9	0	-	106.7	27.2	8.3	0	-				
HCM Lane LOS	A	A	-	F	D	A	A	-				
HCM 95th %tile Q(veh)	0.4	-	-	8	0.7	0.1	-	-				

Intersection						
Int Delay, s/veh	3.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	117	18	30	392	294	104
Future Vol, veh/h	117	18	30	392	294	104
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	91	91	91	91	91	91
Heavy Vehicles, %	3	2	2	4	2	3
Mvmt Flow	129	20	33	431	323	114
Major/Minor						
	Minor2		Major1		Major2	
Conflicting Flow All	877	380	437	0	-	0
Stage 1	380	-	-	-	-	-
Stage 2	497	-	-	-	-	-
Critical Hdwy	6.43	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	318	667	1123	-	-	-
Stage 1	689	-	-	-	-	-
Stage 2	609	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	306	667	1123	-	-	-
Mov Cap-2 Maneuver	306	-	-	-	-	-
Stage 1	662	-	-	-	-	-
Stage 2	609	-	-	-	-	-
Approach						
	EB		NB		SB	
HCM Control Delay, s	24.5		0.6		0	
HCM LOS	C					
Minor Lane/Major Mvmt						
		NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)		1123	-	330	-	-
HCM Lane V/C Ratio		0.029	-	0.45	-	-
HCM Control Delay (s)		8.3	0	24.5	-	-
HCM Lane LOS		A	A	C	-	-
HCM 95th %tile Q(veh)		0.1	-	2.2	-	-

Intersection												
Int Delay, s/veh	74.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	224	392	0	0	290	198	0	0	0	108	0	206
Future Vol, veh/h	224	392	0	0	290	198	0	0	0	108	0	206
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	4	2	2	3	6	2	2	2	2	2	3
Mvmt Flow	246	431	0	0	319	218	0	0	0	119	0	226
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	537	0	0	431	0	0	1464	1460	431	1351	1351	428
Stage 1	-	-	-	-	-	-	923	923	-	428	428	-
Stage 2	-	-	-	-	-	-	541	537	-	923	923	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.327
Pot Cap-1 Maneuver	1031	-	-	1129	-	-	106	129	624	127	150	625
Stage 1	-	-	-	-	-	-	323	349	-	605	585	-
Stage 2	-	-	-	-	-	-	525	523	-	323	349	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1031	-	-	1129	-	-	51	88	624	~ 96	103	625
Mov Cap-2 Maneuver	-	-	-	-	-	-	51	88	-	~ 96	103	-
Stage 1	-	-	-	-	-	-	222	239	-	415	585	-
Stage 2	-	-	-	-	-	-	335	523	-	222	239	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	3.5			0			0			\$ 329.5		
HCM LOS							A			F		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	-	1031	-	-	1129	-	-	216				
HCM Lane V/C Ratio	-	0.239	-	-	-	-	-	1.597				
HCM Control Delay (s)	0	9.6	0	-	0	-	-	\$ 329.5				
HCM Lane LOS	A	A	A	-	A	-	-	F				
HCM 95th %tile Q(veh)	-	0.9	-	-	0	-	-	22				
Notes												
~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon												

Intersection						
Int Delay, s/veh	2.7					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	23	39	109	40	67	150
Future Vol, veh/h	23	39	109	40	67	150
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	91	91	91	91	91	91
Heavy Vehicles, %	2	2	3	2	2	2
Mvmt Flow	25	43	120	44	74	165
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	455	142	0	0	164	0
Stage 1	142	-	-	-	-	-
Stage 2	313	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	563	906	-	-	1414	-
Stage 1	885	-	-	-	-	-
Stage 2	741	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	530	906	-	-	1414	-
Mov Cap-2 Maneuver	530	-	-	-	-	-
Stage 1	885	-	-	-	-	-
Stage 2	698	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	10.5	0		2.4		
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT	
Capacity (veh/h)	-	-	717	1414	-	
HCM Lane V/C Ratio	-	-	0.095	0.052	-	
HCM Control Delay (s)	-	-	10.5	7.7	0	
HCM Lane LOS	-	-	B	A	A	
HCM 95th %tile Q(veh)	-	-	0.3	0.2	-	

Intersection						
Int Delay, s/veh	2.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	30	27	122	51	45	128
Future Vol, veh/h	30	27	122	51	45	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	91	91	91	91	91	91
Heavy Vehicles, %	2	2	3	2	2	2
Mvmt Flow	33	30	134	56	49	141
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	401	162	0	0	190	0
Stage 1	162	-	-	-	-	-
Stage 2	239	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	605	883	-	-	1384	-
Stage 1	867	-	-	-	-	-
Stage 2	801	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	582	883	-	-	1384	-
Mov Cap-2 Maneuver	582	-	-	-	-	-
Stage 1	867	-	-	-	-	-
Stage 2	771	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	10.7	0		2		
HCM LOS	B					
Minor Lane/Major Mvmt		NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)		-	-	694	1384	-
HCM Lane V/C Ratio		-	-	0.09	0.036	-
HCM Control Delay (s)		-	-	10.7	7.7	0
HCM Lane LOS		-	-	B	A	A
HCM 95th %tile Q(veh)		-	-	0.3	0.1	-

Intersection						
Int Delay, s/veh	5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	79	434	396	94	75	83
Future Vol, veh/h	79	434	396	94	75	83
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	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	4	2	4
Mvmt Flow	87	477	435	103	82	91
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	538	0	-	0	1138	487
Stage 1	-	-	-	-	487	-
Stage 2	-	-	-	-	651	-
Critical Hdwy	4.12	-	-	-	6.42	6.24
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.336
Pot Cap-1 Maneuver	1030	-	-	-	223	576
Stage 1	-	-	-	-	618	-
Stage 2	-	-	-	-	519	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1030	-	-	-	197	576
Mov Cap-2 Maneuver	-	-	-	-	197	-
Stage 1	-	-	-	-	547	-
Stage 2	-	-	-	-	519	-
Approach	EB	WB		SB		
HCM Control Delay, s	1.4	0		32.1		
HCM LOS				D		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1030	-	-	-	301	
HCM Lane V/C Ratio	0.084	-	-	-	0.577	
HCM Control Delay (s)	8.8	0	-	-	32.1	
HCM Lane LOS	A	A	-	-	D	
HCM 95th %tile Q(veh)	0.3	-	-	-	3.4	

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	8	12	12	446	479	8
Future Vol, veh/h	8	12	12	446	479	8
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	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	4	2	2
Mvmt Flow	9	13	13	490	526	9
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1047	531	535	0	-	0
Stage 1	531	-	-	-	-	-
Stage 2	516	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	253	548	1033	-	-	-
Stage 1	590	-	-	-	-	-
Stage 2	599	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	249	548	1033	-	-	-
Mov Cap-2 Maneuver	249	-	-	-	-	-
Stage 1	580	-	-	-	-	-
Stage 2	599	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	15.3	0.2		0		
HCM LOS	C					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1033	-	370	-	-	
HCM Lane V/C Ratio	0.013	-	0.059	-	-	
HCM Control Delay (s)	8.5	0	15.3	-	-	
HCM Lane LOS	A	A	C	-	-	
HCM 95th %tile Q(veh)	0	-	0.2	-	-	

Intersection												
Int Delay, s/veh	6.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	61	0	9	6	0	85	10	415	6	86	510	66
Future Vol, veh/h	61	0	9	6	0	85	10	415	6	86	510	66
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	67	0	10	7	0	93	11	456	7	95	560	73
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1315	1272	597	1274	1305	460	633	0	0	463	0	0
Stage 1	787	787	-	482	482	-	-	-	-	-	-	-
Stage 2	528	485	-	792	823	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	135	168	503	144	160	601	950	-	-	1098	-	-
Stage 1	385	403	-	565	553	-	-	-	-	-	-	-
Stage 2	534	552	-	382	388	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	101	143	503	125	136	601	950	-	-	1098	-	-
Mov Cap-2 Maneuver	101	143	-	125	136	-	-	-	-	-	-	-
Stage 1	379	349	-	556	544	-	-	-	-	-	-	-
Stage 2	444	543	-	324	336	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	87.2		14.5		0.2		1.1					
HCM LOS	F		B									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	950	-	-	113	480	1098	-	-				
HCM Lane V/C Ratio	0.012	-	-	0.681	0.208	0.086	-	-				
HCM Control Delay (s)	8.8	0	-	87.2	14.5	8.6	0	-				
HCM Lane LOS	A	A	-	F	B	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	3.6	0.8	0.3	-	-				

Intersection												
Int Delay, s/veh	17.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	113	5	85	14	5	20	90	298	14	21	386	120
Future Vol, veh/h	113	5	85	14	5	20	90	298	14	21	386	120
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	124	5	93	15	5	22	99	327	15	23	424	132
Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	1082	1076	490	1118	1135	335	556	0	0	342	0	0
Stage 1	536	536	-	533	533	-	-	-	-	-	-	-
Stage 2	546	540	-	585	602	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	195	219	578	184	202	707	1015	-	-	1217	-	-
Stage 1	529	523	-	531	525	-	-	-	-	-	-	-
Stage 2	522	521	-	497	489	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	164	187	578	134	173	707	1015	-	-	1217	-	-
Mov Cap-2 Maneuver	164	187	-	134	173	-	-	-	-	-	-	-
Stage 1	465	508	-	467	461	-	-	-	-	-	-	-
Stage 2	439	458	-	401	475	-	-	-	-	-	-	-
Approach	EB		WB			NB			SB			
HCM Control Delay, s	90.6		23.1			2			0.3			
HCM LOS	F		C									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1015	-	-	235	241	1217	-	-				
HCM Lane V/C Ratio	0.097	-	-	0.949	0.178	0.019	-	-				
HCM Control Delay (s)	8.9	0	-	90.6	23.1	8	0	-				
HCM Lane LOS	A	A	-	F	C	A	A	-				
HCM 95th %tile Q(veh)	0.3	-	-	8.4	0.6	0.1	-	-				

Intersection						
Int Delay, s/veh	9.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	154	128	30	249	364	120
Future Vol, veh/h	154	128	30	249	364	120
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	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	169	141	33	274	400	132
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	806	466	532	0	-	0
Stage 1	466	-	-	-	-	-
Stage 2	340	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	351	597	1036	-	-	-
Stage 1	632	-	-	-	-	-
Stage 2	721	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	338	597	1036	-	-	-
Mov Cap-2 Maneuver	338	-	-	-	-	-
Stage 1	608	-	-	-	-	-
Stage 2	721	-	-	-	-	-
Approach	EB		NB		SB	
HCM Control Delay, s	33.9		0.9		0	
HCM LOS	D					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1036	-	421	-	-	
HCM Lane V/C Ratio	0.032	-	0.736	-	-	
HCM Control Delay (s)	8.6	0	33.9	-	-	
HCM Lane LOS	A	A	D	-	-	
HCM 95th %tile Q(veh)	0.1	-	5.9	-	-	

Kaitlin C&V
4: Wellington Main St & Belleville St

2040_B+Dev_Sat_NoStC_w-BP
HCM 6th TWSC

Intersection												
Int Delay, s/veh	383.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	190	437	0	0	365	88	0	0	0	299	0	193
Future Vol, veh/h	190	437	0	0	365	88	0	0	0	299	0	193
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	209	480	0	0	401	97	0	0	0	329	0	212
Major/Minor	Major1		Major2		Minor1		Minor2					
Conflicting Flow All	498	0	0	480	0	1454	1396	480	1348	1348	450	
Stage 1	-	-	-	-	-	898	898	-	450	450	-	
Stage 2	-	-	-	-	-	556	498	-	898	898	-	
Critical Hdwy	4.12	-	-	4.12	-	7.12	6.52	6.22	7.12	6.52	6.22	
Critical Hdwy Stg 1	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-	
Critical Hdwy Stg 2	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-	
Follow-up Hdwy	2.218	-	-	2.218	-	3.518	4.018	3.318	3.518	4.018	3.318	
Pot Cap-1 Maneuver	1066	-	-	1082	-	108	141	586	~ 128	151	609	
Stage 1	-	-	-	-	-	334	358	-	589	572	-	
Stage 2	-	-	-	-	-	515	544	-	334	358	-	
Platoon blocked, %		-	-	-	-	-	-	-	-	-	-	
Mov Cap-1 Maneuver	1066	-	-	1082	-	56	103	586	~ 102	111	609	
Mov Cap-2 Maneuver	-	-	-	-	-	56	103	-	~ 102	111	-	
Stage 1	-	-	-	-	-	245	262	-	432	572	-	
Stage 2	-	-	-	-	-	336	544	-	~ 245	262	-	
Approach	EB		WB		NB		SB					
HCM Control Delay, s	2.8		0		0		\$ 1222.3					
HCM LOS					A		F					
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	-	1066	-	-	1082	-	-	151				
HCM Lane V/C Ratio	-	0.196	-	-	-	-	-	3.581				
HCM Control Delay (s)	0	9.2	0	-	0	-	-	\$ 1222.3				
HCM Lane LOS	A	A	A	-	A	-	-	F				
HCM 95th %tile Q(veh)	-	0.7	-	-	0	-	-	52.6				
Notes												
~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon												

Intersection						
Int Delay, s/veh	2.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	28	47	188	29	50	192
Future Vol, veh/h	28	47	188	29	50	192
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	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	31	52	207	32	55	211
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	544	223	0	0	239	0
Stage 1	223	-	-	-	-	-
Stage 2	321	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	500	817	-	-	1328	-
Stage 1	814	-	-	-	-	-
Stage 2	735	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	477	817	-	-	1328	-
Mov Cap-2 Maneuver	477	-	-	-	-	-
Stage 1	814	-	-	-	-	-
Stage 2	700	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	11.4	0		1.6		
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT	
Capacity (veh/h)	-	-	645	1328	-	
HCM Lane V/C Ratio	-	-	0.128	0.041	-	
HCM Control Delay (s)	-	-	11.4	7.8	0	
HCM Lane LOS	-	-	B	A	A	
HCM 95th %tile Q(veh)	-	-	0.4	0.1	-	

Intersection						
Int Delay, s/veh	2.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	37	33	184	40	35	185
Future Vol, veh/h	37	33	184	40	35	185
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	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	41	36	202	44	38	203
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	503	224	0	0	246	0
Stage 1	224	-	-	-	-	-
Stage 2	279	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	528	815	-	-	1320	-
Stage 1	813	-	-	-	-	-
Stage 2	768	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	511	815	-	-	1320	-
Mov Cap-2 Maneuver	511	-	-	-	-	-
Stage 1	813	-	-	-	-	-
Stage 2	743	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	11.6	0		1.2		
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT	
Capacity (veh/h)	-	-	620	1320	-	
HCM Lane V/C Ratio	-	-	0.124	0.029	-	
HCM Control Delay (s)	-	-	11.6	7.8	0	
HCM Lane LOS	-	-	B	A	A	
HCM 95th %tile Q(veh)	-	-	0.4	0.1	-	

Kaitlin C&V
8: Wellington Main St & Consecon St

2040_B+Dev_Sat_NoStC_w-BP
HCM 6th TWSC

Intersection						
Int Delay, s/veh	16.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	112	494	416	112	96	126
Future Vol, veh/h	112	494	416	112	96	126
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	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	123	543	457	123	105	138
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	580	0	-	0	1308	519
Stage 1	-	-	-	-	519	-
Stage 2	-	-	-	-	789	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	994	-	-	-	176	557
Stage 1	-	-	-	-	597	-
Stage 2	-	-	-	-	448	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	994	-	-	-	145	557
Mov Cap-2 Maneuver	-	-	-	-	145	-
Stage 1	-	-	-	-	491	-
Stage 2	-	-	-	-	448	-
Approach	EB	WB		SB		
HCM Control Delay, s	1.7	0		93.7		
HCM LOS				F		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	994	-	-	-	250	
HCM Lane V/C Ratio	0.124	-	-	-	0.976	
HCM Control Delay (s)	9.1	0	-	-	93.7	
HCM Lane LOS	A	A	-	-	F	
HCM 95th %tile Q(veh)	0.4	-	-	-	9.2	

Intersection						
Int Delay, s/veh	0.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	8	13	15	403	500	10
Future Vol, veh/h	8	13	15	403	500	10
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	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	9	14	16	443	549	11
Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1030	555	560	0	-	0
Stage 1	555	-	-	-	-	-
Stage 2	475	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	259	531	1011	-	-	-
Stage 1	575	-	-	-	-	-
Stage 2	626	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	254	531	1011	-	-	-
Mov Cap-2 Maneuver	254	-	-	-	-	-
Stage 1	563	-	-	-	-	-
Stage 2	626	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	15.2	0.3		0		
HCM LOS	C					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1011	-	375	-	-	
HCM Lane V/C Ratio	0.016	-	0.062	-	-	
HCM Control Delay (s)	8.6	0	15.2	-	-	
HCM Lane LOS	A	A	C	-	-	
HCM 95th %tile Q(veh)	0.1	-	0.2	-	-	

Intersection												
Int Delay, s/veh	7.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	86	0	13	10	0	140	4	440	3	44	297	29
Future Vol, veh/h	86	0	13	10	0	140	4	440	3	44	297	29
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2	2	8	2	2	5	2
Mvmt Flow	95	0	14	11	0	154	4	484	3	48	326	32
Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	1009	933	342	939	948	486	358	0	0	487	0	0
Stage 1	438	438	-	494	494	-	-	-	-	-	-	-
Stage 2	571	495	-	445	454	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	219	266	701	244	261	581	1201	-	-	1076	-	-
Stage 1	597	579	-	557	546	-	-	-	-	-	-	-
Stage 2	506	546	-	592	569	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	154	250	701	228	245	581	1201	-	-	1076	-	-
Mov Cap-2 Maneuver	154	250	-	228	245	-	-	-	-	-	-	-
Stage 1	594	547	-	554	543	-	-	-	-	-	-	-
Stage 2	370	543	-	547	537	-	-	-	-	-	-	-
Approach	EB		WB			NB			SB			
HCM Control Delay, s	56.4		14.9			0.1			1			
HCM LOS	F		B									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1201	-	-	172	527	1076	-	-				
HCM Lane V/C Ratio	0.004	-	-	0.633	0.313	0.045	-	-				
HCM Control Delay (s)	8	0	-	56.4	14.9	8.5	0	-				
HCM Lane LOS	A	A	-	F	B	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	3.6	1.3	0.1	-	-				

Kaitlin C&V
2: Belleville St & Turner St

2040_B+Dev_AM_w-StC_w-BP
HCM 6th TWSC

Intersection												
Int Delay, s/veh	11.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	158	2	114	23	8	34	38	256	7	11	257	54
Future Vol, veh/h	158	2	114	23	8	34	38	256	7	11	257	54
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2	2	8	2	2	5	2
Mvmt Flow	174	2	125	25	9	37	42	281	8	12	282	59
Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	728	709	312	768	734	285	341	0	0	289	0	0
Stage 1	336	336	-	369	369	-	-	-	-	-	-	-
Stage 2	392	373	-	399	365	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	339	359	728	319	347	754	1218	-	-	1273	-	-
Stage 1	678	642	-	651	621	-	-	-	-	-	-	-
Stage 2	633	618	-	627	623	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	303	340	728	252	329	754	1218	-	-	1273	-	-
Mov Cap-2 Maneuver	303	340	-	252	329	-	-	-	-	-	-	-
Stage 1	650	634	-	624	596	-	-	-	-	-	-	-
Stage 2	568	593	-	511	616	-	-	-	-	-	-	-
Approach	EB		WB			NB			SB			
HCM Control Delay, s	36.5		15.8			1			0.3			
HCM LOS	E		C									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1218	-	-	401	405	1273	-	-				
HCM Lane V/C Ratio	0.034	-	-	0.751	0.176	0.009	-	-				
HCM Control Delay (s)	8.1	0	-	36.5	15.8	7.9	0	-				
HCM Lane LOS	A	A	-	E	C	A	A	-				
HCM 95th %tile Q(veh)	0.1	-	-	6.1	0.6	0	-	-				

Intersection						
Int Delay, s/veh	2.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	83	32	30	218	289	105
Future Vol, veh/h	83	32	30	218	289	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	91	91	91	91	91	91
Heavy Vehicles, %	10	7	8	8	6	4
Mvmt Flow	91	35	33	240	318	115
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	682	376	433	0	-	0
Stage 1	376	-	-	-	-	-
Stage 2	306	-	-	-	-	-
Critical Hdwy	6.5	6.27	4.18	-	-	-
Critical Hdwy Stg 1	5.5	-	-	-	-	-
Critical Hdwy Stg 2	5.5	-	-	-	-	-
Follow-up Hdwy	3.59	3.363	2.272	-	-	-
Pot Cap-1 Maneuver	403	659	1095	-	-	-
Stage 1	677	-	-	-	-	-
Stage 2	729	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	389	659	1095	-	-	-
Mov Cap-2 Maneuver	389	-	-	-	-	-
Stage 1	653	-	-	-	-	-
Stage 2	729	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	16.5	1		0		
HCM LOS	C					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1095	-	439	-	-	
HCM Lane V/C Ratio	0.03	-	0.288	-	-	
HCM Control Delay (s)	8.4	0	16.5	-	-	
HCM Lane LOS	A	A	C	-	-	
HCM 95th %tile Q(veh)	0.1	-	1.2	-	-	

Kaitlin C&V
4: Wellington Main St & Belleville St

2040_B+Dev_AM_w-StC_w-BP
HCM 6th TWSC

Intersection												
Int Delay, s/veh	25.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	99	262	0	0	244	148	0	0	0	176	0	146
Future Vol, veh/h	99	262	0	0	244	148	0	0	0	176	0	146
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	4	5	2	50	4	3	2	2	2	2	2	4
Mvmt Flow	109	288	0	0	268	163	0	0	0	193	0	160
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	431	0	0	288	0	0	936	937	288	856	856	350
Stage 1	-	-	-	-	-	-	506	506	-	350	350	-
Stage 2	-	-	-	-	-	-	430	431	-	506	506	-
Critical Hdwy	4.14	-	-	4.6	-	-	7.12	6.52	6.22	7.12	6.52	6.24
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.236	-	-	2.65	-	-	3.518	4.018	3.318	3.518	4.018	3.336
Pot Cap-1 Maneuver	1118	-	-	1043	-	-	245	265	751	278	295	689
Stage 1	-	-	-	-	-	-	549	540	-	666	633	-
Stage 2	-	-	-	-	-	-	603	583	-	549	540	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1118	-	-	1043	-	-	171	234	751	253	261	689
Mov Cap-2 Maneuver	-	-	-	-	-	-	171	234	-	253	261	-
Stage 1	-	-	-	-	-	-	485	477	-	589	633	-
Stage 2	-	-	-	-	-	-	463	583	-	485	477	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	2.3			0			0			81.9		
HCM LOS							A			F		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	-	1118	-	-	1043	-	-	355				
HCM Lane V/C Ratio	-	0.097	-	-	-	-	-	0.997				
HCM Control Delay (s)	0	8.6	0	-	0	-	-	81.9				
HCM Lane LOS	A	A	A	-	A	-	-	F				
HCM 95th %tile Q(veh)	-	0.3	-	-	0	-	-	11.4				

Intersection						
Int Delay, s/veh	1.7					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	5	47	183	2	16	128
Future Vol, veh/h	5	47	183	2	16	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	91	91	91	91	91	91
Heavy Vehicles, %	2	2	6	2	2	2
Mvmt Flow	5	52	201	2	18	141
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	379	202	0	0	203	0
Stage 1	202	-	-	-	-	-
Stage 2	177	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	623	839	-	-	1369	-
Stage 1	832	-	-	-	-	-
Stage 2	854	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	614	839	-	-	1369	-
Mov Cap-2 Maneuver	614	-	-	-	-	-
Stage 1	832	-	-	-	-	-
Stage 2	842	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	9.8	0		0.9		
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT	
Capacity (veh/h)	-	-	810	1369	-	
HCM Lane V/C Ratio	-	-	0.071	0.013	-	
HCM Control Delay (s)	-	-	9.8	7.7	0	
HCM Lane LOS	-	-	A	A	A	
HCM 95th %tile Q(veh)	-	-	0.2	0	-	

Intersection						
Int Delay, s/veh	3.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	39	63	121	13	21	112
Future Vol, veh/h	39	63	121	13	21	112
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	91	91	91	91	91	91
Heavy Vehicles, %	2	2	6	2	2	2
Mvmt Flow	43	69	133	14	23	123
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	309	140	0	0	147	0
Stage 1	140	-	-	-	-	-
Stage 2	169	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	683	908	-	-	1435	-
Stage 1	887	-	-	-	-	-
Stage 2	861	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	671	908	-	-	1435	-
Mov Cap-2 Maneuver	671	-	-	-	-	-
Stage 1	887	-	-	-	-	-
Stage 2	846	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	10.2	0		1.2		
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT	
Capacity (veh/h)	-	-	800	1435	-	
HCM Lane V/C Ratio	-	-	0.14	0.016	-	
HCM Control Delay (s)	-	-	10.2	7.5	0	
HCM Lane LOS	-	-	B	A	A	
HCM 95th %tile Q(veh)	-	-	0.5	0	-	

Intersection						
Int Delay, s/veh	3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	50	45	90	17	15	136
Future Vol, veh/h	50	45	90	17	15	136
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	91	91	91	91	91	91
Heavy Vehicles, %	2	2	6	2	2	2
Mvmt Flow	55	49	99	19	16	149
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	290	109	0	0	118	0
Stage 1	109	-	-	-	-	-
Stage 2	181	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	701	945	-	-	1470	-
Stage 1	916	-	-	-	-	-
Stage 2	850	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	693	945	-	-	1470	-
Mov Cap-2 Maneuver	693	-	-	-	-	-
Stage 1	916	-	-	-	-	-
Stage 2	840	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	10.2	0		0.7		
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT	
Capacity (veh/h)	-	-	793	1470	-	
HCM Lane V/C Ratio	-	-	0.132	0.011	-	
HCM Control Delay (s)	-	-	10.2	7.5	0	
HCM Lane LOS	-	-	B	A	A	
HCM 95th %tile Q(veh)	-	-	0.5	0	-	

Intersection						
Int Delay, s/veh	4.7					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	40	380	274	67	111	74
Future Vol, veh/h	40	380	274	67	111	74
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	91	91	91	91	91	91
Heavy Vehicles, %	2	4	5	9	2	2
Mvmt Flow	44	418	301	74	122	81
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	375	0	-	0	844	338
Stage 1	-	-	-	-	338	-
Stage 2	-	-	-	-	506	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1183	-	-	-	334	704
Stage 1	-	-	-	-	722	-
Stage 2	-	-	-	-	606	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1183	-	-	-	318	704
Mov Cap-2 Maneuver	-	-	-	-	318	-
Stage 1	-	-	-	-	687	-
Stage 2	-	-	-	-	606	-
Approach	EB	WB		SB		
HCM Control Delay, s	0.8	0		22.4		
HCM LOS				C		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1183	-	-	-	407	
HCM Lane V/C Ratio	0.037	-	-	-	0.5	
HCM Control Delay (s)	8.2	0	-	-	22.4	
HCM Lane LOS	A	A	-	-	C	
HCM 95th %tile Q(veh)	0.1	-	-	-	2.7	

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	4	7	10	426	291	7
Future Vol, veh/h	4	7	10	426	291	7
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	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	8	5	2
Mvmt Flow	4	8	11	468	320	8
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	814	324	328	0	-	0
Stage 1	324	-	-	-	-	-
Stage 2	490	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	347	717	1232	-	-	-
Stage 1	733	-	-	-	-	-
Stage 2	616	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	343	717	1232	-	-	-
Mov Cap-2 Maneuver	343	-	-	-	-	-
Stage 1	724	-	-	-	-	-
Stage 2	616	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	12.2	0.2		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1232	-	513	-	-	
HCM Lane V/C Ratio	0.009	-	0.024	-	-	
HCM Control Delay (s)	7.9	0	12.2	-	-	
HCM Lane LOS	A	A	B	-	-	
HCM 95th %tile Q(veh)	0	-	0.1	-	-	

Intersection												
Int Delay, s/veh	7.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	51	0	8	6	0	77	14	457	9	129	491	87
Future Vol, veh/h	51	0	8	6	0	77	14	457	9	129	491	87
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2	2	4	2	2	2	2
Mvmt Flow	56	0	9	7	0	85	15	502	10	142	540	96
Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	1452	1414	588	1414	1457	507	636	0	0	512	0	0
Stage 1	872	872	-	537	537	-	-	-	-	-	-	-
Stage 2	580	542	-	877	920	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	108	138	509	115	130	566	947	-	-	1053	-	-
Stage 1	345	368	-	528	523	-	-	-	-	-	-	-
Stage 2	500	520	-	343	350	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	76	106	509	93	100	566	947	-	-	1053	-	-
Mov Cap-2 Maneuver	76	106	-	93	100	-	-	-	-	-	-	-
Stage 1	337	290	-	516	511	-	-	-	-	-	-	-
Stage 2	416	509	-	266	276	-	-	-	-	-	-	-
Approach	EB		WB			NB			SB			
HCM Control Delay, s	122.9		16.1			0.3			1.6			
HCM LOS	F		C									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	947	-	-	86	414	1053	-	-				
HCM Lane V/C Ratio	0.016	-	-	0.754	0.22	0.135	-	-				
HCM Control Delay (s)	8.9	0	-	122.9	16.1	8.9	0	-				
HCM Lane LOS	A	A	-	F	C	A	A	-				
HCM 95th %tile Q(veh)	0.1	-	-	3.8	0.8	0.5	-	-				

Intersection												
Int Delay, s/veh	15.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	94	7	67	13	4	18	115	368	21	31	315	159
Future Vol, veh/h	94	7	67	13	4	18	115	368	21	31	315	159
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2	2	4	2	2	2	2
Mvmt Flow	103	8	74	14	4	20	126	404	23	34	346	175
Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	1182	1181	434	1211	1257	416	521	0	0	427	0	0
Stage 1	502	502	-	668	668	-	-	-	-	-	-	-
Stage 2	680	679	-	543	589	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	167	190	622	159	171	637	1045	-	-	1132	-	-
Stage 1	552	542	-	448	456	-	-	-	-	-	-	-
Stage 2	441	451	-	524	495	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	134	153	622	115	138	637	1045	-	-	1132	-	-
Mov Cap-2 Maneuver	134	153	-	115	138	-	-	-	-	-	-	-
Stage 1	464	519	-	377	383	-	-	-	-	-	-	-
Stage 2	355	379	-	436	474	-	-	-	-	-	-	-
Approach	EB		WB			NB			SB			
HCM Control Delay, s	98		26.4			2			0.5			
HCM LOS	F		D									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1045	-	-	197	206	1132	-	-				
HCM Lane V/C Ratio	0.121	-	-	0.937	0.187	0.03	-	-				
HCM Control Delay (s)	8.9	0	-	98	26.4	8.3	0	-				
HCM Lane LOS	A	A	-	F	D	A	A	-				
HCM 95th %tile Q(veh)	0.4	-	-	7.6	0.7	0.1	-	-				

Intersection						
Int Delay, s/veh	3.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	114	18	30	390	292	103
Future Vol, veh/h	114	18	30	390	292	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	91	91	91	91	91	91
Heavy Vehicles, %	3	2	2	4	2	3
Mvmt Flow	125	20	33	429	321	113
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	873	378	434	0	-	0
Stage 1	378	-	-	-	-	-
Stage 2	495	-	-	-	-	-
Critical Hdwy	6.43	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	319	669	1126	-	-	-
Stage 1	691	-	-	-	-	-
Stage 2	611	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	307	669	1126	-	-	-
Mov Cap-2 Maneuver	307	-	-	-	-	-
Stage 1	665	-	-	-	-	-
Stage 2	611	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	24.1	0.6		0		
HCM LOS	C					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1126	-	331	-	-	
HCM Lane V/C Ratio	0.029	-	0.438	-	-	
HCM Control Delay (s)	8.3	0	24.1	-	-	
HCM Lane LOS	A	A	C	-	-	
HCM 95th %tile Q(veh)	0.1	-	2.1	-	-	

Kaitlin C&V
4: Wellington Main St & Belleville St

2040_B+Dev_PM_w-StC_w-BP
HCM 6th TWSC

Intersection												
Int Delay, s/veh	71.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	221	392	0	0	290	198	0	0	0	108	0	205
Future Vol, veh/h	221	392	0	0	290	198	0	0	0	108	0	205
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	4	2	2	3	6	2	2	2	2	2	3
Mvmt Flow	243	431	0	0	319	218	0	0	0	119	0	225
Major/Minor	Major1		Major2			Minor1			Minor2			
Conflicting Flow All	537	0	0	431	0	0	1458	1454	431	1345	1345	428
Stage 1	-	-	-	-	-	-	917	917	-	428	428	-
Stage 2	-	-	-	-	-	-	541	537	-	917	917	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.327
Pot Cap-1 Maneuver	1031	-	-	1129	-	-	107	130	624	129	151	625
Stage 1	-	-	-	-	-	-	326	351	-	605	585	-
Stage 2	-	-	-	-	-	-	525	523	-	326	351	-
Platoon blocked, %		-	-	-	-	-						
Mov Cap-1 Maneuver	1031	-	-	1129	-	-	52	90	624	~ 98	104	625
Mov Cap-2 Maneuver	-	-	-	-	-	-	52	90	-	~ 98	104	-
Stage 1	-	-	-	-	-	-	225	242	-	417	585	-
Stage 2	-	-	-	-	-	-	336	523	-	225	242	-
Approach	EB		WB			NB			SB			
HCM Control Delay, s	3.4		0			0			\$ 317.4			
HCM LOS						A			F			
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	-	1031	-	-	1129	-	-	219				
HCM Lane V/C Ratio	-	0.236	-	-	-	-	-	1.571				
HCM Control Delay (s)	0	9.6	0	-	0	-	-	\$ 317.4				
HCM Lane LOS	A	A	A	-	A	-	-	F				
HCM 95th %tile Q(veh)	-	0.9	-	-	0	-	-	21.6				
Notes												
~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon												

Intersection						
Int Delay, s/veh	1.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	3	28	146	5	49	214
Future Vol, veh/h	3	28	146	5	49	214
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	91	91	91	91	91	91
Heavy Vehicles, %	2	2	3	2	2	2
Mvmt Flow	3	31	160	5	54	235
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	506	163	0	0	165	0
Stage 1	163	-	-	-	-	-
Stage 2	343	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	526	882	-	-	1413	-
Stage 1	866	-	-	-	-	-
Stage 2	719	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	503	882	-	-	1413	-
Mov Cap-2 Maneuver	503	-	-	-	-	-
Stage 1	866	-	-	-	-	-
Stage 2	687	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	9.6	0		1.4		
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT	
Capacity (veh/h)	-	-	822	1413	-	
HCM Lane V/C Ratio	-	-	0.041	0.038	-	
HCM Control Delay (s)	-	-	9.6	7.6	0	
HCM Lane LOS	-	-	A	A	A	
HCM 95th %tile Q(veh)	-	-	0.1	0.1	-	

Intersection						
Int Delay, s/veh	2.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	23	37	114	40	64	153
Future Vol, veh/h	23	37	114	40	64	153
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	91	91	91	91	91	91
Heavy Vehicles, %	2	2	3	2	2	2
Mvmt Flow	25	41	125	44	70	168
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	455	147	0	0	169	0
Stage 1	147	-	-	-	-	-
Stage 2	308	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	563	900	-	-	1409	-
Stage 1	880	-	-	-	-	-
Stage 2	745	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	532	900	-	-	1409	-
Mov Cap-2 Maneuver	532	-	-	-	-	-
Stage 1	880	-	-	-	-	-
Stage 2	704	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	10.6	0		2.3		
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT	
Capacity (veh/h)	-	-	711	1409	-	
HCM Lane V/C Ratio	-	-	0.093	0.05	-	
HCM Control Delay (s)	-	-	10.6	7.7	0	
HCM Lane LOS	-	-	B	A	A	
HCM 95th %tile Q(veh)	-	-	0.3	0.2	-	

Intersection						
Int Delay, s/veh	2.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	30	27	127	51	45	131
Future Vol, veh/h	30	27	127	51	45	131
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	91	91	91	91	91	91
Heavy Vehicles, %	2	2	3	2	2	2
Mvmt Flow	33	30	140	56	49	144
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	410	168	0	0	196	0
Stage 1	168	-	-	-	-	-
Stage 2	242	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	598	876	-	-	1377	-
Stage 1	862	-	-	-	-	-
Stage 2	798	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	575	876	-	-	1377	-
Mov Cap-2 Maneuver	575	-	-	-	-	-
Stage 1	862	-	-	-	-	-
Stage 2	767	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	10.8	0		2		
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT	
Capacity (veh/h)	-	-	687	1377	-	
HCM Lane V/C Ratio	-	-	0.091	0.036	-	
HCM Control Delay (s)	-	-	10.8	7.7	0	
HCM Lane LOS	-	-	B	A	A	
HCM 95th %tile Q(veh)	-	-	0.3	0.1	-	

Intersection						
Int Delay, s/veh	5.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	79	434	396	99	78	83
Future Vol, veh/h	79	434	396	99	78	83
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	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	4	2	4
Mvmt Flow	87	477	435	109	86	91
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	544	0	-	0	1141	490
Stage 1	-	-	-	-	490	-
Stage 2	-	-	-	-	651	-
Critical Hdwy	4.12	-	-	-	6.42	6.24
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.336
Pot Cap-1 Maneuver	1025	-	-	-	222	574
Stage 1	-	-	-	-	616	-
Stage 2	-	-	-	-	519	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1025	-	-	-	196	574
Mov Cap-2 Maneuver	-	-	-	-	196	-
Stage 1	-	-	-	-	545	-
Stage 2	-	-	-	-	519	-
Approach	EB	WB		SB		
HCM Control Delay, s	1.4	0		33.5		
HCM LOS				D		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1025	-	-	-	297	
HCM Lane V/C Ratio	0.085	-	-	-	0.596	
HCM Control Delay (s)	8.8	0	-	-	33.5	
HCM Lane LOS	A	A	-	-	D	
HCM 95th %tile Q(veh)	0.3	-	-	-	3.6	

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	8	12	12	446	479	8
Future Vol, veh/h	8	12	12	446	479	8
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	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	4	2	2
Mvmt Flow	9	13	13	490	526	9
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1047	531	535	0	-	0
Stage 1	531	-	-	-	-	-
Stage 2	516	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	253	548	1033	-	-	-
Stage 1	590	-	-	-	-	-
Stage 2	599	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	249	548	1033	-	-	-
Mov Cap-2 Maneuver	249	-	-	-	-	-
Stage 1	580	-	-	-	-	-
Stage 2	599	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	15.3	0.2		0		
HCM LOS	C					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1033	-	370	-	-	
HCM Lane V/C Ratio	0.013	-	0.059	-	-	
HCM Control Delay (s)	8.5	0	15.3	-	-	
HCM Lane LOS	A	A	C	-	-	
HCM 95th %tile Q(veh)	0	-	0.2	-	-	

Intersection												
Int Delay, s/veh	6.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	61	0	9	6	0	85	10	415	6	86	510	66
Future Vol, veh/h	61	0	9	6	0	85	10	415	6	86	510	66
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	67	0	10	7	0	93	11	456	7	95	560	73
Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	1315	1272	597	1274	1305	460	633	0	0	463	0	0
Stage 1	787	787	-	482	482	-	-	-	-	-	-	-
Stage 2	528	485	-	792	823	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	135	168	503	144	160	601	950	-	-	1098	-	-
Stage 1	385	403	-	565	553	-	-	-	-	-	-	-
Stage 2	534	552	-	382	388	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	101	143	503	125	136	601	950	-	-	1098	-	-
Mov Cap-2 Maneuver	101	143	-	125	136	-	-	-	-	-	-	-
Stage 1	379	349	-	556	544	-	-	-	-	-	-	-
Stage 2	444	543	-	324	336	-	-	-	-	-	-	-
Approach	EB		WB			NB			SB			
HCM Control Delay, s	87.2		14.5			0.2			1.1			
HCM LOS	F		B									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	950	-	-	113	480	1098	-	-				
HCM Lane V/C Ratio	0.012	-	-	0.681	0.208	0.086	-	-				
HCM Control Delay (s)	8.8	0	-	87.2	14.5	8.6	0	-				
HCM Lane LOS	A	A	-	F	B	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	3.6	0.8	0.3	-	-				

Kaitlin C&V
2: Belleville St & Turner St

2040_B+Dev_Sat_w-StC_w-BP
HCM 6th TWSC

Intersection												
Int Delay, s/veh	16.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	113	5	81	14	5	20	86	298	14	21	386	120
Future Vol, veh/h	113	5	81	14	5	20	86	298	14	21	386	120
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	124	5	89	15	5	22	95	327	15	23	424	132
Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	1074	1068	490	1108	1127	335	556	0	0	342	0	0
Stage 1	536	536	-	525	525	-	-	-	-	-	-	-
Stage 2	538	532	-	583	602	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	198	222	578	187	205	707	1015	-	-	1217	-	-
Stage 1	529	523	-	536	529	-	-	-	-	-	-	-
Stage 2	527	526	-	498	489	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	167	191	578	138	176	707	1015	-	-	1217	-	-
Mov Cap-2 Maneuver	167	191	-	138	176	-	-	-	-	-	-	-
Stage 1	468	508	-	474	468	-	-	-	-	-	-	-
Stage 2	446	465	-	405	475	-	-	-	-	-	-	-
Approach	EB		WB			NB			SB			
HCM Control Delay, s	85.2		22.6			1.9			0.3			
HCM LOS	F		C									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1015	-	-	236	247	1217	-	-				
HCM Lane V/C Ratio	0.093	-	-	0.927	0.174	0.019	-	-				
HCM Control Delay (s)	8.9	0	-	85.2	22.6	8	0	-				
HCM Lane LOS	A	A	-	F	C	A	A	-				
HCM 95th %tile Q(veh)	0.3	-	-	8	0.6	0.1	-	-				

Intersection						
Int Delay, s/veh	9.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	152	128	30	247	363	118
Future Vol, veh/h	152	128	30	247	363	118
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	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	167	141	33	271	399	130
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	801	464	529	0	-	0
Stage 1	464	-	-	-	-	-
Stage 2	337	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	354	598	1038	-	-	-
Stage 1	633	-	-	-	-	-
Stage 2	723	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	341	598	1038	-	-	-
Mov Cap-2 Maneuver	341	-	-	-	-	-
Stage 1	610	-	-	-	-	-
Stage 2	723	-	-	-	-	-
Approach	EB		NB		SB	
HCM Control Delay, s	32.9		0.9		0	
HCM LOS	D					
Minor Lane/Major Mvmt	NBL		NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1038		-	424	-	-
HCM Lane V/C Ratio	0.032		-	0.726	-	-
HCM Control Delay (s)	8.6		0	32.9	-	-
HCM Lane LOS	A		A	D	-	-
HCM 95th %tile Q(veh)	0.1		-	5.7	-	-

Kaitlin C&V
4: Wellington Main St & Belleville St

2040_B+Dev_Sat_w-StC_w-BP
HCM 6th TWSC

Intersection												
Int Delay, s/veh	377.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	188	437	0	0	365	88	0	0	0	299	0	191
Future Vol, veh/h	188	437	0	0	365	88	0	0	0	299	0	191
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	207	480	0	0	401	97	0	0	0	329	0	210
Major/Minor	Major1		Major2		Minor1		Minor2					
Conflicting Flow All	498	0	0	480	0	0	1449	1392	480	1344	1344	450
Stage 1	-	-	-	-	-	-	894	894	-	450	450	-
Stage 2	-	-	-	-	-	-	555	498	-	894	894	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1066	-	-	1082	-	-	109	142	586	~ 129	152	609
Stage 1	-	-	-	-	-	-	336	360	-	589	572	-
Stage 2	-	-	-	-	-	-	516	544	-	336	360	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1066	-	-	1082	-	-	57	104	586	~ 103	112	609
Mov Cap-2 Maneuver	-	-	-	-	-	-	57	104	-	~ 103	112	-
Stage 1	-	-	-	-	-	-	247	265	-	433	572	-
Stage 2	-	-	-	-	-	-	338	544	-	~ 247	265	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	2.8		0		0		\$ 1204.9					
HCM LOS					A		F					
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	-	1066	-	-	1082	-	-	152				
HCM Lane V/C Ratio	-	0.194	-	-	-	-	-	3.543				
HCM Control Delay (s)	0	9.2	0	-	0	-	-	~\$ 1204.9				
HCM Lane LOS	A	A	A	-	A	-	-	F				
HCM 95th %tile Q(veh)	-	0.7	-	-	0	-	-	52.2				
Notes												
~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon												

Intersection						
Int Delay, s/veh	1.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	4	34	232	4	37	240
Future Vol, veh/h	4	34	232	4	37	240
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	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	37	255	4	41	264
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	603	257	0	0	259	0
Stage 1	257	-	-	-	-	-
Stage 2	346	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	462	782	-	-	1306	-
Stage 1	786	-	-	-	-	-
Stage 2	716	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	445	782	-	-	1306	-
Mov Cap-2 Maneuver	445	-	-	-	-	-
Stage 1	786	-	-	-	-	-
Stage 2	690	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	10.3	0		1		
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT	
Capacity (veh/h)	-	-	724	1306	-	
HCM Lane V/C Ratio	-	-	0.058	0.031	-	
HCM Control Delay (s)	-	-	10.3	7.8	0	
HCM Lane LOS	-	-	B	A	A	
HCM 95th %tile Q(veh)	-	-	0.2	0.1	-	

Intersection						
Int Delay, s/veh	2.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	28	45	191	29	48	196
Future Vol, veh/h	28	45	191	29	48	196
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	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	31	49	210	32	53	215
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	547	226	0	0	242	0
Stage 1	226	-	-	-	-	-
Stage 2	321	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	498	813	-	-	1324	-
Stage 1	812	-	-	-	-	-
Stage 2	735	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	476	813	-	-	1324	-
Mov Cap-2 Maneuver	476	-	-	-	-	-
Stage 1	812	-	-	-	-	-
Stage 2	702	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	11.4	0		1.5		
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT	
Capacity (veh/h)	-	-	639	1324	-	
HCM Lane V/C Ratio	-	-	0.126	0.04	-	
HCM Control Delay (s)	-	-	11.4	7.8	0	
HCM Lane LOS	-	-	B	A	A	
HCM 95th %tile Q(veh)	-	-	0.4	0.1	-	

Intersection						
Int Delay, s/veh	2.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	37	33	188	40	35	188
Future Vol, veh/h	37	33	188	40	35	188
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	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	41	36	207	44	38	207
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	512	229	0	0	251	0
Stage 1	229	-	-	-	-	-
Stage 2	283	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	522	810	-	-	1314	-
Stage 1	809	-	-	-	-	-
Stage 2	765	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	505	810	-	-	1314	-
Mov Cap-2 Maneuver	505	-	-	-	-	-
Stage 1	809	-	-	-	-	-
Stage 2	740	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	11.7	0		1.2		
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT	
Capacity (veh/h)	-	-	614	1314	-	
HCM Lane V/C Ratio	-	-	0.125	0.029	-	
HCM Control Delay (s)	-	-	11.7	7.8	0	
HCM Lane LOS	-	-	B	A	A	
HCM 95th %tile Q(veh)	-	-	0.4	0.1	-	

Intersection						
Int Delay, s/veh	18.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	112	494	416	116	100	126
Future Vol, veh/h	112	494	416	116	100	126
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	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	123	543	457	127	110	138
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	584	0	-	0	1310	521
Stage 1	-	-	-	-	521	-
Stage 2	-	-	-	-	789	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	991	-	-	-	175	555
Stage 1	-	-	-	-	596	-
Stage 2	-	-	-	-	448	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	991	-	-	-	144	555
Mov Cap-2 Maneuver	-	-	-	-	144	-
Stage 1	-	-	-	-	490	-
Stage 2	-	-	-	-	448	-
Approach	EB	WB		SB		
HCM Control Delay, s	1.7	0		104.7		
HCM LOS	F					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	991	-	-	-	245	
HCM Lane V/C Ratio	0.124	-	-	-	1.014	
HCM Control Delay (s)	9.1	0	-	-	104.7	
HCM Lane LOS	A	A	-	-	F	
HCM 95th %tile Q(veh)	0.4	-	-	-	9.9	

Intersection						
Int Delay, s/veh	0.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	8	13	15	403	500	10
Future Vol, veh/h	8	13	15	403	500	10
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	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	9	14	16	443	549	11
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1030	555	560	0	-	0
Stage 1	555	-	-	-	-	-
Stage 2	475	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	259	531	1011	-	-	-
Stage 1	575	-	-	-	-	-
Stage 2	626	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	254	531	1011	-	-	-
Mov Cap-2 Maneuver	254	-	-	-	-	-
Stage 1	563	-	-	-	-	-
Stage 2	626	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	15.2	0.3		0		
HCM LOS	C					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1011	-	375	-	-	
HCM Lane V/C Ratio	0.016	-	0.062	-	-	
HCM Control Delay (s)	8.6	0	15.2	-	-	
HCM Lane LOS	A	A	C	-	-	
HCM 95th %tile Q(veh)	0.1	-	0.2	-	-	

APPENDIX F

Synchro Reports – Intersection Upgrades

Kaitlin C&V
1: Belleville St & Street Z

2040_B+Dev_Sat_w-StC_NoBP
Lanes, Volumes, Timings

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	62	13	42	12	13	21	46	371	12	21	457	67
Future Volume (vph)	62	13	42	12	13	21	46	371	12	21	457	67
Satd. Flow (prot)	0	1725	0	0	1725	0	0	1846	0	0	1827	0
Flt Permitted		0.807			0.923			0.909			0.978	
Satd. Flow (perm)	0	1430	0	0	1613	0	0	1686	0	0	1791	0
Satd. Flow (RTOR)		46			23			4			19	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	68	14	46	13	14	23	51	408	13	23	502	74
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	128	0	0	50	0	0	472	0	0	599	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (s)	22.5	22.5		22.5	22.5		37.5	37.5		37.5	37.5	
Total Split (%)	37.5%	37.5%		37.5%	37.5%		62.5%	62.5%		62.5%	62.5%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		4.5			4.5			4.5			4.5	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Act Effct Green (s)		8.6			8.6			39.6			39.6	
Actuated g/C Ratio		0.16			0.16			0.73			0.73	
v/c Ratio		0.48			0.18			0.38			0.46	
Control Delay		19.9			13.4			5.4			5.9	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		19.9			13.4			5.4			5.9	
LOS		B			B			A			A	
Approach Delay		19.9			13.4			5.4			5.9	
Approach LOS		B			B			A			A	
90th %ile Green (s)	12.2	12.2		12.2	12.2		33.0	33.0		33.0	33.0	
90th %ile Term Code	Gap	Gap		Hold	Hold		MaxR	MaxR		MaxR	MaxR	
70th %ile Green (s)	9.7	9.7		9.7	9.7		33.0	33.0		33.0	33.0	
70th %ile Term Code	Gap	Gap		Hold	Hold		MaxR	MaxR		MaxR	MaxR	
50th %ile Green (s)	8.2	8.2		8.2	8.2		34.7	34.7		34.7	34.7	
50th %ile Term Code	Gap	Gap		Hold	Hold		Dwell	Dwell		Dwell	Dwell	
30th %ile Green (s)	6.9	6.9		6.9	6.9		44.9	44.9		44.9	44.9	
30th %ile Term Code	Gap	Gap		Hold	Hold		Dwell	Dwell		Dwell	Dwell	
10th %ile Green (s)	0.0	0.0		0.0	0.0		48.0	48.0		48.0	48.0	
10th %ile Term Code	Skip	Skip		Skip	Skip		Dwell	Dwell		Dwell	Dwell	
Queue Length 50th (m)		7.3			2.3			16.2			21.5	
Queue Length 95th (m)		19.3			9.3			39.0			51.1	
Internal Link Dist (m)		254.8			227.6			385.7			178.2	
Turn Bay Length (m)												
Base Capacity (vph)		507			552			1233			1314	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.25			0.09			0.38			0.46	
Intersection Summary												
Cycle Length: 60												
Actuated Cycle Length: 54.2												
Natural Cycle: 55												
Control Type: Semi Act-Uncoord												
Maximum v/c Ratio: 0.48												

Intersection Signal Delay: 7.4	Intersection LOS: A
Intersection Capacity Utilization 59.4%	ICU Level of Service B
Analysis Period (min) 15	
90th %ile Actuated Cycle: 54.2	
70th %ile Actuated Cycle: 51.7	
50th %ile Actuated Cycle: 51.9	
30th %ile Actuated Cycle: 60.8	
10th %ile Actuated Cycle: 52.5	

Splits and Phases: 1: Belleville St & Street Z



Kaitlin C&V
1: Belleville St & Street Z

2040_B+Dev_Sat_w-StC_w-BP
Lanes, Volumes, Timings

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	61	0	9	6	0	85	10	415	6	86	510	66
Future Volume (vph)	61	0	9	6	0	85	10	415	6	86	510	66
Satd. Flow (prot)	0	1752	0	0	1623	0	0	1857	0	0	1826	0
Flt Permitted		0.828			0.970			0.985			0.892	
Satd. Flow (perm)	0	1515	0	0	1579	0	0	1831	0	0	1638	0
Satd. Flow (RTOR)		27			93			2			15	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	67	0	10	7	0	93	11	456	7	95	560	73
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	77	0	0	100	0	0	474	0	0	728	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (s)	22.5	22.5		22.5	22.5		37.5	37.5		37.5	37.5	
Total Split (%)	37.5%	37.5%		37.5%	37.5%		62.5%	62.5%		62.5%	62.5%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		4.5			4.5			4.5			4.5	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Act Effct Green (s)		7.5			7.5			39.7			39.7	
Actuated g/C Ratio		0.14			0.14			0.74			0.74	
v/c Ratio		0.33			0.33			0.35			0.59	
Control Delay		17.6			9.0			4.5			7.4	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		17.6			9.0			4.5			7.4	
LOS		B			A			A			A	
Approach Delay		17.6			9.0			4.5			7.4	
Approach LOS		B			A			A			A	
90th %ile Green (s)	10.2	10.2		10.2	10.2		33.0	33.0		33.0	33.0	
90th %ile Term Code	Gap	Gap		Hold	Hold		MaxR	MaxR		MaxR	MaxR	
70th %ile Green (s)	8.3	8.3		8.3	8.3		33.0	33.0		33.0	33.0	
70th %ile Term Code	Gap	Gap		Hold	Hold		MaxR	MaxR		MaxR	MaxR	
50th %ile Green (s)	7.1	7.1		7.1	7.1		34.8	34.8		34.8	34.8	
50th %ile Term Code	Gap	Gap		Hold	Hold		Dwell	Dwell		Dwell	Dwell	
30th %ile Green (s)	6.0	6.0		6.0	6.0		45.6	45.6		45.6	45.6	
30th %ile Term Code	Hold	Hold		Hold	Hold		Dwell	Dwell		Dwell	Dwell	
10th %ile Green (s)	0.0	0.0		0.0	0.0		48.0	48.0		48.0	48.0	
10th %ile Term Code	Skip	Skip		Skip	Skip		Dwell	Dwell		Dwell	Dwell	
Queue Length 50th (m)		4.4			0.6			14.3			28.5	
Queue Length 95th (m)		13.4			10.4			32.7			71.4	
Internal Link Dist (m)		254.8			227.6			385.7			178.2	
Turn Bay Length (m)												
Base Capacity (vph)		531			597			1364			1224	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.15			0.17			0.35			0.59	
Intersection Summary												
Cycle Length: 60												
Actuated Cycle Length: 53.3												
Natural Cycle: 60												
Control Type: Semi Act-Uncoord												
Maximum v/c Ratio: 0.59												

Kaitlin C&V

1: Belleville St & Street Z

2040_B+Dev_Sat_w-StC_w-BP
Lanes, Volumes, Timings

Intersection Signal Delay: 7.1	Intersection LOS: A
Intersection Capacity Utilization 80.2%	ICU Level of Service D
Analysis Period (min) 15	
90th %ile Actuated Cycle: 52.2	
70th %ile Actuated Cycle: 50.3	
50th %ile Actuated Cycle: 50.9	
30th %ile Actuated Cycle: 60.6	
10th %ile Actuated Cycle: 52.5	

Splits and Phases: 1: Belleville St & Street Z

 37.5 s	 22.5 s
 37.5 s	 22.5 s

Intersection				
Intersection Delay, s/veh	11.5			
Intersection LOS	B			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	377	93	746	560
Demand Flow Rate, veh/h	384	95	761	571
Vehicles Circulating, veh/h	556	774	109	389
Vehicles Exiting, veh/h	404	96	831	480
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	11.6	7.7	10.7	13.1
Approach LOS	B	A	B	B
Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	384	95	761	571
Cap Entry Lane, veh/h	783	627	1235	928
Entry HV Adj Factor	0.982	0.982	0.980	0.981
Flow Entry, veh/h	377	93	746	560
Cap Entry, veh/h	769	615	1210	910
V/C Ratio	0.491	0.152	0.616	0.615
Control Delay, s/veh	11.6	7.7	10.7	13.1
LOS	B	A	B	B
95th %tile Queue, veh	3	1	4	4

Intersection				
Intersection Delay, s/veh	7.4			
Intersection LOS	A			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	218	42	437	579
Demand Flow Rate, veh/h	222	42	446	590
Vehicles Circulating, veh/h	470	557	154	117
Vehicles Exiting, veh/h	237	43	538	482
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	7.1	5.1	6.9	8.2
Approach LOS	A	A	A	A
Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	222	42	446	590
Cap Entry Lane, veh/h	854	782	1179	1225
Entry HV Adj Factor	0.982	0.998	0.981	0.981
Flow Entry, veh/h	218	42	437	579
Cap Entry, veh/h	839	780	1157	1201
V/C Ratio	0.260	0.054	0.378	0.482
Control Delay, s/veh	7.1	5.1	6.9	8.2
LOS	A	A	A	A
95th %tile Queue, veh	1	0	2	3

Kaitlin C&V
3: Belleville St & Niles St

2040_B+Dev_Sat_w-StC_NoBP
Lanes, Volumes, Timings

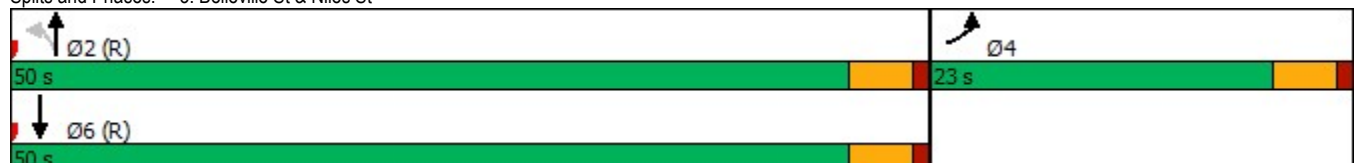
						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	152	128	30	527	623	118
Future Volume (vph)	152	128	30	527	623	118
Satd. Flow (prot)	1702	0	0	1857	1822	0
Flt Permitted	0.974			0.940		
Satd. Flow (perm)	1702	0	0	1751	1822	0
Satd. Flow (RTOR)	56				25	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	167	141	33	579	685	130
Shared Lane Traffic (%)						
Lane Group Flow (vph)	308	0	0	612	815	0
Turn Type	Prot		Perm	NA	NA	
Protected Phases	4			2	6	
Permitted Phases			2			
Minimum Split (s)	22.5		22.5	22.5	22.5	
Total Split (s)	23.0		50.0	50.0	50.0	
Total Split (%)	31.5%		68.5%	68.5%	68.5%	
Yellow Time (s)	3.5		3.5	3.5	3.5	
All-Red Time (s)	1.0		1.0	1.0	1.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	4.5			4.5	4.5	
Lead/Lag						
Lead-Lag Optimize?						
Act Effct Green (s)	18.5			45.5	45.5	
Actuated g/C Ratio	0.25			0.62	0.62	
v/c Ratio	0.65			0.56	0.71	
Control Delay	27.2			10.5	13.4	
Queue Delay	0.0			0.0	0.0	
Total Delay	27.2			10.5	13.4	
LOS	C			B	B	
Approach Delay	27.2			10.5	13.4	
Approach LOS	C			B	B	
Queue Length 50th (m)	32.3			45.0	67.7	
Queue Length 95th (m)	58.7			71.9	110.2	
Internal Link Dist (m)	236.5			207.0	280.1	
Turn Bay Length (m)						
Base Capacity (vph)	473			1091	1145	
Starvation Cap Reductn	0			0	0	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.65			0.56	0.71	

Intersection Summary

Cycle Length: 73
 Actuated Cycle Length: 73
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green
 Natural Cycle: 60
 Control Type: Pretimed
 Maximum v/c Ratio: 0.71
 Intersection Signal Delay: 14.8
 Intersection Capacity Utilization 76.0%
 Analysis Period (min) 15

Intersection LOS: B
 ICU Level of Service D

Splits and Phases: 3: Belleville St & Niles St



4: Wellington Main St & Belleville St

Lanes, Volumes, Timings

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	98	390	0	0	326	17	0	0	0	151	0	101
Future Volume (vph)	98	390	0	0	326	17	0	0	0	151	0	101
Satd. Flow (prot)	0	1844	0	0	1850	0	0	1863	0	0	1711	0
Flt Permitted		0.855									0.816	
Satd. Flow (perm)	0	1593	0	0	1850	0	0	1863	0	0	1438	0
Satd. Flow (RTOR)					4						23	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	108	429	0	0	358	19	0	0	0	166	0	111
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	537	0	0	377	0	0	0	0	0	277	0
Turn Type	Perm	NA			NA					Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (s)	102.0	102.0		102.0	102.0		38.0	38.0		38.0	38.0	
Total Split (%)	72.9%	72.9%		72.9%	72.9%		27.1%	27.1%		27.1%	27.1%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		4.5			4.5			4.5			4.5	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Min	Min		Min	Min		None	None		None	None	
Act Effct Green (s)		27.1			27.1						15.7	
Actuated g/C Ratio		0.52			0.52						0.30	
v/c Ratio		0.65			0.39						0.62	
Control Delay		13.9			9.2						23.3	
Queue Delay		0.0			0.0						0.0	
Total Delay		13.9			9.2						23.3	
LOS		B			A						C	
Approach Delay		13.9			9.2						23.3	
Approach LOS		B			A						C	
90th %ile Green (s)	41.5	41.5		41.5	41.5		23.7	23.7		23.7	23.7	
90th %ile Term Code	Gap	Gap		Hold	Hold		Hold	Hold		Gap	Gap	
70th %ile Green (s)	33.2	33.2		33.2	33.2		18.1	18.1		18.1	18.1	
70th %ile Term Code	Gap	Gap		Hold	Hold		Hold	Hold		Gap	Gap	
50th %ile Green (s)	27.0	27.0		27.0	27.0		15.0	15.0		15.0	15.0	
50th %ile Term Code	Gap	Gap		Hold	Hold		Hold	Hold		Gap	Gap	
30th %ile Green (s)	21.3	21.3		21.3	21.3		12.5	12.5		12.5	12.5	
30th %ile Term Code	Gap	Gap		Hold	Hold		Hold	Hold		Gap	Gap	
10th %ile Green (s)	15.3	15.3		15.3	15.3		10.0	10.0		10.0	10.0	
10th %ile Term Code	Gap	Gap		Hold	Hold		Hold	Hold		Min	Min	
Queue Length 50th (m)		32.5			18.7						20.6	
Queue Length 95th (m)		78.7			44.7						55.2	
Internal Link Dist (m)		730.3			253.1			82.8			207.0	
Turn Bay Length (m)												
Base Capacity (vph)		1593			1850						991	
Starvation Cap Reductn		0			0						0	
Spillback Cap Reductn		0			0						0	
Storage Cap Reductn		0			0						0	
Reduced v/c Ratio		0.34			0.20						0.28	
Intersection Summary												
Cycle Length: 140												
Actuated Cycle Length: 52.5												
Natural Cycle: 60												
Control Type: Semi Act-Uncoord												
Maximum v/c Ratio: 0.65												

Kaitlin C&V
4: Wellington Main St & Belleville St

2028_Bkgd_Sat_NoStC_NoBP
Lanes, Volumes, Timings

Intersection Signal Delay: 14.6	Intersection LOS: B
Intersection Capacity Utilization 69.9%	ICU Level of Service C
Analysis Period (min) 15	
90th %ile Actuated Cycle: 74.2	
70th %ile Actuated Cycle: 60.3	
50th %ile Actuated Cycle: 51	
30th %ile Actuated Cycle: 42.8	
10th %ile Actuated Cycle: 34.3	

Splits and Phases: 4: Wellington Main St & Belleville St



4: Wellington Main St & Belleville St

Lanes, Volumes, Timings

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	102	390	0	0	326	86	0	0	0	215	0	105
Future Volume (vph)	102	390	0	0	326	86	0	0	0	215	0	105
Satd. Flow (prot)	0	1844	0	0	1811	0	0	1863	0	0	1722	0
Flt Permitted		0.714									0.798	
Satd. Flow (perm)	0	1330	0	0	1811	0	0	1863	0	0	1421	0
Satd. Flow (RTOR)					22						16	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	112	429	0	0	358	95	0	0	0	236	0	115
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	541	0	0	453	0	0	0	0	0	351	0
Turn Type	Perm	NA			NA					Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (s)	102.0	102.0		102.0	102.0		38.0	38.0		38.0	38.0	
Total Split (%)	72.9%	72.9%		72.9%	72.9%		27.1%	27.1%		27.1%	27.1%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		4.5			4.5			4.5			4.5	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Min	Min		Min	Min		None	None		None	None	
Act Effct Green (s)		32.6			32.6						28.1	
Actuated g/C Ratio		0.47			0.47						0.40	
v/c Ratio		0.87			0.53						0.61	
Control Delay		33.5			14.9						23.0	
Queue Delay		0.0			0.0						0.0	
Total Delay		33.5			14.9						23.0	
LOS		C			B						C	
Approach Delay		33.5			14.9						23.0	
Approach LOS		C			B						C	
90th %ile Green (s)	47.0	47.0		47.0	47.0		33.5	33.5		33.5	33.5	
90th %ile Term Code	Gap	Gap		Hold	Hold		Hold	Hold		Max	Max	
70th %ile Green (s)	37.1	37.1		37.1	37.1		27.9	27.9		27.9	27.9	
70th %ile Term Code	Gap	Gap		Hold	Hold		Hold	Hold		Gap	Gap	
50th %ile Green (s)	31.9	31.9		31.9	31.9		26.5	26.5		26.5	26.5	
50th %ile Term Code	Gap	Gap		Hold	Hold		Hold	Hold		Gap	Gap	
30th %ile Green (s)	27.4	27.4		27.4	27.4		25.9	25.9		25.9	25.9	
30th %ile Term Code	Gap	Gap		Hold	Hold		Hold	Hold		Gap	Gap	
10th %ile Green (s)	21.9	21.9		21.9	21.9		25.3	25.3		25.3	25.3	
10th %ile Term Code	Gap	Gap		Hold	Hold		Hold	Hold		Gap	Gap	
Queue Length 50th (m)		59.8			37.3						34.3	
Queue Length 95th (m)		#125.1			71.2						80.4	
Internal Link Dist (m)		730.3			253.1			82.8			207.0	
Turn Bay Length (m)												
Base Capacity (vph)		1330			1811						706	
Starvation Cap Reductn		0			0						0	
Spillback Cap Reductn		0			0						0	
Storage Cap Reductn		0			0						0	
Reduced v/c Ratio		0.41			0.25						0.50	
Intersection Summary												
Cycle Length: 140												
Actuated Cycle Length: 69.9												
Natural Cycle: 55												
Control Type: Semi Act-Uncoord												
Maximum v/c Ratio: 0.87												

Kaitlin C&V
4: Wellington Main St & Belleville St

Intersection Signal Delay: 24.5	Intersection LOS: C
Intersection Capacity Utilization 78.1%	ICU Level of Service D
Analysis Period (min) 15	
90th %ile Actuated Cycle: 89.5	
70th %ile Actuated Cycle: 74	
50th %ile Actuated Cycle: 67.4	
30th %ile Actuated Cycle: 62.3	
10th %ile Actuated Cycle: 56.2	
# 95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.	

Splits and Phases: 4: Wellington Main St & Belleville St



4: Wellington Main St & Belleville St

Lanes, Volumes, Timings

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	134	534	0	0	446	23	0	0	0	206	0	138
Future Volume (vph)	134	534	0	0	446	23	0	0	0	206	0	138
Satd. Flow (prot)	0	1844	0	0	1850	0	0	1863	0	0	1711	0
Flt Permitted		0.664									0.816	
Satd. Flow (perm)	0	1237	0	0	1850	0	0	1863	0	0	1438	0
Satd. Flow (RTOR)					4						23	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	147	587	0	0	490	25	0	0	0	226	0	152
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	734	0	0	515	0	0	0	0	0	378	0
Turn Type	Perm	NA			NA					Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (s)	102.0	102.0		102.0	102.0		38.0	38.0		38.0	38.0	
Total Split (%)	72.9%	72.9%		72.9%	72.9%		27.1%	27.1%		27.1%	27.1%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		4.5			4.5			4.5			4.5	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Min	Min		Min	Min		None	None		None	None	
Act Effct Green (s)		61.3			61.3						34.8	
Actuated g/C Ratio		0.58			0.58						0.33	
v/c Ratio		1.02			0.48						0.77	
Control Delay		60.4			13.2						45.9	
Queue Delay		0.0			0.0						0.0	
Total Delay		60.4			13.2						45.9	
LOS		E			B						D	
Approach Delay		60.4			13.2						45.9	
Approach LOS		E			B						D	
90th %ile Green (s)	97.5	97.5		97.5	97.5		33.5	33.5		33.5	33.5	
90th %ile Term Code	Max	Max		Hold	Hold		Hold	Hold		Max	Max	
70th %ile Green (s)	72.4	72.4		72.4	72.4		33.5	33.5		33.5	33.5	
70th %ile Term Code	Gap	Gap		Hold	Hold		Hold	Hold		Max	Max	
50th %ile Green (s)	59.6	59.6		59.6	59.6		33.5	33.5		33.5	33.5	
50th %ile Term Code	Gap	Gap		Hold	Hold		Hold	Hold		Max	Max	
30th %ile Green (s)	48.4	48.4		48.4	48.4		33.5	33.5		33.5	33.5	
30th %ile Term Code	Gap	Gap		Hold	Hold		Hold	Hold		Max	Max	
10th %ile Green (s)	36.9	36.9		36.9	36.9		33.5	33.5		33.5	33.5	
10th %ile Term Code	Gap	Gap		Hold	Hold		Hold	Hold		Max	Max	
Queue Length 50th (m)		~152.6			57.4						66.6	
Queue Length 95th (m)		#235.0			77.8						#180.2	
Internal Link Dist (m)		730.3			253.1			82.8			207.0	
Turn Bay Length (m)												
Base Capacity (vph)		1113			1665						489	
Starvation Cap Reductn		0			0						0	
Spillback Cap Reductn		0			0						0	
Storage Cap Reductn		0			0						0	
Reduced v/c Ratio		0.66			0.31						0.77	
Intersection Summary												
Cycle Length: 140												
Actuated Cycle Length: 105.5												
Natural Cycle: 75												
Control Type: Semi Act-Uncoord												
Maximum v/c Ratio: 1.02												

4: Wellington Main St & Belleville St

Lanes, Volumes, Timings

Intersection Signal Delay: 42.1

Intersection LOS: D

Intersection Capacity Utilization 91.5%

ICU Level of Service F

Analysis Period (min) 15

90th %ile Actuated Cycle: 140

70th %ile Actuated Cycle: 114.9

50th %ile Actuated Cycle: 102.1

30th %ile Actuated Cycle: 90.9

10th %ile Actuated Cycle: 79.4

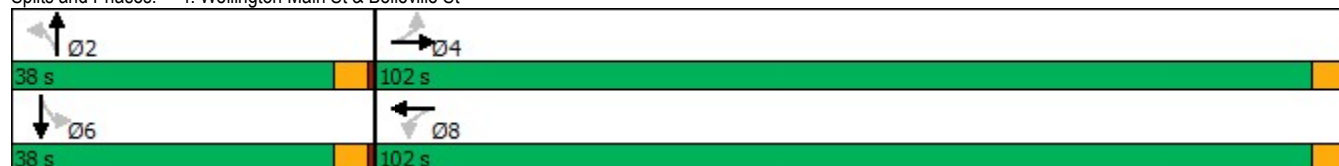
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 4: Wellington Main St & Belleville St



4: Wellington Main St & Belleville St

Lanes, Volumes, Timings

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	134	374	0	0	312	23	0	0	0	206	0	138
Future Volume (vph)	134	374	0	0	312	23	0	0	0	206	0	138
Satd. Flow (prot)	0	1839	0	0	1846	0	0	1863	0	0	1711	0
Flt Permitted		0.696									0.816	
Satd. Flow (perm)	0	1296	0	0	1846	0	0	1863	0	0	1438	0
Satd. Flow (RTOR)					6						23	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	147	411	0	0	343	25	0	0	0	226	0	152
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	558	0	0	368	0	0	0	0	0	378	0
Turn Type	Perm	NA			NA					Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (s)	102.0	102.0		102.0	102.0		38.0	38.0		38.0	38.0	
Total Split (%)	72.9%	72.9%		72.9%	72.9%		27.1%	27.1%		27.1%	27.1%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		4.5			4.5			4.5			4.5	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Min	Min		Min	Min		None	None		None	None	
Act Effct Green (s)		35.6			35.6						32.5	
Actuated g/C Ratio		0.46			0.46						0.42	
v/c Ratio		0.93			0.43						0.61	
Control Delay		43.7			14.8						24.2	
Queue Delay		0.0			0.0						0.0	
Total Delay		43.7			14.8						24.2	
LOS		D			B						C	
Approach Delay		43.7			14.8						24.2	
Approach LOS		D			B						C	
90th %ile Green (s)	52.2	52.2		52.2	52.2		33.5	33.5		33.5	33.5	
90th %ile Term Code	Gap	Gap		Hold	Hold		Hold	Hold		Max	Max	
70th %ile Green (s)	40.8	40.8		40.8	40.8		31.5	31.5		31.5	31.5	
70th %ile Term Code	Gap	Gap		Hold	Hold		Hold	Hold		Gap	Gap	
50th %ile Green (s)	34.9	34.9		34.9	34.9		30.3	30.3		30.3	30.3	
50th %ile Term Code	Gap	Gap		Hold	Hold		Hold	Hold		Gap	Gap	
30th %ile Green (s)	29.7	29.7		29.7	29.7		31.1	31.1		31.1	31.1	
30th %ile Term Code	Gap	Gap		Hold	Hold		Hold	Hold		Gap	Gap	
10th %ile Green (s)	23.5	23.5		23.5	23.5		33.5	33.5		33.5	33.5	
10th %ile Term Code	Gap	Gap		Hold	Hold		Hold	Hold		Max	Max	
Queue Length 50th (m)		72.6			33.4						40.2	
Queue Length 95th (m)		#132.2			56.1						94.5	
Internal Link Dist (m)		730.3			253.1			82.8			207.0	
Turn Bay Length (m)												
Base Capacity (vph)		1296			1846						647	
Starvation Cap Reductn		0			0						0	
Spillback Cap Reductn		0			0						0	
Storage Cap Reductn		0			0						0	
Reduced v/c Ratio		0.43			0.20						0.58	
Intersection Summary												
Cycle Length: 140												
Actuated Cycle Length: 77.2												
Natural Cycle: 55												
Control Type: Semi Act-Uncoord												
Maximum v/c Ratio: 0.93												

Kaitlin C&V
4: Wellington Main St & Belleville St

Intersection Signal Delay: 29.9	Intersection LOS: C
Intersection Capacity Utilization 76.0%	ICU Level of Service D
Analysis Period (min) 15	
90th %ile Actuated Cycle: 94.7	
70th %ile Actuated Cycle: 81.3	
50th %ile Actuated Cycle: 74.2	
30th %ile Actuated Cycle: 69.8	
10th %ile Actuated Cycle: 66	
# 95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.	

Splits and Phases: 4: Wellington Main St & Belleville St



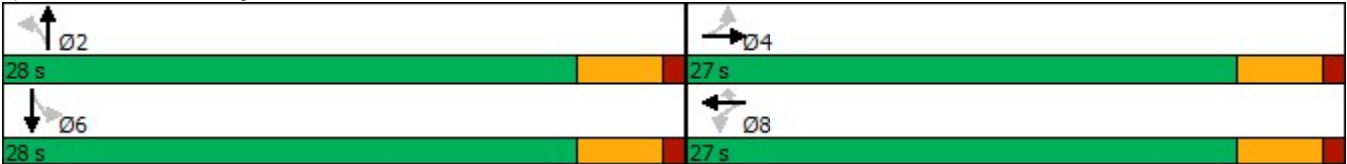
4: Wellington Main St & Belleville St

Lanes, Volumes, Timings

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	152	534	0	0	446	268	0	0	0	432	0	155
Future Volume (vph)	152	534	0	0	446	268	0	0	0	432	0	155
Satd. Flow (prot)	1770	1863	0	0	1863	1583	0	1863	0	1770	1583	0
Flt Permitted	0.325									0.757		
Satd. Flow (perm)	605	1863	0	0	1863	1583	0	1863	0	1410	1583	0
Satd. Flow (RTOR)						275					228	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	167	587	0	0	490	295	0	0	0	475	0	170
Shared Lane Traffic (%)												
Lane Group Flow (vph)	167	587	0	0	490	295	0	0	0	475	170	0
Turn Type	Perm	NA			NA	Perm				Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8		8	2			6		
Detector Phase	4	4		8	8	8	2	2		6	6	
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0	10.0	10.0	10.0		10.0	10.0	
Minimum Split (s)	22.5	22.5		22.5	22.5	22.5	22.5	22.5		22.5	22.5	
Total Split (s)	27.0	27.0		27.0	27.0	27.0	28.0	28.0		28.0	28.0	
Total Split (%)	49.1%	49.1%		49.1%	49.1%	49.1%	50.9%	50.9%		50.9%	50.9%	
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5			4.5	4.5		4.5		4.5	4.5	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Min	Min		Min	Min	Min	None	None		None	None	
Act Effct Green (s)	19.1	19.1			19.1	19.1				19.9	19.9	
Actuated g/C Ratio	0.40	0.40			0.40	0.40				0.41	0.41	
v/c Ratio	0.70	0.80			0.67	0.37				0.82	0.22	
Control Delay	33.1	23.8			17.9	3.7				27.8	1.5	
Queue Delay	0.0	0.0			0.0	0.0				0.0	0.0	
Total Delay	33.1	23.8			17.9	3.7				27.8	1.5	
LOS	C	C			B	A				C	A	
Approach Delay		25.9			12.5						20.8	
Approach LOS		C			B						C	
90th %ile Green (s)	22.5	22.5		22.5	22.5	22.5	23.5	23.5		23.5	23.5	
90th %ile Term Code	Max	Max		Max	Max	Max	Hold	Hold		Max	Max	
70th %ile Green (s)	22.5	22.5		22.5	22.5	22.5	23.5	23.5		23.5	23.5	
70th %ile Term Code	Max	Max		Max	Max	Max	Hold	Hold		Max	Max	
50th %ile Green (s)	22.5	22.5		22.5	22.5	22.5	23.5	23.5		23.5	23.5	
50th %ile Term Code	Max	Max		Hold	Hold	Hold	Hold	Hold		Max	Max	
30th %ile Green (s)	17.1	17.1		17.1	17.1	17.1	17.9	17.9		17.9	17.9	
30th %ile Term Code	Gap	Gap		Hold	Hold	Hold	Hold	Hold		Gap	Gap	
10th %ile Green (s)	11.7	11.7		11.7	11.7	11.7	12.0	12.0		12.0	12.0	
10th %ile Term Code	Gap	Gap		Hold	Hold	Hold	Hold	Hold		Gap	Gap	
Queue Length 50th (m)	13.6	50.6			39.2	1.2				40.7	0.0	
Queue Length 95th (m)	#41.1	#99.1			67.2	13.2				#88.0	4.9	
Internal Link Dist (m)		730.3			253.1			82.8			207.0	
Turn Bay Length (m)	25.0					25.0				25.0		
Base Capacity (vph)	293	904			904	910				714	914	
Starvation Cap Reductn	0	0			0	0				0	0	
Spillback Cap Reductn	0	0			0	0				0	0	
Storage Cap Reductn	0	0			0	0				0	0	
Reduced v/c Ratio	0.57	0.65			0.54	0.32				0.67	0.19	
Intersection Summary												
Cycle Length: 55												
Actuated Cycle Length: 48.3												
Natural Cycle: 55												
Control Type: Semi Act-Uncoord												
Maximum v/c Ratio: 0.82												

Intersection Signal Delay: 19.6	Intersection LOS: B
Intersection Capacity Utilization 86.8%	ICU Level of Service E
Analysis Period (min) 15	
90th %ile Actuated Cycle: 55	
70th %ile Actuated Cycle: 55	
50th %ile Actuated Cycle: 55	
30th %ile Actuated Cycle: 44	
10th %ile Actuated Cycle: 32.7	
# 95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.	

Splits and Phases: 4: Wellington Main St & Belleville St



4: Wellington Main St & Belleville St

Lanes, Volumes, Timings

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	152	374	0	0	312	68	0	0	0	248	0	155
Future Volume (vph)	152	374	0	0	312	68	0	0	0	248	0	155
Satd. Flow (prot)	0	1837	0	0	1818	0	0	1863	0	0	1713	0
Flt Permitted		0.630									0.812	
Satd. Flow (perm)	0	1174	0	0	1818	0	0	1863	0	0	1434	0
Satd. Flow (RTOR)					19						21	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	167	411	0	0	343	75	0	0	0	273	0	170
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	578	0	0	418	0	0	0	0	0	443	0
Turn Type	Perm	NA			NA					Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (s)	102.0	102.0		102.0	102.0		38.0	38.0		38.0	38.0	
Total Split (%)	72.9%	72.9%		72.9%	72.9%		27.1%	27.1%		27.1%	27.1%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		4.5			4.5			4.5			4.5	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Min	Min		Min	Min		None	None		None	None	
Act Effct Green (s)		43.6			43.6						34.3	
Actuated g/C Ratio		0.50			0.50						0.39	
v/c Ratio		0.98			0.45						0.77	
Control Delay		54.8			14.2						35.8	
Queue Delay		0.0			0.0						0.0	
Total Delay		54.8			14.2						35.8	
LOS		D			B						D	
Approach Delay		54.8			14.2						35.8	
Approach LOS		D			B						D	
90th %ile Green (s)	66.7	66.7		66.7	66.7		33.5	33.5		33.5	33.5	
90th %ile Term Code	Gap	Gap		Hold	Hold		Hold	Hold		Max	Max	
70th %ile Green (s)	50.6	50.6		50.6	50.6		33.5	33.5		33.5	33.5	
70th %ile Term Code	Gap	Gap		Hold	Hold		Hold	Hold		Max	Max	
50th %ile Green (s)	42.4	42.4		42.4	42.4		33.5	33.5		33.5	33.5	
50th %ile Term Code	Gap	Gap		Hold	Hold		Hold	Hold		Max	Max	
30th %ile Green (s)	35.6	35.6		35.6	35.6		33.5	33.5		33.5	33.5	
30th %ile Term Code	Gap	Gap		Hold	Hold		Hold	Hold		Max	Max	
10th %ile Green (s)	27.5	27.5		27.5	27.5		33.5	33.5		33.5	33.5	
10th %ile Term Code	Gap	Gap		Hold	Hold		Hold	Hold		Max	Max	
Queue Length 50th (m)		92.6			41.7						61.3	
Queue Length 95th (m)		#158.6			61.5						#161.6	
Internal Link Dist (m)		730.3			253.1			82.8			207.0	
Turn Bay Length (m)												
Base Capacity (vph)		1149			1779						577	
Starvation Cap Reductn		0			0						0	
Spillback Cap Reductn		0			0						0	
Storage Cap Reductn		0			0						0	
Reduced v/c Ratio		0.50			0.23						0.77	
Intersection Summary												
Cycle Length: 140												
Actuated Cycle Length: 87.1												
Natural Cycle: 60												
Control Type: Semi Act-Uncoord												
Maximum v/c Ratio: 0.98												

4: Wellington Main St & Belleville St

Lanes, Volumes, Timings

Intersection Signal Delay: 37.2

Intersection LOS: D

Intersection Capacity Utilization 83.1%

ICU Level of Service E

Analysis Period (min) 15

90th %ile Actuated Cycle: 109.2

70th %ile Actuated Cycle: 93.1

50th %ile Actuated Cycle: 84.9

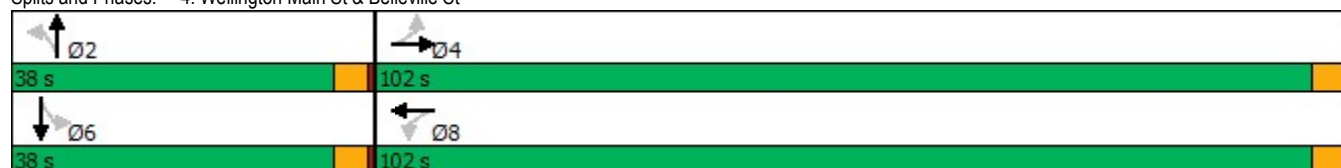
30th %ile Actuated Cycle: 78.1

10th %ile Actuated Cycle: 70

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 4: Wellington Main St & Belleville St



4: Wellington Main St & Belleville St

Lanes, Volumes, Timings

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	157	624	0	0	522	27	0	0	0	242	0	162
Future Volume (vph)	157	624	0	0	522	27	0	0	0	242	0	162
Satd. Flow (prot)	1770	1863	0	0	1850	0	0	1863	0	0	1711	0
Flt Permitted	0.269										0.816	
Satd. Flow (perm)	501	1863	0	0	1850	0	0	1863	0	0	1438	0
Satd. Flow (RTOR)					7						59	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	173	686	0	0	574	30	0	0	0	266	0	178
Shared Lane Traffic (%)												
Lane Group Flow (vph)	173	686	0	0	604	0	0	0	0	0	444	0
Turn Type	Perm	NA			NA					Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (s)	36.0	36.0		36.0	36.0		24.0	24.0		24.0	24.0	
Total Split (%)	60.0%	60.0%		60.0%	60.0%		40.0%	40.0%		40.0%	40.0%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0			0.0			0.0			0.0	
Total Lost Time (s)	4.5	4.5			4.5			4.5			4.5	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Min	Min		Min	Min		None	None		None	None	
Act Effct Green (s)	23.5	23.5			23.5							17.7
Actuated g/C Ratio	0.46	0.46			0.46							0.35
v/c Ratio	0.75	0.79			0.70							0.82
Control Delay	34.1	19.2			15.6							30.6
Queue Delay	0.0	0.0			0.0							0.0
Total Delay	34.1	19.2			15.6							30.6
LOS	C	B			B							C
Approach Delay		22.2			15.6							30.6
Approach LOS		C			B							C
90th %ile Green (s)	31.5	31.5		31.5	31.5		19.5	19.5		19.5	19.5	
90th %ile Term Code	Max	Max		Max	Max		Hold	Hold		Max	Max	
70th %ile Green (s)	30.4	30.4		30.4	30.4		19.5	19.5		19.5	19.5	
70th %ile Term Code	Gap	Gap		Hold	Hold		Hold	Hold		Max	Max	
50th %ile Green (s)	24.5	24.5		24.5	24.5		19.5	19.5		19.5	19.5	
50th %ile Term Code	Gap	Gap		Hold	Hold		Hold	Hold		Max	Max	
30th %ile Green (s)	20.4	20.4		20.4	20.4		17.4	17.4		17.4	17.4	
30th %ile Term Code	Gap	Gap		Hold	Hold		Hold	Hold		Gap	Gap	
10th %ile Green (s)	13.2	13.2		13.2	13.2		12.1	12.1		12.1	12.1	
10th %ile Term Code	Gap	Gap		Hold	Hold		Hold	Hold		Gap	Gap	
Queue Length 50th (m)	13.3	54.4			44.2							33.0
Queue Length 95th (m)	#43.7	90.7			73.7							#92.4
Internal Link Dist (m)		730.3			253.1			82.8				207.0
Turn Bay Length (m)	25.0											
Base Capacity (vph)	325	1209			1203							613
Starvation Cap Reductn	0	0			0							0
Spillback Cap Reductn	0	0			0							0
Storage Cap Reductn	0	0			0							0
Reduced v/c Ratio	0.53	0.57			0.50							0.72
Intersection Summary												
Cycle Length: 60												
Actuated Cycle Length: 50.6												
Natural Cycle: 60												
Control Type: Semi Act-Uncoord												
Maximum v/c Ratio: 0.82												

4: Wellington Main St & Belleville St

Lanes, Volumes, Timings

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	157	437	0	0	365	27	0	0	0	242	0	162
Future Volume (vph)	157	437	0	0	365	27	0	0	0	242	0	162
Satd. Flow (prot)	0	1839	0	0	1846	0	0	1863	0	0	1711	0
Flt Permitted		0.652									0.816	
Satd. Flow (perm)	0	1215	0	0	1846	0	0	1863	0	0	1438	0
Satd. Flow (RTOR)					6						23	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	173	480	0	0	401	30	0	0	0	266	0	178
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	653	0	0	431	0	0	0	0	0	444	0
Turn Type	Perm	NA			NA					Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (s)	102.0	102.0		102.0	102.0		38.0	38.0		38.0	38.0	
Total Split (%)	72.9%	72.9%		72.9%	72.9%		27.1%	27.1%		27.1%	27.1%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		4.5			4.5			4.5			4.5	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Min	Min		Min	Min		None	None		None	None	
Act Effct Green (s)		52.7			52.7						34.6	
Actuated g/C Ratio		0.55			0.55						0.36	
v/c Ratio		0.98			0.43						0.84	
Control Delay		52.6			13.2						46.3	
Queue Delay		0.0			0.0						0.0	
Total Delay		52.6			13.2						46.3	
LOS		D			B						D	
Approach Delay		52.6			13.2						46.3	
Approach LOS		D			B						D	
90th %ile Green (s)	82.8	82.8		82.8	82.8		33.5	33.5		33.5	33.5	
90th %ile Term Code	Gap	Gap		Hold	Hold		Hold	Hold		Max	Max	
70th %ile Green (s)	62.3	62.3		62.3	62.3		33.5	33.5		33.5	33.5	
70th %ile Term Code	Gap	Gap		Hold	Hold		Hold	Hold		Max	Max	
50th %ile Green (s)	50.7	50.7		50.7	50.7		33.5	33.5		33.5	33.5	
50th %ile Term Code	Gap	Gap		Hold	Hold		Hold	Hold		Max	Max	
30th %ile Green (s)	42.2	42.2		42.2	42.2		33.5	33.5		33.5	33.5	
30th %ile Term Code	Gap	Gap		Hold	Hold		Hold	Hold		Max	Max	
10th %ile Green (s)	32.3	32.3		32.3	32.3		33.5	33.5		33.5	33.5	
10th %ile Term Code	Gap	Gap		Hold	Hold		Hold	Hold		Max	Max	
Queue Length 50th (m)		114.6			44.9						72.3	
Queue Length 95th (m)		183.5			63.3						#194.4	
Internal Link Dist (m)		730.3			253.1			82.8			207.0	
Turn Bay Length (m)												
Base Capacity (vph)		1144			1738						529	
Starvation Cap Reductn		0			0						0	
Spillback Cap Reductn		0			0						0	
Storage Cap Reductn		0			0						0	
Reduced v/c Ratio		0.57			0.25						0.84	
Intersection Summary												
Cycle Length: 140												
Actuated Cycle Length: 96.6												
Natural Cycle: 75												
Control Type: Semi Act-Uncoord												
Maximum v/c Ratio: 0.98												

Kaitlin C&V
4: Wellington Main St & Belleville St

Intersection Signal Delay: 39.7	Intersection LOS: D
Intersection Capacity Utilization 87.1%	ICU Level of Service E
Analysis Period (min) 15	
90th %ile Actuated Cycle: 125.3	
70th %ile Actuated Cycle: 104.8	
50th %ile Actuated Cycle: 93.2	
30th %ile Actuated Cycle: 84.7	
10th %ile Actuated Cycle: 74.8	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

Splits and Phases: 4: Wellington Main St & Belleville St



4: Wellington Main St & Belleville St

Lanes, Volumes, Timings

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	192	624	0	0	522	364	0	0	0	556	0	194
Future Volume (vph)	192	624	0	0	522	364	0	0	0	556	0	194
Satd. Flow (prot)	1770	1863	0	0	1863	1583	0	1863	0	1770	1583	0
Flt Permitted	0.121									0.757		
Satd. Flow (perm)	225	1863	0	0	1863	1583	0	1863	0	1410	1583	0
Satd. Flow (RTOR)						296					312	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	211	686	0	0	574	400	0	0	0	611	0	213
Shared Lane Traffic (%)												
Lane Group Flow (vph)	211	686	0	0	574	400	0	0	0	611	213	0
Turn Type	pm+pt	NA			NA	Perm				Perm	NA	
Protected Phases	7	4			8			2			6	
Permitted Phases	4			8		8	2			6		
Detector Phase	7	4		8	8	8	2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	10.0		10.0	10.0	10.0	10.0	10.0		10.0	10.0	
Minimum Split (s)	9.5	22.5		22.5	22.5	22.5	22.5	22.5		22.5	22.5	
Total Split (s)	12.3	45.4		33.1	33.1	33.1	44.6	44.6		44.6	44.6	
Total Split (%)	13.7%	50.4%		36.8%	36.8%	36.8%	49.6%	49.6%		49.6%	49.6%	
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0			0.0	0.0		0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5			4.5	4.5		4.5		4.5	4.5	
Lead/Lag	Lead			Lag	Lag	Lag						
Lead-Lag Optimize?	Yes			Yes	Yes	Yes						
Recall Mode	None	Min		Min	Min	Min	None	None		None	None	
Act Effct Green (s)	40.9	40.9			28.6	28.6				39.9	39.9	
Actuated g/C Ratio	0.46	0.46			0.32	0.32				0.44	0.44	
v/c Ratio	0.89	0.81			0.97	0.57				0.98	0.24	
Control Delay	56.6	30.4			61.6	10.4				57.1	0.9	
Queue Delay	0.0	0.0			0.0	0.0				0.0	0.0	
Total Delay	56.6	30.4			61.6	10.4				57.1	0.9	
LOS	E	C			E	B				E	A	
Approach Delay		36.5			40.6						42.6	
Approach LOS		D			D						D	
90th %ile Green (s)	7.8	40.9		28.6	28.6	28.6	40.1	40.1		40.1	40.1	
90th %ile Term Code	Max	Max		Max	Max	Max	Hold	Hold		Max	Max	
70th %ile Green (s)	7.8	40.9		28.6	28.6	28.6	40.1	40.1		40.1	40.1	
70th %ile Term Code	Max	Max		Max	Max	Max	Hold	Hold		Max	Max	
50th %ile Green (s)	7.8	40.9		28.6	28.6	28.6	40.1	40.1		40.1	40.1	
50th %ile Term Code	Max	Hold		Max	Max	Max	Hold	Hold		Max	Max	
30th %ile Green (s)	7.8	40.9		28.6	28.6	28.6	40.1	40.1		40.1	40.1	
30th %ile Term Code	Max	Hold		Max	Max	Max	Hold	Hold		Max	Max	
10th %ile Green (s)	7.8	40.9		28.6	28.6	28.6	38.9	38.9		38.9	38.9	
10th %ile Term Code	Max	Hold		Max	Max	Max	Hold	Hold		Gap	Gap	
Queue Length 50th (m)	23.0	104.0			102.1	13.7				105.3	0.0	
Queue Length 95th (m)	#63.8	#159.0			#170.2	41.3				#178.6	1.7	
Internal Link Dist (m)		730.3			253.1			82.8			207.0	
Turn Bay Length (m)	50.0					50.0				50.0		
Base Capacity (vph)	237	848			594	705				630	879	
Starvation Cap Reductn	0	0			0	0				0	0	
Spillback Cap Reductn	0	0			0	0				0	0	
Storage Cap Reductn	0	0			0	0				0	0	
Reduced v/c Ratio	0.89	0.81			0.97	0.57				0.97	0.24	

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 89.8

Natural Cycle: 90

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.98

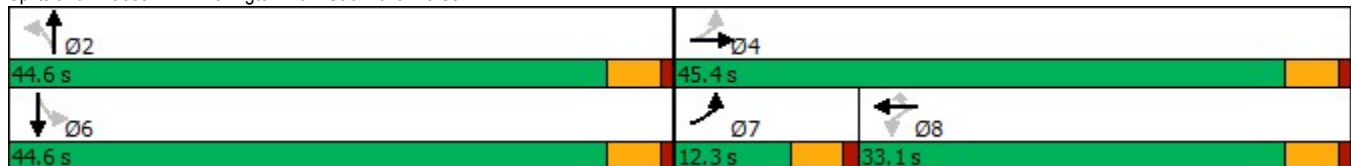
4: Wellington Main St & Belleville St

Lanes, Volumes, Timings

Intersection Signal Delay: 39.9	Intersection LOS: D
Intersection Capacity Utilization 102.4%	ICU Level of Service G
Analysis Period (min) 15	
90th %ile Actuated Cycle: 90	
70th %ile Actuated Cycle: 90	
50th %ile Actuated Cycle: 90	
30th %ile Actuated Cycle: 90	
10th %ile Actuated Cycle: 88.8	

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 4: Wellington Main St & Belleville St



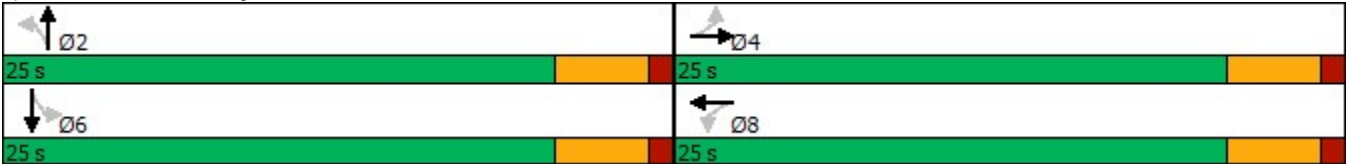
4: Wellington Main St & Belleville St

Lanes, Volumes, Timings

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	188	437	0	0	365	88	0	0	0	299	0	191
Future Volume (vph)	188	437	0	0	365	88	0	0	0	299	0	191
Satd. Flow (prot)	1770	1863	0	0	1814	0	0	1863	0	0	1711	0
Flt Permitted	0.326										0.813	
Satd. Flow (perm)	607	1863	0	0	1814	0	0	1863	0	0	1434	0
Satd. Flow (RTOR)					30						78	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	207	480	0	0	401	97	0	0	0	329	0	210
Shared Lane Traffic (%)												
Lane Group Flow (vph)	207	480	0	0	498	0	0	0	0	0	539	0
Turn Type	Perm	NA			NA					Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (s)	25.0	25.0		25.0	25.0		25.0	25.0		25.0	25.0	
Total Split (%)	50.0%	50.0%		50.0%	50.0%		50.0%	50.0%		50.0%	50.0%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0			0.0			0.0			0.0	
Total Lost Time (s)	4.5	4.5			4.5			4.5			4.5	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Min	Min		Min	Min		None	None		None	None	
Act Effct Green (s)	18.8	18.8			18.8						18.6	
Actuated g/C Ratio	0.40	0.40			0.40						0.40	
v/c Ratio	0.85	0.64			0.66						0.87	
Control Delay	48.8	16.2			16.2						30.0	
Queue Delay	0.0	0.0			0.0						0.0	
Total Delay	48.8	16.2			16.2						30.0	
LOS	D	B			B						C	
Approach Delay		26.0			16.2						30.0	
Approach LOS		C			B						C	
90th %ile Green (s)	20.5	20.5		20.5	20.5		20.5	20.5		20.5	20.5	
90th %ile Term Code	Max	Max		Max	Max		Hold	Hold		Max	Max	
70th %ile Green (s)	20.5	20.5		20.5	20.5		20.5	20.5		20.5	20.5	
70th %ile Term Code	Max	Max		Hold	Hold		Hold	Hold		Max	Max	
50th %ile Green (s)	20.5	20.5		20.5	20.5		20.5	20.5		20.5	20.5	
50th %ile Term Code	Max	Max		Hold	Hold		Hold	Hold		Max	Max	
30th %ile Green (s)	20.5	20.5		20.5	20.5		19.7	19.7		19.7	19.7	
30th %ile Term Code	Max	Max		Hold	Hold		Hold	Hold		Gap	Gap	
10th %ile Green (s)	12.5	12.5		12.5	12.5		12.3	12.3		12.3	12.3	
10th %ile Term Code	Gap	Gap		Hold	Hold		Hold	Hold		Gap	Gap	
Queue Length 50th (m)	16.4	33.8			33.2						37.0	
Queue Length 95th (m)	#49.7	59.6			60.2						#90.3	
Internal Link Dist (m)		730.3			253.1			82.8			207.0	
Turn Bay Length (m)	25.0											
Base Capacity (vph)	273	839			834						688	
Starvation Cap Reductn	0	0			0						0	
Spillback Cap Reductn	0	0			0						0	
Storage Cap Reductn	0	0			0						0	
Reduced v/c Ratio	0.76	0.57			0.60						0.78	
Intersection Summary												
Cycle Length: 50												
Actuated Cycle Length: 46.6												
Natural Cycle: 50												
Control Type: Semi Act-Uncoord												
Maximum v/c Ratio: 0.87												

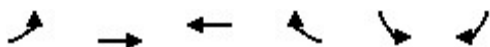
Intersection Signal Delay: 24.4	Intersection LOS: C
Intersection Capacity Utilization 87.1%	ICU Level of Service E
Analysis Period (min) 15	
90th %ile Actuated Cycle: 50	
70th %ile Actuated Cycle: 50	
50th %ile Actuated Cycle: 50	
30th %ile Actuated Cycle: 49.2	
10th %ile Actuated Cycle: 33.8	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

Splits and Phases: 4: Wellington Main St & Belleville St



8: Wellington Main St & Consecon St

Lanes, Volumes, Timings



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	272	604	508	104	90	269
Future Volume (vph)	272	604	508	104	90	269
Satd. Flow (prot)	1770	1863	1820	0	1655	0
Flt Permitted	0.316				0.988	
Satd. Flow (perm)	589	1863	1820	0	1655	0
Satd. Flow (RTOR)			24		222	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	299	664	558	114	99	296
Shared Lane Traffic (%)						
Lane Group Flow (vph)	299	664	672	0	395	0
Turn Type	Perm	NA	NA		Prot	
Protected Phases		4	8		1	
Permitted Phases	4					
Detector Phase	4	4	8		1	
Switch Phase						
Minimum Initial (s)	10.0	10.0	10.0		10.0	
Minimum Split (s)	22.5	22.5	22.5		14.5	
Total Split (s)	44.0	44.0	44.0		26.0	
Total Split (%)	62.9%	62.9%	62.9%		37.1%	
Yellow Time (s)	3.5	3.5	3.5		3.5	
All-Red Time (s)	1.0	1.0	1.0		1.0	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	
Total Lost Time (s)	4.5	4.5	4.5		4.5	
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	Min	Min	Min		None	
Act Effct Green (s)	39.7	39.7	39.7		13.8	
Actuated g/C Ratio	0.64	0.64	0.64		0.22	
v/c Ratio	0.80	0.56	0.58		0.73	
Control Delay	30.9	9.8	9.8		18.5	
Queue Delay	0.0	0.0	0.0		0.0	
Total Delay	30.9	9.8	9.8		18.5	
LOS	C	A	A		B	
Approach Delay		16.3	9.8		18.5	
Approach LOS		B	A		B	
90th %ile Green (s)	39.5	39.5	39.5		21.5	
90th %ile Term Code	Max	Max	Hold		Max	
70th %ile Green (s)	39.5	39.5	39.5		16.1	
70th %ile Term Code	Max	Max	Hold		Gap	
50th %ile Green (s)	39.5	39.5	39.5		12.5	
50th %ile Term Code	Max	Max	Hold		Gap	
30th %ile Green (s)	39.5	39.5	39.5		10.0	
30th %ile Term Code	Max	Max	Hold		Min	
10th %ile Green (s)	39.5	39.5	39.5		10.0	
10th %ile Term Code	Max	Max	Hold		Min	
Queue Length 50th (m)	21.0	35.6	34.9		18.3	
Queue Length 95th (m)	#84.2	89.1	89.8		44.9	
Internal Link Dist (m)		476.4	730.3		419.4	
Turn Bay Length (m)	25.0					
Base Capacity (vph)	373	1182	1163		717	
Starvation Cap Reductn	0	0	0		0	
Spillback Cap Reductn	0	0	0		0	
Storage Cap Reductn	0	0	0		0	
Reduced v/c Ratio	0.80	0.56	0.58		0.55	

Intersection Summary

Cycle Length: 70

Actuated Cycle Length: 62.5

Natural Cycle: 55

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.80

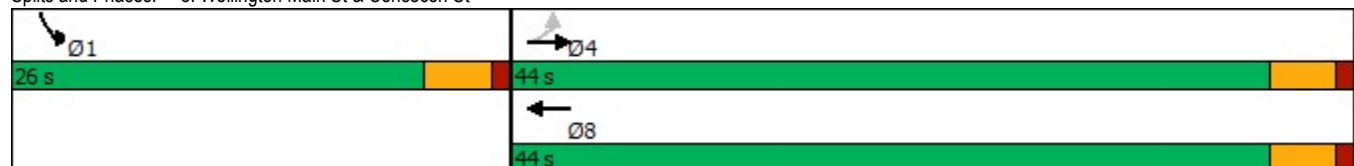
Kaitlin C&V

8: Wellington Main St & Consecon St

2036_B+Dev_Sat_w-StC_NoBP
Lanes, Volumes, Timings

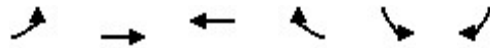
Intersection Signal Delay: 14.6	Intersection LOS: B
Intersection Capacity Utilization 80.9%	ICU Level of Service D
Analysis Period (min) 15	
90th %ile Actuated Cycle: 70	
70th %ile Actuated Cycle: 64.6	
50th %ile Actuated Cycle: 61	
30th %ile Actuated Cycle: 58.5	
10th %ile Actuated Cycle: 58.5	
# 95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.	

Splits and Phases: 8: Wellington Main St & Consecon St



8: Wellington Main St & Consecon St

Lanes, Volumes, Timings



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	73	706	595	82	68	89
Future Volume (vph)	73	706	595	82	68	89
Satd. Flow (prot)	0	1853	1833	0	1685	0
Flt Permitted		0.881			0.979	
Satd. Flow (perm)	0	1641	1833	0	1685	0
Satd. Flow (RTOR)			25		59	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	80	776	654	90	75	98
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	856	744	0	173	0
Turn Type	Perm	NA	NA		Prot	
Protected Phases		4	8		1	
Permitted Phases	4					
Detector Phase	4	4	8		1	
Switch Phase						
Minimum Initial (s)	10.0	10.0	10.0		10.0	
Minimum Split (s)	22.5	22.5	22.5		14.5	
Total Split (s)	75.0	75.0	75.0		15.0	
Total Split (%)	83.3%	83.3%	83.3%		16.7%	
Yellow Time (s)	3.5	3.5	3.5		3.5	
All-Red Time (s)	1.0	1.0	1.0		1.0	
Lost Time Adjust (s)		0.0	0.0		0.0	
Total Lost Time (s)		4.5	4.5		4.5	
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	Min	Min	Min		None	
Act Effct Green (s)		35.8	35.8		10.4	
Actuated g/C Ratio		0.65	0.65		0.19	
v/c Ratio		0.81	0.62		0.48	
Control Delay		14.2	8.0		20.2	
Queue Delay		0.0	0.0		0.0	
Total Delay		14.2	8.0		20.2	
LOS		B	A		C	
Approach Delay		14.2	8.0		20.2	
Approach LOS		B	A		C	
90th %ile Green (s)	50.3	50.3	50.3		10.5	
90th %ile Term Code	Gap	Gap	Hold		Max	
70th %ile Green (s)	37.4	37.4	37.4		10.5	
70th %ile Term Code	Gap	Gap	Hold		Max	
50th %ile Green (s)	30.0	30.0	30.0		10.0	
50th %ile Term Code	Gap	Gap	Hold		Min	
30th %ile Green (s)	29.3	29.3	29.3		10.0	
30th %ile Term Code	Dwell	Dwell	Dwell		Min	
10th %ile Green (s)	33.3	33.3	33.3		10.0	
10th %ile Term Code	Dwell	Dwell	Dwell		Min	
Queue Length 50th (m)		51.9	34.4		9.0	
Queue Length 95th (m)		95.6	58.3		33.0	
Internal Link Dist (m)		476.4	730.3		419.4	
Turn Bay Length (m)						
Base Capacity (vph)		1641	1833		373	
Starvation Cap Reductn		0	0		0	
Spillback Cap Reductn		0	0		0	
Storage Cap Reductn		0	0		0	
Reduced v/c Ratio		0.52	0.41		0.46	

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 55.3

Natural Cycle: 60

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.81

Kaitlin C&V

8: Wellington Main St & Consecon St

2040_Bkgd_Sat_NoStC_NoBP
Lanes, Volumes, Timings

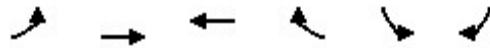
Intersection Signal Delay: 12.2	Intersection LOS: B
Intersection Capacity Utilization 98.0%	ICU Level of Service F
Analysis Period (min) 15	
90th %ile Actuated Cycle: 69.8	
70th %ile Actuated Cycle: 56.9	
50th %ile Actuated Cycle: 49	
30th %ile Actuated Cycle: 48.3	
10th %ile Actuated Cycle: 52.3	

Splits and Phases: 8: Wellington Main St & Consecon St

 Ø1 15 s	 Ø4 75 s
	 Ø8 75 s

8: Wellington Main St & Consecon St

Lanes, Volumes, Timings



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	358	710	598	116	100	355
Future Volume (vph)	358	710	598	116	100	355
Satd. Flow (prot)	1770	1863	1863	1583	1649	0
Flt Permitted	0.337				0.989	
Satd. Flow (perm)	628	1863	1863	1583	1649	0
Satd. Flow (RTOR)				127	287	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	393	780	657	127	110	390
Shared Lane Traffic (%)						
Lane Group Flow (vph)	393	780	657	127	500	0
Turn Type	Perm	NA	NA	Perm	Prot	
Protected Phases		4	8		1	
Permitted Phases	4			8		
Detector Phase	4	4	8	8	1	
Switch Phase						
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	
Minimum Split (s)	22.5	22.5	22.5	22.5	14.5	
Total Split (s)	40.0	40.0	40.0	40.0	15.0	
Total Split (%)	72.7%	72.7%	72.7%	72.7%	27.3%	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	Min	Min	Min	Min	None	
Act Effct Green (s)	35.5	35.5	35.5	35.5	10.4	
Actuated g/C Ratio	0.65	0.65	0.65	0.65	0.19	
v/c Ratio	0.97	0.65	0.55	0.12	0.92	
Control Delay	53.1	9.1	7.5	1.2	35.7	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	53.1	9.1	7.5	1.2	35.7	
LOS	D	A	A	A	D	
Approach Delay		23.8	6.4		35.7	
Approach LOS		C	A		D	
90th %ile Green (s)	35.5	35.5	35.5	35.5	10.5	
90th %ile Term Code	Max	Max	Hold	Hold	Max	
70th %ile Green (s)	35.5	35.5	35.5	35.5	10.5	
70th %ile Term Code	Max	Max	Hold	Hold	Max	
50th %ile Green (s)	35.5	35.5	35.5	35.5	10.5	
50th %ile Term Code	Max	Max	Hold	Hold	Max	
30th %ile Green (s)	35.5	35.5	35.5	35.5	10.5	
30th %ile Term Code	Max	Max	Hold	Hold	Max	
10th %ile Green (s)	35.3	35.3	35.3	35.3	10.0	
10th %ile Term Code	Gap	Gap	Hold	Hold	Min	
Queue Length 50th (m)	31.6	40.3	30.6	0.0	21.0	
Queue Length 95th (m)	#88.1	70.4	52.2	4.0	#74.0	
Internal Link Dist (m)		476.4	730.3		419.4	
Turn Bay Length (m)	25.0			25.0		
Base Capacity (vph)	406	1205	1205	1068	548	
Starvation Cap Reductn	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	
Reduced v/c Ratio	0.97	0.65	0.55	0.12	0.91	

Intersection Summary

Cycle Length: 55

Actuated Cycle Length: 54.9

Natural Cycle: 55

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.97

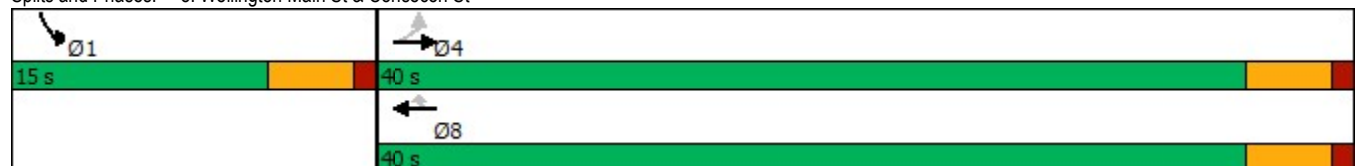
Kaitlin C&V

8: Wellington Main St & Consecon St

2040_B+Dev_Sat_w-StC_NoBP
Lanes, Volumes, Timings

Intersection Signal Delay: 20.7	Intersection LOS: C
Intersection Capacity Utilization 90.0%	ICU Level of Service E
Analysis Period (min) 15	
90th %ile Actuated Cycle: 55	
70th %ile Actuated Cycle: 55	
50th %ile Actuated Cycle: 55	
30th %ile Actuated Cycle: 55	
10th %ile Actuated Cycle: 54.3	
# 95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.	

Splits and Phases: 8: Wellington Main St & Consecon St



APPENDIX G

Signalization Warrant Analysis

CVC Signalization Warrants, Saturday Peak Hour												
Traffic	Intersection	Horizon	Warrant Volumes				Warrant Thresholds				Required Threshold Percentage	Warrant Satisfied
			1A	1B	2A	2B	1A	1B	2A	2B		
	Belleville St / Street Z	2028 B+D	228	0	228	0	480	180	480	50	150%	✗
		2036 B+D, With Street C	418	50	368	29	480	120	480	50	150%	✗
		2036 B+D, BP With Street C	439	35	404	30	480	120	480	50	150%	✗
		2040 B+D, With Street C	568	82	487	44	480	120	480	50	150%	✗
		2040 B+D, BP With Street C	628	81	547	34	480	120	480	50	150%	✗
		2036 B+D, No St C	418	50	368	29	480	120	480	50	150%	✗
		2036 B+D, BP No Street C	439	35	404	30	480	120	480	50	150%	✗
		2040 B+D, No Street C	568	79	489	41	480	120	480	50	150%	✗
		2040 B+D, BP No Street C	628	81	547	34	480	120	480	50	150%	✗
	Belleville St / Turner St	2028 B+D	302	49	253	14	480	180	480	50	150%	✗
		2036 B+D, With Street C	582	127	455	19	480	120	480	50	150%	✗
		2036 B+D, BP With Street C	443	77	367	44	480	120	480	50	150%	✗
		2040 B+D, With Street C	808	214	594	71	480	120	480	50	150%	✓
		2040 B+D, BP With Street C	581	119	462	66	480	120	480	50	150%	✗
		2036 B+D, No St C	583	127	456	19	480	120	480	50	150%	✗
		2036 B+D, BP No Street C	447	78	369	44	480	120	480	50	150%	✗
		2040 B+D, No Street C	812	216	596	72	480	120	480	50	150%	✓
		2040 B+D, BP No Street C	585	121	464	66	480	120	480	50	150%	✗
	Belleville St / Niles St	2028 B+D	323	80	243	40	480	180	480	50	120%	✗
		2036 B+D, With Street C	610	115	495	61	480	180	480	50	120%	✗
		2036 B+D, BP With Street C	418	115	303	61	480	180	480	50	120%	✗
		2040 B+D, With Street C	788	140	649	76	480	180	480	50	120%	✓
		2040 B+D, BP With Street C	518	140	379	76	480	180	480	50	120%	✗
		2036 B+D, No St C	611	140	495	61	480	180	480	50	120%	✗
		2036 B+D, BP No Street C	422	116	306	62	480	180	480	50	120%	✗
		2040 B+D, No Street C	789	140	649	76	480	180	480	50	120%	✓
		2040 B+D, BP No Street C	522	140	381	77	480	180	480	50	120%	✗

CVC Signalization Warrants, Saturday Peak Hour												
Traffic	Intersection	Horizon	Warrant Volumes				Warrant Thresholds				Required Threshold Percentage	Warrant Satisfied
			1A	1B	2A	2B	1A	1B	2A	2B		
Background + Development-Generated Traffic Conditions	Belleville St / Main St	2028 B+D	612	160	452	107	480	120	480	50	120%	✓
		2036 B+D, With Street C	993	293	700	216	480	120	480	50	120%	✓
		2036 B+D, BP With Street C	654	201	453	124	480	120	480	50	120%	✓
		2040 B+D, With Street C	1226	375	851	278	480	120	480	50	120%	✓
		2040 B+D, BP With Street C	784	245	539	150	480	120	480	50	120%	✓
		2036 B+D, No St C	994	293	700	216	480	120	480	50	120%	✓
		2036 B+D, BP No Street C	656	202	454	124	480	120	480	50	120%	✓
		2040 B+D, No Street C	1227	375	851	278	480	120	480	50	120%	✓
		2040 B+D, BP No Street C	786	246	540	150	480	120	480	50	120%	✓
	Consecon St / Street C	2028 B+D	116	0	116	0	480	180	480	50	150%	✗
		2036 B+D, With Street C	246	37	209	22	480	180	480	50	150%	✗
		2036 B+D, BP With Street C	237	19	218	2	480	180	480	50	150%	✗
		2040 B+D, With Street C	299	45	254	29	480	180	480	50	150%	✗
		2040 B+D, BP With Street C	275	19	256	2	480	180	480	50	150%	✗
		2036 B+D, No St C	0	0	0	0	480	180	480	50	150%	✗
		2036 B+D, BP No Street C	0	0	0	0	480	180	480	50	150%	✗
		2040 B+D, No Street C	0	0	0	0	480	180	480	50	150%	✗
		2040 B+D, BP No Street C	0	0	0	0	480	180	480	50	150%	✗
	Consecon St / Turner St	2028 B+D	116	0	116	0	480	180	480	50	150%	✗
		2036 B+D, With Street C	315	59	257	48	480	180	480	50	150%	✗
		2036 B+D, BP With Street C	224	28	196	11	480	180	480	50	150%	✗
		2040 B+D, With Street C	422	92	330	76	480	180	480	50	150%	✗
		2040 B+D, BP With Street C	268	36	232	14	480	180	480	50	150%	✗
		2036 B+D, No St C	346	95	251	70	480	180	480	50	150%	✗
		2036 B+D, BP No Street C	223	29	194	11	480	180	480	50	150%	✗
		2040 B+D, No Street C	453	136	317	105	480	180	480	50	150%	✗
		2040 B+D, BP No Street C	267	37	229	14	480	180	480	50	150%	✗

CVC Signalization Warrants, Saturday Peak Hour												
Traffic	Intersection	Horizon	Warrant Volumes				Warrant Thresholds				Required Threshold Percentage	Warrant Satisfied
			1A	1B	2A	2B	1A	1B	2A	2B		
	Consecon St / Grant St	2028 B+D	185	42	143	33	480	180	480	50	150%	✗
		2036 B+D, With Street C	382	49	333	42	480	180	480	50	150%	✗
		2036 B+D, BP With Street C	224	31	193	17	480	180	480	50	150%	✗
		2040 B+D, With Street C	480	52	428	44	480	180	480	50	150%	✗
		2040 B+D, BP With Street C	260	35	226	18	480	180	480	50	150%	✗
		2036 B+D, No St C	381	49	332	42	480	180	480	50	150%	✗
		2036 B+D, BP No Street C	220	31	189	17	480	180	480	50	150%	✗
		2040 B+D, No Street C	480	52	428	44	480	180	480	50	150%	✗
		2040 B+D, BP No Street C	257	35	222	18	480	180	480	50	150%	✗
	Consecon St / Main St	2028 B+D	572	82	490	27	480	180	480	50	120%	✗
		2036 B+D, With Street C	924	179	744	45	480	180	480	50	120%	✗
		2036 B+D, BP With Street C	584	97	487	45	480	180	480	50	120%	✗
		2040 B+D, With Street C	1119	228	891	50	480	180	480	50	120%	✓
		2040 B+D, BP With Street C	682	113	569	50	480	180	480	50	120%	✗
		2036 B+D, No St C	923	179	744	45	480	180	480	50	120%	✗
		2036 B+D, BP No Street C	580	95	485	43	480	180	480	50	120%	✗
		2040 B+D, No Street C	1118	227	891	50	480	180	480	50	120%	✓
		2040 B+D, BP No Street C	678	111	567	48	480	180	480	50	120%	✗
	Belleville St / Phase 4A Access	2028 B+D	228	0	228	0	480	180	480	50	150%	✗
		2036 B+D, With Street C	374	0	374	0	480	180	480	50	150%	✗
		2036 B+D, BP With Street C	374	0	374	0	480	180	480	50	150%	✗
		2040 B+D, With Street C	514	26	487	7	480	180	480	50	150%	✗
		2040 B+D, BP With Street C	474	11	464	4	480	180	480	50	150%	✗
		2036 B+D, No St C	374	0	374	0	480	180	480	50	150%	✗
		2036 B+D, BP No Street C	374	0	374	0	480	180	480	50	150%	✗
		2040 B+D, No Street C	515	26	489	7	480	180	480	50	150%	✗
		2040 B+D, BP No Street C	474	11	464	4	480	180	480	50	150%	✗

CVC Signalization Warrants, Saturday Peak Hour												
Traffic	Intersection	Horizon	Warrant Volumes				Warrant Thresholds				Required Threshold Percentage	Warrant Satisfied
Background Traffic Conditions			1A	1B	2A	2B	1A	1B	2A	2B		
	Belleville St / Niles St	2025 Bkgd	221	69	152	34	480	180	480	50	120%	✗
		2028 Bkgd	249	78	172	38	480	180	480	50	120%	✗
		2036 Bkgd No BP	341	106	235	52	480	180	480	50	120%	✗
		2036 Bkgd With BP	341	106	235	52	480	180	480	50	120%	✗
		2040 Bkgd No BP	399	124	275	60	480	180	480	50	120%	✗
		2040 Bkgd With BP	399	124	275	480	480	180	480	50	120%	✗
	Belleville St / Main St	2025 Bkgd	481	112	369	67	480	120	480	50	120%	✗
		2028 Bkgd	542	126	416	75	480	120	480	50	120%	✗
		2036 Bkgd No BP	741	172	569	103	480	120	480	50	120%	✓
		2036 Bkgd With BP	594	172	422	103	480	120	480	50	120%	✓
		2040 Bkgd No BP	867	202	665	121	480	120	480	50	120%	✓
		2040 Bkgd With BP	695	202	493	121	480	120	480	50	120%	✓
	Consecon St / Main St	2025 Bkgd	448	44	404	19	480	180	480	50	120%	✗
		2028 Bkgd	504	49	455	21	480	180	480	50	120%	✗
		2036 Bkgd No BP	690	67	622	29	480	180	480	50	120%	✗
		2036 Bkgd With BP	523	67	456	29	480	180	480	50	120%	✗
		2040 Bkgd No BP	807	79	728	34	480	180	480	50	120%	✗
		2040 Bkgd With BP	612	79	533	34	480	180	480	50	120%	✗