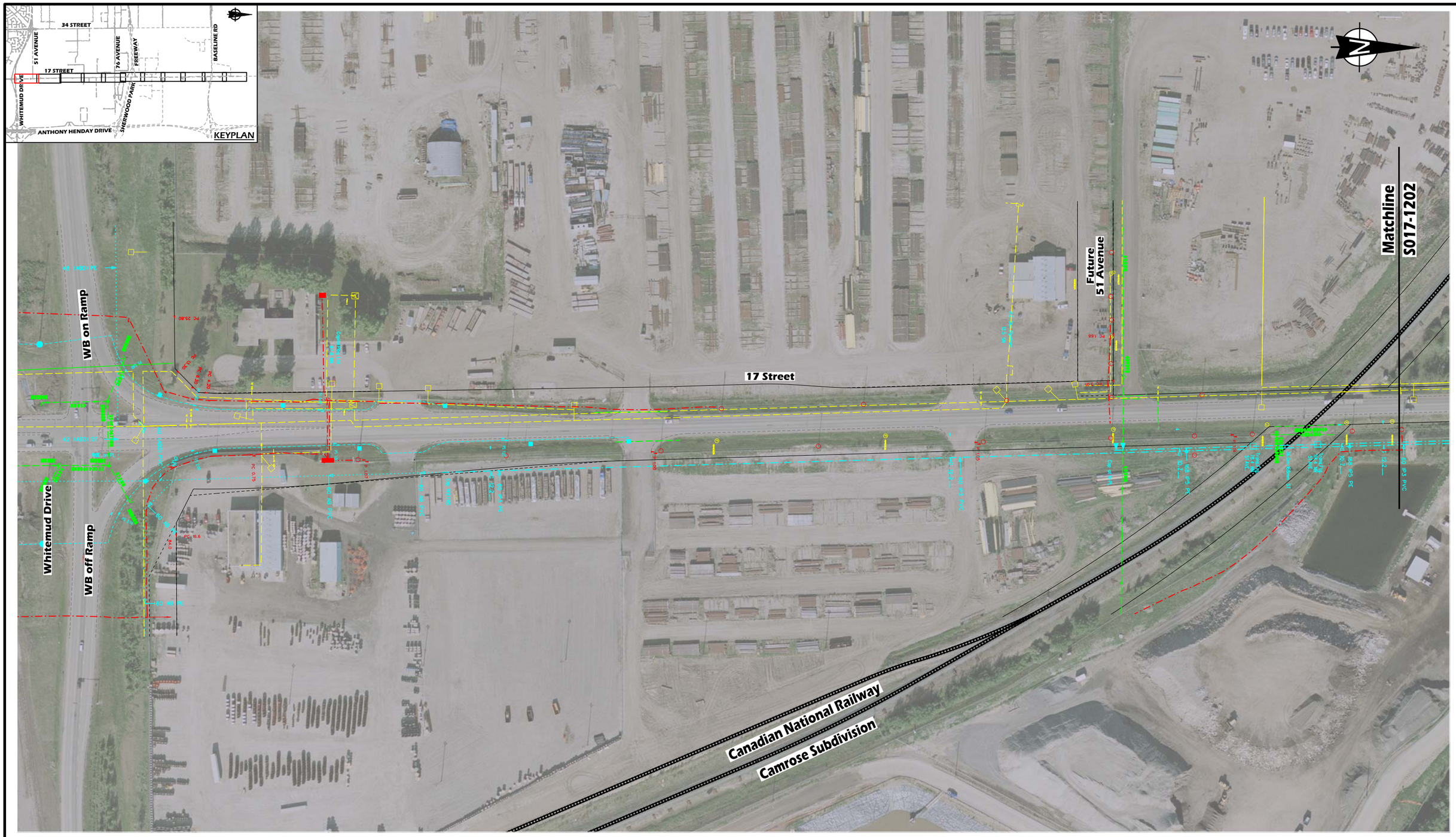
APPENDIX C

Utilities, Traffic & Collision Data



LEGEND

- Telephone / Buried Cable
- Telephone / Buried Cable
- Gas / Line
- Gas / Service
- Gas / Pipeline
- Water / Line
- Drainage / Line
- Drainage / Line
- Power / Conduit
- Power / Trenchline
- Power / Pad, Vault, Cubicles
- Power / Pole
- Telephone / Pedestals
- Telephone / Pole
- Telephone / Manhole

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THE CITY OF Edmonton TRANSPORTATION SERVICES

STRATHCONA COUNTY

Manager, Transportation Planning Branch

Director, Facility & Capital Planning

CONCEPT - SUBJECT TO PRELIMINARY SURVEY AND DESIGN

17th Street

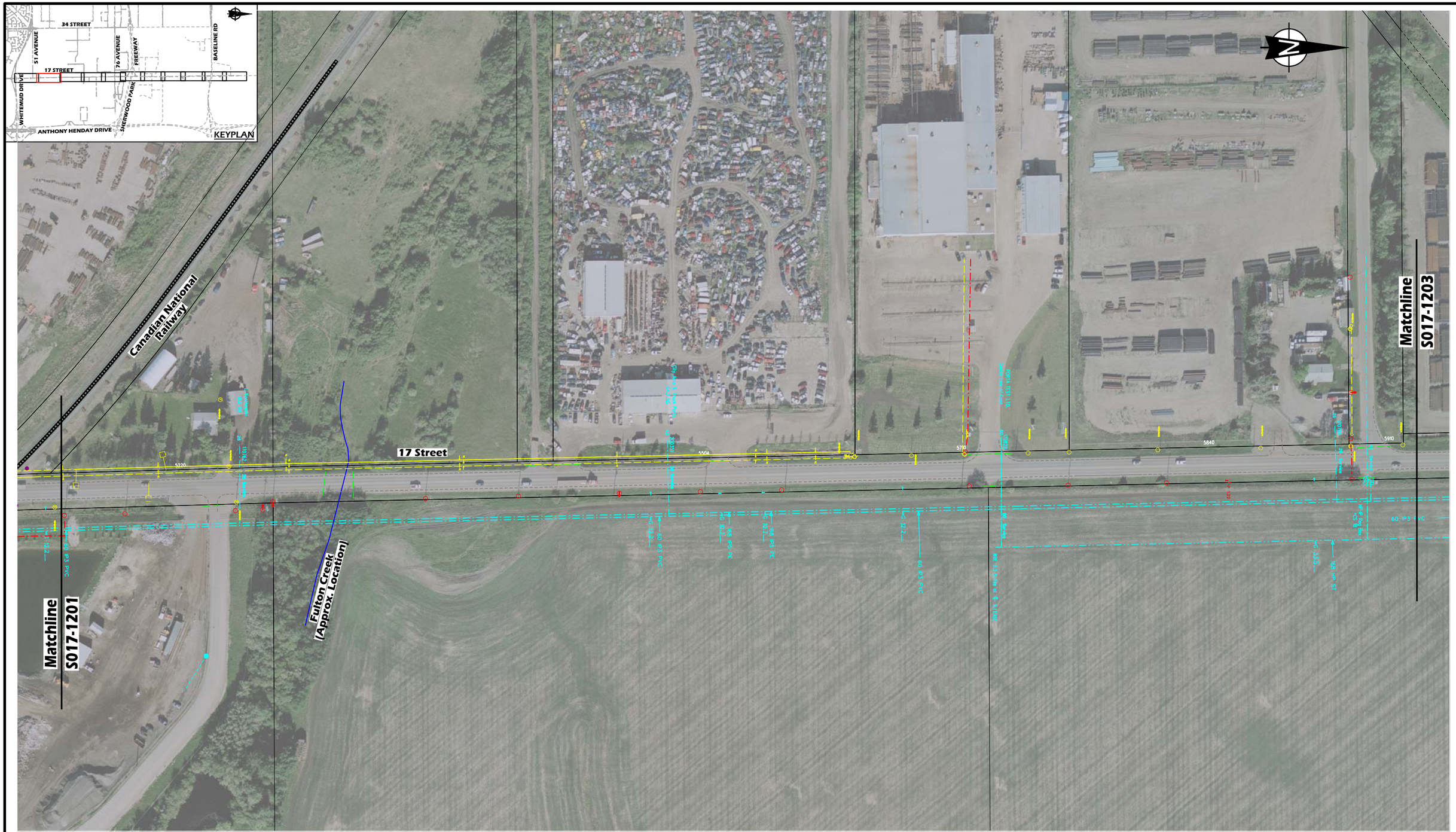
Existing Utilities
Whitemud Dr to Knightsbridge Rd

20m 0 40m

DRAWN: TD
REVIEWED:
DATE: 2012 12 18

PLAN NO. S017-1201

17th Street Utilities.dgn Sheet 1 12/20/2012 8:27:08 AM



LEGEND

- Telephone / Buried Cable
- Telephone / Buried Cable
- Gas / Line
- Gas / Service
- Gas / Pipeline
- Water / Line
- Drainage / Line
- Drainage / Line
- Power / Conduit
- Power / Trenchline
- Power / Pad, Vault, Cubicles
- Power / Pole
- Telephone / Pedestals
- Telephone / Pole
- Telephone / Manhole

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STRATHCONA COUNTY

Manager, Transportation Planning Branch

Director, Facility & Capital Planning

CONCEPT - SUBJECT TO PRELIMINARY SURVEY AND DESIGN

17th Street

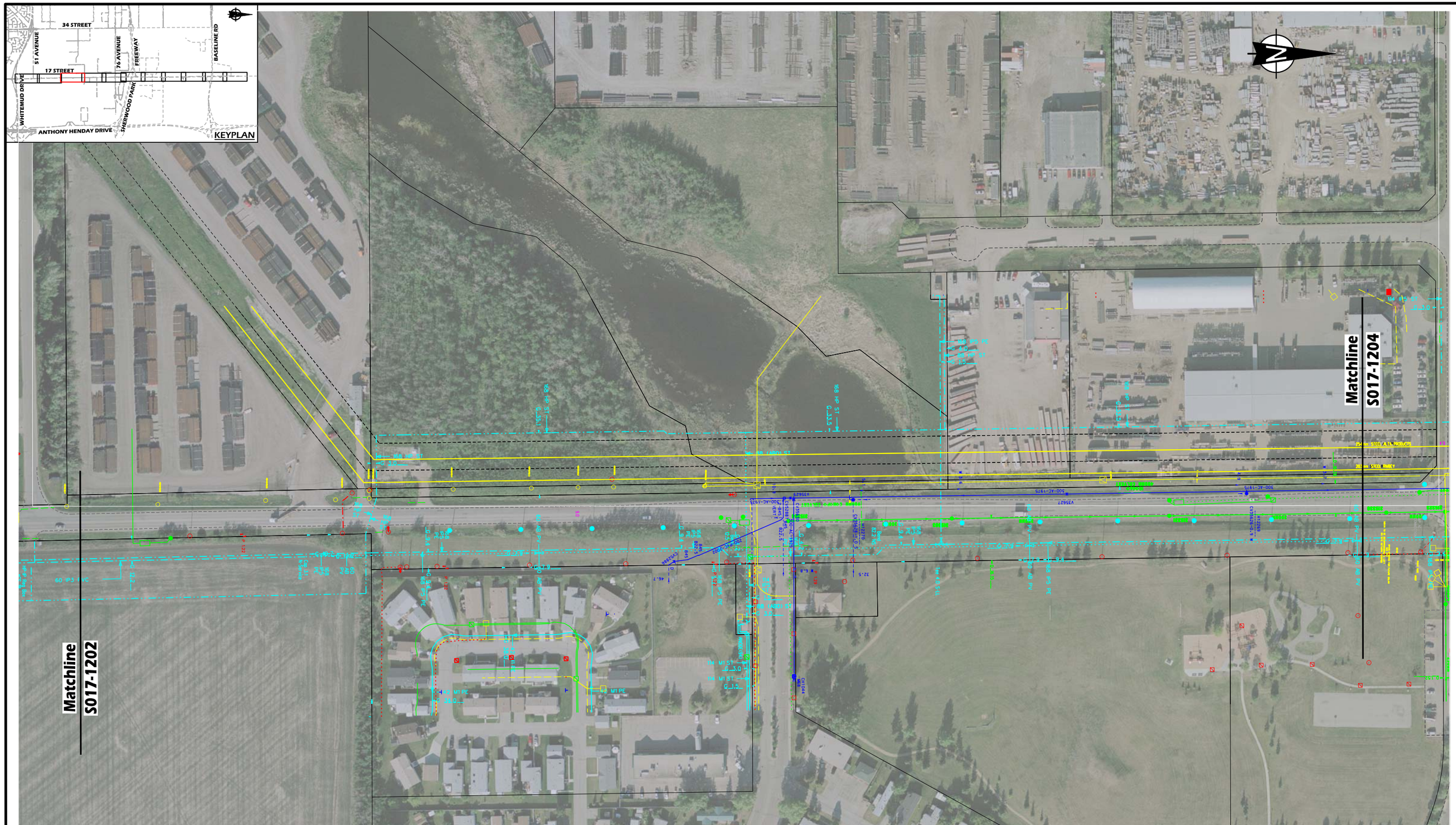
Existing Utilities
Whitemud Dr to Knightsbridge Rd

20m 0 40m

DRAWN: TD
REVIEWED:
DATE: 2012 12 18

PLAN NO. S017-1202

17th Street Utilities.dgn Sheet 2 12/20/2012 8:27:55 AM



LEGEND

- Telephone / Buried Cable
- Telephone / Buried Cable
- Gas / Line
- Gas / Service
- Gas / Pipeline
- Water / Line
- Drainage / Line
- Drainage / Line
- Power / Conduit
- Power / Trenchline
- Power / Pad, Vault, Cubicles
- Power / Pole
- Telephone / Pedestals
- Telephone / Pole
- Telephone / Manhole

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STRATHCONA COUNTY

Manager, Transportation Planning Branch

Director, Facility & Capital Planning

CONCEPT - SUBJECT TO PRELIMINARY SURVEY AND DESIGN

17th Street

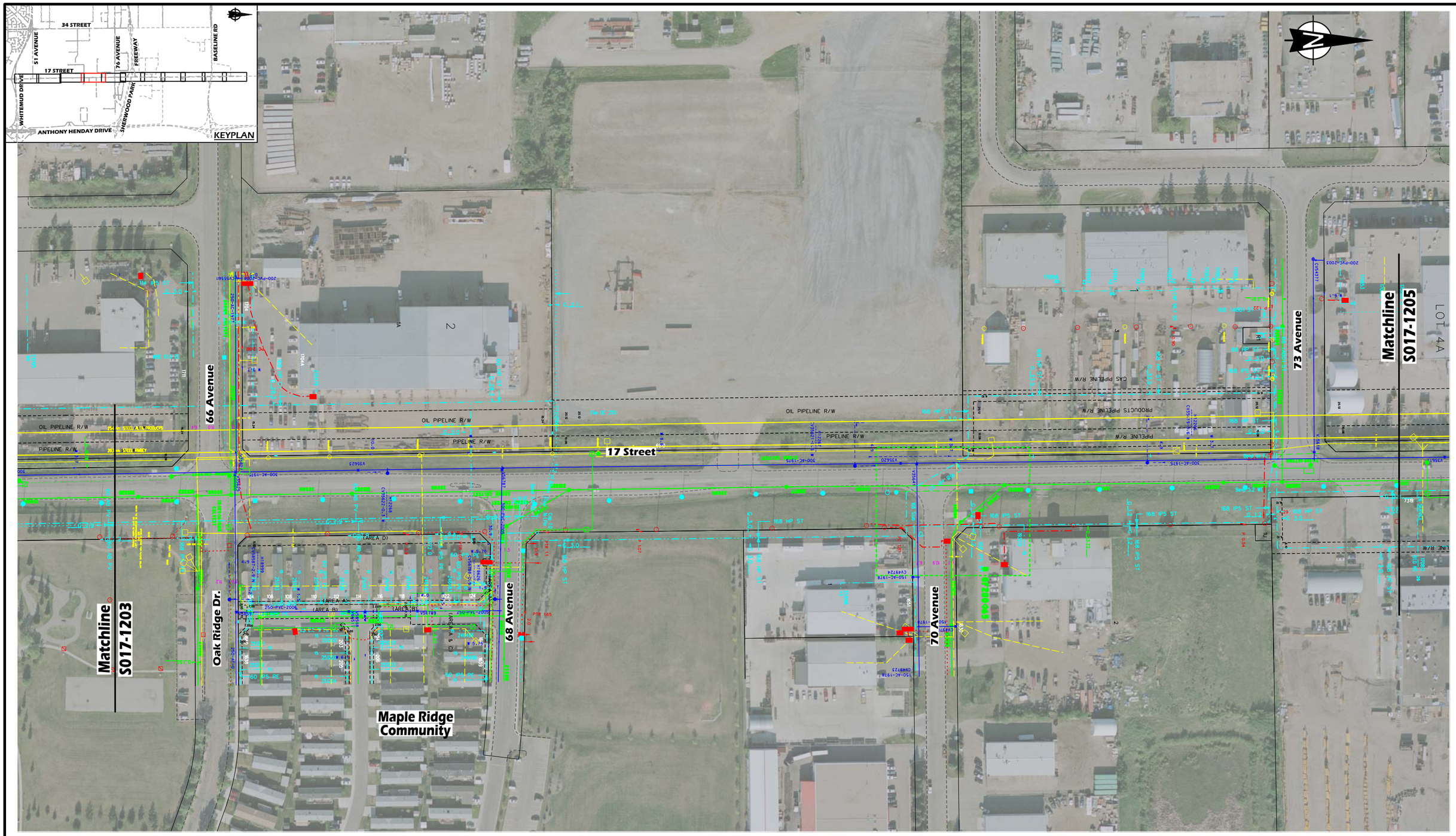
Existing Utilities
Whitemud Dr to Knightsbridge Rd

20m 0 40m

DRAWN: TD
REVIEWED:
DATE: 2012 12 18

PLAN NO.
S017-1203

17th Street Utilities.dgn Sheet 3 12/20/2012 8:28:52 AM



LEGEND

- Telephone / Buried Cable
- Telephone / Buried Cable
- Gas / Line
- Gas / Service
- Gas / Pipeline
- Water / Line
- Drainage / Line
- Drainage / Line
- Power / Conduit
- Power / Trenchline
- Power / Pad, Vault, Cubicles
- Power / Pole
- Telephone / Pedestals
- Telephone / Pole
- Telephone / Manhole

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STRATHCONA COUNTY

Manager, Transportation Planning Branch

Director, Facility & Capital Planning

CONCEPT - SUBJECT TO PRELIMINARY SURVEY AND DESIGN

17th Street

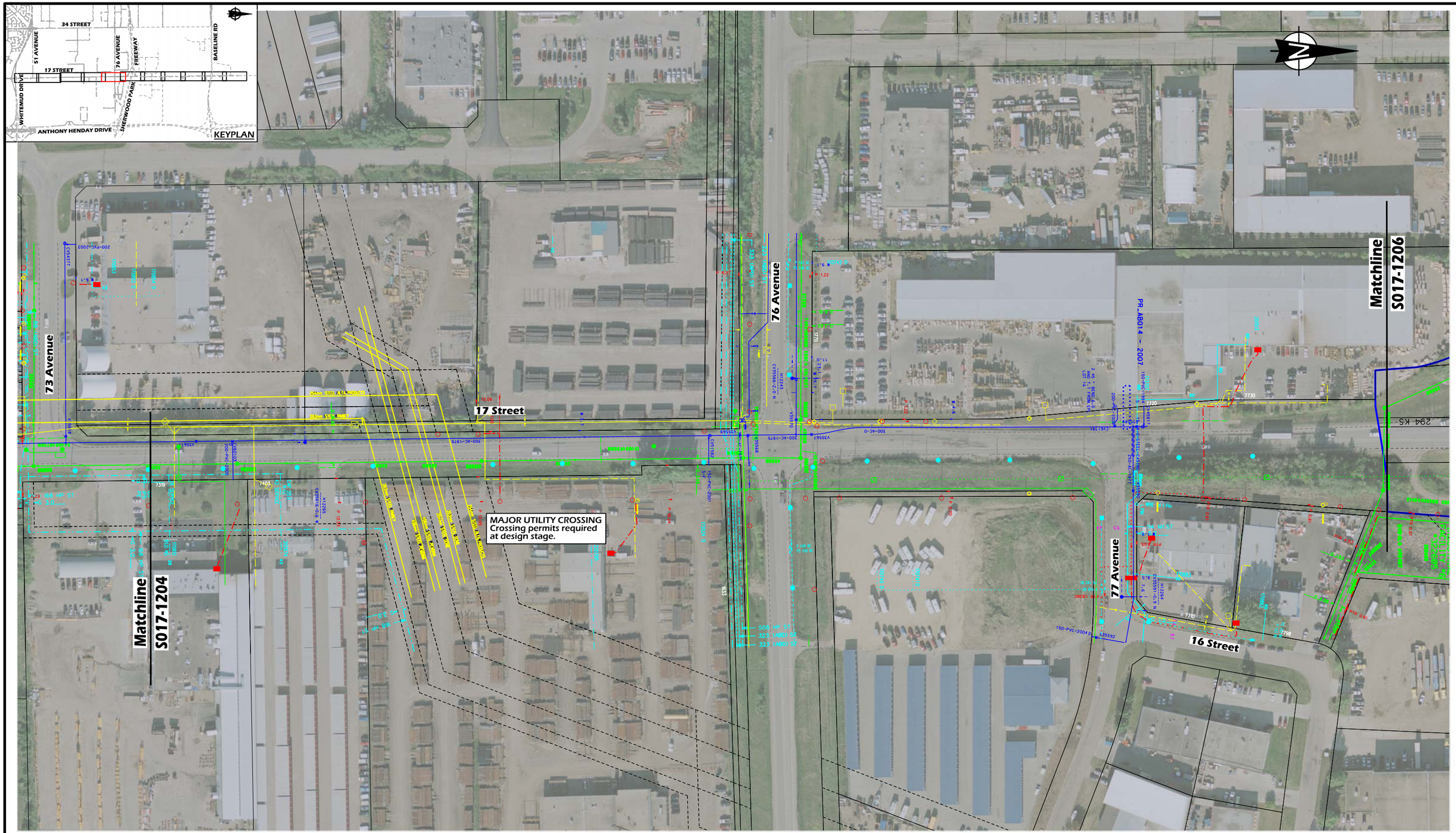
Existing Utilities
Whitemud Dr to Knightsbridge Rd

20m 0 40m

DRAWN: TD
REVIEWED:
DATE: 2012 12 18

PLAN NO.
S017-1204

17th Street Utilities.dgn Sheet 4 12/20/2012 8:29:37 AM



LEGEND

- Telephone / Buried Cable
- Telephone / Buried Cable
- Gas / Line
- Gas / Service
- Gas / Pipeline
- Water / Line
- Drainage / Line
- Drainage / Line
- Power / Conduit
- Power / Trenchline
- Power / Pad, Vault, Cubicles
- Power / Pole
- Telephone / Pedestals
- Telephone / Pole
- Telephone / Manhole

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STRATHCONA COUNTY

Manager, Transportation Planning Branch

Director, Facility & Capital Planning

CONCEPT - SUBJECT TO PRELIMINARY SURVEY AND DESIGN

17th Street

Existing Utilities
Whitemud Dr to Knightsbridge Rd

20m 0 40m

DRAWN: TD
REVIEWED:
DATE: 2012 12 18

PLAN NO.
S017-1205

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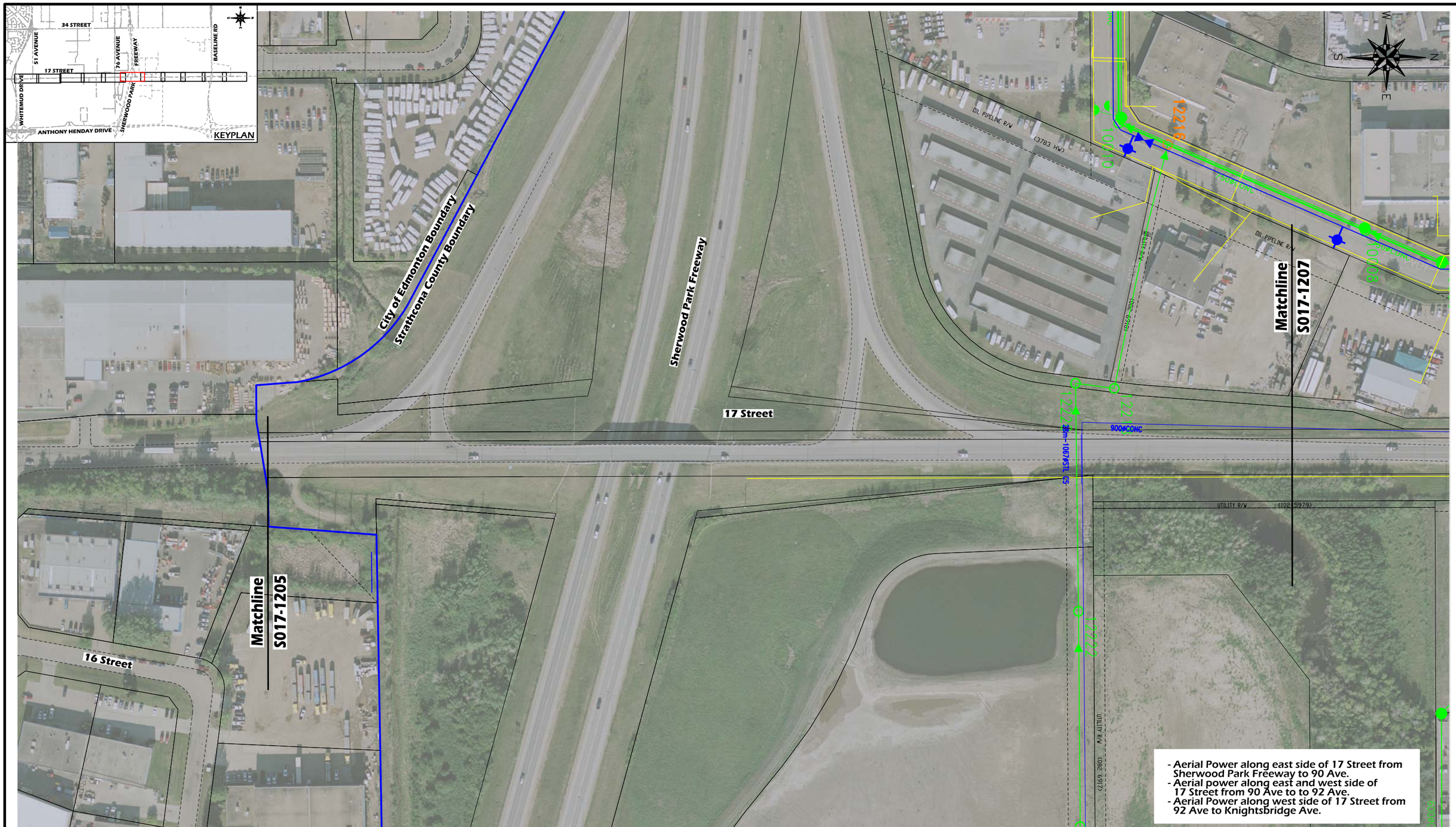

LEGEND

- Telephone / Buried Cable
- Telephone / Buried Cable
- Gas / Line
- Gas / Service
- Gas / Pipeline
- Water / Line
- Drainage / Line
- Drainage / Line
- Power / Conduit
- Power / Trenchline
- Power / Pad, Vault, Cubicles
- Power / Pole
- Telephone / Pedestals
- Telephone / Pole
- Telephone / Manhole

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THE CITY OF Edmonton TRANSPORTATION SERVICES

STRATHCONA COUNTY

DATUM:	AIR PHOTO:
PROJECTION:	
SCALE FACTOR:	CONTOUR INTERVAL:
COORDINATES:	
SCALE (m): Horz: 1:1000	DATE: Dec 18, 2012
PROJECT LOCATION: 17 St from Sherwood Park Freeway to Knightsbridge Ave	
SURVEY BY:	DRAWN BY: Tony Deolhoy
DESIGN BY: Tony Deolhoy	CHECKED BY: Andy Heath
APPROVED BY: Ryan Betker	PROJECT MANAGER: Tony Moghee
DRAWING/PROJECT No.: / REV. No.:	SHEET No.: S017-1206

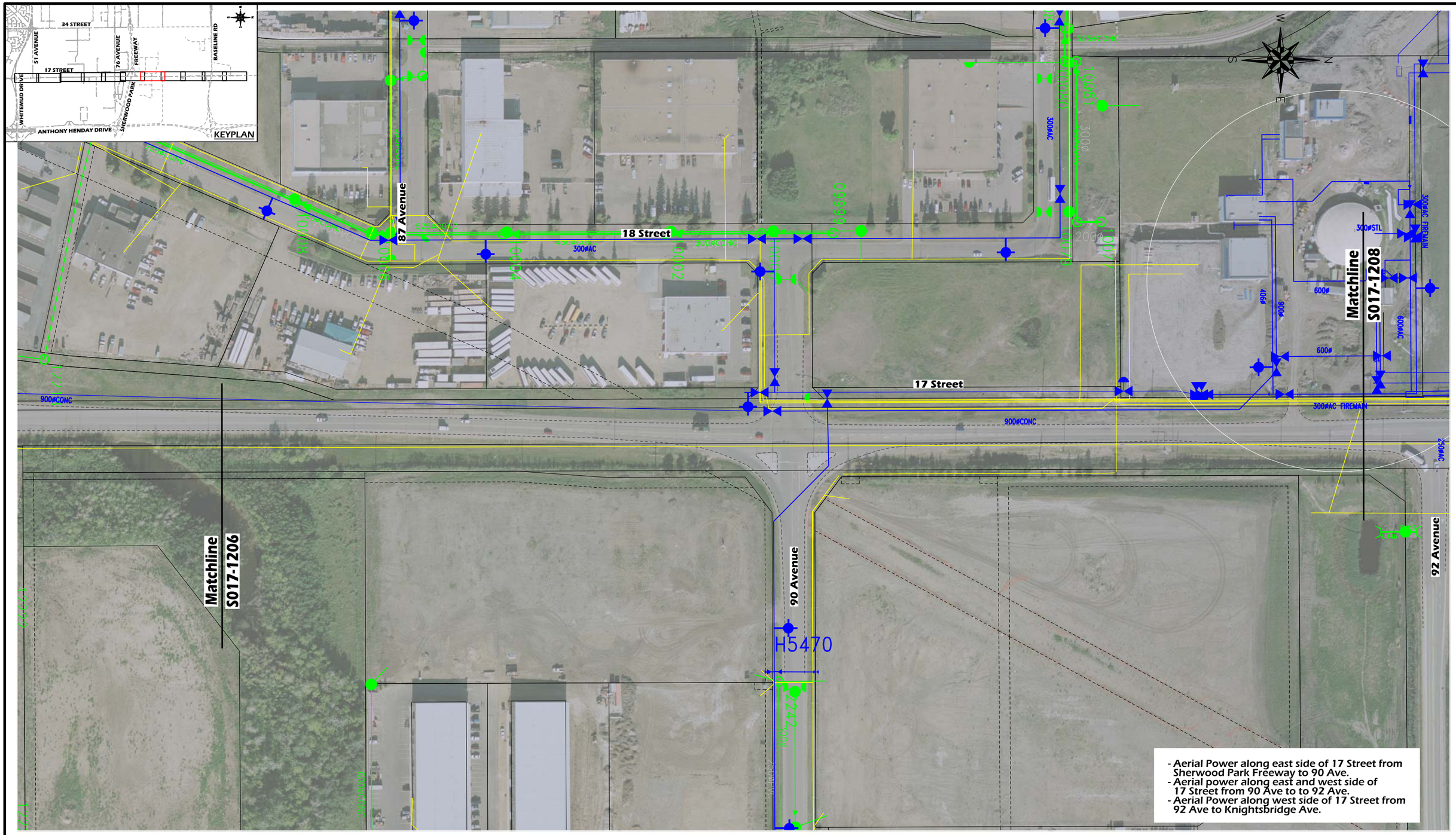
CONCEPT - SUBJECT TO PRELIMINARY SURVEY AND DESIGN

17th Street

Existing Utilities
Whitemud Dr to Knightsbridge Rd

CAPITAL PLANNING AND CONSTRUCTION
2001 SHERWOOD DRIVE SHERWOOD PARK, ALBERTA, T8A 3W7

17th Street Utilities.dgn Sheet 6 12/20/2012 8:31:09 AM



LEGEND

- Telephone / Buried Cable
- Telephone / Buried Cable
- Gas / Line
- Gas / Service
- Gas / Pipeline
- Water / Line
- Drainage / Line
- Drainage / Line
- Power / Conduit
- Power / Trenchline
- Power / Pad, Vault, Cubicles
- Power / Pole
- Telephone / Pedestals
- Telephone / Pole
- Telephone / Manhole

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STRATHCONA COUNTY

DATUM:		AIR PHOTO:
PROJECTION:		
SCALE FACTOR:		CONTOUR INTERVAL:
COORDINATES:		
SCALE (m): Horz: 1:1000		DATE: Dec 18, 2012
PROJECT LOCATION: 17 St from Sherwood Park Freeway to Knightsbridge Ave		
SURVEY BY:	DRAWN BY: Tony Dealhoy	
DESIGN BY: Tony Dealhoy	CHECKED BY: Andy Heath	
APPROVED BY: Ryan Belker	PROJECT MANAGER: Tony Moghee	
DRAWING/PROJECT No.:	REV. No.:	SHEET No.: S017-1207

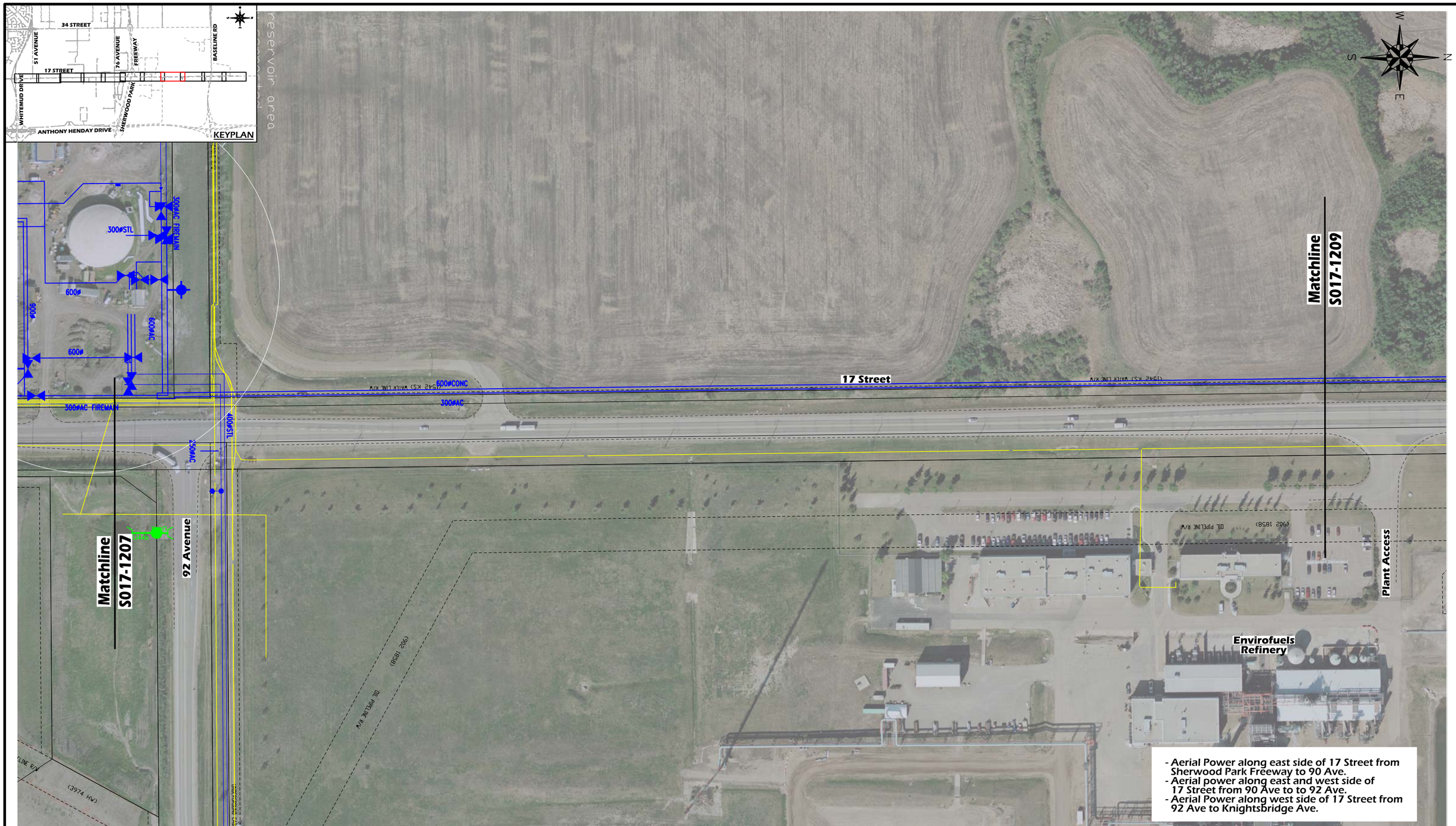
CONCEPT - SUBJECT TO PRELIMINARY SURVEY AND DESIGN

17th Street

Existing Utilities
Whitemud Dr to Knightsbridge Rd

CAPITAL PLANNING AND CONSTRUCTION
2001 SHERWOOD DRIVE SHERWOOD PARK, ALBERTA, T8A 3W7

17th Street Utilities.dgn Sheet 7 12/20/2012 8:33:03 AM



LEGEND

- Telephone / Buried Cable
- Telephone / Buried Cable
- Gas / Line
- Gas / Service
- Gas / Pipeline
- Water / Line
- Drainage / Line
- Drainage / Line
- Power / Conduit
- Power / Trenchline
- Power / Pad, Vault, Cubicles
- Power / Pole
- Telephone / Pedestals
- Telephone / Pole
- Telephone / Manhole

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STRATHCONA COUNTY

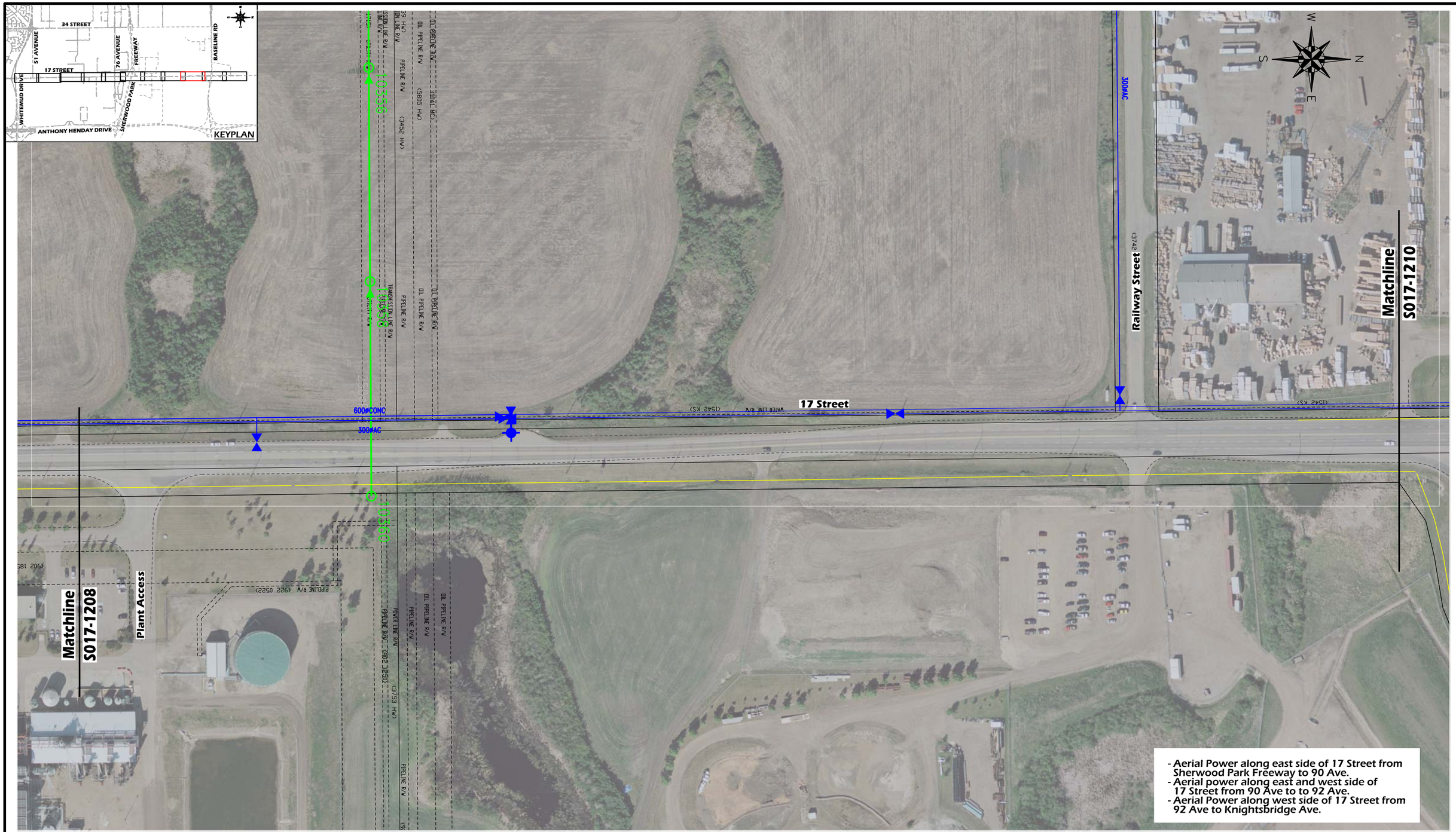
DATUM:		AIR PHOTO:
PROJECTION:		
SCALE FACTOR:		CONTOUR INTERVAL:
COORDINATES:		
SCALE (m): Horz: 1:1000		DATE: Dec 18, 2012
PROJECT LOCATION: 17 St from Sherwood Park Freeway to Knightsbridge Ave		
SURVEY BY:		DRAWN BY: TD
DESIGN BY: TD		CHECKED BY: AH
APPROVED BY: RB		PROJECT MANAGER:
DRAWING/PROJECT No.:	REV. No.:	SHEET No.: S017-1208

CONCEPT - SUBJECT TO PRELIMINARY SURVEY AND DESIGN

17th Street

Existing Utilities
Whitemud Dr to Knightsbridge Rd

CAPITAL PLANNING AND CONSTRUCTION
2001 SHERWOOD DRIVE SHERWOOD PARK, ALBERTA, T8A 3W7



LEGEND

- Telephone / Buried Cable
- Telephone / Buried Cable
- Gas / Line
- Gas / Service
- Gas / Pipeline
- Water / Line
- Drainage / Line
- Drainage / Line
- Power / Conduit
- Power / Trenchline
- Power / Pad, Vault, Cubicles
- Power / Pole
- Telephone / Pedestals
- Telephone / Pole
- Telephone / Manhole

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STRATHCONA COUNTY

DATUM:		AIR PHOTO:
PROJECTION:		
SCALE FACTOR:		CONTOUR INTERVAL:
COORDINATES:		
SCALE (m): Horz: 1:1000		DATE: Dec 18, 2012
PROJECT LOCATION: 17 St from Sherwood Park Freeway to Knightsbridge Ave		
SURVEY BY:		DRAWN BY: TD
DESIGN BY: TD		CHECKED BY: AH
APPROVED BY: RB		PROJECT MANAGER:
DRAWING/PROJECT No.:	REV. No.:	SHEET No.: S017-1209

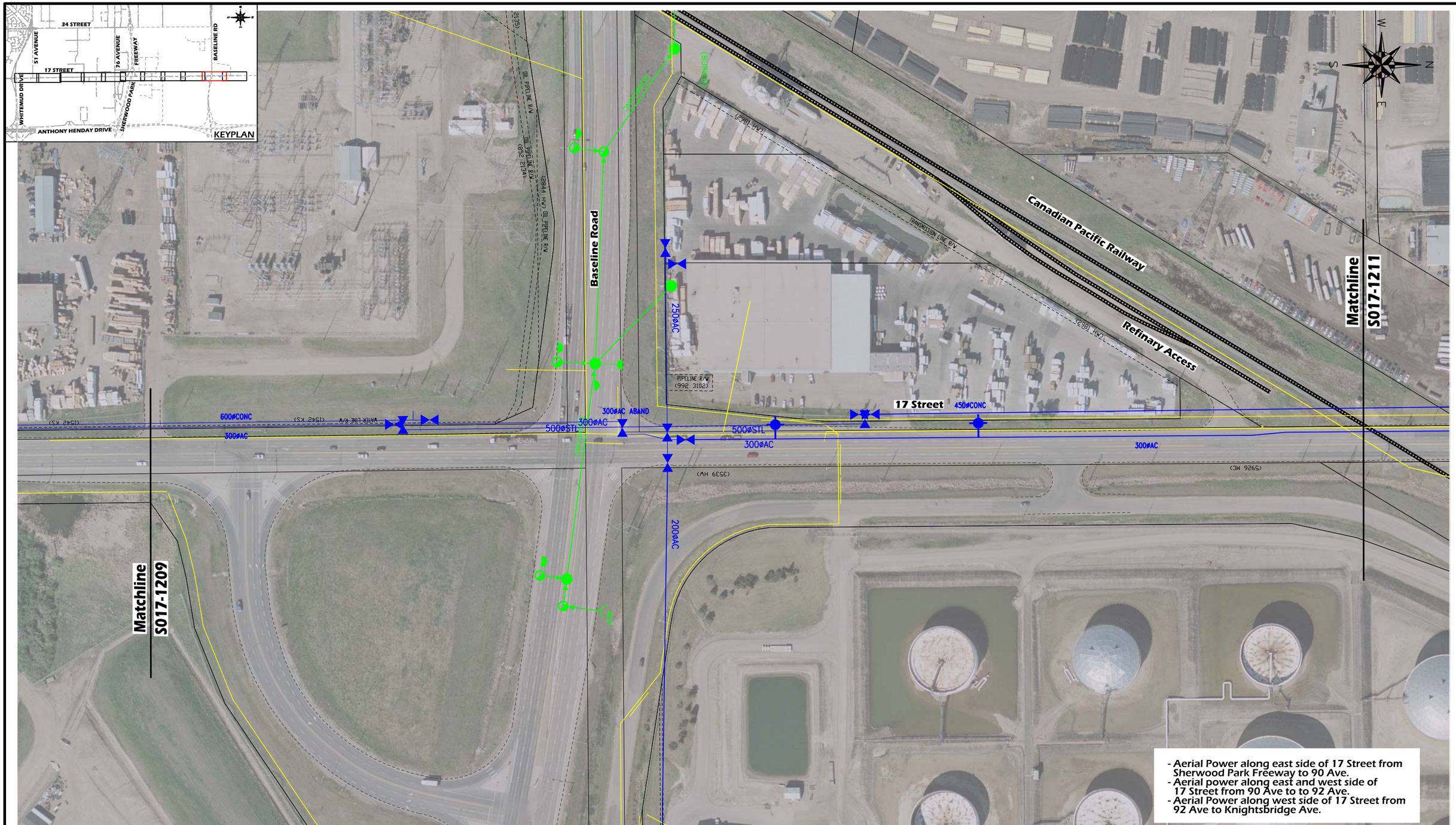
CONCEPT - SUBJECT TO PRELIMINARY SURVEY AND DESIGN

17th Street

Existing Utilities
Whitemud Dr to Knightsbridge Rd

CAPITAL PLANNING AND CONSTRUCTION
2001 SHERWOOD DRIVE SHERWOOD PARK, ALBERTA, T8A 3W7

17th Street Utilities.dgn Sheet 9 12/20/2012 8:34:55 AM



LEGEND

- Telephone / Buried Cable
- Telephone / Buried Cable
- Gas / Line
- Gas / Service
- Gas / Pipeline
- Water / Line
- Drainage / Line
- Drainage / Line
- Power / Conduit
- Power / Trenchline
- Power / Pad, Vault, Cubicles
- Power / Pole
- Telephone / Pedestals
- Telephone / Pole
- Telephone / Manhole

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STRATHCONA COUNTY

DATUM:		AIR PHOTO:
PROJECTION:		
SCALE FACTOR:		CONTOUR INTERVAL:
COORDINATES:		
SCALE (m): Horz: 1:1000		DATE: Dec 18, 2012
PROJECT LOCATION: 17 St from Sherwood Park Freeway to Knightsbridge Ave		
SURVEY BY:		DRAWN BY: TD
DESIGN BY: TD		CHECKED BY: AH
APPROVED BY: RB		PROJECT MANAGER:
DRAWING/PROJECT No.:	REV. No.:	SHEET No.: S017-1210

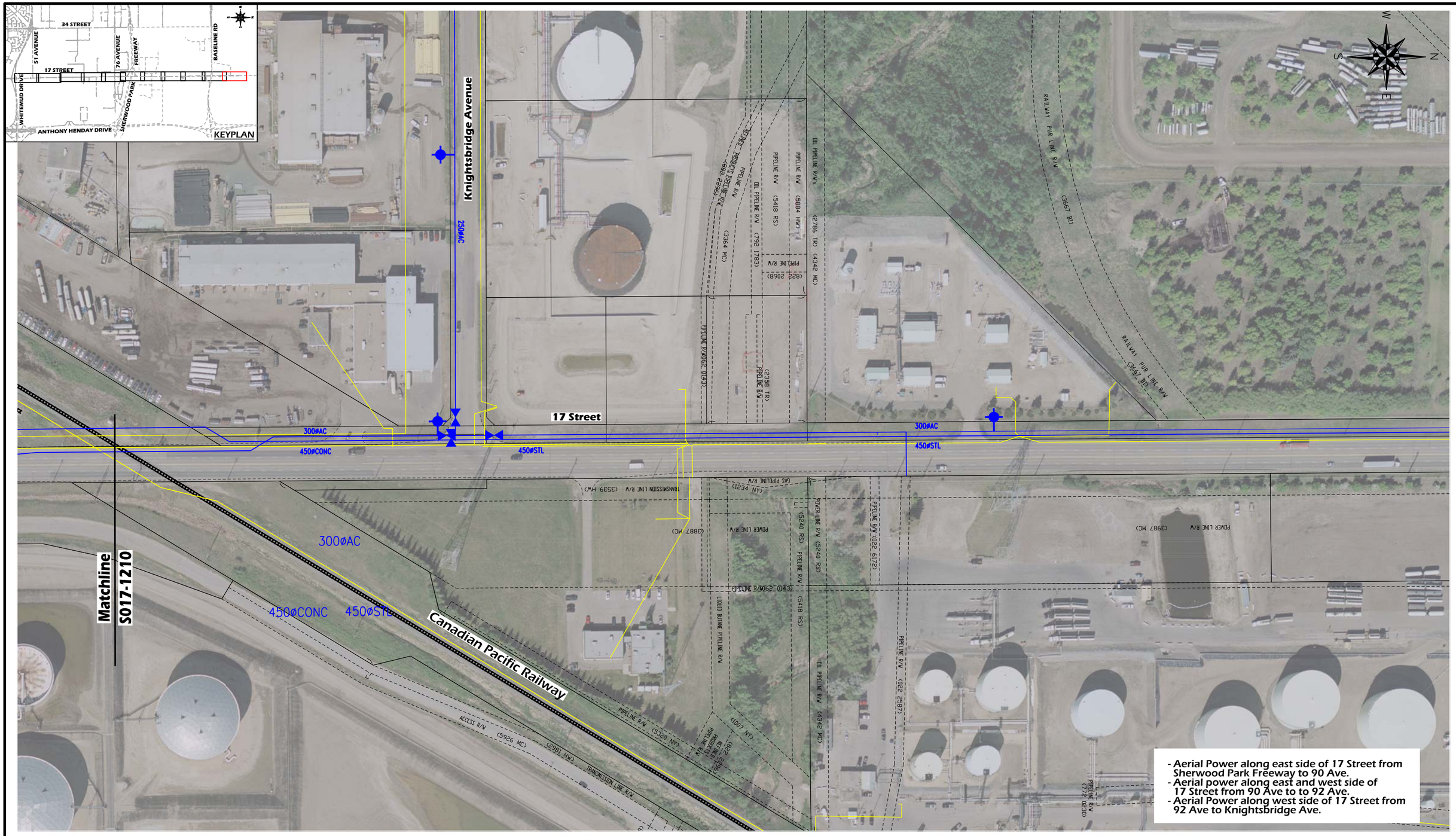
CONCEPT - SUBJECT TO PRELIMINARY SURVEY AND DESIGN

17th Street

Existing Utilities
Whitemud Dr to Knightsbridge Rd

CAPITAL PLANNING AND CONSTRUCTION
2001 SHERWOOD DRIVE SHERWOOD PARK, ALBERTA, T8A 3W7

17th Street Utilities.dgn Sheet 10 12/20/2012 8:35:42 AM



LEGEND

- Telephone / Buried Cable
- Telephone / Buried Cable
- Gas / Line
- Gas / Service
- Gas / Pipeline
- Water / Line
- Drainage / Line
- Drainage / Line
- Power / Conduit
- Power / Trenchline
- Power / Pad, Vault, Cubicles
- Power / Pole
- Telephone / Pedestals
- Telephone / Pole
- Telephone / Manhole

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STRATHCONA COUNTY

DATUM:	AIR PHOTO:
PROJECTION:	
SCALE FACTOR:	CONTOUR INTERVAL:
COORDINATES:	
SCALE (m): Horz: 1:1000	DATE: Dec 18, 2012
PROJECT LOCATION: 17 St from Sherwood Park Freeway to Knightsbridge Ave	
SURVEY BY:	DRAWN BY: TD
DESIGN BY: TD	CHECKED BY: AH
APPROVED BY: RB	PROJECT MANAGER:
DRAWING/PROJECT No.: / REV. No.:	SHEET No.: S017-1211

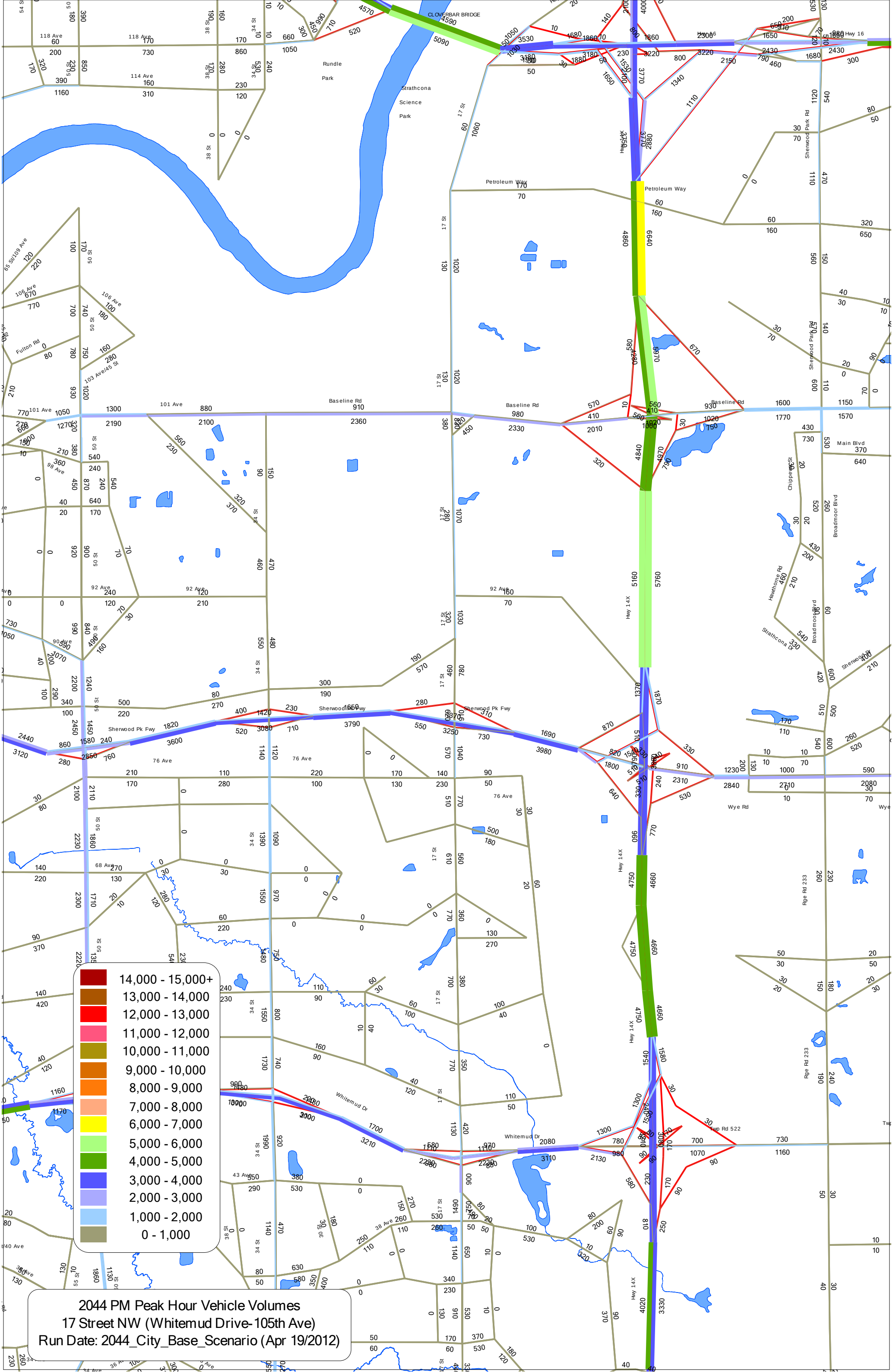
CONCEPT - SUBJECT TO PRELIMINARY SURVEY AND DESIGN

17th Street

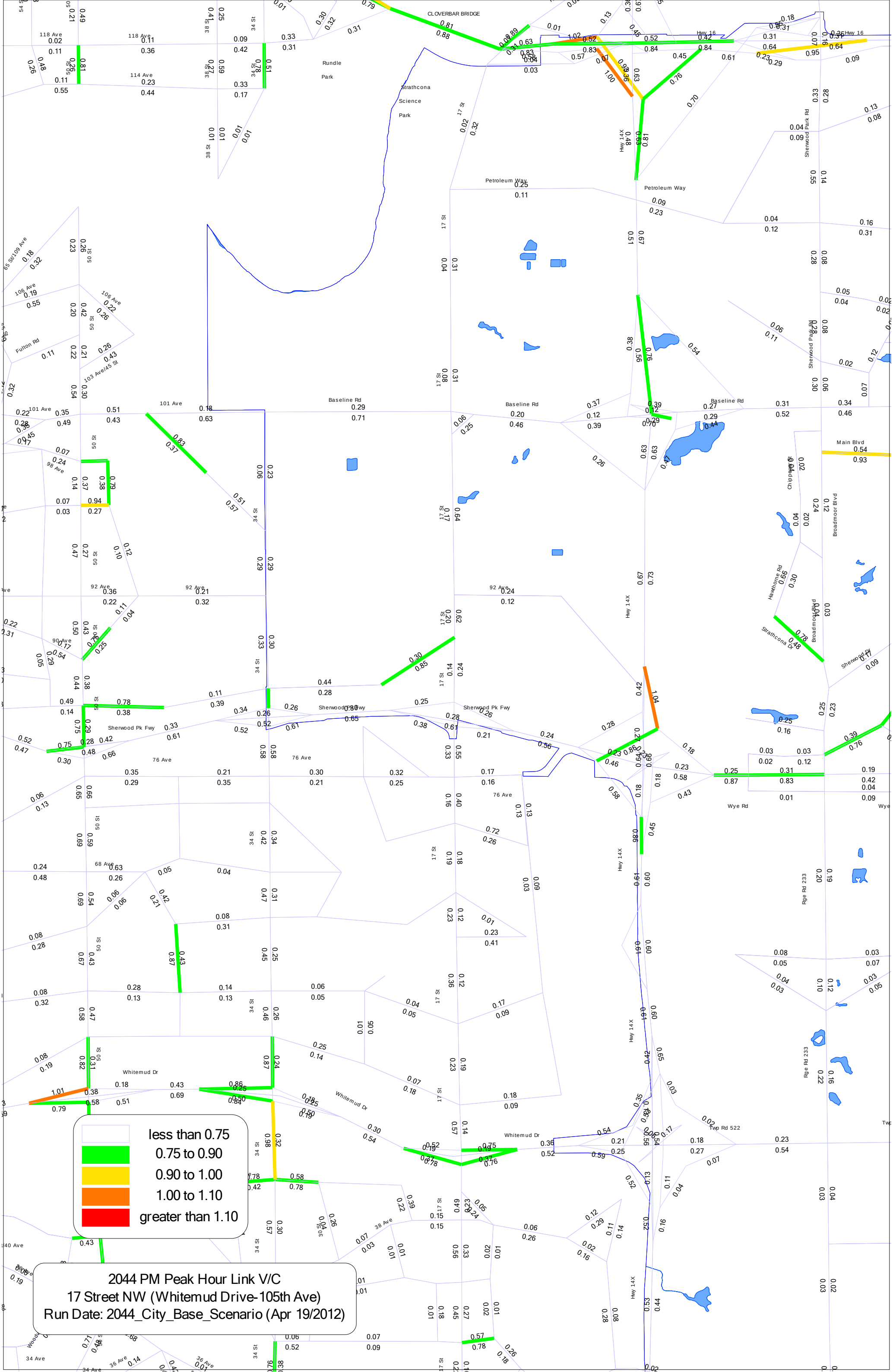
Existing Utilities
Whitemud Dr to Knightsbridge Rd

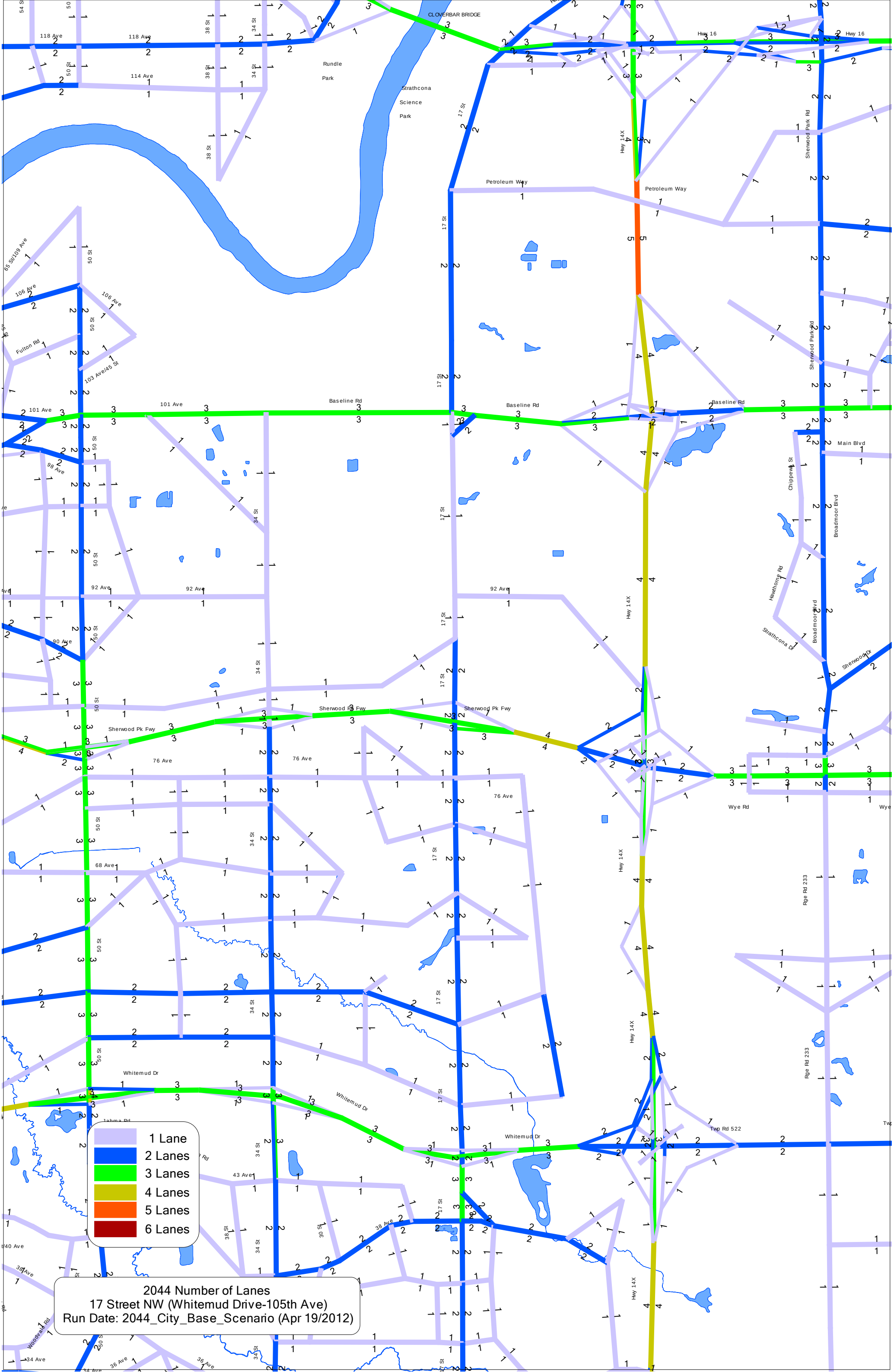
CAPITAL PLANNING AND CONSTRUCTION
2001 SHERWOOD DRIVE SHERWOOD PARK, ALBERTA, T8A 3W7

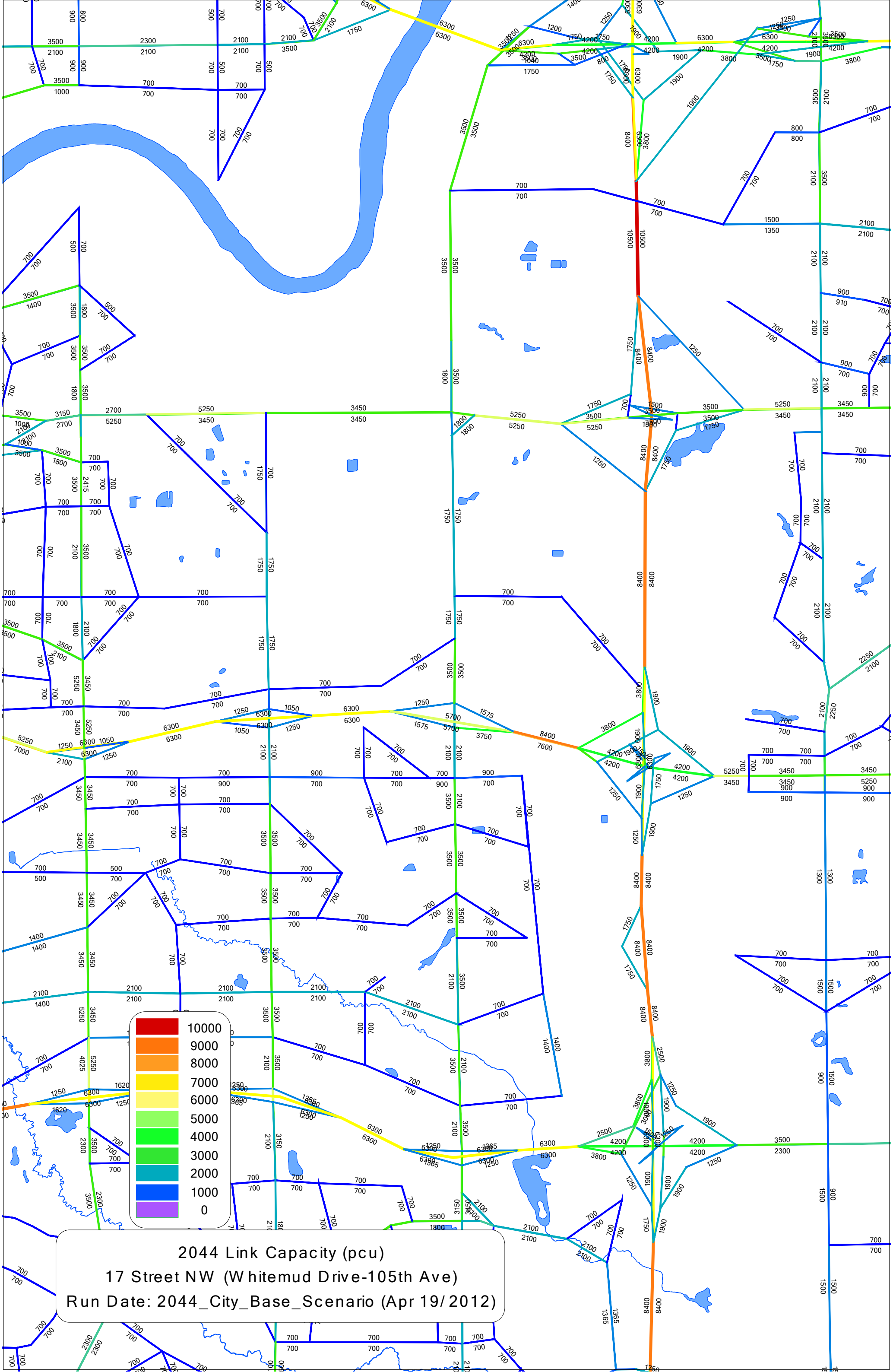
17th Street Utilities.dgn Sheet 11 12/20/2012 8:36:36 AM

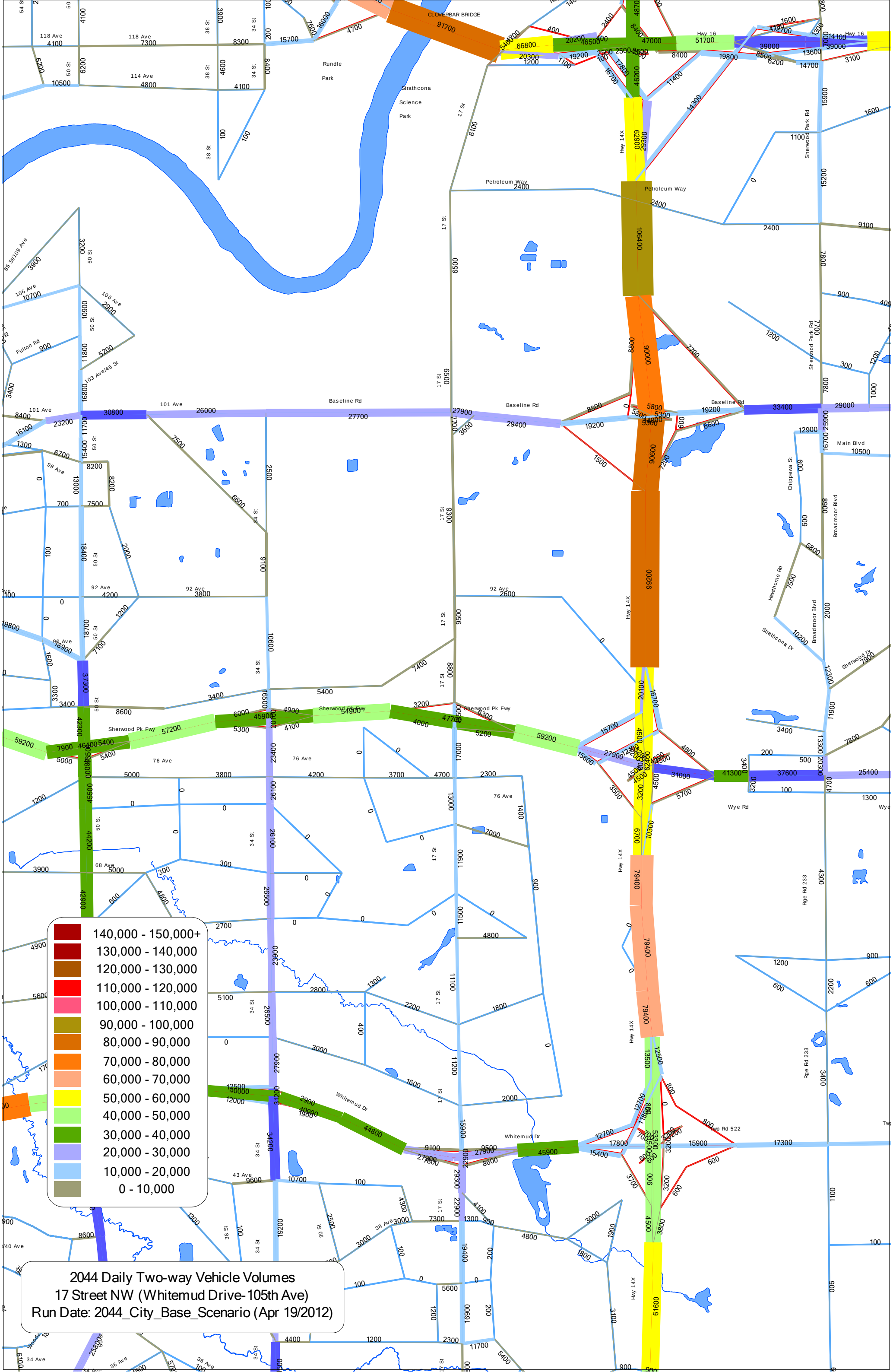


2044 PM Peak Hour Vehicle Volumes
17 Street NW (Whitemud Drive-105th Ave)
Run Date: 2044_City_Base_Scenario (Apr 19/2012)

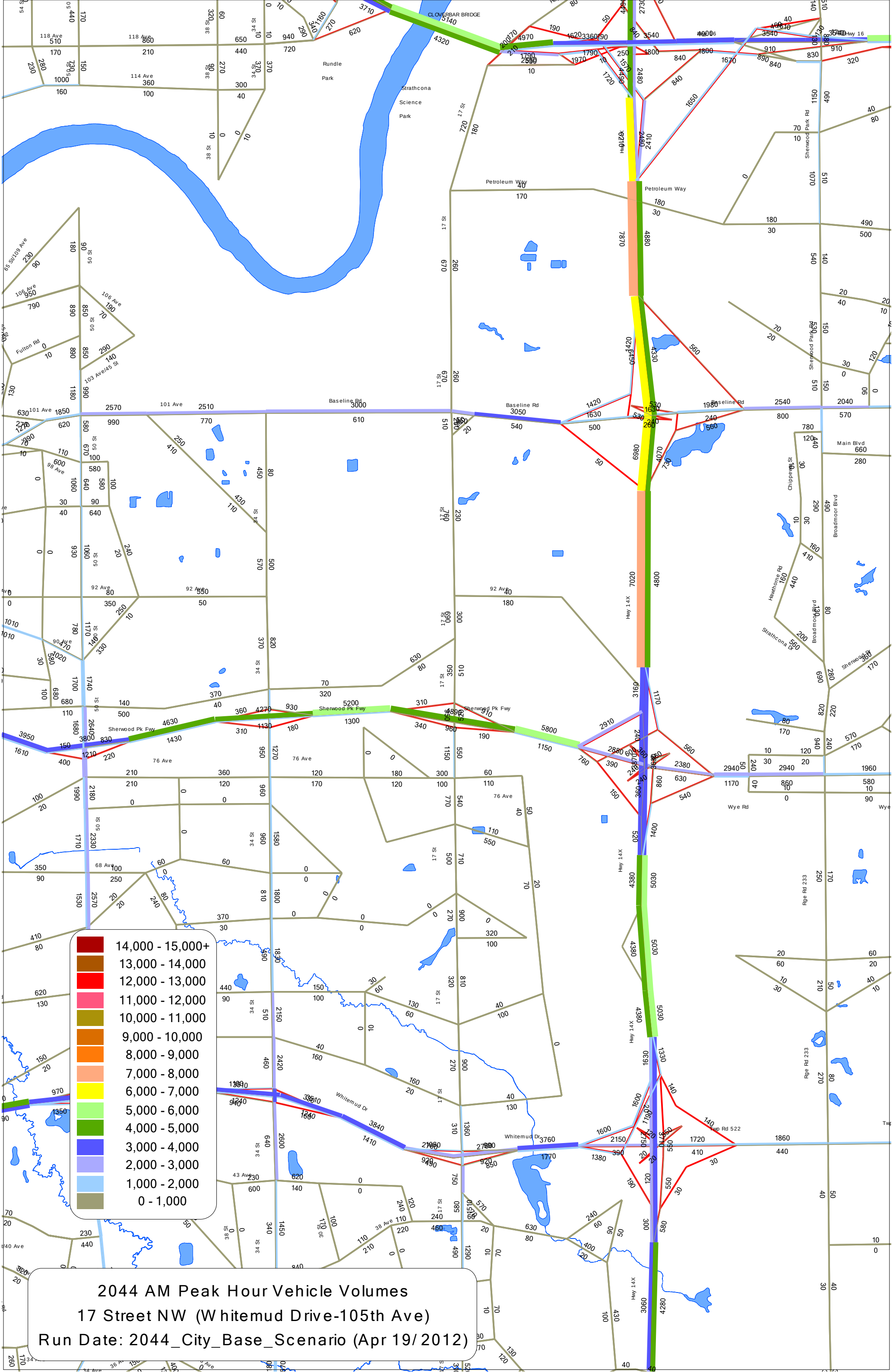

CLOVERBAR BRIDGE
Rundle Park
Strathcona Science Park
Petroleum Way
Baseline Rd
Sherwood Pk Fwy
76 Ave
Whitemud Dr
Hwy 14X
Hwy 16
Sherwood Park Rd
Main Blvd
Broadmoor Blvd
Wye Rd
Twp Rd 522
Rge Rd 233
Strathcona Dr
Hawthorne Rd
Fulton Rd
101 Ave
118 Ave
114 Ave
92 Ave
90 Ave
68 Ave
34 Ave
17 St
34 St
50 St
38 St
less than 0.75
0.75 to 0.90
0.90 to 1.00
1.00 to 1.10
greater than 1.10
2044 PM Peak Hour Link V/C
17 Street NW (Whitemud Drive-105th Ave)
Run Date: 2044_City_Base_Scenario (Apr 19/2012)


1 Lane
2 Lanes
3 Lanes
4 Lanes
5 Lanes
6 Lanes
2044 Number of Lanes
17 Street NW (Whitemud Drive-105th Ave)
Run Date: 2044_City_Base_Scenario (Apr 19/2012)
CLOVERBAR BRIDGE
Rundle Park
Strathcona Science Park
118 Ave
114 Ave
Hwy 16
Petroleum Way
Hwy 14X
Sherwood Park Rd
17 St
50 St
38 St
34 St
106 Ave
Fulton Rd
103 Ave/45 St
101 Ave
Baseline Rd
98 Ave
92 Ave
90 Ave
Main Blvd
Chippewa St
Broadmoor Blvd
Hawthorne Rd
Strathcona Dr
Sherwood Dr
Sherwood Pk Fwy
76 Ave
Wye Rd
68 Ave
Rge Rd 233
Whitemud Dr
Twp Rd 522
43 Ave
38 Ave
36 Ave
34 Ave

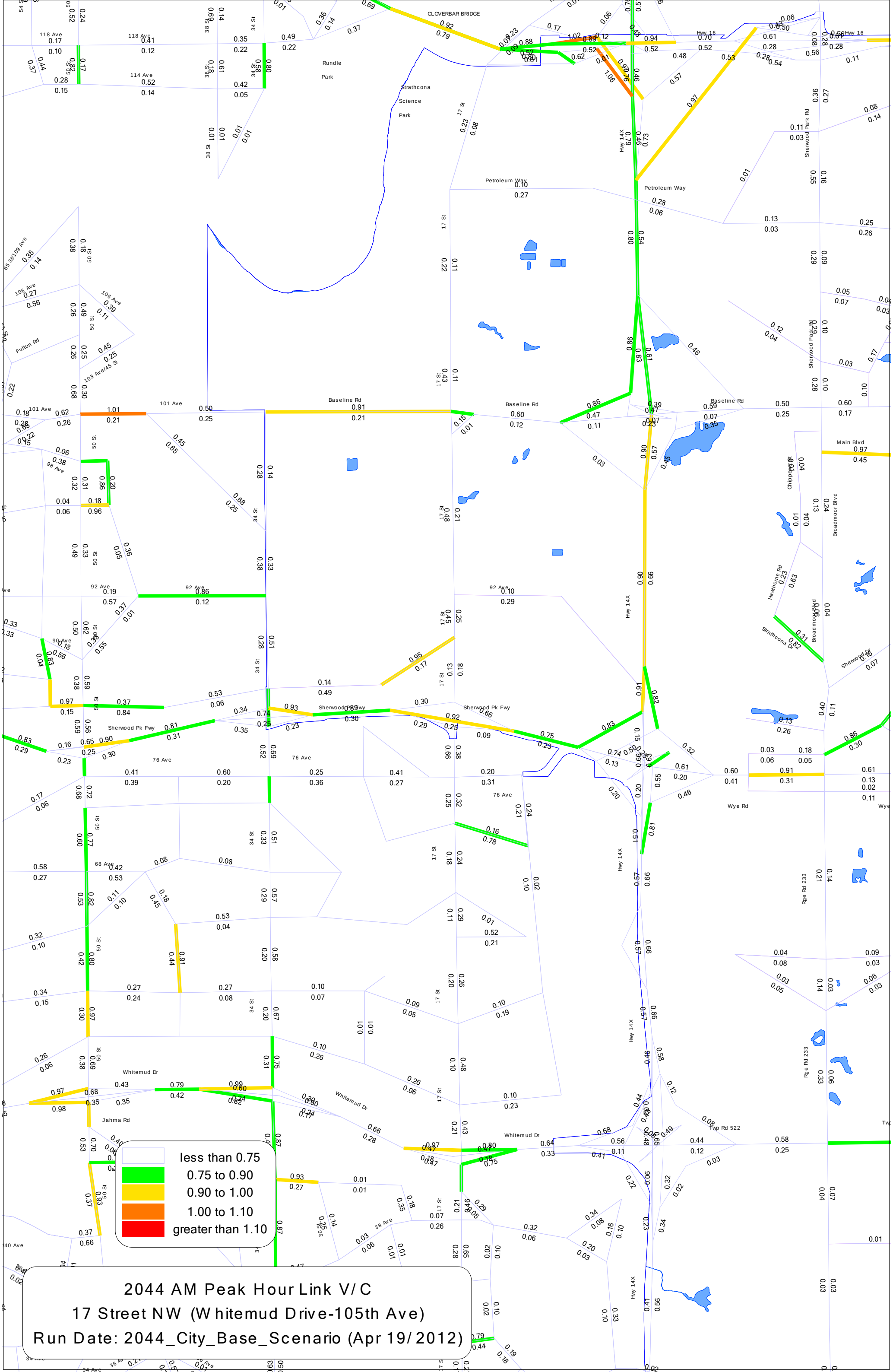

10000
9000
8000
7000
6000
5000
4000
3000
2000
1000
0
2044 Link Capacity (pcu)
17 Street NW (Whitemud Drive-105th Ave)
Run Date: 2044_City_Base_Scenario (Apr 19/2012)

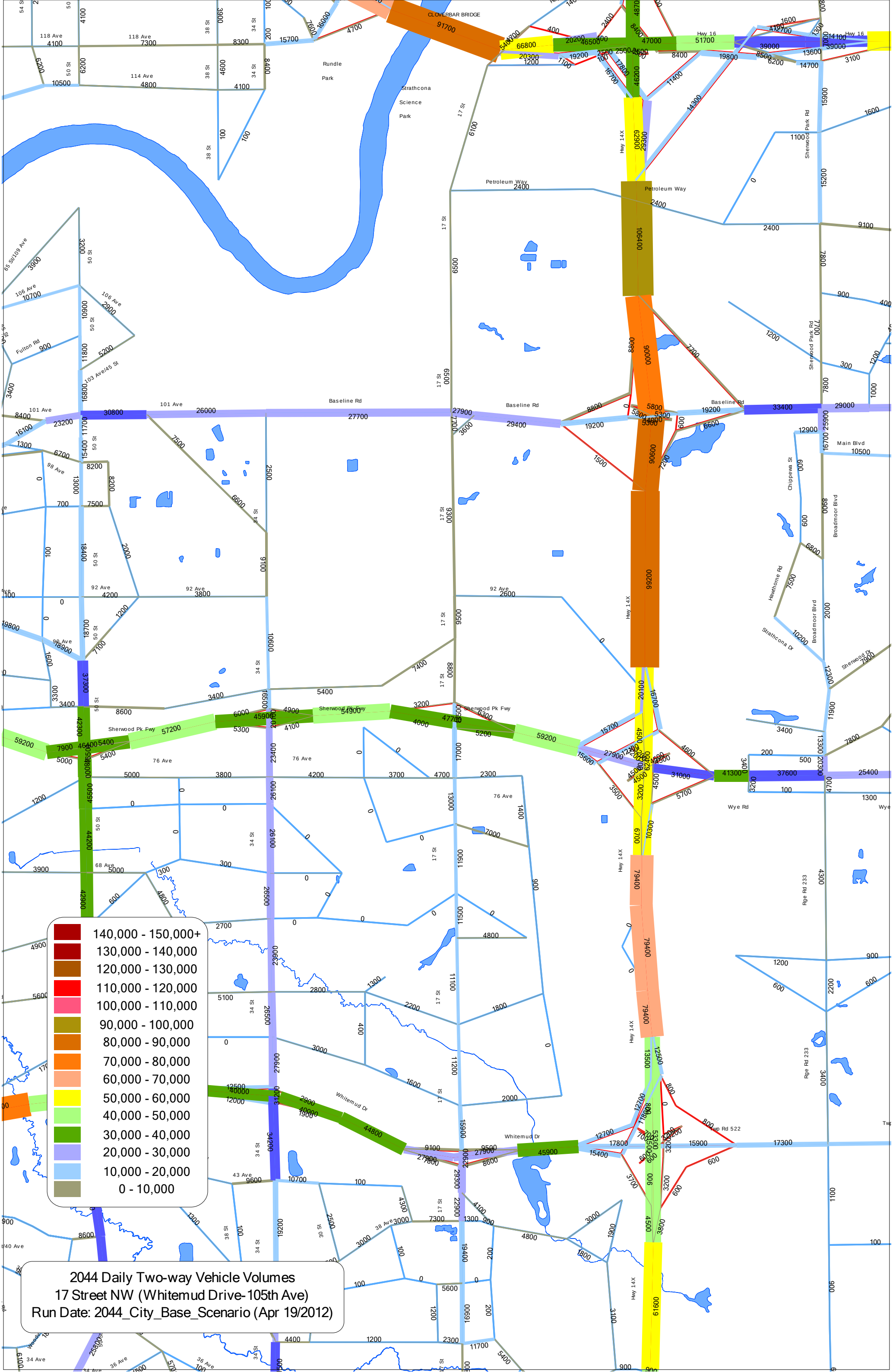

2044 Daily Two-way Vehicle Volumes
17 Street NW (Whitemud Drive-105th Ave)
Run Date: 2044_City_Base_Scenario (Apr 19/2012)
140,000 - 150,000+
130,000 - 140,000
120,000 - 130,000
110,000 - 120,000
100,000 - 110,000
90,000 - 100,000
80,000 - 90,000
70,000 - 80,000
60,000 - 70,000
50,000 - 60,000
40,000 - 50,000
30,000 - 40,000
20,000 - 30,000
10,000 - 20,000
0 - 10,000
CLOVERBAR BRIDGE
Rundle Park
Strathcona Science Park
Petroleum Way
Baseline Rd
Sherwood Park Fwy
Whitemud Dr
Hwy 14X
Hwy 16
17 St
50 St
34 St
38 St
Sherwood Park Rd
Broadmoor Blvd
Main Blvd
Wye Rd
Rge Rd 233
Twp Rd 522
118 Ave
114 Ave
101 Ave
98 Ave
92 Ave
76 Ave
68 Ave
43 Ave
38 Ave
36 Ave
34 Ave
106 Ave
103 Ave/45 St
Fulton Rd
Chippewa St
Hawthorne Rd
Strathcona Dr
Sherwood Dr

2044 Daily Two-way Trucks Volumes
17 Street NW (Whitemud Drive-105th Ave)
Run Date: 2044_City_Base_Scenario (Apr 19/2012)
18,000 - 20,000
16,000 - 18,000
14,000 - 16,000
12,000 - 14,000
10,000 - 12,000
8,000 - 10,000
6,000 - 8,000
4,000 - 6,000
2,000 - 4,000
0 - 2,000
CLOVERBAR BRIDGE
Hwy 16
Hwy 14X
Rundle Park
Strathcona Science Park
118 Ave
114 Ave
Petroleum Way
Baseline Rd
101 Ave
98 Ave
92 Ave
90 Ave
Sherwood Pk Fwy
76 Ave
68 Ave
Whitemud Dr
Jahma Rd
Fulton Rd
106 Ave
103 Ave/45 St
65 St/109 Ave
17 St
50 St
38 St
34 St

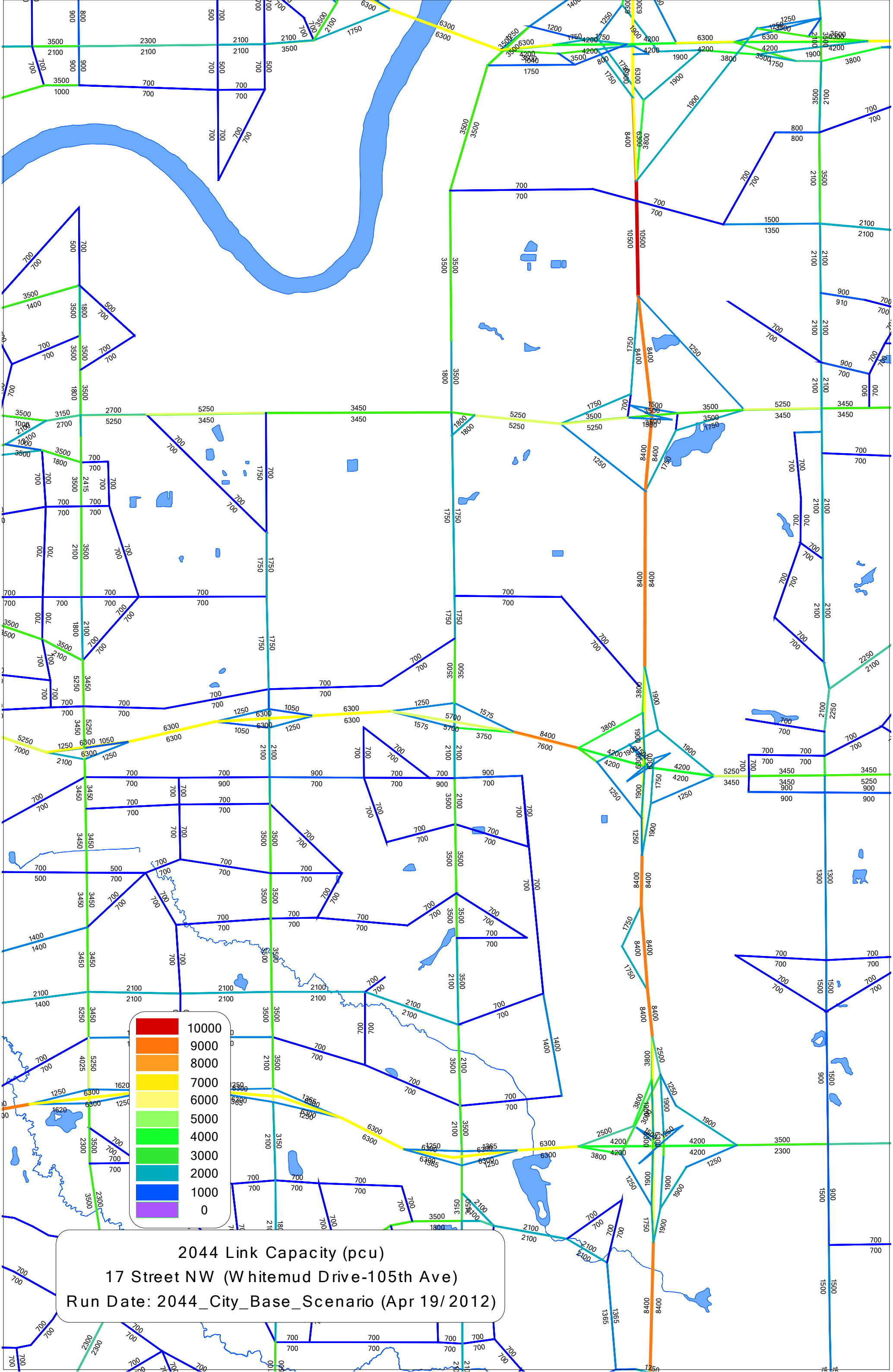


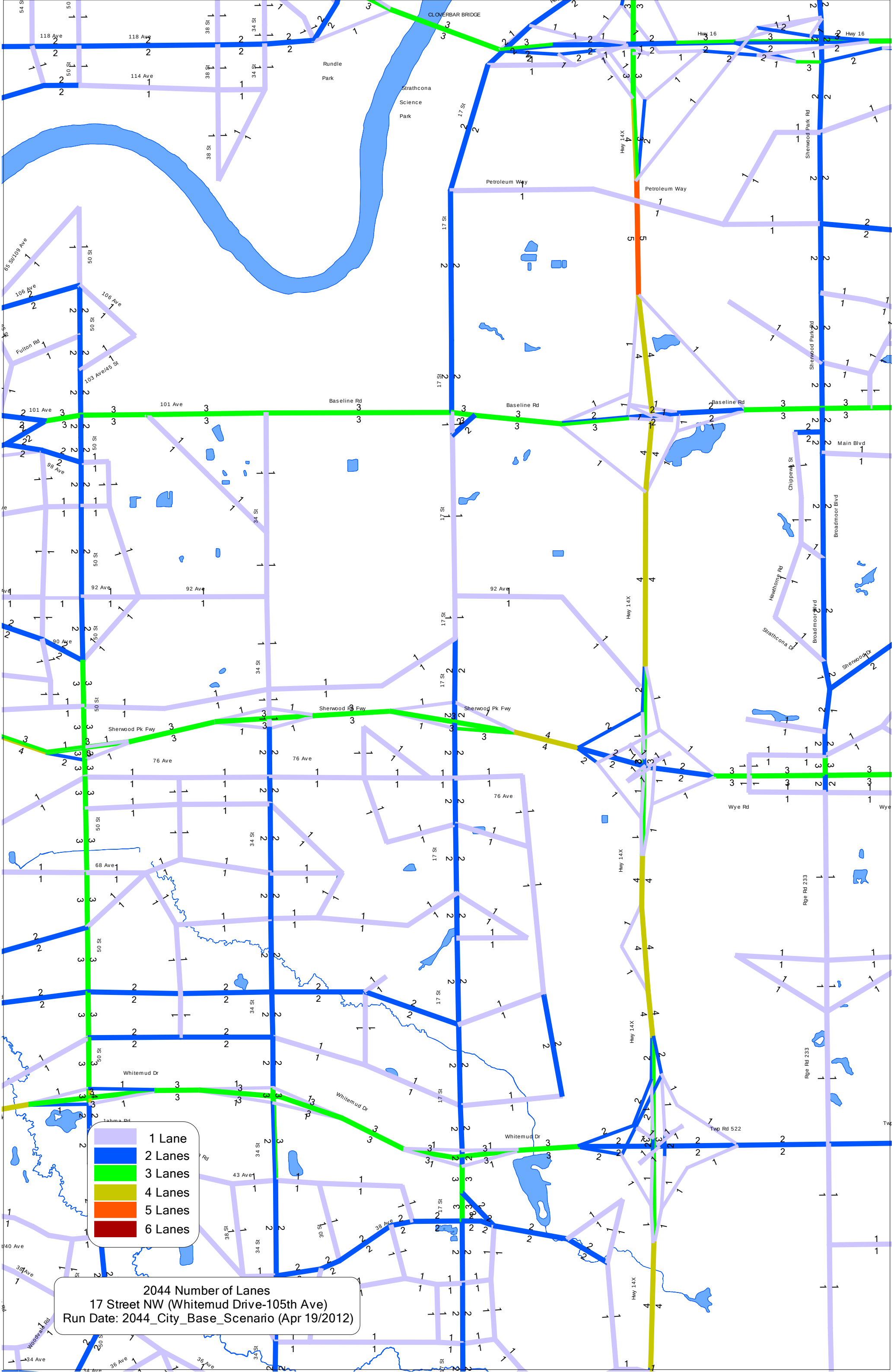
2044 AM Peak Hour Vehicle Volumes
17 Street NW (Whitemud Drive-105th Ave)
Run Date: 2044_City_Base_Scenario (Apr 19/2012)

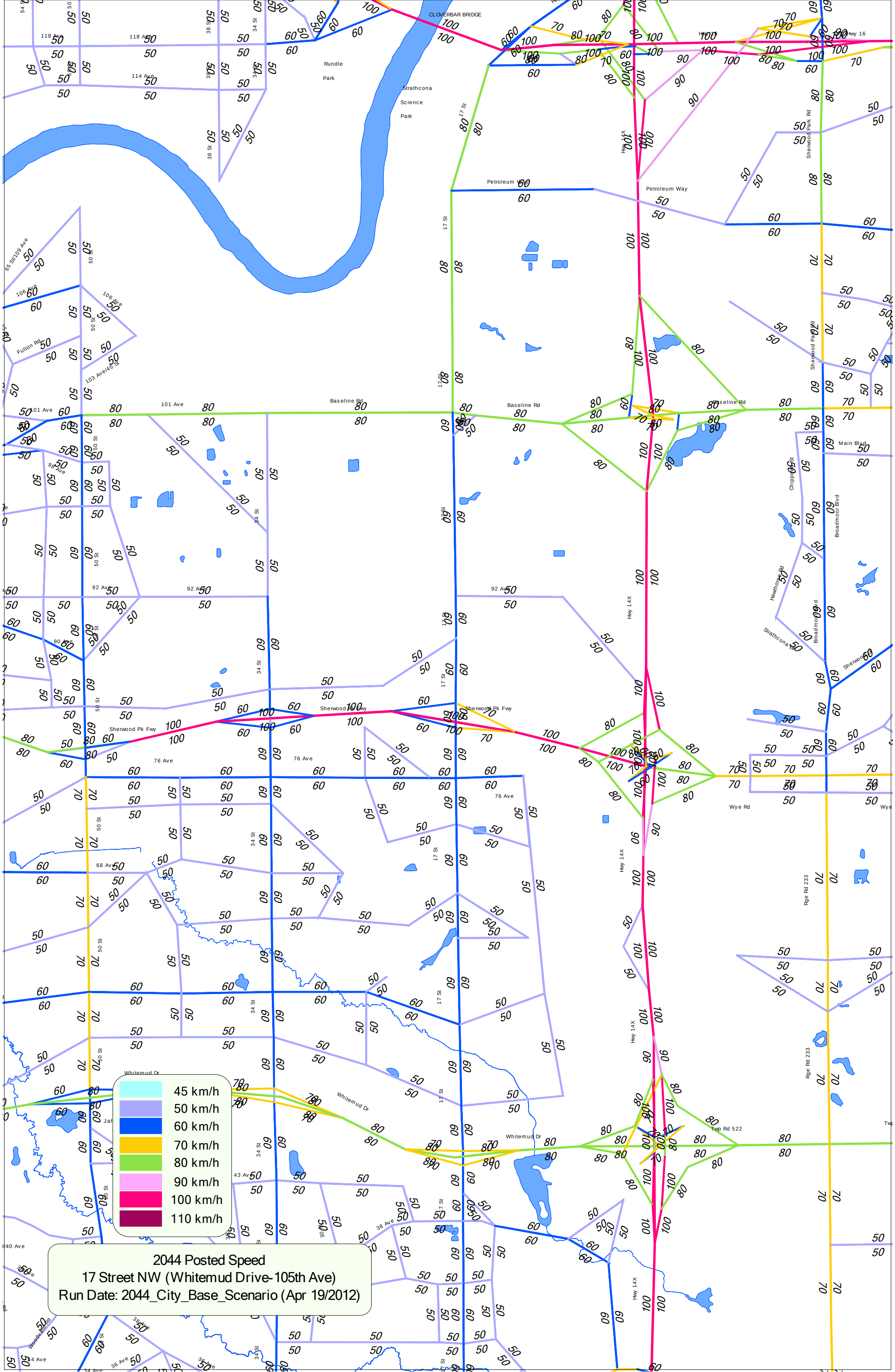

2044 AM Peak Hour Link V/C
17 Street NW (Whitemud Drive-105th Ave)
Run Date: 2044_City_Base_Scenario (Apr 19/2012)
less than 0.75
0.75 to 0.90
0.90 to 1.00
1.00 to 1.10
greater than 1.10
CLOVERBAR BRIDGE
Rundle Park
Strathcona Science Park
Petroleum Way
Baseline Rd
Sherwood Pk Fwy
Whitemud Dr
Jahma Rd
Wye Rd
Main Blvd
Broadmoor Blvd
Sherwood Park Rd
Hwy 14X
Hwy 16
118 Ave
114 Ave
101 Ave
98 Ave
92 Ave
90 Ave
76 Ave
68 Ave
106 Ave
Fulton Rd
103 Ave/45 St
65 St/109 Ave
Hawthorne Rd
Strathcona Dr
Rge Rd 233
Twp Rd 522
17 St
34 St
38 St
50 St
38 Ave

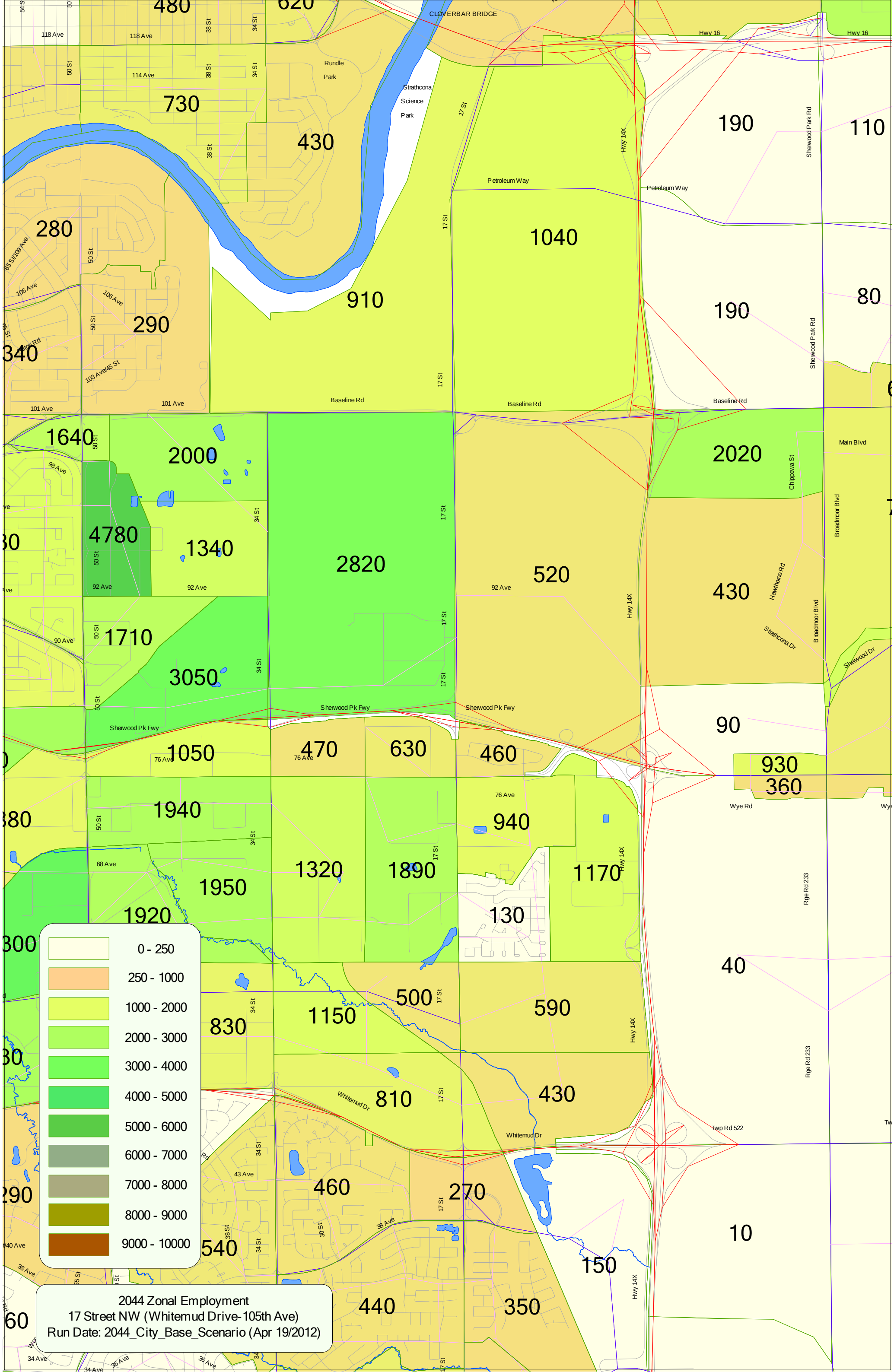

2044 Daily Two-way Vehicle Volumes
17 Street NW (Whitemud Drive-105th Ave)
Run Date: 2044_City_Base_Scenario (Apr 19/2012)
140,000 - 150,000+
130,000 - 140,000
120,000 - 130,000
110,000 - 120,000
100,000 - 110,000
90,000 - 100,000
80,000 - 90,000
70,000 - 80,000
60,000 - 70,000
50,000 - 60,000
40,000 - 50,000
30,000 - 40,000
20,000 - 30,000
10,000 - 20,000
0 - 10,000
CLOVERBAR BRIDGE
Rundle Park
Strathcona Science Park
Petroleum Way
Baseline Rd
Sherwood Park Fwy
Whitemud Dr
Hwy 14X
Hwy 16
17 St
50 St
34 St
38 St
Sherwood Park Rd
Broadmoor Blvd
Main Blvd
Wye Rd
Rge Rd 233
Twp Rd 522
118 Ave
114 Ave
101 Ave
98 Ave
92 Ave
76 Ave
68 Ave
43 Ave
38 Ave
36 Ave
34 Ave
106 Ave
103 Ave/45 St
Fulton Rd
Chippewa St
Hawthorne Rd
Strathcona Dr
Sherwood Dr

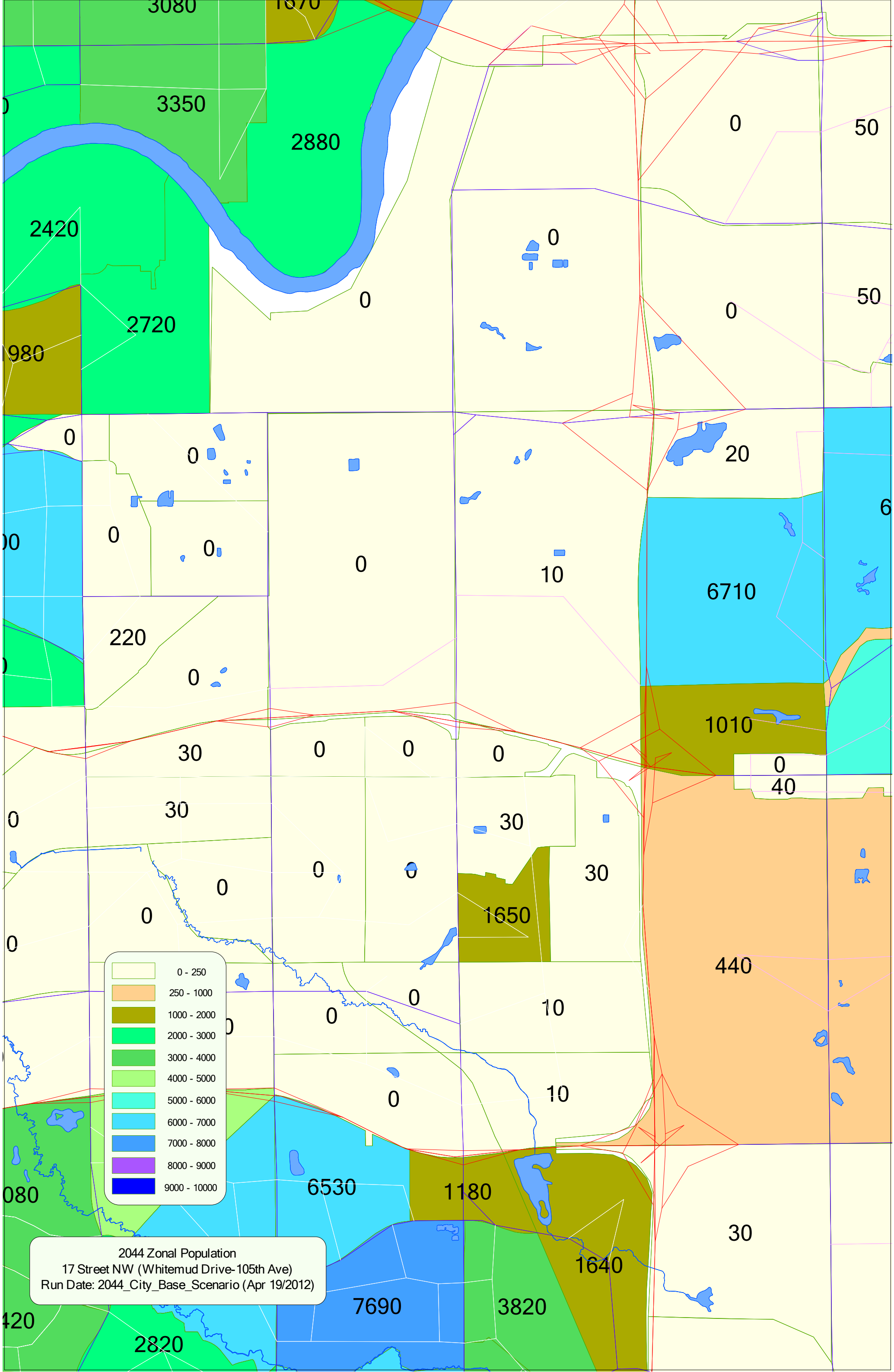
2044 Daily Two-way Trucks Volumes
17 Street NW (Whitemud Drive-105th Ave)
Run Date: 2044_City_Base_Scenario (Apr 19/2012)
18,000 - 20,000
16,000 - 18,000
14,000 - 16,000
12,000 - 14,000
10,000 - 12,000
8,000 - 10,000
6,000 - 8,000
4,000 - 6,000
2,000 - 4,000
0 - 2,000
CLOVERBAR BRIDGE
Hwy 16
Hwy 14X
Rundle Park
Strathcona Science Park
118 Ave
114 Ave
Petroleum Way
Baseline Rd
101 Ave
98 Ave
92 Ave
90 Ave
Sherwood Pk Fwy
76 Ave
68 Ave
Whitemud Dr
Jahma Rd
Fulton Rd
106 Ave
103 Ave/45 St
65 St/109 Ave
17 St
50 St
38 St
34 St

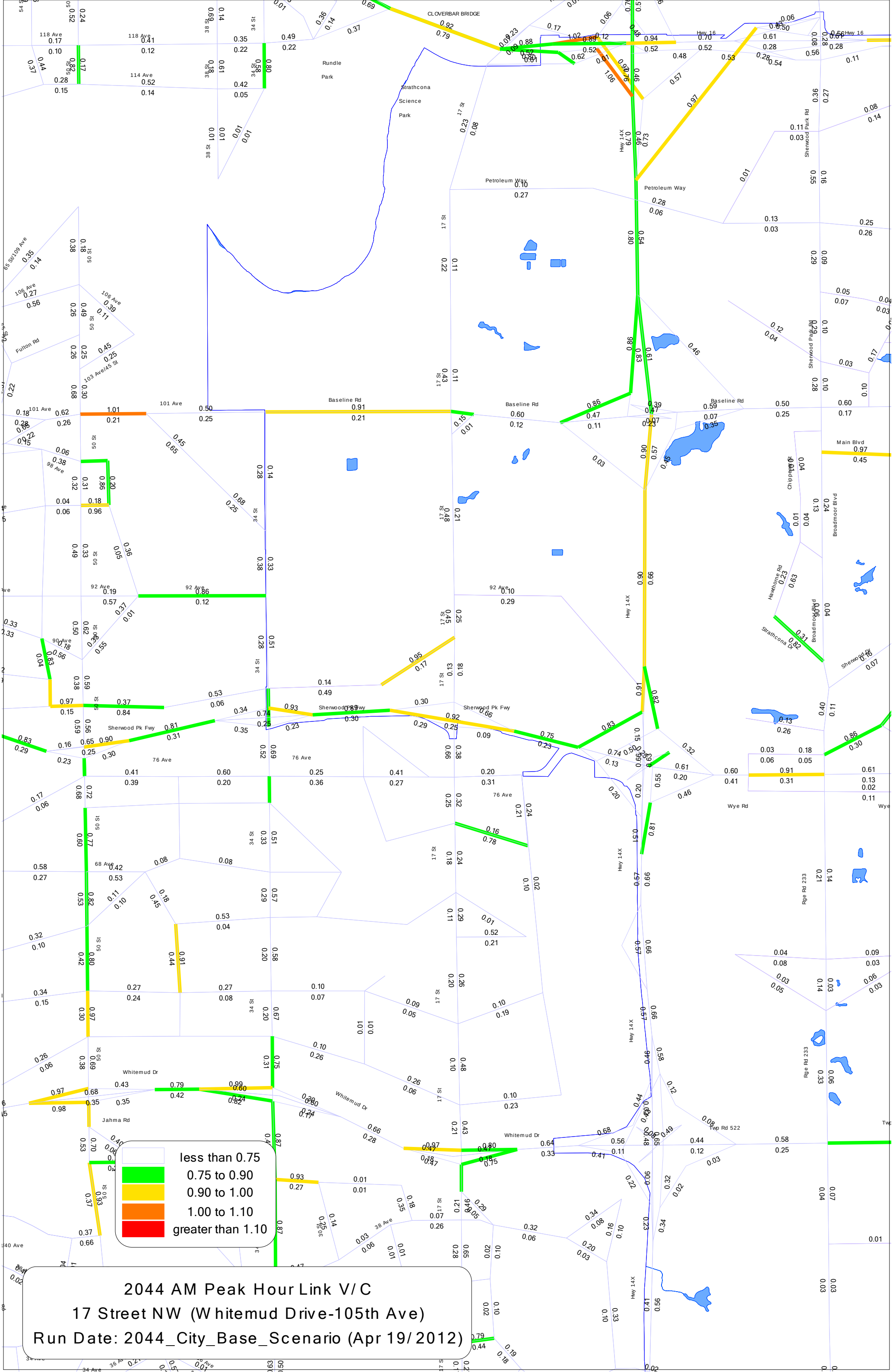

10000
9000
8000
7000
6000
5000
4000
3000
2000
1000
0
2044 Link Capacity (pcu)
17 Street NW (Whitemud Drive-105th Ave)
Run Date: 2044_City_Base_Scenario (Apr 19/2012)

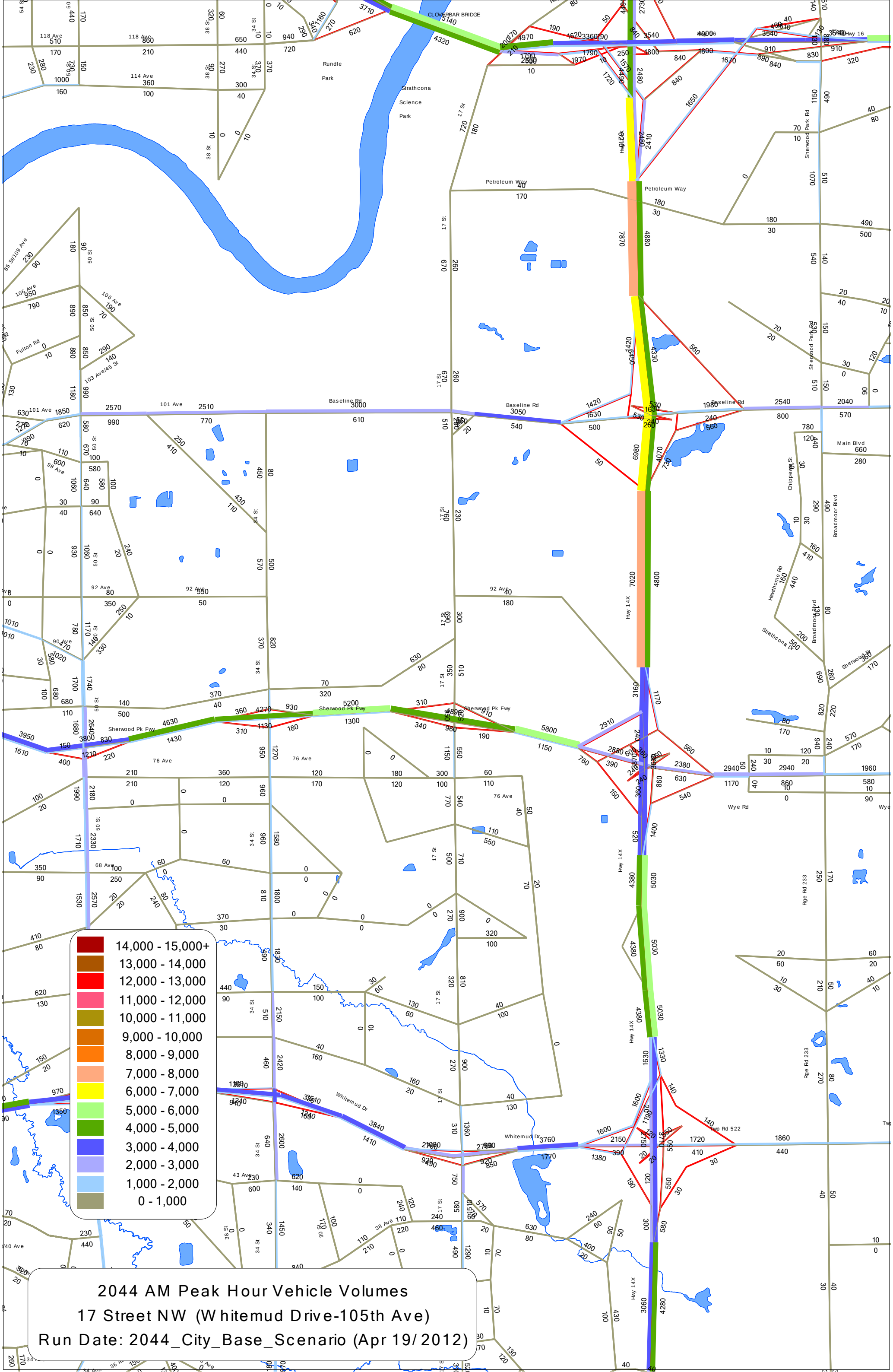

1 Lane
2 Lanes
3 Lanes
4 Lanes
5 Lanes
6 Lanes
2044 Number of Lanes
17 Street NW (Whitemud Drive-105th Ave)
Run Date: 2044_City_Base_Scenario (Apr 19/2012)
CLOVERBAR BRIDGE
Rundle Park
Strathcona Science Park
118 Ave
114 Ave
Hwy 16
Petroleum Way
Hwy 14X
Sherwood Park Rd
17 St
50 St
38 St
34 St
106 Ave
Fulton Rd
103 Ave/45 St
101 Ave
Baseline Rd
98 Ave
92 Ave
90 Ave
Main Blvd
Chippewa St
Broadmoor Blvd
Hawthorne Rd
Strathcona Dr
Sherwood Dr
Sherwood Pk Fwy
76 Ave
Wye Rd
68 Ave
Rge Rd 233
Whitemud Dr
Twp Rd 522
43 Ave
38 Ave
36 Ave
34 Ave


45 km/h
50 km/h
60 km/h
70 km/h
80 km/h
90 km/h
100 km/h
110 km/h
2044 Posted Speed
17 Street NW (Whitemud Drive-105th Ave)
Run Date: 2044_City_Base_Scenario (Apr 19/2012)
CLOVERBAR BRIDGE
Rundle Park
Strathcona Science Park
Petroleum Way
Baseline Rd
Sherwood Pk Fwy
Whitemud Dr
Hwy 14X
Hwy 16
Wye Rd
Main Blvd
Broadmoor Blvd
Sherwood Park Rd
Fulton Rd
118 Ave
114 Ave
106 Ave
101 Ave
98 Ave
92 Ave
90 Ave
76 Ave
68 Ave
43 Ave
38 Ave
36 Ave
34 Ave
50 St
38 St
34 St
17 St
Rge Rd 233
Twp Rd 522

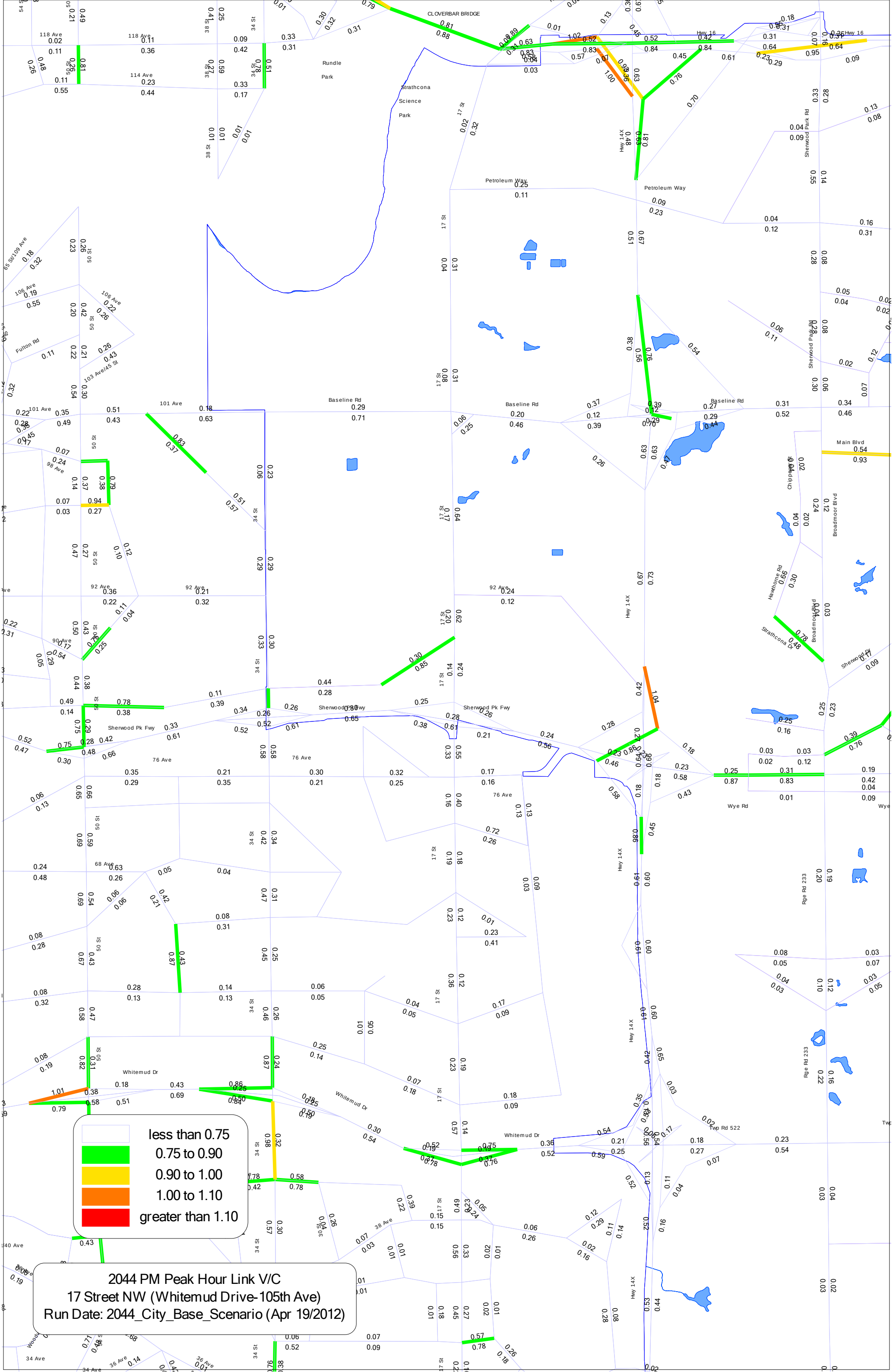

0 - 250
250 - 1000
1000 - 2000
2000 - 3000
3000 - 4000
4000 - 5000
5000 - 6000
6000 - 7000
7000 - 8000
8000 - 9000
9000 - 10000
2044 Zonal Employment
17 Street NW (Whitemud Drive-105th Ave)
Run Date: 2044_City_Base_Scenario (Apr 19/2012)
CLOVERBAR BRIDGE
Rundle Park
Strathcona Science Park
Petroleum Way
Baseline Rd
Sherwood Pk Fwy
Whitemud Dr
Wye Rd
Twp Rd 522
Hwy 16
Hwy 14X
17 St
Sherwood Park Rd
Chippewa St
Broadmoor Blvd
Hawthorne Rd
Strathcona Dr
Sherwood Dr
Main Blvd
Rge Rd 233
118 Ave
114 Ave
101 Ave
98 Ave
92 Ave
90 Ave
76 Ave
68 Ave
43 Ave
38 Ave
34 Ave
106 Ave
103 Ave/45 St
65 St/109 Ave
50 St
38 St
34 St
36 St
480
620
730
430
190
110
280
1040
910
290
190
80
340
1640
2000
2020
4780
1340
2820
520
430
1710
3050
90
1050
470
630
460
930
360
1940
940
1320
1890
1170
1950
1920
130
40
830
1150
500
590
810
430
460
270
10
540
150
440
350

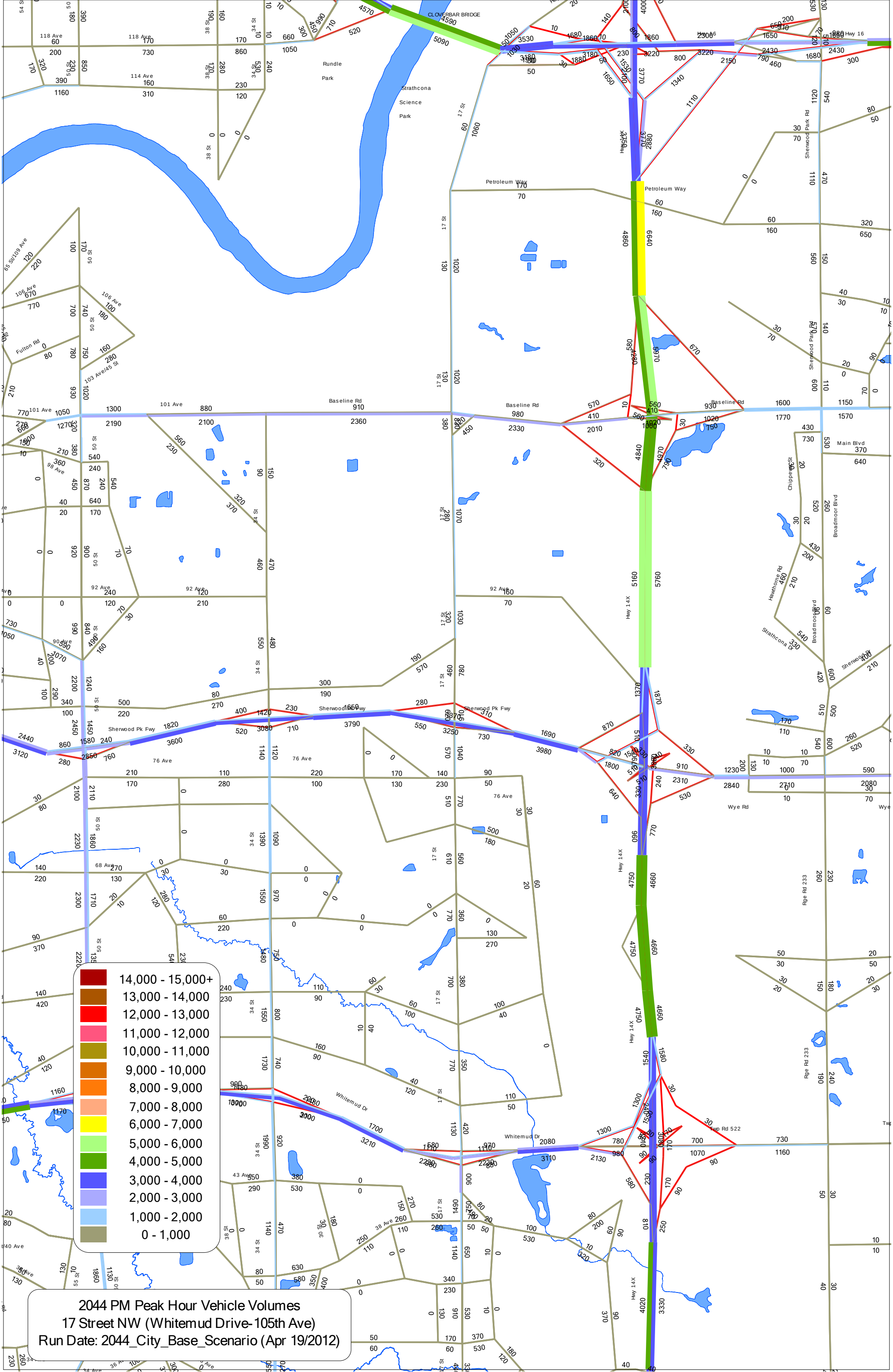

0 - 250
250 - 1000
1000 - 2000
2000 - 3000
3000 - 4000
4000 - 5000
5000 - 6000
6000 - 7000
7000 - 8000
8000 - 9000
9000 - 10000
2044 Zonal Population
17 Street NW (Whitemud Drive-105th Ave)
Run Date: 2044_City_Base_Scenario (Apr 19/2012)


2044 AM Peak Hour Link V/C
17 Street NW (Whitemud Drive-105th Ave)
Run Date: 2044_City_Base_Scenario (Apr 19/2012)
less than 0.75
0.75 to 0.90
0.90 to 1.00
1.00 to 1.10
greater than 1.10
CLOVERBAR BRIDGE
Rundle Park
Strathcona Science Park
Petroleum Way
Baseline Rd
Sherwood Pk Fwy
Whitemud Dr
Jahma Rd
Wye Rd
Main Blvd
Broadmoor Blvd
Sherwood Park Rd
Hwy 14X
Hwy 16
118 Ave
114 Ave
101 Ave
98 Ave
92 Ave
90 Ave
76 Ave
68 Ave
106 Ave
Fulton Rd
103 Ave/45 St
65 St/109 Ave
Hawthorne Rd
Strathcona Dr
Rge Rd 233
Twp Rd 522
17 St
34 St
38 St
50 St
38 Ave

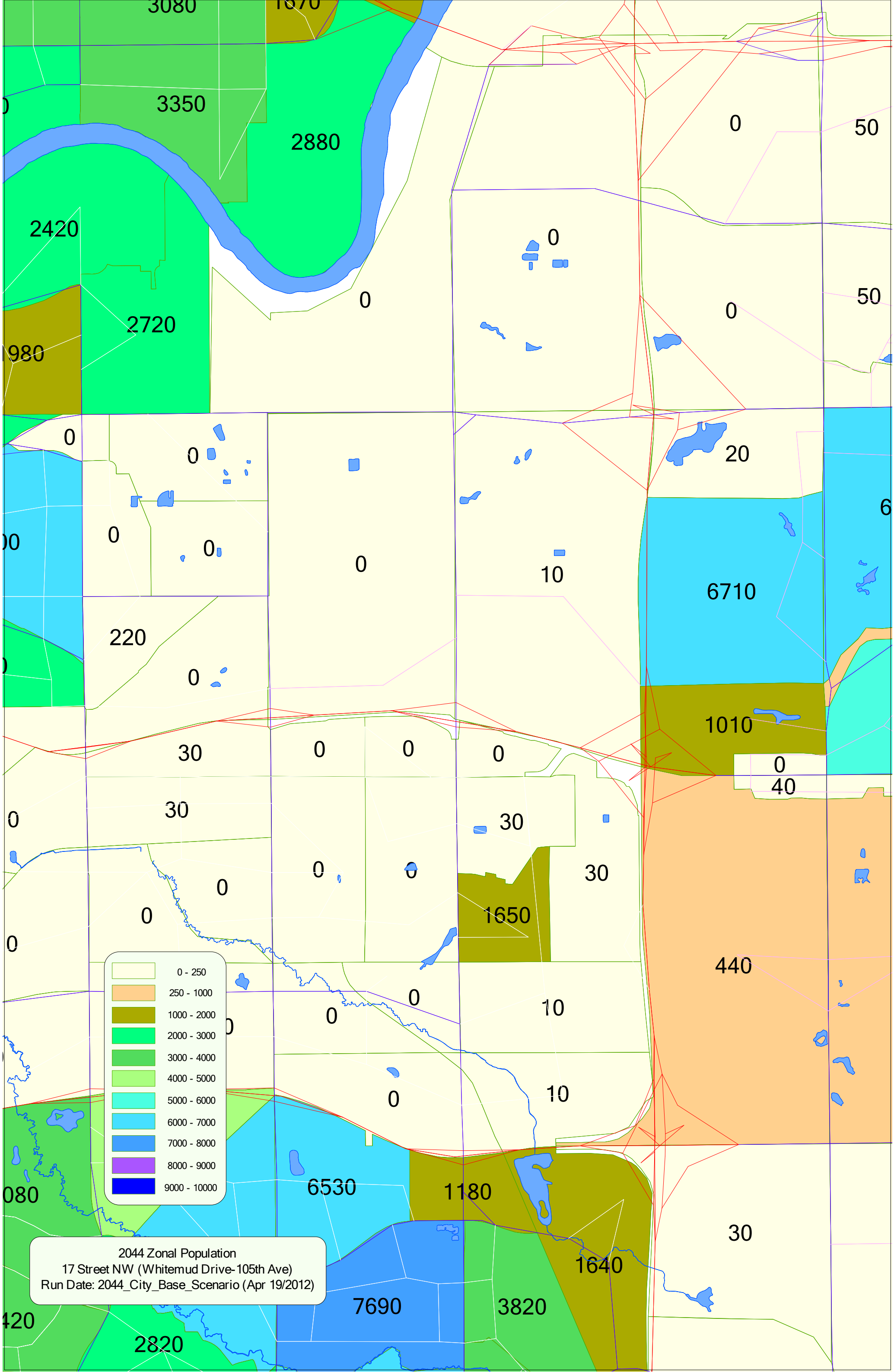


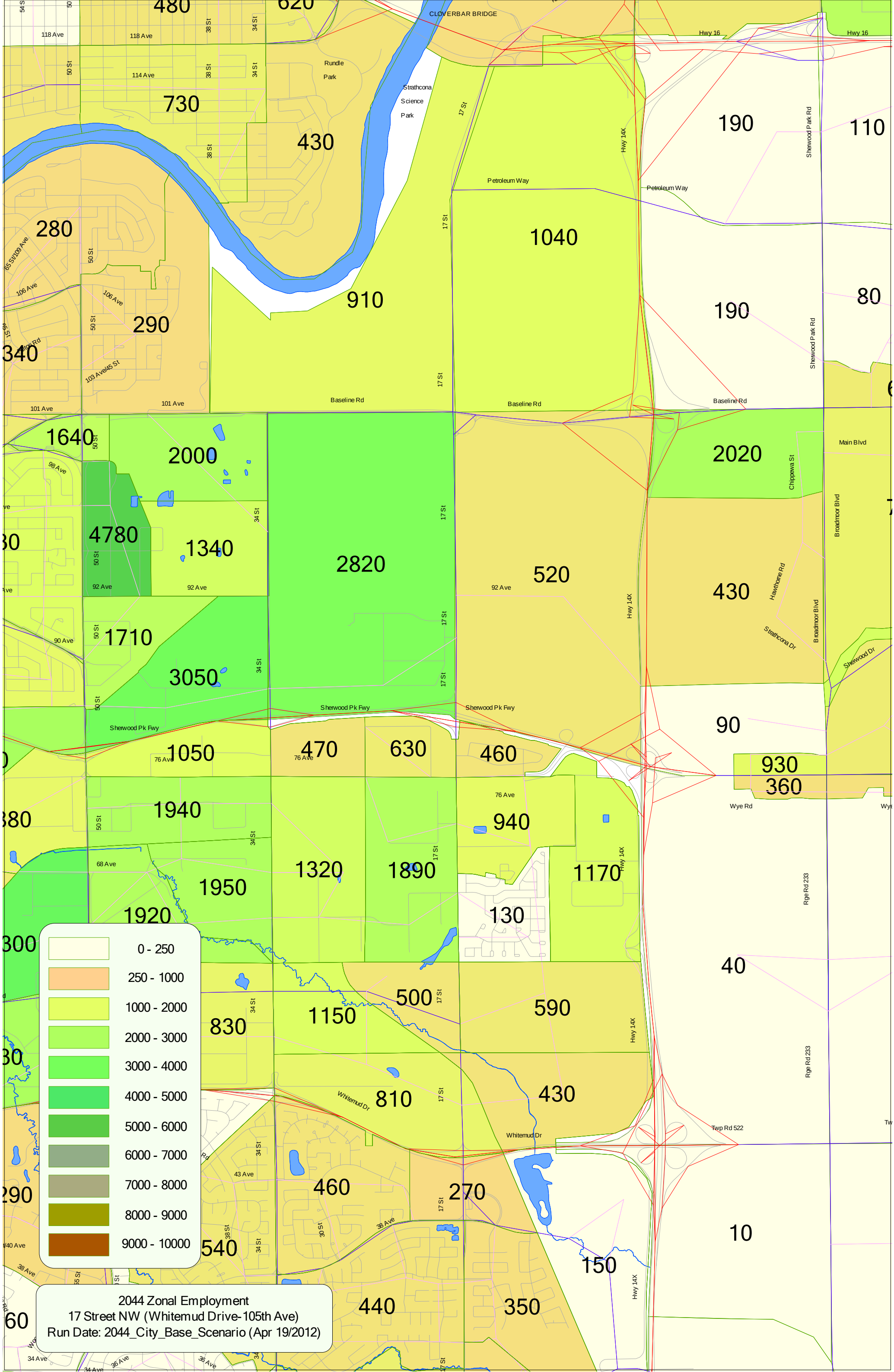
2044 AM Peak Hour Vehicle Volumes
17 Street NW (Whitemud Drive-105th Ave)
Run Date: 2044_City_Base_Scenario (Apr 19/2012)

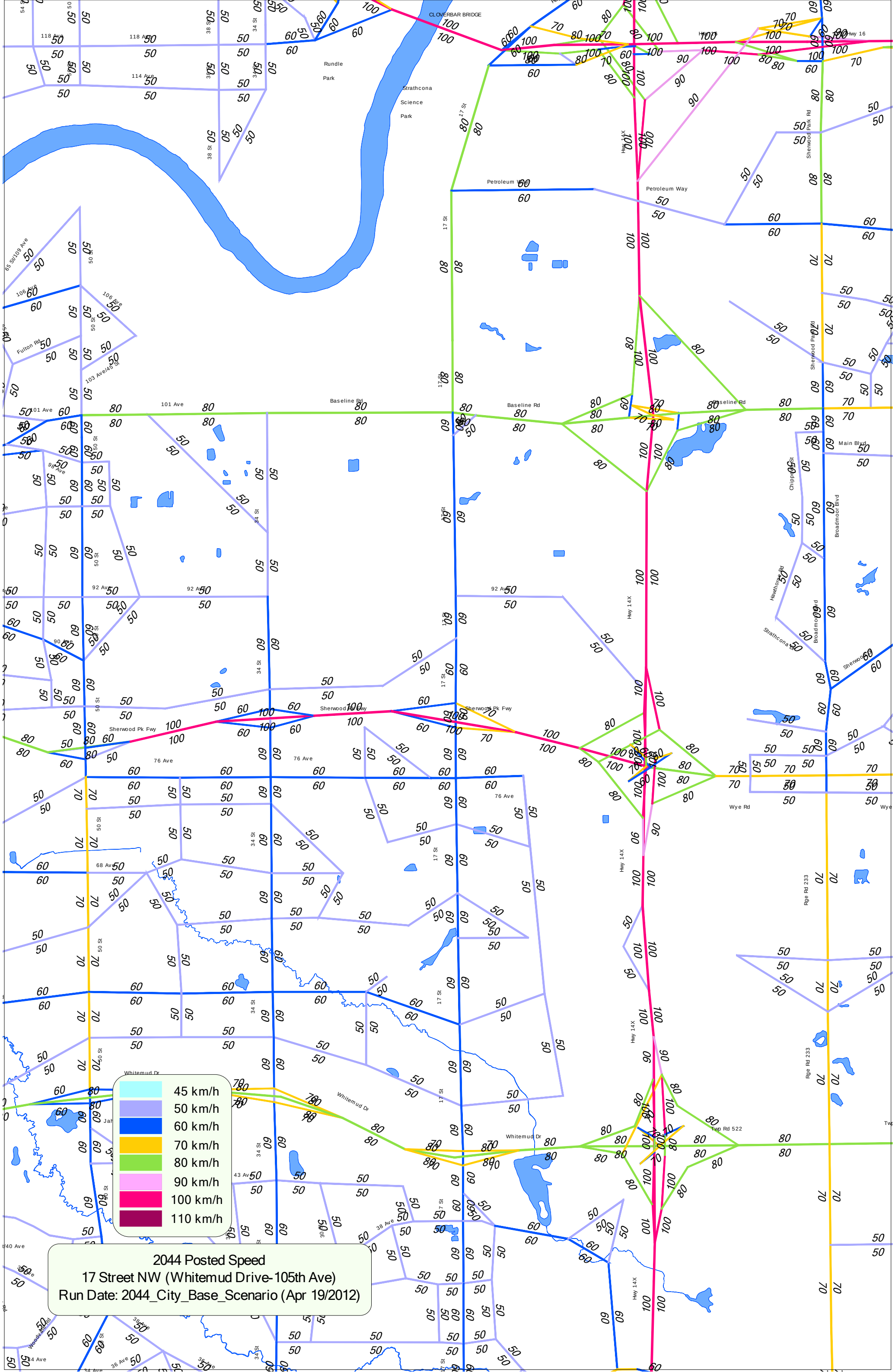

CLOVERBAR BRIDGE
Rundle Park
Strathcona Science Park
Petroleum Way
Baseline Rd
Sherwood Pk Fwy
76 Ave
Whitemud Dr
Hwy 14X
Hwy 16
Sherwood Park Rd
Main Blvd
Broadmoor Blvd
Wye Rd
Twp Rd 522
Rge Rd 233
Strathcona Dr
Hawthorne Rd
Fulton Rd
101 Ave
118 Ave
114 Ave
92 Ave
90 Ave
68 Ave
34 Ave
17 St
34 St
50 St
38 St
less than 0.75
0.75 to 0.90
0.90 to 1.00
1.00 to 1.10
greater than 1.10
2044 PM Peak Hour Link V/C
17 Street NW (Whitemud Drive-105th Ave)
Run Date: 2044_City_Base_Scenario (Apr 19/2012)

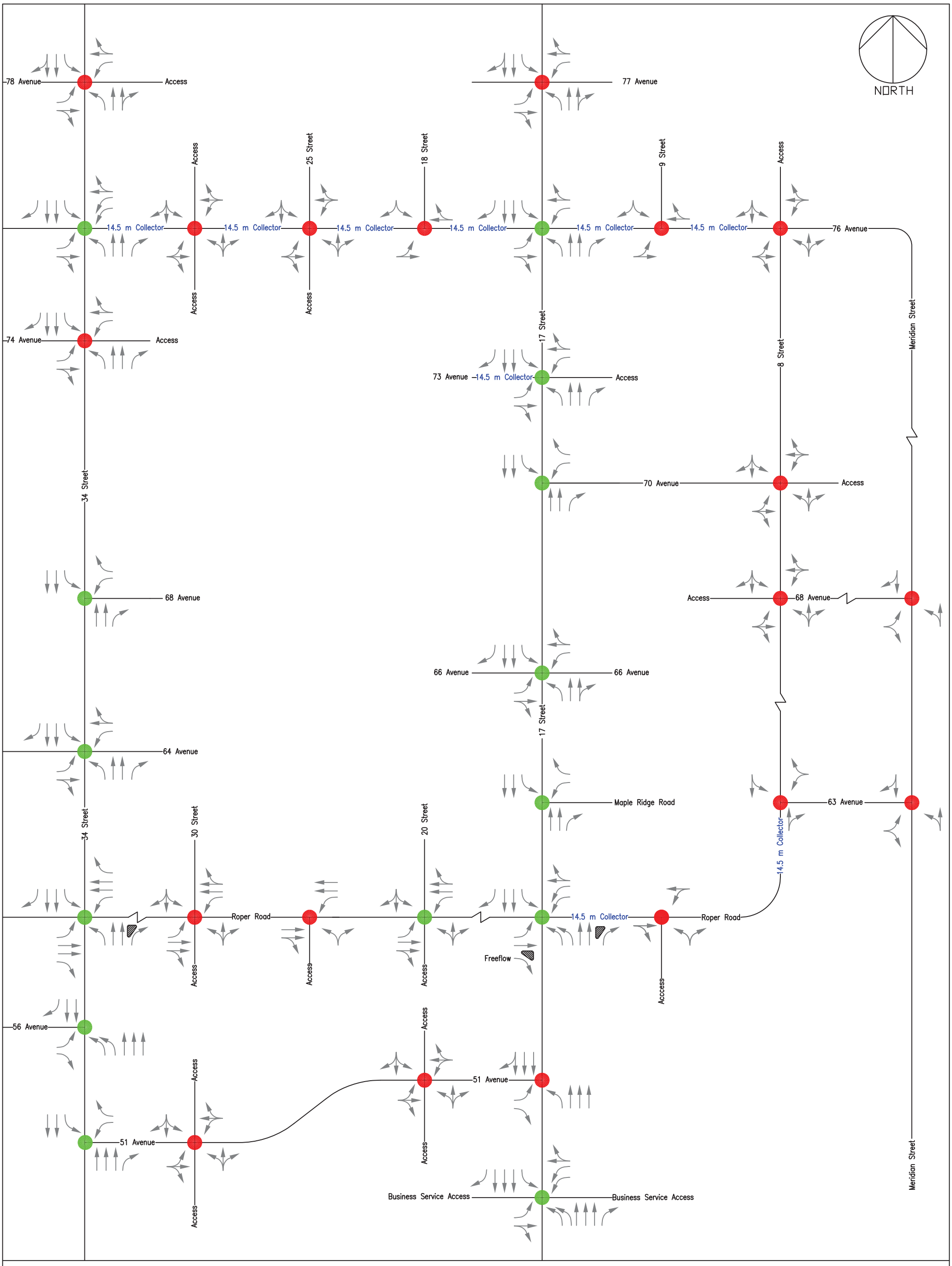


2044 PM Peak Hour Vehicle Volumes
17 Street NW (Whitemud Drive-105th Ave)
Run Date: 2044_City_Base_Scenario (Apr 19/2012)


0 - 250
250 - 1000
1000 - 2000
2000 - 3000
3000 - 4000
4000 - 5000
5000 - 6000
6000 - 7000
7000 - 8000
8000 - 9000
9000 - 10000
2044 Zonal Population
17 Street NW (Whitemud Drive-105th Ave)
Run Date: 2044_City_Base_Scenario (Apr 19/2012)


0 - 250
250 - 1000
1000 - 2000
2000 - 3000
3000 - 4000
4000 - 5000
5000 - 6000
6000 - 7000
7000 - 8000
8000 - 9000
9000 - 10000
2044 Zonal Employment
17 Street NW (Whitemud Drive-105th Ave)
Run Date: 2044_City_Base_Scenario (Apr 19/2012)
CLOVERBAR BRIDGE
Rundle Park
Strathcona Science Park
Petroleum Way
Baseline Rd
Sherwood Pk Fwy
Whitemud Dr
Wye Rd
Twp Rd 522
Hwy 16
Hwy 14X
17 St
Sherwood Park Rd
Chippewa St
Broadmoor Blvd
Hawthorne Rd
Strathcona Dr
Sherwood Dr
Main Blvd
Rge Rd 233
118 Ave
114 Ave
101 Ave
98 Ave
92 Ave
90 Ave
76 Ave
68 Ave
43 Ave
38 Ave
34 Ave
106 Ave
103 Ave/45 St
65 St/109 Ave
50 St
38 St
34 St
36 St
480
620
730
430
190
110
280
1040
910
290
190
80
340
1640
2000
2020
4780
1340
2820
520
430
1710
3050
90
1050
470
630
460
930
360
1940
940
1320
1890
1170
1950
1920
130
40
830
1150
500
590
810
430
460
270
10
540
150
440
350


45 km/h
50 km/h
60 km/h
70 km/h
80 km/h
90 km/h
100 km/h
110 km/h
2044 Posted Speed
17 Street NW (Whitemud Drive-105th Ave)
Run Date: 2044_City_Base_Scenario (Apr 19/2012)
CLOVERBAR BRIDGE
Rundle Park
Strathcona Science Park
Petroleum Way
Baseline Rd
Sherwood Pk Fwy
Whitemud Dr
Hwy 14X
Hwy 16
Wye Rd
Main Blvd
Broadmoor Blvd
Sherwood Park Rd
Fulton Rd
118 Ave
114 Ave
106 Ave
101 Ave
98 Ave
92 Ave
90 Ave
76 Ave
68 Ave
43 Ave
38 Ave
36 Ave
34 Ave
50 St
38 St
34 St
17 St
Rge Rd 233
Twp Rd 522



Recommended Roadway Geometry and Traffic Control

Legend

- SIGNALIZED
- UNSIGNALIZED

bunt & associates
TRANSPORTATION PLANNERS AND ENGINEERS

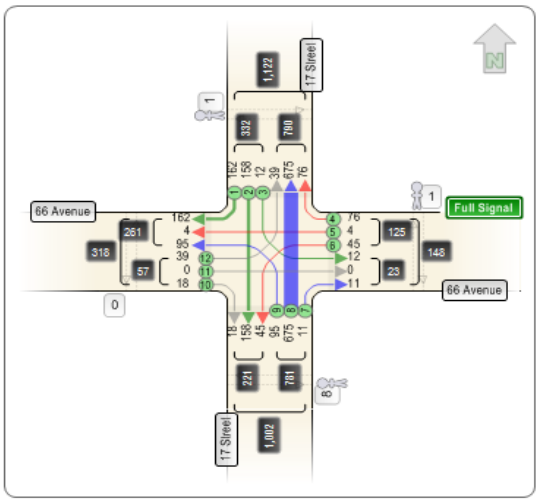
Exhibit 5.1

December 2009

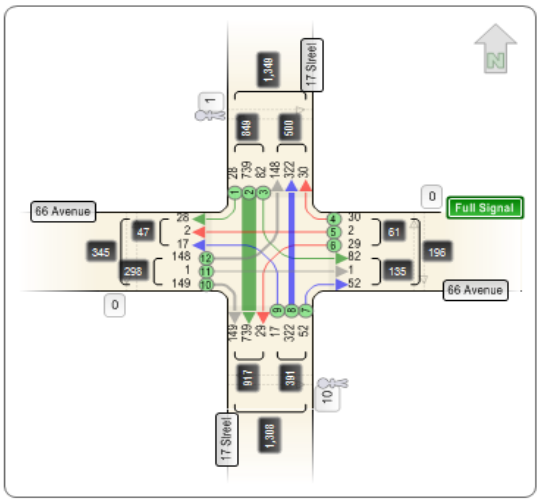
Turning Movement Count

Location	**66 Avenue and 17 Street**
Site Number	**519316**
Date	**2012/May/01 6:30:00 AM-2012/May/01 6:30:00 PM**
Vehicle Type	**-**
Weather	**Clear**
County	**South East**

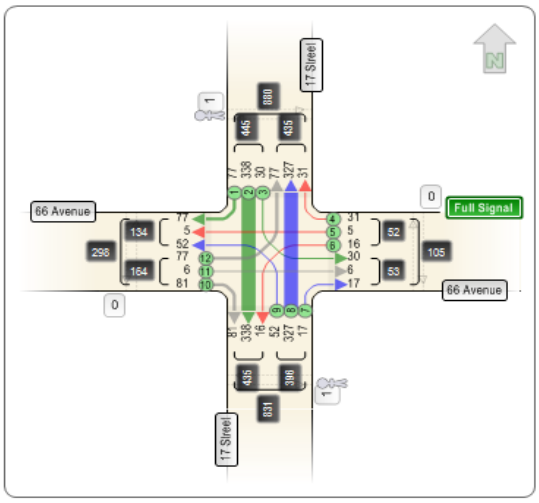
Peak Hour AM
7:10 AM - 8:10 AM



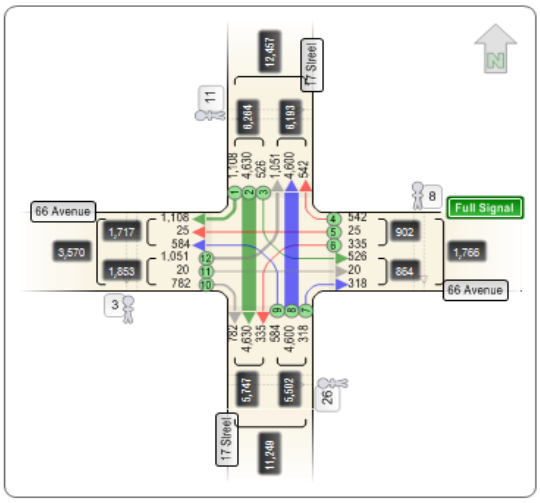
Peak Hour PM
4:35 PM - 5:35 PM



Off Peak Hour
11:55 AM - 12:55 PM



Estimated 24 Hour

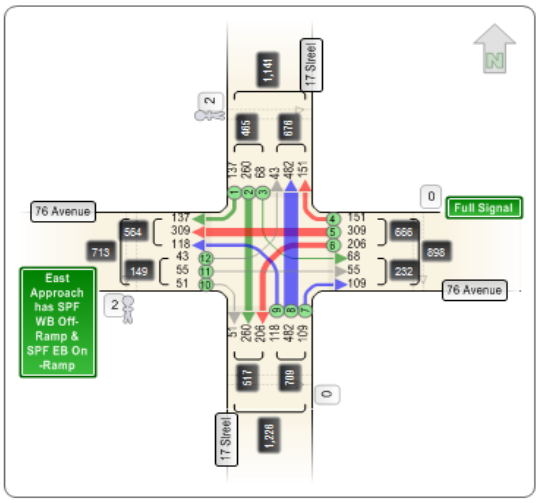


	Approach: West (EBD)			Approach: East (WBD)			Approach: South (NBD)			Approach: North (SBD)			
	L	T	R	L	T	R	L	T	R	L	T	R	**Sum**
Peak Hour AM 7:10 AM-8:10 AM	39	0	18	45	4	76	95	675	11	12	158	162	1295
Peak Hour PM 4:35 PM-5:35 PM	148	1	149	29	2	30	17	322	52	82	739	28	1599
Off Peak Hour 11:55 AM-12:55 PM	77	6	81	16	5	31	52	327	17	30	338	77	1057
Estimated 24 Hour	1051	20	782	335	25	542	584	4600	318	526	4630	1108	14521
Sum Whole Traffic Count	841	16	626	268	20	434	467	3680	254	421	3704	886	11617
Peak Hour AM Per Flow	46 7:50 AM-8:50 AM	2 6:30 AM-7:30 AM	28 8:30 AM-9:30 AM	47 6:50 AM-7:50 AM	5 6:30 AM-7:30 AM	76 7:00 AM-8:00 AM	95 7:10 AM-8:10 AM	686 7:05 AM-8:05 AM	15 7:40 AM-8:40 AM	27 8:05 AM-9:05 AM	175 7:45 AM-8:45 AM	169 6:30 AM-7:30 AM	1371
Peak Hour PM Per Flow	155 4:20 PM-5:20 PM	3 5:15 PM-6:15 PM	149 4:35 PM-5:35 PM	35 4:50 PM-5:50 PM	2 4:15 PM-5:15 PM	55 5:30 PM-6:30 PM	26 3:30 PM-4:30 PM	332 4:40 PM-5:40 PM	57 5:20 PM-6:20 PM	90 5:00 PM-6:00 PM	767 4:30 PM-5:30 PM	47 3:30 PM-4:30 PM	1718
Off Peak Hour Per Flow	94 2:30 PM-3:30 PM	6 11:20 AM-	89 11:35 AM-	20 12:10 PM-1:10	5 11:55 AM-	41 12:05 PM-1:05	69 12:10 PM-1:10	331 12:00 PM-1:00	25 12:10 PM-1:10	35 11:25 AM-	348 11:35 AM-	90 12:20 PM-1:20	1153

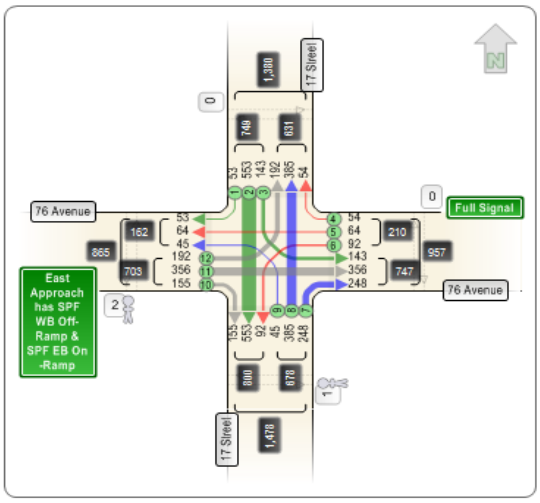
Turning Movement Count

Location	**76 Avenue and 17 Street**
Site Number	**520756**
Date	**2012/May/01 6:30:00 AM-2012/May/01 6:30:00 PM**
Vehicle Type	**-**
Weather	**Clear**
County	**South East**

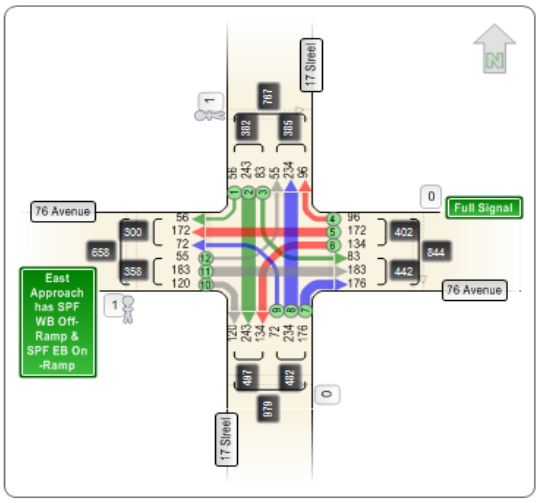
Peak Hour AM
7:15 AM - 8:15 AM



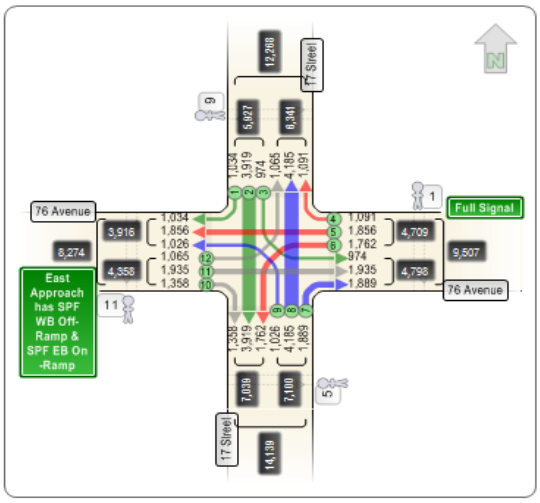
Peak Hour PM
4:35 PM - 5:35 PM



Off Peak Hour
11:55 AM - 12:55 PM



Estimated 24 Hour

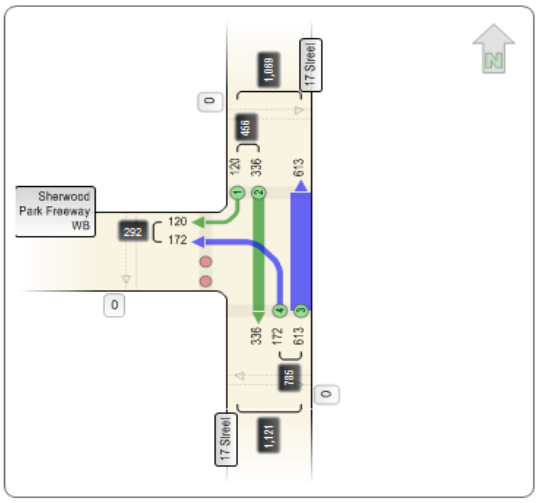


	Approach: West (EBD)			Approach: East (WBD)			Approach: South (NBD)			Approach: North (SBD)			
	L	T	R	L	T	R	L	T	R	L	T	R	**Sum**
Peak Hour AM 7:15 AM-8:15 AM	43	55	51	206	309	151	118	482	109	68	260	137	1989
Peak Hour PM 4:35 PM-5:35 PM	192	356	155	92	64	54	45	385	248	143	553	53	2340
Off Peak Hour 11:55 AM-12:55 PM	55	183	120	134	172	96	72	234	176	83	243	56	1624
Estimated 24 Hour	1065	1935	1358	1762	1856	1091	1026	4185	1889	974	3919	1034	22094
Sum Whole Traffic Count	852	1548	1086	1410	1485	873	821	3348	1511	779	3135	827	17675
Peak Hour AM Per Flow	49 7:50 AM-8:50 AM	80 8:10 AM-9:10 AM	73 8:25 AM-9:25 AM	238 6:30 AM-7:30 AM	315 7:05 AM-8:05 AM	156 7:10 AM-8:10 AM	123 7:20 AM-8:20 AM	499 7:05 AM-8:05 AM	109 7:15 AM-8:15 AM	68 7:15 AM-8:15 AM	265 6:30 AM-7:30 AM	151 6:55 AM-7:55 AM	2126
Peak Hour PM Per Flow	196 4:40 PM-5:40 PM	356 4:35 PM-5:35 PM	160 4:30 PM-5:30 PM	113 3:50 PM-4:50 PM	94 3:30 PM-4:30 PM	72 4:05 PM-5:05 PM	58 4:00 PM-5:00 PM	396 4:40 PM-5:40 PM	255 4:20 PM-5:20 PM	146 4:10 PM-5:10 PM	570 4:30 PM-5:30 PM	67 3:30 PM-4:30 PM	2483
Off Peak Hour Per Flow	71 2:30 PM-3:30 PM	195 11:40 AM-	124 11:40 AM-	157 12:20 PM-1:20	190 12:05 PM-1:05	105 12:10 PM-1:10	81 11:20 AM-	275 2:30 PM-3:30 PM	190 11:35 AM-	90 11:30 AM-	247 2:30 PM-3:30 PM	74 1:45 PM-2:45 PM	1799

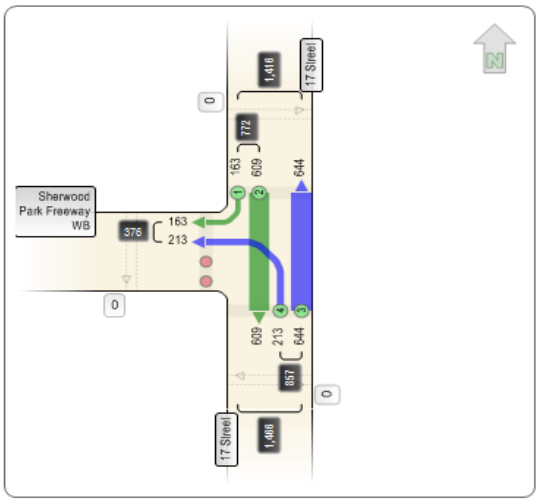
Turning Movement Count

Location	**Sherwood Park Freeway Westbound and 17 Street**
Site Number	**521880**
Date	**2012/May/01 6:30:00 AM-2012/May/01 6:30:00 PM**
Vehicle Type	**-**
Weather	**Clear**
County	**South East**

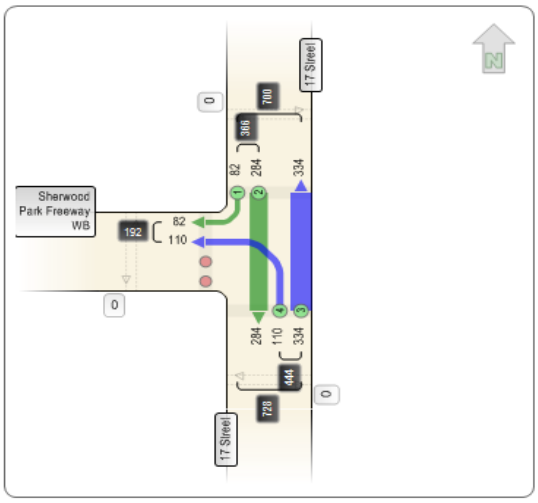
Peak Hour AM
7:05 AM - 8:05 AM



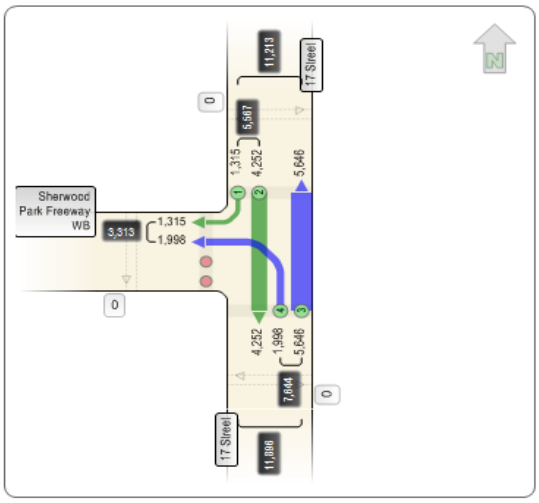
Peak Hour PM
4:35 PM - 5:35 PM



Off Peak Hour
12:00 PM - 1:00 PM



Estimated 24 Hour

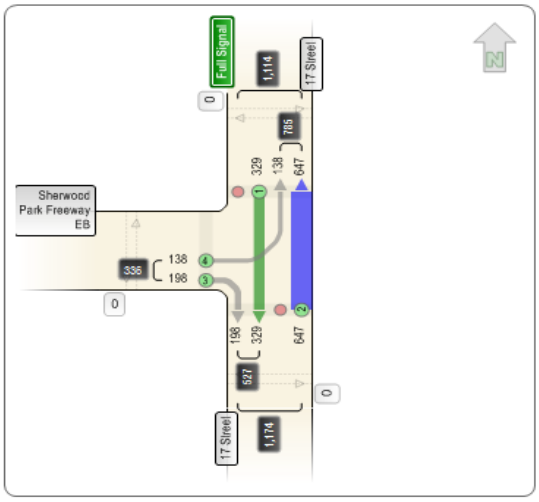


	Approach: South (NBD)		Approach: North (SBD)		
	L	T	T	R	**Sum**
Peak Hour AM 7:05 AM-8:05 AM	172	613	336	120	1241
Peak Hour PM 4:35 PM-5:35 PM	213	644	609	163	1629
Off Peak Hour 12:00 PM-1:00 PM	110	334	284	82	810
Estimated 24 Hour	1998	5646	4252	1315	13211
Sum Whole Traffic Count	1598	4517	3402	1052	10569
Peak Hour AM Per Flow	203 7:45 AM-8:45 AM	613 7:05 AM-8:05 AM	336 7:05 AM-8:05 AM	122 7:00 AM-8:00 AM	1274
Peak Hour PM Per Flow	215 4:40 PM-5:40 PM	644 4:35 PM-5:35 PM	620 4:25 PM-5:25 PM	168 4:30 PM-5:30 PM	1647
Off Peak Hour Per Flow	132 2:30 PM-3:30 PM	342 12:05 PM-1:05 PM	284 12:00 PM-1:00 PM	90 11:20 AM-12:20 PM	848

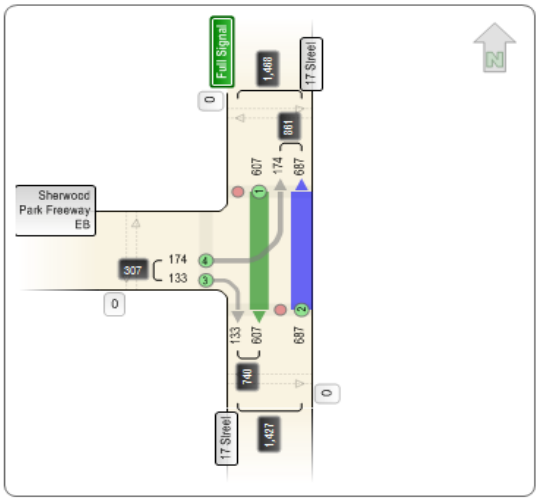
Turning Movement Count

Location	**Sherwood Park Freeway Eastbound and 17 Street**
Site Number	**521872**
Date	**2012/May/01 6:30:00 AM-2012/May/01 6:30:00 PM**
Vehicle Type	**-**
Weather	**Clear**
County	**South East**

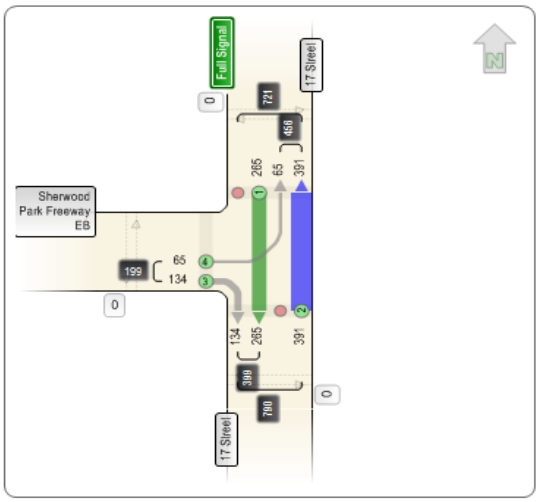
Peak Hour AM
7:10 AM - 8:10 AM



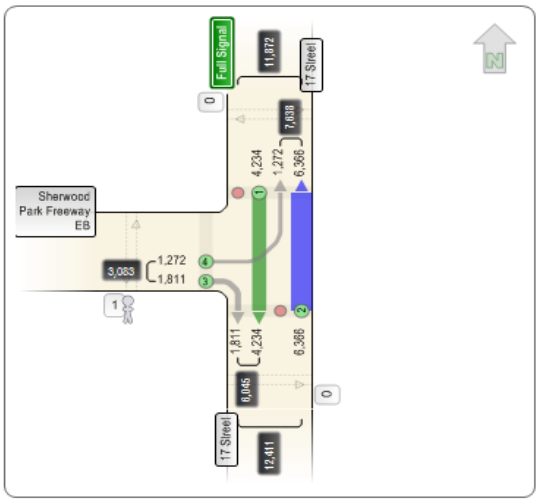
Peak Hour PM
4:35 PM - 5:35 PM



Off Peak Hour
2:30 PM - 3:30 PM



Estimated 24 Hour



	Approach: West (EBD)		Approach: South (NBD)	Approach: North (SBD)	
	L	R	T	T	**Sum**
Peak Hour AM 7:10 AM-8:10 AM	138	198	647	329	1312
Peak Hour PM 4:35 PM-5:35 PM	174	133	687	607	1601
Off Peak Hour 2:30 PM-3:30 PM	65	134	391	265	855
Estimated 24 Hour	1272	1811	6366	4234	13683
Sum Whole Traffic Count	1018	1449	5093	3387	10947
Peak Hour AM Per Flow	142 7:15 AM-8:15 AM	201 7:15 AM-8:15 AM	647 7:10 AM-8:10 AM	332 7:05 AM-8:05 AM	1322
Peak Hour PM Per Flow	197 4:20 PM-5:20 PM	142 4:20 PM-5:20 PM	699 4:40 PM-5:40 PM	613 4:25 PM-5:25 PM	1651
Off Peak Hour Per Flow	70 1:20 PM-2:20 PM	138 2:15 PM-3:15 PM	397 11:55 AM-12:55 PM	283 12:00 PM-1:00 PM	888

Weekly Summary for the Week - January 21, 2007

Sta: 000000230111 Id: 000000230111

City/Town: Sherwood Park County: Strathcona

Location: 17 street South of 90 ave

Lane : Northbound

Time	21 Sun	22 Mon	23 Tue	24 Wed	25 Thur	26 Fri	27 Sat	Daily Avg	Wkday Avg	Wkend Avg
1:00				24	36			30	30	
2:00				29	35			32	32	
3:00				26	14			20	20	
4:00				33	45			39	39	
5:00				44	37			41	41	
6:00				46	48			47	47	
7:00				133	129			131	131	
8:00				362	382			372	372	
9:00				508	519			514	514	
10:00				339	351			345	345	
11:00				273	293			283	283	
12:00				269	265			267	267	
13:00				262	312			287	287	
14:00				299	335			317	317	
15:00				359	368			364	364	
16:00				303	313			308	308	
17:00				343	389			366	366	
18:00				483	466			475	475	
19:00				339	384			362	362	
20:00				172	149			161	161	
21:00				97	70			84	84	
22:00				70	76			73	73	
23:00				36	51			44	44	
24:00				37	37			37	37	
Totals				**4886**	**5104**			**4995**	**4995**	

% Avg Wkday				97.8	102.2		
% Avg Day				97.8	102.2		
AM Peak Hr Ending				9:00	9:00		
AM Count				508	519		
PM Peak Hr Ending				17:00	17:00		
PM Count				483	466		

Q:\Jobs\156-0 17 St from Whitemud Dr to 105 Ave Planning & Design\4.0 Engineering\4.7 Traffic Analysis\Existing Volumes\County Data\17 ST SOUTH of 90 AVE

TURNING MOVEMENT SUMMARY (MORNING)

Intersection: 17th St and 90th Ave
Date: Thursday, Jun/23/2011

VEHICLE MOVEMENT SUMMARY

Period Ending	Type	From the South on				From the North on				From the West on				From the East on				Totals
		Left	Thru	Rght	Total	Left	Thru	Rght	Total	Left	Thru	Rght	Total	Left	Thru	Rght	Total	
	C	17	32	9	58	2	55	33	90	4	1	2	7	1		2	3	158
	SU		2	1	3		2	2	4	2		1	3			2	2	12
	TT		4		4		4	2	6	3		1	4	2			2	16
	B				0				0				0				0	0
7:15	PCU	17	47	11	75	2	70	42	114	16	1	7	24	7	0	5	12	224
	C	21	41	11	73	7	74	46	127	3		2	5	5	1		6	211
	SU	1	2		3		2	1	3				0				0	6
	TT		8	1	9		7	2	9	3		2	5	3	1	1	5	28
	B				0				0				0				0	0
7:30	PCU	23	68	14	105	7	98	54	159	12	0	8	20	14	4	3	21	304
	C	40	38	11	89	5	79	43	127	5		3	8	2			2	226
	SU	1	2		3		2	3	5	1			1				0	9
	TT		3		3		1	2	3	3		1	4	1	1	2	4	14
	B				0				0				0				0	0
7:45	PCU	42	50	11	103	5	85	54	144	16	0	6	22	5	3	6	14	282
	C	50	38	5	93	4	90	103	197	6	1	2	9	2			2	301
	SU		3		3	1	4	3	8			1	1				0	12
	TT		3		3		2	1	3	3		4	7				0	13
	B				0				0				0				0	0
8:00	PCU	50	52	5	107	6	102	111	218	15	1	16	32	2	0	0	2	358
	C	18	29	5	52	9	39	32	80	5		7	12	2	2		4	148
	SU		5	2	7		4	2	6	4		1	5			1	1	19
	TT	2	7		9		5	1	6	1			1	2		1	3	19
	B				0				0				0				0	0
8:15	PCU	24	58	8	90	9	60	38	107	14	0	9	23	8	2	5	15	234
	C	12	16	5	33	1	31	26	58	6	2	4	12			1	1	104
	SU	1	3		4		5	4	9	3			3	1			1	17
	TT		5		5	1	5	2	8	2		1	3	1		1	2	18
	B				0				0				0				0	0
8:30	PCU	14	36	5	54	4	54	38	96	17	2	7	26	5	0	4	9	184
	C	13	17	5	35	3	33	13	49	8		10	18	1	1		2	104
	SU	2	5	1	8		10		10	1	1	5	7	1		1	2	27
	TT	1	2	1	4	1	8	2	11	3			3	1		1	2	20
	B				0				0				0				0	0
8:45	PCU	19	31	10	59	6	72	19	97	19	2	18	38	6	1	5	11	205
	C	10	20	2	32	2	28	15	45	10	1	7	18	3			3	98
	SU	4	7		11		5	6	11	1	1	4	6	1			1	29
	TT		9		9	1	6	2	9	4			4	1			1	23
	B				0				0				0				0	0
9:00	PCU	16	58	2	76	5	54	30	89	24	3	13	39	8	0	0	8	211

The Peak Hour is 7:15 - 8:15 **The Peak Hour Factor = 0.82**

Peak Hr	PCU	138	227	38	403	27	345	256	627	57	1	38	96	29	9	14	52	1177

The School Peak Half Hour is 7:30 - 8:00 **The Peak Hour Factor = 0.89**

Peak ½Hr	PCU	92	102	16	209	11	187	164	362	31	1	22	53	7	3	6	16	640

COMMENTS:

PEDESTRIAN SUMMARY

Period Ending	Crossing the South Leg			Crossing the North Leg			Crossing the West Leg			Crossing the East Leg			Totals
	<14	>14	Total	<14	>14	Total	<14	>14	Total	<14	>14	Total	
7:15			0			0			0			0	0
7:30			0			0			0			0	0
7:45			0			0			0			0	0
8:00			0			0			0			0	0
8:15			0			0			0			0	0
8:30			0			0			0			0	0
8:45			0			0			0			0	0
9:00			0			0			0			0	0
Peak Hr													

TURNING MOVEMENT SUMMARY (NOON)

Intersection: 17th St and 90th Ave
Date: Thursday, Jun/23/2011

VEHICLE MOVEMENT SUMMARY

Period Ending	Type	From the South on 0				From the North on 0				From the West on 0				From the East on 0				Totals
		Left	Thru	Rght	Total	Left	Thru	Rght	Total	Left	Thru	Rght	Total	Left	Thru	Rght	Total	
	C	4	22	2	28	1	26	14	41	14	1	11	26	4	1		5	100
	SU	3	4	1	8		3	3	6	1	1	1	3				0	17
	TT	1	5		6		3	3	6	3		1	4				0	16
	B				0				0				0				0	0
11:15	PCU	12	43	4	58	1	40	28	68	25	3	16	43	4	1	0	5	174
	C	9	14		23	2	24	7	33	14	4	10	28	4		2	6	90
	SU	3	5	2	10		2	3	5	4		4	8	2		1	3	26
	TT	4	2	2	8		6	3	9			2	2				0	19
	B				0				0				0				0	0
11:30	PCU	26	28	9	62	2	45	21	68	20	4	22	46	7	0	4	11	186
	C	2	17	1	20	1	21	9	31	19	2	10	31	5		6	11	93
	SU	1	10		11		6	2	8	2		1	3		1		1	23
	TT		4	1	5	1	11	1	13	6		4	10			1	1	29
	B				0				0				0				0	0
11:45	PCU	4	44	4	52	4	63	15	82	40	2	24	66	5	2	9	16	215
	C	6	14	3	23	1	26	8	35	32		19	51	3	1	7	11	120
	SU		6	1	7		4	1	5	2		1	3	1			1	16
	TT		5		5	2	4	2	8	2		2	4	1			1	18
	B				0				0				0				0	0
12:00	PCU	6	38	5	49	7	44	16	67	41	0	27	68	8	1	7	16	198
	C	6	23	4	33		28	9	37	27	1	31	59	3	1	4	8	137
	SU	1	3	1	5		4	4	8	2		2	4	2			2	19
	TT		3	1	4		8	3	11	2			2			2	2	19
	B				0				0				0				0	0
12:15	PCU	8	37	9	53	0	58	24	82	36	1	34	71	6	1	10	17	223
	C	14	10	3	27	1	34	13	48	18	1	10	29	5	2	1	8	112
	SU	1	2		3	1	10	2	13	5		1	6	1	1		2	24
	TT		9		9	2	7	6	15			1	1				0	25
	B				0				0				0				0	0
12:30	PCU	16	40	3	59	9	70	34	113	26	1	15	41	7	4	1	11	223
	C	15	28	2	45	1	30	24	55	28		7	35	1	1	2	4	139
	SU	1	3		4	1	8	3	12				0				0	16
	TT		2	1	3		6	1	7				0	2			2	12
	B				0				0				0				0	0
12:45	PCU	17	39	5	60	3	60	32	94	28	0	7	35	7	1	2	10	199
	C	15	15	7	37	2	28	31	61	15		7	22	5		3	8	128
	SU		4		4	3	3		6	3		1	4		1	1	2	16
	TT	1	6	2	9		4	2	6	2	1		3	1	1		2	20
	B				0				0				0				0	0
13:00	PCU	18	39	13	70	7	45	37	88	26	3	9	37	8	5	5	17	212
						The Peak Hour is	11:30 -	12:30		The Peak Hour Factor = 0.96								
Peak Hr	PCU	33	159	20	211	20	235	89	343	143	4	99	245	25	7	27	59	858

COMMENTS:

PEDESTRIAN SUMMARY

Period Ending	Crossing the South Leg			Crossing the North Leg			Crossing the West Leg			Crossing the East Leg			Totals
	<14	>14	Total	<14	>14	Total	<14	>14	Total	<14	>14	Total	
11:15			0			0			0			0	0
11:30			0			0			0			0	0
11:45			0			0			0			0	0
12:00			0			0			0			0	0
12:15			0			0			0			0	0
12:30			0			0			0			0	0
12:45			0			0			0			0	0
13:00			0			0			0			0	0
Peak Hr													

TURNING MOVEMENT SUMMARY (AFTERNOON)

Intersection: 17th St and 90th Ave
Date: Thursday, Jun/23/2011

VEHICLE MOVEMENT SUMMARY

Period Ending	Type	From the South on 0				From the North on 0				From the West on 0				From the East on 0				Totals
		Left	Thru	Rght	Total	Left	Thru	Rght	Total	Left	Thru	Rght	Total	Left	Thru	Rght	Total	
	C				0				0				0				0	0
	SU				0				0				0				0	0
	TT				0				0				0				0	0
	B				0				0				0				0	0
15:15	PCU	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	C				0				0				0				0	0
	SU				0				0				0				0	0
	TT				0				0				0				0	0
	B				0				0				0				0	0
15:30	PCU	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	C				0				0				0				0	0
	SU				0				0				0				0	0
	TT				0				0				0				0	0
	B				0				0				0				0	0
15:45	PCU	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	C				0				0				0				0	0
	SU				0				0				0				0	0
	TT				0				0				0				0	0
	B				0				0				0				0	0
16:00	PCU	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	C	4	46	3	53		45	5	50	46	1	39	86	17		10	27	216
	SU	2	3	1	6	1	3	3	7	3	1	2	6	1	1	2	4	23
	TT	2	1	2	5				0	1		2	3	1		1	2	10
	B				0				0				0				0	0
16:15	PCU	13	54	11	77	2	50	10	61	54	3	48	104	22	2	16	39	281
	C	2	78	2	82		41	5	46	43		29	72	5		4	9	209
	SU	1	4		5		4	2	6	2			2		1	1	2	15
	TT	3	3	2	8				0				0			2	2	10
	B				0				0				0				0	0
16:30	PCU	13	93	8	114	0	47	8	55	46	0	29	75	5	2	12	18	262
	C	7	110	3	120	1	62	9	72	98	1	73	172	5		4	9	373
	SU		2		2		3	1	4	6	1		7	1			1	14
	TT	2	5	1	8				0	1		2	3		1	1	2	13
	B				0				0				0				0	0
16:45	PCU	13	128	6	147	1	67	11	78	110	3	79	192	7	3	7	17	433
	C	5	111		116		62	9	71	36		47	83	8		3	11	281
	SU				0		6	4	10	4	1	1	6			1	1	17
	TT		4	1	5				0	2		3	5	1			1	11
	B				0				0				0				0	0
17:00	PCU	5	123	3	131	0	71	15	86	48	2	58	107	11	0	5	16	340
	C		110	1	111		97	5	102	73		51	124	6		5	11	348
	SU	2	2		4	1	4	1	6				0				0	10
	TT		6		6				0	1		4	5				0	11
	B				0				0				0				0	0
17:15	PCU	3	131	1	135	2	103	7	111	76	0	63	139	6	0	5	11	396
	C	4	82	1	87	2	72	2	76	29		25	54	3		4	7	224
	SU		1	1	2	1	6		7			1	1				0	10
	TT		4	1	5				0	2			2	1		1	2	9
	B				0				0				0				0	0
17:30	PCU	4	96	6	105	4	81	2	87	35	0	27	62	6	0	7	13	266
	C	2	86		88		48	2	50	19		27	46	3		6	9	193
	SU		3	2	5		4		4	1			1				0	10
	TT		8	1	9				0	1		1	2				0	11
	B				0				0				0				0	0
17:45	PCU	2	115	6	123	0	54	2	56	24	0	30	54	3	0	6	9	241
	C		29	1	30		28	7	35	8		17	25	2		4	6	96
	SU	1	1		2			1	1	1	1		2				0	5
	TT				0				0	1		1	2				0	2
	B				0				0				0				0	0
18:00	PCU	2	31	1	33	0	28	9	37	13	2	20	34	2	0	4	6	110

The Peak Hour is 16:30 - 17:30 **The Peak Hour Factor = 0.83**

Peak Hr	PCU	25	478	16	518	6	322	34	362	269	4	226	499	30	3	24	56	1435

The School Peak Half Hour is 15:45 - 16:15 **The Peak Hour Factor = 0.32**

Peak ½ Hr	PCU	13	54	11	77	2	50	10	61	54	3	48	104	22	2	16	39	281

COMMENTS:

PEDESTRIAN SUMMARY

Period Ending	Crossing the South Leg			Crossing the North Leg			Crossing the West Leg			Crossing the East Leg			Totals
	<14	>14	Total	<14	>14	Total	<14	>14	Total	<14	>14	Total	
15:15			0			0			0			0	0
15:30			0			0			0			0	0
15:45			0			0			0			0	0
16:00			0			0			0			0	0
16:15			0			0			0			0	0
16:30			0			0			0			0	0
16:45			0			0			0			0	0
17:00			0			0			0			0	0
17:15			0			0			0			0	0
17:30			0			0			0			0	0
17:45			0			0			0			0	0
18:00			0			0			0			0	0
Peak Hr													

Weekly Summary for the Week - January 21, 2007

Sta: 000000230411 Id: 000000230411

City/Town: Sherwood Park County: Strathcona

Location: 90 Ave West of 17 street

Lane : Eastbound

Time	21 Sun	22 Mon	23 Tue	24 Wed	25 Thur	26 Fri	27 Sat	Daily Avg	Wkday Avg	Wkend Avg
1:00				24	20			22	22	
2:00				29	31			30	30	
3:00				8	29			19	19	
4:00				11	20			16	16	
5:00				33	26			30	30	
6:00				27	28			28	28	
7:00				40	43			42	42	
8:00				46	43			45	45	
9:00				123	119			121	121	
10:00				133	121			127	127	
11:00				136	146			141	141	
12:00				230	241			236	236	
13:00				212	192			202	202	
14:00				147	156			152	152	
15:00				187	171			179	179	
16:00				216	228			222	222	
17:00				396	388			392	392	
18:00				267	273			270	270	
19:00				90	104			97	97	
20:00				70	47			59	59	
21:00				30	33			32	32	
22:00				28	40			34	34	
23:00				25	28			27	27	
24:00				20	25			23	23	
Totals				**2528**	**2552**			**2540**	**2540**	

% Avg Wkday	99.5	100.5
% Avg Day	99.5	100.5
AM Peak Hr Ending	11:00	11:00
AM Count	230	241
PM Peak Hr Ending	16:00	16:00
PM Count	396	388

Weekly Summary for the Week - January 21, 2007

Sta: 000000230113 Id: '000000230113

City/Town: Sherwood Park County: Strathcona

Location: 17 street South of 92 St

Lane : Northbound

Time	21 Sun	22 Mon	23 Tue	24 Wed	25 Thur	26 Fri	27 Sat	Daily Avg	Wkday Avg	Wkend Avg
1:00				63	74			69	69	
2:00				53	51			52	52	
3:00				47	65			56	56	
4:00				74	67			71	71	
5:00				77	80			79	79	
6:00				190	184			187	187	
7:00				440	458			449	449	
8:00				403	402			403	403	
9:00				411	373			392	392	
10:00				359	351			355	355	
11:00				358	348			353	353	
12:00				393	443			418	418	
13:00				420	418			419	419	
14:00				442	411			427	427	
15:00				429	410			420	420	
16:00				500	534			517	517	
17:00				803	756			780	780	
18:00				594	611			603	603	
19:00				273	264			269	269	
20:00				173	127			150	150	
21:00				107	118			113	113	
22:00				79	106			93	93	
23:00				78	76			77	77	
24:00				58	64			61	61	
Totals				6824	6791			6808	6808	

% Avg Wkday	100.2	99.8
% Avg Day	100.2	99.8
AM Peak Hr Ending	7:00	7:00
AM Count	440	458
PM Peak Hr Ending	16:00	16:00
PM Count	803	756

Q:\Jobs\156-0 17 St from Whitemud Dr to 105 Ave Planning & Design\4.0 Engineering\4.7 Traffic Analysis\Existing Volumes\County Data\17 ST SOUTH of 92 AVE

TURNING MOVEMENT SUMMARY (MORNING)

Intersection: 17th St. and 92nd Ave.
Date: Tuesday, Jun/21/2011

VEHICLE MOVEMENT SUMMARY

Period Ending	Type	From the South on				From the North on				From the West on				From the East on				Totals
		Left	Thru	Rght	Total	Left	Thru	Rght	Total	Left	Thru	Rght	Total	Left	Thru	Rght	Total	
	C				0				0				0				0	0
	SU				0				0				0				0	0
	TT				0				0				0				0	0
	B				0				0				0				0	0
7:15	PCU	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	C		43	2	45	11	114		125				0			1	1	171
	SU		5		5	2	3		5				0			2	2	12
	TT		14	2	16	2	4		6				0	2		3	5	27
	B				0				0				0				0	0
7:30	PCU	0	93	8	101	20	131	0	151	0	0	0	0	6	0	13	19	270
	C		36	8	44	13	139		152				0	1		1	2	198
	SU		9	1	10	1	4		5				0				0	15
	TT		7		7	2	3		5				0	3		3	6	18
	B				0				0				0				0	0
7:45	PCU	0	71	10	80	21	154	0	175	0	0	0	0	10	0	10	20	275
	C		33	13	46	9	151		160				0	1		2	3	209
	SU		5		5	2	4		6				0				0	11
	TT		12		12		3		3				0	1		2	3	18
	B				0				0				0				0	0
8:00	PCU	0	77	13	90	12	166	0	178	0	0	0	0	4	0	8	12	280
	C		35	5	40	6	74		80				0			4	4	124
	SU		9		9		6		6				0				0	15
	TT		7	2	9	1	7		8				0			3	3	20
	B				0				0				0				0	0
8:15	PCU	0	70	11	81	9	104	0	113	0	0	0	0	0	0	13	13	207
	C		17	2	19	2	51		53				0	1			1	73
	SU		3		3		2		2				0	1		3	4	9
	TT		3		3		9		9				0				0	12
	B				0				0				0				0	0
8:30	PCU	0	31	2	33	2	81	0	83	0	0	0	0	3	0	5	7	123
	C		20	1	21	8	60		68				0	2		1	3	92
	SU		4		4		10		10				0				0	14
	TT		11		11	2	7		9				0	1		2	3	23
	B				0				0				0				0	0
8:45	PCU	0	59	1	60	14	96	0	110	0	0	0	0	5	0	7	12	182
	C		27	2	29	6	40		46				0	2		4	6	81
	SU		5	1	6	1	5		6				0			2	2	14
	TT		5		5	4	12		16				0	1		1	2	23
	B				0				0				0				0	0
9:00	PCU	0	50	4	53	20	84	0	103	0	0	0	0	5	0	10	15	171

The Peak Hour is 7:15 - 8:15 **The Peak Hour Factor = 0.92**

Peak Hr	PCU		309	42	351	62	555		616					20		44	64	1031

The School Peak Half Hour is 7:30 - 8:00 **The Peak Hour Factor = 0.99**

Peak ½Hr	PCU		147	23	170	33	320		353					14		18	32	554

COMMENTS:

PEDESTRIAN SUMMARY

Period Ending	Crossing the South Leg			Crossing the North Leg			Crossing the West Leg			Crossing the East Leg			Totals
	<14	>14	Total	<14	>14	Total	<14	>14	Total	<14	>14	Total	
7:15			0			0			0			0	0
7:30			0			0			0			0	0
7:45			0			0			0			0	0
8:00			0			0			0			0	0
8:15			0			0			0			0	0
8:30			0			0			0			0	0
8:45			0			0			0			0	0
9:00			0			0			0			0	0
Peak Hr													

TURNING MOVEMENT SUMMARY (NOON)

Intersection: 17th St. and 92nd Ave.
Date: Tuesday, Jun/21/2011

VEHICLE MOVEMENT SUMMARY

Period Ending	Type	From the South on 0				From the North on 0				From the West on 0				From the East on 0				Totals
		Left	Thru	Rght	Total	Left	Thru	Rght	Total	Left	Thru	Rght	Total	Left	Thru	Rght	Total	
	C		19		19	4	47		51				0			4	4	74
	SU		5	1	6		8		8				0				0	14
	TT		10		10	3	12		15				0				0	25
	B				0				0				0				0	0
11:15	PCU	0	57	2	58	13	95	0	108	0	0	0	0	0	0	4	4	170
	C		25		25	5	30		35				0	6			6	66
	SU		11	2	13	1	9		10				0			1	1	24
	TT		10		10	2	10		12				0				0	22
	B				0				0				0				0	0
11:30	PCU	0	72	3	75	13	74	0	86	0	0	0	0	6	0	2	8	168
	C		31	3	34	8	35		43				0	1		1	2	79
	SU		11		11		2		2				0			1	1	14
	TT		9		9	1	12		13				0			1	1	23
	B				0				0				0				0	0
11:45	PCU	0	75	3	78	11	74	0	85	0	0	0	0	1	0	6	7	169
	C		48	2	50	1	24		25				0	5		4	9	84
	SU		15	1	16	1	11		12				0	2		1	3	31
	TT		5	2	7		6		6				0			2	2	15
	B				0				0				0				0	0
12:00	PCU	0	86	10	95	3	59	0	61	0	0	0	0	8	0	12	20	176
	C		56		56	1	37		38				0	13		9	22	116
	SU		5	2	7	2	9		11				0	1		3	4	22
	TT		11		11	1	5		6				0				0	17
	B				0				0				0				0	0
12:15	PCU	0	97	3	100	7	66	0	73	0	0	0	0	15	0	14	28	200
	C		42	2	44	2	38		40				0	7		4	11	95
	SU		8	1	9	2	9		11				0			2	2	22
	TT		2		2		6		6				0				0	8
	B				0				0				0				0	0
12:30	PCU	0	60	4	64	5	70	0	75	0	0	0	0	7	0	7	14	152
	C		29	3	32	8	50		58				0	4		1	5	95
	SU		11	1	12	1	8		9				0			3	3	24
	TT		5		5		1		1				0			2	2	8
	B				0				0				0				0	0
12:45	PCU	0	61	5	65	10	65	0	75	0	0	0	0	4	0	12	16	155
	C		38	5	43	6	47		53				0	1		4	5	101
	SU		7		7	1	5		6				0				0	13
	TT		7	3	10	2	12		14				0				0	24
	B				0				0				0				0	0
13:00	PCU	0	70	14	84	14	91	0	104	0	0	0	0	1	0	4	5	193

The Peak Hour is 11:15 - 12:15 **The Peak Hour Factor =** 0.89

Peak Hr	PCU		328	19	347	33	272		305					30		32	62	713

COMMENTS:

PEDESTRIAN SUMMARY

Period Ending	Crossing the South Leg			Crossing the North Leg			Crossing the West Leg			Crossing the East Leg			Totals
	<14	>14	Total	<14	>14	Total	<14	>14	Total	<14	>14	Total	
11:15			0			0			0			0	0
11:30			0			0			0			0	0
11:45			0			0			0			0	0
12:00			0			0			0			0	0
12:15			0			0			0			0	0
12:30			0			0			0			0	0
12:45			0			0			0			0	0
13:00			0			0			0			0	0
Peak Hr													

TURNING MOVEMENT SUMMARY (AFTERNOON)

Intersection: 17th St. and 92nd Ave.
Date: Tuesday, Jun/21/2011

VEHICLE MOVEMENT SUMMARY

Period Ending	Type	From the South on 0				From the North on 0				From the West on 0				From the East on 0				Totals
		Left	Thru	Rght	Total	Left	Thru	Rght	Total	Left	Thru	Rght	Total	Left	Thru	Rght	Total	
	C				0				0				0				0	0
	SU				0				0				0				0	0
	TT				0				0				0				0	0
	B				0				0				0				0	0
15:15	PCU	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	C				0				0				0				0	0
	SU				0				0				0				0	0
	TT				0				0				0				0	0
	B				0				0				0				0	0
15:30	PCU	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	C				0				0				0				0	0
	SU				0				0				0				0	0
	TT				0				0				0				0	0
	B				0				0				0				0	0
15:45	PCU	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	C				0				0				0				0	0
	SU				0				0				0				0	0
	TT				0				0				0				0	0
	B				0				0				0				0	0
16:00	PCU	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	C		137	1	138	4	74		78				0	6		3	9	225
	SU		1	1	2		5		5				0			1	1	8
	TT		5		5	1	2		3				0			2	2	10
	B				0				0				0				0	0
16:15	PCU	0	154	3	156	7	88	0	95	0	0	0	0	6	0	11	17	267
	C		115	4	119	4	61		65				0	2		7	9	193
	SU		3		3	2	8		10				0			2	2	15
	TT		6	1	7		8		8				0			2	2	17
	B				0				0				0				0	0
16:30	PCU	0	138	7	145	7	97	0	104	0	0	0	0	2	0	16	18	267
	C		201		201	1	117		118				0	2		23	25	344
	SU		5		5		11		11				0				0	16
	TT		4		4	2	4		6				0	1		2	3	13
	B				0				0				0				0	0
16:45	PCU	0	221	0	221	7	146	0	153	0	0	0	0	5	0	29	34	407
	C		155	2	157	1	101		102				0	4		15	19	278
	SU		5	1	6		14		14				0				0	20
	TT		2		2	1	8		9				0			3	3	14
	B				0				0				0				0	0
17:00	PCU	0	169	4	172	4	146	0	150	0	0	0	0	4	0	24	28	350
	C		179	1	180	1	113		114				0	8		18	26	320
	SU		3		3	2	2		4				0	1		2	3	10
	TT		3		3		4		4				0				0	7
	B				0				0				0				0	0
17:15	PCU	0	193	1	194	4	128	0	132	0	0	0	0	10	0	21	31	356
	C		129	2	131		73		73				0	5		9	14	218
	SU				0	2	6		8				0			2	2	10
	TT		4	1	5	1	9		10				0			1	1	16
	B				0				0				0				0	0
17:30	PCU	0	141	5	146	6	109	0	115	0	0	0	0	5	0	15	20	281
	C		121	1	122	2	31		33				0	7		8	15	170
	SU		1		1	1	4		5				0				0	6
	TT		5		5	2	4		6				0			2	2	13
	B				0				0				0				0	0
17:45	PCU	0	138	1	139	10	49	0	59	0	0	0	0	7	0	14	21	218
	C		35		35	2	35		37				0	3		3	6	78
	SU		2		2		4		4				0			1	1	7
	TT		2		2	6	3		9				0				0	11
	B				0				0				0				0	0
18:00	PCU	0	44	0	44	20	50	0	70	0	0	0	0	3	0	5	8	122

The Peak Hour is 16:30 - 17:30 **The Peak Hour Factor = 0.86**

Peak Hr	PCU		723	10	732	21	529		550					24		89	113	1394

The School Peak Half Hour is 15:45 - 16:15 **The Peak Hour Factor = 0.33**

Peak ½ Hr	PCU		154	3	156	7	88		95					6		11	17	267

COMMENTS:

PEDESTRIAN SUMMARY

Period Ending	Crossing the South Leg			Crossing the North Leg			Crossing the West Leg			Crossing the East Leg			Totals
	<14	>14	Total	<14	>14	Total	<14	>14	Total	<14	>14	Total	
15:15			0			0			0			0	0
15:30			0			0			0			0	0
15:45			0			0			0			0	0
16:00			0			0			0			0	0
16:15			0			0			0			0	0
16:30			0			0			0			0	0
16:45			0			0			0			0	0
17:00			0			0			0			0	0
17:15			0			0			0			0	0
17:30			0			0			0			0	0
17:45			0			0			0			0	0
18:00			0			0			0			0	0
Peak Hr													

Weekly Summary for the Week October 2,2005

Sta: 000000000005 Id: 000000000000J5

City/Town: Sherwood Park County: Strathcona

Location: 17st South of Jughandle Entr.

Lane : North

Time	9 Sun	3 Mon	4 Tue	5 Wed	6 Thur	7 Fri	8 Sat	Daily Avg	Wkday Avg	Wkend Avg
1:00	40			37	46	48	26	39	44	33
2:00	17			46	47	44	29	37	46	23
3:00	25			56	33	35	24	35	41	25
4:00	19			34	38	34	18	29	35	19
5:00	39			51	73	64	23	50	63	31
6:00	60			203	160	65	36	105	143	48
7:00	71			418	250	95	60	179	254	66
8:00	85			381	309	89	32	179	260	59
9:00	70			347	300	126	59	180	258	65
10:00	133			309	302	133	78	191	248	106
11:00	130			363	346	140	102	216	283	116
12:00	118			396	365	177	95	230	313	107
13:00	129			432	423	207	132	265	354	131
14:00	124			360	391	193	99	233	315	112
15:00	116			382	462	148	116	245	331	116
16:00	116			462	487	170	119	271	373	118
17:00	108			749	677	185	108	365	537	108
18:00	137			715	561	144	119	335	473	128
19:00	108			332	316	153	99	202	267	104
20:00	104			189	190	91	91	133	157	98
21:00	77			122	126	68	86	96	105	82
22:00	48			91	85	56	55	67	77	52
23:00	41			75	88	41	52	59	68	47
24:00	40			71	93	54	33	58	73	37
Totals	1955			6621	6168	2560	1691	3799	5116	1823

% Avg Wkday	107.2				120.6	50.0	92.8			
% Avg Day	51.5				162.4	67.4	44.5			
AM Peak Hr Ending	10:00				12:00	12:00	11:00			
AM Count	133				365	177	102			
PM Peak Hr Ending	18:00				17:00	13:00	13:00			
PM Count	137				677	207	132			

TURNING MOVEMENT SUMMARY (MORNING)

Intersection: 17th St. and Jughandle
Date: Thursday, Jun/16/2011

VEHICLE MOVEMENT SUMMARY

Period Ending	Type	From the South on				From the North on				From the West on				From the East on				Totals
		Left	Thru	Rght	Total	Left	Thru	Rght	Total	Left	Thru	Rght	Total	Left	Thru	Rght	Total	
	C		24	16	40	6	90		96				0	37		27	64	200
	SU				0				0				0				0	0
	TT		12	8	20		3		3				0	2		1	3	26
	B				0				0				0				0	0
7:15	PCU	0	60	40	100	6	99	0	105	0	0	0	0	43	0	30	73	278
	C		20	6	26	5	106		111				0	44		29	73	210
	SU				0				0				0				0	0
	TT		4	5	9				0				0	3		3	6	15
	B				0		4		4				0				0	4
7:30	PCU	0	32	21	53	5	114	0	119	0	0	0	0	53	0	38	91	263
	C		22	6	28	3	128		131				0	39		12	51	210
	SU		3	2	5		2		2				0				0	7
	TT		5	5	10	1	4		5				0	2		2	4	19
	B				0	1	3		4				0		1	3	4	8
7:45	PCU	0	42	24	66	8	149	0	157	0	0	0	0	45	2	24	71	294
	C		29	9	38	10	128		138				0	69		18	87	263
	SU		2	1	3		4		4				0				0	7
	TT		3	4	7		8		8				0	5		6	11	26
	B				0				0				0				0	0
8:00	PCU	0	41	23	64	10	158	0	168	0	0	0	0	84	0	36	120	352
	C		20	12	32	3	58		61				0	31		18	49	142
	SU		4	1	5		2		2				0				0	7
	TT		6	3	9	2	6		8				0	8			8	25
	B				0				0				0				0	0
8:15	PCU	0	44	23	67	9	79	0	88	0	0	0	0	55	0	18	73	228
	C		21	15	36	5	38		43				0	29		12	41	120
	SU		7	4	11	2	2		4				0			1	1	16
	TT		1	4	5	4	4		8				0	2		2	4	17
	B				0				0				0				0	0
8:30	PCU	0	35	33	68	20	53	0	73	0	0	0	0	35	0	20	55	195
	C		19	5	24	7	41		48				0	19		9	28	100
	SU		1		1		3		3				0	1		7	8	12
	TT		5	3	8	2	8		10				0	5		2	7	25
	B				0				0				0				0	0
8:45	PCU	0	36	14	50	13	70	0	83	0	0	0	0	36	0	26	61	193
	C		16	9	25	7	37		44				0				0	69
	SU			2	2		1		1				0	3			3	6
	TT		13	2	15	2	7		9				0	7		2	9	33
	B				0				0				0				0	0
9:00	PCU	0	55	18	73	13	60	0	73	0	0	0	0	26	0	6	32	177

The Peak Hour is 7:00 - 8:00 **The Peak Hour Factor = 0.84**

Peak Hr	PCU		175	108	282	29	520		549					225	2	128	355	1186

The School Peak Half Hour is 7:30 - 8:00 **The Peak Hour Factor = 0.92**

Peak ½Hr	PCU		83	47	129	18	307		325					129	2	60	191	645

COMMENTS:

PEDESTRIAN SUMMARY

Period Ending	Crossing the South Leg			Crossing the North Leg			Crossing the West Leg			Crossing the East Leg			Totals
	<14	>14	Total	<14	>14	Total	<14	>14	Total	<14	>14	Total	
7:15			0			0			0			0	0
7:30			0			0			0			0	0
7:45			0			0			0			0	0
8:00			0			0			0			0	0
8:15			0			0			0			0	0
8:30			0			0			0			0	0
8:45			0			0			0			0	0
9:00			0			0			0			0	0
Peak Hr													

TURNING MOVEMENT SUMMARY (NOON)

Intersection: 17th St. and Jughandle
Date: Thursday, Jun/16/2011

VEHICLE MOVEMENT SUMMARY

Period Ending	Type	From the South on 0				From the North on 0				From the West on 0				From the East on 0				Totals
		Left	Thru	Rght	Total	Left	Thru	Rght	Total	Left	Thru	Rght	Total	Left	Thru	Rght	Total	
	C		12	13	25	6	24		30				0	14		5	19	74
	SU		3	1	4		3		3				0	1			1	8
	TT		8	10	18	4	13		17				0	3		1	4	39
	B				0				0				0				0	0
11:15	PCU	0	41	45	85	18	68	0	86	0	0	0	0	25	0	8	33	203
	C		19	9	28	12	25		37				0	15		12	27	92
	SU		4		4	2	2		4				0	1			1	9
	TT		9	7	16		17		17				0	8		3	11	44
	B				0		1		1				0				0	1
11:30	PCU	0	52	30	82	15	81	0	96	0	0	0	0	41	0	21	62	240
	C		15	17	32	14	19		33				0	13		5	18	83
	SU		2		2		2		2				0	2		3	5	9
	TT		8	7	15	2	7		9				0	5		3	8	32
	B				0				0				0				0	0
11:45	PCU	0	42	38	80	20	43	0	63	0	0	0	0	31	0	19	50	193
	C		26	31	57	12	33		45				0	9		9	18	120
	SU		1	2	3	1	4		5				0				0	8
	TT		12	17	29	5	7		12				0	2		5	7	48
	B				0				0				0				0	0
12:00	PCU	0	64	85	149	29	60	0	89	0	0	0	0	15	0	24	39	276
	C		17	35	52	16	24		40				0	12		12	24	116
	SU			1	1		4		4				0			1	1	6
	TT		8	6	14		6		6				0	4		2	6	26
	B				0	1			1				0				0	1
12:15	PCU	0	41	55	96	18	48	0	66	0	0	0	0	24	0	20	44	205
	C		16	19	35	16	19		35				0	24		9	33	103
	SU		2	1	3		1		1				0				0	4
	TT		10	3	13	2	10		12				0	4		3	7	32
	B				0				0				0				0	0
12:30	PCU	0	49	30	79	22	51	0	73	0	0	0	0	36	0	18	54	205
	C		20	33	53	5	40		45				0	18		15	33	131
	SU		4		4	1	4		5				0			1	1	10
	TT		8	3	11	4	12		16				0	4			4	31
	B				0				0				0				0	0
12:45	PCU	0	50	42	92	19	82	0	101	0	0	0	0	30	0	17	47	239
	C		23	15	38	7	30		37				0	27		12	39	114
	SU		5		5				0				0			2	2	7
	TT		8	8	16		1		1				0	7		4	11	28
	B				0				0				0				0	0
13:00	PCU	0	55	39	94	7	33	0	40	0	0	0	0	48	0	27	75	209

The Peak Hour is 11:45 - 12:45 **The Peak Hour Factor = 0.84**

Peak Hr	PCU		204	211	415	87	241		328					105		78	183	925

COMMENTS:

PEDESTRIAN SUMMARY

Period Ending	Crossing the South Leg			Crossing the North Leg			Crossing the West Leg			Crossing the East Leg			Totals
	<14	>14	Total	<14	>14	Total	<14	>14	Total	<14	>14	Total	
11:15			0			0			0			0	0
11:30			0			0			0			0	0
11:45			0			0			0			0	0
12:00			0			0			0			0	0
12:15			0			0			0			0	0
12:30			0			0			0			0	0
12:45			0			0			0			0	0
13:00			0			0			0			0	0
Peak Hr													

TURNING MOVEMENT SUMMARY (AFTERNOON)

Intersection: 17th St. and Jughandle
Date: Thursday, Jun/16/2011

VEHICLE MOVEMENT SUMMARY

Period Ending	Type	From the South on 0				From the North on 0				From the West on 0				From the East on 0				Totals
		Left	Thru	Rght	Total	Left	Thru	Rght	Total	Left	Thru	Rght	Total	Left	Thru	Rght	Total	
	C				0				0				0				0	0
	SU				0				0				0				0	0
	TT				0				0				0				0	0
	B				0				0				0				0	0
15:15	PCU	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	C				0				0				0				0	0
	SU				0				0				0				0	0
	TT				0				0				0				0	0
	B				0				0				0				0	0
15:30	PCU	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	C				0				0				0				0	0
	SU				0				0				0				0	0
	TT				0				0				0				0	0
	B				0				0				0				0	0
15:45	PCU	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	C				0				0				0				0	0
	SU				0				0				0				0	0
	TT				0				0				0				0	0
	B				0				0				0				0	0
16:00	PCU	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	C		92	43	135	13	28		41				0	8		28	36	212
	SU				0		2		2				0			2	2	4
	TT		7	7	14		10		10				0	2		3	5	29
	B				0				0				0	3			3	3
16:15	PCU	0	113	64	177	13	61	0	74	0	0	0	0	20	0	40	60	311
	C		65	29	94	16	40		56				0	12		42	54	204
	SU			1	1		5		5				0			1	1	7
	TT		6	6	12		9		9				0	2			2	23
	B				0		2		2				0				0	2
16:30	PCU	0	83	49	132	16	79	0	95	0	0	0	0	18	0	44	62	288
	C		138	72	210	37	54		91				0	6		41	47	348
	SU		1	2	3		2		2				0	1		1	2	7
	TT		5	5	10		4		4				0	2		8	10	24
	B				0				0				0	1			1	1
16:45	PCU	0	155	90	245	37	69	0	106	0	0	0	0	16	0	67	82	433
	C		95	41	136	19	45		64				0	7		37	44	244
	SU				0	2			2				0				0	2
	TT		10	3	13		2		2				0			1	1	16
	B				0				0				0			1	1	1
17:00	PCU	0	125	50	175	22	51	0	73	0	0	0	0	7	0	42	49	297
	C		104	89	193	25	39		64				0	11		36	47	304
	SU			1	1		1		1				0	1			1	3
	TT		4	4	8		8		8				0	3		3	6	22
	B				0		1		1				0				0	1
17:15	PCU	0	116	103	219	25	67	0	92	0	0	0	0	22	0	45	67	377
	C		91	43	134	15	33		48				0	8		21	29	211
	SU				0		1		1				0	1			1	2
	TT		2	2	4	3	2		5				0	1		4	5	14
	B				0				0				0				0	0
17:30	PCU	0	97	49	146	24	41	0	65	0	0	0	0	13	0	33	46	256
	C		76	32	108	16	39		55				0	5		25	30	193
	SU				0				0				0	1			1	1
	TT		5		5		3		3				0	2		3	5	13
	B				0				0				0				0	0
17:45	PCU	0	91	32	123	16	48	0	64	0	0	0	0	13	0	34	47	234
	C		33	15	48	6	24		30				0	5		27	32	110
	SU				0				0				0	1			1	1
	TT		4	2	6		2		2				0	1		1	2	10
	B				0				0				0				0	0
18:00	PCU	0	45	21	66	6	30	0	36	0	0	0	0	10	0	30	40	142

The Peak Hour is 16:15 - 17:15 **The Peak Hour Factor = 0.81**

Peak Hr	PCU		479	291	770	100	265		365					62		197	259	1394

The School Peak Half Hour is 15:45 - 16:15 **The Peak Hour Factor = 0.36**

Peak ½ Hr	PCU		113	64	177	13	61		74					20		40	60	311

COMMENTS:

PEDESTRIAN SUMMARY

Period Ending	Crossing the South Leg			Crossing the North Leg			Crossing the West Leg			Crossing the East Leg			Totals
	<14	>14	Total	<14	>14	Total	<14	>14	Total	<14	>14	Total	
15:15			0			0			0			0	0
15:30			0			0			0			0	0
15:45			0			0			0			0	0
16:00			0			0			0			0	0
16:15			0			0			0			0	0
16:30			0			0			0			0	0
16:45			0			0			0			0	0
17:00			0			0			0			0	0
17:15			0			0			0			0	0
17:30			0			0			0			0	0
17:45			0			0			0			0	0
18:00			0			0			0			0	0
Peak Hr													

Weekly Summary for the Week October 2,2005

Sta: 000000000004 Id: 000000000000J4

City/Town: Sherwood Park County: Strathcona

Location: 17st between Jug & Base

Lane : North

Time	9 Sun	3 Mon	4 Tue	5 Wed	6 Thur	7 Fri	8 Sat	Daily Avg	Wkday Avg	Wkend Avg
1:00	31				36	21	35	31	29	33
2:00	30				34	41	30	34	38	30
3:00	21				28	36	20	26	32	21
4:00	13				51	59	25	37	55	19
5:00	24				51	69	53	49	60	39
6:00	28				191	171	63	113	181	46
7:00	76				431	394	105	252	413	91
8:00	53				554	551	129	322	553	91
9:00	49				343	379	106	219	361	78
10:00	57				319	370	116	216	345	87
11:00	44				322	315	118	200	319	81
12:00	108				388	370	143	252	379	126
13:00	97				379	399	157	258	389	127
14:00	111				397	399	169	269	398	140
15:00	117				374	356	134	245	365	126
16:00	117				435	449	142	286	442	130
17:00	109				551	400	122	296	476	116
18:00	93				502	260	122	244	381	108
19:00	73				247	198	99	154	223	86
20:00	97				142	115	76	108	129	87
21:00	58				116	111	77	91	114	68
22:00	49				92	109	49	75	101	49
23:00	57				70	81	47	64	76	52
24:00	28				50	33	49	40	42	39
Totals	1540				6103	5686	2186	3879	5895	1863

% Avg Wkday	82.7				103.5	96.5	117.3			
% Avg Day	39.7				157.3	146.6	56.4			
AM Peak Hr Ending	12:00				8:00	8:00	12:00			
AM Count	108				554	551	143			
PM Peak Hr Ending	15:00				17:00	16:00	14:00			
PM Count	117				551	449	169			

TURNING MOVEMENT SUMMARY (MORNING)

Intersection: Baseline Rd. and 17th St.
Date: Tuesday, Jun/28/2011

VEHICLE MOVEMENT SUMMARY

Period Ending	Type	From the South on				From the North on				From the West on				From the East on				Totals
		Left	Thru	Rght	Total	Left	Thru	Rght	Total	Left	Thru	Rght	Total	Left	Thru	Rght	Total	
	C		49		49		84	49	133		120	10	130		461	16	477	789
	SU		2		2		2	1	3		3	2	5		1		1	11
	TT		9		9		3	2	5		6		6		13	3	16	36
	B				0				0				0				0	0
7:15	PCU	0	79	0	79	0	96	57	153	0	143	13	156	0	502	25	527	914
	C		55		55		103	50	153		150	14	164		512	25	537	909
	SU		3		3		2		2		2	2	4		1	1	2	11
	TT		16		16		3	3	6		10	1	11		11	3	14	47
	B				0				0				0				0	0
7:30	PCU	0	108	0	108	0	115	59	174	0	183	20	203	0	547	36	582	1067
	C		43	1	44		125	71	196		168	15	183		557	11	568	991
	SU		1		1		1		1		5		5		2		2	9
	TT		14		14		8	3	11		15		15		16	2	18	58
	B				0				0				0				0	0
7:45	PCU	0	87	1	88	0	151	80	231	0	221	15	236	0	608	17	625	1179
	C		51		51		125	49	174		153	10	163		475	18	493	881
	SU		4		4		1		1		3		3		10		10	18
	TT		13		13		14	6	20		14		14		15	3	18	65
	B				0				0				0				0	0
8:00	PCU	0	96	0	96	0	169	67	236	0	200	10	210	0	535	27	562	1103
	C		27		27		68	38	106		151	14	165		408	14	422	720
	SU		3		3		4		4		1		1		4		4	12
	TT		13		13		9	5	14		21		21		8	1	9	57
	B				0				0				0				0	0
8:15	PCU	0	71	0	71	0	101	53	154	0	216	14	230	0	438	17	455	909
	C		37	2	39		39	22	61		120	8	128		320	9	329	557
	SU		4		4		4	1	5		9		9		9		9	27
	TT		19		19		5	9	14		25	2	27		18	3	21	81
	B				0				0				0				0	0
8:30	PCU	0	100	2	102	0	60	51	111	0	209	14	223	0	388	18	406	841
	C		22		22		24	20	44		155	2	157		313	3	316	539
	SU		1		1		1	2	3		4		4		7	1	8	16
	TT		7		7		19	7	26		9		9		10	1	11	53
	B				0				0				0				0	0
8:45	PCU	0	45	0	45	0	83	44	127	0	188	2	190	0	354	8	361	722
	C		32	1	33		25	11	36		140	3	143		231	6	237	449
	SU		6		6		1	3	4		6	1	7		2		2	19
	TT		14	1	15		21	5	26		14	2	16		13	3	16	73
	B				0				0				0				0	0
9:00	PCU	0	83	4	87	0	90	31	120	0	191	11	202	0	273	15	288	697

The Peak Hour is 7:00 - 8:00 **The Peak Hour Factor = 0.90**

Peak Hr	PCU		369	1	370		530	263	793		746	58	804		2191	105	2296	4262

The School Peak Half Hour is 7:30 - 8:00 **The Peak Hour Factor = 0.97**

Peak ½Hr	PCU		183	1	184		319	147	466		420	25	445		1143	44	1187	2282

COMMENTS:

PEDESTRIAN SUMMARY

Period Ending	Crossing the South Leg			Crossing the North Leg			Crossing the West Leg			Crossing the East Leg			Totals
	<14	>14	Total	<14	>14	Total	<14	>14	Total	<14	>14	Total	
7:15			0			0			0			0	0
7:30		1	1			0			0			0	1
7:45			0			0			0			0	0
8:00		1	1			0			0			0	1
8:15			0			0			0			0	0
8:30			0			0			0			0	0
8:45			0			0			0			0	0
9:00		1	1			0			0			0	1
Peak Hr		2	2										2

TURNING MOVEMENT SUMMARY (NOON)

Intersection: Baseline Rd. and 17th St.
Date: Tuesday, Jun/28/2011

VEHICLE MOVEMENT SUMMARY

Period Ending	Type	From the South on 0				From the North on 0				From the West on 0				From the East on 0				Totals
		Left	Thru	Rght	Total	Left	Thru	Rght	Total	Left	Thru	Rght	Total	Left	Thru	Rght	Total	
	C		30		30		27	14	41		138	5	143		130	4	134	348
	SU				0		2		2		3		3		4	1	5	10
	TT		10		10		11	7	18		14	4	18		20	4	24	70
	B				0				0				0				0	0
11:15	PCU	0	60	0	60	0	63	35	98	0	185	17	202	0	196	18	214	573
	C		46	2	48		34	7	41		160	6	166		172	6	178	433
	SU				0		3	1	4		6		6		5		5	15
	TT		18	1	19		10		10		18	2	20		16	1	17	66
	B				0				0				0				0	0
11:30	PCU	0	100	5	105	0	69	9	77	0	223	12	235	0	228	9	237	654
	C		29	1	30		25	15	40		174	4	178		169	4	173	421
	SU		4		4		3		3		11		11		4		4	22
	TT		13		13		12	4	16		11	3	14		10	6	16	59
	B				0				0				0				0	0
11:45	PCU	0	74	1	75	0	66	27	93	0	224	13	237	0	205	22	227	631
	C		28		28		42	24	66		174	7	181		149	9	158	433
	SU		2		2		2		2		8		8		13		13	25
	TT		16		16		14	3	17		17	2	19		11	6	17	69
	B				0				0				0				0	0
12:00	PCU	0	79	0	79	0	87	33	120	0	237	13	250	0	202	27	229	678
	C		39	1	40		45	23	68		181	5	186		145	10	155	449
	SU		4		4		2		2		6		6		5		5	17
	TT		8		8		14	2	16		20		20		11	2	13	57
	B				0				0				0				0	0
12:15	PCU	0	69	1	70	0	90	29	119	0	250	5	255	0	186	16	202	646
	C		40		40		26	14	40		164	8	172		154	6	160	412
	SU		1		1		4		4		6		6		4		4	15
	TT		14		14		15	6	21		19		19		12	3	15	69
	B				0				0				0				0	0
12:30	PCU	0	84	0	84	0	77	32	109	0	230	8	238	0	196	15	211	642
	C		28	2	30		36	15	51		166	9	175		189	12	201	457
	SU		3		3		4		4		4		4		4	1	5	16
	TT		18		18		13	1	14		20	1	21		11	1	12	65
	B				0				0				0				0	0
12:45	PCU	0	87	2	89	0	81	18	99	0	232	12	244	0	228	17	245	676
	C		45		45		40	19	59		169	12	181		176	14	190	475
	SU		1		1			1	1		3		3		3		3	8
	TT		14		14		17	3	20		11	1	12		15	1	16	62
	B				0				0				0				0	0
13:00	PCU	0	89	0	89	0	91	30	121	0	207	15	222	0	226	17	243	673

The Peak Hour is 11:45 - 12:45 **The Peak Hour Factor =** 0.97

Peak Hr	PCU		318	3	321		335	112	447		949	38	987		811	75	886	2641

COMMENTS:

PEDESTRIAN SUMMARY

Period Ending	Crossing the South Leg			Crossing the North Leg			Crossing the West Leg			Crossing the East Leg			Totals
	<14	>14	Total	<14	>14	Total	<14	>14	Total	<14	>14	Total	
11:15			0			0			0			0	0
11:30			0			0			0			0	0
11:45			0			0			0			0	0
12:00			0			0			0			0	0
12:15			0			0			0			0	0
12:30			0			0			0			0	0
12:45			0			0			0			0	0
13:00			0			0			0			0	0
Peak Hr													

TURNING MOVEMENT SUMMARY (AFTERNOON)

Intersection: Baseline Rd. and 17th St.
Date: Tuesday, Jun/28/2011

VEHICLE MOVEMENT SUMMARY

Period Ending	Type	From the South on 0				From the North on 0				From the West on 0				From the East on 0				Totals
		Left	Thru	Rght	Total	Left	Thru	Rght	Total	Left	Thru	Rght	Total	Left	Thru	Rght	Total	
	C				0				0				0				0	0
	SU				0				0				0				0	0
	TT				0				0				0				0	0
	B				0				0				0				0	0
15:15	PCU	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	C				0				0				0				0	0
	SU				0				0				0				0	0
	TT				0				0				0				0	0
	B				0				0				0				0	0
15:30	PCU	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	C				0				0				0				0	0
	SU				0				0				0				0	0
	TT				0				0				0				0	0
	B				0				0				0				0	0
15:45	PCU	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	C				0				0				0				0	0
	SU				0				0				0				0	0
	TT				0				0				0				0	0
	B				0				0				0				0	0
16:00	PCU	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	C		173	2	175		48	22	70		442	7	449		174	10	184	878
	SU		7		7		4		4		5	1	6		5	2	7	24
	TT		12		12		14	3	17		9	1	10		8	1	9	48
	B				0				0				0				0	0
16:15	PCU	0	220	2	222	0	96	31	127	0	477	12	488	0	206	16	222	1058
	C		116		116		39	21	60		509	6	515		204	3	207	898
	SU		4		4		3		3		1		1		5		5	13
	TT		8		8		17	2	19		7		7		8	2	10	44
	B				0				0				0				0	0
16:30	PCU	0	146	0	146	0	95	27	122	0	532	6	538	0	236	9	245	1050
	C		206	2	208		89	28	117		630	12	642		250	10	260	1227
	SU		3		3		2	1	3		3		3		1		1	10
	TT		8		8		16	4	20		14		14		11		11	53
	B				0				0				0				0	0
16:45	PCU	0	235	2	237	0	140	42	182	0	677	12	689	0	285	10	295	1401
	C		172	1	173		55	21	76		627	7	634		274	9	283	1166
	SU		1		1		1	1	2		4	1	5		9		9	17
	TT		15		15		8	3	11		18	1	19		10	1	11	56
	B				0				0				0				0	0
17:00	PCU	0	219	1	220	0	81	32	112	0	687	12	699	0	318	12	330	1360
	C		172	1	173		83	48	131		589	10	599		297	5	302	1205
	SU				0		1		1		2	3	5		1		1	7
	TT		8		8		8	4	12		10	1	11		9		9	40
	B				0				0				0				0	0
17:15	PCU	0	196	1	197	0	109	60	169	0	622	18	640	0	326	5	331	1336
	C		162	3	165		39	13	52		523	7	530		260	11	271	1018
	SU		1		1			1	1		6	2	8		6	1	7	17
	TT		13		13		13	1	14		10		10		5	2	7	44
	B				0				0				0				0	0
17:30	PCU	0	203	3	206	0	78	18	96	0	562	10	572	0	284	19	303	1176
	C		156		156		47	25	72		539	12	551		253	9	262	1041
	SU		1		1		1		1		5		5		6	1	7	14
	TT		10		10		8	2	10		8	1	9		9	2	11	40
	B				0				0				0				0	0
17:45	PCU	0	188	0	188	0	73	31	104	0	571	15	586	0	289	17	306	1182
	C		96	1	97		37	14	51		383	6	389		198	11	209	746
	SU		1		1		1		1		2		2		3	1	4	8
	TT		13		13		11	2	13		10	1	11		6	1	7	44
	B				0				0				0				0	0
18:00	PCU	0	137	1	138	0	72	20	92	0	416	9	425	0	221	16	236	890

The Peak Hour is 16:30 - 17:30 **The Peak Hour Factor = 0.94**

Peak Hr	PCU		852	7	859		407	151	558		2548	51	2599		1212	46	1257	5272

The School Peak Half Hour is 15:45 - 16:15 **The Peak Hour Factor = 0.38**

Peak ½ Hr	PCU		220	2	222		96	31	127		477	12	488		206	16	222	1058

COMMENTS:

PEDESTRIAN SUMMARY

Period Ending	Crossing the South Leg			Crossing the North Leg			Crossing the West Leg			Crossing the East Leg			Totals
	<14	>14	Total	<14	>14	Total	<14	>14	Total	<14	>14	Total	
15:15			0			0			0			0	0
15:30			0			0			0			0	0
15:45			0			0			0			0	0
16:00			0			0			0			0	0
16:15			0			0			0			0	0
16:30			0			0			0			0	0
16:45			0			0			0			0	0
17:00			0			0			0			0	0
17:15			0			0			0			0	0
17:30			0			0			0			0	0
17:45			0			0			0			0	0
18:00			0			0			0			0	0
Peak Hr													

Weekly Summary for the Week October 3,2005

Sta: 000000000002 Id: 000000000000J2

City/Town: Sherwood Park County: Strathcona

Location: 17th ST North of Baseline Rd

Lane : North

Time	9 Sun	10 Mon	11 Tue	12 Wed	6 Thur	7 Fri	8 Sat	Daily Avg	Wkday Avg	Wkend Avg
1:00	42	25	0	0	31	23	42	23	16	42
2:00	40	24	0	0	41	40	34	26	21	37
3:00	18	14	0	0	24	38	26	17	15	22
4:00	11	16	0	0	60	54	28	24	26	20
5:00	24	24	0	0	59	60	49	31	29	37
6:00	40	52	0	0	233	202	67	85	97	54
7:00	78	73	0	0	475	431	116	168	196	97
8:00	52	93	0	0	693	623	129	227	282	91
9:00	50	78	0	0	467	414	123	162	192	87
10:00	84	92	0	0	314	362	133	141	154	109
11:00	84	136	0	0	348	315	134	145	160	109
12:00	123	169	0	0	357	361	139	164	177	131
13:00	126	132	0	0	373	383	185	171	178	156
14:00	135	122	0	0	401	357	177	170	176	156
15:00	165	128	0	0	356	385	160	171	174	163
16:00	148	183	0	0	471	427	152	197	216	150
17:00	127	146	0	0	582	463	140	208	238	134
18:00	113	128	0	0	711	295	137	198	227	125
19:00	105	121	0	0	287	215	123	122	125	114
20:00	97	116	0	0	179	156	104	93	90	101
21:00	81	72	0	0	112	108	81	65	58	81
22:00	67	58	0	0	115	104	69	59	55	68
23:00	65	61	0	0	82	80	60	50	45	63
24:00	36	35	0	0	62	64	64	37	32	50
Totals	1911	2098			6833	5960	2472	2753	2978	2192

% Avg Wkday	64.2	70.4	229.4	200.1	83.0
% Avg Day	69.4	76.2	248.2	216.5	89.8
AM Peak Hr Ending	12:00	12:00	8:00	8:00	12:00
AM Count	123	169	693	623	139
PM Peak Hr Ending	15:00	16:00	18:00	17:00	13:00
PM Count	165	183	711	463	185

Weekly Summary for the Week October 3,2005

Sta: 000000000002 Id: 000000000000J2

City/Town: Sherwood Park County: Strathcona

Location: 17th ST North of Baseline Rd

Lane : North

	9	10	11	12	6	7	8	Daily	Wkday	Wkend
Time	Sun	Mon	Tue	Wed	Thur	Fri	Sat	Avg	Avg	Avg
0:15	5	10			6	8	14	9	8	10
0:30	14	5			8	7	12	9	7	13
0:45	16	6			5	5	7	8	5	12
1:00	7	4			12	3	9	7	6	8
1:15	9	9			16	12	10	11	12	10
1:30	5	3			11	12	2	7	9	4
1:45	16	2			5	9	8	8	5	12
2:00	10	10			9	7	14	10	9	12
2:15	7	7			3	14	10	8	8	9
2:30	3	1			7	18	8	7	9	6
2:45	1	0			4	4	8	3	3	5
3:00	7	6			10	2	0	5	6	4
3:15	7	2			22	16	9	11	13	8
3:30	0	8			9	14	3	7	10	2
3:45	2	1			13	8	5	6	7	4
4:00	2	5			16	16	11	10	12	7
4:15	3	5			6	20	12	9	10	8
4:30	7	8			13	8	6	8	10	7
4:45	9	4			11	14	16	11	10	13
5:00	5	7			29	18	15	15	18	10
5:15	7	5			12	35	14	15	17	11
5:30	7	12			68	38	10	27	39	9
5:45	6	17			85	59	21	38	54	14
6:00	20	18			68	70	22	40	52	21
6:15	16	11			85	52	22	37	49	19
6:30	17	16			105	98	20	51	73	19
6:45	18	23			132	144	46	73	100	32
7:00	27	23			153	137	28	74	104	28
7:15	17	14			167	125	36	72	102	27
7:30	19	18			161	144	26	74	108	23
7:45	7	35			179	169	26	83	128	17
8:00	9	26			186	185	41	89	132	25
8:15	6	22			116	120	26	58	86	16
8:30	12	19			130	113	29	61	87	21
8:45	15	21			109	88	35	54	73	25
9:00	17	16			112	93	33	54	74	25
9:15	9	28			88	81	29	47	66	19
9:30	34	17			71	104	19	49	64	27
9:45	18	23			81	82	42	49	62	30
10:00	23	24			74	95	43	52	64	33
10:15	15	31			90	67	33	47	63	24
10:30	28	25			81	78	32	49	61	30
10:45	18	35			72	78	41	49	62	30
11:00	23	45			105	92	28	59	81	26
11:15	22	37			85	73	34	50	65	28
11:30	34	54			90	75	41	59	73	38
11:45	32	36			100	114	34	63	83	33
12:00	35	42			82	99	30	58	74	33
12:15	32	31			116	99	41	64	82	37
12:30	42	39			90	80	37	58	70	40

12:45	26	43			94	89	51		61	75	39
13:00	26	19			73	115	56		58	69	41
13:15	40	27			138	100	49		71	88	45
13:30	38	33			80	81	51		57	65	45
13:45	33	30			90	84	43		56	68	38
14:00	24	32			93	92	34		55	72	29
14:15	36	37			87	123	28		62	82	32
14:30	51	30			97	68	44		58	65	48
14:45	41	28			99	110	34		62	79	38
15:00	37	33			73	84	54		56	63	46
15:15	41	51			122	66	49		66	80	45
15:30	42	39			117	131	45		75	96	44
15:45	31	44			116	127	33		70	96	32
16:00	34	49			116	103	25		65	89	30
16:15	36	51			126	104	36		71	94	36
16:30	35	30			111	124	39		68	88	37
16:45	28	28			193	109	26		77	110	27
17:00	28	37			152	126	39		76	105	34
17:15	31	39			183	102	33		78	108	32
17:30	32	31			163	73	47		69	89	40
17:45	31	17			192	72	31		69	94	31
18:00	19	41			173	48	26		61	87	23
18:15	28	36			102	54	38		52	64	33
18:30	19	35			83	65	35		47	61	27
18:45	35	26			54	43	24		36	41	30
19:00	23	24			48	53	26		35	42	25
19:15	19	24			53	38	24		32	38	22
19:30	28	39			47	48	30		38	45	29
19:45	17	27			43	34	19		28	35	18
20:00	33	26			36	36	31		32	33	32
20:15	14	30			18	37	19		24	28	17
20:30	15	15			32	30	16		22	26	16
20:45	31	10			34	23	18		23	22	25
21:00	21	17			28	18	28		22	21	25
21:15	12	16			20	30	22		20	22	17
21:30	23	11			55	29	16		27	32	20
21:45	22	17			31	28	9		21	25	16
22:00	10	14			9	17	22		14	13	16
22:15	14	18			22	21	12		17	20	13
22:30	18	15			20	24	16		19	20	17
22:45	19	15			24	17	15		18	19	17
23:00	14	13			16	18	17		16	16	16
23:15	15	13			26	19	33		21	19	24
23:30	10	4			18	12	17		12	11	14
23:45	8	7			10	20	7		10	12	8
0:00	3	11			8	13	7		8	11	5
Totals	1911	2098	0	0	6833	5960	2472		2753	4944	2158

% Avg Wkday	38.7	42.4	138.2	120.6	50.0
% Avg Day	69.4	76.2	248.2	216.5	89.8
AM Peak Hr					
Ending	7:30	8:30	8:00	8:00	7:30
AM Count	81	102	693	623	136
PM Peak Hr					
Ending	16:15	16:15	18:00	16:15	17:45
PM Count	143	183	711	465	150

Weekly Summary for the Week October 3,2005

Sta: 000000000002 Id: 000000000000J2

City/Town: Sherwood Park County: Strathcona

Location: 17th ST North of Baseline Rd

Lane : South

Time	9 Sun	10 Mon	11 Tue	12 Wed	6 Thur	7 Fri	8 Sat	Daily Avg	Wkday Avg	Wkend Avg
1:00	23	25	0	0	46	55	55	29	25	39
2:00	22	16	0	0	52	42	23	22	22	23
3:00	16	24	0	0	68	52	25	26	29	21
4:00	11	15	0	0	53	68	32	26	27	22
5:00	17	26	0	0	54	71	67	34	30	42
6:00	31	32	0	0	262	174	40	77	94	36
7:00	38	52	0	0	595	265	87	148	182	63
8:00	42	42	0	0	451	339	92	138	166	67
9:00	43	65	0	0	387	336	98	133	158	71
10:00	56	76	0	0	350	293	127	129	144	92
11:00	57	107	0	0	349	301	108	132	151	83
12:00	81	79	0	0	387	305	151	143	154	116
13:00	116	88	0	0	388	345	162	157	164	139
14:00	82	64	0	0	441	311	145	149	163	114
15:00	90	86	0	0	369	354	107	144	162	99
16:00	68	94	0	0	485	377	112	162	191	90
17:00	71	92	0	0	712	486	159	217	258	115
18:00	80	74	0	0	662	418	122	194	231	101
19:00	65	68	0	0	336	189	103	109	119	84
20:00	63	69	0	0	179	167	65	78	83	64
21:00	51	57	0	0	113	96	55	53	53	53
22:00	26	29	0	0	89	76	62	40	39	44
23:00	30	26	0	0	82	88	36	37	39	33
24:00	24	20	0	0	78	62	47	33	32	36
Totals	1203	1326	0		6988	5270	2080	2410	2717	1642

% Avg Wkday	44.3	48.8		257.2	194.0	76.6
% Avg Day	49.9	55.0		290.0	218.7	86.3
AM Peak Hr Ending	12:00	11:00		7:00	8:00	12:00
AM Count	81	107		595	339	151
PM Peak Hr Ending	13:00	16:00		17:00	17:00	13:00
PM Count	116	94		712	486	162

Weekly Summary for the Week October 3,2005

Sta: 000000000002 Id: 000000000000J2

City/Town: Sherwood Park County: Strathcona

Location: 17th ST North of Baseline Rd

Lane : South

Time	9 Sun	10 Mon	11 Tue	12 Wed	6 Thur	7 Fri	8 Sat	Daily Avg	Wkday Avg	Wkend Avg
0:15	14	14			9	16	22	15	13	18
0:30	5	0			12	13	16	9	8	11
0:45	1	5			8	9	4	5	7	3
1:00	3	6			17	17	13	11	13	8
1:15	2	3			22	6	13	9	10	8
1:30	6	2			10	24	4	9	12	5
1:45	9	6			10	6	3	7	7	6
2:00	5	5			10	6	3	6	7	4
2:15	2	4			33	28	12	16	22	7
2:30	4	6			13	15	9	9	11	7
2:45	4	9			9	6	3	6	8	4
3:00	6	5			13	3	1	6	7	4
3:15	2	0			12	27	15	11	13	9
3:30	1	7			11	16	3	8	11	2
3:45	4	0			25	11	3	9	12	4
4:00	4	8			5	14	11	8	9	8
4:15	9	13			8	22	17	14	14	13
4:30	5	5			15	20	7	10	13	6
4:45	0	3			12	13	19	9	9	10
5:00	3	5			19	16	24	13	13	14
5:15	2	7			38	22	2	14	22	2
5:30	4	9			53	50	15	26	37	10
5:45	12	1			72	55	11	30	43	12
6:00	13	15			99	47	12	37	54	13
6:15	8	15			153	43	20	48	70	14
6:30	9	10			159	53	19	50	74	14
6:45	14	12			120	77	25	50	70	20
7:00	7	15			163	92	23	60	90	15
7:15	12	9			113	66	18	44	63	15
7:30	8	8			113	97	29	51	73	19
7:45	13	15			106	81	16	46	67	15
8:00	9	10			119	95	29	52	75	19
8:15	8	18			87	81	18	42	62	13
8:30	16	22			104	100	20	52	75	18
8:45	5	21			97	83	30	47	67	18
9:00	14	4			99	72	30	44	58	22
9:15	21	20			82	51	37	42	51	29
9:30	16	22			76	89	27	46	62	22
9:45	9	12			93	75	33	44	60	21
10:00	10	22			99	78	30	48	66	20
10:15	10	23			78	87	20	44	63	15
10:30	10	28			89	69	23	44	62	17
10:45	11	22			101	58	39	46	60	25
11:00	26	34			81	87	26	51	67	26
11:15	25	12			98	68	48	50	59	37
11:30	16	18			83	72	38	45	58	27
11:45	20	24			91	80	31	49	65	26
12:00	20	25			115	85	34	56	75	27
12:15	18	22			107	98	48	59	76	33
12:30	21	28			78	75	36	48	60	29

12:45	45	18			110	103	48		65	77	47
13:00	32	20			93	69	30		49	61	31
13:15	21	22			132	78	35		58	77	28
13:30	10	21			100	90	36		51	70	23
13:45	21	10			114	65	34		49	63	28
14:00	30	11			95	78	40		51	61	35
14:15	35	23			104	78	26		53	68	31
14:30	18	21			87	87	31		49	65	25
14:45	23	23			100	90	21		51	71	22
15:00	14	19			78	99	29		48	65	22
15:15	15	21			107	92	23		52	73	19
15:30	23	28			95	86	28		52	70	26
15:45	15	28			135	105	26		62	89	21
16:00	15	17			148	94	35		62	86	25
16:15	26	22			185	137	33		81	115	30
16:30	16	18			160	115	54		73	98	35
16:45	16	27			176	120	42		76	108	29
17:00	13	25			191	114	30		75	110	22
17:15	21	21			178	121	37		76	107	29
17:30	14	21			180	105	32		70	102	23
17:45	19	9			164	93	21		61	89	20
18:00	26	23			140	99	32		64	87	29
18:15	20	20			127	45	31		49	64	26
18:30	18	15			75	42	24		35	44	21
18:45	12	15			74	66	27		39	52	20
19:00	15	18			60	36	21		30	38	18
19:15	8	22			46	55	11		28	41	10
19:30	28	14			29	41	25		27	28	27
19:45	11	16			54	45	18		29	38	15
20:00	16	17			50	26	11		24	31	14
20:15	17	6			23	29	13		18	19	15
20:30	8	22			33	26	23		22	27	16
20:45	14	17			28	24	15		20	23	15
21:00	12	12			29	17	4		15	19	8
21:15	7	10			17	18	19		14	15	13
21:30	11	6			31	11	8		13	16	10
21:45	5	5			25	31	15		16	20	10
22:00	3	8			16	16	20		13	13	12
22:15	7	5			29	27	14		16	20	11
22:30	10	3			15	25	7		12	14	9
22:45	5	11			14	22	7		12	16	6
23:00	8	7			24	14	8		12	15	8
23:15	5	8			27	25	17		16	20	11
23:30	6	10			23	10	10		12	14	8
23:45	11	2			14	16	12		11	11	12
0:00	2	0			14	11	8		7	8	5
Totals	1203	1326	0	0	6988	5270	2080		2410	4499	1611
% Avg Wkday	26.7	29.5			155.3	117.1	46.2				
% Avg Day	49.9	55.0			290.0	218.7	86.3				
AM Peak Hr Ending	8:30	8:45			8:45	8:45	9:00				
AM Count	46	71			595	359	98				
PM Peak Hr Ending	18:00	16:15			17:30	17:00	16:45				
PM Count	80	95			725	486	164				

TURNING MOVEMENT SUMMARY (MORNING)

Intersection: 17th St. and Service Rd. North of Baseline
Date: Thursday, Jun/23/2011

VEHICLE MOVEMENT SUMMARY

Period Ending	Type	From the South on				From the North on				From the West on				From the East on				Totals
		Left	Thru	Rght	Total	Left	Thru	Rght	Total	Left	Thru	Rght	Total	Left	Thru	Rght	Total	
	C		55	14	69	10	134		144				0			1	1	214
	SU		2		2				0				0				0	2
	TT		7	3	10				0				0				0	10
	B				0				0				0				0	0
7:15	PCU	0	79	23	102	10	134	0	144	0	0	0	0	0	0	1	1	247
	C		30	10	40	4	151		155				0	3			3	198
	SU		6	2	8		2		2				0			1	1	11
	TT		14	1	15	3	15		18				0	1			1	34
	B				0				0				0				0	0
7:30	PCU	0	81	16	97	13	199	0	212	0	0	0	0	6	0	2	8	317
	C		35	13	48	2	135		137				0	6		2	8	193
	SU		3		3		4		4				0				0	7
	TT		5	1	6	1	7		8				0	2		1	3	17
	B				0				0				0				0	0
7:45	PCU	0	55	16	71	5	162	0	167	0	0	0	0	12	0	5	17	255
	C		52	6	58		187		187				0	3		1	4	249
	SU		5		5	1	5		6				0				0	11
	TT		7	6	13	1	9		10				0	3			3	26
	B				0				0				0				0	0
8:00	PCU	0	81	24	105	5	222	0	226	0	0	0	0	12	0	1	13	344
	C		42	6	48	1	89		90				0	4			4	142
	SU		5		5		5		5				0	1			1	11
	TT		12	5	17	3	12		15				0	2		1	3	35
	B				0				0				0				0	0
8:15	PCU	0	86	21	107	10	133	0	143	0	0	0	0	12	0	3	15	264
	C		36	3	39	2	70		72				0	2			2	113
	SU		4	2	6	1	6		7				0				0	13
	TT		13	7	20	4	10		14				0	2		1	3	37
	B				0				0				0				0	0
8:30	PCU	0	81	27	108	16	109	0	125	0	0	0	0	8	0	3	11	244
	C		30	3	33		66		66				0	1		1	2	101
	SU		2		2		7		7				0			1	1	10
	TT		8	5	13		11		11				0	2			2	26
	B				0				0				0				0	0
8:45	PCU	0	57	18	75	0	110	0	110	0	0	0	0	7	0	3	10	194
	C		33	11	44		62		62				0	3		3	6	112
	SU		10	2	12		8		8				0	2			2	22
	TT		17	1	18		12		12				0	7		1	8	38
	B				0				0				0				0	0
9:00	PCU	0	99	17	116	0	110	0	110	0	0	0	0	27	0	6	33	259

The Peak Hour is 7:15 - 8:15 The Peak Hour Factor = 0.86

Peak Hr	PCU		302	77	379	33	715		748					42		11	52	1178

The School Peak Half Hour is 7:45 - 8:15 The Peak Hour Factor = 0.88

Peak ½Hr	PCU		166	45	211	15	354		369					24		4	28	607

COMMENTS:

PEDESTRIAN SUMMARY

Period Ending	Crossing the South Leg			Crossing the North Leg			Crossing the West Leg			Crossing the East Leg			Totals
	<14	>14	Total	<14	>14	Total	<14	>14	Total	<14	>14	Total	
7:15			0			0			0			0	0
7:30			0			0			0			0	0
7:45			0			0			0			0	0
8:00			0			0			0			0	0
8:15			0			0			0			0	0
8:30			0			0			0			0	0
8:45			0			0			0			0	0
9:00			0			0			0			0	0
Peak Hr													

TURNING MOVEMENT SUMMARY (NOON)

Intersection: 17th St. and Service Rd. North of Baseline
Date: Thursday, Jun/23/2011

VEHICLE MOVEMENT SUMMARY

Period Ending	Type	From the South on 0				From the North on 0				From the West on 0				From the East on 0				Totals
		Left	Thru	Rght	Total	Left	Thru	Rght	Total	Left	Thru	Rght	Total	Left	Thru	Rght	Total	
	C		39	4	43	2	37		39				0	4		1	5	87
	SU		3	2	5		5		5				0	1			1	11
	TT		10	4	14	2	13		15				0	1		1	2	31
	B				0				0				0				0	0
11:15	PCU	0	74	19	93	8	84	0	92	0	0	0	0	9	0	4	13	197
	C		38		38	1	45		46				0	9		2	11	95
	SU		7	1	8	1	2		3				0				0	11
	TT		10	6	16		14		14				0	1			1	31
	B				0				0				0				0	0
11:30	PCU	0	79	20	98	3	90	0	93	0	0	0	0	12	0	2	14	205
	C		38	1	39	2	41		43				0	7		4	11	93
	SU		6	1	7		7		7				0	2			2	16
	TT		18	4	22	1	13		14				0	3			3	39
	B				0				0				0				0	0
11:45	PCU	0	101	15	116	5	91	0	96	0	0	0	0	19	0	4	23	234
	C		41	4	45	3	47		50				0	11		1	12	107
	SU		7	1	8		7		7				0			1	1	16
	TT		12	1	13		9		9				0	3		1	4	26
	B				0				0				0				0	0
12:00	PCU	0	88	9	96	3	85	0	88	0	0	0	0	20	0	6	26	209
	C		30	10	40	1	44		45				0	14		4	18	103
	SU		6		6		7		7				0				0	13
	TT		10	5	15		11		11				0	8			8	34
	B				0				0				0				0	0
12:15	PCU	0	69	25	94	1	88	0	89	0	0	0	0	38	0	4	42	225
	C		44	8	52	2	55		57				0	7		6	13	122
	SU		3		3		6		6				0	1		1	2	11
	TT		14	5	19	4	22		26				0	2			2	47
	B				0				0				0				0	0
12:30	PCU	0	91	23	114	14	130	0	144	0	0	0	0	15	0	8	22	280
	C		40	11	51	3	47		50				0	5		2	7	108
	SU		3	1	4	1	5		6				0	2			2	12
	TT		10	3	13		14		14				0	1		6	7	34
	B				0				0				0				0	0
12:45	PCU	0	75	22	96	5	97	0	101	0	0	0	0	11	0	20	31	228
	C		46	9	55	1	47		48				0	4		1	5	108
	SU		9		9		2		2				0				0	11
	TT		14	10	24		19		19				0	4		3	7	50
	B				0				0				0				0	0
13:00	PCU	0	102	39	141	1	107	0	108	0	0	0	0	16	0	10	26	275
						The Peak Hour is	12:00 -	13:00		**The Peak Hour Factor =**			**0.90**					
Peak Hr	PCU		336	109	444	21	421		442					80		42	121	1007

COMMENTS:

PEDESTRIAN SUMMARY

Period Ending	Crossing the South Leg			Crossing the North Leg			Crossing the West Leg			Crossing the East Leg			Totals
	<14	>14	Total	<14	>14	Total	<14	>14	Total	<14	>14	Total	
11:15			0			0			0			0	0
11:30			0			0			0			0	0
11:45			0			0			0			0	0
12:00			0			0			0			0	0
12:15			0			0			0			0	0
12:30			0			0			0			0	0
12:45			0			0			0			0	0
13:00			0			0			0			0	0
Peak Hr													

TURNING MOVEMENT SUMMARY (AFTERNOON)

Intersection: 17th St. and Service Rd. North of Baseline
Date: Thursday, Jun/23/2011

VEHICLE MOVEMENT SUMMARY

Period Ending	Type	From the South on 0				From the North on 0				From the West on 0				From the East on 0				Totals
		Left	Thru	Rght	Total	Left	Thru	Rght	Total	Left	Thru	Rght	Total	Left	Thru	Rght	Total	
	C				0				0				0				0	0
	SU				0				0				0				0	0
	TT				0				0				0				0	0
	B				0				0				0				0	0
15:15	PCU	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	C				0				0				0				0	0
	SU				0				0				0				0	0
	TT				0				0				0				0	0
	B				0				0				0				0	0
15:30	PCU	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	C				0				0				0				0	0
	SU				0				0				0				0	0
	TT				0				0				0				0	0
	B				0				0				0				0	0
15:45	PCU	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	C				0				0				0				0	0
	SU				0				0				0				0	0
	TT				0				0				0				0	0
	B				0				0				0				0	0
16:00	PCU	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	C		134	3	137	1	41		42				0	14		2	16	195
	SU		5		5		4		4				0				0	9
	TT		7	2	9	2	7		9				0	2			2	20
	B				0				0				0				0	0
16:15	PCU	0	163	9	172	7	68	0	75	0	0	0	0	20	0	2	22	269
	C		122	3	125	1	57		58				0	15		3	18	201
	SU		5		5		7		7				0				0	12
	TT		10	2	12	2	12		14				0			2	2	28
	B				0				0				0				0	0
16:30	PCU	0	160	9	169	7	104	0	111	0	0	0	0	15	0	9	24	303
	C		206	4	210		78		78				0	20		7	27	315
	SU		4		4		2		2				0	1			1	7
	TT		6		6		8		8				0	3		1	4	18
	B				0				0				0				0	0
16:45	PCU	0	230	4	234	0	105	0	105	0	0	0	0	31	0	10	41	380
	C		172	1	173	1	88		89				0	12		15	27	289
	SU		7		7		2		2				0				0	9
	TT		8		8		10		10				0	1		2	3	21
	B				0				0				0				0	0
17:00	PCU	0	207	1	208	1	121	0	122	0	0	0	0	15	0	21	36	366
	C		175	2	177		101		101				0	12		2	14	292
	SU		1		1		2		2				0				0	3
	TT		17		17		16		16				0				0	33
	B				0				0				0				0	0
17:15	PCU	0	228	2	230	0	152	0	152	0	0	0	0	12	0	2	14	396
	C		170	2	172		56		56				0	13		16	29	257
	SU		1		1		3		3				0				0	4
	TT		10	1	11		13		13				0			1	1	25
	B				0				0				0				0	0
17:30	PCU	0	202	5	207	0	100	0	100	0	0	0	0	13	0	19	32	338
	C		162	4	166	1	48		49				0	12		6	18	233
	SU		1		1		1		1				0				0	2
	TT		17		17		8		8				0				0	25
	B				0				0				0				0	0
17:45	PCU	0	215	4	219	1	74	0	75	0	0	0	0	12	0	6	18	311
	C		125	2	127	2	40		42				0	8		3	11	180
	SU		4		4		2		2				0				0	6
	TT		11		11		5		5				0				0	16
	B				0				0				0				0	0
18:00	PCU	0	164	2	166	2	58	0	60	0	0	0	0	8	0	3	11	237

The Peak Hour is 16:30 - 17:30 **The Peak Hour Factor = 0.93**

Peak Hr	PCU		866	12	878	1	478		479					71		52	123	1479

The School Peak Half Hour is 15:45 - 16:15 **The Peak Hour Factor = 0.34**

Peak ½ Hr	PCU		163	9	172	7	68		75					20		2	22	269

COMMENTS:

PEDESTRIAN SUMMARY

Period Ending	Crossing the South Leg			Crossing the North Leg			Crossing the West Leg			Crossing the East Leg			Totals
	<14	>14	Total	<14	>14	Total	<14	>14	Total	<14	>14	Total	
15:15			0			0			0			0	0
15:30			0			0			0			0	0
15:45			0			0			0			0	0
16:00			0			0			0			0	0
16:15			0			0			0			0	0
16:30			0			0			0			0	0
16:45			0			0			0			0	0
17:00			0			0			0			0	0
17:15			0			0			0			0	0
17:30			0			0			0			0	0
17:45			0			0			0			0	0
18:00			0			0			0			0	0
Peak Hr													

TURNING MOVEMENT SUMMARY (MORNING)

Intersection: 17th St. and 105th Ave
Date: Tuesday, Jun/21/2011

VEHICLE MOVEMENT SUMMARY

Period Ending	Type	From the South on				From the North on				From the West on				From the East on				Totals
		Left	Thru	Rght	Total	Left	Thru	Rght	Total	Left	Thru	Rght	Total	Left	Thru	Rght	Total	
	C	3	31		34		143	2	145	1		1	2				0	181
	SU		2		2		1		1	1			1				0	4
	TT		8		8		6	1	7				0				0	15
	B				0				0				0				0	0
7:15	PCU	3	58	0	61	0	163	5	168	3	0	1	4	0	0	0	0	232
	C	5	48		53		153	3	156			1	1				0	210
	SU		3		3		3		3				0				0	6
	TT	1	15		16		9		9			1	1				0	26
	B				0				0				0				0	0
7:30	PCU	8	98	0	106	0	185	3	188	0	0	4	4	0	0	0	0	297
	C	8	52		60		160	3	163				0				0	223
	SU		4		4				0				0				0	4
	TT		14		14		2		2				0				0	16
	B				0				0				0				0	0
7:45	PCU	8	100	0	108	0	166	3	169	0	0	0	0	0	0	0	0	277
	C	10	35		45		159	11	170			2	2				0	217
	SU		1		1			1	1			1	1				0	3
	TT		7		7		10		10	1			1				0	18
	B				0				0				0				0	0
8:00	PCU	10	58	0	68	0	189	13	202	3	0	4	7	0	0	0	0	276
	C	7	45		52		83	8	91	1		1	2				0	145
	SU		2		2		3		3				0				0	5
	TT		7		7		11		11				0				0	18
	B				0				0				0				0	0
8:15	PCU	7	69	0	76	0	121	8	129	1	0	1	2	0	0	0	0	207
	C	4	22		26		72	6	78	1		5	6				0	110
	SU	1	3		4		2		2			1	1				0	7
	TT		7		7		12	1	13			1	1				0	21
	B				0				0				0				0	0
8:30	PCU	6	48	0	53	0	111	9	120	1	0	10	11	0	0	0	0	184
	C	1	27		28		61	6	67			1	1				0	96
	SU		4		4		1	1	2				0				0	6
	TT	1	11		12		9		9				0				0	21
	B				0				0				0				0	0
8:45	PCU	4	66	0	70	0	90	8	97	0	0	1	1	0	0	0	0	168
	C	4	35		39		52	1	53			4	4				0	96
	SU	1	1		2		7		7	1			1				0	10
	TT		13		13		13		13			1	1				0	27
	B				0				0				0				0	0
9:00	PCU	6	76	0	81	0	102	1	103	2	0	7	9	0	0	0	0	192

The Peak Hour is 7:00 - 8:00 The Peak Hour Factor = 0.91

Peak Hr	PCU	29	313		342		702	24	726	6		9	14					1082

The School Peak Half Hour is 7:15 - 7:45 The Peak Hour Factor = 0.97

Peak ½Hr	PCU	16	198		214		351	6	357			4	4					574

COMMENTS:

PEDESTRIAN SUMMARY

Period Ending	Crossing the South Leg			Crossing the North Leg			Crossing the West Leg			Crossing the East Leg			Totals
	<14	>14	Total	<14	>14	Total	<14	>14	Total	<14	>14	Total	
7:15			0			0			0			0	0
7:30			0			0			0			0	0
7:45			0			0			0			0	0
8:00			0			0			0			0	0
8:15			0			0			0			0	0
8:30			0			0			0			0	0
8:45			0			0			0			0	0
9:00			0			0			0			0	0
Peak Hr													

TURNING MOVEMENT SUMMARY (NOON)

Intersection: 17th St. and 105th Ave
Date: Tuesday, Jun/21/2011

VEHICLE MOVEMENT SUMMARY

Period Ending	Type	From the South on 0				From the North on 0				From the West on 0				From the East on 0				Totals
		Left	Thru	Rght	Total	Left	Thru	Rght	Total	Left	Thru	Rght	Total	Left	Thru	Rght	Total	
	C	5	21		26		31	1	32	1		4	5				0	63
	SU		2		2		1	2	3				0				0	5
	TT		8		8		14	1	15			1	1				0	24
	B				0				0				0				0	0
11:15	PCU	5	48	0	53	0	75	7	82	1	0	7	8	0	0	0	0	143
	C	7	37		44		41		41	3		5	8				0	93
	SU		5		5		4		4	1			1				0	10
	TT	2	22		24		12	2	14	1		1	2				0	40
	B				0				0				0				0	0
11:30	PCU	13	111	0	124	0	83	6	89	8	0	8	16	0	0	0	0	228
	C	4	39		43		40	2	42	1		5	6				0	91
	SU	3	2		5		4		4				0				0	9
	TT	2	15		17		15		15				0				0	32
	B				0				0				0				0	0
11:45	PCU	15	87	0	102	0	91	2	93	1	0	5	6	0	0	0	0	201
	C	7	32		39		23	6	29	3		10	13				0	81
	SU	1	5		6		4		4			3	3				0	13
	TT	2	14		16		9		9				0				0	25
	B				0				0				0				0	0
12:00	PCU	15	82	0	96	0	56	6	62	3	0	15	18	0	0	0	0	176
	C	9	39		48		31	2	33	6		6	12				0	93
	SU		1		1		5		5				0				0	6
	TT		20		20		12		12			3	3				0	35
	B				0				0				0				0	0
12:15	PCU	9	101	0	110	0	75	2	77	6	0	15	21	0	0	0	0	207
	C	5	36		41		36	5	41	1		10	11				0	93
	SU	1	2		3		3	1	4			1	1				0	8
	TT		13		13		8		8	1			1				0	22
	B				0				0				0				0	0
12:30	PCU	7	78	0	85	0	65	7	71	4	0	12	16	0	0	0	0	171
	C	4	35		39		32	2	34	4		3	7				0	80
	SU	1	7		8		2		2			1	1				0	11
	TT	2	13		15		10	2	12				0				0	27
	B				0				0				0				0	0
12:45	PCU	12	85	0	96	0	65	8	73	4	0	5	9	0	0	0	0	178
	C	2	41		43		36	3	39	2		5	7				0	89
	SU		1		1		2		2				0				0	3
	TT	2	16		18		10		10	2		2	4				0	32
	B				0				0				0				0	0
13:00	PCU	8	91	0	99	0	69	3	72	8	0	11	19	0	0	0	0	190
Peak Hr	PCU	51	380		431		305	16	321	18		43	60					811

The Peak Hour is 11:15 - 12:15 **The Peak Hour Factor =** 0.89

COMMENTS:

PEDESTRIAN SUMMARY

Period Ending	Crossing the South Leg			Crossing the North Leg			Crossing the West Leg			Crossing the East Leg			Totals
	<14	>14	Total	<14	>14	Total	<14	>14	Total	<14	>14	Total	
11:15			0			0			0			0	0
11:30			0			0			0			0	0
11:45			0			0			0			0	0
12:00			0			0			0			0	0
12:15			0			0			0			0	0
12:30			0			0			0			0	0
12:45			0			0			0			0	0
13:00			0			0			0			0	0
Peak Hr													

TURNING MOVEMENT SUMMARY (AFTERNOON)

Intersection: 17th St. and 105th Ave
Date: Tuesday, Jun/21/2011

VEHICLE MOVEMENT SUMMARY

Period Ending	Type	From the South on 0				From the North on 0				From the West on 0				From the East on 0				Totals
		Left	Thru	Rght	Total	Left	Thru	Rght	Total	Left	Thru	Rght	Total	Left	Thru	Rght	Total	
	C				0				0				0				0	0
	SU				0				0				0				0	0
	TT				0				0				0				0	0
	B				0				0				0				0	0
15:15	PCU	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	C				0				0				0				0	0
	SU				0				0				0				0	0
	TT				0				0				0				0	0
	B				0				0				0				0	0
15:30	PCU	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	C				0				0				0				0	0
	SU				0				0				0				0	0
	TT				0				0				0				0	0
	B				0				0				0				0	0
15:45	PCU	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	C				0				0				0				0	0
	SU				0				0				0				0	0
	TT				0				0				0				0	0
	B				0				0				0				0	0
16:00	PCU	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	C	6	151		157		56	1	57	7		5	12				0	226
	SU		3		3		7		7	1			1				0	11
	TT		7		7		6		6				0				0	13
	B				0				0				0				0	0
16:15	PCU	6	177	0	183	0	85	1	86	9	0	5	14	0	0	0	0	282
	C	4	140		144		61	2	63	3		7	10				0	217
	SU	1	2		3				0				0				0	3
	TT		6		6		8	2	10	1		1	2				0	18
	B				0				0				0				0	0
16:30	PCU	6	161	0	167	0	85	8	93	6	0	10	16	0	0	0	0	276
	C	1	222		223		64		64	22		26	48				0	335
	SU	1	6		7		2		2			2	2				0	11
	TT		13		13		6		6				0				0	19
	B				0				0				0				0	0
16:45	PCU	3	270	0	273	0	85	0	85	22	0	29	51	0	0	0	0	409
	C	2	206		208		79	2	81	4		4	8				0	297
	SU		4		4		1	1	2				0				0	6
	TT	1	5		6		5		5	1			1				0	12
	B				0				0				0				0	0
17:00	PCU	5	227	0	232	0	96	4	99	7	0	4	11	0	0	0	0	342
	C	1	184		185		106		106	10		7	17				0	308
	SU		1		1				0				0				0	1
	TT	1	3		4		7		7			1	1				0	12
	B				0				0				0				0	0
17:15	PCU	4	195	0	199	0	127	0	127	10	0	10	20	0	0	0	0	346
	C		164		164		43		43	5		2	7				0	214
	SU		1		1		1		1				0				0	2
	TT				0		5		5	1			1				0	6
	B				0				0				0				0	0
17:30	PCU	0	166	0	166	0	60	0	60	8	0	2	10	0	0	0	0	235
	C	1	182		183		37	2	39	3		1	4				0	226
	SU	1	1		2				0			1	1				0	3
	TT	2	6		8		8		8			1	1				0	17
	B				0				0				0				0	0
17:45	PCU	9	202	0	210	0	61	2	63	3	0	6	9	0	0	0	0	282
	C	1	105		106		80	1	81	1		2	3				0	190
	SU				0		3		3				0				0	3
	TT		2		2		7		7	1			1				0	10
	B				0				0				0				0	0
18:00	PCU	1	111	0	112	0	106	1	107	4	0	2	6	0	0	0	0	225

The Peak Hour is 16:15 - 17:15 **The Peak Hour Factor = 0.84**

Peak Hr	PCU	17	853		870		393	12	404	45		53	98					1372

The School Peak Half Hour is 15:45 - 16:15 **The Peak Hour Factor = 0.34**

Peak ½ Hr	PCU	6	177		183		85	1	86	9		5	14					282

COMMENTS:

PEDESTRIAN SUMMARY

Period Ending	Crossing the South Leg			Crossing the North Leg			Crossing the West Leg			Crossing the East Leg			Totals
	<14	>14	Total	<14	>14	Total	<14	>14	Total	<14	>14	Total	
15:15			0			0			0			0	0
15:30			0			0			0			0	0
15:45			0			0			0			0	0
16:00			0			0			0			0	0
16:15			0			0			0			0	0
16:30			0			0			0			0	0
16:45			0			0			0			0	0
17:00			0			0			0			0	0
17:15			0			0			0			0	0
17:30			0			0			0			0	0
17:45			0			0			0			0	0
18:00			0			0			0			0	0
Peak Hr													

Location	Portion	Report Year	Collision Cause	Traffic Control	Driving Lane	Direction of Travel	Human Action	Object Type	Pre-Collision Maneuvers
48	Accident occurred immediately north of the inte	2008	Improper Turn	No Control Present	Unknown/Undefined/In Service Rd or Alleyway	North	Improper Turn	Auto	Making U Turn
51	Accident occurred on the street where there is	2008	Followed Too Closely	No Control Present	Right Hand Curb or Parking Lane	North	Followed Too Closely	Auto	Going Ahead
51	Accident occurred on the street where there is	2008	Ran Off Road	ll R.R. Xing Signs/Contro	Right Hand Curb or Parking Lane	South	Ran Off Road	Auto	Avoiding Animal on Road
51	Accident occurred on the street where there is	2008	Ran Off Road	ll R.R. Xing Signs/Contro	Right Hand Curb or Parking Lane	South	Ran Off Road	Auto	Avoiding Animal on Road
51	Accident occurred on the street where there is	2009	Ran Off Road	No Control Present	Right Hand Curb or Parking Lane	South	Ran Off Road	Auto	Skidding or Swerving
57	Accident can only be located within a block. S	2008	Struck Parked Vehicle	No Control Present	Unknown/Undefined/In Service Rd or Alleyway	Unknown	Struck Parked Vehicle	Auto	Backing
62	Accident can only be located within a block. S	2007	Changing Lanes Improperly	No Control Present	Right Hand Curb or Parking Lane	East	Changing Lanes Improperly	Auto	Changing Lanes
63	At intersection	2008	Followed Too Closely	Stop Sign	2nd From Curb	North	Followed Too Closely	Auto	Going Ahead
66	Accident occurred immediately north of the inte	2008	Changing Lanes Improperly	No Control Present	Right Hand Curb or Parking Lane	North	Changing Lanes Improperly	Auto	Changing Lanes
66	At intersection	2011	Field to Yield to Pedestrian	Signal Light	Unknown/Undefined/In Service Rd or Alleyway	North	Field to Yield to Pedestrian	Auto	Going Ahead
66	At intersection	2007	Followed Too Closely	Stop Sign	Unknown/Undefined/In Service Rd or Alleyway	East	Followed Too Closely	Truck	Going Ahead
66	At intersection	2010	Followed Too Closely	Stop Sign	Unknown/Undefined/In Service Rd or Alleyway	Unknown	Followed Too Closely	Auto	Going Ahead
66	Accident occurred immediately north of the inte	2007	Followed Too Closely	No Control Present	Right Hand Curb or Parking Lane	South	Followed Too Closely	Auto	Going Ahead
66	Accident occurred on the street where there is	2007	Followed Too Closely	No Control Present	Unknown/Undefined/In Service Rd or Alleyway	North	Followed Too Closely	Auto	Going Ahead
66	Accident occurred on the street where there is	2009	Followed Too Closely	No Control Present	Unknown/Undefined/In Service Rd or Alleyway	North	Followed Too Closely	Auto	Going Ahead
66	#N/A	2007	Followed Too Closely	No Control Present	Unknown/Undefined/In Service Rd or Alleyway	Unknown	Followed Too Closely	Auto	Going Ahead
66	At intersection	2011	Improper Turn	Stop Sign	2nd From Curb	West	Improper Turn	Truck	Turning Left
66	At intersection	2011	Left Turn Across Path	Signal Light	2nd From Curb	North	Left Turn Across Path	Auto	Turning Left
66	At intersection	2007	Ran Off Road	Signal Light	2nd From Curb	West	Ran Off Road	Auto	Turning Left
66	At intersection	2007	Ran Off Road	Stop Sign	Right Hand Curb or Parking Lane	South	Ran Off Road	Auto	Turning Left
66	Accident occurred on the street where there is	2008	Ran Off Road	No Control Present	Unknown/Undefined/In Service Rd or Alleyway	South	Ran Off Road	Auto	Skidding or Swerving
66	Accident occurred on the street where there is	2008	Ran Off Road	No Control Present	Unknown/Undefined/In Service Rd or Alleyway	South	Ran Off Road	Auto	Skidding or Swerving
66	Accident occurred on the street where there is	2008	Ran Off Road	No Control Present	Right Hand Curb or Parking Lane	South	Ran Off Road	Auto	Going Ahead
66	#N/A	2010	Ran Off Road	No Control Present	Unknown/Undefined/In Service Rd or Alleyway	Unknown	Ran Off Road	Auto	Unknown
66	At intersection	2007	Stop Sign Violation	Stop Sign	Right Hand Curb or Parking Lane	East	Stop Sign Violation	Auto	Going Ahead
66	At intersection	2011	Stop Sign Violation	Stop Sign	2nd From Curb	East	Stop Sign Violation	Auto	Turning Left
68	At intersection	2010	Followed Too Closely	Stop Sign	Unknown/Undefined/In Service Rd or Alleyway	West	Followed Too Closely	Auto	Going Ahead
68	Accident occurred on the street where there is	2007	Followed Too Closely	No Control Present	Right Hand Curb or Parking Lane	South	Followed Too Closely	Auto	Going Ahead
68	Accident occurred on the street where there is	2008	Ran Off Road	No Control Present	Right Hand Curb or Parking Lane	South	Ran Off Road	Auto	Skidding or Swerving
68	#N/A	2009	Ran Off Road	No Control Present	Unknown/Undefined/In Service Rd or Alleyway	Unknown	Ran Off Road	Auto	Skidding or Swerving
70	#N/A	2007	ailed to Yield ROW (no control preser	No Control Present	Unknown/Undefined/In Service Rd or Alleyway	East	d to Yield ROW (no control pre	Auto	Going Ahead
70	At intersection	2008	Followed Too Closely	Stop Sign	Unknown/Undefined/In Service Rd or Alleyway	South	Followed Too Closely	Unknown	Going Ahead
70	At intersection	2009	Followed Too Closely	Stop Sign	Unknown/Undefined/In Service Rd or Alleyway	West	Followed Too Closely	Auto	Going Ahead
70	At intersection	2011	Followed Too Closely	No Control Present	Right Hand Curb or Parking Lane	South	Followed Too Closely	Auto	Going Ahead
70	Accident occurred immediately north of the inte	2007	Followed Too Closely	No Control Present	2nd From Curb	South	Followed Too Closely	Auto	Going Ahead
70	Accident occurred on the street where there is	2007	Followed Too Closely	No Control Present	Unknown/Undefined/In Service Rd or Alleyway	North	Followed Too Closely	Auto	Going Ahead
70	Accident occurred on the street where there is	2009	Followed Too Closely	No Control Present	Unknown/Undefined/In Service Rd or Alleyway	South	Followed Too Closely	Auto	Going Ahead
70	Accident occurred on the street where there is	2011	Followed Too Closely	No Control Present	Right Hand Curb or Parking Lane	North	Followed Too Closely	Auto	Going Ahead
70	#N/A	2007	Followed Too Closely	No Control Present	Unknown/Undefined/In Service Rd or Alleyway	Unknown	Followed Too Closely	Auto	Going Ahead
70	#N/A	2009	Left Turn Across Path	No Control Present	Unknown/Undefined/In Service Rd or Alleyway	West	Left Turn Across Path	Truck	Turning Left
70	#N/A	2011	Ran Off Road	No Control Present	Unknown/Undefined/In Service Rd or Alleyway	West	Ran Off Road	Auto	Skidding or Swerving
70	At intersection	2010	Stop Sign Violation	Stop Sign	Right Hand Curb or Parking Lane	West	Stop Sign Violation	Auto	Going Ahead
70	#N/A	2009	Struck Parked Vehicle	No Control Present	2nd From Curb	Unknown	Struck Parked Vehicle	Auto	Changing Lanes
70	#N/A	2010	Struck Parked Vehicle	No Control Present	Right Hand Curb or Parking Lane	West	Struck Parked Vehicle	Auto	Going Ahead
73	At intersection	2010	Followed Too Closely	Stop Sign	Right Hand Curb or Parking Lane	East	Followed Too Closely	Auto	Going Ahead
73	At intersection	2011	Followed Too Closely	Stop Sign	Right Hand Curb or Parking Lane	East	Followed Too Closely	Auto	Going Ahead
73	Accident occurred on the street where there is	2007	Followed Too Closely	No Control Present	Right Hand Curb or Parking Lane	North	Followed Too Closely	Auto	Going Ahead
73	Accident occurred on the street where there is	2010	Followed Too Closely	No Control Present	2nd From Curb	South	Followed Too Closely	Auto	Going Ahead
73	Accident occurred on the street where there is	2011	Followed Too Closely	No Control Present	2nd From Curb	North	Followed Too Closely	Auto	Going Ahead
73	Accident occurred on the street where there is	2011	Ran Off Road	No Control Present	Right Hand Curb or Parking Lane	North	Ran Off Road	Auto	Skidding or Swerving
73	At intersection	2007	Stop Sign Violation	Stop Sign	Unknown/Undefined/In Service Rd or Alleyway	East	Stop Sign Violation	Truck	Turning Left
73	At intersection	2008	Stop Sign Violation	Stop Sign	Unknown/Undefined/In Service Rd or Alleyway	East	Stop Sign Violation	Auto	Turning Left
73	At intersection	2009	Stop Sign Violation	Stop Sign	Right Hand Curb or Parking Lane	East	Stop Sign Violation	Truck	Turning Left
73	At intersection	2010	Stop Sign Violation	Stop Sign	Right Hand Curb or Parking Lane	East	Stop Sign Violation	Auto	Going Ahead
73	At intersection	2011	Stop Sign Violation	Stop Sign	2nd From Curb	East	Stop Sign Violation	Auto	Turning Left
76	At intersection	2011	Backed Unsafely	Signal Light	2nd From Curb	South	Backed Unsafely	Truck	Backing
76	#N/A	2007	Backed Unsafely	No Control Present	Unknown/Undefined/In Service Rd or Alleyway	East	Backed Unsafely	Truck	Backing
76	#N/A	2009	Backed Unsafely	No Control Present	Unknown/Undefined/In Service Rd or Alleyway	East	Backed Unsafely	Auto	Backing
76	At intersection	2011	Changing Lanes Improperly	Signal Light	2nd From Curb	West	Changing Lanes Improperly	Truck	Skidding or Swerving
76	#N/A	2008	Changing Lanes Improperly	No Control Present	2nd From Curb	Unknown	Changing Lanes Improperly	Truck	Changing Lanes
76	At intersection	2007	Failed to Observe Traffic Signal	Signal Light	Right Hand Curb or Parking Lane	East	Failed to Observe Traffic Signal	Auto	Going Ahead
76	At intersection	2008	Failed to Observe Traffic Signal	Signal Light	Unknown/Undefined/In Service Rd or Alleyway	East	Failed to Observe Traffic Signal	Auto	Going Ahead
76	At intersection	2008	Failed to Observe Traffic Signal	Signal Light	Unknown/Undefined/In Service Rd or Alleyway	East	Failed to Observe Traffic Signal	Auto	Going Ahead
76	At intersection	2008	Failed to Observe Traffic Signal	Signal Light	Unknown/Undefined/In Service Rd or Alleyway	West	Failed to Observe Traffic Signal	Auto	Skidding or Swerving
76	At intersection	2009	Failed to Observe Traffic Signal	Signal Light	Unknown/Undefined/In Service Rd or Alleyway	East	Failed to Observe Traffic Signal	Auto	Going Ahead
76	At intersection	2010	Failed to Observe Traffic Signal	Signal Light	Unknown/Undefined/In Service Rd or Alleyway	South	Failed to Observe Traffic Signal	Auto	Going Ahead
76	At intersection	2011	Failed to Observe Traffic Signal	Signal Light	Unknown/Undefined/In Service Rd or Alleyway	South	Failed to Observe Traffic Signal	Auto	Going Ahead
76	#N/A	2011	ailed to Yield ROW (no control preser	No Control Present	Unknown/Undefined/In Service Rd or Alleyway	South	d to Yield ROW (no control pre	Auto	Going Ahead
76	At intersection	2007	Followed Too Closely	Signal Light	Unknown/Undefined/In Service Rd or Alleyway	South	Followed Too Closely	Auto	Going Ahead
76	At intersection	2007	Followed Too Closely	Signal Light	Left Turn Bay, Cut-off, or Signed Left Turn	West	Followed Too Closely	Auto	Turning Left
76	At intersection	2008	Followed Too Closely	Signal Light	Unknown/Undefined/In Service Rd or Alleyway	South	Followed Too Closely	Auto	Going Ahead
76	At intersection	2008	Followed Too Closely	Signal Light	Unknown/Undefined/In Service Rd or Alleyway	Unknown	Followed Too Closely	Auto	Going Ahead
76	At intersection	2008	Followed Too Closely	Signal Light	Right Hand Curb or Parking Lane	North	Followed Too Closely	Auto	Going Ahead
76	At intersection	2009	Followed Too Closely	Signal Light	Unknown/Undefined/In Service Rd or Alleyway	North	Followed Too Closely	Auto	Going Ahead
76	At intersection	2009	Followed Too Closely	Signal Light	Right Hand Curb or Parking Lane	West	Followed Too Closely	Auto	Going Ahead
76	At intersection	2009	Followed Too Closely	Signal Light	Unknown/Undefined/In Service Rd or Alleyway	Unknown	Followed Too Closely	Auto	Going Ahead
76	At intersection	2009	Followed Too Closely	Signal Light	Unknown/Undefined/In Service Rd or Alleyway	Unknown	Followed Too Closely	Auto	Going Ahead
76	At intersection	2009	Followed Too Closely	Signal Light	Right Hand Curb or Parking Lane	North	Followed Too Closely	Auto	Going Ahead
76	At intersection	2010	Followed Too Closely	Signal Light	Right Hand Curb or Parking Lane	North	Followed Too Closely	Auto	Going Ahead
76	At intersection	2010	Followed Too Closely	Signal Light	Unknown/Undefined/In Service Rd or Alleyway	Unknown	Followed Too Closely	Auto	Going Ahead
76	At intersection	2011	Followed Too Closely	Signal Light	2nd From Curb	West	Followed Too Closely	Auto	Going Ahead
76	At intersection	2011	Followed Too Closely	Signal Light	Right Hand Curb or Parking Lane	West	Followed Too Closely	Auto	Going Ahead
76	At intersection	2011	Followed Too Closely	Signal Light	2nd From Curb	West	Followed Too Closely	Truck	Going Ahead
76	At intersection	2011	Followed Too Closely	Signal Light	Right Hand Curb or Parking Lane	North	Followed Too Closely	Auto	Going Ahead
76	At intersection	2011	Followed Too Closely	Signal Light	2nd From Curb	North	Followed Too Closely	Auto	Going Ahead
76	#N/A	2007	Followed Too Closely	No Control Present	Unknown/Undefined/In Service Rd or Alleyway	Unknown	Followed Too Closely	Auto	Going Ahead
76	#N/A	2008	Followed Too Closely	No Control Present	Right Hand Curb or Parking Lane	North	Followed Too Closely	Auto	Going Ahead
76	#N/A	2009	Followed Too Closely	No Control Present	Unknown/Undefined/In Service Rd or Alleyway	Unknown	Followed Too Closely	Auto	Going Ahead
76	#N/A	2009	Followed Too Closely	No Control Present	Unknown/Undefined/In Service Rd or Alleyway	Unknown	Followed Too Closely	Auto	Going Ahead
76	#N/A	2011	Followed Too Closely	No Control Present	2nd From Curb	South	Followed Too Closely	Auto	Going Ahead
76	At intersection	2011	Improper Passing	Signal Light	Unknown/Undefined/In Service Rd or Alleyway	East	Improper Passing	Auto	Overtaking
76	At intersection	2009	Improper Turn	Signal Light	Right Hand Curb or Parking Lane	North	Improper Turn	Auto	Turning Right
76	At intersection	2009	Left of Centre	Signal Light	Unknown/Undefined/In Service Rd or Alleyway	North	Left of Centre	Auto	Going Ahead
76	#N/A	2007	Left of Centre	No Control Present	Unknown/Undefined/In Service Rd or Alleyway	West	Left of Centre	Auto	Skidding or Swerving
76	#N/A	2008	Left of Centre	No Control Present	Unknown/Undefined/In Service Rd or Alleyway	West	Left of Centre	Auto	Skidding or Swerving
76	Accident occurred immediately north of the inte	2010	Left of Centre	No Control Present	Right Hand Curb or Parking Lane	North	Left of Centre	Auto	Going Ahead
76	At intersection	2007	Left Turn Across Path	Signal Light	Left Turn Bay, Cut-off, or Signed Left Turn	South	Left Turn Across Path	Auto	Turning Left
76	At intersection	2007	Left Turn Across Path	Signal Light	2nd From Curb	West	Left Turn Across Path	Auto	Turning Left
76	#N/A	2007	Pedestrian Error/Violation	No Control Present	#N/A	East	Pedestrian Error/Violation	Pedestrian	Walking on Roadway
76	At intersection	2008	Ran Off Road	Signal Light	Unknown/Undefined/In Service Rd or Alleyway	North	Ran Off Road	Auto	Skidding or Swerving
76	At intersection	2008	Ran Off Road	Signal Light	Unknown/Undefined/In Service Rd or Alleyway	North	Ran Off Road	Auto	Skidding or Swerving
76	#N/A	2010	Ran Off Road	No Control Present	Unknown/Undefined/In Service Rd or Alleyway	Unknown	Ran Off Road	Auto	Skidding or Swerving
76	#N/A	2007	Ran Off Road	No Control Present	Right Hand Curb or Parking Lane	East	Ran Off Road	Auto	Skidding or Swerving
76	#N/A	2007	Ran Off Road	No Control Present	Unknown/Undefined/In Service Rd or Alleyway	Unknown	Ran Off Road	Auto	Skidding or Swerving
77	At intersection	2008	Backed Unsafely	Stop Sign	2nd From Curb	West	Backed Unsafely	Auto	Backing
77	At intersection	2011	ailed to Yield ROW (no control preser	No Control Present	Unknown/Undefined/In Service Rd or Alleyway	East	d to Yield ROW (no control pre	Auto	Turning Left
77	At intersection	2011	Followed Too Closely	Stop Sign	Right Hand Curb or Parking Lane	West	Followed Too Closely	Auto	Going Ahead
77	Accident occurred immediately north of the inte	2008	Followed Too Closely	No Control Present	2nd From Curb	South	Followed Too Closely	Auto	Going Ahead
77	#N/A	2009	Followed Too Closely	No Control Present	Unknown/Undefined/In Service Rd or Alleyway	Unknown	Followed Too Closely	Auto	Going Ahead
77	Accident occurred on the street where there is	2009	Improper Passing	No Control Present	Unknown/Undefined/In Service Rd or Alleyway	North	Improper Passing	Auto	Overtaking
77	#N/A	2010	Struck Parked Vehicle	No Control Present	Unknown/Undefined/In Service Rd or Alleyway	Unknown	Struck Parked Vehicle	Auto	Unknown
78	At intersection	2007	Stop Sign Violation	Stop Sign	Unknown/Undefined/In Service Rd or Alleyway	West	Stop Sign Violation	Auto	Going Ahead
82	#N/A	2008	Changing Lanes Improperly	No Control Present	2nd From Curb	Unknown	Changing Lanes Improperly	Truck	Changing Lanes
90	Accident occurred on the street where there is	2007	Followed Too Closely	No Control Present	Unknown/Undefined/In Service Rd or Alleyway	North	Followed Too Closely	Auto	Going Ahead
101	Accident occurred on the street where there is	2009	Changing Lanes Improperly	No Control Present	Right Hand Curb or Parking Lane	North	Changing Lanes Improperly	Truck	Changing Lanes
101	At intersection	2011	Followed Too Closely	No Control Present	Unknown/Undefined/In Service Rd or Alleyway	Unknown	Followed Too Closely	Auto	Going Ahead
101	#N/A	2007	Followed Too Closely	No Control Present	Unknown/Undefined/In Service Rd or Alleyway	Unknown	Followed Too Closely	Auto	Unknown
101	#N/A	2009	Ran Off Road	No Control Present	Unknown/Undefined/In Service Rd or Alleyway	East	Ran Off Road	Auto	Skidding or Swerving

Report Year	Damage / Injury	Collision Cause	Location	Intersecting Road	Location
2008	PROPERTY DAMAGE	FOLLOW TO CLOSE	102	UNNAMED	NON-INTERSECTION
2007	PROPERTY DAMAGE	SIDESWIPED	106		ON PRIVATE PROPERTY
2007	PROPERTY DAMAGE	BACK UNSAFELY	106		ON PRIVATE PROPERTY
2007	PROPERTY DAMAGE	UNKNOWN	106		ON PRIVATE PROPERTY
2007	PROPERTY DAMAGE	BACK UNSAFELY	106		ON PRIVATE PROPERTY
2007	PROPERTY DAMAGE	IMPROPER LANE CHANGE	17	BASELINE	INTERSECTION
2007	PROPERTY DAMAGE	HIT AND RUN	17	102	INTERSECTION
2007	PROPERTY DAMAGE	FOLLOW TO CLOSE	17	BASELINE	INTERSECTION
2007	PROPERTY DAMAGE	OTHER	17	90	NON-INTERSECTION
2007	PROPERTY DAMAGE	HIT AND RUN	17		ON PRIVATE PROPERTY
2007	PROPERTY DAMAGE	SIDESWIPED	17	90	INTERSECTION
2007	PROPERTY DAMAGE	FOLLOW TO CLOSE	17	90	INTERSECTION
2007	PROPERTY DAMAGE	FOLLOW TO CLOSE	17	PETROLEUM	NON-INTERSECTION
2007	PROPERTY DAMAGE	FOLLOW TO CLOSE	17	102	INTERSECTION
2007	PROPERTY DAMAGE	IMPROPER LANE CHANGE	17	BASELINE	NON-INTERSECTION
2007	PROPERTY DAMAGE	FOLLOW TO CLOSE	17	BASELINE	INTERSECTION
2007	PROPERTY DAMAGE	HIT AND RUN	17	105	NON-INTERSECTION
2007	PROPERTY DAMAGE	FOLLOW TO CLOSE	17	BASELINE	INTERSECTION
2007	PROPERTY DAMAGE	LOST CONTROL	17	PETROLEUM	NON-INTERSECTION
2007	INJURY	IMPROPER LANE CHANGE	17	92	INTERSECTION
2007	PROPERTY DAMAGE	FOLLOW TO CLOSE	17	BASELINE	INTERSECTION
2007	INJURY	LOST CONTROL	17	PETROLEUM	INTERSECTION
2007	PROPERTY DAMAGE	IMPROPER LANE CHANGE	17	JUGHANDLE	NON-INTERSECTION
2007	PROPERTY DAMAGE	FAIL TO PROCEED IN SAFETY	17	BASELINE	NON-INTERSECTION
2007	PROPERTY DAMAGE	ANIMAL ACCIDENT	17	PETROLEUM	NON-INTERSECTION
2008	PROPERTY DAMAGE	SIDESWIPED	17		ON PRIVATE PROPERTY
2008	INJURY	DISOBEY TRAFFIC SIGNAL	17	BASELINE	INTERSECTION
2008	INJURY	LEFT TURN ACROSS PATH	17	PETROLEUM	INTERSECTION
2008	PROPERTY DAMAGE	IMPROPER LANE CHANGE	17	PETROLEUM	NON-INTERSECTION
2008	PROPERTY DAMAGE	FOLLOW TO CLOSE	17	BASELINE	INTERSECTION
2008	PROPERTY DAMAGE	ANIMAL ACCIDENT	17	BASELINE	NON-INTERSECTION
2008	PROPERTY DAMAGE	LOST CONTROL	17	PETROLEUM	INTERSECTION
2008	INJURY	DISOBEY TRAFFIC SIGNAL	17	90	INTERSECTION
2008	INJURY	FOLLOW TO CLOSE	17	BASELINE	INTERSECTION
2008	PROPERTY DAMAGE	REAR-ENDED	17	105	NON-INTERSECTION
2008	INJURY	LOST CONTROL	17	BASELINE	NON-INTERSECTION
2008	PROPERTY DAMAGE	LOST CONTROL	17	92	NON-INTERSECTION
2008	PROPERTY DAMAGE	FOLLOW TO CLOSE	17	BASELINE	INTERSECTION
2008	INJURY	DISOBEY TRAFFIC SIGNAL	17	PETROLEUM	INTERSECTION
2008	PROPERTY DAMAGE	IMPROPER LANE CHANGE	17	PETROLEUM	NON-INTERSECTION
2008	PROPERTY DAMAGE	LOST CONTROL	17	PETROLEUM	INTERSECTION
2008	PROPERTY DAMAGE	LOST CONTROL	17	PETROLEUM	INTERSECTION
2008	PROPERTY DAMAGE	IMPROPER LANE CHANGE	17	PETROLEUM	INTERSECTION
2008	PROPERTY DAMAGE	FOLLOW TO CLOSE	17	BASELINE	INTERSECTION
2008	PROPERTY DAMAGE	HIT AND RUN	17		ON PRIVATE PROPERTY
2008	PROPERTY DAMAGE	FOLLOW TO CLOSE	17	BASELINE	NON-INTERSECTION
2008	PROPERTY DAMAGE	FAIL TO PROCEED IN SAFETY	17	90	INTERSECTION
2008	PROPERTY DAMAGE	LOST CONTROL	17	BASELINE	NON-INTERSECTION
2009	PROPERTY DAMAGE	LOST CONTROL	17	105	NON-INTERSECTION
2009	INJURY	LOST CONTROL	17	BASELINE	NON-INTERSECTION
2009	PROPERTY DAMAGE	REAR-ENDED	17	BASELINE	NON-INTERSECTION
2009	PROPERTY DAMAGE	BACK UNSAFELY	17		ON PRIVATE PROPERTY
2009	PROPERTY DAMAGE	IMPROPER TURN	17	92	INTERSECTION
2009	PROPERTY DAMAGE	DISOBEY TRAFFIC SIGNAL	17	92	INTERSECTION
2009	PROPERTY DAMAGE	IMPROPER TURN	17	BASELINE	INTERSECTION
2009	PROPERTY DAMAGE	ECHANICAL PROBLEMS/FAILUR	17	BASELINE	NON-INTERSECTION
2009	INJURY	FOLLOW TO CLOSE	17	BASELINE	NON-INTERSECTION
2009	PROPERTY DAMAGE	LOST CONTROL	17	PETROLEUM	NON-INTERSECTION
2009	PROPERTY DAMAGE	FOLLOW TO CLOSE	17	JUGHANDLE	NON-INTERSECTION
2009	PROPERTY DAMAGE	DISOBEY TRAFFIC SIGNAL	17	BASELINE	INTERSECTION
2010	PROPERTY DAMAGE	OTHER	17	BASELINE	NON-INTERSECTION
2010	PROPERTY DAMAGE	REAR-ENDED	17	BASELINE	NON-INTERSECTION
2010	PROPERTY DAMAGE	HIT AND RUN	17		ON PRIVATE PROPERTY

2010	PROPERTY DAMAGE	IMPROPER PASSING	17	92	NON-INTERSECTION
2010	PROPERTY DAMAGE	FOLLOW TO CLOSE	17	90	INTERSECTION
2010	PROPERTY DAMAGE	LEFT TURN ACROSS PATH	17	PETROLEUM	INTERSECTION
2010	INJURY	FOLLOW TO CLOSE	17	92	INTERSECTION
2010	PROPERTY DAMAGE	FOLLOW TO CLOSE	17	BASELINE	NON-INTERSECTION
2010	PROPERTY DAMAGE	OTHER	17	106	INTERSECTION
2010	PROPERTY DAMAGE	FOLLOW TO CLOSE	17	90	INTERSECTION
2010	INJURY	FOLLOW TO CLOSE	17	92	INTERSECTION
2010	PROPERTY DAMAGE	BACK UNSAFELY	17	RAILWAY	NON-INTERSECTION
2010	PROPERTY DAMAGE	LOST CONTROL	17	PETROLEUM	NON-INTERSECTION
2011	PROPERTY DAMAGE	ROLLOVER	17	BASELINE	NON-INTERSECTION
2011	PROPERTY DAMAGE	LEFT TURN ACROSS PATH	17	PETROLEUM	INTERSECTION
2011	PROPERTY DAMAGE	LOST CONTROL	17	105	NON-INTERSECTION
2011	PROPERTY DAMAGE	FOLLOW TO CLOSE	17	105	INTERSECTION
2011	PROPERTY DAMAGE	FOLLOW TO CLOSE	17	90	NON-INTERSECTION
2011	PROPERTY DAMAGE	IMPROPER TURN	17	BASELINE	NON-INTERSECTION
2011	PROPERTY DAMAGE	LOST CONTROL	17	92	NON-INTERSECTION
2009	PROPERTY DAMAGE	BACK UNSAFELY	18		ON PRIVATE PROPERTY
2010	PROPERTY DAMAGE	LOST CONTROL	18	90	NON-INTERSECTION
2010	PROPERTY DAMAGE	LOST CONTROL	18	91	INTERSECTION
2011	PROPERTY DAMAGE	DISOBEY TRAFFIC SIGNAL	18	90	INTERSECTION
2007	INJURY	FOLLOW TO CLOSE	90	17	INTERSECTION
2008	PROPERTY DAMAGE	BACK UNSAFELY	90	17	NON-INTERSECTION
2008	PROPERTY DAMAGE	REAR-ENDED	90	17	NON-INTERSECTION
2009	PROPERTY DAMAGE	UNKNOWN	90	18	NON-INTERSECTION
2010	PROPERTY DAMAGE	OTHER	90		ON PRIVATE PROPERTY
2010	PROPERTY DAMAGE	LOST CONTROL	90	17	NON-INTERSECTION
2011	PROPERTY DAMAGE	LOST CONTROL	90	17	NON-INTERSECTION
2007	PROPERTY DAMAGE	SIDESWIPED	91	18	NON-INTERSECTION
2008	PROPERTY DAMAGE	SIDESWIPED	91	18	INTERSECTION
2010	PROPERTY DAMAGE	LOST CONTROL	91	18	INTERSECTION
2007	INJURY	FAIL TO STOP	BASELINE	17	INTERSECTION
2007	INJURY	LOST CONTROL	BASELINE	17	INTERSECTION
2007	PROPERTY DAMAGE	FOLLOW TO CLOSE	BASELINE	BASELINE	INTERSECTION
2007	PROPERTY DAMAGE	IMPROPER LANE CHANGE	BASELINE	17	NON-INTERSECTION
2007	PROPERTY DAMAGE	LOST CONTROL	BASELINE	17	NON-INTERSECTION
2007	PROPERTY DAMAGE	IMPROPER LANE CHANGE	BASELINE	17	NON-INTERSECTION
2007	INJURY	FOLLOW TO CLOSE	BASELINE	17	NON-INTERSECTION
2007	INJURY	RAN OFF ROAD	BASELINE	17	NON-INTERSECTION
2007	PROPERTY DAMAGE	LEFT TURN ACROSS PATH	BASELINE	BASELINE	INTERSECTION
2007	PROPERTY DAMAGE	IMPROPER LANE CHANGE	BASELINE	BASELINE	INTERSECTION
2007	INJURY	DISOBEY TRAFFIC SIGNAL	BASELINE	17	INTERSECTION
2007	INJURY	LEFT TURN ACROSS PATH	BASELINE	17	INTERSECTION
2007	PROPERTY DAMAGE	IMPROPER LANE CHANGE	BASELINE	17	NON-INTERSECTION
2007	PROPERTY DAMAGE	FOLLOW TO CLOSE	BASELINE	17	INTERSECTION
2007	PROPERTY DAMAGE	FOLLOW TO CLOSE	BASELINE	17	NON-INTERSECTION
2008	PROPERTY DAMAGE	FAIL TO PROCEED IN SAFETY	BASELINE	17	INTERSECTION
2008	INJURY	FOLLOW TO CLOSE	BASELINE	17	NON-INTERSECTION
2008	INJURY	DISOBEY TRAFFIC SIGNAL	BASELINE	17	INTERSECTION
2008	PROPERTY DAMAGE	ECHANICAL PROBLEMS/FAILUR	BASELINE	BASELINE	NON-INTERSECTION
2008	PROPERTY DAMAGE	LOST CONTROL	BASELINE	17	NON-INTERSECTION
2008	INJURY	LEFT TURN ACROSS PATH	BASELINE	17	INTERSECTION
2008	INJURY	DISOBEY TRAFFIC SIGNAL	BASELINE	17	INTERSECTION
2008	INJURY	FOLLOW TO CLOSE	BASELINE	17	INTERSECTION
2008	PROPERTY DAMAGE	IMPROPER LANE CHANGE	BASELINE	17	INTERSECTION
2008	PROPERTY DAMAGE	FOLLOW TO CLOSE	BASELINE	17	NON-INTERSECTION
2008	PROPERTY DAMAGE	ANIMAL ACCIDENT	BASELINE	17	NON-INTERSECTION
2008	INJURY	FOLLOW TO CLOSE	BASELINE	17	INTERSECTION
2008	INJURY	FOLLOW TO CLOSE	BASELINE	17	NON-INTERSECTION
2008	INJURY	FOLLOW TO CLOSE	BASELINE	17	INTERSECTION
2008	INJURY	DISOBEY TRAFFIC SIGNAL	BASELINE	17	NON-INTERSECTION
2008	PROPERTY DAMAGE	REAR-ENDED	BASELINE	17	NON-INTERSECTION
2008	PROPERTY DAMAGE	BACK UNSAFELY	BASELINE	17	NON-INTERSECTION
2008	PROPERTY DAMAGE	FOLLOW TO CLOSE	BASELINE	17	NON-INTERSECTION
2009	PROPERTY DAMAGE	LOST CONTROL	BASELINE	17	NON-INTERSECTION

2009	INJURY	REAR-ENDED	BASELINE	17	NON-INTERSECTION
2009	PROPERTY DAMAGE	FAIL TO STOP	BASELINE	17	NON-INTERSECTION
2009	PROPERTY DAMAGE	FAIL TO PROCEED IN SAFETY	BASELINE	17	NON-INTERSECTION
2009	PROPERTY DAMAGE	OTHER	BASELINE	17	NON-INTERSECTION
2009	PROPERTY DAMAGE	IMPROPER LANE CHANGE	BASELINE	17	NON-INTERSECTION
2009	INJURY	FOLLOW TO CLOSE	BASELINE	17	NON-INTERSECTION
2009	INJURY	FOLLOW TO CLOSE	BASELINE	17	NON-INTERSECTION
2009	INJURY	FOLLOW TO CLOSE	BASELINE	17	INTERSECTION
2009	PROPERTY DAMAGE	RAN OFF ROAD	BASELINE	17	NON-INTERSECTION
2009	PROPERTY DAMAGE	OTHER	BASELINE	17	NON-INTERSECTION
2009	INJURY	FOLLOW TO CLOSE	BASELINE	17	NON-INTERSECTION
2009	INJURY	DISOBEY TRAFFIC SIGNAL	BASELINE	17	INTERSECTION
2009	PROPERTY DAMAGE	DISOBEY TRAFFIC SIGNAL	BASELINE	17	INTERSECTION
2009	PROPERTY DAMAGE	FOLLOW TO CLOSE	BASELINE	17	NON-INTERSECTION
2009	PROPERTY DAMAGE	ANIMAL ACCIDENT	BASELINE	17	NON-INTERSECTION
2009	INJURY	DISOBEY TRAFFIC SIGNAL	BASELINE	17	INTERSECTION
2009	PROPERTY DAMAGE	OO FAST FOR ROAD CONDITION	BASELINE	17	NON-INTERSECTION
2009	PROPERTY DAMAGE	LOST CONTROL	BASELINE	17	NON-INTERSECTION
2009	PROPERTY DAMAGE	FOLLOW TO CLOSE	BASELINE	17	INTERSECTION
2009	PROPERTY DAMAGE	IMPROPER TURN	BASELINE	17	NON-INTERSECTION
2009	INJURY	IMPROPER PASSING	BASELINE	17	INTERSECTION
2009	PROPERTY DAMAGE	LOST CONTROL	BASELINE	17	NON-INTERSECTION
2009	PROPERTY DAMAGE	LOST CONTROL	BASELINE	17	NON-INTERSECTION
2009	PROPERTY DAMAGE	FOLLOW TO CLOSE	BASELINE	17	NON-INTERSECTION
2009	INJURY	LOST CONTROL	BASELINE	BASELINE	NON-INTERSECTION
2010	INJURY	UNKNOWN	BASELINE	17	INTERSECTION
2010	INJURY	FOLLOW TO CLOSE	BASELINE	17	NON-INTERSECTION
2010	PROPERTY DAMAGE	FOLLOW TO CLOSE	BASELINE	17	INTERSECTION
2010	INJURY	FOLLOW TO CLOSE	BASELINE	17	INTERSECTION
2010	INJURY	DISOBEY TRAFFIC SIGNAL	BASELINE	17	INTERSECTION
2010	PROPERTY DAMAGE	FOLLOW TO CLOSE	BASELINE	17	INTERSECTION
2010	INJURY	DISOBEY TRAFFIC SIGNAL	BASELINE	17	INTERSECTION
2010	PROPERTY DAMAGE	FOLLOW TO CLOSE	BASELINE	17	INTERSECTION
2010	PROPERTY DAMAGE	FOLLOW TO CLOSE	BASELINE	17	INTERSECTION
2010	PROPERTY DAMAGE	SIDESWIPED	BASELINE	17	NON-INTERSECTION
2010	PROPERTY DAMAGE	REAR-ENDED	BASELINE	17	INTERSECTION
2010	INJURY	FOLLOW TO CLOSE	BASELINE	17	INTERSECTION
2010	PROPERTY DAMAGE	FOLLOW TO CLOSE	BASELINE	17	NON-INTERSECTION
2010	PROPERTY DAMAGE	OTHER	BASELINE	17	NON-INTERSECTION
2010	INJURY	FOLLOW TO CLOSE	BASELINE	17	NON-INTERSECTION
2010	INJURY	FOLLOW TO CLOSE	BASELINE	17	NON-INTERSECTION
2010	PROPERTY DAMAGE	LOST CONTROL	BASELINE	17	NON-INTERSECTION
2010	PROPERTY DAMAGE	LOST CONTROL	BASELINE	17	INTERSECTION
2010	PROPERTY DAMAGE	HIT AND RUN	BASELINE	17	INTERSECTION
2010	PROPERTY DAMAGE	LOST CONTROL	BASELINE	17	NON-INTERSECTION
2010	PROPERTY DAMAGE	SIDESWIPED	BASELINE	17	NON-INTERSECTION
2011	INJURY	DISOBEY TRAFFIC SIGNAL	BASELINE	17	INTERSECTION
2011	PROPERTY DAMAGE	LOST CONTROL	BASELINE	17	NON-INTERSECTION
2011	PROPERTY DAMAGE	SIDESWIPED	BASELINE	17	NON-INTERSECTION
2011	PROPERTY DAMAGE	LOST CONTROL	BASELINE	17	NON-INTERSECTION
2011	PROPERTY DAMAGE	LEFT TURN ACROSS PATH	BASELINE	17	NON-INTERSECTION
2011	INJURY	FOLLOW TO CLOSE	BASELINE	17	INTERSECTION
2011	PROPERTY DAMAGE	LOST CONTROL	BASELINE	17	NON-INTERSECTION
2011	PROPERTY DAMAGE	FOLLOW TO CLOSE	BASELINE	17	INTERSECTION
2011	PROPERTY DAMAGE	IMPROPER TURN	BASELINE	17	NON-INTERSECTION
2011	INJURY	FOLLOW TO CLOSE	BASELINE	17	INTERSECTION
2011	PROPERTY DAMAGE	FOLLOW TO CLOSE	BASELINE	17	INTERSECTION
2007	PROPERTY DAMAGE	FOLLOW TO CLOSE	PETROLEUM	17	NON-INTERSECTION
2007	INJURY	FOLLOW TO CLOSE	PETROLEUM	17	NON-INTERSECTION
2007	PROPERTY DAMAGE	UNKNOWN	PETROLEUM	17	INTERSECTION
2007	PROPERTY DAMAGE	IMPROPER PASSING	PETROLEUM	17	NON-INTERSECTION
2008	PROPERTY DAMAGE	LEFT TURN ACROSS PATH	PETROLEUM	17	INTERSECTION
2008	PROPERTY DAMAGE	SIDESWIPED	PETROLEUM	17	INTERSECTION
2008	INJURY	LOST CONTROL	PETROLEUM	17	INTERSECTION
2008	PROPERTY DAMAGE	UNKNOWN	PETROLEUM		ON PRIVATE PROPERTY

2008	INJURY	BACK UNSAFELY	PETROLEUM		ON PRIVATE PROPERTY
2008	INJURY	REAR-ENDED	PETROLEUM	17	NON-INTERSECTION
2008	PROPERTY DAMAGE	LEFT TURN ACROSS PATH	PETROLEUM	17	NON-INTERSECTION
2010	PROPERTY DAMAGE	LOST CONTROL	PETROLEUM	17	INTERSECTION
2008	PROPERTY DAMAGE	IMPROPER TURN	RAILWAY	17	NON-INTERSECTION
2010	PROPERTY DAMAGE	BACK UNSAFELY	RAILWAY		ON PRIVATE PROPERTY
2011	PROPERTY DAMAGE	FAIL TO PROCEED IN SAFETY	N TO BASE	BASELINE	NON-INTERSECTION
2008	PROPERTY DAMAGE	BACK UNSAFELY	SERVICE		ON PRIVATE PROPERTY

Lane Group	EBL	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	26	56	58	28	100	2823	127	39	958	31
v/c Ratio	0.15	0.14	0.29	0.06	0.36	0.85	0.12	0.21	0.31	0.03
Control Delay	35.0	0.8	37.5	0.3	46.5	19.6	5.2	18.2	3.4	0.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	35.0	0.8	37.5	0.3	46.5	19.6	5.2	18.2	3.4	0.4
Queue Length 50th (m)	4.2	0.0	9.5	0.0	9.6	181.7	4.9	2.6	44.7	0.2
Queue Length 95th (m)	11.0	0.0	20.0	0.0	17.2	#244.1	13.1	9.2	4.9	0.3
Internal Link Dist (m)				114.3		476.0			226.8	
Turn Bay Length (m)	50.0				105.0		50.0	105.0		50.0
Base Capacity (vph)	233	507	228	514	340	3323	1102	251	3126	1030
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.11	0.11	0.25	0.05	0.29	0.85	0.12	0.16	0.31	0.03

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	25	0	53	55	0	27	95	2682	121	37	910	29
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0		5.0	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Lane Util. Factor	1.00		1.00	1.00	1.00		0.97	0.91	1.00	1.00	0.91	1.00
Frt	1.00		0.85	1.00	0.85		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95		1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1738		1555	1738	1555		3372	4768	1555	1738	4768	1555
Flt Permitted	0.74		1.00	0.48	1.00		0.95	1.00	1.00	0.07	1.00	1.00
Satd. Flow (perm)	1352		1555	869	1555		3372	4768	1555	123	4768	1555
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	26	0	56	58	0	28	100	2823	127	39	958	31
RTOR Reduction (vph)	0	0	52	0	25	0	0	0	23	0	0	13
Lane Group Flow (vph)	26	0	4	58	3	0	100	2823	104	39	958	18
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	10%	5%	5%	10%	5%
Turn Type	pm+pt		Perm	pm+pt	NA		Prot	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8					2	6		6
Actuated Green, G (s)	9.6		6.4	17.2	10.2		7.1	62.7	62.7	63.4	59.5	59.5
Effective Green, g (s)	9.6		6.4	17.2	10.2		7.1	62.7	62.7	63.4	59.5	59.5
Actuated g/C Ratio	0.10		0.06	0.17	0.10		0.07	0.63	0.63	0.63	0.60	0.60
Clearance Time (s)	5.0		5.0	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Extension (s)	3.0		3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	142		100	210	159		239	2990	975	141	2837	925
v/s Ratio Prot	0.01			c0.02	0.00		c0.03	c0.59		0.01	0.20	
v/s Ratio Perm	0.01		0.00	c0.03					0.07	0.16		0.01
v/c Ratio	0.18		0.04	0.28	0.02		0.42	0.94	0.11	0.28	0.34	0.02
Uniform Delay, d1	41.5		43.9	35.5	40.4		44.5	17.0	7.5	16.6	10.3	8.3
Progression Factor	1.00		1.00	1.00	1.00		1.00	1.00	1.00	2.93	0.31	0.09
Incremental Delay, d2	0.6		0.1	0.7	0.0		1.2	7.8	0.2	1.0	0.3	0.0
Delay (s)	42.1		44.1	36.3	40.4		45.7	24.8	7.7	49.8	3.5	0.7
Level of Service	D		D	D	D		D	C	A	D	A	A
Approach Delay (s)		43.4			37.6			24.8			5.2	
Approach LOS		D			D			C			A	

Intersection Summary			
HCM Average Control Delay	20.7	HCM Level of Service	C
HCM Volume to Capacity ratio	0.83		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	69.9%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	118	351	342	122	325	1729	295	121	2560	124
v/c Ratio	0.34	0.93	0.82	0.24	0.79	0.75	0.34	0.64	1.23	0.17
Control Delay	32.5	57.7	52.8	1.1	66.1	28.1	8.0	42.1	127.4	3.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	32.5	57.7	52.8	1.1	66.1	28.1	8.0	42.1	127.4	3.7
Queue Length 50th (m)	19.8	43.7	66.5	0.0	38.7	122.5	13.0	10.4	~280.2	7.0
Queue Length 95th (m)	34.1	#95.8	#114.2	0.0	#57.4	143.4	31.9	m19.7	#306.5	m5.4
Internal Link Dist (m)				114.3		476.0			226.8	
Turn Bay Length (m)	50.0				105.0		50.0	105.0		50.0
Base Capacity (vph)	475	401	419	507	423	2316	856	206	2087	710
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.25	0.88	0.82	0.24	0.77	0.75	0.34	0.59	1.23	0.17

Intersection Summary

~ 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.

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	112	0	333	325	0	116	309	1643	280	115	2432	118
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0		5.0	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Lane Util. Factor	1.00		1.00	1.00	1.00		0.97	0.91	1.00	1.00	0.91	1.00
Frt	1.00		0.85	1.00	0.85		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95		1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1738		1555	1738	1555		3372	4768	1555	1738	4768	1555
Flt Permitted	0.68		1.00	0.63	1.00		0.95	1.00	1.00	0.08	1.00	1.00
Satd. Flow (perm)	1242		1555	1153	1555		3372	4768	1555	139	4768	1555
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	118	0	351	342	0	122	325	1729	295	121	2560	124
RTOR Reduction (vph)	0	0	145	0	100	0	0	0	101	0	0	29
Lane Group Flow (vph)	118	0	206	342	22	0	325	1729	194	121	2560	95
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	5%	10%	5%	5%	10%	5%
Turn Type	pm+pt		Perm	pm+pt	NA		Prot	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8					2	6		6
Actuated Green, G (s)	29.3		17.9	36.5	21.5		14.6	58.3	58.3	61.3	52.5	52.5
Effective Green, g (s)	29.3		17.9	36.5	21.5		14.6	58.3	58.3	61.3	52.5	52.5
Actuated g/C Ratio	0.24		0.15	0.30	0.18		0.12	0.49	0.49	0.51	0.44	0.44
Clearance Time (s)	5.0		5.0	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Extension (s)	3.0		3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	350		232	424	279		410	2316	755	188	2086	680
v/s Ratio Prot	0.03			c0.10	0.01		c0.10	0.36		0.05	c0.54	
v/s Ratio Perm	0.05		0.13	c0.14					0.12	0.28		0.06
v/c Ratio	0.34		0.89	0.81	0.08		0.79	0.75	0.26	0.64	1.23	0.14
Uniform Delay, d1	36.8		50.1	37.3	41.0		51.2	24.9	18.1	19.7	33.8	20.2
Progression Factor	1.00		1.00	1.00	1.00		1.00	1.00	1.00	1.50	0.60	0.26
Incremental Delay, d2	0.6		31.1	10.7	0.1		10.1	2.2	0.8	4.3	104.8	0.2
Delay (s)	37.3		81.1	48.0	41.1		61.3	27.1	19.0	33.8	125.1	5.5
Level of Service	D		F	D	D		E	C	B	C	F	A
Approach Delay (s)		70.1			46.2			30.8			115.9	
Approach LOS		E			D			C			F	

Intersection Summary			
HCM Average Control Delay	74.2	HCM Level of Service	E
HCM Volume to Capacity ratio	1.05		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	98.1%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Group Flow (vph)	2	84	455	2423	950
v/c Ratio	0.02	0.46	0.77	0.59	0.31
Control Delay	42.0	18.1	19.7	6.4	6.4
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	42.0	18.1	19.7	6.4	6.4
Queue Length 50th (m)	0.4	0.0	62.0	91.5	3.3
Queue Length 95th (m)	2.5	13.6	m85.7	105.4	66.8
Internal Link Dist (m)	377.4			226.8	239.4
Turn Bay Length (m)			50.0		
Base Capacity (vph)	174	231	776	4115	3083
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	0.01	0.36	0.59	0.59	0.31

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	2	80	432	2302	896	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0	5.0	5.0	
Lane Util. Factor	1.00	1.00	1.00	0.91	0.91	
Frt	1.00	0.85	1.00	1.00	1.00	
Flt Protected	0.95	1.00	0.95	1.00	1.00	
Satd. Flow (prot)	1738	1555	1738	4768	4764	
Flt Permitted	0.95	1.00	0.25	1.00	1.00	
Satd. Flow (perm)	1738	1555	462	4768	4764	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	2	84	455	2423	943	7
RTOR Reduction (vph)	0	79	0	0	0	0
Lane Group Flow (vph)	2	5	455	2423	950	0
Heavy Vehicles (%)	5%	5%	5%	10%	10%	5%
Turn Type	NA	Perm	pm+pt	NA	NA	
Protected Phases	4		5	2	6	
Permitted Phases		4	2			
Actuated Green, G (s)	5.7	5.7	84.3	84.3	63.7	
Effective Green, g (s)	5.7	5.7	84.3	84.3	63.7	
Actuated g/C Ratio	0.06	0.06	0.84	0.84	0.64	
Clearance Time (s)	5.0	5.0	5.0	5.0	5.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	99	89	589	4019	3035	
v/s Ratio Prot	0.00		c0.12	0.51	0.20	
v/s Ratio Perm		c0.00	c0.53			
v/c Ratio	0.02	0.05	0.77	0.60	0.31	
Uniform Delay, d1	44.5	44.6	4.4	2.5	8.2	
Progression Factor	1.00	1.00	2.86	2.20	0.62	
Incremental Delay, d2	0.1	0.3	3.4	0.4	0.2	
Delay (s)	44.6	44.9	15.9	5.9	5.3	
Level of Service	D	D	B	A	A	
Approach Delay (s)	44.8			7.4	5.3	
Approach LOS	D			A	A	

Intersection Summary			
HCM Average Control Delay	7.7	HCM Level of Service	A
HCM Volume to Capacity ratio	0.71		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	58.1%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Group Flow (vph)	6	325	105	1864	2482
v/c Ratio	0.02	0.87	0.59	0.52	0.81
Control Delay	38.5	50.6	36.4	10.3	7.7
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	38.5	50.6	36.4	10.3	7.7
Queue Length 50th (m)	1.2	43.8	18.9	67.1	15.1
Queue Length 95th (m)	4.8	#77.2	m28.9	92.2	m180.2
Internal Link Dist (m)	377.4			226.8	239.4
Turn Bay Length (m)			50.0		
Base Capacity (vph)	362	434	205	3584	3063
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	0.02	0.75	0.51	0.52	0.81

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	6	309	100	1771	2356	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0	5.0	5.0	
Lane Util. Factor	1.00	1.00	1.00	0.91	0.91	
Frt	1.00	0.85	1.00	1.00	1.00	
Flt Protected	0.95	1.00	0.95	1.00	1.00	
Satd. Flow (prot)	1738	1555	1738	4768	4767	
Flt Permitted	0.95	1.00	0.05	1.00	1.00	
Satd. Flow (perm)	1738	1555	89	4768	4767	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	6	325	105	1864	2480	2
RTOR Reduction (vph)	0	116	0	0	0	0
Lane Group Flow (vph)	6	209	105	1864	2482	0
Heavy Vehicles (%)	5%	5%	5%	10%	10%	5%
Turn Type	NA	Perm	pm+pt	NA	NA	
Protected Phases	4		5	2	6	
Permitted Phases		4	2			
Actuated Green, G (s)	19.8	19.8	90.2	90.2	77.1	
Effective Green, g (s)	19.8	19.8	90.2	90.2	77.1	
Actuated g/C Ratio	0.17	0.17	0.75	0.75	0.64	
Clearance Time (s)	5.0	5.0	5.0	5.0	5.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	287	257	178	3584	3063	
v/s Ratio Prot	0.00		0.04	c0.39	c0.52	
v/s Ratio Perm		c0.13	0.40			
v/c Ratio	0.02	0.81	0.59	0.52	0.81	
Uniform Delay, d1	42.0	48.3	24.2	6.1	16.0	
Progression Factor	1.00	1.00	1.45	1.47	0.35	
Incremental Delay, d2	0.0	17.5	3.6	0.4	1.3	
Delay (s)	42.0	65.9	38.7	9.3	6.9	
Level of Service	D	E	D	A	A	
Approach Delay (s)	65.4			10.9	6.9	
Approach LOS	E			B	A	

Intersection Summary			
HCM Average Control Delay	12.6	HCM Level of Service	B
HCM Volume to Capacity ratio	0.80		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	15.0
Intersection Capacity Utilization	73.0%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	398	273	144	256	38	66	664	1118	643	266	551	344
v/c Ratio	0.55	0.61	0.10	0.60	0.13	0.18	0.79	0.84	0.70	0.64	0.61	0.36
Control Delay	38.4	46.5	0.1	46.8	41.9	16.0	38.5	38.1	20.5	50.6	28.7	3.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	38.4	46.5	0.1	46.8	41.9	16.0	38.5	38.1	20.5	50.6	28.7	3.2
Queue Length 50th (m)	37.4	26.6	0.0	24.1	3.6	4.4	49.1	124.0	99.1	22.5	31.6	4.7
Queue Length 95th (m)	51.7	37.9	0.0	36.2	8.3	13.9	#93.9	#160.3	131.1	37.1	51.2	8.1
Internal Link Dist (m)		476.0			476.0			309.6			260.4	
Turn Bay Length (m)	90.0		80.0	90.0		80.0	105.0			90.0		90.0
Base Capacity (vph)	733	664	1484	483	498	358	843	1337	943	418	899	969
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.54	0.41	0.10	0.53	0.08	0.18	0.79	0.84	0.68	0.64	0.61	0.36

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	378	259	137	243	36	63	631	1062	611	253	523	327
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	4.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	1.00	0.97	0.95	1.00	0.97	0.95	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3219	3318	1484	3219	3318	1484	3219	3318	1484	3219	3318	1484
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3219	3318	1484	3219	3318	1484	3219	3318	1484	3219	3318	1484
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	398	273	144	256	38	66	664	1118	643	266	551	344
RTOR Reduction (vph)	0	0	0	0	0	28	0	0	59	0	0	181
Lane Group Flow (vph)	398	273	144	256	38	38	664	1118	584	266	551	163
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Turn Type	Prot	NA	Free	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	7	4		3	8	1	5	2	3	1	6	7
Permitted Phases			Free			8			2			6
Actuated Green, G (s)	22.4	15.5	100.0	13.2	6.3	19.3	26.2	38.3	51.5	13.0	25.1	47.5
Effective Green, g (s)	22.4	15.5	100.0	13.2	6.3	19.3	26.2	38.3	51.5	13.0	25.1	47.5
Actuated g/C Ratio	0.22	0.16	1.00	0.13	0.06	0.19	0.26	0.38	0.52	0.13	0.25	0.48
Clearance Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	721	514	1484	425	209	361	843	1271	838	418	833	779
v/s Ratio Prot	c0.12	c0.08		0.08	0.01	0.01	c0.21	c0.34	c0.09	0.08	0.17	0.05
v/s Ratio Perm			0.10			0.01			0.30			0.06
v/c Ratio	0.55	0.53	0.10	0.60	0.18	0.10	0.79	0.88	0.70	0.64	0.66	0.21
Uniform Delay, d1	34.4	38.9	0.0	40.9	44.4	33.2	34.3	28.7	18.4	41.3	33.6	15.3
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.15	1.30	1.06	0.78	1.35
Incremental Delay, d2	0.9	1.1	0.1	2.4	0.4	0.1	4.0	7.4	2.1	3.0	3.9	0.1
Delay (s)	35.3	40.0	0.1	43.3	44.8	33.4	35.1	40.4	25.9	46.7	30.2	20.7
Level of Service	D	D	A	D	D	C	D	D	C	D	C	C
Approach Delay (s)		30.6			41.7			35.1			31.2	
Approach LOS		C			D			D			C	

Intersection Summary			
HCM Average Control Delay	33.9	HCM Level of Service	C
HCM Volume to Capacity ratio	0.72		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	68.2%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	187	57	408	545	244	143	249	1125	496	75	1528	183
v/c Ratio	0.58	0.28	0.27	0.82	0.49	0.34	0.61	0.66	0.40	0.34	1.01	0.19
Control Delay	58.4	56.6	0.5	57.2	50.1	22.5	49.2	12.8	5.5	55.4	59.7	3.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	58.4	56.6	0.5	57.2	50.1	22.5	49.2	12.8	5.5	55.4	59.7	3.5
Queue Length 50th (m)	21.9	6.8	0.0	63.5	27.4	15.5	32.0	62.7	30.3	8.1	~205.3	3.9
Queue Length 95th (m)	32.8	13.6	0.0	#85.0	40.7	32.5	39.2	88.4	52.3	m13.8	#266.8	12.2
Internal Link Dist (m)		476.0			476.0			309.6			260.4	
Turn Bay Length (m)	90.0		80.0	90.0		80.0	105.0			90.0		90.0
Base Capacity (vph)	402	415	1484	671	691	449	405	1710	1252	270	1520	989
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.47	0.14	0.27	0.81	0.35	0.32	0.61	0.66	0.40	0.28	1.01	0.19

Intersection Summary

~ 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.

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	178	54	388	518	232	136	237	1069	471	71	1452	174
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	4.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	1.00	0.97	0.95	1.00	0.97	0.95	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3219	3318	1484	3219	3318	1484	3219	3318	1484	3219	3318	1484
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3219	3318	1484	3219	3318	1484	3219	3318	1484	3219	3318	1484
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	187	57	408	545	244	143	249	1125	496	75	1528	183
RTOR Reduction (vph)	0	0	0	0	0	44	0	0	143	0	0	74
Lane Group Flow (vph)	187	57	408	545	244	99	249	1125	353	75	1528	109
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Turn Type	Prot	NA	Free	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	7	4		3	8	1	5	2	3	1	6	7
Permitted Phases			Free			8			2			6
Actuated Green, G (s)	12.1	6.3	120.0	24.6	18.8	27.0	15.1	60.9	85.5	8.2	54.0	66.1
Effective Green, g (s)	12.1	6.3	120.0	24.6	18.8	27.0	15.1	60.9	85.5	8.2	54.0	66.1
Actuated g/C Ratio	0.10	0.05	1.00	0.21	0.16	0.22	0.13	0.51	0.71	0.07	0.45	0.55
Clearance Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	325	174	1484	660	520	396	405	1684	1119	220	1493	879
v/s Ratio Prot	0.06	0.02		c0.17	c0.07	0.02	c0.08	c0.34	0.06	0.02	c0.46	0.01
v/s Ratio Perm			0.27			0.05			0.17			0.06
v/c Ratio	0.58	0.33	0.27	0.83	0.47	0.25	0.61	0.67	0.32	0.34	1.02	0.12
Uniform Delay, d1	51.5	54.8	0.0	45.6	46.1	38.2	49.7	22.0	6.4	53.3	33.0	13.0
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.87	0.48	9.48	0.98	1.15	1.32
Incremental Delay, d2	2.5	1.1	0.5	8.3	0.7	0.3	2.4	1.8	0.1	0.7	27.0	0.1
Delay (s)	54.0	55.9	0.5	54.0	46.7	38.5	45.6	12.5	60.8	53.2	65.0	17.2
Level of Service	D	E	A	D	D	D	D	B	E	D	E	B
Approach Delay (s)		20.7			49.7			29.7			59.6	
Approach LOS		C			D			C			E	

Intersection Summary			
HCM Average Control Delay	42.3	HCM Level of Service	D
HCM Volume to Capacity ratio	0.89		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	82.5%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	140	131	1462	120	36	1021
v/c Ratio	0.60	0.42	0.63	0.10	0.13	0.40
Control Delay	50.9	13.2	9.8	3.7	4.1	3.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	50.9	13.2	9.8	3.7	4.1	3.7
Queue Length 50th (m)	25.9	2.2	45.5	2.0	0.2	2.0
Queue Length 95th (m)	42.5	17.5	72.0	m4.7	5.4	41.0
Internal Link Dist (m)	276.0		206.0			355.9
Turn Bay Length (m)		40.0		50.0	50.0	
Base Capacity (vph)	447	489	2326	1151	269	2551
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	0.31	0.27	0.63	0.10	0.13	0.40

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	133	124	1389	114	34	970
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	0.95
Frt	1.00	0.85	1.00	0.85	1.00	1.00
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1789	1601	3318	1601	1789	3318
Flt Permitted	0.95	1.00	1.00	1.00	0.12	1.00
Satd. Flow (perm)	1789	1601	3318	1601	229	3318
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	140	131	1462	120	36	1021
RTOR Reduction (vph)	0	103	0	30	0	0
Lane Group Flow (vph)	140	28	1462	90	36	1021
Heavy Vehicles (%)	2%	2%	10%	2%	2%	10%
Turn Type	NA	Perm	NA	Perm	pm+pt	NA
Protected Phases	8		2		1	6
Permitted Phases		8		2	6	
Actuated Green, G (s)	13.1	13.1	68.1	68.1	76.9	76.9
Effective Green, g (s)	13.1	13.1	68.1	68.1	76.9	76.9
Actuated g/C Ratio	0.13	0.13	0.68	0.68	0.77	0.77
Clearance Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	234	210	2260	1090	235	2552
v/s Ratio Prot	c0.08		c0.44		0.01	c0.31
v/s Ratio Perm		0.02		0.06	0.11	
v/c Ratio	0.60	0.14	0.65	0.08	0.15	0.40
Uniform Delay, d1	41.0	38.4	9.1	5.4	5.9	3.9
Progression Factor	1.00	1.00	0.90	1.44	0.91	0.75
Incremental Delay, d2	4.1	0.3	1.0	0.1	0.3	0.4
Delay (s)	45.0	38.7	9.2	7.9	5.6	3.3
Level of Service	D	D	A	A	A	A
Approach Delay (s)	42.0		9.1			3.4
Approach LOS	D		A			A

Intersection Summary			
HCM Average Control Delay	10.1	HCM Level of Service	B
HCM Volume to Capacity ratio	0.64		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	15.0
Intersection Capacity Utilization	54.4%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	134	73	1301	155	144	1653
v/c Ratio	0.63	0.29	0.57	0.14	0.43	0.62
Control Delay	62.9	13.1	5.3	0.7	9.6	9.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	62.9	13.1	5.3	0.7	9.6	9.0
Queue Length 50th (m)	30.5	0.0	56.9	0.2	11.9	94.9
Queue Length 95th (m)	48.5	12.9	90.4	m3.4	m21.9	112.0
Internal Link Dist (m)	276.0		206.0			355.9
Turn Bay Length (m)		40.0		50.0	50.0	
Base Capacity (vph)	373	391	2294	1145	360	2647
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	0.36	0.19	0.57	0.14	0.40	0.62

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	127	69	1236	147	137	1570
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	0.95
Frt	1.00	0.85	1.00	0.85	1.00	1.00
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1789	1601	3318	1601	1789	3318
Flt Permitted	0.95	1.00	1.00	1.00	0.16	1.00
Satd. Flow (perm)	1789	1601	3318	1601	296	3318
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	134	73	1301	155	144	1653
RTOR Reduction (vph)	0	64	0	38	0	0
Lane Group Flow (vph)	134	9	1301	117	144	1653
Heavy Vehicles (%)	2%	2%	10%	2%	2%	10%
Turn Type	NA	Perm	NA	Perm	pm+pt	NA
Protected Phases	8		2		1	6
Permitted Phases		8		2	6	
Actuated Green, G (s)	14.3	14.3	82.9	82.9	95.7	95.7
Effective Green, g (s)	14.3	14.3	82.9	82.9	95.7	95.7
Actuated g/C Ratio	0.12	0.12	0.69	0.69	0.80	0.80
Clearance Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	213	191	2292	1106	333	2646
v/s Ratio Prot	c0.07		0.39		0.03	c0.50
v/s Ratio Perm		0.01		0.07	0.32	
v/c Ratio	0.63	0.05	0.57	0.11	0.43	0.62
Uniform Delay, d1	50.3	46.8	9.4	6.2	6.1	4.9
Progression Factor	1.00	1.00	0.43	0.23	2.12	1.49
Incremental Delay, d2	5.7	0.1	0.8	0.2	0.7	0.8
Delay (s)	56.0	46.9	4.9	1.6	13.5	8.1
Level of Service	E	D	A	A	B	A
Approach Delay (s)	52.8		4.6			8.6
Approach LOS	D		A			A

Intersection Summary			
HCM Average Control Delay	9.5	HCM Level of Service	A
HCM Volume to Capacity ratio	0.63		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	61.3%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBT	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	64	76	94	63	1514	16	22	953	144
v/c Ratio	0.38	0.50	0.37	0.15	0.61	0.01	0.08	0.41	0.13
Control Delay	30.6	52.8	12.7	1.2	3.5	0.3	4.9	7.3	2.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	30.6	52.8	12.7	1.2	3.5	0.3	4.9	7.3	2.9
Queue Length 50th (m)	6.0	14.1	0.0	0.2	2.0	0.0	0.6	19.0	0.3
Queue Length 95th (m)	17.7	27.1	13.5	m0.3	53.1	m0.0	m4.3	68.1	13.1
Internal Link Dist (m)	276.0	276.0			355.9			138.1	
Turn Bay Length (m)			50.0	105.0		50.0	105.0		50.0
Base Capacity (vph)	222	212	320	424	2493	1207	275	2341	1089
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.29	0.36	0.29	0.15	0.61	0.01	0.08	0.41	0.13

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	31	0	29	70	2	89	60	1438	15	21	905	137
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0			5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lane Util. Factor		1.00			1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt		0.93			1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected		0.97			0.95	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)		1591			1796	1601	1659	3318	1601	1789	3318	1484
Flt Permitted		0.80			0.75	1.00	0.26	1.00	1.00	0.14	1.00	1.00
Satd. Flow (perm)		1302			1413	1601	456	3318	1601	254	3318	1484
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	33	0	31	74	2	94	63	1514	16	22	953	144
RTOR Reduction (vph)	0	28	0	0	0	84	0	0	4	0	0	44
Lane Group Flow (vph)	0	36	0	0	76	10	63	1514	12	22	953	100
Heavy Vehicles (%)	10%	2%	10%	2%	2%	2%	10%	10%	2%	2%	10%	10%
Turn Type	Perm	NA		Perm	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8		8	2		2	6		6
Actuated Green, G (s)		10.7			10.7	10.7	76.9	72.1	72.1	71.7	69.5	69.5
Effective Green, g (s)		10.7			10.7	10.7	76.9	72.1	72.1	71.7	69.5	69.5
Actuated g/C Ratio		0.11			0.11	0.11	0.77	0.72	0.72	0.72	0.70	0.70
Clearance Time (s)		5.0			5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Extension (s)		3.0			3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)		139			151	171	408	2392	1154	216	2306	1031
v/s Ratio Prot							c0.01	c0.46		0.00	0.29	
v/s Ratio Perm		0.03			c0.05	0.01	0.11		0.01	0.07		0.07
v/c Ratio		0.26			0.50	0.06	0.15	0.63	0.01	0.10	0.41	0.10
Uniform Delay, d1		41.0			42.1	40.1	3.3	7.2	3.9	5.2	6.5	5.0
Progression Factor		1.00			1.00	1.00	0.20	0.35	0.11	1.47	0.97	2.31
Incremental Delay, d2		1.0			2.6	0.1	0.1	1.0	0.0	0.2	0.5	0.2
Delay (s)		42.0			44.8	40.3	0.8	3.5	0.4	7.8	6.8	11.7
Level of Service		D			D	D	A	A	A	A	A	B
Approach Delay (s)		42.0			42.3			3.4			7.5	
Approach LOS		D			D			A			A	

Intersection Summary			
HCM Average Control Delay	8.0	HCM Level of Service	A
HCM Volume to Capacity ratio	0.61		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	15.0
Intersection Capacity Utilization	66.6%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBT	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	174	39	48	29	1262	82	111	1658	35
v/c Ratio	0.75	0.30	0.18	0.14	0.56	0.07	0.34	0.69	0.03
Control Delay	54.0	49.7	13.0	2.4	2.6	0.1	5.4	8.4	4.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	54.0	49.7	13.0	2.4	2.6	0.1	5.4	8.4	4.0
Queue Length 50th (m)	28.3	8.4	0.0	0.5	11.2	0.2	4.2	61.1	0.9
Queue Length 95th (m)	49.0	17.8	9.9	m0.8	12.8	m0.3	m10.4	89.2	m2.3
Internal Link Dist (m)	276.0	276.0			355.9			138.1	
Turn Bay Length (m)			50.0	105.0		50.0	105.0		50.0
Base Capacity (vph)	324	199	372	260	2244	1104	363	2398	1078
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.54	0.20	0.13	0.11	0.56	0.07	0.31	0.69	0.03

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	69	1	95	37	0	46	28	1199	78	105	1575	33
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0			5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lane Util. Factor		1.00			1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt		0.92			1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected		0.98			0.95	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)		1579			1789	1601	1659	3318	1601	1789	3318	1484
Flt Permitted		0.85			0.51	1.00	0.10	1.00	1.00	0.16	1.00	1.00
Satd. Flow (perm)		1363			957	1601	180	3318	1601	311	3318	1484
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	73	1	100	39	0	48	29	1262	82	111	1658	35
RTOR Reduction (vph)	0	44	0	0	0	41	0	0	22	0	0	6
Lane Group Flow (vph)	0	130	0	0	39	7	29	1262	60	111	1658	29
Heavy Vehicles (%)	10%	2%	10%	2%	2%	2%	10%	10%	2%	2%	10%	10%
Turn Type	Perm	NA		Perm	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8		8	2		2	6		6
Actuated Green, G (s)		16.5			16.5	16.5	84.9	81.1	81.1	92.1	84.7	84.7
Effective Green, g (s)		16.5			16.5	16.5	84.9	81.1	81.1	92.1	84.7	84.7
Actuated g/C Ratio		0.14			0.14	0.14	0.71	0.68	0.68	0.77	0.71	0.71
Clearance Time (s)		5.0			5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Extension (s)		3.0			3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)		187			132	220	174	2242	1082	330	2342	1047
v/s Ratio Prot							0.01	0.38		c0.02	c0.50	
v/s Ratio Perm		c0.10			0.04	0.00	0.11		0.04	0.24		0.02
v/c Ratio		0.70			0.30	0.03	0.17	0.56	0.06	0.34	0.71	0.03
Uniform Delay, d1		49.4			46.5	44.8	8.1	10.2	6.6	6.0	10.4	5.3
Progression Factor		1.00			1.00	1.00	0.27	0.16	0.01	0.85	0.60	0.89
Incremental Delay, d2		10.7			1.3	0.1	0.4	0.9	0.1	0.4	1.3	0.0
Delay (s)		60.0			47.8	44.9	2.5	2.4	0.2	5.6	7.6	4.8
Level of Service		E			D	D	A	A	A	A	A	A
Approach Delay (s)		60.0			46.2			2.3			7.4	
Approach LOS		E			D			A			A	

Intersection Summary			
HCM Average Control Delay	9.0	HCM Level of Service	A
HCM Volume to Capacity ratio	0.70		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	15.0
Intersection Capacity Utilization	76.6%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	32	88	101	57	304	1115	221	146	929	105
v/c Ratio	0.19	0.21	0.61	0.14	0.63	0.51	0.21	0.39	0.46	0.11
Control Delay	38.8	1.2	55.4	0.7	19.9	6.5	1.4	15.4	6.0	1.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	38.8	1.2	55.4	0.7	19.9	6.5	1.4	15.4	6.0	1.2
Queue Length 50th (m)	5.6	0.0	18.7	0.0	20.4	22.7	0.4	5.1	2.4	0.0
Queue Length 95th (m)	13.2	0.0	33.1	0.0	50.3	34.0	2.8	24.6	107.6	m6.7
Internal Link Dist (m)		376.0		568.2		215.0			581.7	
Turn Bay Length (m)	50.0		50.0		105.0		50.0	105.0		50.0
Base Capacity (vph)	314	562	305	553	528	2187	1048	409	2034	950
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.10	0.16	0.33	0.10	0.58	0.51	0.21	0.36	0.46	0.11

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	30	0	84	96	0	54	289	1059	210	139	883	100
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95	1.00	1.00	0.95	1.00
Frt	1.00	0.85		1.00	0.85		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1659	1484		1659	1484		1659	3318	1484	1659	3318	1484
Flt Permitted	0.72	1.00		0.70	1.00		0.24	1.00	1.00	0.22	1.00	1.00
Satd. Flow (perm)	1257	1484		1222	1484		418	3318	1484	392	3318	1484
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	32	0	88	101	0	57	304	1115	221	146	929	105
RTOR Reduction (vph)	0	77	0	0	50	0	0	0	72	0	0	42
Lane Group Flow (vph)	32	11	0	101	7	0	304	1115	149	146	929	63
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Turn Type	Perm	NA		Perm	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2		2	6		6
Actuated Green, G (s)	12.1	12.1		12.1	12.1		77.5	64.9	64.9	68.3	60.3	60.3
Effective Green, g (s)	12.1	12.1		12.1	12.1		77.5	64.9	64.9	68.3	60.3	60.3
Actuated g/C Ratio	0.12	0.12		0.12	0.12		0.78	0.65	0.65	0.68	0.60	0.60
Clearance Time (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	152	179		147	179		480	2153	963	369	2000	894
v/s Ratio Prot		0.01			0.00		c0.08	0.34		0.03	0.28	
v/s Ratio Perm	0.03			c0.08			c0.41		0.10	0.24		0.04
v/c Ratio	0.21	0.06		0.69	0.04		0.63	0.52	0.15	0.40	0.46	0.07
Uniform Delay, d1	39.6	38.9		42.1	38.8		5.5	9.3	6.8	5.9	10.9	8.2
Progression Factor	1.00	1.00		1.00	1.00		3.37	0.54	0.53	2.56	0.41	0.32
Incremental Delay, d2	0.7	0.1		12.5	0.1		2.2	0.7	0.3	0.6	0.7	0.1
Delay (s)	40.3	39.1		54.7	38.9		20.8	5.7	3.9	15.7	5.1	2.8
Level of Service	D	D		D	D		C	A	A	B	A	A
Approach Delay (s)		39.4			49.0			8.3			6.2	
Approach LOS		D			D			A			A	

Intersection Summary			
HCM 2000 Control Delay	10.8	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.66		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	15.0
Intersection Capacity Utilization	64.9%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Queues
8: 17 Street & 70 Ave

12/19/2012

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	132	316	293	165	233	938	213	109	1195	88
v/c Ratio	0.38	0.50	1.27	0.25	0.89	0.60	0.27	0.38	0.85	0.13
Control Delay	34.4	14.4	185.4	1.4	71.8	25.9	9.5	17.6	50.5	17.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	34.4	14.4	185.4	1.4	71.8	25.9	9.5	17.6	50.5	17.4
Queue Length 50th (m)	23.6	19.8	~86.8	0.0	47.1	55.4	0.7	17.9	154.7	9.9
Queue Length 95th (m)	41.5	46.5	#140.2	1.9	#84.6	94.5	29.3	m24.7	177.9	m22.2
Internal Link Dist (m)		376.0		568.2		215.0			581.7	
Turn Bay Length (m)	50.0		50.0		105.0		50.0	105.0		50.0
Base Capacity (vph)	351	628	231	655	269	1556	792	303	1400	663
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.38	0.50	1.27	0.25	0.87	0.60	0.27	0.36	0.85	0.13

Intersection Summary

~ 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.

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	125	0	300	278	0	157	221	891	202	104	1135	84
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95	1.00	1.00	0.95	1.00
Frt	1.00	0.85		1.00	0.85		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1659	1484		1659	1484		1659	3318	1484	1659	3318	1484
Flt Permitted	0.60	1.00		0.40	1.00		0.08	1.00	1.00	0.22	1.00	1.00
Satd. Flow (perm)	1052	1484		694	1484		137	3318	1484	391	3318	1484
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	132	0	316	293	0	165	233	938	213	109	1195	88
RTOR Reduction (vph)	0	133	0	0	110	0	0	0	96	0	0	37
Lane Group Flow (vph)	132	183	0	293	55	0	233	938	117	109	1195	51
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Turn Type	Perm	NA		Perm	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2		2	6		6
Actuated Green, G (s)	40.0	40.0		40.0	40.0		70.0	56.3	56.3	59.4	50.7	50.7
Effective Green, g (s)	40.0	40.0		40.0	40.0		70.0	56.3	56.3	59.4	50.7	50.7
Actuated g/C Ratio	0.33	0.33		0.33	0.33		0.58	0.47	0.47	0.49	0.42	0.42
Clearance Time (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	350	494		231	494		261	1556	696	285	1401	626
v/s Ratio Prot		0.12			0.04		c0.11	0.28		0.03	0.36	
v/s Ratio Perm	0.13			c0.42			c0.41		0.08	0.16		0.03
v/c Ratio	0.38	0.37		1.27	0.11		0.89	0.60	0.17	0.38	0.85	0.08
Uniform Delay, d1	30.5	30.4		40.0	27.7		34.1	23.6	18.4	17.3	31.3	20.7
Progression Factor	1.00	1.00		1.00	1.00		1.45	1.01	2.05	1.20	1.40	2.12
Incremental Delay, d2	0.7	0.5		150.4	0.1		26.0	1.5	0.4	0.7	5.7	0.2
Delay (s)	31.2	30.9		190.4	27.8		75.6	25.3	38.2	21.5	49.6	44.1
Level of Service	C	C		F	C		E	C	D	C	D	D
Approach Delay (s)		31.0			131.8			35.8			47.1	
Approach LOS		C			F			D			D	

Intersection Summary			
HCM 2000 Control Delay	51.4	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	1.06		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	15.0
Intersection Capacity Utilization	94.3%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	59	49	58	58	17	87	235	846	122	272	1065	344
v/c Ratio	0.26	0.34	0.33	0.26	0.12	0.43	0.62	0.47	0.14	0.57	0.57	0.36
Control Delay	33.5	48.9	16.7	33.5	43.0	16.2	17.7	13.8	5.9	11.2	18.5	4.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	33.5	48.9	16.7	33.5	43.0	16.2	17.7	13.8	5.9	11.2	18.5	4.1
Queue Length 50th (m)	9.4	9.1	0.0	9.2	3.1	0.0	9.3	47.6	5.9	17.6	74.5	3.7
Queue Length 95th (m)	18.9	19.7	11.3	18.5	9.4	13.6	32.2	109.8	17.6	32.7	108.9	20.2
Internal Link Dist (m)		476.0			476.0			581.7			161.3	
Turn Bay Length (m)	50.0		50.0	40.0		40.0	105.0		50.0	105.0		50.0
Base Capacity (vph)	259	262	272	257	262	297	389	1784	851	567	1869	969
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.23	0.19	0.21	0.23	0.06	0.29	0.60	0.47	0.14	0.48	0.57	0.36

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	56	47	55	55	16	83	223	804	116	258	1012	327
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1659	1746	1484	1659	1746	1484	1659	3318	1484	1659	3318	1484
Flt Permitted	0.75	1.00	1.00	0.73	1.00	1.00	0.20	1.00	1.00	0.25	1.00	1.00
Satd. Flow (perm)	1303	1746	1484	1266	1746	1484	351	3318	1484	438	3318	1484
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	59	49	58	58	17	87	235	846	122	272	1065	344
RTOR Reduction (vph)	0	0	54	0	0	81	0	0	56	0	0	139
Lane Group Flow (vph)	59	49	4	58	17	6	235	846	66	272	1065	205
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8		8	2		2	6		6
Actuated Green, G (s)	14.2	7.2	7.2	14.2	7.2	7.2	63.2	51.7	51.7	68.4	54.3	54.3
Effective Green, g (s)	14.2	7.2	7.2	14.2	7.2	7.2	63.2	51.7	51.7	68.4	54.3	54.3
Actuated g/C Ratio	0.14	0.07	0.07	0.14	0.07	0.07	0.63	0.52	0.52	0.68	0.54	0.54
Clearance Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	210	126	107	207	126	107	372	1715	767	472	1802	806
v/s Ratio Prot	c0.02	c0.03		0.02	0.01		0.07	0.25		c0.08	0.32	
v/s Ratio Perm	0.02		0.00	0.02		0.00	c0.33		0.04	0.31		0.14
v/c Ratio	0.28	0.39	0.04	0.28	0.13	0.06	0.63	0.49	0.09	0.58	0.59	0.25
Uniform Delay, d1	38.2	44.3	43.2	38.1	43.5	43.2	9.6	15.7	12.2	7.7	15.4	12.1
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.08	0.71	1.26	1.00	1.00	1.00
Incremental Delay, d2	0.7	2.0	0.2	0.7	0.5	0.2	3.1	0.9	0.2	1.7	1.4	0.8
Delay (s)	38.9	46.3	43.3	38.9	44.0	43.5	13.5	12.1	15.5	9.4	16.8	12.9
Level of Service	D	D	D	D	D	D	B	B	B	A	B	B
Approach Delay (s)		42.6			41.9			12.7			14.8	
Approach LOS		D			D			B			B	

Intersection Summary			
HCM Average Control Delay	16.8	HCM Level of Service	B
HCM Volume to Capacity ratio	0.61		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	25.0
Intersection Capacity Utilization	62.6%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	283	26	286	113	57	149	171	968	96	89	994	117
v/c Ratio	0.78	0.11	0.63	0.43	0.42	0.59	0.52	0.56	0.12	0.29	0.60	0.15
Control Delay	52.7	46.0	12.1	38.3	61.3	18.0	20.2	11.6	1.4	12.0	24.5	7.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	52.7	46.0	12.1	38.3	61.3	18.0	20.2	11.6	1.4	12.0	24.5	7.5
Queue Length 50th (m)	57.4	5.4	0.0	20.4	13.0	0.0	6.6	66.5	0.5	7.6	86.5	4.3
Queue Length 95th (m)	82.4	13.8	25.2	34.0	25.8	19.0	27.6	64.4	1.7	15.4	120.4	15.7
Internal Link Dist (m)		476.0			476.0			581.7			161.3	
Turn Bay Length (m)	50.0		50.0	40.0		40.0	105.0		50.0	105.0		50.0
Base Capacity (vph)	368	364	536	377	364	427	332	1742	808	461	1656	781
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.77	0.07	0.53	0.30	0.16	0.35	0.52	0.56	0.12	0.19	0.60	0.15

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	269	25	272	107	54	142	162	920	91	85	944	111
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1659	1746	1484	1659	1746	1484	1659	3318	1484	1659	3318	1484
Flt Permitted	0.47	1.00	1.00	0.74	1.00	1.00	0.18	1.00	1.00	0.23	1.00	1.00
Satd. Flow (perm)	818	1746	1484	1293	1746	1484	321	3318	1484	394	3318	1484
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	283	26	286	113	57	149	171	968	96	89	994	117
RTOR Reduction (vph)	0	0	246	0	0	137	0	0	29	0	0	41
Lane Group Flow (vph)	283	26	40	113	57	12	171	968	67	89	994	76
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8		8	2		2	6		6
Actuated Green, G (s)	33.6	16.8	16.8	21.1	9.3	9.3	74.6	63.1	63.1	68.2	59.9	59.9
Effective Green, g (s)	33.6	16.8	16.8	21.1	9.3	9.3	74.6	63.1	63.1	68.2	59.9	59.9
Actuated g/C Ratio	0.28	0.14	0.14	0.18	0.08	0.08	0.62	0.53	0.53	0.57	0.50	0.50
Clearance Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	364	244	208	263	135	115	328	1745	780	311	1656	741
v/s Ratio Prot	c0.12	0.01		0.04	0.03		c0.05	0.29		0.02	c0.30	
v/s Ratio Perm	c0.09		0.03	0.03		0.01	0.27		0.05	0.14		0.05
v/c Ratio	0.78	0.11	0.19	0.43	0.42	0.10	0.52	0.55	0.09	0.29	0.60	0.10
Uniform Delay, d1	37.6	45.0	45.6	43.7	52.8	51.5	12.9	19.0	14.1	12.8	21.5	15.9
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.54	0.51	0.16	1.00	1.00	1.00
Incremental Delay, d2	10.0	0.2	0.5	1.1	2.1	0.4	1.4	1.2	0.2	0.5	1.6	0.3
Delay (s)	47.7	45.2	46.1	44.9	54.9	51.8	21.1	10.9	2.4	13.3	23.1	16.1
Level of Service	D	D	D	D	D	D	C	B	A	B	C	B
Approach Delay (s)		46.8			49.9			11.7			21.7	
Approach LOS		D			D			B			C	

Intersection Summary			
HCM Average Control Delay	25.2	HCM Level of Service	C
HCM Volume to Capacity ratio	0.67		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	69.1%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	63	52	86	16	71	153	1004	205	274	1350
v/c Ratio	0.27	0.37	0.46	0.14	0.18	0.59	0.65	0.21	0.68	0.80
Control Delay	34.8	22.6	43.7	45.3	6.8	23.5	23.6	2.1	16.3	23.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	34.8	22.6	43.7	45.3	6.8	23.5	23.6	2.1	16.3	23.5
Queue Length 50th (m)	10.2	0.9	16.2	3.0	0.0	9.4	78.4	0.0	13.7	140.3
Queue Length 95th (m)	20.2	11.9	26.1	9.2	8.9	29.3	114.6	9.5	m31.1	#190.0
Internal Link Dist (m)		37.7		476.0			541.3			322.7
Turn Bay Length (m)	30.0		50.0		20.0	50.0		50.0	50.0	
Base Capacity (vph)	248	253	204	246	408	333	1545	973	418	1693
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.25	0.21	0.42	0.07	0.17	0.46	0.65	0.21	0.66	0.80

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	60	5	45	82	15	67	145	954	195	260	987	295
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Lane Util. Factor	1.00	1.00		1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	
Frt	1.00	0.86		1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.97	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1560	1419		1560	1642	1396	1560	3120	1396	1560	3012	
Flt Permitted	0.52	1.00		0.85	1.00	1.00	0.12	1.00	1.00	0.16	1.00	
Satd. Flow (perm)	853	1419		1397	1642	1396	189	3120	1396	266	3012	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	63	5	47	86	16	71	153	1004	205	274	1039	311
RTOR Reduction (vph)	0	43	0	0	0	56	0	0	91	0	22	0
Lane Group Flow (vph)	63	9	0	86	16	15	153	1004	114	274	1328	0
Turn Type	pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA	
Protected Phases	7	4		3	8	1	5	2	3	1	6	
Permitted Phases	4			8		8	2		2	6		
Actuated Green, G (s)	19.8	7.7		13.8	4.7	21.4	57.2	46.5	55.6	68.2	52.5	
Effective Green, g (s)	19.8	7.7		13.8	4.7	21.4	57.2	46.5	55.6	68.2	52.5	
Actuated g/C Ratio	0.20	0.08		0.14	0.05	0.21	0.57	0.46	0.56	0.68	0.52	
Clearance Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	254	109		208	77	369	255	1451	846	398	1581	
v/s Ratio Prot	c0.03	0.01		c0.04	0.01	0.01	0.06	0.32	0.01	c0.12	c0.44	
v/s Ratio Perm	0.02			c0.02		0.00	0.28		0.07	0.35		
v/c Ratio	0.25	0.08		0.41	0.21	0.04	0.60	0.69	0.13	0.69	0.84	
Uniform Delay, d1	33.6	42.9		39.3	45.9	31.2	13.9	21.1	10.7	12.6	20.2	
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	0.92	1.03	
Incremental Delay, d2	0.5	0.3		1.3	1.3	0.0	3.8	2.7	0.1	3.4	3.8	
Delay (s)	34.1	43.2		40.7	47.2	31.2	17.6	23.8	10.7	15.0	24.6	
Level of Service	C	D		D	D	C	B	C	B	B	C	
Approach Delay (s)		38.2			37.4			21.2			23.0	
Approach LOS		D			D			C			C	

Intersection Summary			
HCM Average Control Delay	23.5	HCM Level of Service	C
HCM Volume to Capacity ratio	0.79		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	25.0
Intersection Capacity Utilization	68.4%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	305	253	235	11	229	32	1203	61	75	1524
v/c Ratio	0.66	0.72	0.69	0.08	0.83	0.23	0.88	0.06	0.34	0.93
Control Delay	40.9	21.3	51.5	47.3	55.6	18.5	41.3	2.6	27.9	30.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	40.9	21.3	51.5	47.3	55.6	18.5	41.3	2.6	27.9	30.7
Queue Length 50th (m)	57.9	6.1	52.6	2.5	36.8	3.2	~159.3	0.3	5.0	~201.6
Queue Length 95th (m)	#85.5	31.0	57.9	7.1	51.4	9.0	#200.8	5.2	m19.6	#264.2
Internal Link Dist (m)		37.7		476.0			541.3			322.7
Turn Bay Length (m)	30.0		50.0		20.0	50.0		50.0	50.0	
Base Capacity (vph)	459	422	380	342	281	138	1373	981	227	1645
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.66	0.60	0.62	0.03	0.81	0.23	0.88	0.06	0.33	0.93

Intersection Summary

~ 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.

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	290	10	230	223	10	218	30	1143	58	71	1393	55
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Lane Util. Factor	1.00	1.00		1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	
Frt	1.00	0.86		1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.99	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1560	1406		1560	1642	1396	1560	3120	1396	1560	3102	
Flt Permitted	0.40	1.00		0.80	1.00	1.00	0.08	1.00	1.00	0.07	1.00	
Satd. Flow (perm)	657	1406		1314	1642	1396	135	3120	1396	122	3102	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	305	11	242	235	11	229	32	1203	61	75	1466	58
RTOR Reduction (vph)	0	194	0	0	0	62	0	0	24	0	2	0
Lane Group Flow (vph)	305	60	0	235	11	168	32	1203	37	75	1522	0
Turn Type	pm+pt	NA		pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA	
Protected Phases	7	4		3	8	1	5	2	3	1	6	
Permitted Phases	4			8		8	2		2	6		
Actuated Green, G (s)	43.7	16.8		26.9	5.0	17.5	52.6	48.8	70.7	66.3	57.5	
Effective Green, g (s)	43.7	16.8		26.9	5.0	17.5	52.6	48.8	70.7	66.3	57.5	
Actuated g/C Ratio	0.36	0.14		0.22	0.04	0.15	0.44	0.41	0.59	0.55	0.48	
Clearance Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	493	197		339	68	262	104	1269	881	217	1486	
v/s Ratio Prot	c0.17	0.04		c0.13	0.01	c0.07	0.01	0.39	0.01	0.04	c0.49	
v/s Ratio Perm	0.05			0.03		0.05	0.13		0.02	0.15		
v/c Ratio	0.62	0.30		0.69	0.16	0.64	0.31	0.95	0.04	0.35	1.02	
Uniform Delay, d1	30.3	46.3		42.5	55.5	48.3	25.2	34.4	10.4	20.1	31.2	
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.67	0.70	
Incremental Delay, d2	2.3	0.9		6.0	1.1	5.1	1.7	15.5	0.0	0.7	26.5	
Delay (s)	32.6	47.2		48.5	56.6	53.3	26.9	49.9	10.4	34.4	48.5	
Level of Service	C	D		D	E	D	C	D	B	C	D	
Approach Delay (s)		39.2			51.0			47.5			47.8	
Approach LOS		D			D			D			D	

Intersection Summary			
HCM Average Control Delay	46.9	HCM Level of Service	D
HCM Volume to Capacity ratio	0.87		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	15.0
Intersection Capacity Utilization	88.2%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	20	20	76	102	64	868	205	347	1624
v/c Ratio	0.14	0.07	0.45	0.19	0.31	0.52	0.25	0.64	0.74
Control Delay	37.5	0.5	45.9	0.8	19.1	26.3	13.5	23.8	10.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	37.5	0.5	45.9	0.8	19.1	26.3	13.5	23.8	10.2
Queue Length 50th (m)	3.7	0.0	14.2	0.0	5.9	89.0	21.4	36.7	44.2
Queue Length 95th (m)	9.4	0.0	25.0	0.0	m10.9	115.2	44.9	m47.0	m55.8
Internal Link Dist (m)		476.0		476.0		322.7			647.2
Turn Bay Length (m)	40.0		80.0		50.0		50.0	50.0	
Base Capacity (vph)	192	390	186	600	207	1659	830	564	2180
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.10	0.05	0.41	0.17	0.31	0.52	0.25	0.62	0.74

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	19	0	19	72	0	97	61	825	195	330	1451	92
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95	1.00	1.00	0.95	
Frt	1.00	0.85		1.00	0.85		1.00	1.00	0.85	1.00	0.99	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1560	1396		1560	1396		1560	3120	1396	1560	3092	
Flt Permitted	1.00	1.00		0.59	1.00		0.12	1.00	1.00	0.22	1.00	
Satd. Flow (perm)	1642	1396		966	1396		190	3120	1396	365	3092	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	20	0	20	76	0	102	64	868	205	347	1527	97
RTOR Reduction (vph)	0	20	0	0	95	0	0	0	96	0	3	0
Lane Group Flow (vph)	20	0	0	76	7	0	64	868	109	347	1621	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2		2	6		
Actuated Green, G (s)	5.3	2.2		14.5	6.8		54.9	49.2	49.2	75.1	64.4	
Effective Green, g (s)	5.3	2.2		14.5	6.8		54.9	49.2	49.2	75.1	64.4	
Actuated g/C Ratio	0.05	0.02		0.14	0.07		0.55	0.49	0.49	0.75	0.64	
Clearance Time (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	84	31		186	95		182	1535	687	524	1991	
v/s Ratio Prot	0.01	0.00		c0.03	0.00		0.02	0.28		c0.14	c0.52	
v/s Ratio Perm	0.01			c0.03			0.17		0.08	0.36		
v/c Ratio	0.24	0.01		0.41	0.07		0.35	0.57	0.16	0.66	0.81	
Uniform Delay, d1	45.4	47.8		38.5	43.6		11.6	17.9	14.0	8.2	13.3	
Progression Factor	1.00	1.00		1.00	1.00		1.51	1.31	3.06	3.16	0.60	
Incremental Delay, d2	1.5	0.2		1.5	0.3		0.9	1.2	0.4	1.2	1.5	
Delay (s)	46.9	48.0		39.9	44.0		18.5	24.7	43.2	27.1	9.5	
Level of Service	D	D		D	D		B	C	D	C	A	
Approach Delay (s)		47.5			42.2			27.7			12.6	
Approach LOS		D			D			C			B	

Intersection Summary			
HCM Average Control Delay	19.8	HCM Level of Service	B
HCM Volume to Capacity ratio	0.79		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	70.4%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	81	81	229	308	16	1666	56	101	1312
v/c Ratio	0.42	0.28	0.79	0.79	0.08	0.97	0.07	0.60	0.67
Control Delay	38.6	2.3	57.3	29.6	12.8	34.0	12.1	29.8	21.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	38.6	2.3	57.3	29.6	12.8	34.0	12.1	29.8	21.5
Queue Length 50th (m)	15.0	0.0	47.2	20.0	1.4	112.8	2.3	8.1	112.3
Queue Length 95th (m)	23.5	0.0	60.8	49.5	m2.0	#299.4	m4.8	31.2	#200.2
Internal Link Dist (m)		476.0		476.0		322.7			647.2
Turn Bay Length (m)	40.0		80.0		50.0		50.0	50.0	
Base Capacity (vph)	250	418	290	465	205	1709	776	187	1946
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.32	0.19	0.79	0.66	0.08	0.97	0.07	0.54	0.67

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	77	0	77	218	0	293	15	1583	53	96	1224	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95	1.00	1.00	0.95	
Frt	1.00	0.85		1.00	0.85		1.00	1.00	0.85	1.00	1.00	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1560	1396		1560	1396		1560	3120	1396	1560	3111	
Flt Permitted	0.34	1.00		0.49	1.00		0.15	1.00	1.00	0.06	1.00	
Satd. Flow (perm)	557	1396		806	1396		242	3120	1396	94	3111	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	81	0	81	229	0	308	16	1666	56	101	1288	24
RTOR Reduction (vph)	0	73	0	0	188	0	0	0	12	0	1	0
Lane Group Flow (vph)	81	8	0	229	120	0	16	1666	44	101	1311	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2		2	6		
Actuated Green, G (s)	21.2	11.8		31.7	17.3		67.0	64.7	64.7	78.3	71.0	
Effective Green, g (s)	21.2	11.8		31.7	17.3		67.0	64.7	64.7	78.3	71.0	
Actuated g/C Ratio	0.18	0.10		0.26	0.14		0.56	0.54	0.54	0.65	0.59	
Clearance Time (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	177	137		307	201		160	1682	753	166	1841	
v/s Ratio Prot	0.04	0.01		c0.09	0.09		0.00	c0.53		c0.04	c0.42	
v/s Ratio Perm	0.05			c0.10			0.05		0.03	0.35		
v/c Ratio	0.46	0.06		0.75	0.60		0.10	0.99	0.06	0.61	0.71	
Uniform Delay, d1	43.2	49.1		38.3	48.1		13.4	27.3	13.2	25.1	17.3	
Progression Factor	1.00	1.00		1.00	1.00		1.13	0.75	1.04	0.84	1.07	
Incremental Delay, d2	1.9	0.2		9.5	4.7		0.1	13.9	0.1	5.2	2.0	
Delay (s)	45.0	49.2		47.8	52.8		15.4	34.4	13.8	26.3	20.6	
Level of Service	D	D		D	D		B	C	B	C	C	
Approach Delay (s)		47.1			50.6			33.5			21.0	
Approach LOS		D			D			C			C	

Intersection Summary			
HCM Average Control Delay	31.9	HCM Level of Service	C
HCM Volume to Capacity ratio	0.92		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	88.2%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBT	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	40	64	793	2181	97
v/c Ratio	0.35	0.39	0.29	0.89	0.09
Control Delay	34.8	18.0	5.7	15.5	1.8
Queue Delay	0.0	0.0	0.0	0.4	0.0
Total Delay	34.8	18.0	5.7	15.9	1.8
Queue Length 50th (m)	3.8	8.3	14.5	169.4	0.6
Queue Length 95th (m)	13.4	16.7	73.2	#287.2	m4.7
Internal Link Dist (m)	276.0		527.3	181.6	
Turn Bay Length (m)		50.0			
Base Capacity (vph)	274	219	2772	2454	1114
Starvation Cap Reductn	0	0	0	51	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.15	0.29	0.29	0.91	0.09

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	19	0	19	0	0	0	61	753	0	0	2072	92
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0					5.0	5.0			5.0	5.0
Lane Util. Factor		1.00					1.00	0.95			0.95	1.00
Frt		0.93					1.00	1.00			1.00	0.85
Flt Protected		0.98					0.95	1.00			1.00	1.00
Satd. Flow (prot)		1494					1560	3120			3120	1396
Flt Permitted		0.84					0.05	1.00			1.00	1.00
Satd. Flow (perm)		1289					83	3120			3120	1396
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	20	0	20	0	0	0	64	793	0	0	2181	97
RTOR Reduction (vph)	0	19	0	0	0	0	0	0	0	0	0	19
Lane Group Flow (vph)	0	21	0	0	0	0	64	793	0	0	2181	78
Turn Type	Perm	NA		Perm			pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2		2	6		6
Actuated Green, G (s)		5.2					84.8	84.8			74.6	74.6
Effective Green, g (s)		5.2					84.8	84.8			74.6	74.6
Actuated g/C Ratio		0.05					0.85	0.85			0.75	0.75
Clearance Time (s)		5.0					5.0	5.0			5.0	5.0
Vehicle Extension (s)		3.0					3.0	3.0			3.0	3.0
Lane Grp Cap (vph)		67					147	2646			2328	1041
v/s Ratio Prot							c0.02	0.25			c0.70	
v/s Ratio Perm		c0.02					0.35					0.06
v/c Ratio		0.31					0.44	0.30			0.94	0.08
Uniform Delay, d1		45.7					16.3	1.5			10.7	3.4
Progression Factor		1.00					1.33	3.19			0.82	0.87
Incremental Delay, d2		2.7					2.0	0.3			7.5	0.1
Delay (s)		48.4					23.7	5.2			16.3	3.1
Level of Service		D					C	A			B	A
Approach Delay (s)		48.4			0.0			6.6			15.7	
Approach LOS		D			A			A			B	

Intersection Summary			
HCM Average Control Delay	13.7	HCM Level of Service	B
HCM Volume to Capacity ratio	0.87		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	15.0
Intersection Capacity Utilization	69.8%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBT	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	162	16	2234	1163	24
v/c Ratio	0.75	0.05	0.92	0.50	0.02
Control Delay	57.7	2.8	9.6	13.4	5.9
Queue Delay	0.0	0.0	0.0	0.1	0.0
Total Delay	57.7	2.8	9.6	13.5	5.9
Queue Length 50th (m)	28.5	0.3	30.7	56.8	0.2
Queue Length 95th (m)	48.6	m0.7	#330.6	87.7	3.0
Internal Link Dist (m)	276.0		527.3	181.6	
Turn Bay Length (m)		50.0			
Base Capacity (vph)	299	307	2417	2308	1039
Starvation Cap Reductn	0	0	0	300	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.54	0.05	0.92	0.58	0.02

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	77	0	77	0	0	0	15	2122	0	0	1105	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0					5.0	5.0			5.0	5.0
Lane Util. Factor		1.00					1.00	0.95			0.95	1.00
Frt		0.93					1.00	1.00			1.00	0.85
Flt Protected		0.98					0.95	1.00			1.00	1.00
Satd. Flow (prot)		1494					1560	3120			3120	1396
Flt Permitted		0.84					0.20	1.00			1.00	1.00
Satd. Flow (perm)		1289					322	3120			3120	1396
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	81	0	81	0	0	0	16	2234	0	0	1163	24
RTOR Reduction (vph)	0	33	0	0	0	0	0	0	0	0	0	7
Lane Group Flow (vph)	0	129	0	0	0	0	16	2234	0	0	1163	17
Turn Type	Perm	NA		Perm			pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2		2	6		6
Actuated Green, G (s)		17.0					93.0	93.0			85.8	85.8
Effective Green, g (s)		17.0					93.0	93.0			85.8	85.8
Actuated g/C Ratio		0.14					0.78	0.78			0.71	0.71
Clearance Time (s)		5.0					5.0	5.0			5.0	5.0
Vehicle Extension (s)		3.0					3.0	3.0			3.0	3.0
Lane Grp Cap (vph)		183					272	2418			2231	998
v/s Ratio Prot							0.00	c0.72			0.37	
v/s Ratio Perm		c0.10					0.04					0.01
v/c Ratio		0.71					0.06	0.92			0.52	0.02
Uniform Delay, d1		49.1					4.4	10.7			7.8	4.9
Progression Factor		1.00					0.61	0.31			1.52	1.92
Incremental Delay, d2		11.8					0.0	4.1			0.9	0.0
Delay (s)		60.9					2.7	7.4			12.7	9.5
Level of Service		E					A	A			B	A
Approach Delay (s)		60.9			0.0			7.3			12.6	
Approach LOS		E			A			A			B	

Intersection Summary			
HCM Average Control Delay	11.5	HCM Level of Service	B
HCM Volume to Capacity ratio	0.89		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	76.0%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	692	175	505	307	40	1586
v/c Ratio	0.79	0.13	0.30	0.22	0.09	0.58
Control Delay	39.6	0.2	6.9	0.4	5.6	7.6
Queue Delay	0.1	0.0	0.0	0.0	0.0	0.0
Total Delay	39.7	0.2	6.9	0.4	5.6	7.6
Queue Length 50th (m)	63.8	0.0	40.0	0.0	1.6	25.5
Queue Length 95th (m)	75.9	0.0	22.4	0.0	m2.5	m32.8
Internal Link Dist (m)	189.4		181.6			158.7
Turn Bay Length (m)	90.0			75.0	50.0	
Base Capacity (vph)	1210	1396	1678	1396	460	2741
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	58	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.60	0.13	0.30	0.22	0.09	0.58

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	657	166	480	292	38	1507
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	4.0	5.0	4.0	5.0	5.0
Lane Util. Factor	0.97	1.00	0.95	1.00	1.00	0.91
Frt	1.00	0.85	1.00	0.85	1.00	1.00
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	3026	1396	3120	1396	1560	4483
Flt Permitted	0.95	1.00	1.00	1.00	0.40	1.00
Satd. Flow (perm)	3026	1396	3120	1396	653	4483
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	692	175	505	307	40	1586
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	692	175	505	307	40	1586
Turn Type	NA	Free	NA	Free	pm+pt	NA
Protected Phases	8		2		1	6
Permitted Phases		Free		Free	6	
Actuated Green, G (s)	28.9	100.0	51.7	100.0	61.1	61.1
Effective Green, g (s)	28.9	100.0	51.7	100.0	61.1	61.1
Actuated g/C Ratio	0.29	1.00	0.52	1.00	0.61	0.61
Clearance Time (s)	5.0		5.0		5.0	5.0
Vehicle Extension (s)	3.0		3.0		3.0	3.0
Lane Grp Cap (vph)	875	1396	1613	1396	439	2739
v/s Ratio Prot	c0.23		0.16		0.00	c0.35
v/s Ratio Perm		0.13		0.22	0.05	
v/c Ratio	0.79	0.13	0.31	0.22	0.09	0.58
Uniform Delay, d1	32.8	0.0	13.9	0.0	8.1	11.7
Progression Factor	1.00	1.00	0.43	1.00	0.57	0.57
Incremental Delay, d2	4.9	0.2	0.5	0.4	0.0	0.5
Delay (s)	37.7	0.2	6.4	0.4	4.7	7.1
Level of Service	D	A	A	A	A	A
Approach Delay (s)	30.1		4.1			7.0
Approach LOS	C		A			A

Intersection Summary			
HCM Average Control Delay	12.4	HCM Level of Service	B
HCM Volume to Capacity ratio	0.65		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	56.2%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	218	342	1278	1037	137	969
v/c Ratio	0.62	0.24	0.59	0.74	0.45	0.27
Control Delay	58.0	0.4	9.8	4.5	21.8	3.9
Queue Delay	0.0	0.0	0.3	0.0	0.0	0.0
Total Delay	58.0	0.4	10.1	4.5	21.8	3.9
Queue Length 50th (m)	25.5	0.0	53.7	1.7	17.5	11.7
Queue Length 95th (m)	36.8	0.0	m67.2	m31.0	38.3	32.4
Internal Link Dist (m)	189.4		181.6			158.7
Turn Bay Length (m)	90.0			75.0	50.0	
Base Capacity (vph)	630	1396	2151	1396	375	3588
Starvation Cap Reductn	0	0	313	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	0.35	0.24	0.70	0.74	0.37	0.27

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	207	325	1214	985	130	921
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	4.0	5.0	4.0	5.0	5.0
Lane Util. Factor	0.97	1.00	0.95	1.00	1.00	0.91
Frt	1.00	0.85	1.00	0.85	1.00	1.00
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	3026	1396	3120	1396	1560	4483
Flt Permitted	0.95	1.00	1.00	1.00	0.16	1.00
Satd. Flow (perm)	3026	1396	3120	1396	266	4483
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	218	342	1278	1037	137	969
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	218	342	1278	1037	137	969
Turn Type	NA	Free	NA	Free	pm+pt	NA
Protected Phases	8		2		1	6
Permitted Phases		Free		Free	6	
Actuated Green, G (s)	14.0	120.0	82.7	120.0	96.0	96.0
Effective Green, g (s)	14.0	120.0	82.7	120.0	96.0	96.0
Actuated g/C Ratio	0.12	1.00	0.69	1.00	0.80	0.80
Clearance Time (s)	5.0		5.0		5.0	5.0
Vehicle Extension (s)	3.0		3.0		3.0	3.0
Lane Grp Cap (vph)	353	1396	2150	1396	302	3586
v/s Ratio Prot	0.07		0.41		0.03	0.22
v/s Ratio Perm		0.25		c0.74	0.33	
v/c Ratio	0.62	0.24	0.59	0.74	0.45	0.27
Uniform Delay, d1	50.5	0.0	9.8	0.0	6.0	3.1
Progression Factor	1.00	1.00	0.87	1.00	5.96	1.16
Incremental Delay, d2	3.2	0.4	0.5	1.5	0.9	0.2
Delay (s)	53.7	0.4	9.0	1.5	36.6	3.7
Level of Service	D	A	A	A	D	A
Approach Delay (s)	21.1		5.6			7.8
Approach LOS	C		A			A

Intersection Summary			
HCM Average Control Delay	8.4	HCM Level of Service	A
HCM Volume to Capacity ratio	0.74		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	0.0
Intersection Capacity Utilization	59.2%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBT	EBR	WBT	WBR	NBT	SBT	SBR
Lane Group Flow (vph)	1021	462	2998	144	680	1164	360
v/c Ratio	0.36	0.52	1.06	0.16	0.56	0.96	0.26
Control Delay	9.3	12.8	56.1	6.1	29.3	48.2	0.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	9.3	12.8	56.1	6.1	29.3	48.2	0.4
Queue Length 50th (m)	31.7	44.9	~235.6	7.6	13.3	81.4	0.0
Queue Length 95th (m)	39.3	69.9	#263.2	15.2	44.1	#111.2	0.0
Internal Link Dist (m)	151.0		132.0		158.7	328.8	
Turn Bay Length (m)				80.0			80.0
Base Capacity (vph)	2824	881	2824	893	1210	1210	1396
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.36	0.52	1.06	0.16	0.56	0.96	0.26

Intersection Summary

~ 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.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	970	439	0	2848	137	0	645	1	0	1106	342
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0	5.0		5.0	5.0		5.0			5.0	4.0
Lane Util. Factor		0.91	1.00		0.91	1.00		0.91			0.91	1.00
Frt		1.00	0.85		1.00	0.85		1.00			1.00	0.85
Flt Protected		1.00	1.00		1.00	1.00		1.00			1.00	1.00
Satd. Flow (prot)		4483	1396		4483	1396		4482			4483	1396
Flt Permitted		1.00	1.00		1.00	1.00		1.00			1.00	1.00
Satd. Flow (perm)		4483	1396		4483	1396		4482			4483	1396
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	1021	462	0	2998	144	0	679	1	0	1164	360
RTOR Reduction (vph)	0	0	1	0	0	14	0	0	0	0	0	0
Lane Group Flow (vph)	0	1021	461	0	2998	130	0	680	0	0	1164	360
Turn Type		NA	Perm		NA	Perm		NA			NA	Free
Protected Phases		4			8			2			6	
Permitted Phases			4			8						Free
Actuated Green, G (s)		63.0	63.0		63.0	63.0		27.0			27.0	100.0
Effective Green, g (s)		63.0	63.0		63.0	63.0		27.0			27.0	100.0
Actuated g/C Ratio		0.63	0.63		0.63	0.63		0.27			0.27	1.00
Clearance Time (s)		5.0	5.0		5.0	5.0		5.0			5.0	
Vehicle Extension (s)		3.0	3.0		3.0	3.0		3.0			3.0	
Lane Grp Cap (vph)		2824	879		2824	879		1210			1210	1396
v/s Ratio Prot		0.23			c0.67			0.15			c0.26	
v/s Ratio Perm			0.33			0.09						0.26
v/c Ratio		0.36	0.52		1.06	0.15		0.56			0.96	0.26
Uniform Delay, d1		8.9	10.2		18.5	7.6		31.4			36.0	0.0
Progression Factor		1.00	1.00		1.00	1.00		0.87			0.84	1.00
Incremental Delay, d2		0.1	0.6		36.1	0.1		1.9			16.8	0.4
Delay (s)		8.9	10.8		54.6	7.6		29.1			47.1	0.4
Level of Service		A	B		D	A		C			D	A
Approach Delay (s)		9.5			52.5			29.1			36.1	
Approach LOS		A			D			C			D	

Intersection Summary			
HCM Average Control Delay	37.2	HCM Level of Service	D
HCM Volume to Capacity ratio	1.03		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	84.7%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBT	EBR	WBT	WBR	NBT	SBT	SBR
Lane Group Flow (vph)	3486	183	1659	63	1620	923	206
v/c Ratio	1.33	0.22	0.63	0.08	1.09	0.62	0.15
Control Delay	177.9	11.0	17.9	11.1	77.3	31.3	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	177.9	11.0	17.9	11.1	77.3	31.3	0.2
Queue Length 50th (m)	~390.9	16.6	89.6	6.0	~155.7	67.6	0.0
Queue Length 95th (m)	#414.3	28.6	104.5	12.3	#185.7	82.5	0.0
Internal Link Dist (m)	151.0		132.0		158.7	328.8	
Turn Bay Length (m)				80.0			80.0
Base Capacity (vph)	2615	825	2615	815	1493	1494	1396
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	1.33	0.22	0.63	0.08	1.09	0.62	0.15

Intersection Summary

~ 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.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	3312	174	0	1576	60	0	1530	9	0	877	196
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0	5.0		5.0	5.0		5.0			5.0	4.0
Lane Util. Factor		0.91	1.00		0.91	1.00		0.91			0.91	1.00
Frt		1.00	0.85		1.00	0.85		1.00			1.00	0.85
Flt Protected		1.00	1.00		1.00	1.00		1.00			1.00	1.00
Satd. Flow (prot)		4483	1396		4483	1396		4479			4483	1396
Flt Permitted		1.00	1.00		1.00	1.00		1.00			1.00	1.00
Satd. Flow (perm)		4483	1396		4483	1396		4479			4483	1396
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	3486	183	0	1659	63	0	1611	9	0	923	206
RTOR Reduction (vph)	0	0	10	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	3486	173	0	1659	63	0	1620	0	0	923	206
Turn Type		NA	Perm		NA	Perm		NA			NA	Free
Protected Phases		4			8			2			6	
Permitted Phases			4			8						Free
Actuated Green, G (s)		70.0	70.0		70.0	70.0		40.0			40.0	120.0
Effective Green, g (s)		70.0	70.0		70.0	70.0		40.0			40.0	120.0
Actuated g/C Ratio		0.58	0.58		0.58	0.58		0.33			0.33	1.00
Clearance Time (s)		5.0	5.0		5.0	5.0		5.0			5.0	
Vehicle Extension (s)		3.0	3.0		3.0	3.0		3.0			3.0	
Lane Grp Cap (vph)		2615	814		2615	814		1493			1494	1396
v/s Ratio Prot		c0.78			0.37			c0.36			0.21	
v/s Ratio Perm			0.12			0.04						0.15
v/c Ratio		1.33	0.21		0.63	0.08		1.09			0.62	0.15
Uniform Delay, d1		25.0	11.9		16.5	10.9		40.0			33.6	0.0
Progression Factor		1.00	1.00		1.00	1.00		0.70			0.87	1.00
Incremental Delay, d2		152.6	0.1		0.5	0.0		48.7			1.8	0.2
Delay (s)		177.6	12.0		17.0	10.9		76.8			31.1	0.2
Level of Service		F	B		B	B		E			C	A
Approach Delay (s)		169.3			16.8			76.8			25.5	
Approach LOS		F			B			E			C	

Intersection Summary			
HCM Average Control Delay	98.7	HCM Level of Service	F
HCM Volume to Capacity ratio	1.24		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	102.1%	ICU Level of Service	G
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	27	47	776	1508	32
v/c Ratio	0.24	0.17	0.28	0.58	0.03
Control Delay	31.0	3.6	0.4	6.9	2.1
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	31.0	3.6	0.4	6.9	2.1
Queue Length 50th (m)	2.1	0.3	1.6	68.7	0.3
Queue Length 95th (m)	10.1	4.5	2.5	102.2	2.8
Internal Link Dist (m)	176.0		250.5	476.0	
Turn Bay Length (m)		50.0			50.0
Base Capacity (vph)	236	327	2794	2583	1160
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	0.11	0.14	0.28	0.58	0.03

Intersection Summary

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	10	15	45	737	1433	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0		5.0	5.0	5.0	5.0
Lane Util. Factor	1.00		1.00	0.95	0.95	1.00
Frt	0.92		1.00	1.00	1.00	0.85
Flt Protected	0.98		0.95	1.00	1.00	1.00
Satd. Flow (prot)	1480		1560	3120	3120	1396
Flt Permitted	0.98		0.13	1.00	1.00	1.00
Satd. Flow (perm)	1480		219	3120	3120	1396
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	11	16	47	776	1508	32
RTOR Reduction (vph)	15	0	0	0	0	6
Lane Group Flow (vph)	12	0	47	776	1508	26
Turn Type	NA		pm+pt	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases			2			6
Actuated Green, G (s)	4.4		85.6	85.6	76.8	76.8
Effective Green, g (s)	4.4		85.6	85.6	76.8	76.8
Actuated g/C Ratio	0.04		0.86	0.86	0.77	0.77
Clearance Time (s)	5.0		5.0	5.0	5.0	5.0
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	65		238	2671	2396	1072
v/s Ratio Prot	c0.01		0.01	c0.25	c0.48	
v/s Ratio Perm			0.16			0.02
v/c Ratio	0.18		0.20	0.29	0.63	0.02
Uniform Delay, d1	46.1		3.1	1.4	5.2	2.7
Progression Factor	1.00		1.52	0.13	1.00	1.00
Incremental Delay, d2	1.3		0.4	0.3	1.3	0.0
Delay (s)	47.4		5.1	0.5	6.5	2.8
Level of Service	D		A	A	A	A
Approach Delay (s)	47.4			0.7	6.4	
Approach LOS	D			A	A	

Intersection Summary			
HCM Average Control Delay	4.9	HCM Level of Service	A
HCM Volume to Capacity ratio	0.60		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	15.0
Intersection Capacity Utilization	52.1%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	142	26	1647	1040	16
v/c Ratio	0.69	0.07	0.65	0.44	0.02
Control Delay	45.0	0.4	1.2	7.2	2.9
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	45.0	0.4	1.2	7.2	2.9
Queue Length 50th (m)	17.8	0.0	1.1	46.5	0.0
Queue Length 95th (m)	36.9	m0.1	1.7	75.0	2.3
Internal Link Dist (m)	176.0		250.5	476.0	
Turn Bay Length (m)		50.0			50.0
Base Capacity (vph)	358	375	2546	2371	1065
Starvation Cap Reductn	0	0	8	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.40	0.07	0.65	0.44	0.02

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	50	85	25	1565	988	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0		5.0	5.0	5.0	5.0
Lane Util. Factor	1.00		1.00	0.95	0.95	1.00
Frt	0.92		1.00	1.00	1.00	0.85
Flt Protected	0.98		0.95	1.00	1.00	1.00
Satd. Flow (prot)	1476		1560	3120	3120	1396
Flt Permitted	0.98		0.24	1.00	1.00	1.00
Satd. Flow (perm)	1476		388	3120	3120	1396
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	53	89	26	1647	1040	16
RTOR Reduction (vph)	58	0	0	0	0	4
Lane Group Flow (vph)	84	0	26	1647	1040	12
Turn Type	NA		pm+pt	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases			2			6
Actuated Green, G (s)	12.1		97.9	97.9	89.2	89.2
Effective Green, g (s)	12.1		97.9	97.9	89.2	89.2
Actuated g/C Ratio	0.10		0.82	0.82	0.74	0.74
Clearance Time (s)	5.0		5.0	5.0	5.0	5.0
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	149		353	2545	2319	1038
v/s Ratio Prot	c0.06		0.00	c0.53	0.33	
v/s Ratio Perm			0.06			0.01
v/c Ratio	0.57		0.07	0.65	0.45	0.01
Uniform Delay, d1	51.5		2.9	4.3	5.9	4.0
Progression Factor	1.00		0.03	0.02	1.00	1.00
Incremental Delay, d2	4.9		0.1	1.1	0.6	0.0
Delay (s)	56.3		0.2	1.2	6.6	4.0
Level of Service	E		A	A	A	A
Approach Delay (s)	56.3			1.2	6.5	
Approach LOS	E			A	A	

Intersection Summary			
HCM Average Control Delay	5.9	HCM Level of Service	A
HCM Volume to Capacity ratio	0.64		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	59.6%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			