

APPENDIX G

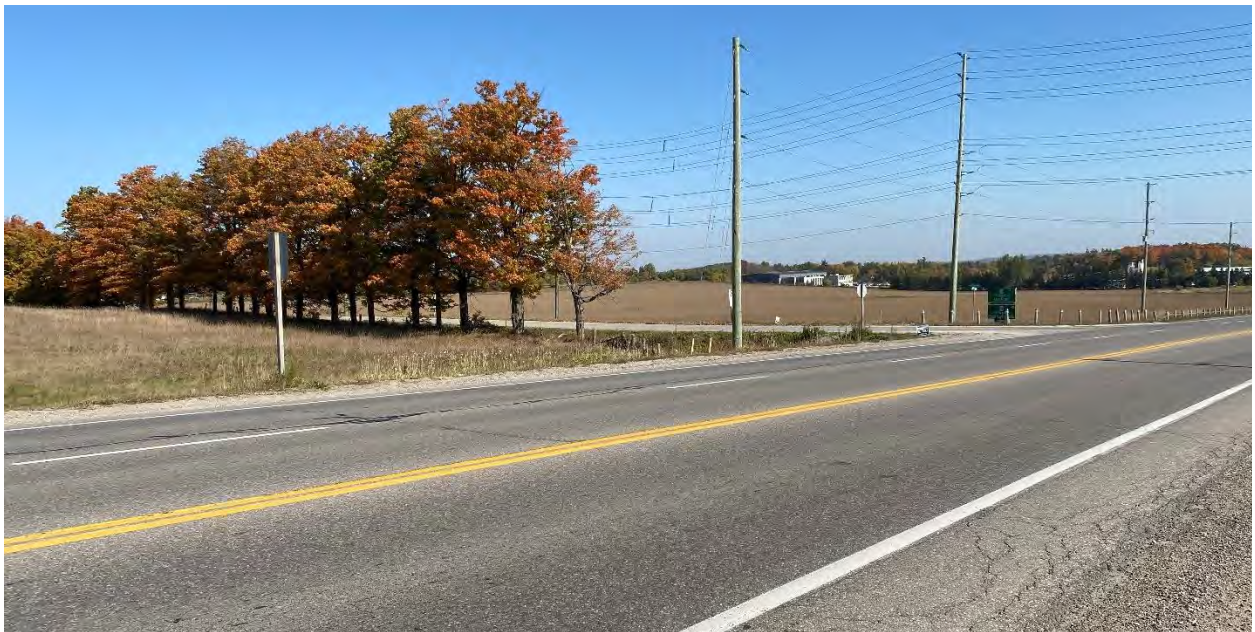
Traffic Analysis Report

DUFFERIN COUNTY

DUFFERIN COUNTY ROAD 109 / 2ND LINE AMARANTH REALIGNMENT EA TRAFFIC ANALYSIS REPORT

MARCH 08, 2024

FINAL





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FINAL

PROJECT NO.: CA-WSP-221-08590-00

CLIENT REF:

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1 PROJECT OVERVIEW

The County of Dufferin has retained WSP for the Environmental Assessment Study for the realignment of Dufferin County Road 109 and 2nd Line Amaranth. A proposed development at Dufferin County Road 109 and 2nd Line Amaranth proposes to realign 2nd Line Amaranth to be the north leg of the Dufferin County Road 109 and Dufferin County Road 3 intersection.

This traffic report provides an assessment of existing traffic operations and future background traffic operations of the existing configuration along Dufferin County Road 109 from Dufferin County Road 11 to County Road 109 South, Dufferin County Road 3 from Dufferin County Road 11 to Dufferin County Road 109, and Dufferin County Road 23 from Dufferin County Road 3 to Montgomery Boulevard. The analysis includes a review of the existing traffic operations for the intersection geometry, traffic volumes, and the signal timing plans. Traffic operations for weekday morning and afternoon peak hours along the study corridor have been assessed using Synchro 11.

2 EXISTING CONDITIONS

2.1 STUDY AREA

The study area includes all intersections along the following corridors:

- Dufferin County Road 109 from Dufferin County Road 11 to Dufferin County Road 109 South,
- Dufferin County Road 3 from Dufferin County Road 11 to Dufferin County Road 109,
- Dufferin County Road 23 from Dufferin County Road 3 to Montgomery Boulevard.

The study area is illustrated in Figure 1. Dufferin County Road 109 runs approximately on an east-west alignment with a posted speed limit of 80 km/h through the study area. Dufferin County Road 109 is configured with one lane in each direction, with auxiliary turning lanes approaching intersections and a channelized eastbound right turn lane at the intersection of Dufferin County Road 16 and Dufferin County Road 109 South. Dufferin County Road 3 runs approximately on a northeast-southwest alignment with a posted speed limit of 80 km/h and Dufferin County Road 23 runs approximately on a northwest-southeast alignment with a posted speed limit of 50 km/h. Dufferin County Road 3 and Dufferin County Road 23 are not perpendicular to Dufferin County Road 109, but Dufferin County Road 3 curves just north of the intersection with Dufferin County Road 23 so there is a perpendicular intersection with Dufferin County Road 109.

The study corridors do not include sidewalks, except along the east side of Dufferin County Road 23 north of Montgomery Boulevard, which it is adjacent to a residential community.



Figure 1: Study Intersections with Intersection Numbers

The control types and specific features of each intersection in the study area are presented in Table 1.

Table 1: Study Intersections

| # | Intersection | Control Type | Specific Features |
|--|---|--------------|--|
| 1 | Dufferin County Road 109 and Dufferin County Road 11 | Signal | <ul style="list-style-type: none"> — Auxiliary left turn lane on EB approach — Auxiliary right turn lanes on NB, SB and WB approaches |
| 2 | Dufferin County Road 109 and 2 nd Line Amaranth | TWSC | |
| 3 | Dufferin County Road 109 and Dufferin County Road 3 | TWSC | <ul style="list-style-type: none"> — Auxiliary left turn lane on WB approach — Auxiliary right turn lane on EB approach — Channelized right turn on NB approach |
| 4 | Dufferin County Road 109 / Dufferin County Road 16 and Dufferin County Road 109 South | Signal | <ul style="list-style-type: none"> — Auxiliary left turn lane on NB, EB, and WB approaches — Auxiliary right turn lane on WB approach — Channelized right turn on EB approach — Crosswalks on all approaches |
| 5 | Dufferin County Road 3 and Dufferin County Road 23 | TWSC | |
| 6 | Dufferin County Road 3 and Dufferin County Road 11 | TWSC | <ul style="list-style-type: none"> — Auxiliary right turn lane on SB approach |
| 7 | Dufferin County Road 23 and Montgomery Boulevard | TWSC | |
| <ul style="list-style-type: none"> — TWSC – Two Way Stop Control — AWSC – All-Way Stop Control | | | |

2.2 TRANSPORTATION DATA

Turning movement counts, including vehicles, pedestrian and bicycle volumes were collected by Ontario Traffic Inc. for the study area intersections. The traffic data were collected on Thursday, September 22, 2022, for a twelve-hour period that included the morning and evening peak period conditions. Table 2 shows the dates of the traffic counts collected at each intersection.

Table 2: Traffic Count Data - Source and Count Date

| # | Intersection | Source | Date of Count |
|---|---|----------------------|---------------|
| 1 | Dufferin County Road 109 and Dufferin County Road 11 | Ontario Traffic Inc. | 22-Sep-2022 |
| 2 | Dufferin County Road 109 and 2nd Line Amaranth | Ontario Traffic Inc. | 22-Sep-2022 |
| 3 | Dufferin County Road 109 and Dufferin County Road 3 | Ontario Traffic Inc. | 22-Sep-2022 |
| 4 | Dufferin County Road 109 / Dufferin County Road 16 and Dufferin County Road 109 South | Ontario Traffic Inc. | 22-Sep-2022 |

| # | Intersection | Source | Date of Count |
|---|--|----------------------|---------------|
| 5 | Dufferin County Road 3 and Dufferin County Road 23 | Ontario Traffic Inc. | 22-Sep-2022 |
| 6 | Dufferin County Road 3 and Dufferin County Road 11 | Ontario Traffic Inc. | 22-Sep-2022 |
| 7 | Dufferin County Road 23 and Montgomery Boulevard | Ontario Traffic Inc. | 22-Sep-2022 |

Summaries of the count data collected are included as Appendix A of this report.

Weekday AM and PM peak hour volumes were taken from the counts collected as a basis for traffic operations analysis. The existing AM and PM peak hour volumes used in the analysis are summarized in Figure 2.

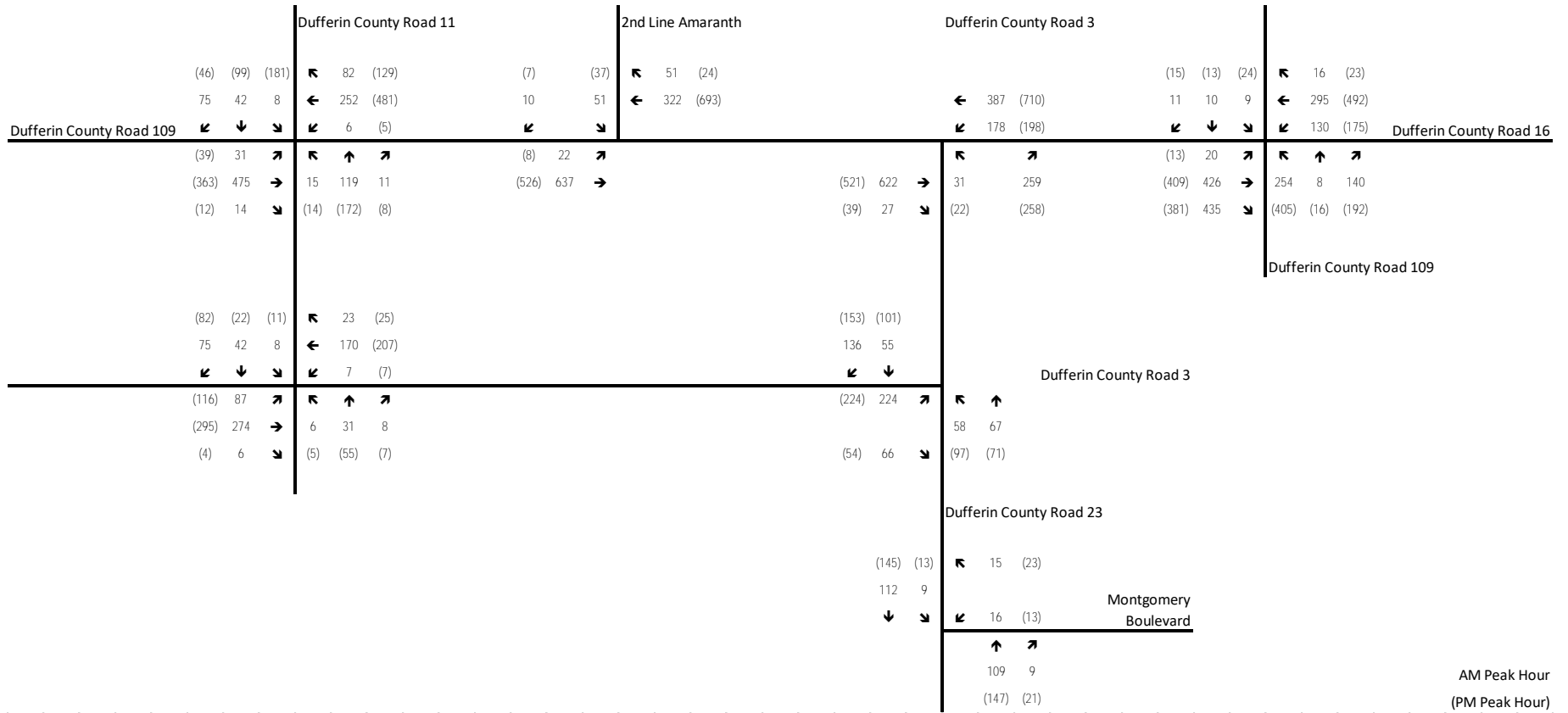


Figure 2: Existing Traffic Volumes

2.3 TRAFFIC ANALYSIS CRITERIA

Traffic analysis has been undertaken using Synchro 11 which is based on the Highway Capacity Manual methodology and documents Level of Service (LOS), Volume to Capacity (V/C) ratio, delays and queues for each intersection. Synchro assigns a letter between A and F to represent LOS of each lane group based on the length of the control delay. The letter assignment is also dependent on the control type of the intersection; signalized and unsignalized intersections have different LOS criteria. All intersections on the project corridor are signalized and therefore Synchro’s LOS criteria for signalized intersections have been used. Table 3 provides a summary of the LOS criteria. V/C ratio represents the capability of a transportation facility to accommodate the traffic demand. As the v/c ratio approaches 1.00 there is an increased possibility of delays and queuing. Once the v/c ratio exceeds 1.00, excessive delays and queues are expected.

Table 3: Synchro Level of Service Criteria

| Level of Service (LOS) | Operations | Delay Per Vehicle (s) (Signalized) | Delay Per Vehicle (s) (Unsignalized) |
|------------------------|---|------------------------------------|--------------------------------------|
| A | Free flow | ≤10 | ≤10 |
| B | Stable flow (slight delays) | 10 to 20 | 10 to 15 |
| C | Stable flow (acceptable delays) | 20 to 35 | 15 to 25 |
| D | Approaching unstable flow (tolerable delay, occasionally wait through more than one signal cycle before proceeding) | 35 to 55 | 25 to 35 |
| E | Unstable flow (intolerable delay) | 55 to 80 | 35 to 50 |
| F | Forced flow (congested and queues fail to clear) | >80 | >50 |

In addition to the HMC LOS definitions, critical movement thresholds per the MTO traffic impact analysis guidelines have also been considered. These define critical movements at intersections as those with a volume to capacity (V/C) ratio of 0.85 or greater. Vehicle movements meeting this threshold will be evaluated for possible operational improvements per these guidelines.

2.4 EXISTING TRAFFIC OPERATIONS

An analysis of existing traffic operations has been completed for the weekday AM and PM peak hours based on the established traffic volumes from 2022 explained in the earlier section. The existing condition analysis results of the Synchro analysis have been summarized in Table 4.

Table 4: Summary of Traffic Operations - Existing Conditions (2022)

| | | AM Peak Hour | | | PM Peak Hour | | | |
|---|-----|--------------|-----------|-----------|--------------|------|-----------|-----------|
| | LOS | V/C | Delay (s) | Queue (m) | LOS | V/C | Delay (s) | Queue (m) |
| 1. Dufferin County Road 109 & Dufferin County Road 11 | | | | | | | | |
| EBL | B | 0.09 | 13.8 | 8.5 | B | 0.23 | 15.8 | 9.5 |
| EBTR | C | 0.79 | 27.5 | 105.9 | C | 0.68 | 21.2 | 62.1 |
| WBLT | B | 0.49 | 18.7 | 51.4 | C | 0.83 | 30.3 | 97.0 |
| WBR | A | 0.15 | 4.1 | 7.9 | A | 0.23 | 3.8 | 8.8 |
| NBLT | B | 0.26 | 18.6 | 29.9 | B | 0.37 | 16.1 | 30.0 |
| NBR | A | 0.02 | 0.1 | 0.0 | A | 0.02 | 0.0 | 0.0 |
| SBLT | C | 0.72 | 31.8 | #78.8 | C | 0.78 | 33.5 | 64.5 |
| SBR | A | 0.05 | 0.4 | 0.6 | A | 0.09 | 1.3 | 2.1 |
| Overall | C | - | 23.3 | - | C | - | 23.4 | - |
| 2. Dufferin County Road 109 & 2nd Line Amaranth | | | | | | | | |
| EBLT | A | 0.02 | 0.3 | 0.8 | A | 0.01 | 0.1 | 0.0 |
| WBTR | A | - | 0.0 | - | A | - | - | 0.0 |
| SBLR | D | 0.29 | 26.5 | 8.3 | D | 0.28 | 33.6 | 8.3 |
| Overall | A | - | 1.7 | - | A | - | 1.2 | - |
| 3. Dufferin County Road 109 & Dufferin County Road 3 | | | | | | | | |
| EBT | A | - | 0.0 | 0.0 | A | - | 0.0 | 0.0 |
| EBR | A | - | 0.0 | 0.0 | A | - | 0.0 | 0.0 |
| WBL | A | 0.23 | 10.6 | 6.8 | A | 0.22 | 9.8 | 6.8 |
| WBT | A | - | 0.0 | 0.0 | A | - | 0.0 | 0.0 |
| NBL | E | 0.25 | 40.7 | 6.8 | E | 0.21 | 44.3 | 5.3 |
| NBR | A | - | 0.0 | 0.0 | A | - | 0.0 | 0.0 |
| Overall | A | - | 2.5 | - | A | - | 1.9 | - |
| 4. Dufferin County Road 109 / Dufferin County Road 16 & Dufferin County Road 109 South | | | | | | | | |
| EBL | B | 0.07 | 14.1 | 6.5 | B | 0.06 | 17.5 | 5.4 |
| EBT | C | 0.63 | 20.4 | 86.9 | C | 0.68 | 26.1 | 91.2 |
| EBR | A | 0.34 | 0.7 | 0.0 | A | 0.29 | 0.5 | 0.0 |
| WBL | A | 0.32 | 9.1 | 17.9 | B | 0.43 | 12.2 | 25.8 |
| WBT | B | 0.36 | 10.9 | 45.4 | B | 0.57 | 16.0 | 89.7 |

| | AM Peak Hour | | | | PM Peak Hour | | | |
|---|--------------|------|-----------|-----------|--------------|------|-----------|-----------|
| | LOS | V/C | Delay (s) | Queue (m) | LOS | V/C | Delay (s) | Queue (m) |
| WBR | A | 0.02 | 0.1 | 0.0 | A | 0.03 | 0.1 | 0.0 |
| NBL | D | 0.83 | 43.2 | #71.8 | E | 0.98 | 63.3 | #122.4 |
| NBTR | A | 0.33 | 6.6 | 13.9 | A | 0.38 | 5.9 | 16.4 |
| SBL | C | 0.05 | 30.3 | 5.9 | C | 0.13 | 33.5 | 11.1 |
| SBTR | C | 0.15 | 24.0 | 8.4 | C | 0.16 | 23.3 | 9.8 |
| Overall | B | - | 15.0 | - | C | - | 22.9 | - |
| 5. Dufferin County Road 3 & Dufferin County Road 23 | | | | | | | | |
| EBTR | A | - | 0.0 | 0.0 | A | - | 0.0 | 0.0 |
| NBLR | B | 0.23 | 13.1 | 6.8 | C | 0.38 | 16.8 | 12.8 |
| SBLT | A | - | 0.0 | 0.0 | A | 0.09 | 8.1 | 2.3 |
| Overall | A | - | 3.4 | - | A | - | 5.2 | - |
| 6. Dufferin County Road 3 & Dufferin County Road 11 | | | | | | | | |
| EBLTR | A | 0.08 | 1.9 | 1.5 | A | 0.10 | 2.3 | 2.3 |
| WBLTR | A | 0.01 | 0.3 | 0.0 | A | 0.01 | 0.2 | 0.0 |
| NBLTR | C | 0.15 | 18.0 | 3.8 | C | 0.27 | 23.3 | 8.3 |
| SBLT | C | 0.17 | 18.9 | 4.5 | C | 0.15 | 22.6 | 3.8 |
| SBR | A | 0.10 | 9.9 | 2.3 | B | 0.11 | 10.1 | 3.0 |
| Overall | A | - | 4.4 | - | A | - | 5.0 | - |
| 7. Dufferin County Road 23 & Montgomery Boulevard | | | | | | | | |
| WBLR | A | 0.04 | 9.6 | 0.8 | B | 0.05 | 10.2 | 1.5 |
| NBTR | A | - | - | 0.0 | A | - | 0.0 | 0.0 |
| SBLT | A | 0.01 | 0.6 | 0.0 | A | 0.01 | 0.6 | 0.0 |
| Overall | A | - | 1.4 | - | A | - | 1.3 | - |
| Notes: | | | | | | | | |
| <ol style="list-style-type: none"> 1 Queues listed represented 95th percentile queues as reported by Synchro. <ol style="list-style-type: none"> a # – 95th percentile volume exceeds capacity; queue may be longer. Queue shown is maximum after two cycles. b m – indicates that the queue is metered by an upstream signal. 2 For the purposes of the analysis, the intersection of Dufferin County Roads 3 and 23 has been oriented per the configuration shown in Figure 2, with Dufferin County Road 23 as the NB leg. This has been transposed from the Synchro results where this is shown as the WB leg. | | | | | | | | |

For the existing traffic operations, each intersection operates at an overall LOS C or better. All individual movements at the intersections operate at a LOS E or better. Intersection movements experiencing higher delays and queuing include the following:

- Dufferin County Road 109 and Dufferin County Road 109 South – under existing conditions, the V/C ratio of the northbound left turn is 0.83 during the AM peak hour and 0.98 during the PM peak hour, respectively approaching and exceeding the MTO critical V/C threshold. The PM peak hour queues extend to 120m, slightly longer than the available storage of 110m.
- The eastbound through movement into Orangeville on Dufferin County Road 109 approaching Dufferin County Road 109 South in the weekday AM peak hour is a heavy movement. This shows the commuter stream to work and school entering Orangeville in the mornings during the week. While there is adequate storage length to accommodate the queue under existing conditions, queue impacts are expected to grow with future traffic growth.
- Dufferin County Road 109 and 2nd Line Amaranth – under existing conditions, the southbound approach will operate at a LOS D during both the AM and PM peak hours. With low volumes on this approach the queues will remain short (typically one car), but delays will be higher as a result of having to wait for gaps in traffic to turn onto Dufferin County Road 109.
- Dufferin County Road 109 and Dufferin County Road 3 – under existing conditions, the northbound left turn will operate with delays corresponding to LOS E during the AM and PM peak hours. With low volumes making this movement the delays and V/C ratios will remain low, but delays will be higher as a result of having to wait for gaps in traffic to turn onto Dufferin County Road 109.

3 FUTURE BACKGROUND ANALYSIS

3.1 FUTURE HORIZON YEARS

Analysis of future traffic operations has been undertaken to reflect two future horizon scenarios:

- 2027, corresponding to five years after existing conditions and the anticipated implementation of the proposed road modifications and associated development to the north;
- 2041, corresponding to the County’s Transportation Master Plan medium-term planning horizon.

Traffic volumes for the selected horizon years have been projected using a growth rate of 1.5% per year, based on projected population growth for Orangeville in the Dufferin County Official Plan (2017). Current AADT data for Dufferin County Roads 109 and 3 from Dufferin County were also reviewed, but it is noted that limited historical data was available for the segment of Dufferin County Road 109 between Dufferin County Road 11 and Dufferin County Road 109 South. 10-year growth rates since 2012 on Dufferin County Road 109 outside of this segment range between 0.8% east of Dufferin County Road 109 and 2.7% west of Dufferin County Road 11; it is noted that the higher growth west of Dufferin County Road 11 is influenced by a high post-COVID increase in traffic volumes that was not observed in traffic volumes on the other segments approaching Orangeville. Historical data on Dufferin County Road 3 indicates a 10-year annual growth of 1.0%. The 10-year traffic data is summarized in Figure 3.

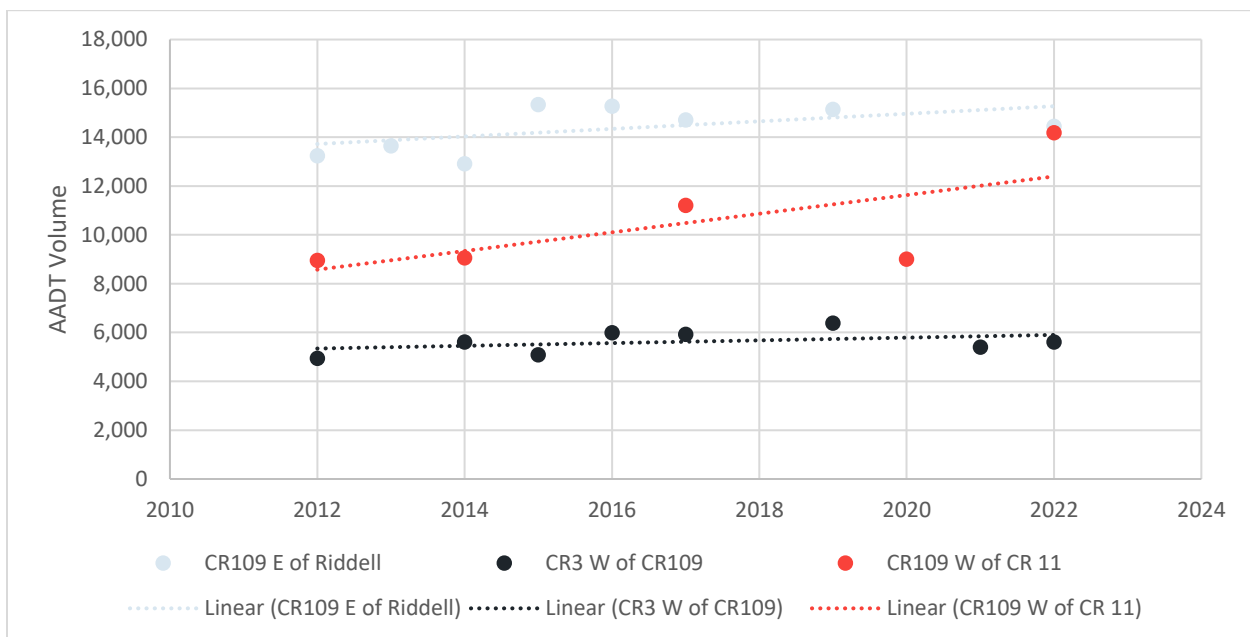


Figure 3: 10-Year AADT Growth

Based on a review of the historical traffic growth, the 1.5% based on projected population increase in Orangeville was maintained for the projection of future traffic volumes, as this provides a conservative estimate of volumes on Dufferin County Roads 3 and 109 closer to Orangeville in the event that the post-COVID recovery in traffic volumes observed further to the west results in a sustained increase to the 2041 horizon.

3.2 FUTURE BACKGROUND TRAFFIC VOLUMES

2027 and 2041 traffic volumes were calculated from the baseline 2022 traffic counts using the 1.5% growth rate defined above. The proposed development to the north off of 2nd Line Amaranth was not considered as part of future background traffic as it is contingent on the proposed road modifications; this development will be considered as part of future total traffic in the analysis of the road modification alternatives.

The Rasha Soami Society has completed construction a large worship facility on Dufferin County Road 11 between Dufferin County Roads 3 and 109 in 2021. A Traffic Impact Study (TIS) for this proposed development prepared by C.C Tatham & Associates Limited prepared in September 2016 was provided as part of the background information for this study. The TIS report indicates that weekly events held on Sundays will attract up to 3,000 people, with annual events that will draw even larger crowds. While the traffic analysis in the TIS indicates notable traffic impacts during Sunday peak periods before and after these events, there were no weekday impacts anticipated and given the isolated nature of the incidents and number of alternative routes to and from the site available, no additional road improvements were proposed. It is assumed that all weekday traffic generated by the site is included in the traffic counts collected in September 2022; Sunday impacts have not been reviewed as part of this study.

There were no additional developments identified in the study area to be considered as part of future background analysis, and thus the projected future background volumes are based on annual traffic growth only.

The projected 2027 and 2041 traffic volumes are summarized in Figure 4 and Figure 5, respectively.

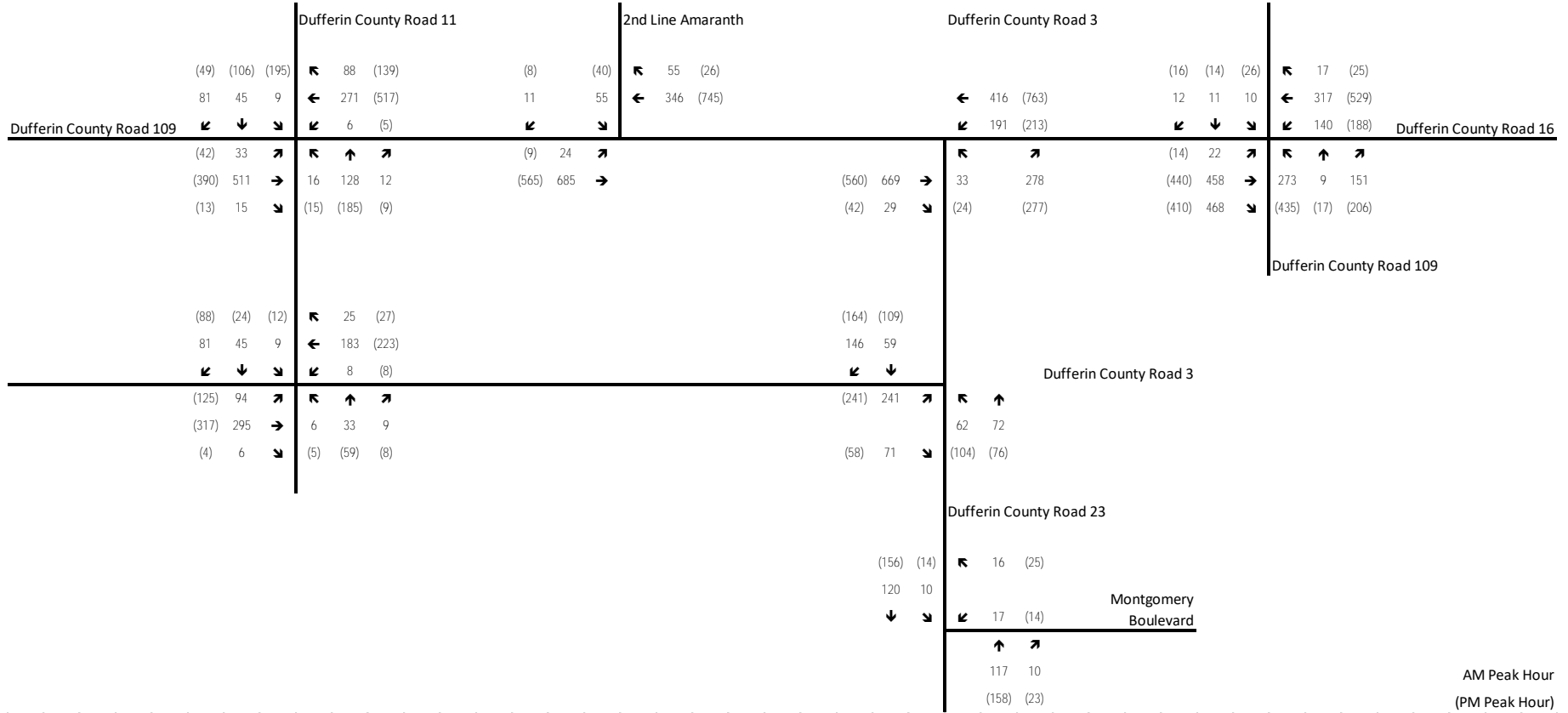


Figure 4: 2027 Future Background Traffic Volumes

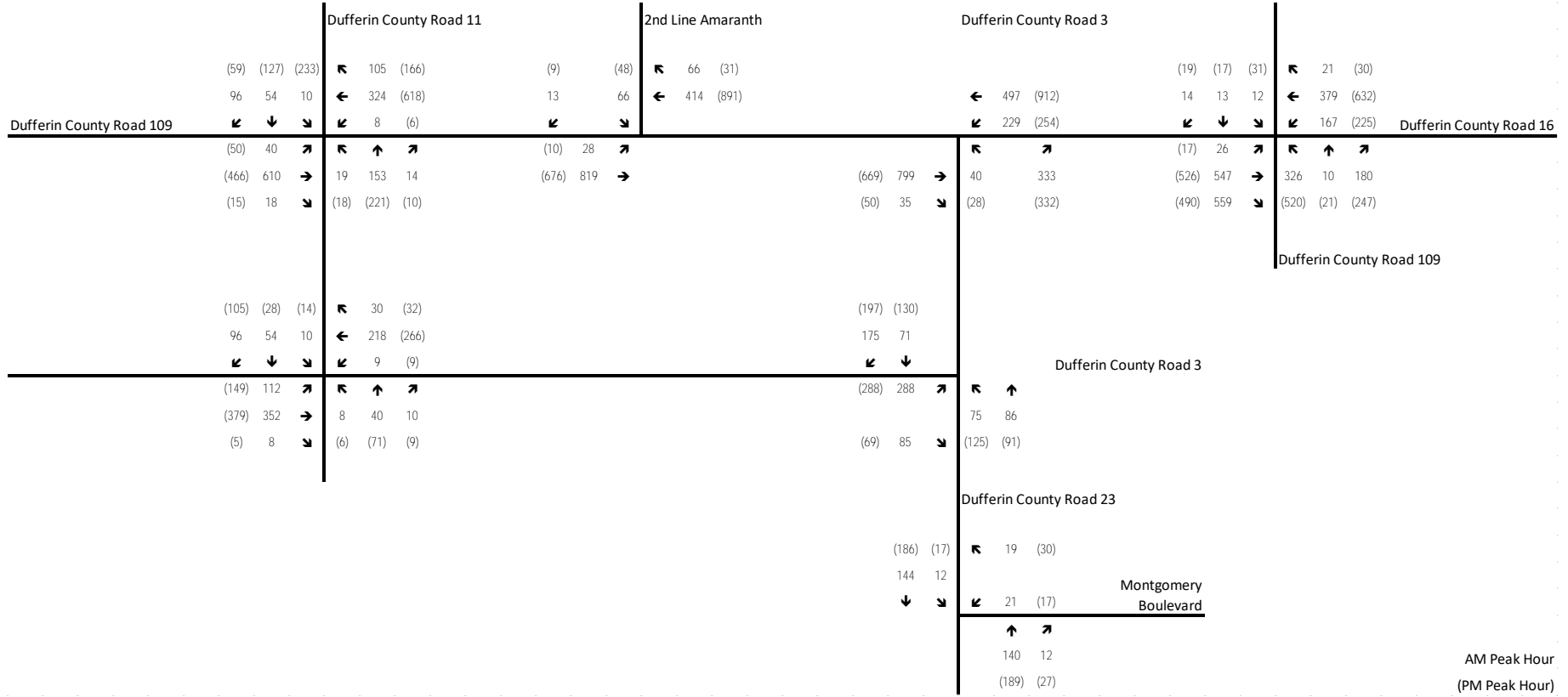


Figure 5: 2041 Future Background Traffic Volumes

3.3 FUTURE BACKGROUND TRAFFIC ANALYSIS

Analysis of future background traffic volumes has been undertaken using Synchro-11; analysis results for the 2027 and 2041 horizon years are summarized in Table 5 and Table 6, respectively; detailed Synchro output is included in Appendix C.

Table 5: Summary of Traffic Operations – Future Background (2027)

| | | AM Peak Hour | | | PM Peak Hour | | | |
|---|----------|--------------|-------------|------------|--------------|-------------|-------------|------------|
| | LOS | V/C | Delay (s) | Queue (m) | LOS | V/C | Delay (s) | Queue (m) |
| 1. Dufferin County Road 109 & Dufferin County Road 11 | | | | | | | | |
| EBL | B | 0.10 | 14.1 | 8.9 | B | 0.29 | 18.3 | 10.8 |
| EBTR | C | 0.83 | 30.7 | #130.3 | C | 0.73 | 23.6 | #76.9 |
| WBLT | B | 0.51 | 19.5 | 55.9 | D | 0.90 | 37.0 | #107.0 |
| WBR | A | 0.16 | 4.0 | 8.1 | A | 0.24 | 3.7 | 9.1 |
| NBLT | B | 0.28 | 19.3 | 32.0 | B | 0.39 | 16.5 | 32.3 |
| NBR | A | 0.02 | 0.1 | 0.0 | A | 0.02 | 0.0 | 0.0 |
| SBLT | D | 0.78 | 36.6 | #88.9 | D | 0.85 | 40.8 | #71.1 |
| SBR | A | 0.05 | 0.8 | 0.9 | A | 0.09 | 1.5 | 2.4 |
| Overall | C | - | 25.7 | - | C | - | 27.5 | - |
| 2. Dufferin County Road 109 & 2nd Line Amaranth | | | | | | | | |
| EBLT | A | 0.02 | 8.2 | 0.8 | A | 0.01 | 9.5 | 0.0 |
| WBTR | A | - | 0.0 | 0.0 | A | - | 0.0 | 0.0 |
| SBLR | D | 0.35 | 31.5 | 11.3 | E | 0.35 | 41.6 | 10.5 |
| Overall | A | - | 1.9 | - | A | - | 1.5 | - |
| 3. Dufferin County Road 109 & County Road 3 | | | | | | | | |
| EBT | A | - | 0.0 | 0.0 | A | - | 0.0 | 0.0 |
| EBR | A | - | 0.0 | 0.0 | A | - | 0.0 | 0.0 |
| WBL | B | 0.23 | 11.1 | 7.5 | B | 0.25 | 10.2 | 7.5 |
| WBT | A | - | 0.0 | 0.0 | A | - | 0.0 | 0.0 |
| NBL | F | 0.32 | 51.6 | 9.0 | F | 0.28 | 56.7 | 7.5 |
| NBR | A | - | 0.0 | 0.0 | A | - | 0.0 | 0.0 |
| Overall | A | - | 2.9 | - | A | - | 2.2 | - |

| | | AM Peak Hour | | | PM Peak Hour | | | |
|---|-----|--------------|-----------|-----------|--------------|-------------|-------------|---------------|
| | LOS | V/C | Delay (s) | Queue (m) | LOS | V/C | Delay (s) | Queue (m) |
| 4. Dufferin County Road 109 / Dufferin County Road 16 & Dufferin County Road 109 South | | | | | | | | |
| EBL | B | 0.08 | 15.0 | 6.8 | B | 0.07 | 17.8 | 5.7 |
| EBT | C | 0.71 | 24.2 | 95.6 | C | 0.73 | 28.3 | #102.6 |
| EBR | A | 0.37 | 0.8 | 0.0 | A | 0.32 | 0.6 | 0.0 |
| WBL | B | 0.39 | 11.0 | 19.2 | B | 0.50 | 13.8 | 27.9 |
| WBT | B | 0.38 | 12.1 | 49.2 | B | 0.61 | 17.0 | 100.3 |
| WBR | A | 0.02 | 0.1 | 0.0 | A | 0.03 | 0.1 | 0.0 |
| NBL | E | 0.93 | 60.8 | #88.1 | F | 1.06 | 82.6 | #135.3 |
| NBTR | A | 0.33 | 6.3 | 14.4 | A | 0.40 | 5.9 | 16.9 |
| SBL | C | 0.06 | 32.2 | 6.3 | C | 0.15 | 33.7 | 11.6 |
| SBTR | C | 0.18 | 25.5 | 9.0 | C | 0.17 | 23.2 | 10.3 |
| Overall | B | - | 18.9 | - | C | - | 27.3 | - |
| 5. Dufferin County Road 3 & Dufferin County Road 23 | | | | | | | | |
| EBTR | A | - | 0.0 | 0.0 | A | - | 0.0 | 0.0 |
| NBLR | B | 0.26 | 13.8 | 7.5 | C | 0.43 | 18.6 | 15.8 |
| SBLT | A | 0.05 | 8.2 | 1.6 | A | 0.10 | 8.2 | 2.3 |
| Overall | A | - | 3.6 | - | A | - | 5.7 | - |
| 6. Dufferin County Road 3 & Dufferin County Road 11 | | | | | | | | |
| EBLTR | A | 0.08 | 8.2 | 2.3 | A | 0.11 | 8.2 | 3.0 |
| WBLTR | A | 0.01 | 8.7 | 0.0 | A | 0.01 | 8.0 | 0.0 |
| NBLTR | C | 0.17 | 19.5 | 4.5 | D | 0.32 | 26.7 | 9.8 |
| SBLT | C | 0.21 | 20.9 | 6.0 | D | 0.19 | 25.9 | 5.3 |
| SBR | B | 0.11 | 10.0 | 3.0 | B | 0.12 | 10.3 | 3.0 |
| Overall | A | - | 4.7 | - | A | - | 5.4 | - |
| 7. Dufferin County Road 23 & Montgomery Boulevard | | | | | | | | |
| WBLR | A | 0.05 | 9.7 | 0.8 | B | 0.06 | 10.3 | 1.5 |
| NBTR | A | - | 0.0 | 0.0 | A | - | 0.0 | 0.0 |
| SBLT | A | 0.01 | 7.5 | 0.0 | A | 0.01 | 7.7 | 0.0 |
| Overall | A | - | 1.4 | - | A | - | 1.3 | - |
| Notes: | | | | | | | | |

| AM Peak Hour | | | | PM Peak Hour | | | |
|--|-----|-----------|-----------|--------------|-----|-----------|-----------|
| LOS | V/C | Delay (s) | Queue (m) | LOS | V/C | Delay (s) | Queue (m) |
| Notes: | | | | | | | |
| 1 Queues listed represented 95 th percentile queues as reported by Synchro. | | | | | | | |
| a # – 95 th percentile volume exceeds capacity; queue may be longer. Queue shown is maximum after two cycles. | | | | | | | |
| b m – indicates that the queue is metered by an upstream signal. | | | | | | | |
| 2 For the purposes of the analysis, the intersection of Dufferin County Roads 3 and 23 has been oriented per the configuration shown in Figure 4 , with Dufferin County Road 23 as the NB leg. This has been transposed from the Synchro results where this is shown as the WB leg. | | | | | | | |

Table 6: Summary of Traffic Operations – Future Background (2041)

| AM Peak Hour | | | | PM Peak Hour | | | | |
|---|----------|-------------|--------------|--------------|----------|-------------|--------------|-------------|
| LOS | V/C | Delay (s) | Queue (m) | LOS | V/C | Delay (s) | Queue (m) | |
| 1. Dufferin County Road 109 & Dufferin County Road 11 | | | | | | | | |
| EBL | B | 0.13 | 14.8 | 10.4 | D | 0.53 | 42.2 | 25.1 |
| EBTR | D | 0.94 | 44.7 | #172.8 | C | 0.76 | 30.3 | 120.7 |
| WBLT | C | 0.62 | 23.0 | 72.2 | D | 0.94 | 47.5 | 188.8 |
| WBR | A | 0.17 | 3.7 | 8.9 | A | 0.27 | 6.9 | 18.4 |
| NBLT | C | 0.34 | 20.7 | 38.0 | C | 0.40 | 21.5 | 53.6 |
| NBR | A | 0.03 | 0.1 | 0.0 | A | 0.02 | 0.0 | 0.0 |
| SBLT | E | 0.95 | 60.0 | #116.3 | D | 0.91 | 53.8 | 121.7 |
| SBR | A | 0.06 | 1.6 | 2.0 | A | 0.10 | 5.2 | 7.6 |
| Overall | D | - | 36.8 | - | D | - | 36.4 | - |
| 2. Dufferin County Road 109 & 2nd Line Amaranth | | | | | | | | |
| EBLT | A | 0.03 | 8.5 | 0.8 | B | 0.02 | 10.2 | 0.0 |
| WBTR | A | - | 0.0 | 0.0 | A | - | 0.0 | 0.0 |
| SBLR | F | 0.59 | 59.9 | 22.5 | F | 0.63 | 88.8 | 22.5 |
| Overall | A | - | 3.5 | - | A | - | 3.1 | - |
| 3. Dufferin County Road 109 & Dufferin County Road 3 | | | | | | | | |
| EBT | A | - | 0.0 | 0.0 | A | - | 0.0 | 0.0 |
| EBR | A | - | 0.0 | 0.0 | A | - | 0.0 | 0.0 |
| WBL | B | 0.35 | 12.9 | 12.0 | B | 0.33 | 11.5 | 11.3 |
| WBT | A | - | 0.0 | 0.0 | A | - | 0.0 | 0.0 |
| NBL | F | 0.66 | 131.3 | 21.8 | F | 0.55 | 132.4 | 16.5 |
| NBR | A | - | 0.0 | 0.0 | A | - | 0.0 | 0.0 |

| | AM Peak Hour | | | | PM Peak Hour | | | |
|---|--------------|-------------|--------------|---------------|--------------|-------------|--------------|---------------|
| | LOS | V/C | Delay (s) | Queue (m) | LOS | V/C | Delay (s) | Queue (m) |
| Overall | A | - | 5.2 | - | A | - | 3.5 | 0.0 |
| 4. Dufferin County Road 109 / Dufferin County Road 16 & Dufferin County Road 109 South | | | | | | | | |
| EBL | B | 0.09 | 15.0 | 7.8 | B | 0.10 | 18.8 | 6.9 |
| EBT | C | 0.77 | 27.3 | #137.6 | C | 0.80 | 31.7 | #146.1 |
| EBR | A | 0.44 | 1.0 | 0.0 | A | 0.38 | 0.8 | 0.0 |
| WBL | B | 0.55 | 15.5 | 22.6 | C | 0.71 | 24.1 | #46.6 |
| WBT | B | 0.43 | 12.5 | 61.1 | B | 0.70 | 19.5 | 134.7 |
| WBR | A | 0.02 | 0.0 | 0.0 | A | 0.04 | 0.1 | 0.0 |
| NBL | F | 1.17 | 132.5 | #110.3 | F | 1.35 | 194.4 | #174.5 |
| NBTR | A | 0.38 | 6.2 | 15.6 | A | 0.46 | 6.2 | 18.8 |
| SBL | C | 0.07 | 32.6 | 7.1 | D | 0.20 | 35.3 | 13.4 |
| SBTR | C | 0.22 | 25.9 | 9.8 | C | 0.21 | 22.9 | 11.5 |
| Overall | C | - | 30.4 | - | D | - | 50.3 | - |
| 5. Dufferin County Road 3 & Dufferin County Road 23 | | | | | | | | |
| EBTR | A | - | 0.0 | 0.0 | A | - | 0.0 | 0.0 |
| NBLR | C | 0.36 | 16.6 | 12.0 | D | 0.62 | 28.8 | 30.0 |
| SBLT | A | 0.07 | 8.4 | 4.5 | A | 0.12 | 8.5 | 3.0 |
| Overall | A | - | 4.2 | - | A | - | 8.1 | 0.0 |
| 6. Dufferin County Road 3 & Dufferin County Road 11 | | | | | | | | |
| EBLTR | A | 0.10 | 8.4 | 2.3 | A | 0.14 | 8.5 | 3.8 |
| WBLTR | A | 0.01 | 8.9 | 0.0 | A | 0.01 | 8.1 | 0.0 |
| NBLTR | D | 0.28 | 26.6 | 8.3 | E | 0.52 | 45.2 | 19.5 |
| SBLT | D | 0.31 | 28.3 | 9.8 | E | 0.32 | 40.8 | 9.8 |
| SBR | B | 0.14 | 10.5 | 3.8 | B | 0.16 | 10.9 | 4.5 |
| Overall | A | - | 5.7 | - | A | - | 7.5 | - |
| 7. Dufferin County Road 23 & Montgomery Boulevard | | | | | | | | |
| WBLR | B | 0.06 | 10.1 | 1.5 | B | 0.08 | 10.8 | 1.5 |
| NBTR | A | - | 0.0 | 0.0 | A | - | 0.0 | 0.0 |
| SBLT | A | 0.01 | 7.5 | 0.0 | A | 0.01 | 7.8 | 0.0 |
| Overall | A | - | 1.4 | - | A | - | 1.4 | - |

| AM Peak Hour | | | | PM Peak Hour | | | |
|--------------|-----|-----------|-----------|--------------|-----|-----------|-----------|
| LOS | V/C | Delay (s) | Queue (m) | LOS | V/C | Delay (s) | Queue (m) |

Notes:

- 1 Queues listed represented 95th percentile queues as reported by Synchro.
 - a # – 95th percentile volume exceeds capacity; queue may be longer. Queue shown is maximum after two cycles.
 - b m – indicates that the queue is metered by an upstream signal.
- 2 For the purposes of the analysis, the intersection of Dufferin County Roads 3 and 23 has been oriented per the configuration shown in **Figure 5**, with Dufferin County Road 23 as the NB leg. This has been transposed from the Synchro results where this is shown as the WB leg.

By the 2041 planning horizon, all of the intersections in the study area are expected to operate at an overall LOS of D or better. However, with the future growth in traffic there will be a number of individual traffic movements that will meet or exceed the MTO critical V/C threshold of 0.85, or will result in delays that result in a LOS F. These movements include the following:

- Dufferin County Road 109 & Dufferin County Road 11 – by 2041, the southbound left/through movement will operate at a LOS E during the AM peak with a V/C ratio of 0.95; the PM V/C ratio will also be a critical at 0.91. AM and PM peak hour queues will extend to approximately 120m; these will extend beyond the adjacent 55m right turn lane and driveways of GT Auto.
- Dufferin County Road 109 & 2nd Line Amaranth – the southbound approach to this intersection from 2nd Line Amaranth will reach a LOS E by 2027 and LOS F by 2041 during the PM peak hour, primarily as a result of the delays from additional through traffic along Dufferin County Road 109 conflicting with this movement. Options for additional traffic control to mitigate this operation will be assessed in the analysis of road network alternatives in the following section.
- Dufferin County Road 109 & Dufferin County Road 3 – the northbound left turn at this intersection will reach F during the AM and PM peak hours by 2027. Similar to the southbound movement at 2nd Line Amaranth, this increase will primarily be a result of the growth in through traffic along Dufferin County Road 109 and fewer gaps to make the unsignalized movement from the side approach. Options for additional traffic control to mitigate this operation will be assessed in the analysis of road network alternatives in the following section.
- Dufferin County Road 109 & Dufferin County Road 109 South – the northbound left turn, currently near capacity in existing conditions, is expected to exceed capacity during the PM peak hour by 2027 and during both the AM and PM peak hours by 2041. With the eastbound and westbound movements approaching congestion as well, there will be limited opportunities to fix this through signal timing modifications.
- Dufferin County Road 3 & Dufferin County Road 11 – the stop-controlled northbound and southbound approaches will operate at a LOS D by 2027 and LOS E by 2041 during both the AM and PM peak hours. While queues will be short, vehicles at these movements will experience extensive delays as they wait for gaps in the traffic along Dufferin County Road 3.

4 ROAD CONFIGURATION ALTERNATIVE ASSESSMENT

4.1 SHORT LISTED ALTERNATIVES

Future development plans to the north of Dufferin County Road 109 include an industrial park and warehousing uses accessed from 2nd Line Amaranth; these future development plans include a proposed realignment of 2nd Line Amaranth to the east such that it intersects with Dufferin County Road 109 directly opposite Dufferin County Road 3. This EA study included the development of several alternative road alignment configurations resulting in a consolidated 2nd Line Amaranth / Dufferin County Road 3 / Dufferin County Road 109 intersection. After initial review in coordination with Dufferin County, two alternatives have been short listed for additional review; these alternatives are described below and detailed drawings are included as Appendix D.

4.1.1 OPTION 1B – REALIGNMENT OF 2ND LINE AMARANTH

Option 1b includes the realignment of 2nd Line Amaranth to the east to intersect with Dufferin County Road 109 opposite the existing alignment of Dufferin County Road 3. Dufferin County Road 23 will also be realigned to intersect with Dufferin County Road 3 approximately 135m west of its original alignment, in order to increase spacing between the two intersections.

The consolidation of 2nd Line Amaranth / Dufferin County Road 3 / Dufferin County Road 109 into a new signalized intersection will include the following elements:

- The removal of the existing northbound right turn channel on Dufferin County Road 3 and reconfiguration of the northbound approach with separate left, through and right turn lanes.
- Widening of Dufferin County Road 109 in both directions approaching the consolidated intersection to provide two through lanes as well as left and right turn lanes in each direction at the consolidated intersection.
- Widening of the realigned 2nd Line Amaranth to provide separate left, through and right turn lanes at the consolidated intersection.

Road network modifications will also include the following:

- Widening of the realigned Dufferin County Road 23 to provide separate left and right turn lanes at the intersection with Dufferin County Road 3.
- Widening of Dufferin County Road 3 to provide a southbound left turn lane to Dufferin County Road 23.
- The extension of Paula Court to intersect with the realigned Dufferin County Road 23 at a new unsignalized intersection.

The conceptual road design of this option is shown in Figure 6.

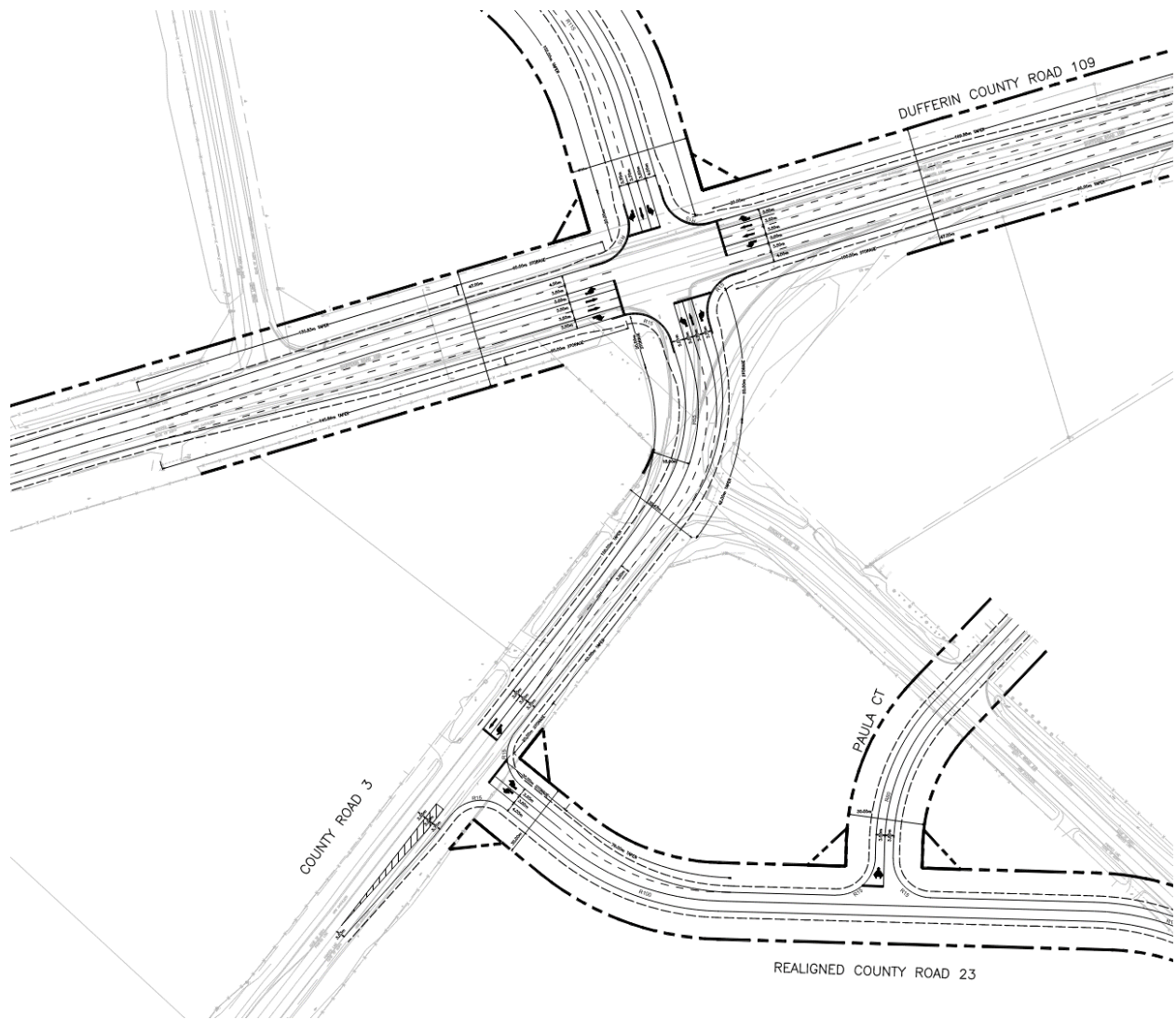


Figure 6: Option 1B Configuration

4.1.2 OPTION 2C – REALIGNMENT OF DUFFERIN COUNTY ROAD 3

Option 2c includes the realignment of Dufferin County Road 3 to intersect with Dufferin County Road 109 opposite the existing alignment of 2nd Line Amaranth. Similar to Option 1b, this alternative will also include the realignment of Dufferin County Road 23 to meet Dufferin County Road 3 at a new intersection approximately 320m south of Dufferin County Road 109, and the extension of Paula Court to meet the realigned Dufferin County Road 23.

All relocated intersections in Option 2c including the consolidated intersection of 2nd Line Amaranth / Dufferin County Road 3 / Dufferin County Road 109 are proposed with identical lane configurations as were presented in Option 1b.

Option 2c is shown in Figure 7.

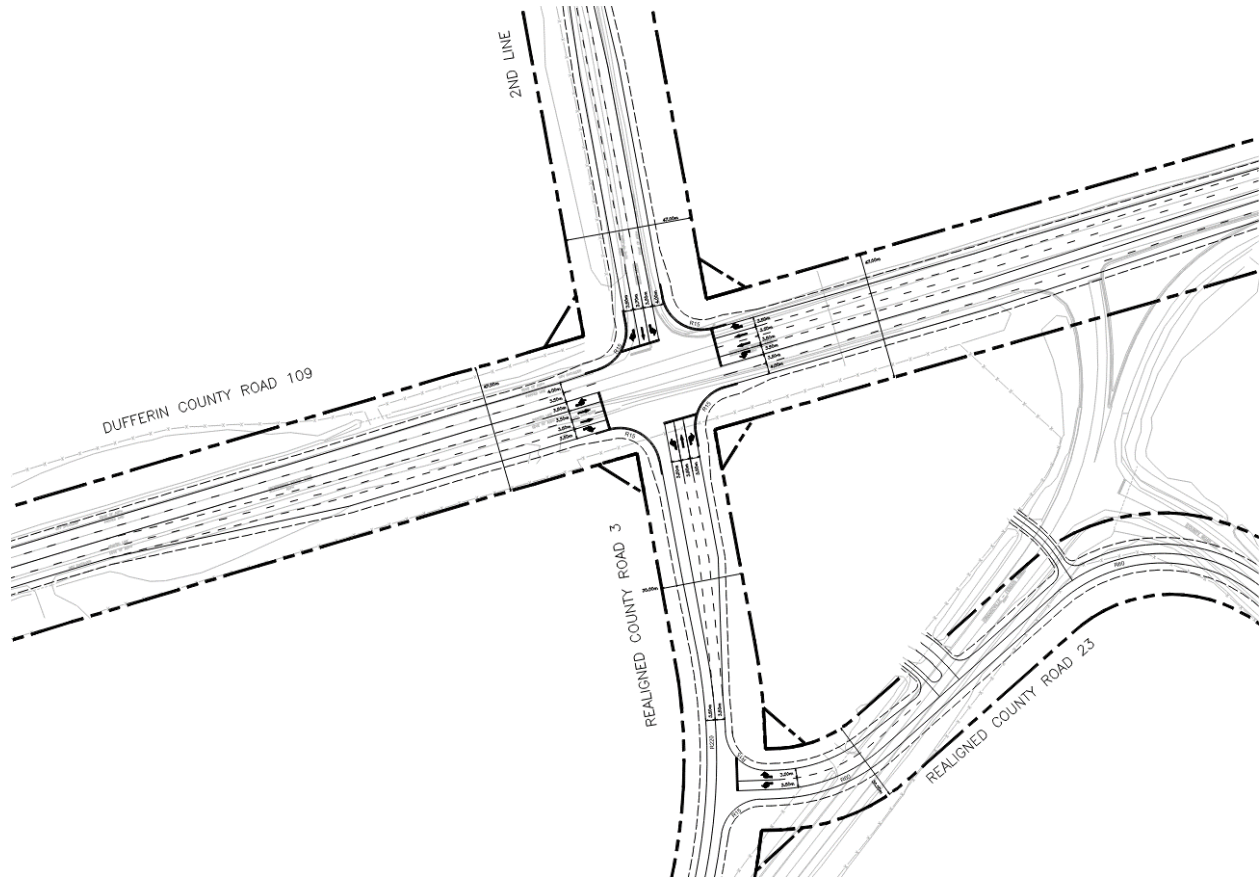


Figure 7: Option 2C Configuration

4.1.3 OPTION 3 – CONSOLIDATED ROUNDABOUT

Option 3, shown in Figure 8, is based on a similar road configuration as Option 1b with the realignment of 2nd Line Amaranth to meet Dufferin County Road 109 opposite Dufferin County Road 3, but with the consolidated intersection of 2nd Line Amaranth / Dufferin County Road 3 / Dufferin County Road 109 configured as a roundabout instead of a signalized intersection. Preliminary analysis indicates that a single lane roundabout will not

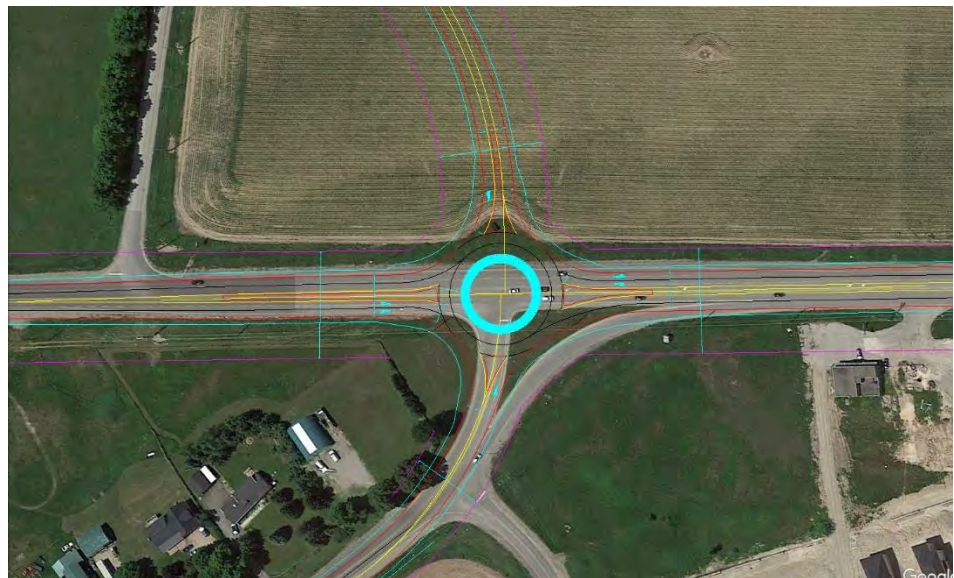


Figure 8: Option 3 Consolidated Roundabout Configuration

be sufficient to accommodate the projected future traffic volumes, as such the proposed Option 3 road network includes the following elements:

- A two-lane roundabout at the intersection of 2nd Line Amaranth / Dufferin County Road 3 / Dufferin County Road 109 to accommodate anticipated traffic volumes.
- Two-lane approaches on Dufferin County Road 109 configured as a shared left-through and through-right lane approaching the roundabout.
- Single lane approaches on the northbound approach from Dufferin County Road 3 and southbound approach from 2nd Line Amaranth, with additional auxiliary lanes added approaching the roundabout for the northbound right and southbound left turns. This configuration will also remove the existing northbound channelized right turn lane from Dufferin County Road 3.
- Identical lane configurations at the relocated Dufferin County Road 3 / Dufferin County Road 23 and Dufferin County Road 23 / Paula Court intersections as were proposed in Option 1b.

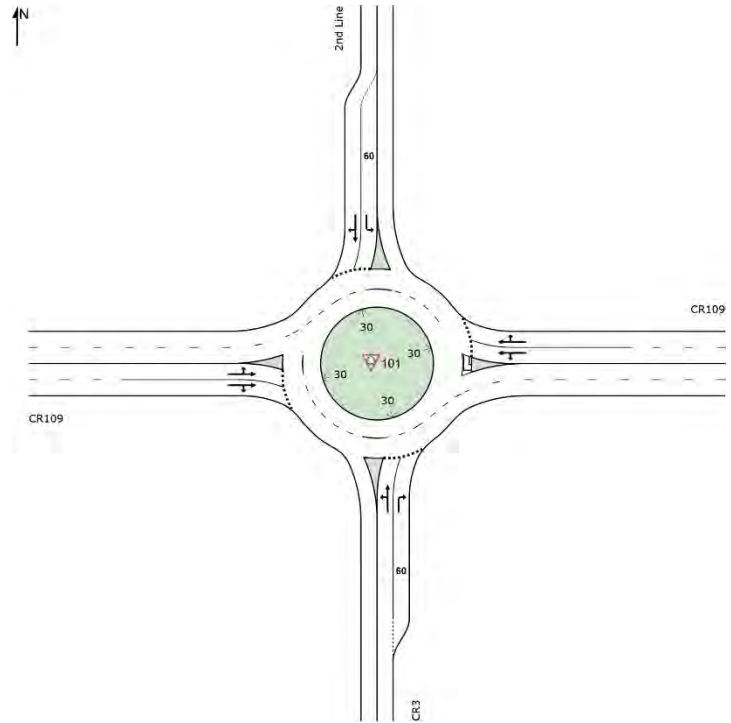


Figure 9: Alternative 3 Roundabout Configuration for Analysis

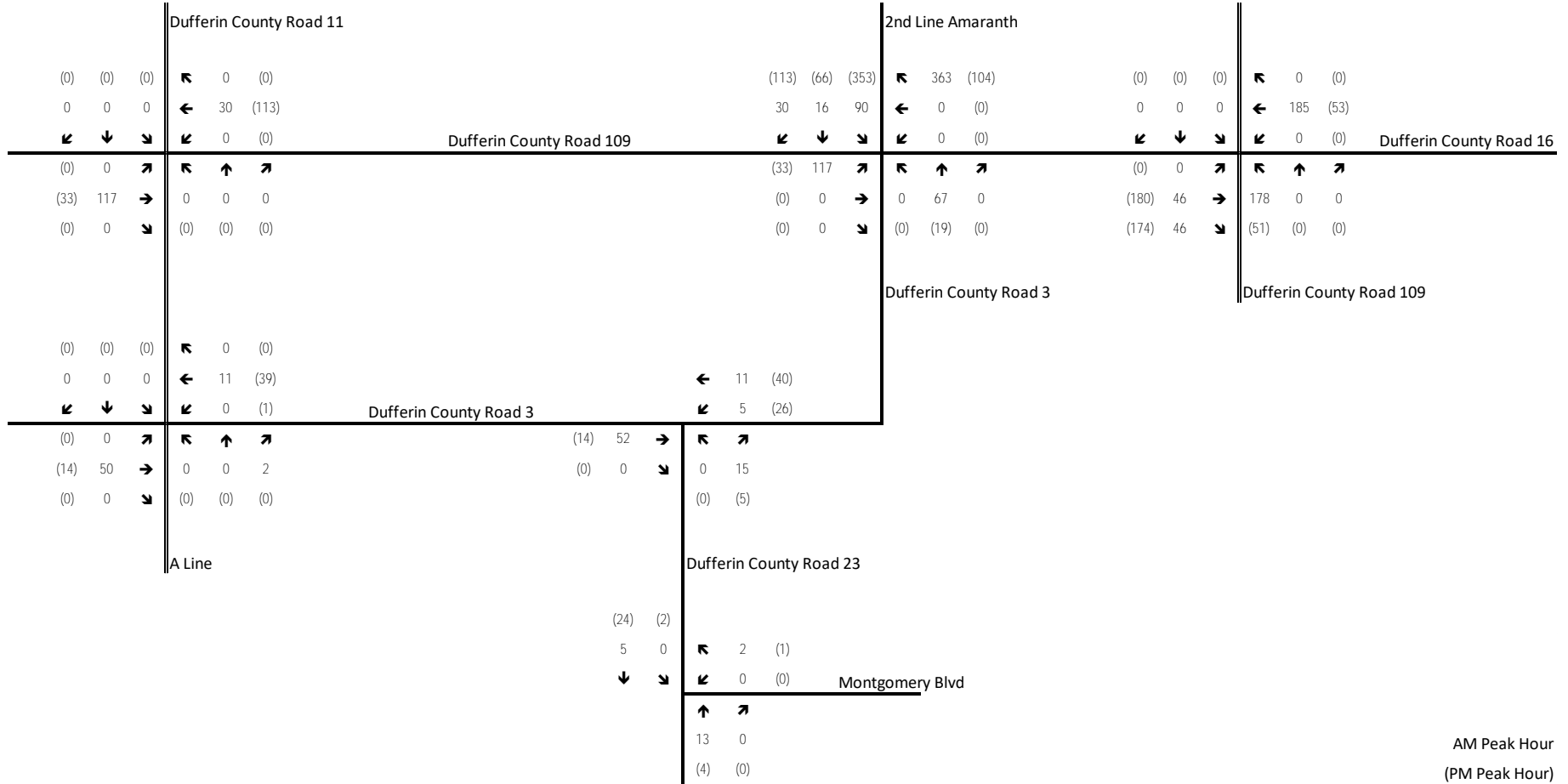
The configuration of the roundabout for analysis purposes is shown in Figure 9. Per conversations this alternative was not short listed for additional review but has been included in the traffic analysis to provide an assessment of the operational impacts compared with the signalized options.

4.2 FUTURE TRAFFIC VOLUMES

The consolidation into a single 2nd Line Amaranth / Dufferin County Road 3 / Dufferin County Road 109 intersection will create the opportunity for direct connections between Dufferin County Road 3 and 2nd Line Amaranth, removing the existing need to connect between these two roads via Dufferin County Road 109. For the analysis of traffic operations for each of these alternatives, the projected 2027 and 2041 traffic volumes have been redistributed to reflect where turning movements will be made at the consolidated intersection. Through movements between Dufferin County Road 3 and Dufferin County Road 23 have been estimated based on existing traffic patterns.

A TIS for the proposed development area to the north of Dufferin County Road 109 was prepared by C.F. Crozier Consulting Engineers in June 2017, with an addendum issued in November 2021; the proposed development is anticipated to generate 638 and 640 new vehicle trips and 78 and 83 heavy truck trips during the weekday AM and PM peak hours, respectively. The total development generated volumes are summarized in Figure 10. These development-generated volumes have been added to the future traffic volumes for the analysis of the three shortlisted alternatives; volume excerpts from the TIS are included as Appendix E.

The future total traffic volumes for the 2027 and 2041 horizon years are summarized in Figure 11 and Figure 12, respectively.



AM Peak Hour
(PM Peak Hour)

Figure 10: Development Generated Traffic Volumes

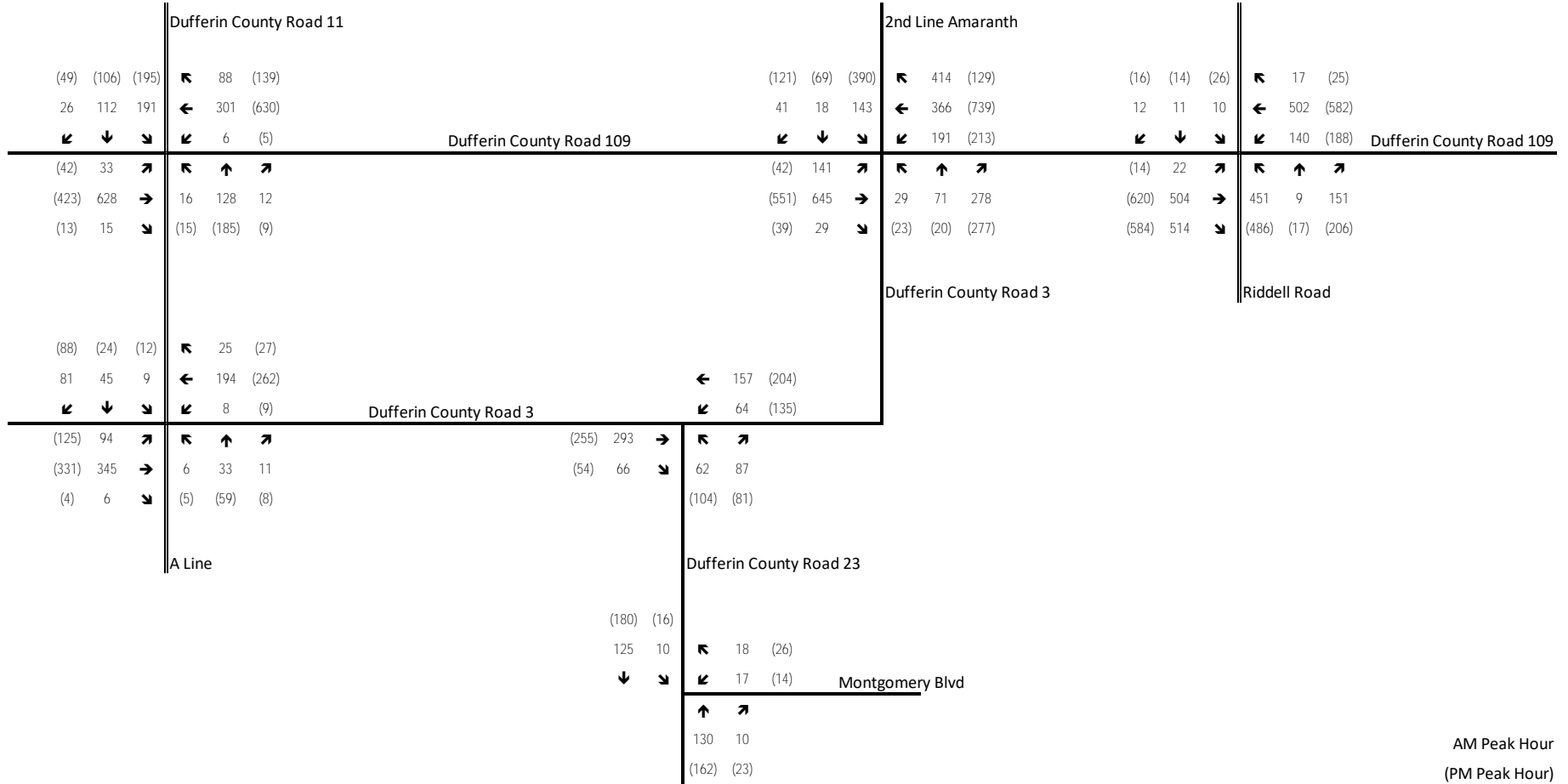
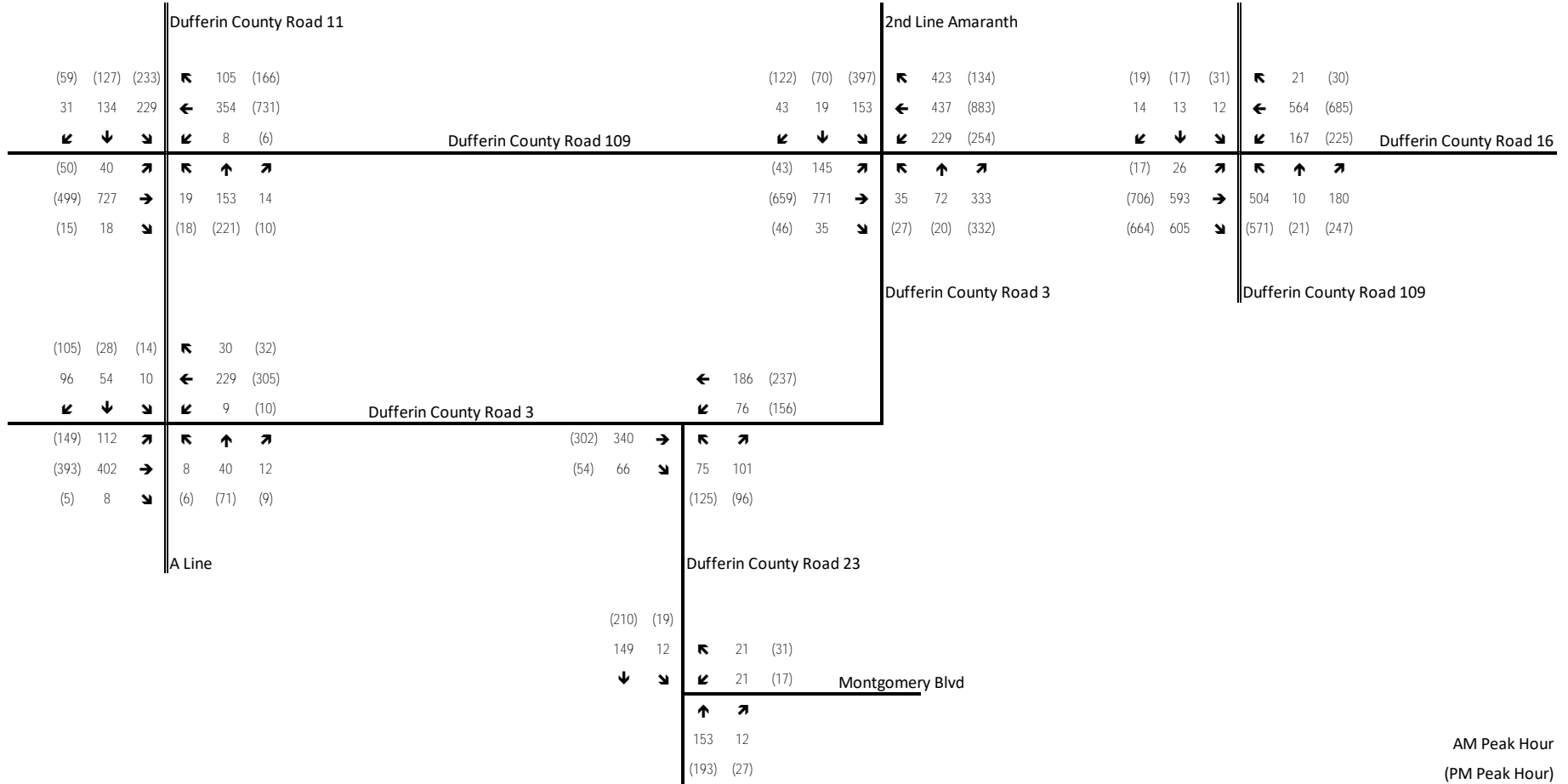


Figure 11: 2027 Future Total Traffic Volumes



AM Peak Hour
(PM Peak Hour)

Figure 12: 2041 Future Total Traffic Volumes

4.3 TRAFFIC ANALYSIS OF ALTERNATIVES

4.3.1 OPTIONS 1B AND 2C

As the consolidated intersection configurations proposed in Options 1b and 2c are identical, a single traffic analysis including the proposed lane configurations has been prepared using Synchro-11 that will apply to both options. The signal timing for the new consolidated intersection has been developed based on Ontario Traffic Manual Book 12 guidelines and adopted from the existing timings used at the Dufferin County Road 109 South signal. A peak hour cycle length of 120 seconds has been used for this new intersection to permit signal coordination with the adjacent intersections along Dufferin County Road 109. Future traffic analysis also includes the following modifications for mitigation of capacity constraints observed in the future background analysis:

- Reconfiguration of the Dufferin County Road 11 northbound and southbound approaches to the intersection with Dufferin County Road 109 as a dedicated left turn and shared through-right turn lane, from the existing costing configuration with a shared left-through and dedicated right turn lane. The cycle length of this intersection has been extended to 120 seconds during the AM and PM peaks, respectively (90 seconds for the 2027 AM peak) to permit signal coordination with the new intersection at Dufferin County Road 3 / 2nd Line Amaranth to the east.
- Extension of the signal cycle length at the intersection of Dufferin County Road 109 and Dufferin County Road 109 South to 120 seconds, up from the existing 90 seconds, in order to provide additional green time to be balanced between the movements that were operating near or over capacity in the future background analysis. This extension will also permit signal coordination with the new intersection at Dufferin County Road 3 / 2nd Line Amaranth to the west.

The total traffic analysis for the Option 1b / 2c intersection configurations is summarized in Table 7 for the 2027 horizon year and Table 8 for the 2041 horizon year; detailed Synchro output is included as Appendix F.

Table 7: Summary of Traffic Operations – Options 1B & 2C Total Traffic Volumes (2027)

| | AM Peak Hour | | | | PM Peak Hour | | | |
|--|--------------|------|-----------|-----------|--------------|------|-----------|-----------|
| | LOS | V/C | Delay (s) | Queue (m) | LOS | V/C | Delay (s) | Queue (m) |
| 1. Dufferin County Road 109 & Dufferin County Road 11 | | | | | | | | |
| EBL | A | 0.07 | 9.7 | 7.4 | B | 0.18 | 15.3 | 13.5 |
| EBTR | C | 0.73 | 20.1 | 138.9 | B | 0.49 | 16.7 | 104.1 |
| WBLT | B | 0.40 | 12.8 | 52.8 | C | 0.69 | 21.9 | 178.4 |
| WBR | A | 0.12 | 2.5 | 6.6 | A | 0.17 | 5.1 | 15.9 |
| NBL | C | 0.06 | 25.6 | 7.6 | C | 0.06 | 29.3 | 8.2 |
| NBTR | C | 0.37 | 29.6 | 38.9 | D | 0.46 | 36.4 | 61.9 |
| SBL | D | 0.75 | 48.8 | #66.0 | E | 0.83 | 64.0 | 75.6 |
| SBTR | C | 0.37 | 27.9 | 37.1 | C | 0.36 | 30.5 | 46.2 |
| Overall | C | - | 22.6 | - | C | - | 26.1 | - |
| 2/3. Dufferin County Road 109 & Dufferin County Road 3 & 2nd Line Amaranth | | | | | | | | |
| EBL | D | 0.59 | 35.3 | 41.2 | C | 0.21 | 31.9 | 19.0 |

| | AM Peak Hour | | | | PM Peak Hour | | | |
|---|--------------|-------------|-------------|---------------|--------------|-------------|--------------|---------------|
| | LOS | V/C | Delay (s) | Queue (m) | LOS | V/C | Delay (s) | Queue (m) |
| EBT | C | 0.76 | 32.4 | 74.2 | C | 0.53 | 32.2 | 82.4 |
| EBR | A | 0.06 | 0.2 | 0.0 | A | 0.07 | 0.2 | 0.0 |
| WBL | C | 0.62 | 20.4 | 31.2 | C | 0.53 | 21.0 | 49.2 |
| WBT | B | 0.29 | 12.9 | 28.0 | B | 0.45 | 18.8 | 83.8 |
| WBR | A | 0.49 | 3.1 | 13.7 | A | 0.17 | 3.4 | 10.8 |
| NBL | C | 0.09 | 28.4 | 12.3 | D | 0.21 | 51.0 | 13.7 |
| NBT | C | 0.21 | 29.9 | 24.2 | D | 0.17 | 49.5 | 12.5 |
| NBR | A | 0.51 | 7.4 | 21.1 | B | 0.73 | 17.1 | 26.1 |
| SBL | C | 0.37 | 22.3 | 35.8 | D | 0.80 | 40.1 | 107.7 |
| SBT | B | 0.03 | 19.7 | 7.3 | C | 0.12 | 22.0 | 20.2 |
| SBR | A | 0.07 | 0.2 | 0.0 | A | 0.21 | 5.7 | 13.3 |
| Overall | B | - | 18.8 | - | C | - | 24.0 | - |
| 4. Dufferin County Road 109 / Dufferin County Road 16 & Dufferin County Road 109 South | | | | | | | | |
| EBL | C | 0.16 | 25.3 | 9.7 | C | 0.13 | 26.4 | 7.3 |
| EBT | E | 0.96 | 61.9 | #164.0 | F | 1.20 | 138.1 | #217.9 |
| EBR | A | 0.68 | 7.1 | 27.7 | B | 0.77 | 10.3 | 45.2 |
| WBL | D | 0.83 | 54.5 | #42.5 | E | 0.92 | 64.3 | #60.6 |
| WBT | C | 0.76 | 31.2 | 125.2 | C | 0.82 | 34.1 | #161.1 |
| WBR | A | 0.02 | 0.1 | 0.0 | A | 0.04 | 0.1 | 0.0 |
| NBL | D | 0.96 | 54.6 | #150.1 | D | 0.92 | 45.7 | #154.2 |
| NBTR | A | 0.22 | 3.9 | 12.6 | A | 0.30 | 4.1 | 15.7 |
| SBL | C | 0.04 | 28.4 | 6.1 | C | 0.312 | 29.6 | 11.5 |
| SBTR | B | 0.10 | 19.7 | 8.4 | B | 0.09 | 18.2 | 9.6 |
| Overall | D | - | 36.1 | - | D | - | 53.4 | - |
| 5. Dufferin County Road 3 & Dufferin County Road 23 | | | | | | | | |
| EBTR | A | - | 0.0 | 0.0 | A | - | 0.0 | 0.0 |
| NBL | C | 0.17 | 16.2 | 4.5 | C | 0.38 | 24.1 | 12.8 |
| NBR | B | 0.14 | 11.2 | 3.8 | B | 0.12 | 10.7 | 3.0 |
| WBLT | A | 0.06 | 8.4 | 1.5 | A | 0.12 | 8.4 | 3.0 |
| Overall | A | - | 3.4 | - | A | - | 5.4 | - |

| | | AM Peak Hour | | | PM Peak Hour | | | |
|---|-----|--------------|-----------|-----------|--------------|------|-----------|-----------|
| | LOS | V/C | Delay (s) | Queue (m) | LOS | V/C | Delay (s) | Queue (m) |
| 6. Dufferin County Road 3 & Dufferin County Road 11 | | | | | | | | |
| EBLTR | A | 0.08 | 8.2 | 2.3 | A | 0.11 | 8.4 | 3.0 |
| WBLTR | A | 0.01 | 8.9 | 0.0 | A | 0.01 | 8.0 | 0.0 |
| NBLTR | C | 0.20 | 21.0 | 5.3 | D | 0.35 | 29.8 | 11.3 |
| SBLT | C | 0.23 | 23.0 | 6.8 | D | 0.21 | 28.8 | 5.3 |
| SBR | B | 0.11 | 10.1 | 3.0 | B | 0.13 | 10.6 | 3.0 |
| Overall | A | - | 4.6 | - | A | - | 5.5 | - |
| 7. Dufferin County Road 23 & Montgomery Boulevard | | | | | | | | |
| WBLR | A | 0.05 | 9.8 | 3.0 | B | 0.06 | 10.4 | 3.0 |
| NBTR | A | - | 0.0 | 0.0 | A | - | 0.0 | 0.0 |
| SBLT | A | 0.01 | 7.5 | 0.0 | A | 0.01 | 7.7 | 0.0 |
| Overall | A | - | 1.4 | - | A | - | 1.3 | - |
| Notes: | | | | | | | | |
| <ol style="list-style-type: none"> 1 Queues listed represented 95th percentile queues as reported by Synchro. <ol style="list-style-type: none"> a # – 95th percentile volume exceeds capacity; queue may be longer. Queue shown is maximum after two cycles. b m – indicates that the queue is metered by an upstream signal. 2 For the purposes of the analysis, the intersection of Dufferin County Roads 3 and 23 has been oriented per the configuration shown in Figure 5, with Dufferin County Road 23 as the NB leg. This has been transposed from the Synchro results where this is shown as the WB leg. | | | | | | | | |

By the 2027 total traffic horizon, all of the study area intersections are expected to operate at an overall LOS of D or better under the projected total traffic volumes with the 2nd Line Amaranth proposed developments in place. Notable intersection impacts include the following:

- Dufferin County Road 109 & Dufferin County Road 11 – the conversion of the approaches to dedicated left turn and shared through / right lanes will provide some mitigation to the congestion along Dufferin County Road 109 despite the additional traffic from the 2nd Line Amaranth developments; the PM peak hour westbound through movements will improve from a V/C ratio of 0.90 to 0.69 with this mitigation. The southbound left turn however will remain near the MTO critical threshold with a V/C ratio of 0.83.
- Dufferin County Road 109 & 2nd Line Amaranth / Dufferin County Road 3 – the new consolidated Dufferin County Road 3 / 2nd Line Amaranth intersection is expected to operate with all movements at an acceptable LOS D or better during the AM and PM peak hours. The longest queue will be for the PM southbound left turn, at approximately 110m.
- Dufferin County Road 109 & Dufferin County Road 109 South – the additional through traffic along Dufferin County Road 109 from the 2nd Line Amaranth developments will result in the eastbound through movement approaching or exceeding capacity by 2027, with AM and PM peak hour V/C ratios of 0.96 and 1.20, respectively. The conflicting westbound left turn will also experience increased congestion as a result, with the PM peak hour V/C ratio increasing to near capacity at 0.92. As observed in the 2027 background analysis, the

northbound left turn will also continue to operate near capacity, with AM and PM V/C ratios of 0.96 and 0.92, respectively. Queues along Dufferin County Road 109 approaching this intersection will increase in this scenario, up to 220m eastbound during the PM peak hour.

- Dufferin County Road 3 & Dufferin County Road 23 – this intersection will operate at an acceptable level in its revised configuration, with all movements at a LOS C or better.
- The Dufferin County Road 3 & Dufferin County Road 11 and Dufferin County Road 23 & Montgomery Road will continue to operate similar to the background conditions, with all movements at an acceptable LOS B or better during peak hours.

Table 8: Summary of Traffic Operations – Options 1B & 2C Total Traffic Volumes (2041)

| | AM Peak Hour | | | | PM Peak Hour | | | |
|--|--------------|-------------|-------------|---------------|--------------|-------------|-------------|---------------|
| | LOS | V/C | Delay (s) | Queue (m) | LOS | V/C | Delay (s) | Queue (m) |
| 1. Dufferin County Road 109 & Dufferin County Road 11 | | | | | | | | |
| EBL | B | 0.10 | 12.1 | 10.5 | C | 0.38 | 26.3 | 20.5 |
| EBTR | C | 0.81 | 27.8 | 224.5 | C | 0.62 | 22.4 | 134.2 |
| WBLT | B | 0.46 | 16.2 | 80.4 | C | 0.86 | 34.2 | #257.1 |
| WBR | A | 0.13 | 2.4 | 8.0 | A | 0.22 | 6.9 | 21.1 |
| NBL | C | 0.08 | 31.9 | 10.4 | C | 0.07 | 28.3 | 9.4 |
| NBTR | D | 0.41 | 37.6 | 56.4 | C | 0.46 | 34.8 | 72.9 |
| SBL | E | 0.90 | 75.9 | #104.1 | E | 0.92 | 76.1 | #107.1 |
| SBTR | D | 0.41 | 36.4 | 55.1 | C | 0.37 | 29.7 | 54.6 |
| Overall | C | - | 31.4 | - | C | - | 33.3 | - |
| 2/3. Dufferin County Road 109 & Dufferin County Road 3 & 2nd Line Amaranth | | | | | | | | |
| EBL | C | 0.57 | 33.8 | 44.0 | C | 0.24 | 33.3 | 20.1 |
| EBT | C | 0.79 | 33.5 | 94.4 | C | 0.62 | 34.0 | 103.4 |
| EBR | A | 0.07 | 0.2 | 0.0 | A | 0.07 | 0.2 | 0.0 |
| WBL | C | 0.76 | 30.1 | #55.2 | C | 0.66 | 23.9 | 58.3 |
| WBT | B | 0.32 | 12.6 | 33.7 | B | 0.52 | 18.9 | 104.1 |
| WBR | A | 0.48 | 2.8 | 13.0 | A | 0.17 | 3.2 | 10.8 |
| NBL | C | 0.12 | 33.5 | 16.0 | D | 0.22 | 49.4 | 15.0 |
| NBT | C | 0.24 | 34.9 | 27.7 | D | 0.15 | 47.2 | 12.2 |
| NBR | B | 0.65 | 14.3 | 43.7 | C | 0.81 | 22.9 | 38.5 |
| SBL | C | 0.42 | 27.4 | 44.3 | D | 0.87 | 49.3 | #125.5 |
| SBT | C | 0.04 | 23.7 | 8.7 | C | 0.13 | 23.7 | 21.4 |
| SBR | A | 0.08 | 1.8 | 2.5 | B | 0.22 | 10.1 | 19.2 |

| | AM Peak Hour | | | | PM Peak Hour | | | |
|---|--------------|-------------|--------------|---------------|--------------|-------------|--------------|---------------|
| | LOS | V/C | Delay (s) | Queue (m) | LOS | V/C | Delay (s) | Queue (m) |
| Overall | C | - | 21.3 | - | C | - | 26.6 | - |
| 4. Dufferin County Road 109 / Dufferin County Road 16 & Dufferin County Road 109 South | | | | | | | | |
| EBL | C | 0.19 | 30.7 | 12.8 | C | 0.08 | 22.8 | 7.9 |
| EBT | E | 1.00 | 74.1 | #239.5 | E | 0.99 | 66.4 | #277.2 |
| EBR | B | 0.79 | 14.6 | 85.0 | B | 0.82 | 17.1 | 115.5 |
| WBL | F | 1.04 | 104.4 | #78.5 | C | 0.64 | 34.1 | #83.0 |
| WBT | D | 0.77 | 35.2 | 173.7 | B | 0.65 | 19.0 | 174.9 |
| WBR | A | 0.03 | 0.0 | 0.0 | A | 0.03 | 0.1 | 0.4 |
| NBL | F | 1.04 | 81.5 | #216.5 | F | 1.66 | 339.3 | #250.2 |
| NBTR | A | 0.26 | 4.3 | 16.0 | B | 0.49 | 11.1 | 34.6 |
| SBL | D | 0.07 | 43.5 | 8.9 | E | 0.47 | 72.8 | 19.1 |
| SBTR | C | 0.14 | 28.1 | 12.1 | D | 0.29 | 35.1 | 15.3 |
| Overall | D | - | 49.5 | - | F | - | 86.5 | - |
| 5. Dufferin County Road 3 & Dufferin County Road 23 | | | | | | | | |
| EBTR | A | - | 0.0 | 0.0 | A | - | 0.0 | 0.0 |
| NBL | C | 0.25 | 19.5 | 7.5 | E | 0.56 | 37.1 | 23.3 |
| NBR | B | 0.17 | 11.9 | 4.5 | B | 0.16 | 11.3 | 3.8 |
| WBLT | A | 0.08 | 8.6 | 1.5 | A | 0.15 | 8.7 | 3.8 |
| Overall | A | - | 3.9 | - | A | - | 7.3 | - |
| 6. Dufferin County Road 3 & Dufferin County Road 11 | | | | | | | | |
| EBLTR | A | 0.10 | 8.4 | 2.3 | A | 0.14 | 8.6 | 3.8 |
| WBLTR | A | 0.01 | 9.1 | 0.0 | A | 0.01 | 8.2 | 0.0 |
| NBLTR | D | 0.31 | 29.5 | 9.8 | F | 0.57 | 53.2 | 22.5 |
| SBLT | D | 0.35 | 32.3 | 11.3 | E | 0.36 | 48.0 | 11.3 |
| SBR | B | 0.14 | 10.6 | 3.8 | B | 0.17 | 11.3 | 4.5 |
| Overall | A | - | 5.8 | - | A | - | 8.1 | - |
| 7. Dufferin County Road 23 & Montgomery Boulevard | | | | | | | | |
| WBLR | B | 0.06 | 10.2 | 1.5 | B | 0.08 | 11.0 | 2.3 |
| NBTR | A | 0.01 | 7.6 | 0.0 | A | 0.02 | 7.8 | 0.0 |
| SBLT | A | 0.00 | 0.0 | 0.0 | A | 0.00 | 0.0 | 0.0 |

| | AM Peak Hour | | | | PM Peak Hour | | | |
|----------------|--------------|-----|-----------|-----------|--------------|-----|-----------|-----------|
| | LOS | V/C | Delay (s) | Queue (m) | LOS | V/C | Delay (s) | Queue (m) |
| Overall | A | - | 1.4 | - | A | - | 1.3 | - |

Notes:

- 1 Queues listed represented 95th percentile queues as reported by Synchro.
 - a # – 95th percentile volume exceeds capacity; queue may be longer. Queue shown is maximum after two cycles.
 - b m – indicates that the queue is metered by an upstream signal.
- 2 For the purposes of the analysis, the intersection of Dufferin County Roads 3 and 23 has been oriented per the configuration shown in **Figure 5**, with Dufferin County Road 23 as the NB leg. This has been transposed from the Synchro results where this is shown as the WB leg.

By 2041, many of the study area intersections will experience increased congestion as a result of the background traffic growth and additional development generated volumes from the 2nd Line Amaranth developments. Specific impacts include the following:

- Dufferin County Road 109 & Dufferin County Road 11 – The continuing growth of through traffic along County Road 109 to 2041 will result in congestion on the approaches to this intersection in the peak directions, but the conversion to left and through/right lanes on the northbound and southbound approaches will allow for improvements to the eastbound and westbound through movements from the future background analysis. In particular, the westbound through movement will improve to a V/C of 0.86, compared with 0.92 as observed for the existing configuration in the future background analysis. By 2041, the southbound left turn will exceed the critical V/C threshold and approach capacity, operating at V/C ratios of 0.90 and 0.92 during the AM and PM peak hours, respectively.
- Dufferin County Road 109 & 2nd Line Amaranth / Dufferin County Road 3 – the consolidated intersection will continue to operate at an acceptable level of service by 2041, with all movements at a LOS D or better during peak hours. The southbound left turn will begin to approach congestion as a result of the anticipated development generated traffic from 2nd Line Amaranth during the PM peak hour; approximately 125m of storage will be required to accommodate the anticipated left turn queues.
- Dufferin County Road 109 & Dufferin County Road 109 South – the background traffic growth to 2041 and additional development generated traffic from 2nd Line Amaranth will result in numerous movements at this intersection approaching or exceeding capacity during 2041 peak hours. The increase in traffic on Dufferin County Road 109 eastbound will reach capacity during the AM and PM peak hours; queues during the AM and PM peak hours will extend to approximately 240m and 280m, respectively. It is noted that in the case of Option 1b that the consolidated Dufferin County Road 3 / 2nd Line Amaranth intersection will be located approximately 530m to the west; while the queues on Dufferin County Road 109 approaching the intersection with Dufferin County Road 109 South will not extend this far back, queue impacts for eastbound traffic will begin shortly after passing Dufferin County Road 3. The northbound left turn will also continue to exceed capacity by 2041 similar to the 2041 background analysis, although this will be further exacerbated by the additional development volumes from 2nd Line Amaranth. With both the east-west and northbound directions at or over capacity, there will be limited potential for further mitigation through signal timing modifications. Mitigation of this operation through geometric modifications are examined in section 5 of this report.
- Dufferin County Road 3 & Dufferin County Road 23 – The reconfigured intersection will continue to operate at an overall LOS A to 2041. It is noted however that with the increase in traffic along Dufferin County Road 3, the PM peak hour delay for the left turn from Dufferin County Road 23 to Dufferin County Road 3 will increase to approximately 37 seconds, corresponding to a LOS E. Queues approaching this movement will remain short however, extending to approximately 23m (3 vehicles).
- Dufferin County Road 3 & Dufferin County Road 11 – Similar to the future background analysis, the northbound and southbound approaches for this intersection will increasingly become congested as the increase in through traffic along Dufferin County Road 3 results in reduced gaps in traffic to turn from the side

approaches. The highest impacts will be during the PM peak hour, with the northbound and southbound delays corresponding the LOS F and E, respectively.

- Dufferin County Road 23 & Montgomery Road – This intersection is anticipated to operate well under 2041 total traffic volumes, with all movements at a LOS B or better.

4.3.2 OPTION 3 – CONSOLIDATED ROUNDABOUT

The consolidated roundabout was analyzed using SIDRA for the projected 2027 and 2041 total traffic volumes with the configuration described in Section 4.1.3. The results of the 2027 and 2041 analyses are summarized in Table 9 and Table 10, respectively; detailed analysis output is included in Appendix G.

Table 9: Summary of Traffic Operations – Option 3 Total Traffic Volumes (2027)

| | AM Peak Hour | | | | PM Peak Hour | | | |
|--|--------------|------|-----------|-----------|--------------|------|-----------|-----------|
| | LOS | V/C | Delay (s) | Queue (m) | LOS | V/C | Delay (s) | Queue (m) |
| Dufferin County Road 109 & Dufferin County Road 3 & 2nd Line Amaranth (Roundabout) | | | | | | | | |
| NBLT | B | 0.26 | 13.2 | 7.1 | B | 0.12 | 10.7 | 2.9 |
| NBR | C | 0.64 | 23.1 | 29.8 | C | 0.64 | 23.5 | 29.3 |
| WBLT | B | 0.58 | 12.5 | 39.1 | A | 0.48 | 8.0 | 23.9 |
| WBTR | B | 0.58 | 12.1 | 39.7 | A | 0.48 | 8.2 | 23.4 |
| SBL | A | 0.24 | 8.3 | 6.7 | E | 0.88 | 45.2 | 76.1 |
| SBTR | A | 0.11 | 7.6 | 3.0 | C | 0.50 | 19.3 | 18.4 |
| EBLT | B | 0.53 | 11.9 | 29.3 | C | 0.56 | 16.8 | 27.2 |
| EBTR | B | 0.53 | 11.2 | 29.1 | C | 0.56 | 15.2 | 27.8 |
| Overall | B | - | 13.0 | - | C | - | 18.0 | - |

Table 10: Summary of Traffic Operations – Option 3 Total Traffic Volumes (2027)

| | AM Peak Hour | | | | PM Peak Hour | | | |
|--|--------------|------|-----------|-----------|--------------|------|-----------|-----------|
| | LOS | V/C | Delay (s) | Queue (m) | LOS | V/C | Delay (s) | Queue (m) |
| Dufferin County Road 109 & Dufferin County Road 3 & 2nd Line Amaranth (Roundabout) | | | | | | | | |
| NBLT | C | 0.33 | 16.7 | 9.4 | B | 0.14 | 12.1 | 3.5 |
| NBR | F | 0.88 | 51.4 | 67.1 | E | 0.85 | 44.3 | 56.6 |
| WBLT | C | 0.66 | 15.2 | 63.7 | A | 0.57 | 9.6 | 32.3 |
| WBTR | B | 0.66 | 14.8 | 64.2 | A | 0.57 | 9.8 | 31.4 |
| SBL | B | 0.59 | 10.2 | 8.2 | F | 1.07 | 98.5 | 178.0 |
| SBTR | A | 0.14 | 9.1 | 3.6 | D | 0.61 | 28.7 | 24.0 |
| EBLT | C | 0.65 | 16.1 | 49.3 | C | 0.68 | 22.5 | 41.0 |

| | AM Peak Hour | | | | PM Peak Hour | | | |
|----------------|--------------|------|-----------|-----------|--------------|------|-----------|-----------|
| | LOS | V/C | Delay (s) | Queue (m) | LOS | V/C | Delay (s) | Queue (m) |
| EBTR | C | 0.65 | 15.1 | 50.3 | C | 0.68 | 20.4 | 42.5 |
| Overall | C | - | 19.3 | - | D | - | 29.5 | - |

The result of the operational analysis of the roundabout configuration indicates that a two lane roundabout would be required to accommodate the future traffic volumes, and this configuration would still experience operational deficiencies in accommodating the northbound right and southbound left turns by 2041 as a result of the high through traffic volumes along Dufferin County Road 109. Southbound queues approaching the intersection would extend to nearly 180m by 2041, approximately 60m longer than the signalized configuration.

Overall, the analysis of the roundabout configuration indicates that the signalized intersections analyzed previously will provide better traffic operations by the 2041 horizon year than the roundabout configuration and will be more adaptable to future changes in traffic patterns.

4.4 EVALUATION OF ALTERNATIVES





Based on a review of the traffic operations under projected future 2027 and 2041 traffic volumes, WSP has provided a comparative evaluation of the future background (do nothing) configuration and Options 1b, 2c and 3. Table 11 provides an excerpt of WSP's full alternatives evaluation table for the three options.

Table 11: Alternatives Evaluation - Transportation

| Factor / Indicator | Option 0 – Do Nothing | Option 1b: 2nd Line Amaranth Realignment (CR23 Diverted to CR 3) | Option 2c: CR 23 Realignment (CR3 Continuous) | Option 3: Roundabout (2nd Line Amaranth, CR 3, 23, and 109) |
|--|---|---|---|--|
| <p>Ability to accommodate predicted traffic (2041)</p> | <ul style="list-style-type: none"> • Projected 2041 traffic will exceed the capacity of unsignalized intersections along Dufferin County Road 109. • Traffic along Dufferin County Road 109 will be at capacity of a single lane. • Dufferin County Road 109 will have limited capacity to accommodate proposed developments to the north. • Congestion on Dufferin County Road 109 may promote cut-through via Montgomery Boulevard. | <ul style="list-style-type: none"> • Consolidated CR109 / CR3 / 2nd Line Amaranth Intersection will require the following elements to maintain an acceptable level of service for all movements: • Extension of two CR109 EB lanes to the intersection to provide 2 EB through lanes. • Dedicated left turn lanes with left turn signal heads on all approaches. • Dedicated NB right turn lane – dedicated right turn signal head would improve operations of this movement. • New intersection of CR 3 / CR 23 can operate unsignalized but will require a left turn lane from CR 3 WB. The left turn from CR 23 will operate at LOS E during PM peak; may require signalization / roundabout in the longer term. • Improvements at CR109 / CR109 South intersection | <ul style="list-style-type: none"> • Projected intersection volumes are the same as for Option 1b, same requirements for intersection lane configurations. • Extension of Paula Court will be more extensive than Option 1b as Dufferin County Road 3 alignment will be further to the west. Extension of Paula Court by approx. 200m will be required. • EB peak hour queues approaching Dufferin County Road 109 South intersection may extend up to 240m by 2041. Spacing between Realigned 2nd Line Amaranth and Dufferin County Road 109 South will be approximately 690m, which will be sufficient to accommodate these queues without impacting upstream operations. This option has a slightly longer storage length to accommodate queues if | <ul style="list-style-type: none"> • Projected intersection volumes are the same as for Options 1b and 2c. • Projected 2027 and 2041 traffic volumes will require a 2-lane roundabout at a minimum. • Projected NB right and SB left will be at or near capacity under a 2-lane roundabout configuration; potential to accommodate additional traffic growth will be limited. |

| Factor / Indicator | Option 0 – Do Nothing | Option 1b: 2nd Line Amaranth Realignment (CR23 Diverted to CR 3) | Option 2c: CR 23 Realignment (CR3 Continuous) | Option 3: Roundabout (2nd Line Amaranth, CR 3, 23, and 109) |
|--|--|---|---|---|
| | | <p>will be required to mitigate potential for EB queue spillback to new intersection at Dufferin County Road 3.</p> <ul style="list-style-type: none"> • In order to avoid diversion from Paula Court, Paula Court extended to realignment of CR 23 (approx. 85m extension). • EB peak hour queues approaching Dufferin County Road 109 South intersection may extend up to 240m by 2041. Spacing between realigned 2nd Line Amaranth and Dufferin County Road 109 South will be approximately 535m, which will be sufficient to accommodate these queues without impacting upstream operations. | <p>they were to exceed this length in future conditions.</p> | |
| <p>Resilience to extreme events and emergency response</p> | <ul style="list-style-type: none"> • Surges in traffic along Dufferin County Road 109 would create difficulty and high delays for vehicles attempting to join Dufferin County Road 109 from stop controlled side road approaches. | <ul style="list-style-type: none"> • Traffic signal can be monitored and timings adjusted to respond to fluctuation or surges in traffic demand. • Traffic at a signalized intersection can be controlled by paid duty police in an emergency situation. | <ul style="list-style-type: none"> • Traffic signal can be monitored and timings adjusted to respond to fluctuations or surges in traffic demand. • Traffic at a signalized intersection can be controlled by paid duty police in an emergency situation. | <ul style="list-style-type: none"> • Intersection configuration is fixed and cannot be adjusted to accommodate additional capacity when required. • More limited ability to control traffic using paid duty police in an emergency. • No impacts to roundabout operations during a power outage. |

| Factor / Indicator | Option 0 – Do Nothing | Option 1b: 2nd Line Amaranth Realignment (CR23 Diverted to CR 3) | Option 2c: CR 23 Realignment (CR3 Continuous) | Option 3: Roundabout (2nd Line Amaranth, CR 3, 23, and 109) |
|---------------------------------------|--|---|---|---|
| | | <ul style="list-style-type: none"> • Potential to implement signal pre-emption to reduce delay to emergency vehicles. • Signal operation relies on electricity and may be non-functional during a power outage. | <ul style="list-style-type: none"> • Potential for to implement signal pre-emption to reduce delay to emergency vehicles. • Signal operation relies on electricity and may be non-functional during a power outage. | |
| Impact on goods and services movement | Through traffic along CR 109 will result in delays to truck movements from stop controlled side road approaches. | <ul style="list-style-type: none"> • Signalized operation will create additional capacity from truck traffic generated by development to the north. • Intersection amber/red clearance can be adjusted to reflect required intersection clearance by heavy vehicles. <p>Both CR109 and CR23 have a grade to the west, trucks heading eastbound will be required to stop on a downgrade which may be difficult in winter months. Trucks departing westbound will be required to climb the grade, potential from an initial stop condition – potential impacts to vehicle speeds and GHG emissions from truck acceleration on this grade.</p> | <ul style="list-style-type: none"> • Signalized operation will create additional capacity from truck traffic generated by development to the north. • Intersection amber/red clearance can be adjusted to reflect required intersection clearance by heavy vehicles. <p>Intersections with 2nd Line Amaranth and CR23 are approximately 150m to the west compared with Option 1b. Trucks will experience similar impacts with the road grade as in Option 1b, but the length of the grade and consequently the impacts to acceleration and GHG emissions will be slightly shorter.</p> | Heavy truck volumes generated by proposed development would require roundabout design to include truck aprons to accommodate truck turning paths. |
| Impacts on active transportation | No existing pedestrian or cycling facilities, | <ul style="list-style-type: none"> • Potential to integrate cycling facilities or protected | <ul style="list-style-type: none"> • Potential to integrate cycling facilities or protected | Pedestrian crossings can be accommodated by pedestrian cross-overs. Roundabouts can |

| Factor / Indicator | Option 0 – Do Nothing | Option 1b: 2nd Line Amaranth Realignment (CR23 Diverted to CR 3) | Option 2c: CR 23 Realignment (CR3 Continuous) | Option 3: Roundabout (2nd Line Amaranth, CR 3, 23, and 109) |
|--|--|--|--|--|
| | uncomfortable environment for active modes. | crossings into design if desired. Pedestrian crossings can be accommodated by pedestrian signals. | crossings into design if desired. Pedestrian crossings can be accommodated by pedestrian signals. | be difficult to navigate for cyclists. |
| Impacts to road user safety, municipal services, and traffic operations (waste removal, snow clearing) | <ul style="list-style-type: none"> Proximity of Dufferin County Road 23 intersection to Dufferin County Road 109 may contribute to operational and safety concerns. | <ul style="list-style-type: none"> Traffic signals support higher traffic speeds and consequently higher collision severity. Signal operation creates gaps to accommodate movements from side streets; increased safety over traffic having to find gaps in traffic to turn. Less complex than roundabouts for snow removal. Buried signal infrastructure required for signal operation. | <ul style="list-style-type: none"> Traffic signals support higher traffic speeds and consequently higher collision severity. Signal operation creates gaps to accommodate movements from side streets; increased safety over traffic having to find gaps in traffic to turn. Less complex than roundabouts for snow removal. Buried signal infrastructure required for signal operation. | <ul style="list-style-type: none"> Roundabout reduce vehicle speeds and collision severity compared with signalized operation. Greater complexity for snow clearing and reduced capacity for snow storage – snow on centre island may result in visibility obstructions. |
| Evaluation |  |  |  |  |

4.5 PREFERRED ALTERNATIVE

From a transportation technical perspective Option 1b and Option 2c are tied as the preferred option based on the transportation evaluation given the acceptable level of service for all impacted movements for the roads in each direction. This option also supports increases in traffic safety especially in light of projected future traffic volumes, ease of pedestrian crossings and the potential for integration of cycling facilities in the future. Option 0 does not solve the current concerns with traffic and safety and increases potential delays and surges in traffic. Option 3 does not accommodate future traffic volumes at an acceptable level of service and would need special design elements to account for heavy truck volumes and is difficult for cyclists to navigate.

Based on the alternatives assessment, Option 1b has been selected as the preferred alternative. This alternative will provide the best traffic operations of the alternatives assessed (tied with Alternative 2c) and the signalized operations will provide additional flexibility to be modified to accommodate future traffic patterns. Option 1b was selected as the preferred alternative as a result of additional consideration including environmental impacts, socio-economic impacts and property requirements. The full assessment of alternatives has been included as part of the Environmental Study Report.

5 POTENTIAL MITIGATION MEASURES

While the preferred design alternative for the Dufferin County Road 109 / Dufferin County Road 3 / 2nd Line Amaranth intersection is anticipated to adequately accommodate the projected 2041 traffic volumes, the analysis of traffic operations highlighted the potential for operational deficiencies at other intersections in the study area. As a result, additional sensitivity analysis has been undertaken for an additional scenario to test additional geometric or signal phasing modifications to address some of these deficiencies. The tested scenario includes the following modifications:

- Dufferin County Road 109 & Dufferin County Road 11 – maintaining the reconfiguration of the intersection approaches with dedicated left turn lanes and shared through/right turn lanes but adding a southbound left turn signal head to allow for permissive-protected operation.
- Dufferin County Road 109 & Dufferin County Road 109 South – widening the northbound approach to accommodate dual northbound left turn lanes and a single shared through / right turn lane.

The results of this scenario for the 2041 horizon are summarized in Table 12; detailed analysis output is included in Appendix H.

Table 12: Summary of Traffic Operations – Alternatives 1B & 2C Total Traffic Volumes (2041)

| | AM Peak Hour | | | | PM Peak Hour | | | |
|---|--------------|------|-----------|-----------|--------------|-------------|-------------|---------------|
| | LOS | V/C | Delay (s) | Queue (m) | LOS | V/C | Delay (s) | Queue (m) |
| 1. Dufferin County Road 109 & Dufferin County Road 11 | | | | | | | | |
| EBL | B | 0.11 | 13.9 | 11.2 | C | 0.41 | 28.0 | 21.1 |
| EBTR | D | 0.88 | 36.3 | #257.2 | C | 0.63 | 23.2 | 131.5 |
| WBLT | B | 0.50 | 19.5 | 85.9 | D | 0.87 | 36.2 | #235.5 |
| WBR | A | 0.14 | 2.6 | 8.0 | A | 0.22 | 5.9 | 18.7 |
| NBL | D | 0.12 | 44.5 | 12.4 | D | 0.13 | 45.8 | 12.1 |
| NBTR | E | 0.66 | 58.7 | 67.4 | F | 0.91 | 84.3 | #111.6 |
| SBL | E | 0.87 | 64.5 | #96.6 | F | 1.00 | 91.8 | #93.5 |
| SBTR | C | 0.35 | 32.1 | 53.0 | C | 0.36 | 29.7 | 55.4 |
| Overall | D | - | 35.8 | - | D | - | 41.3 | - |
| 4. Dufferin County Road 109 / Dufferin County Road 16 & Dufferin County Road 109 South | | | | | | | | |
| EBL | C | 0.12 | 20.6 | 10.3 | C | 0.08 | 23.8 | 8.2 |
| EBT | D | 0.80 | 37.0 | 186.7 | E | 0.97 | 60.7 | #285.1 |
| EBR | A | 0.69 | 6.6 | 38.1 | B | 0.53 | 1.5 | 0.0 |
| WBL | C | 0.60 | 20.3 | 31.6 | D | 0.67 | 35.7 | #76.9 |
| WBT | C | 0.63 | 21.9 | 138.6 | B | 0.65 | 19.0 | 174.9 |
| WBR | A | 0.02 | 0.0 | 0.0 | A | 0.03 | 0.1 | 0.4 |
| NBL | D | 0.74 | 39.3 | 74.8 | D | 0.86 | 50.6 | 84.6 |
| NBTR | A | 0.31 | 6.2 | 19.1 | A | 0.48 | 8.6 | 27.9 |

| | AM Peak Hour | | | | PM Peak Hour | | | |
|----------------|--------------|------|-----------|-----------|--------------|------|-----------|-----------|
| | LOS | V/C | Delay (s) | Queue (m) | LOS | V/C | Delay (s) | Queue (m) |
| SBL | D | 0.07 | 42.5 | 8.8 | E | 0.47 | 72.8 | 19.1 |
| SBTR | C | 0.14 | 27.4 | 11.9 | D | 0.29 | 35.1 | 15.3 |
| Overall | C | - | 23.8 | - | C | - | 34.3 | - |

Notes:

- 1** Queues listed represented 95th percentile queues as reported by Synchro.
 - a** # – 95th percentile volume exceeds capacity; queue may be longer. Queue shown is maximum after two cycles.
 - b** m – indicates that the queue is metered by an upstream signal.

The analysis of the modified configurations indicates the following:

- Dufferin County Road 109 & Dufferin County Road 11 – the implementation of a dedicated southbound left turn signal will not result in an additional improvement to the southbound left turn. While this operation will provide additional capacity for this southbound left turn movement, the left turn phase would have to remain short to continue to allow sufficient throughput along Dufferin County Road 109 eastbound and westbound. As a result, the ability to extend the southbound left turn will be limited without negatively impacting operations on Dufferin County Road 109. Additionally, the provision of a dedicated southbound left turn will limit the length of the northbound movement; the analysis shows that with a separate southbound left turn in place, the northbound through / right movement will degrade to a LOS F and V/C ratio of 1.00 during the PM peak hour.
- Dufferin County Road 109 & Dufferin County Road 109 South – the implementation of dual northbound left turn lanes will result in improvements for most movements at the intersection. The additional northbound left turn capacity will improve the operations of this movement to below capacity, with 2041 AM and PM peak hour V/C ratios of 0.74 and 0.86, respectively. This additional capacity will also allow the rebalancing of the signal phasing to bring the westbound left turn below capacity as well. With the increased traffic on Dufferin County Road 109, the eastbound through movement will remain near capacity during 2041 PM peak hour with a V/C ratio of 0.97 and queues approaching 285m. Overall, the provision of dual left turn lanes can result in overall improvements at the intersection but will maintain the eastbound throughput at a similar level to the previous analysis of Alternatives 1b and 2c.

The sensitivity analysis indicates that signal phasing and intersection lane modifications are expected to provide limited benefit at Dufferin County Road 11 and some benefit at Dufferin County Road 109 South. It is noted that the growth in traffic to 2041 will result in increased demand in eastbound and westbound throughput on Dufferin County Road 109, which will consequently result in operations approaching capacity at the intersections along the Dufferin County Road 109 corridor. With limited capacity for further improvements to these operations through signal timing modifications, this may point to a potential need for a future widening of Dufferin County Road 109 to two continuous lanes in each direction from Dufferin County Road 11 to east of Dufferin County Road 109 South. This widening has also been identified as a future improvement in the 2023 Dufferin County Transportation Master Plan.

It is additionally noted that the previous traffic analysis noted the potential for long delays for the stop controlled movements at the intersection of Dufferin County Roads 3 and 11. While improvements at this intersection are beyond the scope of this EA, these results suggest the need for enhanced traffic control measures in the future at this intersection in the form of all-way stop control, roundabout or signalization to maintain acceptable operations. It is recommended the County continues to monitor operations at this intersection and evaluate the warrants for additional traffic control measures if required.

6 CONCLUSIONS

WSP has prepared this traffic analysis report in support of the EA study for the reconfiguration of 2nd Line Amaranth at Dufferin County Road 109 to support future development to the north. Traffic operations analysis included an examination of existing conditions, future background (do-nothing) and three short listed design concepts generated through the EA study. The traffic analysis included the following key observations:

- Traffic operations under existing conditions are generally at acceptable levels, with all operations operating at an overall LOS C or better. Existing movements that experience higher delays include 2nd Line Amaranth southbound approaching Dufferin County Road 109, Dufferin County Road 3 northbound left to Dufferin County Road 109, and Dufferin County Road 109 eastbound through movement at Dufferin County Road 109 South.
- Future traffic volumes were projected for the 2027 and 2041 horizon years based on annual traffic growth of 1.5% per year. The future background analysis includes this annual growth but excludes the proposed development on 2nd Line Amaranth (as this is contingent on the implementation of one of the EA alternatives). By the 2041 horizon year, all intersections in the study area will operate at a LOS D or better, but there will be specific movements that will be at or over capacity:
 - Dufferin County Road 109 & Dufferin County Road 11 – southbound left near capacity by 2041 (AM and PM).
 - Dufferin County Road 109 & 2nd Line Amaranth – southbound approach delays reach LOS F by 2041 (PM).
 - Dufferin County Road 109 & Dufferin County Road 3 – northbound left turn delays reach LOS F by 2041 (AM and PM).
 - Dufferin County Road 109 and Dufferin County Road 109 South – northbound left turn exceeds capacity by 2041 (AM), 2027 (PM).
 - Dufferin County Road 3 & Dufferin County Road 11 – northbound and southbound approach delays increase to LOS D and E respectively by 2041 (AM and PM).
- Three future alternatives have been short-listed for evaluation for the EA process:
 - Option 1b – realignment of 2nd Line Amaranth to opposite existing Dufferin County Road 3, signalized intersection with Dufferin County Road 109.
 - Option 2c – realignment of Dufferin County Road 2 to opposite existing 2nd Line Amaranth, signalized intersection with Dufferin County Road 109.
 - Option 3 – same as Option 1b, with roundabout at intersection Dufferin County Road 109.
- The traffic operations analysis for 1b and 2c are identical as the proposed lane configurations will be the same. This analysis indicates that the combined Dufferin County Road 109 / Dufferin County Road 3 / 2nd Line Amaranth intersection will operate with all movements at an acceptable level of service to 2041. However, the analysis indicates operational issues that will occur at the intersections of Dufferin County Road 109 with Dufferin County Road 11 and Dufferin County Road 109 South as a result of the additional traffic generated by the proposed development on 2nd Line Amaranth.
- The traffic operations analysis for Option 3 indicates that even with a two lane roundabout, there will be operational issues with roundabout control at the consolidated intersection by 2041.
- Future operational issues at the Dufferin County Road 109 / Dufferin County Road 109 South can be mitigated to an extent through signal timing modifications and the expansion of the northbound approach to include dual northbound left turn lanes. However, future operational issues at the Dufferin County Road 109 / Dufferin County Road 11 intersection cannot be mitigated through signal timing modifications. It is anticipated that widening of the Dufferin County Road 109 corridor to two lanes in each direction from Dufferin County Road 11 to east of Dufferin County Road 109 South will be required in the future to mitigate the potential for congestion; it is noted that the widening of Dufferin County Road 109 is included as a recommended project in the 2023 Dufferin County Transportation Master Plan.

- Future traffic growth along Dufferin County Road 3 is expected to contribute to increased delays at the side approaches from Dufferin County Road 11. It is recommended that the County continue to monitor this intersection to determine the need for future improvements to traffic control.

Based on an evaluation of the short-listed alternatives, Option 1b has been identified as the preferred alternative as a result of transportation, environmental and socio-economic considerations. The recommended plan is a four-legged intersection connecting Dufferin County Road 109 with 2nd Line Amaranth and Dufferin County Road 3. In this plan, the 2nd Line Amaranth will be realigned to form the fourth leg of the Dufferin County Road 109 and Dufferin County Road 3 intersection. The intersection will be converted from stop-controlled to a four-way signalized intersection. The existing Dufferin County Road 3 will be realigned to remove the channelized northbound right turn lane and to improve the intersection geometry. Dufferin County Road 23 will be realigned further south of the existing Dufferin County Road 23 to ensure the intersection of Dufferin County Road 3 and Dufferin County Road 23 does not conflict with the proposed four-legged intersection. The realignment of Dufferin County Road 23 will provide adequate left turn storage and taper for vehicles turning left from Dufferin County Road 3 onto Dufferin County Road 23. As a result of realigning Dufferin County Road 23 to the south, existing Paula Court will be extended further south to maintain a T-intersection with Dufferin County Road 23. This proposed alignment ensures all roadways connect at a 90 degree angle and maintains minimum tangent lengths.

The realigned 2nd Line Amaranth will have two lanes and widen to four lanes at the intersection of Dufferin County Road 109 and Realigned 2nd Line Amaranth. The intersection will include a dedicated right and left turn lane for south bound traffic, one through lane for northbound traffic and one through lane for southbound traffic. The existing Dufferin County Road 109 will be widened to four lanes (two in each direction) with right- and left-turn lanes eastbound and westbound. Existing Dufferin County Road 3 will be widened at the realigned Dufferin County Road 23 T-intersection from a two lane roadway to a three lane roadway to accommodate a dedicated southbound left turn from Dufferin County Road 3 onto Realigned Dufferin County Road 23. At the four legged intersection, Dufferin County Road 3 will be further widened to a four lane road; comprising of one dedicated left turn and right turn lane for northbound traffic, and one through lane in each direction. The realigned Dufferin County Road 23 has will include two lanes, widening to three at the intersection of Dufferin County Road 3 and realigned Dufferin County Road 23 to accommodate one dedicated westbound left turn lane, one westbound right turn lane and one eastbound through lane. The extended Paula Court will maintain its existing two lane configuration.

APPENDIX

A TRAFFIC COUNT DATA





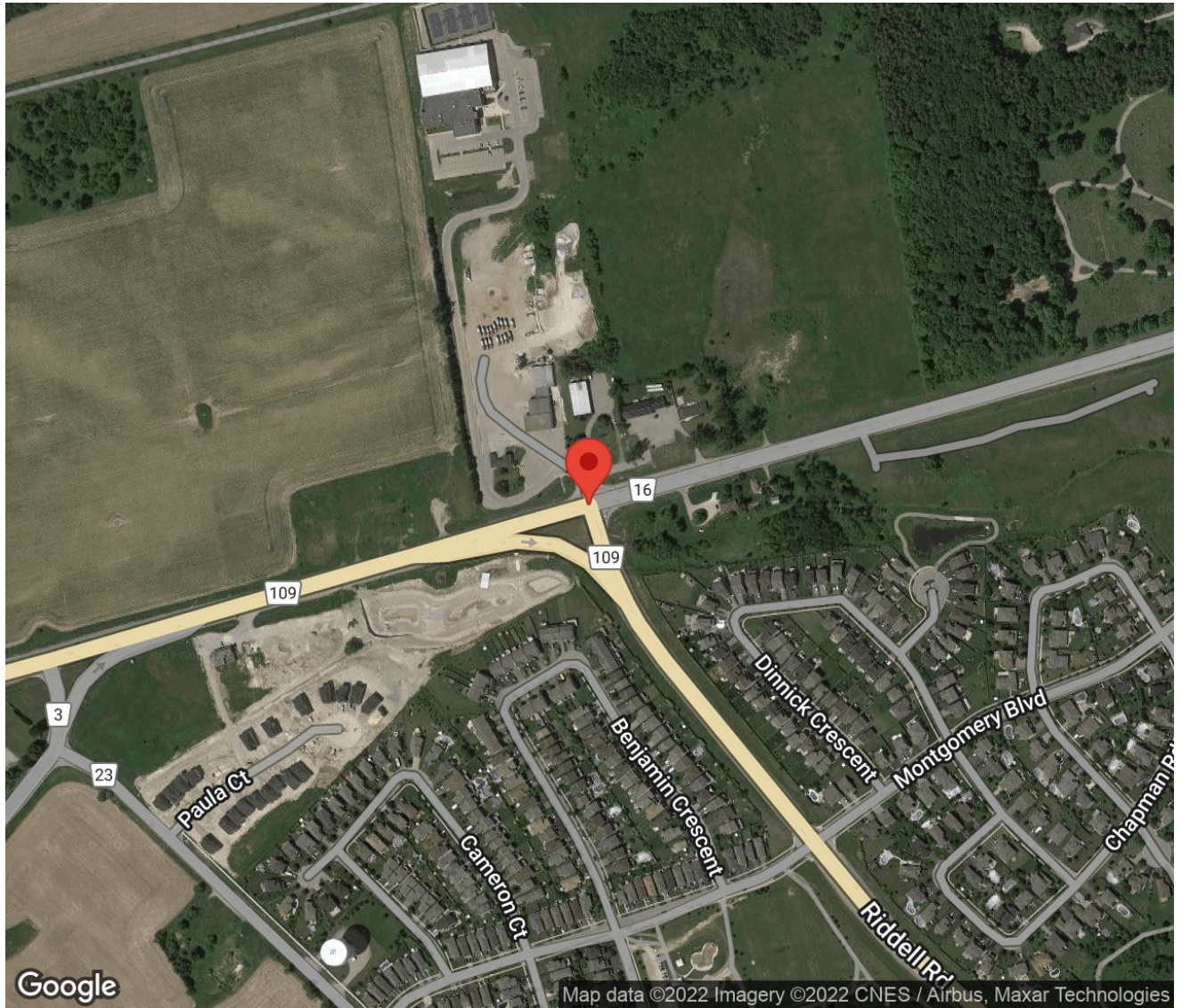
Project #22-279 - WSP

Intersection Count Report

Intersection: CR 109-CR 16 & Riddell Rd
Municipality: Orangeville
Count Date: Thursday, Sep 22, 2022
Site Code: 2227900001
Count Categories: Cars, Trucks, Bicycles, Pedestrians
Count Period: 07:00-19:00
Weather: Clear
Comments:

Traffic Count Map

Intersection: CR 109-CR 16 & Riddell Rd
Site Code: 2227900001
Municipality: Orangeville
Count Date: Sep 22, 2022



Traffic Count Summary

Intersection: CR 109-CR 16 & Riddell Rd
 Site Code: 2227900001
 Municipality: Orangeville
 Count Date: Sep 22, 2022

Riddell Rd - Traffic Summary

| Hour | North Approach Totals | | | | | | South Approach Totals | | | | | | Total |
|----------------------|---------------------------------|------------|------------|----------|------------|----------|---------------------------------|-----------|-------------|----------|-------------|----------|-------------|
| | Includes Cars, Trucks, Bicycles | | | | | | Includes Cars, Trucks, Bicycles | | | | | | |
| | Left | Thru | Right | U-Turn | Total | Peds | Left | Thru | Right | U-Turn | Total | Peds | |
| 07:00 - 08:00 | 4 | 6 | 13 | 0 | 23 | 0 | 202 | 7 | 69 | 0 | 278 | 0 | 301 |
| 08:00 - 09:00 | 9 | 10 | 11 | 0 | 30 | 0 | 254 | 8 | 142 | 0 | 404 | 0 | 434 |
| 09:00 - 10:00 | 8 | 7 | 16 | 0 | 31 | 0 | 233 | 9 | 97 | 0 | 339 | 0 | 370 |
| 10:00 - 11:00 | 12 | 16 | 16 | 0 | 44 | 0 | 190 | 5 | 120 | 0 | 315 | 0 | 359 |
| 11:00 - 12:00 | 21 | 12 | 13 | 0 | 46 | 0 | 210 | 3 | 121 | 0 | 334 | 0 | 380 |
| 12:00 - 13:00 | 16 | 5 | 11 | 0 | 32 | 1 | 242 | 8 | 120 | 0 | 370 | 0 | 402 |
| 13:00 - 14:00 | 9 | 2 | 11 | 0 | 22 | 0 | 248 | 5 | 132 | 0 | 385 | 0 | 407 |
| 14:00 - 15:00 | 10 | 8 | 14 | 0 | 32 | 0 | 309 | 7 | 143 | 0 | 459 | 0 | 491 |
| 15:00 - 16:00 | 12 | 7 | 15 | 0 | 34 | 0 | 386 | 7 | 182 | 0 | 575 | 0 | 609 |
| 16:00 - 17:00 | 12 | 11 | 11 | 0 | 34 | 0 | 394 | 13 | 176 | 0 | 583 | 0 | 617 |
| 17:00 - 18:00 | 26 | 14 | 14 | 0 | 54 | 0 | 390 | 15 | 200 | 0 | 605 | 0 | 659 |
| 18:00 - 19:00 | 16 | 11 | 5 | 0 | 32 | 0 | 267 | 8 | 168 | 0 | 443 | 0 | 475 |
| GRAND TOTAL | 155 | 109 | 150 | 0 | 414 | 1 | 3325 | 95 | 1670 | 0 | 5090 | 0 | 5504 |

Traffic Count Summary

Intersection: CR 109-CR 16 & Riddell Rd
 Site Code: 2227900001
 Municipality: Orangeville
 Count Date: Sep 22, 2022

CR 16 - Traffic Summary

| Hour | East Approach Totals | | | | | | West Approach Totals | | | | | | Total |
|----------------------|---------------------------------|-------------|------------|----------|-------------|----------|---------------------------------|-------------|-------------|----------|-------------|----------|--------------|
| | Includes Cars, Trucks, Bicycles | | | | | | Includes Cars, Trucks, Bicycles | | | | | | |
| | Left | Thru | Right | U-Turn | Total | Peds | Left | Thru | Right | U-Turn | Total | Peds | |
| 07:00 - 08:00 | 70 | 251 | 2 | 0 | 323 | 0 | 14 | 375 | 413 | 0 | 802 | 0 | 1125 |
| 08:00 - 09:00 | 130 | 295 | 16 | 0 | 441 | 0 | 20 | 426 | 435 | 0 | 881 | 0 | 1322 |
| 09:00 - 10:00 | 96 | 284 | 15 | 0 | 395 | 0 | 20 | 333 | 317 | 0 | 670 | 0 | 1065 |
| 10:00 - 11:00 | 92 | 265 | 20 | 0 | 377 | 0 | 14 | 302 | 334 | 0 | 650 | 0 | 1027 |
| 11:00 - 12:00 | 108 | 283 | 11 | 0 | 402 | 0 | 17 | 340 | 307 | 0 | 664 | 0 | 1066 |
| 12:00 - 13:00 | 112 | 294 | 5 | 0 | 411 | 0 | 10 | 370 | 300 | 0 | 680 | 0 | 1091 |
| 13:00 - 14:00 | 119 | 342 | 9 | 0 | 470 | 0 | 12 | 345 | 234 | 2 | 593 | 0 | 1063 |
| 14:00 - 15:00 | 142 | 362 | 6 | 0 | 510 | 0 | 11 | 362 | 290 | 0 | 663 | 0 | 1173 |
| 15:00 - 16:00 | 151 | 423 | 14 | 0 | 588 | 0 | 16 | 422 | 341 | 0 | 779 | 0 | 1367 |
| 16:00 - 17:00 | 148 | 475 | 13 | 0 | 636 | 0 | 15 | 381 | 387 | 0 | 783 | 0 | 1419 |
| 17:00 - 18:00 | 175 | 464 | 22 | 0 | 661 | 0 | 9 | 386 | 376 | 0 | 771 | 0 | 1432 |
| 18:00 - 19:00 | 147 | 317 | 13 | 0 | 477 | 0 | 11 | 328 | 284 | 0 | 623 | 0 | 1100 |
| GRAND TOTAL | 1490 | 4055 | 146 | 0 | 5691 | 0 | 169 | 4370 | 4018 | 2 | 8559 | 0 | 14250 |



Traffic Count Data

Intersection: CR 109-CR 16 & Riddell Rd
 Site Code: 2227900001
 Municipality: Orangeville
 Count Date: Sep 22, 2022

North Approach - Riddell Rd

| Start Time | Cars | | | | | Trucks | | | | | Bicycles | | | | | Total Peds |
|------------|------|---|---|---|-------|--------|---|---|---|-------|----------|---|---|---|-------|------------|
| | ← | ↑ | → | ↻ | Total | ← | ↑ | → | ↻ | Total | ← | ↑ | → | ↻ | Total | |
| 07:00 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30 | 0 | 2 | 1 | 0 | 3 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 | 3 | 3 | 0 | 0 | 6 | 0 | 0 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 | 0 | 3 | 1 | 0 | 4 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15 | 3 | 2 | 1 | 0 | 6 | 0 | 1 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30 | 2 | 2 | 0 | 0 | 4 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:45 | 4 | 2 | 1 | 0 | 7 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:00 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:15 | 1 | 0 | 5 | 0 | 6 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:30 | 5 | 1 | 1 | 0 | 7 | 0 | 0 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:45 | 0 | 3 | 1 | 0 | 4 | 1 | 1 | 2 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:00 | 3 | 1 | 1 | 0 | 5 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:15 | 0 | 3 | 0 | 0 | 3 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:30 | 6 | 5 | 3 | 0 | 14 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:45 | 3 | 4 | 6 | 0 | 13 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:00 | 8 | 2 | 2 | 0 | 12 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:15 | 1 | 2 | 2 | 0 | 5 | 0 | 1 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:30 | 5 | 1 | 2 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:45 | 7 | 4 | 2 | 0 | 13 | 0 | 1 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 |

| Start Time | Cars | | | | | Trucks | | | | | Bicycles | | | | | Total Peds |
|--------------------|------|----|----|---|-------|--------|----|----|---|-------|----------|---|---|---|-------|------------|
| | ← | ↑ | → | ↻ | Total | ← | ↑ | → | ↻ | Total | ← | ↑ | → | ↻ | Total | |
| 12:00 | 8 | 1 | 1 | 0 | 10 | 1 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:15 | 0 | 3 | 2 | 0 | 5 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 12:30 | 1 | 1 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:45 | 6 | 0 | 2 | 0 | 8 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:00 | 1 | 0 | 3 | 0 | 4 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:15 | 4 | 0 | 0 | 0 | 4 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:30 | 2 | 1 | 1 | 0 | 4 | 1 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:45 | 1 | 1 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:00 | 2 | 2 | 4 | 0 | 8 | 1 | 0 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:15 | 2 | 1 | 1 | 0 | 4 | 1 | 0 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:30 | 3 | 2 | 1 | 0 | 6 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:45 | 0 | 3 | 2 | 0 | 5 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:00 | 5 | 4 | 3 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:15 | 6 | 0 | 2 | 0 | 8 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:30 | 0 | 3 | 2 | 0 | 5 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:45 | 1 | 0 | 2 | 0 | 3 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 | 1 | 4 | 3 | 0 | 8 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15 | 3 | 2 | 2 | 0 | 7 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30 | 5 | 2 | 1 | 0 | 8 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45 | 3 | 2 | 2 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 5 | 1 | 3 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15 | 10 | 4 | 6 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30 | 6 | 6 | 4 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45 | 4 | 3 | 1 | 0 | 8 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | 5 | 2 | 1 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:15 | 4 | 2 | 1 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:30 | 7 | 6 | 1 | 0 | 14 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:45 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| SUBTOTAL | 148 | 98 | 81 | 0 | 327 | 7 | 11 | 69 | 0 | 87 | 0 | 0 | 0 | 0 | 0 | 1 |
| GRAND TOTAL | 148 | 98 | 81 | 0 | 327 | 7 | 11 | 69 | 0 | 87 | 0 | 0 | 0 | 0 | 0 | 1 |

Traffic Count Data

Intersection: CR 109-CR 16 & Riddell Rd
 Site Code: 2227900001
 Municipality: Orangeville
 Count Date: Sep 22, 2022

South Approach - CR 109

| Start Time | Cars | | | | | Trucks | | | | | Bicycles | | | | | Total Peds |
|------------|------|---|----|---|-------|--------|---|---|---|-------|----------|---|---|---|-------|------------|
| | ← | ↑ | → | ↻ | Total | ← | ↑ | → | ↻ | Total | ← | ↑ | → | ↻ | Total | |
| 07:00 | 35 | 1 | 9 | 0 | 45 | 13 | 0 | 1 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15 | 33 | 3 | 18 | 0 | 54 | 12 | 0 | 1 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30 | 39 | 0 | 16 | 0 | 55 | 12 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 | 37 | 3 | 24 | 0 | 64 | 21 | 0 | 0 | 0 | 21 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 | 33 | 1 | 23 | 0 | 57 | 17 | 0 | 0 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15 | 46 | 3 | 30 | 0 | 79 | 24 | 0 | 1 | 0 | 25 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30 | 29 | 1 | 54 | 0 | 84 | 22 | 0 | 0 | 0 | 22 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:45 | 48 | 3 | 33 | 0 | 84 | 35 | 0 | 1 | 0 | 36 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:00 | 52 | 3 | 27 | 0 | 82 | 18 | 0 | 0 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:15 | 42 | 2 | 18 | 0 | 62 | 13 | 0 | 1 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:30 | 24 | 3 | 26 | 0 | 53 | 12 | 0 | 1 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:45 | 44 | 1 | 24 | 0 | 69 | 28 | 0 | 0 | 0 | 28 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:00 | 30 | 1 | 32 | 0 | 63 | 10 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:15 | 30 | 1 | 39 | 0 | 70 | 23 | 0 | 1 | 0 | 24 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:30 | 32 | 2 | 28 | 0 | 62 | 18 | 0 | 0 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:45 | 37 | 0 | 20 | 0 | 57 | 10 | 1 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:00 | 31 | 0 | 25 | 0 | 56 | 22 | 1 | 1 | 0 | 24 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:15 | 41 | 1 | 40 | 0 | 82 | 16 | 0 | 0 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:30 | 27 | 0 | 31 | 0 | 58 | 20 | 0 | 0 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:45 | 39 | 1 | 23 | 0 | 63 | 14 | 0 | 1 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 |

| Start Time | Cars | | | | | Trucks | | | | | Bicycles | | | | | Total Peds |
|--------------------|------|----|------|---|-------|--------|---|----|---|-------|----------|---|---|---|-------|------------|
| | ↶ | ↑ | ↷ | ↶ | Total | ↶ | ↑ | ↷ | ↶ | Total | ↶ | ↑ | ↷ | ↶ | Total | |
| 12:00 | 37 | 1 | 31 | 0 | 69 | 15 | 1 | 0 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:15 | 28 | 2 | 26 | 0 | 56 | 25 | 0 | 2 | 0 | 27 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:30 | 47 | 0 | 35 | 0 | 82 | 22 | 0 | 0 | 0 | 22 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:45 | 44 | 4 | 24 | 0 | 72 | 24 | 0 | 2 | 0 | 26 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:00 | 51 | 2 | 36 | 0 | 89 | 13 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:15 | 28 | 1 | 27 | 0 | 56 | 13 | 0 | 1 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:30 | 61 | 1 | 34 | 0 | 96 | 19 | 0 | 4 | 0 | 23 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:45 | 50 | 1 | 29 | 0 | 80 | 13 | 0 | 1 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:00 | 48 | 2 | 27 | 0 | 77 | 19 | 1 | 1 | 0 | 21 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:15 | 52 | 1 | 34 | 0 | 87 | 26 | 0 | 2 | 0 | 28 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:30 | 58 | 1 | 35 | 0 | 94 | 27 | 0 | 0 | 0 | 27 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:45 | 53 | 2 | 43 | 0 | 98 | 26 | 0 | 1 | 0 | 27 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:00 | 80 | 1 | 47 | 0 | 128 | 17 | 0 | 0 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:15 | 77 | 2 | 37 | 0 | 116 | 29 | 0 | 1 | 0 | 30 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:30 | 71 | 4 | 47 | 0 | 122 | 14 | 0 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:45 | 87 | 0 | 47 | 0 | 134 | 11 | 0 | 3 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 | 82 | 4 | 45 | 0 | 131 | 16 | 0 | 1 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15 | 90 | 3 | 45 | 0 | 138 | 12 | 0 | 1 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30 | 91 | 3 | 35 | 0 | 129 | 11 | 1 | 3 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45 | 86 | 2 | 45 | 0 | 133 | 6 | 0 | 1 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 105 | 5 | 44 | 0 | 154 | 14 | 0 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15 | 94 | 7 | 50 | 0 | 151 | 3 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30 | 87 | 2 | 50 | 0 | 139 | 10 | 0 | 2 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45 | 71 | 1 | 54 | 0 | 126 | 6 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | 74 | 5 | 33 | 0 | 112 | 4 | 0 | 1 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:15 | 59 | 2 | 38 | 0 | 99 | 8 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:30 | 48 | 0 | 53 | 0 | 101 | 5 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:45 | 61 | 1 | 43 | 0 | 105 | 8 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 |
| SUBTOTAL | 2549 | 90 | 1634 | 0 | 4273 | 776 | 5 | 36 | 0 | 817 | 0 | 0 | 0 | 0 | 0 | 0 |
| GRAND TOTAL | 2549 | 90 | 1634 | 0 | 4273 | 776 | 5 | 36 | 0 | 817 | 0 | 0 | 0 | 0 | 0 | 0 |



Traffic Count Data

Intersection: CR 109-CR 16 & Riddell Rd
 Site Code: 2227900001
 Municipality: Orangeville
 Count Date: Sep 22, 2022

East Approach - CR 16

| Start Time | Cars | | | | | Trucks | | | | | Bicycles | | | | | Total Peds |
|------------|------|----|---|---|-------|--------|----|---|---|-------|----------|---|---|---|-------|------------|
| | ← | ↑ | → | ↻ | Total | ← | ↑ | → | ↻ | Total | ← | ↑ | → | ↻ | Total | |
| 07:00 | 15 | 63 | 0 | 0 | 78 | 1 | 4 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15 | 12 | 58 | 0 | 0 | 70 | 0 | 11 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30 | 18 | 67 | 0 | 0 | 85 | 1 | 9 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 | 22 | 33 | 1 | 0 | 56 | 1 | 6 | 1 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 | 26 | 75 | 1 | 0 | 102 | 1 | 4 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15 | 30 | 65 | 2 | 0 | 97 | 2 | 5 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30 | 37 | 72 | 6 | 0 | 115 | 0 | 6 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:45 | 33 | 57 | 7 | 0 | 97 | 1 | 11 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:00 | 25 | 70 | 5 | 0 | 100 | 0 | 10 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:15 | 18 | 79 | 8 | 0 | 105 | 0 | 4 | 1 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:30 | 25 | 63 | 0 | 0 | 88 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:45 | 28 | 50 | 1 | 0 | 79 | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:00 | 18 | 55 | 2 | 0 | 75 | 2 | 7 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:15 | 26 | 58 | 7 | 0 | 91 | 1 | 4 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:30 | 20 | 66 | 8 | 0 | 94 | 0 | 6 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:45 | 25 | 65 | 2 | 0 | 92 | 0 | 4 | 1 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:00 | 27 | 61 | 0 | 0 | 88 | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:15 | 19 | 70 | 1 | 0 | 90 | 1 | 3 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:30 | 28 | 83 | 3 | 0 | 114 | 0 | 5 | 1 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:45 | 33 | 55 | 5 | 0 | 93 | 0 | 2 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 |

| Start Time | Cars | | | | | Trucks | | | | | Bicycles | | | | | Total Peds |
|--------------------|------|------|-----|---|-------|--------|-----|----|---|-------|----------|---|---|---|-------|------------|
| | ↶ | ↷ | ↸ | ↹ | Total | ↶ | ↷ | ↸ | ↹ | Total | ↶ | ↷ | ↸ | ↹ | Total | |
| 12:00 | 30 | 78 | 1 | 0 | 109 | 1 | 7 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:15 | 25 | 60 | 0 | 0 | 85 | 3 | 6 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:30 | 23 | 73 | 3 | 0 | 99 | 0 | 8 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:45 | 30 | 56 | 1 | 0 | 87 | 0 | 6 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:00 | 40 | 75 | 2 | 0 | 117 | 0 | 7 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:15 | 31 | 94 | 4 | 0 | 129 | 0 | 8 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:30 | 22 | 60 | 1 | 0 | 83 | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:45 | 25 | 87 | 2 | 0 | 114 | 1 | 6 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:00 | 35 | 74 | 1 | 0 | 110 | 1 | 12 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:15 | 33 | 80 | 3 | 0 | 116 | 0 | 10 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:30 | 42 | 90 | 1 | 0 | 133 | 2 | 8 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:45 | 29 | 78 | 1 | 0 | 108 | 0 | 10 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:00 | 39 | 99 | 2 | 0 | 140 | 0 | 9 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:15 | 40 | 90 | 3 | 0 | 133 | 0 | 5 | 2 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:30 | 44 | 130 | 2 | 0 | 176 | 2 | 6 | 2 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:45 | 25 | 80 | 3 | 0 | 108 | 1 | 4 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 | 35 | 121 | 4 | 0 | 160 | 0 | 6 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15 | 42 | 105 | 5 | 0 | 152 | 1 | 5 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30 | 34 | 126 | 2 | 0 | 162 | 1 | 4 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45 | 35 | 106 | 2 | 0 | 143 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 45 | 126 | 12 | 0 | 183 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15 | 52 | 129 | 5 | 0 | 186 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30 | 42 | 123 | 2 | 0 | 167 | 1 | 3 | 1 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45 | 35 | 78 | 1 | 0 | 114 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | 46 | 95 | 5 | 0 | 146 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:15 | 37 | 73 | 6 | 0 | 116 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:30 | 22 | 76 | 1 | 0 | 99 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:45 | 42 | 67 | 1 | 0 | 110 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| SUBTOTAL | 1465 | 3794 | 135 | 0 | 5394 | 25 | 261 | 11 | 0 | 297 | 0 | 0 | 0 | 0 | 0 | 0 |
| GRAND TOTAL | 1465 | 3794 | 135 | 0 | 5394 | 25 | 261 | 11 | 0 | 297 | 0 | 0 | 0 | 0 | 0 | 0 |



Traffic Count Data

Intersection: CR 109-CR 16 & Riddell Rd
 Site Code: 2227900001
 Municipality: Orangeville
 Count Date: Sep 22, 2022

West Approach - CR 109

| Start Time | Cars | | | | | Trucks | | | | | Bicycles | | | | | Total Peds |
|------------|------|-----|-----|---|-------|--------|----|----|---|-------|----------|---|---|---|-------|------------|
| | ← | ↑ | → | ↻ | Total | ← | ↑ | → | ↻ | Total | ← | ↑ | → | ↻ | Total | |
| 07:00 | 2 | 71 | 74 | 0 | 147 | 2 | 9 | 17 | 0 | 28 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15 | 0 | 74 | 85 | 0 | 159 | 1 | 4 | 16 | 0 | 21 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30 | 5 | 94 | 83 | 0 | 182 | 1 | 6 | 20 | 0 | 27 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 | 0 | 109 | 101 | 0 | 210 | 3 | 8 | 17 | 0 | 28 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 | 2 | 125 | 89 | 0 | 216 | 1 | 10 | 9 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15 | 4 | 85 | 79 | 0 | 168 | 2 | 9 | 26 | 0 | 37 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30 | 3 | 109 | 108 | 0 | 220 | 2 | 7 | 22 | 0 | 31 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:45 | 3 | 77 | 86 | 0 | 166 | 3 | 4 | 16 | 0 | 23 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:00 | 3 | 72 | 56 | 0 | 131 | 2 | 5 | 20 | 0 | 27 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:15 | 2 | 84 | 54 | 0 | 140 | 2 | 8 | 16 | 0 | 26 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:30 | 2 | 73 | 71 | 0 | 146 | 3 | 6 | 33 | 0 | 42 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:45 | 2 | 79 | 54 | 0 | 135 | 4 | 6 | 13 | 0 | 23 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:00 | 3 | 72 | 63 | 0 | 138 | 2 | 5 | 14 | 0 | 21 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:15 | 3 | 61 | 56 | 0 | 120 | 1 | 6 | 32 | 0 | 39 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:30 | 2 | 90 | 70 | 0 | 162 | 0 | 6 | 24 | 0 | 30 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:45 | 1 | 60 | 49 | 0 | 110 | 2 | 2 | 26 | 0 | 30 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:00 | 2 | 80 | 50 | 0 | 132 | 1 | 3 | 21 | 0 | 25 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:15 | 2 | 69 | 69 | 0 | 140 | 4 | 4 | 21 | 0 | 29 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:30 | 4 | 90 | 55 | 0 | 149 | 1 | 7 | 20 | 0 | 28 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:45 | 1 | 83 | 51 | 0 | 135 | 2 | 4 | 20 | 0 | 26 | 0 | 0 | 0 | 0 | 0 | 0 |

| Start Time | Cars | | | | | Trucks | | | | | Bicycles | | | | | Total Peds |
|--------------------|------|------|------|---|-------|--------|-----|-----|---|-------|----------|---|---|---|-------|------------|
| | | | | | Total | | | | | Total | | | | | Total | |
| 12:00 | 0 | 95 | 52 | 0 | 147 | 1 | 14 | 16 | 0 | 31 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:15 | 1 | 78 | 55 | 0 | 134 | 2 | 8 | 24 | 0 | 34 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:30 | 0 | 69 | 51 | 0 | 120 | 2 | 1 | 19 | 0 | 22 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:45 | 2 | 94 | 63 | 0 | 159 | 2 | 11 | 20 | 0 | 33 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:00 | 2 | 70 | 53 | 0 | 125 | 0 | 8 | 15 | 0 | 23 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:15 | 1 | 83 | 43 | 0 | 127 | 2 | 6 | 15 | 2 | 25 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:30 | 2 | 68 | 44 | 0 | 114 | 1 | 5 | 14 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:45 | 1 | 98 | 28 | 0 | 127 | 3 | 7 | 22 | 0 | 32 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:00 | 4 | 97 | 42 | 0 | 143 | 1 | 14 | 13 | 0 | 28 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:15 | 1 | 84 | 45 | 0 | 130 | 2 | 5 | 20 | 0 | 27 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:30 | 0 | 72 | 62 | 0 | 134 | 0 | 11 | 27 | 0 | 38 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:45 | 2 | 70 | 53 | 0 | 125 | 1 | 9 | 28 | 0 | 38 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:00 | 2 | 88 | 46 | 0 | 136 | 3 | 20 | 13 | 0 | 36 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:15 | 1 | 107 | 64 | 0 | 172 | 1 | 11 | 22 | 0 | 34 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:30 | 3 | 96 | 76 | 0 | 175 | 3 | 12 | 23 | 0 | 38 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:45 | 1 | 82 | 75 | 0 | 158 | 2 | 6 | 22 | 0 | 30 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 | 1 | 92 | 82 | 0 | 175 | 0 | 5 | 16 | 0 | 21 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15 | 6 | 81 | 87 | 0 | 174 | 0 | 7 | 14 | 0 | 21 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30 | 1 | 89 | 83 | 0 | 173 | 2 | 8 | 10 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45 | 3 | 92 | 87 | 0 | 182 | 2 | 7 | 8 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 3 | 88 | 71 | 0 | 162 | 1 | 6 | 14 | 0 | 21 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15 | 2 | 107 | 92 | 0 | 201 | 0 | 3 | 20 | 0 | 23 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30 | 0 | 105 | 75 | 0 | 180 | 2 | 1 | 14 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45 | 1 | 70 | 84 | 0 | 155 | 0 | 6 | 6 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | 3 | 89 | 84 | 0 | 176 | 0 | 1 | 5 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:15 | 4 | 96 | 62 | 0 | 162 | 0 | 2 | 6 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:30 | 3 | 77 | 61 | 0 | 141 | 0 | 6 | 7 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:45 | 0 | 56 | 56 | 0 | 112 | 1 | 1 | 3 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 |
| SUBTOTAL | 96 | 4050 | 3179 | 0 | 7325 | 73 | 320 | 839 | 2 | 1234 | 0 | 0 | 0 | 0 | 0 | 0 |
| GRAND TOTAL | 96 | 4050 | 3179 | 0 | 7325 | 73 | 320 | 839 | 2 | 1234 | 0 | 0 | 0 | 0 | 0 | 0 |

Peak Hour Diagram

Specified Period

From: 07:00:00
To: 10:00:00

One Hour Peak

From: 08:00:00
To: 09:00:00

Intersection: CR 109-CR 16 & Riddell Rd
Site Code: 2227900001
Count Date: Sep 22, 2022

Weather conditions: Clear

**** Signalized Intersection ****

Major Road: CR 16 runs E/W

North Approach

| | Out | In | Total |
|---------------|-----------|-----------|-----------|
| | 21 | 36 | 57 |
| | 9 | 8 | 17 |
| | 0 | 0 | 0 |
| Totals | 30 | 44 | 74 |

Riddell Rd

| | | | | |
|---------------|-----------|-----------|----------|----------|
| | 0 | 0 | 0 | 0 |
| | 8 | 1 | 0 | 0 |
| | 3 | 9 | 9 | 0 |
| Totals | 11 | 10 | 9 | 0 |

East Approach

| | Out | In | Total |
|---------------|------------|------------|-------------|
| | 411 | 545 | 956 |
| | 30 | 32 | 62 |
| | 0 | 0 | 0 |
| Totals | 441 | 577 | 1018 |

CR 109

| | | | | Totals |
|--|---|----|-----|------------|
| | 0 | 0 | 0 | 0 |
| | 0 | 8 | 12 | 20 |
| | 0 | 30 | 396 | 426 |
| | 0 | 73 | 362 | 435 |

Peds: 0

Peds: 0



Peds: 0

Peds: 0

CR 16

| Totals | | | |
|--------|------------|-----|----|
| | 0 | 0 | 0 |
| | 16 | 16 | 0 |
| | 295 | 269 | 26 |
| | 130 | 126 | 4 |

West Approach

| | Out | In | Total |
|---------------|------------|------------|-------------|
| | 770 | 428 | 1198 |
| | 111 | 132 | 243 |
| | 0 | 0 | 0 |
| Totals | 881 | 560 | 1441 |

| Totals | | | | |
|--------|------------|----------|------------|----------|
| | 254 | 8 | 142 | 0 |
| | 156 | 8 | 140 | 0 |
| | 98 | 0 | 2 | 0 |
| | 0 | 0 | 0 | 0 |

CR 109

South Approach

| | Out | In | Total |
|---------------|------------|------------|------------|
| | 304 | 497 | 801 |
| | 100 | 78 | 178 |
| | 0 | 0 | 0 |
| Totals | 404 | 575 | 979 |

- Cars

- Trucks

- Bicycles

Comments



Peak Hour Summary

Intersection: CR 109-CR 16 & Riddell Rd
 Site Code: 2227900001
 Count Date: Sep 22, 2022
 Period: 07:00 - 10:00

Peak Hour Data (08:00 - 09:00)

| Start Time | North Approach Riddell Rd | | | | | | South Approach CR 109 | | | | | | East Approach CR 16 | | | | | | West Approach CR 109 | | | | | | Total Vehicles |
|--------------------|------------------------------|-------------|-------------|----------|-------------|-------------|--------------------------|-------------|------------|-------------|-------------|-------------|------------------------|------------|-------------|-------------|-------------|-------------|-------------------------|-------------|-------------|----------|----------|------------|-------------------|
| | ← | ↑ | → | ↻ | Peds | Total | ← | ↑ | → | ↻ | Peds | Total | ← | ↑ | → | ↻ | Peds | Total | ← | ↑ | → | ↻ | Peds | Total | |
| 08:00 | 0 | 3 | 3 | 0 | 0 | 6 | 50 | 1 | 23 | 0 | 0 | 74 | 27 | 79 | 1 | 0 | 0 | 107 | 3 | 135 | 98 | 0 | 0 | 236 | 423 |
| 08:15 | 3 | 3 | 3 | 0 | 0 | 9 | 70 | 3 | 31 | 0 | 0 | 104 | 32 | 70 | 2 | 0 | 0 | 104 | 6 | 94 | 105 | 0 | 0 | 205 | 422 |
| 08:30 | 2 | 2 | 2 | 0 | 0 | 6 | 51 | 1 | 54 | 0 | 0 | 106 | 37 | 78 | 6 | 0 | 0 | 121 | 5 | 116 | 130 | 0 | 0 | 251 | 484 |
| 08:45 | 4 | 2 | 3 | 0 | 0 | 9 | 83 | 3 | 34 | 0 | 0 | 120 | 34 | 68 | 7 | 0 | 0 | 109 | 6 | 81 | 102 | 0 | 0 | 189 | 427 |
| Grand Total | 9 | 10 | 11 | 0 | 0 | 30 | 254 | 8 | 142 | 0 | 0 | 404 | 130 | 295 | 16 | 0 | 0 | 441 | 20 | 426 | 435 | 0 | 0 | 881 | 1756 |
| Approach % | 30 | 33.3 | 36.7 | 0 | - | - | 62.9 | 2 | 35.1 | 0 | - | - | 29.5 | 66.9 | 3.6 | 0 | - | - | 2.3 | 48.4 | 49.4 | 0 | - | - | |
| Totals % | 0.5 | 0.6 | 0.6 | 0 | 1.7 | 14.5 | 0.5 | 8.1 | 0 | 23 | 7.4 | 16.8 | 0.9 | 0 | 25.1 | 1.1 | 24.3 | 24.8 | 0 | 50.2 | | | | | |
| PHF | 0.56 | 0.83 | 0.92 | 0 | 0.83 | 0.77 | 0.67 | 0.66 | 0 | 0.84 | 0.88 | 0.93 | 0.57 | 0 | 0.91 | 0.83 | 0.79 | 0.84 | 0 | 0.88 | 0.91 | | | | |
| Cars | 9 | 9 | 3 | 0 | 21 | 156 | 8 | 140 | 0 | 304 | 126 | 269 | 16 | 0 | 411 | 12 | 396 | 362 | 0 | 770 | 1506 | | | | |
| % Cars | 100 | 90 | 27.3 | 0 | 70 | 61.4 | 100 | 98.6 | 0 | 75.2 | 96.9 | 91.2 | 100 | 0 | 93.2 | 60 | 93 | 83.2 | 0 | 87.4 | 85.8 | | | | |
| Trucks | 0 | 1 | 8 | 0 | 9 | 98 | 0 | 2 | 0 | 100 | 4 | 26 | 0 | 0 | 30 | 8 | 30 | 73 | 0 | 111 | 250 | | | | |
| % Trucks | 0 | 10 | 72.7 | 0 | 30 | 38.6 | 0 | 1.4 | 0 | 24.8 | 3.1 | 8.8 | 0 | 0 | 6.8 | 40 | 7 | 16.8 | 0 | 12.6 | 14.2 | | | | |
| Bicycles | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| % Bicycles | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| Peds | | | | | 0 | - | | | | 0 | - | | | | 0 | - | | | | 0 | - | 0 | 0 | | |
| % Peds | | | | | 0 | - | | | | 0 | - | | | | 0 | - | | | | 0 | - | 0 | 0 | | |

Peak Hour Diagram

Specified Period

From: 10:00:00
To: 14:00:00

One Hour Peak

From: 11:15:00
To: 12:15:00




Intersection: CR 109-CR 16 & Riddell Rd
Site Code: 2227900001
Count Date: Sep 22, 2022

Weather conditions: Clear




**** Signalized Intersection ****





Major Road: CR 16 runs E/W

North Approach




| | Out | In | Total |
|---|-----------|-----------|-----------|
|  | 36 | 20 | 56 |
|  | 8 | 11 | 19 |
|  | 0 | 0 | 0 |
| Totals | 44 | 31 | 75 |

Riddell Rd








| | | | | |
|---|-----------|-----------|-----------|----------|
|  | 0 | 0 | 0 | 0 |
|  | 5 | 2 | 1 | 0 |
|  | 7 | 8 | 21 | 0 |
| Totals | 12 | 10 | 22 | 0 |

East Approach

| | Out | In | Total |
|---|------------|------------|------------|
|  | 406 | 483 | 889 |
|  | 21 | 31 | 52 |
|  | 0 | 0 | 0 |
| Totals | 427 | 514 | 941 |

CR 109

| |  |  |  | Totals |
|---|---|---|---|------------|
|  | 0 | 0 | 0 | 0 |
|  | 0 | 8 | 7 | 15 |
|  | 0 | 29 | 337 | 366 |
|  | 0 | 77 | 227 | 304 |

Peds: 0




Peds: 0






Peds: 0








Peds: 0

CR 16

| Totals |  |  |  |
|------------|---|---|---|
| 0 | 0 | 0 | 0 |
| 12 | 10 | 2 | 0 |
| 303 | 286 | 17 | 0 |
| 112 | 110 | 2 | 0 |




West Approach

| | Out | In | Total |
|---|------------|------------|-------------|
|  | 571 | 437 | 1008 |
|  | 114 | 87 | 201 |
|  | 0 | 0 | 0 |
| Totals | 685 | 524 | 1209 |


| Totals |  |  |  |  |
|---|---|---|---|---|
| 209 | 4 | 126 | 0 | |
|  | 144 | 3 | 125 | 0 |
|  | 65 | 1 | 1 | 0 |
|  | 0 | 0 | 0 | 0 |

CR 109

South Approach

| | Out | In | Total |
|---|------------|------------|------------|
|  | 272 | 345 | 617 |
|  | 67 | 81 | 148 |
|  | 0 | 0 | 0 |
| Totals | 339 | 426 | 765 |

 - Cars

 - Trucks

 - Bicycles

Comments



Peak Hour Summary

Intersection: CR 109-CR 16 & Riddell Rd
 Site Code: 2227900001
 Count Date: Sep 22, 2022
 Period: 10:00 - 14:00

Peak Hour Data (11:15 - 12:15)

| Start Time | North Approach Riddell Rd | | | | | | South Approach CR 109 | | | | | | East Approach CR 16 | | | | | | West Approach CR 109 | | | | | | Total Vehicles |
|--------------------|------------------------------|------------|-------------|----------|-------------|-------------|--------------------------|-------------|------------|-------------|-------------|-------------|------------------------|------------|-------------|-------------|-------------|-------------|-------------------------|-------------|-------------|----------|----------|------------|-------------------|
| | ← | ↑ | → | ↻ | Peds | Total | ← | ↑ | → | ↻ | Peds | Total | ← | ↑ | → | ↻ | Peds | Total | ← | ↑ | → | ↻ | Peds | Total | |
| 11:15 | 1 | 3 | 4 | 0 | 0 | 8 | 57 | 1 | 40 | 0 | 0 | 98 | 20 | 73 | 1 | 0 | 0 | 94 | 6 | 73 | 90 | 0 | 0 | 169 | 369 |
| 11:30 | 5 | 1 | 2 | 0 | 0 | 8 | 47 | 0 | 31 | 0 | 0 | 78 | 28 | 88 | 4 | 0 | 0 | 120 | 5 | 97 | 75 | 0 | 0 | 177 | 383 |
| 11:45 | 7 | 5 | 4 | 0 | 0 | 16 | 53 | 1 | 24 | 0 | 0 | 78 | 33 | 57 | 6 | 0 | 0 | 96 | 3 | 87 | 71 | 0 | 0 | 161 | 351 |
| 12:00 | 9 | 1 | 2 | 0 | 0 | 12 | 52 | 2 | 31 | 0 | 0 | 85 | 31 | 85 | 1 | 0 | 0 | 117 | 1 | 109 | 68 | 0 | 0 | 178 | 392 |
| Grand Total | 22 | 10 | 12 | 0 | 0 | 44 | 209 | 4 | 126 | 0 | 0 | 339 | 112 | 303 | 12 | 0 | 0 | 427 | 15 | 366 | 304 | 0 | 0 | 685 | 1495 |
| Approach % | 50 | 22.7 | 27.3 | 0 | - | - | 61.7 | 1.2 | 37.2 | 0 | - | - | 26.2 | 71 | 2.8 | 0 | - | - | 2.2 | 53.4 | 44.4 | 0 | - | - | |
| Totals % | 1.5 | 0.7 | 0.8 | 0 | 2.9 | 14 | 0.3 | 8.4 | 0 | 22.7 | 7.5 | 20.3 | 0.8 | 0 | 28.6 | 1 | 24.5 | 20.3 | 0 | 45.8 | | | | | |
| PHF | 0.61 | 0.5 | 0.75 | 0 | 0.69 | 0.92 | 0.5 | 0.79 | 0 | 0.86 | 0.85 | 0.86 | 0.5 | 0 | 0.89 | 0.63 | 0.84 | 0.84 | 0 | 0.96 | 0.95 | | | | |
| Cars | 21 | 8 | 7 | 0 | 36 | 144 | 3 | 125 | 0 | 272 | 110 | 286 | 10 | 0 | 406 | 7 | 337 | 227 | 0 | 571 | 1285 | | | | |
| % Cars | 95.5 | 80 | 58.3 | 0 | 81.8 | 68.9 | 75 | 99.2 | 0 | 80.2 | 98.2 | 94.4 | 83.3 | 0 | 95.1 | 46.7 | 92.1 | 74.7 | 0 | 83.4 | 86 | | | | |
| Trucks | 1 | 2 | 5 | 0 | 8 | 65 | 1 | 1 | 0 | 67 | 2 | 17 | 2 | 0 | 21 | 8 | 29 | 77 | 0 | 114 | 210 | | | | |
| % Trucks | 4.5 | 20 | 41.7 | 0 | 18.2 | 31.1 | 25 | 0.8 | 0 | 19.8 | 1.8 | 5.6 | 16.7 | 0 | 4.9 | 53.3 | 7.9 | 25.3 | 0 | 16.6 | 14 | | | | |
| Bicycles | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| % Bicycles | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| Peds | | | | | 0 | - | | | | 0 | - | | | | 0 | - | | | | | 0 | - | 0 | | |
| % Peds | | | | | 0 | - | | | | 0 | - | | | | 0 | - | | | | | 0 | - | 0 | | |

Peak Hour Diagram

Specified Period

From: 14:00:00
To: 19:00:00

One Hour Peak

From: 16:45:00
To: 17:45:00




Intersection: CR 109-CR 16 & Riddell Rd
Site Code: 2227900001
Count Date: Sep 22, 2022

Weather conditions: Clear




**** Signalized Intersection ****





Major Road: CR 16 runs E/W

North Approach




| | Out | In | Total |
|---|-----------|-----------|------------|
|  | 52 | 45 | 97 |
|  | 0 | 7 | 7 |
|  | 0 | 0 | 0 |
| Totals | 52 | 52 | 104 |

Riddell Rd








| | | | | |
|---|-----------|-----------|-----------|----------|
|  | 0 | 0 | 0 | 0 |
|  | 0 | 0 | 0 | 0 |
|  | 15 | 13 | 24 | 0 |
| Totals | 15 | 13 | 24 | 0 |

East Approach

| | Out | In | Total |
|---|------------|------------|-------------|
|  | 679 | 605 | 1284 |
|  | 11 | 20 | 31 |
|  | 0 | 0 | 0 |
| Totals | 690 | 625 | 1315 |

CR 109

| |  |  |  | Totals |
|---|---|---|---|------------|
|  | 0 | 0 | 0 | 0 |
|  | 0 | 5 | 8 | 13 |
|  | 0 | 17 | 392 | 409 |
|  | 0 | 56 | 325 | 381 |

Peds: 0




Peds: 0






Peds: 0








Peds: 0

CR 16

| Totals |  |  |  |
|------------|---|---|---|
| 0 | 0 | 0 | 0 |
| 23 | 21 | 2 | 0 |
| 492 | 484 | 8 | 0 |
| 175 | 174 | 1 | 0 |




West Approach

| | Out | In | Total |
|---|------------|------------|-------------|
|  | 725 | 871 | 1596 |
|  | 78 | 41 | 119 |
|  | 0 | 0 | 0 |
| Totals | 803 | 912 | 1715 |


| Totals |  |  |  |  |
|---|---|---|---|---|
| 405 | 405 | 16 | 192 | 0 |
|  | 372 | 16 | 189 | 0 |
|  | 33 | 0 | 3 | 0 |
|  | 0 | 0 | 0 | 0 |

CR 109

South Approach

| | Out | In | Total |
|---|------------|------------|-------------|
|  | 577 | 512 | 1089 |
|  | 36 | 57 | 93 |
|  | 0 | 0 | 0 |
| Totals | 613 | 569 | 1182 |

 - Cars

 - Trucks

 - Bicycles

Comments



Peak Hour Summary

Intersection: CR 109-CR 16 & Riddell Rd
 Site Code: 2227900001
 Count Date: Sep 22, 2022
 Period: 14:00 - 19:00

Peak Hour Data (16:45 - 17:45)

| Start Time | North Approach Riddell Rd | | | | | | South Approach CR 109 | | | | | | East Approach CR 16 | | | | | | West Approach CR 109 | | | | | | Total Vehicles |
|--------------------|------------------------------|-------------|-------------|----------|-------------|-------------|--------------------------|-------------|------------|-------------|-------------|-------------|------------------------|------------|-------------|-------------|-------------|-------------|-------------------------|------------|-------------|-------------|-------------|------------|-------------------|
| | ← | ↑ | → | ↻ | Peds | Total | ← | ↑ | → | ↻ | Peds | Total | ← | ↑ | → | ↻ | Peds | Total | ← | ↑ | → | ↻ | Peds | Total | |
| 16:45 | 3 | 2 | 2 | 0 | 0 | 7 | 92 | 2 | 46 | 0 | 0 | 140 | 35 | 108 | 2 | 0 | 0 | 145 | 5 | 99 | 95 | 0 | 0 | 199 | 491 |
| 17:00 | 5 | 1 | 3 | 0 | 0 | 9 | 119 | 5 | 44 | 0 | 0 | 168 | 45 | 127 | 13 | 0 | 0 | 185 | 4 | 94 | 85 | 0 | 0 | 183 | 545 |
| 17:15 | 10 | 4 | 6 | 0 | 0 | 20 | 97 | 7 | 50 | 0 | 0 | 154 | 52 | 131 | 5 | 0 | 0 | 188 | 2 | 110 | 112 | 0 | 0 | 224 | 586 |
| 17:30 | 6 | 6 | 4 | 0 | 0 | 16 | 97 | 2 | 52 | 0 | 0 | 151 | 43 | 126 | 3 | 0 | 0 | 172 | 2 | 106 | 89 | 0 | 0 | 197 | 536 |
| Grand Total | 24 | 13 | 15 | 0 | 0 | 52 | 405 | 16 | 192 | 0 | 0 | 613 | 175 | 492 | 23 | 0 | 0 | 690 | 13 | 409 | 381 | 0 | 0 | 803 | 2158 |
| Approach % | 46.2 | 25 | 28.8 | 0 | - | - | 66.1 | 2.6 | 31.3 | 0 | - | - | 25.4 | 71.3 | 3.3 | 0 | - | - | 1.6 | 50.9 | 47.4 | 0 | - | - | - |
| Totals % | 1.1 | 0.6 | 0.7 | 0 | 2.4 | 18.8 | 0.7 | 8.9 | 0 | 28.4 | 8.1 | 22.8 | 1.1 | 0 | 32 | 0.6 | 19 | 17.7 | 0 | 37.2 | - | - | - | | |
| PHF | 0.6 | 0.54 | 0.63 | 0 | 0.65 | 0.85 | 0.57 | 0.92 | 0 | 0.91 | 0.84 | 0.94 | 0.44 | 0 | 0.92 | 0.65 | 0.93 | 0.85 | 0 | 0.9 | 0.92 | 0.92 | 0.92 | | |
| Cars | 24 | 13 | 15 | 0 | 52 | 372 | 16 | 189 | 0 | 577 | 174 | 484 | 21 | 0 | 679 | 8 | 392 | 325 | 0 | 725 | 2033 | - | - | | |
| % Cars | 100 | 100 | 100 | 0 | 100 | 91.9 | 100 | 98.4 | 0 | 94.1 | 99.4 | 98.4 | 91.3 | 0 | 98.4 | 61.5 | 95.8 | 85.3 | 0 | 90.3 | 94.2 | - | - | | |
| Trucks | 0 | 0 | 0 | 0 | 0 | 33 | 0 | 3 | 0 | 36 | 1 | 8 | 2 | 0 | 11 | 5 | 17 | 56 | 0 | 78 | 125 | - | - | | |
| % Trucks | 0 | 0 | 0 | 0 | 0 | 8.1 | 0 | 1.6 | 0 | 5.9 | 0.6 | 1.6 | 8.7 | 0 | 1.6 | 38.5 | 4.2 | 14.7 | 0 | 9.7 | 5.8 | - | - | | |
| Bicycles | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| % Bicycles | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| Peds | | | | | 0 | - | | | | 0 | - | | | | 0 | - | | | | 0 | - | 0 | - | | |
| % Peds | | | | | 0 | - | | | | 0 | - | | | | 0 | - | | | | 0 | - | 0 | - | | |



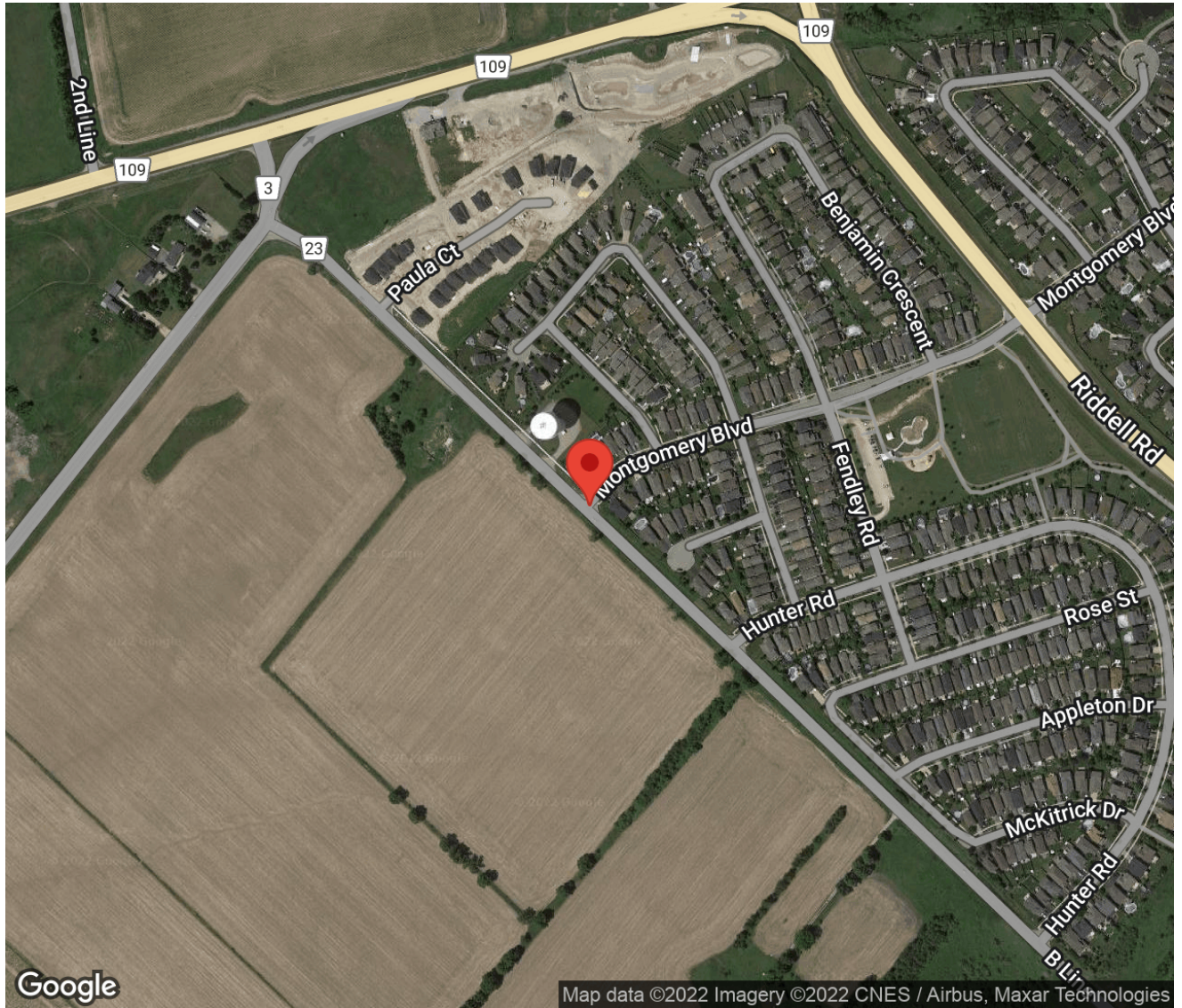
Project #22-279 - WSP

Intersection Count Report

Intersection: B Line (CR 23) & Montgomery Blvd
Municipality: Orangeville
Count Date: Thursday, Sep 22, 2022
Site Code: 2227900002
Count Categories: Cars, Trucks, Bicycles, Pedestrians
Count Period: 07:00-19:00
Weather: Clear
Comments:

Traffic Count Map

Intersection: B Line (CR 23) & Montgomery Blvd
Site Code: 2227900002
Municipality: Orangeville
Count Date: Sep 22, 2022



Traffic Count Summary

Intersection: B Line (CR 23) & Montgomery Blvd
 Site Code: 2227900002
 Municipality: Orangeville
 Count Date: Sep 22, 2022

B Line (CR 23) - Traffic Summary

| Hour | North Approach Totals | | | | | | South Approach Totals | | | | | | Total |
|----------------------|---------------------------------|-------------|----------|----------|-------------|----------|---------------------------------|-------------|------------|----------|-------------|----------|-------------|
| | Includes Cars, Trucks, Bicycles | | | | | | Includes Cars, Trucks, Bicycles | | | | | | |
| | Left | Thru | Right | U-Turn | Total | Peds | Left | Thru | Right | U-Turn | Total | Peds | |
| 07:00 - 08:00 | 9 | 106 | 0 | 0 | 115 | 0 | 0 | 72 | 5 | 0 | 77 | 0 | 192 |
| 08:00 - 09:00 | 8 | 105 | 0 | 0 | 113 | 0 | 0 | 112 | 12 | 0 | 124 | 0 | 237 |
| 09:00 - 10:00 | 6 | 71 | 0 | 0 | 77 | 0 | 0 | 93 | 5 | 0 | 98 | 0 | 175 |
| 10:00 - 11:00 | 5 | 59 | 0 | 0 | 64 | 0 | 0 | 61 | 3 | 0 | 64 | 0 | 128 |
| 11:00 - 12:00 | 6 | 55 | 0 | 0 | 61 | 0 | 0 | 68 | 6 | 0 | 74 | 0 | 135 |
| 12:00 - 13:00 | 7 | 52 | 0 | 0 | 59 | 0 | 0 | 83 | 4 | 0 | 87 | 0 | 146 |
| 13:00 - 14:00 | 9 | 64 | 0 | 0 | 73 | 0 | 0 | 73 | 7 | 0 | 80 | 0 | 153 |
| 14:00 - 15:00 | 6 | 61 | 0 | 1 | 68 | 0 | 0 | 102 | 7 | 0 | 109 | 0 | 177 |
| 15:00 - 16:00 | 10 | 126 | 0 | 0 | 136 | 0 | 0 | 142 | 18 | 0 | 160 | 0 | 296 |
| 16:00 - 17:00 | 17 | 127 | 0 | 0 | 144 | 0 | 0 | 140 | 21 | 0 | 161 | 0 | 305 |
| 17:00 - 18:00 | 11 | 119 | 0 | 0 | 130 | 0 | 0 | 111 | 22 | 0 | 133 | 0 | 263 |
| 18:00 - 19:00 | 7 | 60 | 0 | 0 | 67 | 0 | 0 | 119 | 19 | 0 | 138 | 0 | 205 |
| GRAND TOTAL | 101 | 1005 | 0 | 1 | 1107 | 0 | 0 | 1176 | 129 | 0 | 1305 | 0 | 2412 |

| Start Time | Cars | | | | | Trucks | | | | | Bicycles | | | | | Total Peds |
|--------------------|------|-----|---|---|-------|--------|----|---|---|-------|----------|---|---|---|-------|------------|
| | ↶ | ↷ | ↸ | ↹ | Total | ↶ | ↷ | ↸ | ↹ | Total | ↶ | ↷ | ↸ | ↹ | Total | |
| 12:00 | 1 | 19 | 0 | 0 | 20 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:15 | 2 | 13 | 0 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:30 | 2 | 9 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:45 | 2 | 9 | 0 | 0 | 11 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:00 | 6 | 12 | 0 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:15 | 1 | 18 | 0 | 0 | 19 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:30 | 1 | 16 | 0 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:45 | 1 | 16 | 0 | 0 | 17 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:00 | 2 | 13 | 0 | 0 | 15 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:15 | 2 | 15 | 0 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:30 | 1 | 16 | 0 | 0 | 17 | 0 | 3 | 0 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:45 | 1 | 13 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:00 | 1 | 14 | 0 | 0 | 15 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:15 | 4 | 32 | 0 | 0 | 36 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:30 | 3 | 40 | 0 | 0 | 43 | 1 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:45 | 1 | 37 | 0 | 0 | 38 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 | 4 | 35 | 0 | 0 | 39 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15 | 4 | 29 | 0 | 0 | 33 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30 | 4 | 35 | 0 | 0 | 39 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45 | 4 | 28 | 0 | 0 | 32 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 4 | 28 | 0 | 0 | 32 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15 | 1 | 42 | 0 | 0 | 43 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30 | 4 | 28 | 0 | 0 | 32 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45 | 2 | 21 | 0 | 0 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | 2 | 13 | 0 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:15 | 2 | 15 | 0 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:30 | 2 | 16 | 0 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:45 | 1 | 16 | 0 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| SUBTOTAL | 96 | 974 | 0 | 0 | 1070 | 4 | 31 | 0 | 1 | 36 | 1 | 0 | 0 | 0 | 1 | 0 |
| GRAND TOTAL | 96 | 974 | 0 | 0 | 1070 | 4 | 31 | 0 | 1 | 36 | 1 | 0 | 0 | 0 | 1 | 0 |



Traffic Count Data

Intersection: B Line (CR 23) & Montgomery Blvd
 Site Code: 2227900002
 Municipality: Orangeville
 Count Date: Sep 22, 2022

South Approach - B Line (CR 23)

| Start Time | Cars | | | | | Trucks | | | | | Bicycles | | | | | Total Peds |
|------------|------|----|---|---|-------|--------|---|---|---|-------|----------|---|---|---|-------|------------|
| | ← | ↑ | → | ↻ | Total | ← | ↑ | → | ↻ | Total | ← | ↑ | → | ↻ | Total | |
| 07:00 | 0 | 15 | 1 | 0 | 16 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15 | 0 | 11 | 1 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30 | 0 | 22 | 2 | 0 | 24 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 | 0 | 19 | 1 | 0 | 20 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 | 0 | 16 | 0 | 0 | 16 | 0 | 2 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15 | 0 | 36 | 3 | 0 | 39 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30 | 0 | 32 | 3 | 0 | 35 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:45 | 0 | 21 | 3 | 0 | 24 | 0 | 2 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:00 | 0 | 29 | 0 | 0 | 29 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:15 | 0 | 16 | 2 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:30 | 0 | 21 | 0 | 0 | 21 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:45 | 0 | 24 | 3 | 0 | 27 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:00 | 0 | 13 | 0 | 0 | 13 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:15 | 0 | 13 | 2 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:30 | 0 | 20 | 0 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:45 | 0 | 12 | 1 | 0 | 13 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:00 | 0 | 17 | 1 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:15 | 0 | 14 | 0 | 0 | 14 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:30 | 0 | 20 | 3 | 0 | 23 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:45 | 0 | 12 | 1 | 0 | 13 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 |

| Start Time | Cars | | | | | Trucks | | | | | Bicycles | | | | | Total Peds |
|--------------------|------|------|-----|---|-------|--------|----|---|---|-------|----------|---|---|---|-------|------------|
| | ← | ↑ | → | ↺ | Total | ← | ↑ | → | ↺ | Total | ← | ↑ | → | ↺ | Total | |
| 12:00 | 0 | 25 | 0 | 0 | 25 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:15 | 0 | 26 | 2 | 0 | 28 | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:30 | 0 | 11 | 1 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:45 | 0 | 13 | 1 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:00 | 0 | 23 | 1 | 0 | 24 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:15 | 0 | 15 | 0 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:30 | 0 | 15 | 1 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:45 | 0 | 17 | 4 | 0 | 21 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:00 | 0 | 15 | 0 | 0 | 15 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:15 | 0 | 21 | 1 | 0 | 22 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:30 | 0 | 26 | 4 | 0 | 30 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:45 | 0 | 32 | 2 | 0 | 34 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:00 | 0 | 25 | 5 | 0 | 30 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:15 | 0 | 39 | 2 | 0 | 41 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:30 | 0 | 39 | 4 | 0 | 43 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:45 | 0 | 36 | 7 | 0 | 43 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 | 0 | 31 | 8 | 0 | 39 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15 | 0 | 42 | 5 | 0 | 47 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30 | 0 | 31 | 3 | 0 | 34 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45 | 0 | 33 | 5 | 0 | 38 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 0 | 29 | 4 | 0 | 33 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15 | 0 | 23 | 8 | 0 | 31 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30 | 0 | 36 | 4 | 0 | 40 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45 | 0 | 23 | 6 | 0 | 29 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | 0 | 34 | 7 | 0 | 41 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:15 | 0 | 29 | 6 | 0 | 35 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:30 | 0 | 30 | 3 | 0 | 33 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:45 | 0 | 25 | 3 | 0 | 28 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| SUBTOTAL | 0 | 1127 | 124 | 0 | 1251 | 0 | 49 | 5 | 0 | 54 | 0 | 0 | 0 | 0 | 0 | 0 |
| GRAND TOTAL | 0 | 1127 | 124 | 0 | 1251 | 0 | 49 | 5 | 0 | 54 | 0 | 0 | 0 | 0 | 0 | 0 |

| Start Time | Cars | | | | | Trucks | | | | | Bicycles | | | | | Total Peds |
|--------------------|------|---|-----|---|-------|--------|---|---|---|-------|----------|---|---|---|-------|------------|
| | ↶ | ↑ | ↷ | ↶ | Total | ↶ | ↑ | ↷ | ↶ | Total | ↶ | ↑ | ↷ | ↶ | Total | |
| 12:00 | 2 | 0 | 5 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:15 | 2 | 0 | 3 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:30 | 1 | 0 | 2 | 0 | 3 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:45 | 1 | 0 | 3 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:00 | 1 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:15 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:30 | 0 | 0 | 7 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:45 | 1 | 0 | 1 | 0 | 2 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:00 | 0 | 0 | 6 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:15 | 1 | 0 | 5 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:30 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:45 | 1 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:00 | 2 | 0 | 4 | 0 | 6 | 1 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:15 | 2 | 0 | 5 | 1 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:30 | 0 | 0 | 6 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:45 | 4 | 0 | 5 | 0 | 9 | 2 | 0 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 | 4 | 0 | 5 | 0 | 9 | 1 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 4 |
| 16:15 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30 | 4 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45 | 4 | 0 | 5 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 1 | 0 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15 | 4 | 0 | 4 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30 | 1 | 0 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 17:45 | 4 | 0 | 5 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | 5 | 0 | 4 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:15 | 5 | 0 | 2 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:30 | 1 | 0 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:45 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| SUBTOTAL | 108 | 0 | 152 | 1 | 261 | 4 | 0 | 5 | 0 | 9 | 0 | 0 | 1 | 0 | 1 | 7 |
| GRAND TOTAL | 108 | 0 | 152 | 1 | 261 | 4 | 0 | 5 | 0 | 9 | 0 | 0 | 1 | 0 | 1 | 7 |

Peak Hour Diagram

Specified Period

From: 07:00:00
To: 10:00:00

One Hour Peak

From: 07:45:00
To: 08:45:00




Intersection: B Line (CR 23) & Montgomery Blvd
Site Code: 2227900002
Count Date: Sep 22, 2022

Weather conditions: Clear




**** Unsignalized Intersection ****

Major Road: B Line (CR 23) runs N/S

North Approach

| | Out | In | Total |
|---|------------|------------|------------|
|  | 114 | 117 | 231 |
|  | 7 | 6 | 13 |
|  | 0 | 1 | 1 |
| Totals | 121 | 124 | 245 |




B Line (CR 23)

| | | | |
|---|------------|----------|----------|
|  | 0 | 0 | 0 |
|  | 7 | 0 | 0 |
|  | 105 | 9 | 0 |
| Totals | 112 | 9 | 0 |






Peds: 0









| | | | |
|---|------------|----------|----------|
| Totals | 109 | 9 | 0 |
|  | 103 | 7 | 0 |
|  | 6 | 2 | 0 |
|  | 0 | 0 | 0 |

B Line (CR 23)




East Approach

| | Out | In | Total |
|---|-----------|-----------|-----------|
|  | 30 | 16 | 46 |
|  | 0 | 2 | 2 |
|  | 1 | 0 | 1 |
| Totals | 31 | 18 | 49 |


Montgomery Blvd

| Totals |  |  |  |
|---|---|---|---|
|  | 0 | 0 | 0 |
|  | 15 | 14 | 1 |
|  | 16 | 16 | 0 |

South Approach

| | Out | In | Total |
|---|------------|------------|------------|
|  | 110 | 121 | 231 |
|  | 8 | 7 | 15 |
|  | 0 | 0 | 0 |
| Totals | 118 | 128 | 246 |

 - Cars

 - Trucks

 - Bicycles

Comments



Peak Hour Summary

Intersection: B Line (CR 23) & Montgomery Blvd
 Site Code: 2227900002
 Count Date: Sep 22, 2022
 Period: 07:00 - 10:00

Peak Hour Data (07:45 - 08:45)

| Start Time | North Approach B Line (CR 23) | | | | | | South Approach B Line (CR 23) | | | | | | East Approach Montgomery Blvd | | | | | | West Approach | | | | | | Total Vehic es | |
|--------------------|----------------------------------|-------------|---|----------|-------------|------------|----------------------------------|-------------|----------|-------------|----------|------------|----------------------------------|---|-------------|----------|-------------|-----------|---------------|---|---|---|----------|-------------|----------------------|--|
| | ← | ↑ | → | ↻ | Peds | Total | ← | ↑ | → | ↻ | Peds | Total | ← | ↑ | → | ↻ | Peds | Total | ← | ↑ | → | ↻ | Peds | Total | | |
| 07:45 | 3 | 36 | | 0 | 0 | 39 | | 20 | 1 | 0 | 0 | 21 | 2 | | 5 | 0 | 0 | 7 | | | | | 0 | | 67 | |
| 08:00 | 2 | 26 | | 0 | 0 | 28 | | 18 | 1 | 0 | 0 | 19 | 3 | | 5 | 0 | 0 | 8 | | | | | 0 | | 55 | |
| 08:15 | 0 | 21 | | 0 | 0 | 21 | | 37 | 4 | 0 | 0 | 41 | 6 | | 2 | 0 | 0 | 8 | | | | | 0 | | 70 | |
| 08:30 | 4 | 29 | | 0 | 0 | 33 | | 34 | 3 | 0 | 0 | 37 | 5 | | 3 | 0 | 0 | 8 | | | | | 0 | | 78 | |
| Grand Total | 9 | 112 | | 0 | 0 | 121 | | 109 | 9 | 0 | 0 | 118 | 16 | | 15 | 0 | 0 | 31 | | | | | 0 | 0 | 270 | |
| Approach % | 7.4 | 92.6 | | 0 | - | | 92.4 | 7.6 | 0 | - | | | 51.6 | | 48.4 | 0 | - | | | | | | | | | |
| Totals % | 3.3 | 41.5 | | 0 | 44.8 | | 40.4 | 3.3 | 0 | 43.7 | | | 5.9 | | 5.6 | 0 | 11.5 | | | | | | | | | |
| PHF | 0.56 | 0.78 | | 0 | 0.78 | | 0.74 | 0.56 | 0 | 0.72 | | | 0.67 | | 0.75 | 0 | 0.97 | | | | | | 0 | 0.87 | | |
| Cars | 9 | 105 | | 0 | 114 | | 103 | 7 | 0 | 110 | | | 16 | | 14 | 0 | 30 | | | | | | 0 | | 254 | |
| % Cars | 100 | 93.8 | | 0 | 94.2 | | 94.5 | 77.8 | 0 | 93.2 | | | 100 | | 93.3 | 0 | 96.8 | | | | | | 0 | | 94.1 | |
| Trucks | 0 | 7 | | 0 | 7 | | 6 | 2 | 0 | 8 | | | 0 | | 0 | 0 | 0 | | | | | | | 0 | 15 | |
| % Trucks | 0 | 6.3 | | 0 | 5.8 | | 5.5 | 22.2 | 0 | 6.8 | | | 0 | | 0 | 0 | 0 | | | | | | | 0 | 5.6 | |
| Bicycles | 0 | 0 | | 0 | 0 | | 0 | 0 | 0 | 0 | | | 0 | | 1 | 0 | 1 | | | | | | | 0 | 1 | |
| % Bicycles | 0 | 0 | | 0 | 0 | | 0 | 0 | 0 | 0 | | | 0 | | 6.7 | 0 | 3.2 | | | | | | | 0 | 0.4 | |
| Peds | | | | | 0 | - | | | | 0 | - | | | | | | 0 | - | | | | | 0 | - | 0 | |
| % Peds | | | | | 0 | - | | | | 0 | - | | | | | | 0 | - | | | | | 0 | - | 0 | |

Peak Hour Diagram

Specified Period

From: 10:00:00
To: 14:00:00

One Hour Peak

From: 11:30:00
To: 12:30:00




Intersection: B Line (CR 23) & Montgomery Blvd
Site Code: 2227900002
Count Date: Sep 22, 2022

Weather conditions: Clear




**** Unsignalized Intersection ****

Major Road: B Line (CR 23) runs N/S

North Approach

| | Out | In | Total |
|---|-----------|------------|------------|
|  | 64 | 94 | 158 |
|  | 3 | 12 | 15 |
|  | 0 | 0 | 0 |
| Totals | 67 | 106 | 173 |

B Line (CR 23)

| | | | |
|---|-----------|----------|----------|
|  | 0 | 0 | 0 |
|  | 3 | 0 | 0 |
|  | 58 | 6 | 0 |
| Totals | 61 | 6 | 0 |






Peds: 0

Peds: 0






Peds: 0

Peds: 0




| | | | |
|---|-----------|----------|----------|
| Totals | 95 | 7 | 0 |
|  | 83 | 6 | 0 |
|  | 12 | 1 | 0 |
|  | 0 | 0 | 0 |

B Line (CR 23)




East Approach

| | Out | In | Total |
|---|-----------|-----------|-----------|
|  | 21 | 12 | 33 |
|  | 0 | 1 | 1 |
|  | 0 | 0 | 0 |
| Totals | 21 | 13 | 34 |


Montgomery Blvd

| Totals |  |  |  |
|-----------|---|---|---|
| 0 | 0 | 0 | 0 |
| 11 | 11 | 0 | 0 |
| 10 | 10 | 0 | 0 |

South Approach

| Out | In | Total | |
|---|-----------|------------|-----|
|  | 89 | 68 | 157 |
|  | 13 | 3 | 16 |
|  | 0 | 0 | 0 |
| 102 | 71 | 173 | |

 - Cars

 - Trucks

 - Bicycles

Comments



Peak Hour Summary

Intersection: B Line (CR 23) & Montgomery Blvd
 Site Code: 2227900002
 Count Date: Sep 22, 2022
 Period: 10:00 - 14:00

Peak Hour Data (11:30 - 12:30)

| Start Time | North Approach B Line (CR 23) | | | | | | South Approach B Line (CR 23) | | | | | | East Approach Montgomery Blvd | | | | | | West Approach | | | | | | Total Vehicles |
|--------------------|----------------------------------|-------------|----------|------------|-----------|-------|----------------------------------|-------------|----------|-------------|------------|-------------|----------------------------------|-----------|-------------|----------|-----------|-------|---------------|---|---|----------|-------------|------------|-------------------|
| | ← | ↑ | → | ↻ | Peds | Total | ← | ↑ | → | ↻ | Peds | Total | ← | ↑ | → | ↻ | Peds | Total | ← | ↑ | → | ↻ | Peds | Total | |
| 11:30 | 1 | 13 | | 0 | 0 | 14 | | 21 | 4 | 0 | 0 | 25 | 4 | | 2 | 0 | 0 | 6 | | | | | 0 | | 45 |
| 11:45 | 2 | 15 | | 0 | 0 | 17 | | 15 | 1 | 0 | 0 | 16 | 2 | | 1 | 0 | 0 | 3 | | | | | 0 | | 36 |
| 12:00 | 1 | 20 | | 0 | 0 | 21 | | 28 | 0 | 0 | 0 | 28 | 2 | | 5 | 0 | 0 | 7 | | | | | 0 | | 56 |
| 12:15 | 2 | 13 | | 0 | 0 | 15 | | 31 | 2 | 0 | 0 | 33 | 2 | | 3 | 0 | 0 | 5 | | | | | 0 | | 53 |
| Grand Total | 6 | 61 | 0 | 0 | 67 | | 95 | 7 | 0 | 0 | 102 | 10 | | 11 | 0 | 0 | 21 | | | | | 0 | 0 | 190 | |
| Approach % | 9 | 91 | 0 | - | | | 93.1 | 6.9 | 0 | - | | | 47.6 | 52.4 | 0 | - | | | | | | | 0 | | |
| Totals % | 3.2 | 32.1 | 0 | | 35.3 | | 50 | 3.7 | 0 | | 53.7 | | 5.3 | 5.8 | 0 | | 11.1 | | | | | | 0 | | |
| PHF | 0.75 | 0.76 | 0 | 0.8 | | | 0.77 | 0.44 | 0 | 0.77 | | 0.63 | 0.55 | 0 | 0.75 | | | | | | | 0 | 0.85 | | |
| Cars | 6 | 58 | 0 | | 64 | | 83 | 6 | 0 | | 89 | 10 | | 11 | 0 | | 21 | | | | | 0 | | 174 | |
| % Cars | 100 | 95.1 | 0 | | 95.5 | | 87.4 | 85.7 | 0 | | 87.3 | 100 | | 100 | 0 | | 100 | | | | | 0 | | 91.6 | |
| Trucks | 0 | 3 | 0 | | 3 | | 12 | 1 | 0 | | 13 | 0 | | 0 | 0 | | 0 | | | | | 0 | | 16 | |
| % Trucks | 0 | 4.9 | 0 | | 4.5 | | 12.6 | 14.3 | 0 | | 12.7 | 0 | | 0 | 0 | | 0 | | | | | 0 | | 8.4 | |
| Bicycles | 0 | 0 | 0 | | 0 | | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | | | | | 0 | | 0 | |
| % Bicycles | 0 | 0 | 0 | | 0 | | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | | | | | 0 | | 0 | |
| Peds | | | | | 0 | - | | | | | 0 | - | | | | | 0 | - | | | | 0 | - | 0 | |
| % Peds | | | | | 0 | - | | | | | 0 | - | | | | | 0 | - | | | | 0 | - | 0 | |

Peak Hour Diagram

Specified Period

From: 14:00:00
To: 19:00:00

One Hour Peak

From: 15:15:00
To: 16:15:00

Intersection: B Line (CR 23) & Montgomery Blvd
Site Code: 2227900002
Count Date: Sep 22, 2022

Weather conditions: Clear

**** Unsignalized Intersection ****

Major Road: B Line (CR 23) runs N/S

North Approach

| | Out | In | Total |
|---------------|------------|------------|------------|
| | 156 | 166 | 322 |
| | 2 | 4 | 6 |
| | 0 | 0 | 0 |
| Totals | 158 | 170 | 328 |

B Line (CR 23)

| | | | |
|---------------|------------|-----------|----------|
| | 0 | 0 | 0 |
| | 1 | 1 | 0 |
| | 144 | 12 | 0 |
| Totals | 145 | 13 | 0 |



Peds: 0



Peds: 0

Peds: 4

Peds: 0

| | Out | In | Total |
|---------------|------------|-----------|----------|
| | 145 | 21 | 0 |
| | 2 | 0 | 0 |
| | 0 | 0 | 0 |
| Totals | 147 | 21 | 0 |

B Line (CR 23)

East Approach

| | Out | In | Total |
|---------------|-----------|-----------|-----------|
| | 32 | 34 | 66 |
| | 5 | 1 | 6 |
| | 0 | 0 | 0 |
| Totals | 37 | 35 | 72 |

Montgomery Blvd

| Totals | | | |
|--------|----|----|---|
| | 1 | 1 | 0 |
| | 23 | 21 | 2 |
| | 13 | 10 | 3 |

South Approach

| | Out | In | Total |
|---------------|------------|------------|------------|
| | 166 | 154 | 320 |
| | 2 | 4 | 6 |
| | 0 | 0 | 0 |
| Totals | 168 | 158 | 326 |

- Cars

- Trucks

- Bicycles

Comments



Peak Hour Summary

Intersection: B Line (CR 23) & Montgomery Blvd
 Site Code: 2227900002
 Count Date: Sep 22, 2022
 Period: 14:00 - 19:00

Peak Hour Data (15:15 - 16:15)

| Start Time | North Approach B Line (CR 23) | | | | | | South Approach B Line (CR 23) | | | | | | East Approach Montgomery Blvd | | | | | | West Approach | | | | | | Total Vehicles |
|--------------------|----------------------------------|-------------|----------|-------------|------------|-------|----------------------------------|-------------|----------|-------------|------------|-------------|----------------------------------|-------------|-------------|-----------|------|-------|---------------|-------------|---|---|----------|----------|-------------------|
| | ← | ↑ | → | ↻ | Peds | Total | ← | ↑ | → | ↻ | Peds | Total | ← | ↑ | → | ↻ | Peds | Total | ← | ↑ | → | ↻ | Peds | Total | |
| 15:15 | 4 | 32 | | 0 | 0 | 36 | | 40 | 2 | 0 | 0 | 42 | 2 | | 5 | 1 | 0 | 8 | | | | | 0 | | 86 |
| 15:30 | 4 | 41 | | 0 | 0 | 45 | | 39 | 4 | 0 | 0 | 43 | 0 | | 6 | 0 | 0 | 6 | | | | | 0 | | 94 |
| 15:45 | 1 | 37 | | 0 | 0 | 38 | | 37 | 7 | 0 | 0 | 44 | 6 | | 6 | 0 | 0 | 12 | | | | | 0 | | 94 |
| 16:00 | 4 | 35 | | 0 | 0 | 39 | | 31 | 8 | 0 | 0 | 39 | 5 | | 6 | 0 | 4 | 11 | | | | | 0 | | 89 |
| Grand Total | 13 | 145 | 0 | 0 | 158 | | 147 | 21 | 0 | 0 | 168 | 13 | 23 | 1 | 4 | 37 | | | 0 | 0 | | | 0 | 0 | 363 |
| Approach % | 8.2 | 91.8 | 0 | - | | | 87.5 | 12.5 | 0 | - | | 35.1 | 62.2 | 2.7 | - | | | | | | | | | | |
| Totals % | 3.6 | 39.9 | 0 | 43.5 | | | 40.5 | 5.8 | 0 | 46.3 | | 3.6 | 6.3 | 0.3 | 10.2 | | | | | | | | | | |
| PHF | 0.81 | 0.88 | 0 | 0.88 | | | 0.92 | 0.66 | 0 | 0.95 | | 0.54 | 0.96 | 0.25 | 0.77 | | | | 0 | 0.97 | | | | | |
| Cars | 12 | 144 | 0 | 156 | | | 145 | 21 | 0 | 166 | | 10 | 21 | 1 | 32 | | | | | | | | 0 | | 354 |
| % Cars | 92.3 | 99.3 | 0 | 98.7 | | | 98.6 | 100 | 0 | 98.8 | | 76.9 | 91.3 | 100 | 86.5 | | | | | | | | 0 | | 97.5 |
| Trucks | 1 | 1 | 0 | 2 | | | 2 | 0 | 0 | 2 | | 3 | 2 | 0 | 5 | | | | | | | | 0 | | 9 |
| % Trucks | 7.7 | 0.7 | 0 | 1.3 | | | 1.4 | 0 | 0 | 1.2 | | 23.1 | 8.7 | 0 | 13.5 | | | | | | | | 0 | | 2.5 |
| Bicycles | 0 | 0 | 0 | 0 | | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | | | | | | | 0 | | 0 |
| % Bicycles | 0 | 0 | 0 | 0 | | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | | | | | | | 0 | | 0 |
| Peds | | | | 0 | - | | | | | 0 | - | | | | 4 | - | | | | | | | 0 | - | 4 |
| % Peds | | | | 0 | - | | | | | 0 | - | | | | 100 | - | | | | | | | 0 | - | |



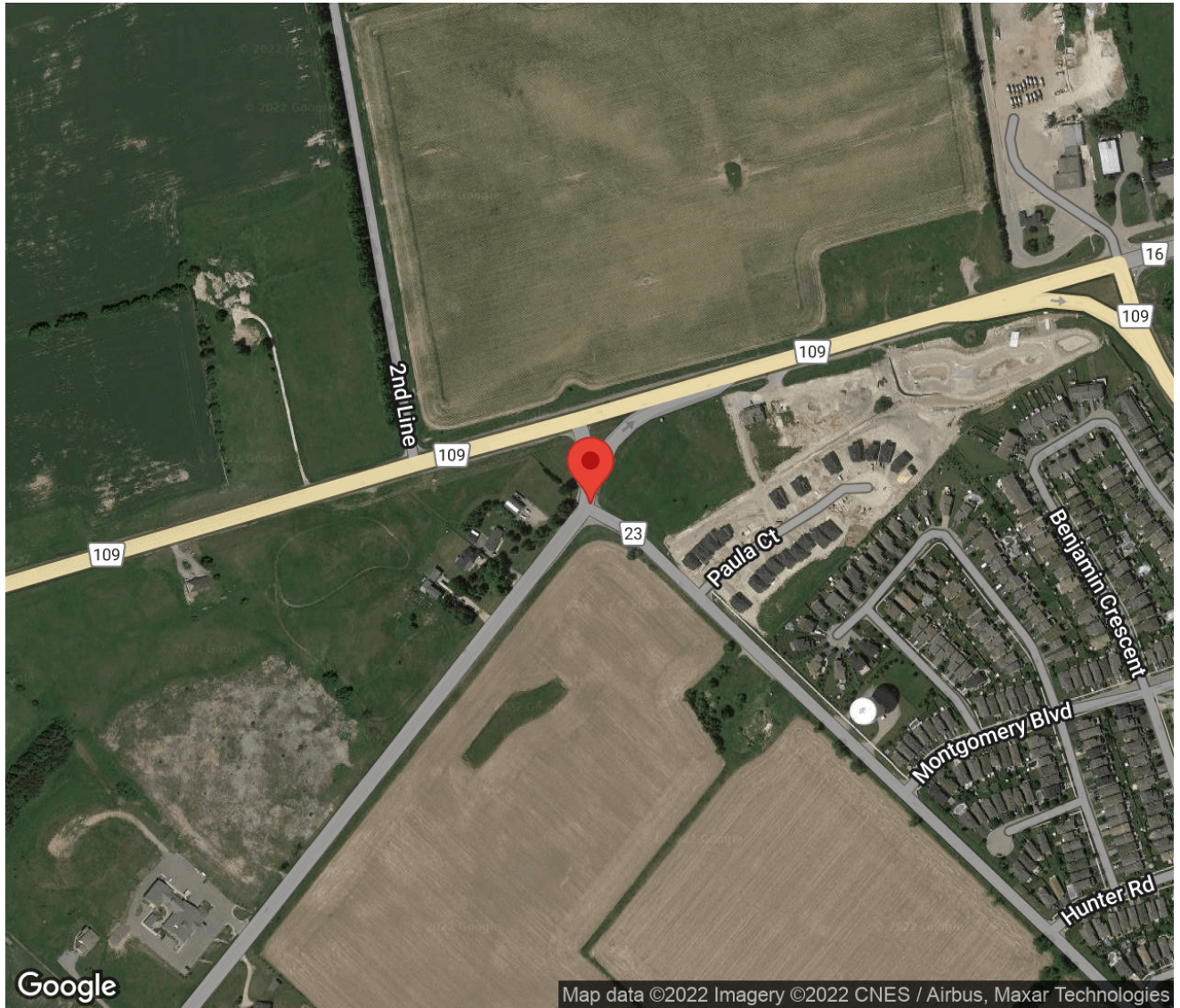
Project #22-279 - WSP

Intersection Count Report

Intersection: Dutch Ln (CR 3) & B Line (CR 23)
Municipality: Orangeville
Count Date: Thursday, Sep 22, 2022
Site Code: 2227900003
Count Categories: Cars, Trucks, Bicycles, Pedestrians
Count Period: 07:00-19:00
Weather: Clear
Comments:

Traffic Count Map

Intersection: Dutch Ln (CR 3) & B Line (CR 23)
Site Code: 2227900003
Municipality: Orangeville
Count Date: Sep 22, 2022



Traffic Count Summary

Intersection: Dutch Ln (CR 3) & B Line (CR 23)
 Site Code: 2227900003
 Municipality: Orangeville
 Count Date: Sep 22, 2022

B Line (CR 23) - Traffic Summary

| Hour | North Approach Totals | | | | | | South Approach Totals | | | | | | Total |
|--------------------|---------------------------------|----------|----------|----------|----------|----------|---------------------------------|----------|------------|----------|-------------|----------|-------------|
| | Includes Cars, Trucks, Bicycles | | | | | | Includes Cars, Trucks, Bicycles | | | | | | |
| | Left | Thru | Right | U-Turn | Total | Peds | Left | Thru | Right | U-Turn | Total | Peds | |
| 07:00 - 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 58 | 0 | 30 | 0 | 88 | 0 | 88 |
| 08:00 - 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 65 | 0 | 68 | 0 | 133 | 0 | 133 |
| 09:00 - 10:00 | 0 | 0 | 0 | 0 | 0 | 0 | 53 | 0 | 46 | 0 | 99 | 0 | 99 |
| 10:00 - 11:00 | 0 | 0 | 0 | 0 | 0 | 0 | 43 | 0 | 31 | 0 | 74 | 0 | 74 |
| 11:00 - 12:00 | 0 | 0 | 0 | 0 | 0 | 0 | 35 | 0 | 45 | 0 | 80 | 0 | 80 |
| 12:00 - 13:00 | 0 | 0 | 0 | 0 | 0 | 0 | 53 | 0 | 46 | 0 | 99 | 0 | 99 |
| 13:00 - 14:00 | 0 | 0 | 0 | 0 | 0 | 0 | 55 | 0 | 30 | 0 | 85 | 0 | 85 |
| 14:00 - 15:00 | 0 | 0 | 0 | 0 | 0 | 0 | 76 | 0 | 42 | 0 | 118 | 3 | 118 |
| 15:00 - 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 99 | 0 | 65 | 1 | 165 | 0 | 165 |
| 16:00 - 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 86 | 0 | 63 | 0 | 149 | 0 | 149 |
| 17:00 - 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 65 | 0 | 61 | 0 | 126 | 0 | 126 |
| 18:00 - 19:00 | 0 | 0 | 0 | 0 | 0 | 0 | 52 | 0 | 68 | 0 | 120 | 0 | 120 |
| GRAND TOTAL | 0 | 0 | 0 | 0 | 0 | 0 | 740 | 0 | 595 | 1 | 1336 | 3 | 1336 |

Traffic Count Summary

Intersection: Dutch Ln (CR 3) & B Line (CR 23)
 Site Code: 2227900003
 Municipality: Orangeville
 Count Date: Sep 22, 2022

B Line (CR 23) - Traffic Summary

| Hour | East Approach Totals | | | | | | West Approach Totals | | | | | | Total |
|----------------------|---------------------------------|-------------|----------|----------|-------------|----------|---------------------------------|-------------|------------|----------|-------------|----------|-------------|
| | Includes Cars, Trucks, Bicycles | | | | | | Includes Cars, Trucks, Bicycles | | | | | | |
| | Left | Thru | Right | U-Turn | Total | Peds | Left | Thru | Right | U-Turn | Total | Peds | |
| 07:00 - 08:00 | 47 | 108 | 0 | 0 | 155 | 0 | 0 | 164 | 63 | 0 | 227 | 0 | 382 |
| 08:00 - 09:00 | 63 | 138 | 0 | 0 | 201 | 0 | 0 | 221 | 48 | 0 | 269 | 0 | 470 |
| 09:00 - 10:00 | 32 | 138 | 0 | 0 | 170 | 0 | 0 | 153 | 44 | 1 | 198 | 0 | 368 |
| 10:00 - 11:00 | 37 | 125 | 0 | 0 | 162 | 0 | 0 | 182 | 35 | 0 | 217 | 0 | 379 |
| 11:00 - 12:00 | 34 | 133 | 0 | 0 | 167 | 0 | 0 | 171 | 32 | 0 | 203 | 0 | 370 |
| 12:00 - 13:00 | 28 | 127 | 0 | 0 | 155 | 0 | 0 | 188 | 24 | 0 | 212 | 0 | 367 |
| 13:00 - 14:00 | 38 | 152 | 0 | 0 | 190 | 0 | 0 | 167 | 35 | 0 | 202 | 0 | 392 |
| 14:00 - 15:00 | 40 | 159 | 0 | 0 | 199 | 0 | 0 | 187 | 29 | 0 | 216 | 0 | 415 |
| 15:00 - 16:00 | 88 | 150 | 0 | 0 | 238 | 0 | 0 | 210 | 51 | 0 | 261 | 0 | 499 |
| 16:00 - 17:00 | 88 | 128 | 0 | 0 | 216 | 0 | 0 | 238 | 52 | 0 | 290 | 0 | 506 |
| 17:00 - 18:00 | 82 | 166 | 0 | 0 | 248 | 0 | 0 | 236 | 53 | 0 | 289 | 0 | 537 |
| 18:00 - 19:00 | 43 | 97 | 0 | 0 | 140 | 0 | 0 | 160 | 22 | 0 | 182 | 0 | 322 |
| GRAND TOTAL | 620 | 1621 | 0 | 0 | 2241 | 0 | 0 | 2277 | 488 | 1 | 2766 | 0 | 5007 |



Traffic Count Data

Intersection: Dutch Ln (CR 3) & B Line (CR 23)
 Site Code: 2227900003
 Municipality: Orangeville
 Count Date: Sep 22, 2022

South Approach - B Line (CR 23)

| Start Time | Cars | | | | | Trucks | | | | | Bicycles | | | | | Total Peds |
|------------|------|---|----|---|-------|--------|---|---|---|-------|----------|---|---|---|-------|------------|
| | ← | ↑ | → | ↻ | Total | ← | ↑ | → | ↻ | Total | ← | ↑ | → | ↻ | Total | |
| 07:00 | 16 | 0 | 2 | 0 | 18 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15 | 8 | 0 | 4 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30 | 18 | 0 | 11 | 0 | 29 | 1 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 | 13 | 0 | 12 | 0 | 25 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 | 12 | 0 | 9 | 0 | 21 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15 | 17 | 0 | 21 | 0 | 38 | 1 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30 | 10 | 0 | 23 | 0 | 33 | 2 | 0 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:45 | 19 | 0 | 12 | 0 | 31 | 2 | 0 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:00 | 12 | 0 | 12 | 0 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:15 | 11 | 0 | 12 | 0 | 23 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:30 | 10 | 0 | 13 | 0 | 23 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:45 | 16 | 0 | 9 | 0 | 25 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:00 | 8 | 0 | 7 | 0 | 15 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:15 | 9 | 0 | 6 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:30 | 14 | 0 | 7 | 0 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:45 | 10 | 0 | 11 | 0 | 21 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:00 | 9 | 0 | 9 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:15 | 7 | 0 | 10 | 0 | 17 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:30 | 8 | 0 | 16 | 0 | 24 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:45 | 6 | 0 | 7 | 0 | 13 | 4 | 0 | 2 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 |

| Start Time | Cars | | | | | Trucks | | | | | Bicycles | | | | | Total Peds |
|--------------------|------|---|-----|---|-------|--------|---|----|---|-------|----------|---|---|---|-------|------------|
| | ← | ↑ | → | ↺ | Total | ← | ↑ | → | ↺ | Total | ← | ↑ | → | ↺ | Total | |
| 12:00 | 16 | 0 | 13 | 0 | 29 | 1 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:15 | 19 | 0 | 12 | 0 | 31 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:30 | 11 | 0 | 9 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:45 | 4 | 0 | 11 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:00 | 14 | 0 | 9 | 0 | 23 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:15 | 13 | 0 | 6 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:30 | 15 | 0 | 6 | 0 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:45 | 11 | 0 | 9 | 0 | 20 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:00 | 13 | 0 | 8 | 0 | 21 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:15 | 18 | 0 | 6 | 0 | 24 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:30 | 17 | 0 | 15 | 0 | 32 | 3 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 3 |
| 14:45 | 19 | 0 | 13 | 0 | 32 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:00 | 18 | 0 | 11 | 0 | 29 | 1 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:15 | 26 | 0 | 19 | 0 | 45 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:30 | 26 | 0 | 20 | 0 | 46 | 1 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:45 | 25 | 0 | 12 | 1 | 38 | 1 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 | 19 | 0 | 19 | 0 | 38 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15 | 24 | 0 | 16 | 0 | 40 | 1 | 0 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30 | 21 | 0 | 10 | 0 | 31 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45 | 20 | 0 | 16 | 0 | 36 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 16 | 0 | 13 | 0 | 29 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15 | 13 | 0 | 16 | 0 | 29 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30 | 22 | 0 | 15 | 0 | 37 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45 | 14 | 0 | 17 | 0 | 31 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | 18 | 0 | 16 | 0 | 34 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:15 | 13 | 0 | 14 | 0 | 27 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:30 | 13 | 0 | 19 | 0 | 32 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:45 | 7 | 0 | 19 | 0 | 26 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| SUBTOTAL | 698 | 0 | 582 | 1 | 1281 | 42 | 0 | 13 | 0 | 55 | 0 | 0 | 0 | 0 | 0 | 3 |
| GRAND TOTAL | 698 | 0 | 582 | 1 | 1281 | 42 | 0 | 13 | 0 | 55 | 0 | 0 | 0 | 0 | 0 | 3 |



Traffic Count Data

Intersection: Dutch Ln (CR 3) & B Line (CR 23)
 Site Code: 2227900003
 Municipality: Orangeville
 Count Date: Sep 22, 2022

East Approach - B Line (CR 23)

| Start Time | Cars | | | | | Trucks | | | | | Bicycles | | | | | Total Peds |
|------------|------|----|---|---|-------|--------|----|---|---|-------|----------|---|---|---|-------|------------|
| | ← | ↑ | → | ↻ | Total | ← | ↑ | → | ↻ | Total | ← | ↑ | → | ↻ | Total | |
| 07:00 | 13 | 23 | 0 | 0 | 36 | 1 | 5 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15 | 13 | 19 | 0 | 0 | 32 | 0 | 9 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30 | 7 | 22 | 0 | 0 | 29 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 | 12 | 24 | 0 | 0 | 36 | 1 | 3 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 | 13 | 33 | 0 | 0 | 46 | 2 | 7 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15 | 9 | 28 | 0 | 0 | 37 | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30 | 17 | 36 | 0 | 0 | 53 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 |
| 08:45 | 21 | 24 | 0 | 0 | 45 | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:00 | 14 | 29 | 0 | 0 | 43 | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:15 | 12 | 29 | 0 | 0 | 41 | 0 | 7 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:30 | 5 | 25 | 0 | 0 | 30 | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:45 | 1 | 32 | 0 | 0 | 33 | 0 | 6 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:00 | 9 | 17 | 0 | 0 | 26 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:15 | 6 | 22 | 0 | 0 | 28 | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:30 | 9 | 41 | 0 | 0 | 50 | 0 | 7 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:45 | 13 | 24 | 0 | 0 | 37 | 0 | 7 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:00 | 13 | 31 | 0 | 0 | 44 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:15 | 4 | 34 | 0 | 0 | 38 | 1 | 2 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:30 | 5 | 23 | 0 | 0 | 28 | 0 | 10 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:45 | 11 | 28 | 0 | 0 | 39 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 |

| Start Time | Cars | | | | | Trucks | | | | | Bicycles | | | | | Total Peds |
|--------------------|------|------|---|---|-------|--------|-----|---|---|-------|----------|---|---|---|-------|------------|
| | ← | ↑ | → | ↻ | Total | ← | ↑ | → | ↻ | Total | ← | ↑ | → | ↻ | Total | |
| 12:00 | 8 | 29 | 0 | 0 | 37 | 0 | 6 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:15 | 8 | 21 | 0 | 0 | 29 | 0 | 7 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:30 | 5 | 24 | 0 | 0 | 29 | 0 | 9 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:45 | 7 | 26 | 0 | 0 | 33 | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:00 | 6 | 34 | 0 | 0 | 40 | 0 | 6 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:15 | 11 | 33 | 0 | 0 | 44 | 1 | 8 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:30 | 11 | 30 | 0 | 0 | 41 | 0 | 7 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:45 | 9 | 32 | 0 | 0 | 41 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:00 | 9 | 34 | 0 | 0 | 43 | 1 | 9 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:15 | 13 | 20 | 0 | 0 | 33 | 0 | 9 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:30 | 9 | 26 | 0 | 0 | 35 | 1 | 4 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:45 | 7 | 47 | 0 | 0 | 54 | 0 | 10 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:00 | 11 | 39 | 0 | 0 | 50 | 1 | 8 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:15 | 21 | 19 | 0 | 0 | 40 | 0 | 6 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:30 | 28 | 38 | 0 | 0 | 66 | 2 | 8 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:45 | 25 | 24 | 0 | 0 | 49 | 0 | 8 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 | 24 | 40 | 0 | 0 | 64 | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15 | 22 | 29 | 0 | 0 | 51 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30 | 27 | 24 | 0 | 0 | 51 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45 | 15 | 27 | 0 | 0 | 42 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 19 | 49 | 0 | 0 | 68 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15 | 28 | 40 | 0 | 0 | 68 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30 | 21 | 41 | 0 | 0 | 62 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45 | 14 | 29 | 0 | 0 | 43 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | 13 | 23 | 0 | 0 | 36 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:15 | 10 | 22 | 0 | 0 | 32 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:30 | 12 | 18 | 0 | 0 | 30 | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:45 | 8 | 28 | 0 | 0 | 36 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| SUBTOTAL | 608 | 1390 | 0 | 0 | 1998 | 11 | 231 | 0 | 0 | 242 | 1 | 0 | 0 | 0 | 1 | 0 |
| GRAND TOTAL | 608 | 1390 | 0 | 0 | 1998 | 11 | 231 | 0 | 0 | 242 | 1 | 0 | 0 | 0 | 1 | 0 |



Traffic Count Data

Intersection: Dutch Ln (CR 3) & B Line (CR 23)
 Site Code: 2227900003
 Municipality: Orangeville
 Count Date: Sep 22, 2022

West Approach - Dutch Ln (CR 3)

| Start Time | Cars | | | | | Trucks | | | | | Bicycles | | | | | Total Peds |
|------------|------|----|----|---|-------|--------|---|---|---|-------|----------|---|---|---|-------|------------|
| | ← | ↑ | → | ↻ | Total | ← | ↑ | → | ↻ | Total | ← | ↑ | → | ↻ | Total | |
| 07:00 | 0 | 21 | 11 | 0 | 32 | 0 | 8 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15 | 0 | 33 | 11 | 0 | 44 | 0 | 5 | 2 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30 | 0 | 41 | 11 | 0 | 52 | 0 | 9 | 1 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 | 0 | 42 | 25 | 0 | 67 | 0 | 5 | 2 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 | 0 | 60 | 11 | 0 | 71 | 0 | 5 | 1 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15 | 0 | 49 | 11 | 0 | 60 | 0 | 9 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30 | 0 | 46 | 15 | 0 | 61 | 0 | 8 | 1 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:45 | 0 | 35 | 8 | 0 | 43 | 0 | 9 | 1 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:00 | 0 | 32 | 6 | 0 | 38 | 0 | 6 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:15 | 0 | 38 | 9 | 0 | 47 | 0 | 9 | 2 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:30 | 0 | 26 | 9 | 0 | 35 | 0 | 8 | 7 | 1 | 16 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:45 | 0 | 26 | 11 | 0 | 37 | 0 | 8 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:00 | 0 | 49 | 9 | 0 | 58 | 0 | 5 | 1 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:15 | 0 | 22 | 5 | 0 | 27 | 0 | 9 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:30 | 0 | 52 | 13 | 0 | 65 | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:45 | 0 | 31 | 7 | 0 | 38 | 0 | 9 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:00 | 0 | 41 | 7 | 0 | 48 | 0 | 8 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:15 | 0 | 30 | 7 | 0 | 37 | 0 | 6 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:30 | 0 | 41 | 7 | 0 | 48 | 0 | 8 | 1 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:45 | 0 | 30 | 10 | 0 | 40 | 0 | 7 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 |

| Start Time | Cars | | | | | Trucks | | | | | Bicycles | | | | | Total Peds |
|--------------------|------|------|-----|---|-------|--------|-----|----|---|-------|----------|---|---|---|-------|------------|
| | | | | | Total | | | | | Total | | | | | Total | |
| 12:00 | 0 | 49 | 8 | 0 | 57 | 0 | 11 | 1 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:15 | 0 | 36 | 5 | 0 | 41 | 0 | 8 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:30 | 0 | 35 | 6 | 0 | 41 | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:45 | 0 | 37 | 3 | 0 | 40 | 0 | 7 | 1 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:00 | 0 | 34 | 9 | 0 | 43 | 0 | 12 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:15 | 0 | 39 | 11 | 0 | 50 | 0 | 8 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:30 | 0 | 28 | 4 | 0 | 32 | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:45 | 0 | 34 | 11 | 0 | 45 | 0 | 7 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:00 | 0 | 40 | 6 | 0 | 46 | 0 | 8 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:15 | 0 | 34 | 4 | 0 | 38 | 0 | 11 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:30 | 0 | 39 | 10 | 0 | 49 | 0 | 8 | 3 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:45 | 0 | 38 | 6 | 0 | 44 | 0 | 9 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:00 | 0 | 40 | 6 | 0 | 46 | 0 | 4 | 1 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:15 | 0 | 53 | 15 | 0 | 68 | 0 | 8 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:30 | 0 | 40 | 16 | 0 | 56 | 0 | 9 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:45 | 0 | 54 | 13 | 0 | 67 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 | 0 | 53 | 13 | 0 | 66 | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15 | 0 | 56 | 12 | 0 | 68 | 0 | 6 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30 | 0 | 42 | 11 | 0 | 53 | 0 | 6 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45 | 0 | 63 | 16 | 0 | 79 | 0 | 8 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 0 | 49 | 14 | 0 | 63 | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15 | 0 | 70 | 16 | 0 | 86 | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30 | 0 | 60 | 13 | 0 | 73 | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45 | 0 | 40 | 10 | 0 | 50 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | 0 | 54 | 3 | 0 | 57 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:15 | 0 | 42 | 7 | 0 | 49 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:30 | 0 | 34 | 5 | 0 | 39 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:45 | 0 | 21 | 7 | 0 | 28 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| SUBTOTAL | 0 | 1959 | 463 | 0 | 2422 | 0 | 318 | 25 | 1 | 344 | 0 | 0 | 0 | 0 | 0 | 0 |
| GRAND TOTAL | 0 | 1959 | 463 | 0 | 2422 | 0 | 318 | 25 | 1 | 344 | 0 | 0 | 0 | 0 | 0 | 0 |

Peak Hour Diagram

Specified Period

From: 07:00:00
To: 10:00:00

One Hour Peak

From: 07:45:00
To: 08:45:00

Intersection: Dutch Ln (CR 3) & B Line (CR 23)
Site Code: 2227900003
Count Date: Sep 22, 2022

Weather conditions: Clear

**** Unsignalized Intersection ****

Major Road: B Line (CR 23) runs E/W

East Approach

| | Out | In | Total |
|---------------|------------|------------|------------|
| | 172 | 262 | 434 |
| | 18 | 29 | 47 |
| | 1 | 0 | 1 |
| Totals | 191 | 291 | 482 |

Dutch Ln (CR 3)

| | Out | In | Total |
|---------------|----------|------------|------------|
| | 0 | 0 | 0 |
| | 0 | 27 | 27 |
| | 0 | 197 | 197 |
| Totals | 0 | 224 | 224 |
| | 0 | 4 | 66 |

Peds: 0

Peds: 0



Peds: 0

Peds: 0

B Line (CR 23)

| Totals | Out | In | Total |
|------------|-----|----|-------|
| 0 | 0 | 0 | 0 |
| 136 | 121 | 15 | 0 |
| 55 | 51 | 3 | 1 |

West Approach

| | Out | In | Total |
|---------------|------------|------------|------------|
| | 259 | 173 | 432 |
| | 31 | 21 | 52 |
| | 0 | 0 | 0 |
| Totals | 290 | 194 | 484 |

| Totals | 58 | 67 | 0 |
|--------|----|----|---|
| | 52 | 65 | 0 |
| | 6 | 2 | 0 |
| | 0 | 0 | 0 |

B Line (CR 23)

South Approach

| | Out | In | Total |
|---------------|------------|------------|------------|
| | 117 | 113 | 230 |
| | 8 | 7 | 15 |
| | 0 | 1 | 1 |
| Totals | 125 | 121 | 246 |

- Cars

- Trucks

- Bicycles

Comments



Peak Hour Summary

Intersection: Dutch Ln (CR 3) & B Line (CR 23)
 Site Code: 2227900003
 Count Date: Sep 22, 2022
 Period: 07:00 - 10:00

Peak Hour Data (07:45 - 08:45)

| Start Time | North Approach | | | | South Approach B Line (CR 23) | | | | East Approach B Line (CR 23) | | | | West Approach Dutch Ln (CR 3) | | | | Total Vehicles | | | | | | | |
|--------------------|----------------|---|---|---|----------------------------------|----------|-------------|------------|---------------------------------|-------------|------------|-------------|----------------------------------|----------|-------------|------------|-------------------|-------------|----------|-------------|-------------|------------|------|-----|
| | ← | ↑ | → | ↻ | Peds | Total | ← | ↑ | → | ↻ | Peds | Total | ← | ↑ | → | ↻ | | Peds | Total | | | | | |
| 07:45 | | | | | 0 | | 14 | | 12 | 0 | 0 | 26 | 13 | 27 | | 0 | 0 | 40 | 47 | 27 | 0 | 0 | 74 | 140 |
| 08:00 | | | | | 0 | | 14 | | 9 | 0 | 0 | 23 | 15 | 40 | | 0 | 0 | 55 | 65 | 12 | 0 | 0 | 77 | 155 |
| 08:15 | | | | | 0 | | 18 | | 22 | 0 | 0 | 40 | 9 | 32 | | 0 | 0 | 41 | 58 | 11 | 0 | 0 | 69 | 150 |
| 08:30 | | | | | 0 | | 12 | | 24 | 0 | 0 | 36 | 18 | 37 | | 0 | 0 | 55 | 54 | 16 | 0 | 0 | 70 | 161 |
| Grand Total | | | | | 0 | 0 | 58 | 67 | 0 | 0 | 125 | 55 | 136 | 0 | 0 | 191 | 224 | 66 | 0 | 0 | 290 | 606 | | |
| Approach % | | | | | - | | 46.4 | 53.6 | 0 | - | | 28.8 | 71.2 | 0 | - | | 77.2 | 22.8 | 0 | - | | | | |
| Totals % | | | | | 0 | | 9.6 | 11.1 | 0 | 20.6 | | 9.1 | 22.4 | 0 | 31.5 | | 37 | 10.9 | 0 | 47.9 | | | | |
| PHF | | | | | 0 | | 0.81 | 0.7 | 0 | 0.78 | | 0.76 | 0.85 | 0 | 0.87 | | 0.86 | 0.61 | 0 | 0.94 | 0.94 | | | |
| Cars | | | | | 0 | | 52 | 65 | 0 | 117 | | 51 | 121 | 0 | 172 | | 197 | 62 | 0 | 259 | | | 548 | |
| % Cars | | | | | 0 | | 89.7 | 97 | 0 | 93.6 | | 92.7 | 89 | 0 | 90.1 | | 87.9 | 93.9 | 0 | 89.3 | | | 90.4 | |
| Trucks | | | | | 0 | | 6 | 2 | 0 | 8 | | 3 | 15 | 0 | 18 | | 27 | 4 | 0 | 31 | | | 57 | |
| % Trucks | | | | | 0 | | 10.3 | 3 | 0 | 6.4 | | 5.5 | 11 | 0 | 9.4 | | 12.1 | 6.1 | 0 | 10.7 | | | 9.4 | |
| Bicycles | | | | | 0 | | 0 | 0 | 0 | 0 | | 1 | 0 | 0 | 1 | | 0 | 0 | 0 | 0 | | | 1 | |
| % Bicycles | | | | | 0 | | 0 | 0 | 0 | 0 | | 1.8 | 0 | 0 | 0.5 | | 0 | 0 | 0 | 0 | | | 0.2 | |
| Peds | | | | | 0 | - | | | | 0 | - | | | | 0 | - | | | | 0 | - | | 0 | |
| % Peds | | | | | 0 | - | | | | 0 | - | | | | 0 | - | | | | 0 | - | | | |

Peak Hour Diagram

Specified Period

From: 10:00:00
To: 14:00:00

One Hour Peak

From: 11:30:00
To: 12:30:00

Intersection: Dutch Ln (CR 3) & B Line (CR 23)
Site Code: 2227900003
Count Date: Sep 22, 2022

Weather conditions: Clear

**** Unsignalized Intersection ****

Major Road: B Line (CR 23) runs E/W

East Approach

| | Out | In | Total |
|---------------|------------|------------|------------|
| | 133 | 204 | 337 |
| | 26 | 37 | 63 |
| | 0 | 0 | 0 |
| Totals | 159 | 241 | 400 |

Dutch Ln (CR 3)

| | | | | Totals |
|---|---|----|-----|------------|
| ↶ | 0 | 0 | 0 | 0 |
| → | 0 | 34 | 156 | 190 |
| ↷ | 0 | 2 | 30 | 32 |

Peds: 0

Peds: 0



Peds: 0

Peds: 0

B Line (CR 23)

| Totals | | | |
|--------|------------|-----|----|
| ↶ | 0 | 0 | 0 |
| → | 127 | 101 | 26 |
| ↷ | 32 | 32 | 0 |

West Approach

| | Out | In | Total |
|---------------|------------|------------|------------|
| | 186 | 150 | 336 |
| | 36 | 34 | 70 |
| | 0 | 0 | 0 |
| Totals | 222 | 184 | 406 |

| Totals | ↶ | → | ↷ |
|--------|-----------|-----------|----------|
| | 57 | 51 | 0 |
| | 49 | 48 | 0 |
| | 8 | 3 | 0 |
| | 0 | 0 | 0 |

B Line (CR 23)

South Approach

| | Out | In | Total |
|---------------|------------|-----------|------------|
| | 97 | 62 | 159 |
| | 11 | 2 | 13 |
| | 0 | 0 | 0 |
| Totals | 108 | 64 | 172 |

- Cars

- Trucks

- Bicycles

Comments



Peak Hour Summary

Intersection: Dutch Ln (CR 3) & B Line (CR 23)
 Site Code: 2227900003
 Count Date: Sep 22, 2022
 Period: 10:00 - 14:00

Peak Hour Data (11:30 - 12:30)

| Start Time | North Approach | | | | South Approach B Line (CR 23) | | | | East Approach B Line (CR 23) | | | | West Approach Dutch Ln (CR 3) | | | | Total Vehicles | | | | | | | | | |
|--------------------|----------------|---|---|---|----------------------------------|-------------|------------|-----------|---------------------------------|-------------|-------------|-----------|----------------------------------|-------------|------------|------------|-------------------|-------------|----------|----------|------------|------------|---|---|----|-----|
| | ← | ↑ | → | ↻ | Peds | Total | ← | ↑ | → | ↻ | Peds | Total | ← | ↑ | → | ↻ | | Peds | Total | | | | | | | |
| 11:30 | | | | | 0 | | 9 | | 16 | 0 | 0 | 25 | 5 | 33 | | | 0 | 0 | 38 | | 49 | 8 | 0 | 0 | 57 | 120 |
| 11:45 | | | | | 0 | | 10 | | 9 | 0 | 0 | 19 | 11 | 31 | | | 0 | 0 | 42 | | 37 | 10 | 0 | 0 | 47 | 108 |
| 12:00 | | | | | 0 | | 17 | | 14 | 0 | 0 | 31 | 8 | 35 | | | 0 | 0 | 43 | | 60 | 9 | 0 | 0 | 69 | 143 |
| 12:15 | | | | | 0 | | 21 | | 12 | 0 | 0 | 33 | 8 | 28 | | | 0 | 0 | 36 | | 44 | 5 | 0 | 0 | 49 | 118 |
| Grand Total | | | | | 0 | 0 | 57 | 51 | 0 | 0 | 108 | 32 | 127 | 0 | 0 | 159 | 190 | 32 | 0 | 0 | 222 | 489 | | | | |
| Approach % | | | | | - | | 52.8 | 47.2 | 0 | - | 20.1 | 79.9 | 0 | - | | | 85.6 | 14.4 | 0 | - | | | | | | |
| Totals % | | | | | 0 | | 11.7 | 10.4 | 0 | 22.1 | 6.5 | 26 | 0 | 32.5 | | | 38.9 | 6.5 | 0 | 45.4 | | | | | | |
| PHF | | | | | 0 | 0.68 | 0.8 | 0 | 0.82 | 0.73 | 0.91 | 0 | 0.92 | 0.79 | 0.8 | 0 | 0.8 | 0.85 | | | | | | | | |
| Cars | | | | | 0 | | 49 | 48 | 0 | 97 | 32 | 101 | 0 | 133 | 156 | 30 | 0 | 186 | 416 | | | | | | | |
| % Cars | | | | | 0 | | 86 | 94.1 | 0 | 89.8 | 100 | 79.5 | 0 | 83.6 | 82.1 | 93.8 | 0 | 83.8 | 85.1 | | | | | | | |
| Trucks | | | | | 0 | | 8 | 3 | 0 | 11 | 0 | 26 | 0 | 26 | 34 | 2 | 0 | 36 | 73 | | | | | | | |
| % Trucks | | | | | 0 | | 14 | 5.9 | 0 | 10.2 | 0 | 20.5 | 0 | 16.4 | 17.9 | 6.3 | 0 | 16.2 | 14.9 | | | | | | | |
| Bicycles | | | | | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | |
| % Bicycles | | | | | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | |
| Peds | | | | | 0 | - | | | | 0 | - | | | | | | | 0 | - | 0 | | | | | | |
| % Peds | | | | | 0 | - | | | | 0 | - | | | | | | | 0 | - | | | | | | | |

Peak Hour Diagram

Specified Period

From: 14:00:00
To: 19:00:00

One Hour Peak

From: 15:30:00
To: 16:30:00

Intersection: Dutch Ln (CR 3) & B Line (CR 23)
Site Code: 2227900003
Count Date: Sep 22, 2022

Weather conditions: Clear

**** Unsignalized Intersection ****

Major Road: B Line (CR 23) runs E/W

East Approach

| | Out | In | Total |
|---------------|------------|------------|------------|
| | 230 | 270 | 500 |
| | 24 | 25 | 49 |
| | 0 | 0 | 0 |
| Totals | 254 | 295 | 549 |

Dutch Ln (CR 3)

| | | | Totals |
|---|----|-----|--------|
| 0 | 0 | 0 | 0 |
| 0 | 21 | 203 | 224 |
| 0 | 0 | 54 | 54 |

Peds: 0

Peds: 0



Peds: 0

Peds: 0

B Line (CR 23)

| Totals | | | |
|--------|-----|----|---|
| 0 | 0 | 0 | 0 |
| 153 | 131 | 22 | 0 |
| 101 | 99 | 2 | 0 |

West Approach

| | Out | In | Total |
|---------------|------------|------------|------------|
| | 257 | 225 | 482 |
| | 21 | 25 | 46 |
| | 0 | 0 | 0 |
| Totals | 278 | 250 | 528 |

| Totals | 97 | 71 | 1 |
|--------|----|----|---|
| | 94 | 67 | 1 |
| | 3 | 4 | 0 |
| | 0 | 0 | 0 |

B Line (CR 23)

South Approach

| | Out | In | Total |
|---------------|------------|------------|------------|
| | 162 | 154 | 316 |
| | 7 | 2 | 9 |
| | 0 | 0 | 0 |
| Totals | 169 | 156 | 325 |

- Cars

- Trucks

- Bicycles

Comments



Peak Hour Summary

Intersection: Dutch Ln (CR 3) & B Line (CR 23)
 Site Code: 2227900003
 Count Date: Sep 22, 2022
 Period: 14:00 - 19:00

Peak Hour Data (15:30 - 16:30)

| Start Time | North Approach | | | | South Approach B Line (CR 23) | | | | East Approach B Line (CR 23) | | | | West Approach Dutch Ln (CR 3) | | | | Total Vehic es | | | | | | | | | |
|------------------------|----------------|---|---|---|----------------------------------|----------|------------|---|---------------------------------|-------------|----------|-------------|----------------------------------|-------------|---|---|----------------------|----------|-------------|--|------------|-------------|----------|----------|-------------|-------------|
| | ← | ↑ | → | ↻ | Peds | Total | ← | ↑ | → | ↻ | Peds | Total | ← | ↑ | → | ↻ | | Peds | Total | | | | | | | |
| 15:30 | | | | | 0 | | 27 | | 21 | 0 | 0 | 48 | 30 | 46 | | | 0 | 0 | 76 | | 49 | 16 | 0 | 0 | 65 | 189 |
| 15:45 | | | | | 0 | | 26 | | 13 | 1 | 0 | 40 | 25 | 32 | | | 0 | 0 | 57 | | 56 | 13 | 0 | 0 | 69 | 166 |
| 16:00 | | | | | 0 | | 19 | | 19 | 0 | 0 | 38 | 24 | 44 | | | 0 | 0 | 68 | | 57 | 13 | 0 | 0 | 70 | 176 |
| 16:15 | | | | | 0 | | 25 | | 18 | 0 | 0 | 43 | 22 | 31 | | | 0 | 0 | 53 | | 62 | 12 | 0 | 0 | 74 | 170 |
| Grand Total | | | | | 0 | 0 | 97 | | 71 | 1 | 0 | 169 | 101 | 153 | | | 0 | 0 | 254 | | 224 | 54 | 0 | 0 | 278 | 701 |
| Approach % | | | | | - | | 57.4 | | 42 | 0.6 | | - | 39.8 | 60.2 | | | 0 | | - | | 80.6 | 19.4 | 0 | | - | |
| Totals % | | | | | 0 | | 13.8 | | 10.1 | 0.1 | | 24.1 | 14.4 | 21.8 | | | 0 | | 36.2 | | 32 | 7.7 | 0 | | 39.7 | |
| PHF | | | | | 0 | | 0.9 | | 0.85 | 0.25 | | 0.88 | 0.84 | 0.83 | | | 0 | | 0.84 | | 0.9 | 0.84 | 0 | | 0.94 | 0.93 |
| Cars | | | | | 0 | | 94 | | 67 | 1 | | 162 | 99 | 131 | | | 0 | | 230 | | 203 | 54 | 0 | | 257 | 649 |
| % Cars | | | | | 0 | | 96.9 | | 94.4 | 100 | | 95.9 | 98 | 85.6 | | | 0 | | 90.6 | | 90.6 | 100 | 0 | | 92.4 | 92.6 |
| Trucks | | | | | 0 | | 3 | | 4 | 0 | | 7 | 2 | 22 | | | 0 | | 24 | | 21 | 0 | 0 | | 21 | 52 |
| % Trucks | | | | | 0 | | 3.1 | | 5.6 | 0 | | 4.1 | 2 | 14.4 | | | 0 | | 9.4 | | 9.4 | 0 | 0 | | 7.6 | 7.4 |
| Bicycles | | | | | 0 | | 0 | | 0 | 0 | | 0 | 0 | 0 | | | 0 | | 0 | | 0 | 0 | 0 | | 0 | 0 |
| % Bicycles | | | | | 0 | | 0 | | 0 | 0 | | 0 | 0 | 0 | | | 0 | | 0 | | 0 | 0 | 0 | | 0 | 0 |
| Peds | | | | | 0 | - | | | | | | - | | | | | | | - | | 0 | | | | - | 0 |
| % Peds | | | | | 0 | - | | | | | | - | | | | | | | - | | 0 | | | | - | 0 |



Project #22-279 - WSP

Intersection Count Report

Intersection: CR 109 & Dutch Ln (CR 3)
Municipality: Orangeville
Count Date: Thursday, Sep 22, 2022
Site Code: 2227900004
Count Categories: Cars, Trucks, Bicycles, Pedestrians
Count Period: 07:00-19:00
Weather: Clear
Comments:

Traffic Count Map

Intersection: CR 109 & Dutch Ln (CR 3)
Site Code: 2227900004
Municipality: Orangeville
Count Date: Sep 22, 2022





Traffic Count Summary

Intersection: CR 109 & Dutch Ln (CR 3)
 Site Code: 2227900004
 Municipality: Orangeville
 Count Date: Sep 22, 2022

Dutch Ln (CR 3) - Traffic Summary

| Hour | North Approach Totals | | | | | | South Approach Totals | | | | | | Total |
|--------------------|---------------------------------|----------|----------|----------|----------|----------|---------------------------------|----------|-------------|----------|-------------|----------|-------------|
| | Includes Cars, Trucks, Bicycles | | | | | | Includes Cars, Trucks, Bicycles | | | | | | |
| | Left | Thru | Right | U-Turn | Total | Peds | Left | Thru | Right | U-Turn | Total | Peds | |
| 07:00 - 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 181 | 0 | 195 | 0 | 195 |
| 08:00 - 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 31 | 0 | 259 | 0 | 290 | 0 | 290 |
| 09:00 - 10:00 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 0 | 182 | 0 | 205 | 0 | 205 |
| 10:00 - 11:00 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 196 | 0 | 213 | 0 | 213 |
| 11:00 - 12:00 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 0 | 197 | 0 | 217 | 0 | 217 |
| 12:00 - 13:00 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 0 | 210 | 0 | 233 | 0 | 233 |
| 13:00 - 14:00 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 184 | 0 | 194 | 0 | 194 |
| 14:00 - 15:00 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 214 | 0 | 227 | 0 | 227 |
| 15:00 - 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 0 | 247 | 0 | 272 | 0 | 272 |
| 16:00 - 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 0 | 270 | 0 | 295 | 0 | 295 |
| 17:00 - 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 27 | 0 | 272 | 0 | 299 | 0 | 299 |
| 18:00 - 19:00 | 0 | 0 | 0 | 0 | 0 | 0 | 27 | 0 | 206 | 0 | 233 | 0 | 233 |
| GRAND TOTAL | 0 | 0 | 0 | 0 | 0 | 0 | 255 | 0 | 2618 | 0 | 2873 | 0 | 2873 |

Traffic Count Summary

Intersection: CR 109 & Dutch Ln (CR 3)
 Site Code: 2227900004
 Municipality: Orangeville
 Count Date: Sep 22, 2022

CR 109 - Traffic Summary

| Hour | East Approach Totals | | | | | | West Approach Totals | | | | | | Total |
|----------------------|---------------------------------|-------------|----------|----------|-------------|----------|---------------------------------|-------------|------------|----------|-------------|----------|--------------|
| | Includes Cars, Trucks, Bicycles | | | | | | Includes Cars, Trucks, Bicycles | | | | | | |
| | Left | Thru | Right | U-Turn | Total | Peds | Left | Thru | Right | U-Turn | Total | Peds | |
| 07:00 - 08:00 | 126 | 323 | 0 | 0 | 449 | 0 | 0 | 609 | 30 | 0 | 639 | 0 | 1088 |
| 08:00 - 09:00 | 178 | 387 | 0 | 0 | 565 | 0 | 0 | 622 | 27 | 0 | 649 | 0 | 1214 |
| 09:00 - 10:00 | 148 | 385 | 0 | 0 | 533 | 0 | 0 | 490 | 19 | 0 | 509 | 0 | 1042 |
| 10:00 - 11:00 | 143 | 340 | 0 | 0 | 483 | 0 | 0 | 451 | 17 | 0 | 468 | 0 | 951 |
| 11:00 - 12:00 | 161 | 365 | 0 | 0 | 526 | 0 | 0 | 463 | 12 | 0 | 475 | 0 | 1001 |
| 12:00 - 13:00 | 143 | 402 | 0 | 0 | 545 | 0 | 0 | 471 | 12 | 0 | 483 | 0 | 1028 |
| 13:00 - 14:00 | 174 | 417 | 0 | 0 | 591 | 0 | 0 | 417 | 14 | 0 | 431 | 0 | 1022 |
| 14:00 - 15:00 | 181 | 492 | 0 | 0 | 673 | 0 | 0 | 456 | 17 | 0 | 473 | 0 | 1146 |
| 15:00 - 16:00 | 204 | 630 | 0 | 0 | 834 | 0 | 0 | 537 | 30 | 0 | 567 | 0 | 1401 |
| 16:00 - 17:00 | 184 | 686 | 0 | 0 | 870 | 0 | 0 | 511 | 39 | 0 | 550 | 0 | 1420 |
| 17:00 - 18:00 | 214 | 650 | 0 | 0 | 864 | 0 | 0 | 498 | 33 | 0 | 531 | 0 | 1395 |
| 18:00 - 19:00 | 124 | 475 | 0 | 0 | 599 | 0 | 0 | 415 | 12 | 0 | 427 | 0 | 1026 |
| GRAND TOTAL | 1980 | 5552 | 0 | 0 | 7532 | 0 | 0 | 5940 | 262 | 0 | 6202 | 0 | 13734 |

Traffic Count Data

Intersection: CR 109 & Dutch Ln (CR 3)
 Site Code: 2227900004
 Municipality: Orangeville
 Count Date: Sep 22, 2022

South Approach - Dutch Ln (CR 3)

| Start Time | Cars | | | | | Trucks | | | | | Bicycles | | | | | Total Peds |
|------------|------|---|----|---|-------|--------|---|----|---|-------|----------|---|---|---|-------|------------|
| | ← | ↑ | → | ↻ | Total | ← | ↑ | → | ↻ | Total | ← | ↑ | → | ↻ | Total | |
| 07:00 | 1 | 0 | 25 | 0 | 26 | 0 | 0 | 8 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15 | 1 | 0 | 34 | 0 | 35 | 0 | 0 | 6 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30 | 7 | 0 | 44 | 0 | 51 | 1 | 0 | 7 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 | 4 | 0 | 51 | 0 | 55 | 0 | 0 | 6 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 | 4 | 0 | 64 | 0 | 68 | 0 | 0 | 6 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15 | 11 | 0 | 61 | 0 | 72 | 0 | 0 | 10 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30 | 13 | 0 | 57 | 0 | 70 | 0 | 0 | 8 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:45 | 3 | 0 | 42 | 0 | 45 | 0 | 0 | 11 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:00 | 6 | 0 | 38 | 0 | 44 | 0 | 0 | 9 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:15 | 6 | 0 | 46 | 0 | 52 | 0 | 0 | 10 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:30 | 4 | 0 | 37 | 0 | 41 | 0 | 0 | 10 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:45 | 7 | 0 | 27 | 0 | 34 | 0 | 0 | 5 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:00 | 4 | 0 | 51 | 0 | 55 | 0 | 0 | 5 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:15 | 4 | 0 | 25 | 0 | 29 | 0 | 0 | 9 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:30 | 3 | 0 | 57 | 0 | 60 | 0 | 0 | 6 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:45 | 6 | 0 | 36 | 0 | 42 | 0 | 0 | 7 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:00 | 5 | 0 | 46 | 0 | 51 | 0 | 0 | 7 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:15 | 2 | 0 | 41 | 0 | 43 | 0 | 0 | 6 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:30 | 7 | 0 | 48 | 0 | 55 | 0 | 0 | 10 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:45 | 5 | 0 | 31 | 0 | 36 | 1 | 0 | 8 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 |

| Start Time | Cars | | | | | Trucks | | | | | Bicycles | | | | | Total Peds |
|--------------------|------|---|------|---|-------|--------|---|-----|---|-------|----------|---|---|---|-------|------------|
| | ↶ | ↑ | ↷ | ↶ | Total | ↶ | ↑ | ↷ | ↶ | Total | ↶ | ↑ | ↷ | ↶ | Total | |
| 12:00 | 7 | 0 | 53 | 0 | 60 | 0 | 0 | 10 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:15 | 7 | 0 | 39 | 0 | 46 | 0 | 0 | 9 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:30 | 6 | 0 | 40 | 0 | 46 | 0 | 0 | 5 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:45 | 3 | 0 | 47 | 0 | 50 | 0 | 0 | 7 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:00 | 4 | 0 | 38 | 0 | 42 | 0 | 0 | 12 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:15 | 2 | 0 | 41 | 0 | 43 | 0 | 0 | 9 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:30 | 2 | 0 | 31 | 0 | 33 | 0 | 0 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:45 | 2 | 0 | 42 | 0 | 44 | 0 | 0 | 7 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:00 | 2 | 0 | 44 | 0 | 46 | 0 | 0 | 8 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:15 | 1 | 0 | 39 | 0 | 40 | 0 | 0 | 10 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:30 | 5 | 0 | 51 | 0 | 56 | 0 | 0 | 10 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:45 | 5 | 0 | 45 | 0 | 50 | 0 | 0 | 7 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:00 | 3 | 0 | 50 | 0 | 53 | 0 | 0 | 5 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:15 | 8 | 0 | 62 | 0 | 70 | 0 | 0 | 7 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:30 | 7 | 0 | 54 | 0 | 61 | 0 | 0 | 10 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:45 | 7 | 0 | 56 | 0 | 63 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 | 10 | 0 | 60 | 0 | 70 | 0 | 0 | 6 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15 | 7 | 0 | 62 | 0 | 69 | 0 | 0 | 7 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30 | 3 | 0 | 48 | 0 | 51 | 0 | 0 | 6 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45 | 5 | 0 | 74 | 0 | 79 | 0 | 0 | 7 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 5 | 0 | 56 | 0 | 61 | 0 | 0 | 5 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15 | 9 | 0 | 80 | 0 | 89 | 0 | 0 | 5 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30 | 7 | 0 | 67 | 0 | 74 | 0 | 0 | 5 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45 | 6 | 0 | 52 | 0 | 58 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | 7 | 0 | 65 | 0 | 72 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:15 | 6 | 0 | 49 | 0 | 55 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:30 | 6 | 0 | 49 | 0 | 55 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:45 | 8 | 0 | 34 | 0 | 42 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| SUBTOTAL | 253 | 0 | 2289 | 0 | 2542 | 2 | 0 | 329 | 0 | 331 | 0 | 0 | 0 | 0 | 0 | 0 |
| GRAND TOTAL | 253 | 0 | 2289 | 0 | 2542 | 2 | 0 | 329 | 0 | 331 | 0 | 0 | 0 | 0 | 0 | 0 |



Traffic Count Data

Intersection: CR 109 & Dutch Ln (CR 3)
 Site Code: 2227900004
 Municipality: Orangeville
 Count Date: Sep 22, 2022

East Approach - CR 109

| Start Time | Cars | | | | | Trucks | | | | | Bicycles | | | | | Total Peds |
|------------|------|----|---|---|-------|--------|----|---|---|-------|----------|---|---|---|-------|------------|
| | ← | ↑ | → | ↻ | Total | ← | ↑ | → | ↻ | Total | ← | ↑ | → | ↻ | Total | |
| 07:00 | 25 | 68 | 0 | 0 | 93 | 7 | 14 | 0 | 0 | 21 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15 | 23 | 65 | 0 | 0 | 88 | 9 | 17 | 0 | 0 | 26 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30 | 28 | 80 | 0 | 0 | 108 | 3 | 17 | 0 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 | 26 | 46 | 0 | 0 | 72 | 5 | 16 | 0 | 0 | 21 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 | 46 | 68 | 0 | 0 | 114 | 8 | 24 | 0 | 0 | 32 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15 | 36 | 78 | 0 | 0 | 114 | 4 | 19 | 0 | 0 | 23 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30 | 39 | 63 | 0 | 0 | 102 | 2 | 22 | 0 | 0 | 24 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:45 | 36 | 72 | 0 | 0 | 108 | 7 | 41 | 0 | 0 | 48 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:00 | 39 | 80 | 0 | 0 | 119 | 5 | 22 | 0 | 0 | 27 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:15 | 30 | 94 | 0 | 0 | 124 | 5 | 20 | 0 | 0 | 25 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:30 | 27 | 65 | 0 | 0 | 92 | 4 | 15 | 0 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:45 | 31 | 62 | 0 | 0 | 93 | 7 | 27 | 0 | 0 | 34 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:00 | 22 | 67 | 0 | 0 | 89 | 2 | 16 | 0 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:15 | 25 | 60 | 0 | 0 | 85 | 4 | 19 | 0 | 0 | 23 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:30 | 45 | 60 | 0 | 0 | 105 | 6 | 29 | 0 | 0 | 35 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:45 | 33 | 79 | 0 | 0 | 112 | 6 | 10 | 0 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:00 | 39 | 54 | 0 | 0 | 93 | 3 | 24 | 0 | 0 | 27 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:15 | 38 | 80 | 0 | 0 | 118 | 3 | 18 | 0 | 0 | 21 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:30 | 29 | 90 | 0 | 0 | 119 | 8 | 25 | 0 | 0 | 33 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:45 | 36 | 60 | 0 | 0 | 96 | 5 | 14 | 0 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 0 |

| Start Time | Cars | | | | | Trucks | | | | | Bicycles | | | | | Total Peds |
|--------------------|------|------|---|---|-------|--------|-----|---|---|-------|----------|---|---|---|-------|------------|
| | ← | ↑ | → | ↻ | Total | ← | ↑ | → | ↻ | Total | ← | ↑ | → | ↻ | Total | |
| 12:00 | 35 | 77 | 0 | 0 | 112 | 5 | 25 | 0 | 0 | 30 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:15 | 27 | 63 | 0 | 0 | 90 | 6 | 18 | 0 | 0 | 24 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:30 | 28 | 94 | 0 | 0 | 122 | 7 | 23 | 0 | 0 | 30 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:45 | 30 | 74 | 0 | 0 | 104 | 5 | 28 | 0 | 0 | 33 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:00 | 40 | 91 | 0 | 0 | 131 | 7 | 13 | 0 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:15 | 37 | 83 | 0 | 0 | 120 | 6 | 13 | 0 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:30 | 40 | 76 | 0 | 0 | 116 | 5 | 14 | 0 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:45 | 35 | 105 | 0 | 0 | 140 | 4 | 22 | 0 | 0 | 26 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:00 | 35 | 92 | 0 | 0 | 127 | 8 | 22 | 0 | 0 | 30 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:15 | 32 | 95 | 0 | 0 | 127 | 12 | 29 | 0 | 0 | 41 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:30 | 32 | 119 | 0 | 0 | 151 | 2 | 32 | 0 | 0 | 34 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:45 | 51 | 79 | 0 | 0 | 130 | 9 | 24 | 0 | 0 | 33 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:00 | 43 | 140 | 0 | 0 | 183 | 7 | 24 | 0 | 0 | 31 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:15 | 32 | 131 | 0 | 0 | 163 | 5 | 33 | 0 | 0 | 38 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:30 | 56 | 148 | 0 | 0 | 204 | 9 | 19 | 0 | 0 | 28 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:45 | 44 | 126 | 0 | 0 | 170 | 8 | 9 | 0 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 | 51 | 149 | 0 | 0 | 200 | 4 | 17 | 0 | 0 | 21 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15 | 41 | 154 | 0 | 0 | 195 | 3 | 14 | 0 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30 | 44 | 176 | 0 | 0 | 220 | 2 | 10 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45 | 38 | 156 | 0 | 0 | 194 | 1 | 10 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 54 | 170 | 0 | 0 | 224 | 2 | 15 | 0 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15 | 57 | 167 | 0 | 0 | 224 | 0 | 6 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30 | 57 | 159 | 0 | 0 | 216 | 2 | 8 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45 | 38 | 117 | 0 | 0 | 155 | 4 | 8 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | 31 | 138 | 0 | 0 | 169 | 1 | 8 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:15 | 26 | 110 | 0 | 0 | 136 | 0 | 6 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:30 | 27 | 97 | 0 | 0 | 124 | 4 | 7 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:45 | 34 | 101 | 0 | 0 | 135 | 1 | 8 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 |
| SUBTOTAL | 1748 | 4678 | 0 | 0 | 6426 | 232 | 874 | 0 | 0 | 1106 | 0 | 0 | 0 | 0 | 0 | 0 |
| GRAND TOTAL | 1748 | 4678 | 0 | 0 | 6426 | 232 | 874 | 0 | 0 | 1106 | 0 | 0 | 0 | 0 | 0 | 0 |



Traffic Count Data

Intersection: CR 109 & Dutch Ln (CR 3)
 Site Code: 2227900004
 Municipality: Orangeville
 Count Date: Sep 22, 2022

West Approach - CR 109

| Start Time | Cars | | | | | Trucks | | | | | Bicycles | | | | | Total Peds |
|------------|------|-----|----|---|-------|--------|----|---|---|-------|----------|---|---|---|-------|------------|
| | ← | ↑ | → | ↻ | Total | ← | ↑ | → | ↻ | Total | ← | ↑ | → | ↻ | Total | |
| 07:00 | 0 | 121 | 8 | 0 | 129 | 0 | 18 | 0 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15 | 0 | 131 | 8 | 0 | 139 | 0 | 16 | 0 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30 | 0 | 135 | 4 | 0 | 139 | 0 | 11 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 | 0 | 158 | 10 | 0 | 168 | 0 | 19 | 0 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 | 0 | 158 | 2 | 0 | 160 | 0 | 13 | 2 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15 | 0 | 102 | 2 | 0 | 104 | 0 | 27 | 0 | 0 | 27 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30 | 0 | 166 | 12 | 0 | 178 | 0 | 21 | 0 | 0 | 21 | 0 | 0 | 1 | 0 | 1 | 0 |
| 08:45 | 0 | 118 | 8 | 0 | 126 | 0 | 17 | 0 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:00 | 0 | 94 | 3 | 0 | 97 | 0 | 16 | 0 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:15 | 0 | 98 | 9 | 0 | 107 | 0 | 17 | 0 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:30 | 0 | 106 | 4 | 0 | 110 | 0 | 31 | 0 | 0 | 31 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:45 | 0 | 110 | 2 | 0 | 112 | 0 | 18 | 1 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:00 | 0 | 92 | 7 | 0 | 99 | 0 | 13 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:15 | 0 | 93 | 4 | 0 | 97 | 0 | 28 | 0 | 0 | 28 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:30 | 0 | 104 | 4 | 0 | 108 | 0 | 25 | 0 | 0 | 25 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:45 | 0 | 76 | 2 | 0 | 78 | 0 | 20 | 0 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:00 | 0 | 85 | 4 | 0 | 89 | 0 | 19 | 0 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:15 | 0 | 94 | 1 | 0 | 95 | 0 | 27 | 0 | 0 | 27 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:30 | 0 | 100 | 2 | 0 | 102 | 0 | 17 | 1 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:45 | 0 | 102 | 4 | 0 | 106 | 0 | 19 | 0 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 0 |

| Start Time | Cars | | | | | Trucks | | | | | Bicycles | | | | | Total Peds |
|--------------------|------|------|-----|---|-------|--------|-----|----|---|-------|----------|---|---|---|-------|------------|
| | ← | ↑ | → | ↻ | Total | ← | ↑ | → | ↻ | Total | ← | ↑ | → | ↻ | Total | |
| 12:00 | 0 | 93 | 3 | 0 | 96 | 0 | 19 | 0 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:15 | 0 | 95 | 4 | 0 | 99 | 0 | 27 | 0 | 0 | 27 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:30 | 0 | 75 | 2 | 0 | 77 | 0 | 18 | 0 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:45 | 0 | 120 | 3 | 0 | 123 | 0 | 24 | 0 | 0 | 24 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:00 | 0 | 92 | 2 | 0 | 94 | 0 | 13 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:15 | 0 | 83 | 5 | 0 | 88 | 0 | 17 | 1 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:30 | 0 | 84 | 2 | 0 | 86 | 0 | 16 | 0 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:45 | 0 | 86 | 4 | 0 | 90 | 0 | 26 | 0 | 0 | 26 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:00 | 0 | 102 | 6 | 0 | 108 | 0 | 22 | 1 | 0 | 23 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:15 | 0 | 93 | 3 | 0 | 96 | 0 | 16 | 0 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:30 | 0 | 84 | 4 | 0 | 88 | 0 | 30 | 1 | 0 | 31 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:45 | 0 | 80 | 2 | 0 | 82 | 0 | 29 | 0 | 0 | 29 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:00 | 0 | 87 | 5 | 0 | 92 | 0 | 32 | 1 | 0 | 33 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:15 | 0 | 108 | 8 | 0 | 116 | 0 | 28 | 1 | 0 | 29 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:30 | 0 | 121 | 9 | 0 | 130 | 0 | 30 | 1 | 0 | 31 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:45 | 0 | 107 | 5 | 0 | 112 | 0 | 24 | 0 | 0 | 24 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 | 0 | 114 | 13 | 0 | 127 | 0 | 15 | 0 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15 | 0 | 105 | 11 | 0 | 116 | 0 | 16 | 0 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30 | 0 | 130 | 9 | 0 | 139 | 0 | 15 | 0 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45 | 0 | 106 | 6 | 0 | 112 | 0 | 10 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 0 | 114 | 14 | 0 | 128 | 0 | 15 | 0 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15 | 0 | 113 | 10 | 0 | 123 | 0 | 18 | 0 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30 | 0 | 114 | 6 | 0 | 120 | 0 | 14 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45 | 0 | 98 | 3 | 0 | 101 | 0 | 12 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | 0 | 108 | 4 | 0 | 112 | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:15 | 0 | 108 | 5 | 0 | 113 | 0 | 7 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:30 | 0 | 95 | 2 | 0 | 97 | 0 | 9 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:45 | 0 | 80 | 1 | 0 | 81 | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 |
| SUBTOTAL | 0 | 5038 | 251 | 0 | 5289 | 0 | 902 | 10 | 0 | 912 | 0 | 0 | 1 | 0 | 1 | 0 |
| GRAND TOTAL | 0 | 5038 | 251 | 0 | 5289 | 0 | 902 | 10 | 0 | 912 | 0 | 0 | 1 | 0 | 1 | 0 |

Peak Hour Diagram

Specified Period

From: 07:00:00
To: 10:00:00

One Hour Peak

From: 08:00:00
To: 09:00:00




Intersection: CR 109 & Dutch Ln (CR 3)
Site Code: 2227900004
Count Date: Sep 22, 2022

Weather conditions: Clear







**** Unsignalized Intersection ****

Major Road: CR 109 runs E/W

East Approach

| | Out | In | Total |
|---|------------|------------|-------------|
|  | 438 | 768 | 1206 |
|  | 127 | 113 | 240 |
|  | 0 | 0 | 0 |
| | 565 | 881 | 1446 |

CR 109

|  |  |  | Totals | |
|---|---|---|--------|---|
| 0 | 0 | 0 | 0 |  |
| 0 | 78 | 544 | 622 |  |
| 1 | 2 | 24 | 27 |  |

Peds: 0




Peds: 0






Peds: 0







Peds: 0

CR 109

| Totals |  |  |  |
|--------|---|---|---|
| 0 | 0 | 0 | 0 |
| 387 | 281 | 106 | 0 |
| 178 | 157 | 21 | 0 |




West Approach

| | Out | In | Total |
|---|------------|------------|-------------|
|  | 568 | 312 | 880 |
|  | 80 | 106 | 186 |
|  | 1 | 0 | 1 |
| | 649 | 418 | 1067 |


| Totals |  |  |  |
|---|---|---|---|
| 31 | 259 | 0 | |
|  | 31 | 224 | 0 |
|  | 0 | 35 | 0 |
|  | 0 | 0 | 0 |

Dutch Ln (CR 3)

South Approach

| | Out | In | Total |
|---|------------|------------|------------|
|  | 255 | 181 | 436 |
|  | 35 | 23 | 58 |
|  | 0 | 1 | 1 |
| | 290 | 205 | 495 |

 - Cars

 - Trucks

 - Bicycles

Comments



Peak Hour Summary

Intersection: CR 109 & Dutch Ln (CR 3)
 Site Code: 2227900004
 Count Date: Sep 22, 2022
 Period: 07:00 - 10:00

Peak Hour Data (08:00 - 09:00)

| Start Time | North Approach | | | | South Approach Dutch Ln (CR 3) | | | | East Approach CR 109 | | | | West Approach CR 109 | | | | Total Vehicles | | | | | | | |
|--------------------|----------------|---|---|---|-----------------------------------|----------|------------|---|-------------------------|----------|-------------|-------------|-------------------------|------------|----------|-------------|-------------------|------------|-------------|-------------|----------|-------------|-------------|-------------|
| | ← | ↑ | → | ↻ | Peds | Total | ← | ↑ | → | ↻ | Peds | Total | ← | ↑ | → | ↻ | | Peds | Total | | | | | |
| 08:00 | | | | | 0 | | 4 | | 70 | 0 | 0 | 74 | 54 | 92 | | 0 | 0 | 146 | 171 | 4 | 0 | 0 | 175 | 395 |
| 08:15 | | | | | 0 | | 11 | | 71 | 0 | 0 | 82 | 40 | 97 | | 0 | 0 | 137 | 129 | 2 | 0 | 0 | 131 | 350 |
| 08:30 | | | | | 0 | | 13 | | 65 | 0 | 0 | 78 | 41 | 85 | | 0 | 0 | 126 | 187 | 13 | 0 | 0 | 200 | 404 |
| 08:45 | | | | | 0 | | 3 | | 53 | 0 | 0 | 56 | 43 | 113 | | 0 | 0 | 156 | 135 | 8 | 0 | 0 | 143 | 355 |
| Grand Total | | | | | 0 | 0 | 31 | | 259 | 0 | 0 | 290 | 178 | 387 | | 0 | 0 | 565 | 622 | 27 | 0 | 0 | 649 | 1504 |
| Approach % | | | | | - | | 10.7 | | 89.3 | 0 | - | - | 31.5 | 68.5 | | 0 | - | - | 95.8 | 4.2 | 0 | - | - | |
| Totals % | | | | | 0 | | 2.1 | | 17.2 | 0 | 19.3 | 11.8 | 25.7 | | 0 | 37.6 | | | 41.4 | 1.8 | 0 | 43.2 | | |
| PHF | | | | | 0 | | 0.6 | | 0.91 | 0 | 0.88 | 0.82 | 0.86 | | 0 | 0.91 | | | 0.83 | 0.52 | 0 | 0.81 | 0.93 | |
| Cars | | | | | 0 | | 31 | | 224 | 0 | 255 | 157 | 281 | | 0 | 438 | | | 544 | 24 | 0 | 568 | 1261 | |
| % Cars | | | | | 0 | | 100 | | 86.5 | 0 | 87.9 | 88.2 | 72.6 | | 0 | 77.5 | | | 87.5 | 88.9 | 0 | 87.5 | 83.8 | |
| Trucks | | | | | 0 | | 0 | | 35 | 0 | 35 | 21 | 106 | | 0 | 127 | | | 78 | 2 | 0 | 80 | 242 | |
| % Trucks | | | | | 0 | | 0 | | 13.5 | 0 | 12.1 | 11.8 | 27.4 | | 0 | 22.5 | | | 12.5 | 7.4 | 0 | 12.3 | 16.1 | |
| Bicycles | | | | | 0 | | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | | 0 | 1 | 0 | 1 | 1 | |
| % Bicycles | | | | | 0 | | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | | 0 | 3.7 | 0 | 0.2 | 0.1 | |
| Peds | | | | | 0 | - | | | | 0 | - | | | | 0 | - | | | | 0 | - | 0 | - | 0 |
| % Peds | | | | | 0 | - | | | | 0 | - | | | | 0 | - | | | | 0 | - | 0 | - | 0 |

Peak Hour Diagram

Specified Period

From: 10:00:00
To: 14:00:00

One Hour Peak

From: 12:00:00
To: 13:00:00

Intersection: CR 109 & Dutch Ln (CR 3)
Site Code: 2227900004
Count Date: Sep 22, 2022

Weather conditions: Clear

**** Unsignalized Intersection ****

Major Road: CR 109 runs E/W

East Approach

| | Out | In | Total |
|--|------------|------------|-------------|
| | 428 | 562 | 990 |
| | 117 | 119 | 236 |
| | 0 | 0 | 0 |
| | 545 | 681 | 1226 |

CR 109

| | | | Totals |
|---|----|-----|------------|
| 0 | 0 | 0 | 0 |
| 0 | 88 | 383 | 471 |
| 0 | 0 | 12 | 12 |

Peds: 0

Peds: 0



Peds: 0

Peds: 0

CR 109

| Totals | | | |
|------------|-----|----|---|
| 0 | 0 | 0 | 0 |
| 402 | 308 | 94 | 0 |
| 143 | 120 | 23 | 0 |

West Approach

| Out | In | Total |
|------------|------------|------------|
| 395 | 331 | 726 |
| 88 | 94 | 182 |
| 0 | 0 | 0 |
| 483 | 425 | 908 |

| Totals | | | |
|-----------|------------|----------|---|
| 23 | 210 | 0 | |
| | 23 | 179 | 0 |
| | 0 | 31 | 0 |
| | 0 | 0 | 0 |

Dutch Ln (CR 3)

South Approach

| Out | In | Total |
|------------|------------|------------|
| 202 | 132 | 334 |
| 31 | 23 | 54 |
| 0 | 0 | 0 |
| 233 | 155 | 388 |

- Cars

- Trucks

- Bicycles

Comments



Peak Hour Summary

Intersection: CR 109 & Dutch Ln (CR 3)
 Site Code: 2227900004
 Count Date: Sep 22, 2022
 Period: 10:00 - 14:00

Peak Hour Data (12:00 - 13:00)

| Start Time | North Approach | | | | South Approach Dutch Ln (CR 3) | | | | East Approach CR 109 | | | | West Approach CR 109 | | | | Total Vehicles | | | | | | | | | | |
|--------------------|----------------|---|---|---|-----------------------------------|----------|-------------|---|-------------------------|----------|-------------|-------------|-------------------------|-------------|---|---|-------------------|------------|------------|--|--|-------------|-------------|----------|-------------|-------------|-------------|
| | ← | ↑ | → | ↻ | Peds | Total | ← | ↑ | → | ↻ | Peds | Total | ← | ↑ | → | ↻ | | Peds | Total | | | | | | | | |
| 12:00 | | | | | 0 | | 7 | | 63 | 0 | 0 | 70 | 40 | 102 | | | 0 | 0 | 142 | | | 112 | 3 | 0 | 0 | 115 | 327 |
| 12:15 | | | | | 0 | | 7 | | 48 | 0 | 0 | 55 | 33 | 81 | | | 0 | 0 | 114 | | | 122 | 4 | 0 | 0 | 126 | 295 |
| 12:30 | | | | | 0 | | 6 | | 45 | 0 | 0 | 51 | 35 | 117 | | | 0 | 0 | 152 | | | 93 | 2 | 0 | 0 | 95 | 298 |
| 12:45 | | | | | 0 | | 3 | | 54 | 0 | 0 | 57 | 35 | 102 | | | 0 | 0 | 137 | | | 144 | 3 | 0 | 0 | 147 | 341 |
| Grand Total | | | | | 0 | 0 | 23 | | 210 | 0 | 0 | 233 | 143 | 402 | | | 0 | 0 | 545 | | | 471 | 12 | 0 | 0 | 483 | 1261 |
| Approach % | | | | | - | | 9.9 | | 90.1 | 0 | - | - | 26.2 | 73.8 | | | 0 | - | - | | | 97.5 | 2.5 | 0 | - | - | |
| Totals % | | | | | 0 | | 1.8 | | 16.7 | 0 | 18.5 | 18.5 | 11.3 | 31.9 | | | 0 | 43.2 | 43.2 | | | 37.4 | 1 | 0 | 38.3 | 38.3 | |
| PHF | | | | | 0 | | 0.82 | | 0.83 | 0 | 0.83 | 0.83 | 0.89 | 0.86 | | | 0 | 0.9 | 0.9 | | | 0.82 | 0.75 | 0 | 0.82 | 0.92 | 0.92 |
| Cars | | | | | 0 | | 23 | | 179 | 0 | 202 | 202 | 120 | 308 | | | 0 | 428 | 428 | | | 383 | 12 | 0 | 395 | 1025 | |
| % Cars | | | | | 0 | | 100 | | 85.2 | 0 | 86.7 | 86.7 | 83.9 | 76.6 | | | 0 | 78.5 | 78.5 | | | 81.3 | 100 | 0 | 81.8 | 81.3 | |
| Trucks | | | | | 0 | | 0 | | 31 | 0 | 31 | 31 | 23 | 94 | | | 0 | 117 | 117 | | | 88 | 0 | 0 | 88 | 236 | |
| % Trucks | | | | | 0 | | 0 | | 14.8 | 0 | 13.3 | 13.3 | 16.1 | 23.4 | | | 0 | 21.5 | 21.5 | | | 18.7 | 0 | 0 | 18.2 | 18.7 | |
| Bicycles | | | | | 0 | | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | 0 | 0 | | | 0 | 0 | 0 | 0 | 0 | |
| % Bicycles | | | | | 0 | | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | 0 | 0 | | | 0 | 0 | 0 | 0 | 0 | |
| Peds | | | | | 0 | - | | | | 0 | - | - | | | | | | 0 | - | | | 0 | - | - | - | - | 0 |
| % Peds | | | | | 0 | - | | | | 0 | - | - | | | | | | 0 | - | | | 0 | - | - | - | - | 0 |

Peak Hour Diagram

Specified Period

From: 14:00:00
To: 19:00:00

One Hour Peak

From: 16:30:00
To: 17:30:00

Intersection: CR 109 & Dutch Ln (CR 3)
Site Code: 2227900004
Count Date: Sep 22, 2022

Weather conditions: Clear

**** Unsignalized Intersection ****

Major Road: CR 109 runs E/W

East Approach

| | Out | In | Total |
|---------------|------------|------------|-------------|
| | 862 | 721 | 1583 |
| | 46 | 81 | 127 |
| | 0 | 0 | 0 |
| Totals | 908 | 802 | 1710 |

CR 109

| | | | Totals |
|---|----|-----|--------|
| 0 | 0 | 0 | 0 |
| 0 | 58 | 463 | 521 |
| 0 | 0 | 39 | 39 |

Peds: 0

Peds: 0



Peds: 0

CR 109

| Totals | | | |
|--------|-----|----|---|
| 0 | 0 | 0 | 0 |
| 710 | 669 | 41 | 0 |
| 198 | 193 | 5 | 0 |

Peds: 0

West Approach

| Out | In | Total |
|------------|------------|-------------|
| 502 | 691 | 1193 |
| 58 | 41 | 99 |
| 0 | 0 | 0 |
| 560 | 732 | 1292 |

| Totals | | | |
|--------|----|-----|---|
| 22 | 22 | 258 | 0 |
| 0 | 0 | 23 | 0 |
| 0 | 0 | 0 | 0 |

Dutch Ln (CR 3)

South Approach

| Out | In | Total |
|------------|------------|------------|
| 280 | 232 | 512 |
| 23 | 5 | 28 |
| 0 | 0 | 0 |
| 303 | 237 | 540 |

- Cars

- Trucks

- Bicycles

Comments



Peak Hour Summary

Intersection: CR 109 & Dutch Ln (CR 3)
 Site Code: 2227900004
 Count Date: Sep 22, 2022
 Period: 14:00 - 19:00

Peak Hour Data (16:30 - 17:30)

| Start Time | North Approach | | | | South Approach Dutch Ln (CR 3) | | | | East Approach CR 109 | | | | West Approach CR 109 | | | | Total Vehicles | | | | | | | | | | |
|--------------------|----------------|---|---|---|-----------------------------------|----------|-------------|---|-------------------------|----------|-------------|-------------|-------------------------|-------------|---|---|-------------------|-------------|-------------|--|--|------------|------------|----------|-------------|-------------|-------------|
| | ← | ↑ | → | ↻ | Peds | Total | ← | ↑ | → | ↻ | Peds | Total | ← | ↑ | → | ↻ | | Peds | Total | | | | | | | | |
| 16:30 | | | | | 0 | | 3 | | 54 | 0 | 0 | 57 | 46 | 186 | | | 0 | 0 | 232 | | | 145 | 9 | 0 | 0 | 154 | 443 |
| 16:45 | | | | | 0 | | 5 | | 81 | 0 | 0 | 86 | 39 | 166 | | | 0 | 0 | 205 | | | 116 | 6 | 0 | 0 | 122 | 413 |
| 17:00 | | | | | 0 | | 5 | | 61 | 0 | 0 | 66 | 56 | 185 | | | 0 | 0 | 241 | | | 129 | 14 | 0 | 0 | 143 | 450 |
| 17:15 | | | | | 0 | | 9 | | 85 | 0 | 0 | 94 | 57 | 173 | | | 0 | 0 | 230 | | | 131 | 10 | 0 | 0 | 141 | 465 |
| Grand Total | | | | | 0 | 0 | 22 | | 281 | 0 | 0 | 303 | 198 | 710 | | | 0 | 0 | 908 | | | 521 | 39 | 0 | 0 | 560 | 1771 |
| Approach % | | | | | - | - | 7.3 | | 92.7 | 0 | - | - | 21.8 | 78.2 | | | 0 | - | - | | | 93 | 7 | 0 | - | - | |
| Totals % | | | | | 0 | 0 | 1.2 | | 15.9 | 0 | 17.1 | 17.1 | 11.2 | 40.1 | | | 0 | 51.3 | 51.3 | | | 29.4 | 2.2 | 0 | 31.6 | 31.6 | |
| PHF | | | | | 0 | 0 | 0.61 | | 0.83 | 0 | 0.81 | 0.81 | 0.87 | 0.95 | | | 0 | 0.94 | 0.94 | | | 0.9 | 0.7 | 0 | 0.91 | 0.95 | |
| Cars | | | | | 0 | 0 | 22 | | 258 | 0 | 280 | 280 | 193 | 669 | | | 0 | 862 | 862 | | | 463 | 39 | 0 | 502 | 1644 | |
| % Cars | | | | | 0 | 0 | 100 | | 91.8 | 0 | 92.4 | 92.4 | 97.5 | 94.2 | | | 0 | 94.9 | 94.9 | | | 88.9 | 100 | 0 | 89.6 | 92.8 | |
| Trucks | | | | | 0 | 0 | 0 | | 23 | 0 | 23 | 23 | 5 | 41 | | | 0 | 46 | 46 | | | 58 | 0 | 0 | 58 | 127 | |
| % Trucks | | | | | 0 | 0 | 0 | | 8.2 | 0 | 7.6 | 7.6 | 2.5 | 5.8 | | | 0 | 5.1 | 5.1 | | | 11.1 | 0 | 0 | 10.4 | 7.2 | |
| Bicycles | | | | | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | 0 | 0 | | | 0 | 0 | 0 | 0 | 0 | |
| % Bicycles | | | | | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | 0 | 0 | | | 0 | 0 | 0 | 0 | 0 | |
| Peds | | | | | 0 | - | | | | 0 | - | - | | | | | | - | - | | | 0 | - | - | - | 0 | |
| % Peds | | | | | 0 | - | | | | 0 | - | - | | | | | | - | - | | | 0 | - | - | - | - | |



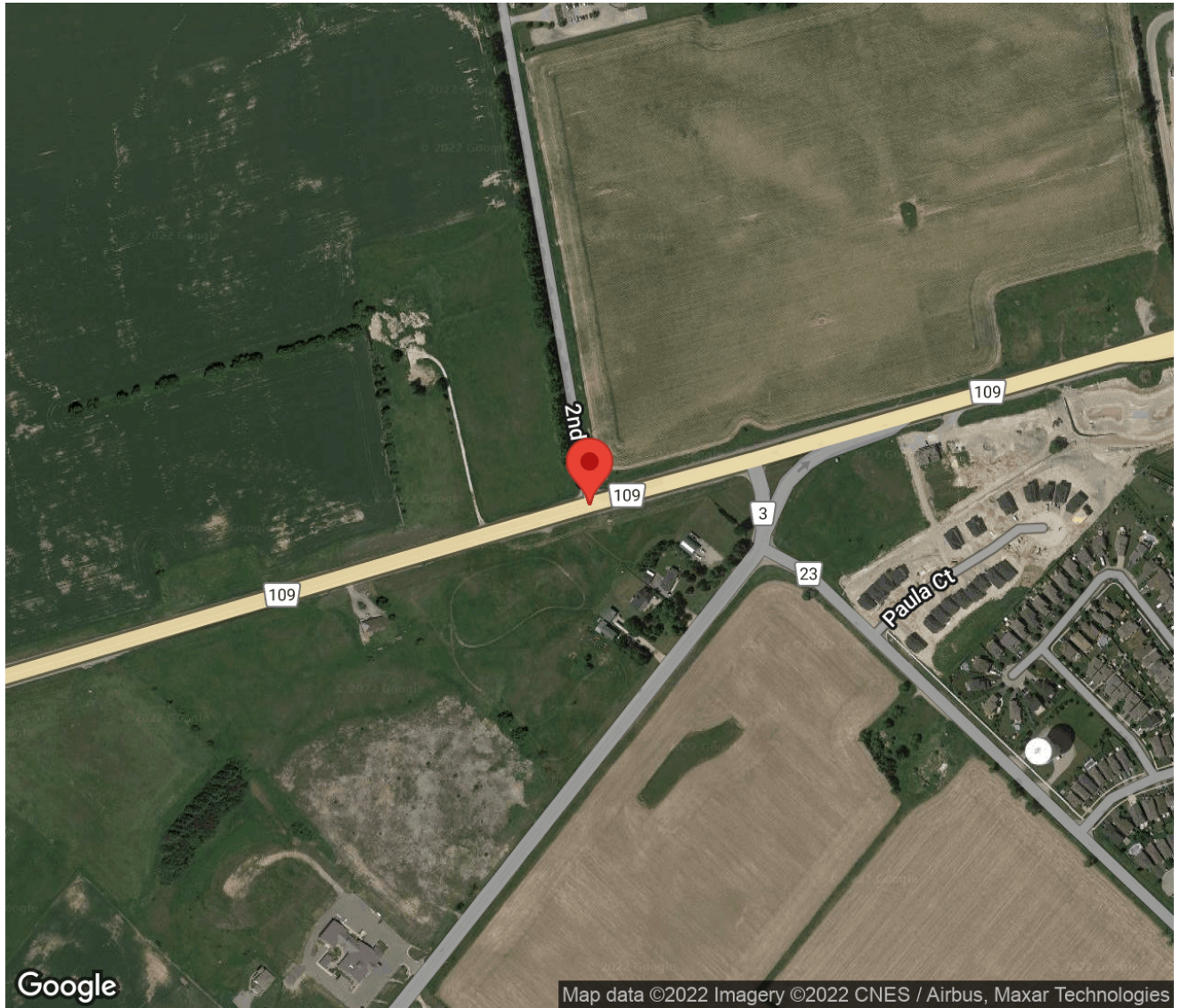
Project #22-279 - WSP

Intersection Count Report

Intersection: CR 109 & 2nd Line
Municipality: Orangeville
Count Date: Thursday, Sep 22, 2022
Site Code: 2227900005
Count Categories: Cars, Trucks, Bicycles, Pedestrians
Count Period: 07:00-19:00
Weather: Clear
Comments:

Traffic Count Map

Intersection: CR 109 & 2nd Line
Site Code: 2227900005
Municipality: Orangeville
Count Date: Sep 22, 2022



Traffic Count Summary

Intersection: CR 109 & 2nd Line
 Site Code: 2227900005
 Municipality: Orangeville
 Count Date: Sep 22, 2022

CR 109 - Traffic Summary

| Hour | East Approach Totals | | | | | | West Approach Totals | | | | | | Total |
|----------------------|---------------------------------|-------------|------------|----------|-------------|----------|---------------------------------|-------------|----------|----------|-------------|----------|--------------|
| | Includes Cars, Trucks, Bicycles | | | | | | Includes Cars, Trucks, Bicycles | | | | | | |
| | Left | Thru | Right | U-Turn | Total | Peds | Left | Thru | Right | U-Turn | Total | Peds | |
| 07:00 - 08:00 | 0 | 300 | 28 | 0 | 328 | 0 | 14 | 624 | 0 | 0 | 638 | 0 | 966 |
| 08:00 - 09:00 | 0 | 359 | 49 | 0 | 408 | 0 | 14 | 584 | 0 | 0 | 598 | 0 | 1006 |
| 09:00 - 10:00 | 0 | 383 | 14 | 0 | 397 | 0 | 3 | 477 | 0 | 0 | 480 | 0 | 877 |
| 10:00 - 11:00 | 0 | 367 | 10 | 1 | 378 | 0 | 0 | 456 | 0 | 0 | 456 | 0 | 834 |
| 11:00 - 12:00 | 0 | 367 | 15 | 1 | 383 | 0 | 1 | 467 | 0 | 0 | 468 | 0 | 851 |
| 12:00 - 13:00 | 0 | 407 | 19 | 0 | 426 | 0 | 0 | 458 | 0 | 0 | 458 | 0 | 884 |
| 13:00 - 14:00 | 0 | 401 | 24 | 0 | 425 | 0 | 1 | 407 | 0 | 0 | 408 | 0 | 833 |
| 14:00 - 15:00 | 0 | 493 | 16 | 0 | 509 | 0 | 2 | 462 | 0 | 0 | 464 | 0 | 973 |
| 15:00 - 16:00 | 0 | 605 | 53 | 0 | 658 | 0 | 11 | 525 | 0 | 0 | 536 | 0 | 1194 |
| 16:00 - 17:00 | 0 | 682 | 29 | 0 | 711 | 0 | 6 | 535 | 0 | 0 | 541 | 0 | 1252 |
| 17:00 - 18:00 | 0 | 664 | 15 | 0 | 679 | 0 | 4 | 504 | 0 | 0 | 508 | 0 | 1187 |
| 18:00 - 19:00 | 0 | 495 | 5 | 0 | 500 | 0 | 0 | 431 | 0 | 0 | 431 | 0 | 931 |
| GRAND TOTAL | 0 | 5523 | 277 | 2 | 5802 | 0 | 56 | 5930 | 0 | 0 | 5986 | 0 | 11788 |

| Start Time | Cars | | | | | Trucks | | | | | Bicycles | | | | | Total Peds |
|--------------------|------|---|----|---|-------|--------|---|---|---|-------|----------|---|---|---|-------|------------|
| | ← | ↑ | → | ↺ | Total | ← | ↑ | → | ↺ | Total | ← | ↑ | → | ↺ | Total | |
| 12:00 | 3 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:15 | 5 | 0 | 0 | 0 | 5 | 2 | 0 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:30 | 2 | 0 | 1 | 0 | 3 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:45 | 3 | 0 | 0 | 0 | 3 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:00 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:15 | 5 | 0 | 0 | 0 | 5 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:30 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:45 | 3 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:00 | 1 | 0 | 1 | 0 | 2 | 1 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:15 | 1 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:30 | 3 | 0 | 2 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:45 | 3 | 0 | 0 | 0 | 3 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:00 | 5 | 0 | 0 | 0 | 5 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:15 | 11 | 0 | 3 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:30 | 22 | 0 | 8 | 0 | 30 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:45 | 6 | 0 | 3 | 1 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 | 7 | 0 | 0 | 0 | 7 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15 | 9 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30 | 8 | 0 | 4 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45 | 8 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 16 | 0 | 1 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15 | 5 | 0 | 2 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30 | 7 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:30 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| SUBTOTAL | 243 | 0 | 44 | 1 | 288 | 21 | 0 | 4 | 0 | 25 | 1 | 0 | 0 | 0 | 1 | 0 |
| GRAND TOTAL | 243 | 0 | 44 | 1 | 288 | 21 | 0 | 4 | 0 | 25 | 1 | 0 | 0 | 0 | 1 | 0 |



Traffic Count Data

Intersection: CR 109 & 2nd Line
 Site Code: 2227900005
 Municipality: Orangeville
 Count Date: Sep 22, 2022

East Approach - CR 109

| Start Time | Cars | | | | | Trucks | | | | | Bicycles | | | | | Total Peds |
|------------|------|----|----|---|-------|--------|----|---|---|-------|----------|---|---|---|-------|------------|
| | ← | ↑ | → | ↻ | Total | ← | ↑ | → | ↻ | Total | ← | ↑ | → | ↻ | Total | |
| 07:00 | 0 | 57 | 3 | 0 | 60 | 0 | 13 | 1 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15 | 0 | 63 | 3 | 0 | 66 | 0 | 18 | 0 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30 | 0 | 66 | 12 | 0 | 78 | 0 | 17 | 1 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 | 0 | 50 | 7 | 0 | 57 | 0 | 16 | 1 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 | 0 | 60 | 2 | 0 | 62 | 0 | 24 | 1 | 0 | 25 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15 | 0 | 73 | 17 | 0 | 90 | 0 | 18 | 1 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30 | 0 | 60 | 22 | 0 | 82 | 0 | 21 | 0 | 0 | 21 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:45 | 0 | 61 | 5 | 0 | 66 | 0 | 42 | 1 | 0 | 43 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:00 | 0 | 79 | 3 | 0 | 82 | 0 | 22 | 0 | 0 | 22 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:15 | 0 | 97 | 3 | 0 | 100 | 0 | 18 | 1 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:30 | 0 | 65 | 3 | 0 | 68 | 0 | 13 | 1 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:45 | 0 | 64 | 3 | 0 | 67 | 0 | 25 | 0 | 0 | 25 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:00 | 0 | 79 | 2 | 1 | 82 | 0 | 18 | 0 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:15 | 0 | 65 | 4 | 0 | 69 | 0 | 19 | 1 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:30 | 0 | 69 | 1 | 0 | 70 | 0 | 27 | 1 | 0 | 28 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:45 | 0 | 79 | 1 | 0 | 80 | 0 | 11 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:00 | 0 | 65 | 1 | 0 | 66 | 0 | 19 | 1 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:15 | 0 | 72 | 5 | 0 | 77 | 0 | 16 | 0 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:30 | 0 | 93 | 5 | 1 | 99 | 0 | 25 | 1 | 0 | 26 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:45 | 0 | 65 | 2 | 0 | 67 | 0 | 12 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 |

| Start Time | Cars | | | | | Trucks | | | | | Bicycles | | | | | Total Peds |
|--------------------|------|------|-----|---|-------|--------|-----|----|---|-------|----------|---|---|---|-------|------------|
| | ← | ↑ | → | ↻ | Total | ← | ↑ | → | ↻ | Total | ← | ↑ | → | ↻ | Total | |
| 12:00 | 0 | 83 | 6 | 0 | 89 | 0 | 23 | 1 | 0 | 24 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:15 | 0 | 68 | 0 | 0 | 68 | 0 | 17 | 2 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:30 | 0 | 90 | 8 | 0 | 98 | 0 | 23 | 1 | 0 | 24 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:45 | 0 | 77 | 0 | 0 | 77 | 0 | 26 | 1 | 0 | 27 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:00 | 0 | 87 | 6 | 0 | 93 | 0 | 12 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:15 | 0 | 78 | 5 | 0 | 83 | 0 | 12 | 1 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:30 | 0 | 77 | 4 | 0 | 81 | 0 | 15 | 0 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:45 | 0 | 100 | 7 | 0 | 107 | 0 | 20 | 1 | 0 | 21 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:00 | 0 | 91 | 1 | 0 | 92 | 0 | 20 | 1 | 0 | 21 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:15 | 0 | 94 | 6 | 0 | 100 | 0 | 30 | 0 | 0 | 30 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:30 | 0 | 119 | 1 | 0 | 120 | 0 | 32 | 1 | 0 | 33 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:45 | 0 | 82 | 6 | 0 | 88 | 0 | 25 | 0 | 0 | 25 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:00 | 0 | 130 | 15 | 0 | 145 | 0 | 21 | 0 | 0 | 21 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:15 | 0 | 119 | 18 | 0 | 137 | 0 | 33 | 1 | 0 | 34 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:30 | 0 | 141 | 16 | 0 | 157 | 0 | 18 | 0 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:45 | 0 | 135 | 3 | 0 | 138 | 0 | 8 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 | 0 | 153 | 3 | 0 | 156 | 0 | 18 | 0 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15 | 0 | 152 | 8 | 0 | 160 | 0 | 21 | 0 | 0 | 21 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30 | 0 | 168 | 10 | 0 | 178 | 0 | 11 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45 | 0 | 150 | 8 | 0 | 158 | 0 | 9 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 0 | 163 | 4 | 0 | 167 | 0 | 15 | 0 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15 | 0 | 172 | 2 | 0 | 174 | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30 | 0 | 167 | 5 | 0 | 172 | 0 | 7 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45 | 0 | 125 | 4 | 0 | 129 | 0 | 10 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | 0 | 142 | 1 | 0 | 143 | 0 | 6 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:15 | 0 | 113 | 2 | 0 | 115 | 0 | 7 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:30 | 0 | 107 | 1 | 0 | 108 | 0 | 7 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:45 | 0 | 105 | 1 | 0 | 106 | 0 | 8 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 |
| SUBTOTAL | 0 | 4670 | 255 | 2 | 4927 | 0 | 853 | 22 | 0 | 875 | 0 | 0 | 0 | 0 | 0 | 0 |
| GRAND TOTAL | 0 | 4670 | 255 | 2 | 4927 | 0 | 853 | 22 | 0 | 875 | 0 | 0 | 0 | 0 | 0 | 0 |

Traffic Count Data

Intersection: CR 109 & 2nd Line
 Site Code: 2227900005
 Municipality: Orangeville
 Count Date: Sep 22, 2022

West Approach - CR 109

| Start Time | Cars | | | | | Trucks | | | | | Bicycles | | | | | Total Peds |
|------------|------|-----|---|---|-------|--------|----|---|---|-------|----------|---|---|---|-------|------------|
| | ← | ↑ | → | ↻ | Total | ← | ↑ | → | ↻ | Total | ← | ↑ | → | ↻ | Total | |
| 07:00 | 0 | 134 | 0 | 0 | 134 | 0 | 18 | 0 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15 | 3 | 130 | 0 | 0 | 133 | 0 | 16 | 0 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30 | 2 | 130 | 0 | 0 | 132 | 0 | 11 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 | 9 | 167 | 0 | 0 | 176 | 0 | 18 | 0 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 | 1 | 158 | 0 | 0 | 159 | 0 | 13 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15 | 5 | 95 | 0 | 0 | 100 | 0 | 27 | 0 | 0 | 27 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30 | 7 | 137 | 0 | 0 | 144 | 0 | 22 | 0 | 0 | 22 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:45 | 1 | 116 | 0 | 0 | 117 | 0 | 16 | 0 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:00 | 1 | 83 | 0 | 0 | 84 | 0 | 14 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:15 | 1 | 100 | 0 | 0 | 101 | 0 | 17 | 0 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:30 | 0 | 99 | 0 | 0 | 99 | 0 | 31 | 0 | 0 | 31 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:45 | 1 | 109 | 0 | 0 | 110 | 0 | 24 | 0 | 0 | 24 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:00 | 0 | 102 | 0 | 0 | 102 | 0 | 11 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:15 | 0 | 88 | 0 | 0 | 88 | 0 | 25 | 0 | 0 | 25 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:30 | 0 | 104 | 0 | 0 | 104 | 0 | 29 | 0 | 0 | 29 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:45 | 0 | 79 | 0 | 0 | 79 | 0 | 18 | 0 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:00 | 0 | 92 | 0 | 0 | 92 | 0 | 18 | 0 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:15 | 0 | 87 | 0 | 0 | 87 | 0 | 26 | 0 | 0 | 26 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:30 | 0 | 108 | 0 | 0 | 108 | 0 | 19 | 0 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:45 | 1 | 97 | 0 | 0 | 98 | 0 | 20 | 0 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 0 |

| Start Time | Cars | | | | | Trucks | | | | | Bicycles | | | | | Total Peds |
|--------------------|------|------|---|---|-------|--------|-----|---|---|-------|----------|---|---|---|-------|------------|
| | ← | ↑ | → | ↻ | Total | ← | ↑ | → | ↻ | Total | ← | ↑ | → | ↻ | Total | |
| 12:00 | 0 | 86 | 0 | 0 | 86 | 0 | 17 | 0 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:15 | 0 | 94 | 0 | 0 | 94 | 0 | 29 | 0 | 0 | 29 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:30 | 0 | 79 | 0 | 0 | 79 | 0 | 14 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:45 | 0 | 120 | 0 | 0 | 120 | 0 | 19 | 0 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:00 | 0 | 84 | 0 | 0 | 84 | 0 | 14 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:15 | 1 | 85 | 0 | 0 | 86 | 0 | 16 | 0 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:30 | 0 | 83 | 0 | 0 | 83 | 0 | 16 | 0 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:45 | 0 | 86 | 0 | 0 | 86 | 0 | 23 | 0 | 0 | 23 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:00 | 0 | 110 | 0 | 0 | 110 | 0 | 20 | 0 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:15 | 0 | 95 | 0 | 0 | 95 | 0 | 16 | 0 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:30 | 1 | 92 | 0 | 0 | 93 | 0 | 31 | 0 | 0 | 31 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:45 | 1 | 75 | 0 | 0 | 76 | 0 | 23 | 0 | 0 | 23 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:00 | 0 | 85 | 0 | 0 | 85 | 0 | 31 | 0 | 0 | 31 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:15 | 6 | 108 | 0 | 0 | 114 | 0 | 30 | 0 | 0 | 30 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:30 | 5 | 107 | 0 | 0 | 112 | 0 | 28 | 0 | 0 | 28 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:45 | 0 | 111 | 0 | 0 | 111 | 0 | 25 | 0 | 0 | 25 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 | 0 | 125 | 0 | 0 | 125 | 0 | 16 | 0 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15 | 2 | 105 | 0 | 0 | 107 | 0 | 23 | 0 | 0 | 23 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30 | 3 | 130 | 0 | 0 | 133 | 0 | 17 | 0 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45 | 1 | 110 | 0 | 0 | 111 | 0 | 9 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 1 | 114 | 0 | 0 | 115 | 0 | 14 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15 | 3 | 115 | 0 | 0 | 118 | 0 | 17 | 0 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30 | 0 | 115 | 0 | 0 | 115 | 0 | 13 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45 | 0 | 104 | 0 | 0 | 104 | 0 | 12 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | 0 | 118 | 0 | 0 | 118 | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:15 | 0 | 105 | 0 | 0 | 105 | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:30 | 0 | 100 | 0 | 0 | 100 | 0 | 10 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:45 | 0 | 84 | 0 | 0 | 84 | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 |
| SUBTOTAL | 56 | 5040 | 0 | 0 | 5096 | 0 | 890 | 0 | 0 | 890 | 0 | 0 | 0 | 0 | 0 | 0 |
| GRAND TOTAL | 56 | 5040 | 0 | 0 | 5096 | 0 | 890 | 0 | 0 | 890 | 0 | 0 | 0 | 0 | 0 | 0 |

Peak Hour Diagram

Specified Period

From: 07:00:00
To: 10:00:00

One Hour Peak

From: 07:45:00
To: 08:45:00




Intersection: CR 109 & 2nd Line
Site Code: 2227900005
Count Date: Sep 22, 2022

Weather conditions: Clear




**** Unsignalized Intersection ****




Major Road: CR 109 runs E/W

North Approach




| | Out | In | Total |
|---|-----------|-----------|------------|
|  | 57 | 70 | 127 |
|  | 3 | 3 | 6 |
|  | 1 | 0 | 1 |
| | 61 | 73 | 134 |

2nd Line







| | | | |
|---|-----------|-----------|----------|
|  | 0 | 1 | 0 |
|  | 1 | 2 | 0 |
|  | 9 | 48 | 0 |
| Totals | 10 | 51 | 0 |

East Approach

| | Out | In | Total |
|---|------------|------------|-------------|
|  | 291 | 605 | 896 |
|  | 82 | 82 | 164 |
|  | 0 | 1 | 1 |
| | 373 | 688 | 1061 |

CR 109

| |  |  |  | Totals |
|--|---|---|---|--|
| | 0 | 0 | 0 | 0  |
| | 0 | 0 | 22 | 22  |
| | 0 | 80 | 557 | 637  |




Peds: 0

Peds: 0






Peds: 0

CR 109

| Totals |  |  |  |
|------------|---|---|---|
| 0 | 0 | 0 | 0 |
| 51 | 48 | 3 | 0 |
| 322 | 243 | 79 | 0 |

Peds: 0

West Approach

| | Out | In | Total |
|---|------------|------------|------------|
|  | 579 | 252 | 831 |
|  | 80 | 80 | 160 |
|  | 0 | 0 | 0 |
| | 659 | 332 | 991 |

 - Cars

 - Trucks

 - Bicycles

Comments



Peak Hour Summary

Intersection: CR 109 & 2nd Line
 Site Code: 2227900005
 Count Date: Sep 22, 2022
 Period: 07:00 - 10:00

Peak Hour Data (07:45 - 08:45)

| Start Time | North Approach 2nd Line | | | | | | South Approach | | | | East Approach CR 109 | | | | | | West Approach CR 109 | | | | | | Total Vehicles | | |
|--------------------|----------------------------|---|------------|----------|-------------|-----------|----------------|---|---|---|-------------------------|----------|-------------|-------------|----------|-------------|-------------------------|-------------|-------------|---|---|----------|-------------------|-------------|-------------|
| | ← | ↑ | → | ↻ | Peds | Total | ← | ↑ | → | ↻ | Peds | Total | ← | ↑ | → | ↻ | Peds | Total | ← | ↑ | → | ↻ | | Peds | Total |
| 07:45 | 5 | | 1 | 0 | 0 | 6 | | | | | 0 | | 66 | 8 | 0 | 0 | 74 | 9 | 185 | | | 0 | 0 | 194 | 274 |
| 08:00 | 4 | | 2 | 0 | 0 | 6 | | | | | 0 | | 84 | 3 | 0 | 0 | 87 | 1 | 171 | | | 0 | 0 | 172 | 265 |
| 08:15 | 6 | | 2 | 0 | 0 | 8 | | | | | 0 | | 91 | 18 | 0 | 0 | 109 | 5 | 122 | | | 0 | 0 | 127 | 244 |
| 08:30 | 36 | | 5 | 0 | 0 | 41 | | | | | 0 | | 81 | 22 | 0 | 0 | 103 | 7 | 159 | | | 0 | 0 | 166 | 310 |
| Grand Total | 51 | | 10 | 0 | 0 | 61 | | | | | 0 | 0 | 322 | 51 | 0 | 0 | 373 | 22 | 637 | | | 0 | 0 | 659 | 1093 |
| Approach % | 83.6 | | 16.4 | 0 | - | - | | | | | - | - | 86.3 | 13.7 | 0 | - | - | 3.3 | 96.7 | | | 0 | - | - | - |
| Totals % | 4.7 | | 0.9 | 0 | 5.6 | | | | | | 0 | | 29.5 | 4.7 | 0 | 34.1 | | 2 | 58.3 | | | 0 | 60.3 | | |
| PHF | 0.35 | | 0.5 | 0 | 0.37 | | | | | | 0 | | 0.88 | 0.58 | 0 | 0.86 | | 0.61 | 0.86 | | | 0 | 0.85 | 0.88 | |
| Cars | 48 | | 9 | 0 | | 57 | | | | | 0 | | 243 | 48 | 0 | 291 | | 22 | 557 | | | 0 | 579 | 927 | |
| % Cars | 94.1 | | 90 | 0 | | 93.4 | | | | | 0 | | 75.5 | 94.1 | 0 | 78 | | 100 | 87.4 | | | 0 | 87.9 | 84.8 | |
| Trucks | 2 | | 1 | 0 | | 3 | | | | | 0 | | 79 | 3 | 0 | 82 | | 0 | 80 | | | 0 | 80 | 165 | |
| % Trucks | 3.9 | | 10 | 0 | | 4.9 | | | | | 0 | | 24.5 | 5.9 | 0 | 22 | | 0 | 12.6 | | | 0 | 12.1 | 15.1 | |
| Bicycles | 1 | | 0 | 0 | | 1 | | | | | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | | | 0 | 0 | 1 | |
| % Bicycles | 2 | | 0 | 0 | | 1.6 | | | | | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | | | 0 | 0 | 0.1 | |
| Peds | | | | | 0 | - | | | | | 0 | - | | | | 0 | - | | | | | 0 | - | 0 | |
| % Peds | | | | | 0 | - | | | | | 0 | - | | | | 0 | - | | | | | 0 | - | 0 | |

Peak Hour Diagram

Specified Period

From: 10:00:00
To: 14:00:00

One Hour Peak

From: 12:00:00
To: 13:00:00




Intersection: CR 109 & 2nd Line
Site Code: 2227900005
Count Date: Sep 22, 2022

Weather conditions: Clear




**** Unsignalized Intersection ****

Major Road: CR 109 runs E/W




North Approach

| | Out | In | Total |
|---|-----------|-----------|-----------|
|  | 14 | 14 | 28 |
|  | 7 | 5 | 12 |
|  | 0 | 0 | 0 |
| Totals | 21 | 19 | 40 |




2nd Line

| | | | |
|---|----------|-----------|----------|
|  | 0 | 0 | 0 |
|  | 1 | 6 | 0 |
|  | 1 | 13 | 0 |
| Totals | 2 | 19 | 0 |

East Approach

| | Out | In | Total |
|---|------------|------------|------------|
|  | 332 | 392 | 724 |
|  | 94 | 85 | 179 |
|  | 0 | 0 | 0 |
| Totals | 426 | 477 | 903 |

CR 109

| |  |  |  | Totals |
|--|---|---|---|------------|
| | 0 | 0 | 0 | 0 |
| | 0 | 0 | 0 | 0 |
| | 0 | 79 | 379 | 458 |




Peds: 0

Peds: 0






Peds: 0

CR 109


| Totals |  |  |  |
|------------|---|---|---|
| 0 | 0 | 0 | 0 |
| 19 | 14 | 5 | 0 |
| 407 | 318 | 89 | 0 |

Peds: 0

West Approach

| | Out | In | Total |
|---|------------|------------|------------|
|  | 379 | 319 | 698 |
|  | 79 | 90 | 169 |
|  | 0 | 0 | 0 |
| Totals | 458 | 409 | 867 |

 - Cars

 - Trucks

 - Bicycles

Comments



Peak Hour Summary

Intersection: CR 109 & 2nd Line
 Site Code: 2227900005
 Count Date: Sep 22, 2022
 Period: 10:00 - 14:00

Peak Hour Data (12:00 - 13:00)

| Start Time | North Approach 2nd Line | | | | | | South Approach | | | | East Approach CR 109 | | | | | | West Approach CR 109 | | | | | | Total Vehicles | | | |
|--------------------|----------------------------|------------|----------|-------------|----------|-----------|----------------|---|---|---|-------------------------|----------|---|------------|-------------|----------|-------------------------|------------|----------|-------------|---|---|-------------------|-------------|-------------|------------|
| | ← | ↑ | → | ↻ | Peds | Total | ← | ↑ | → | ↻ | Peds | Total | ← | ↑ | → | ↻ | Peds | Total | ← | ↑ | → | ↻ | | Peds | Total | |
| 12:00 | 4 | | 0 | 0 | 0 | 4 | | | | | 0 | | | 106 | 7 | 0 | 0 | 113 | 0 | 103 | | | 0 | 0 | 103 | 220 |
| 12:15 | 7 | | 1 | 0 | 0 | 8 | | | | | 0 | | | 85 | 2 | 0 | 0 | 87 | 0 | 123 | | | 0 | 0 | 123 | 218 |
| 12:30 | 3 | | 1 | 0 | 0 | 4 | | | | | 0 | | | 113 | 9 | 0 | 0 | 122 | 0 | 93 | | | 0 | 0 | 93 | 219 |
| 12:45 | 5 | | 0 | 0 | 0 | 5 | | | | | 0 | | | 103 | 1 | 0 | 0 | 104 | 0 | 139 | | | 0 | 0 | 139 | 248 |
| Grand Total | 19 | 2 | 0 | 0 | 0 | 21 | | | | | 0 | 0 | | 407 | 19 | 0 | 0 | 426 | 0 | 458 | | | 0 | 0 | 458 | 905 |
| Approach % | 90.5 | 9.5 | 0 | - | - | - | | | | | - | - | | 95.5 | 4.5 | 0 | - | - | 0 | 100 | | | 0 | - | - | |
| Totals % | 2.1 | 0.2 | 0 | 2.3 | | | | | | | 0 | | | 45 | 2.1 | 0 | 47.1 | | 0 | 50.6 | | | 0 | 50.6 | | |
| PHF | 0.68 | 0.5 | 0 | 0.66 | | | | | | | 0 | | | 0.9 | 0.53 | 0 | 0.87 | | 0 | 0.82 | | | 0 | 0.82 | 0.91 | |
| Cars | 13 | 1 | 0 | | | 14 | | | | | 0 | | | 318 | 14 | 0 | | 332 | 0 | 379 | | | 0 | | 379 | 725 |
| % Cars | 68.4 | 50 | 0 | | | 66.7 | | | | | 0 | | | 78.1 | 73.7 | 0 | | 77.9 | 0 | 82.8 | | | 0 | | 82.8 | 80.1 |
| Trucks | 6 | 1 | 0 | | | 7 | | | | | 0 | | | 89 | 5 | 0 | | 94 | 0 | 79 | | | 0 | | 79 | 180 |
| % Trucks | 31.6 | 50 | 0 | | | 33.3 | | | | | 0 | | | 21.9 | 26.3 | 0 | | 22.1 | 0 | 17.2 | | | 0 | | 17.2 | 19.9 |
| Bicycles | 0 | 0 | 0 | | | 0 | | | | | 0 | | | 0 | 0 | 0 | | 0 | 0 | 0 | | | 0 | | 0 | 0 |
| % Bicycles | 0 | 0 | 0 | | | 0 | | | | | 0 | | | 0 | 0 | 0 | | 0 | 0 | 0 | | | 0 | | 0 | 0 |
| Peds | | | | | | 0 | | | | | 0 | | | | | | | 0 | | | | | 0 | | 0 | 0 |
| % Peds | | | | | | 0 | | | | | 0 | | | | | | | 0 | | | | | 0 | | 0 | 0 |

Peak Hour Diagram

Specified Period

From: 14:00:00
To: 19:00:00

One Hour Peak

From: 16:30:00
To: 17:30:00




Intersection: CR 109 & 2nd Line
Site Code: 2227900005
Count Date: Sep 22, 2022

Weather conditions: Clear




**** Unsignalized Intersection ****

Major Road: CR 109 runs E/W




North Approach

| | Out | In | Total |
|---|-----------|-----------|-----------|
|  | 44 | 32 | 76 |
|  | 0 | 0 | 0 |
|  | 0 | 0 | 0 |
| Totals | 44 | 32 | 76 |







2nd Line

| | | | |
|---|----------|-----------|----------|
|  | 0 | 0 | 0 |
|  | 0 | 0 | 0 |
|  | 7 | 37 | 0 |
| Totals | 7 | 37 | 0 |

East Approach

| | Out | In | Total |
|---|------------|------------|-------------|
|  | 677 | 506 | 1183 |
|  | 40 | 57 | 97 |
|  | 0 | 0 | 0 |
| Totals | 717 | 563 | 1280 |

CR 109

| |  |  |  | Totals |
|---|---|---|---|------------|
|  | 0 | 0 | 0 | 0 |
|  | 0 | 0 | 8 | 8 |
|  | 0 | 57 | 469 | 526 |

Peds: 0




Peds: 0






Peds: 0

Peds: 0

CR 109

| Totals |  |  |  |
|------------|---|---|---|
| 0 | 0 | 0 | 0 |
| 24 | 24 | 0 | 0 |
| 693 | 653 | 40 | 0 |

West Approach

| | Out | In | Total |
|---|------------|------------|-------------|
|  | 477 | 660 | 1137 |
|  | 57 | 40 | 97 |
|  | 0 | 0 | 0 |
| Totals | 534 | 700 | 1234 |

 - Cars

 - Trucks

 - Bicycles

Comments



Peak Hour Summary

Intersection: CR 109 & 2nd Line
 Site Code: 2227900005
 Count Date: Sep 22, 2022
 Period: 14:00 - 19:00

Peak Hour Data (16:30 - 17:30)

| Start Time | North Approach 2nd Line | | | | | | South Approach | | | | | | East Approach CR 109 | | | | | | West Approach CR 109 | | | | | | Total Vehic es |
|--------------------|----------------------------|---|-------------|----------|-------------|-----------|----------------|---|---|---|----------|----------|-------------------------|------------|----------|-------------|------------|-------------|-------------------------|---|---|----------|----------|-------------|----------------------|
| | ← | ↑ | → | ↻ | Peds | Total | ← | ↑ | → | ↻ | Peds | Total | ← | ↑ | → | ↻ | Peds | Total | ← | ↑ | → | ↻ | Peds | Total | |
| 16:30 | 8 | | 4 | 0 | 0 | 12 | | | | | 0 | | 179 | 10 | 0 | 0 | 189 | 3 | 147 | | | 0 | 0 | 150 | 351 |
| 16:45 | 8 | | 0 | 0 | 0 | 8 | | | | | 0 | | 159 | 8 | 0 | 0 | 167 | 1 | 119 | | | 0 | 0 | 120 | 295 |
| 17:00 | 16 | | 1 | 0 | 0 | 17 | | | | | 0 | | 178 | 4 | 0 | 0 | 182 | 1 | 128 | | | 0 | 0 | 129 | 328 |
| 17:15 | 5 | | 2 | 0 | 0 | 7 | | | | | 0 | | 177 | 2 | 0 | 0 | 179 | 3 | 132 | | | 0 | 0 | 135 | 321 |
| Grand Total | 37 | | 7 | 0 | 0 | 44 | | | | | 0 | 0 | 693 | 24 | 0 | 0 | 717 | 8 | 526 | | | 0 | 0 | 534 | 1295 |
| Approach % | 84.1 | | 15.9 | 0 | - | - | | | | | - | - | 96.7 | 3.3 | 0 | - | - | 1.5 | 98.5 | | | 0 | - | - | - |
| Totals % | 2.9 | | 0.5 | 0 | 3.4 | | | | | | 0 | | 53.5 | 1.9 | 0 | 55.4 | | 0.6 | 40.6 | | | 0 | | 41.2 | |
| PHF | 0.58 | | 0.44 | 0 | 0.65 | | | | | | 0 | | 0.97 | 0.6 | 0 | 0.95 | | 0.67 | 0.89 | | | 0 | | 0.89 | 0.92 |
| Cars | 37 | | 7 | 0 | | 44 | | | | | 0 | | 653 | 24 | 0 | 677 | | 8 | 469 | | | 0 | | 477 | 1198 |
| % Cars | 100 | | 100 | 0 | | 100 | | | | | 0 | | 94.2 | 100 | 0 | 94.4 | | 100 | 89.2 | | | 0 | | 89.3 | 92.5 |
| Trucks | 0 | | 0 | 0 | | 0 | | | | | 0 | | 40 | 0 | 0 | 40 | | 0 | 57 | | | 0 | | 57 | 97 |
| % Trucks | 0 | | 0 | 0 | | 0 | | | | | 0 | | 5.8 | 0 | 0 | 5.6 | | 0 | 10.8 | | | 0 | | 10.7 | 7.5 |
| Bicycles | 0 | | 0 | 0 | | 0 | | | | | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | | | 0 | | 0 | 0 |
| % Bicycles | 0 | | 0 | 0 | | 0 | | | | | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | | | 0 | | 0 | 0 |
| Peds | | | | | 0 | - | | | | | 0 | - | | | | 0 | - | | | | | 0 | - | | 0 |
| % Peds | | | | | 0 | - | | | | | 0 | - | | | | 0 | - | | | | | 0 | - | | 0 |



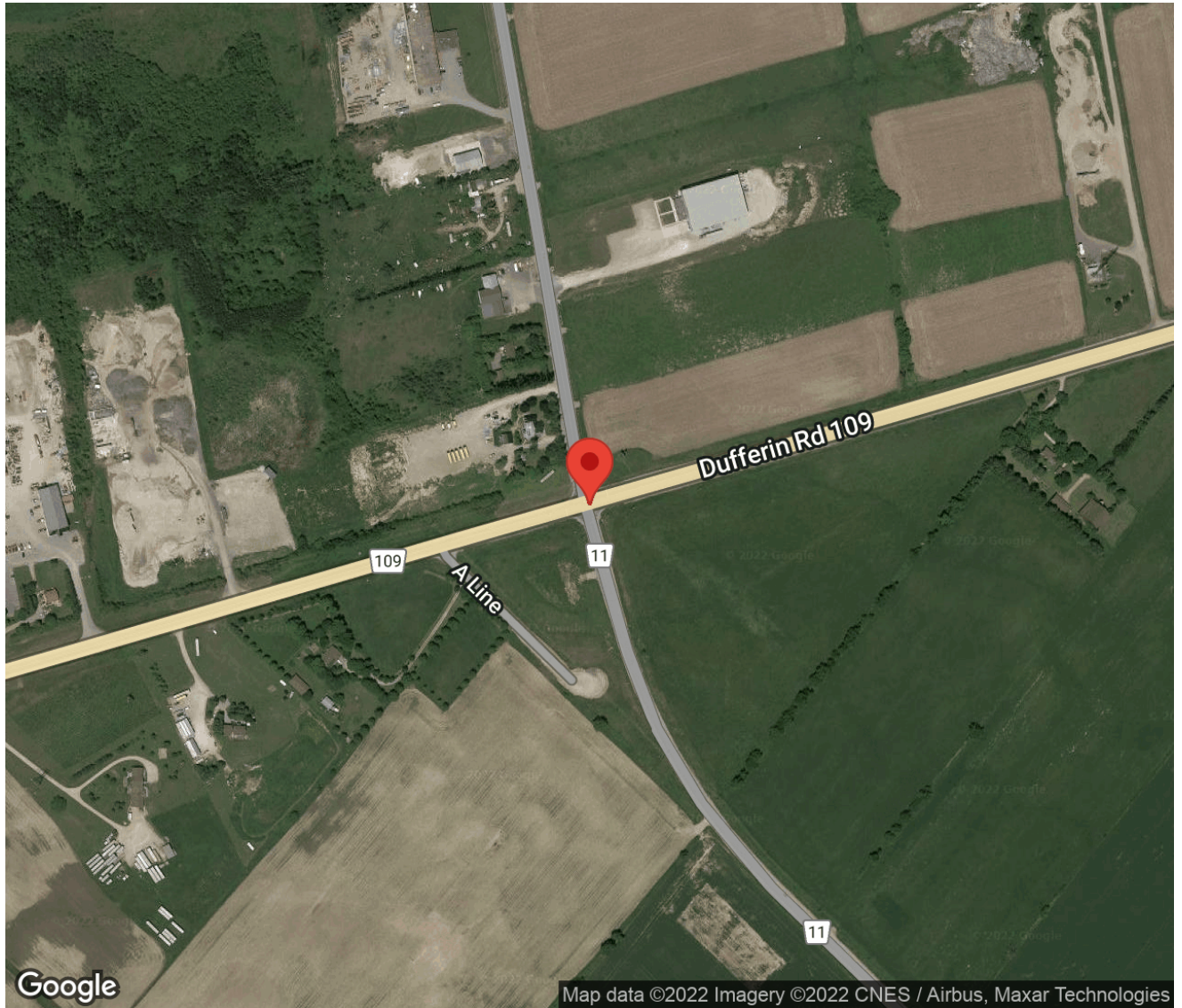
Project #22-279 - WSP

Intersection Count Report

Intersection: CR 109 & CR 11
Municipality: Orangeville
Count Date: Thursday, Sep 22, 2022
Site Code: 2227900006
Count Categories: Cars, Trucks, Bicycles, Pedestrians
Count Period: 07:00-19:00
Weather: Clear
Comments:

Traffic Count Map

Intersection: CR 109 & CR 11
Site Code: 2227900006
Municipality: Orangeville
Count Date: Sep 22, 2022



Traffic Count Summary

Intersection: CR 109 & CR 11
 Site Code: 2227900006
 Municipality: Orangeville
 Count Date: Sep 22, 2022

CR 11 - Traffic Summary

| Hour | North Approach Totals | | | | | | South Approach Totals | | | | | | Total |
|----------------------|---------------------------------|-------------|------------|----------|-------------|----------|---------------------------------|-------------|-----------|----------|-------------|----------|-------------|
| | Includes Cars, Trucks, Bicycles | | | | | | Includes Cars, Trucks, Bicycles | | | | | | |
| | Left | Thru | Right | U-Turn | Total | Peds | Left | Thru | Right | U-Turn | Total | Peds | |
| 07:00 - 08:00 | 148 | 112 | 22 | 0 | 282 | 0 | 13 | 94 | 6 | 0 | 113 | 0 | 395 |
| 08:00 - 09:00 | 154 | 107 | 25 | 0 | 286 | 0 | 11 | 107 | 6 | 0 | 124 | 0 | 410 |
| 09:00 - 10:00 | 129 | 99 | 19 | 0 | 247 | 0 | 8 | 56 | 2 | 0 | 66 | 0 | 313 |
| 10:00 - 11:00 | 122 | 85 | 21 | 0 | 228 | 0 | 6 | 80 | 4 | 0 | 90 | 0 | 318 |
| 11:00 - 12:00 | 118 | 77 | 21 | 0 | 216 | 0 | 11 | 71 | 1 | 0 | 83 | 0 | 299 |
| 12:00 - 13:00 | 139 | 75 | 26 | 0 | 240 | 0 | 10 | 57 | 5 | 0 | 72 | 0 | 312 |
| 13:00 - 14:00 | 104 | 95 | 26 | 0 | 225 | 0 | 10 | 96 | 3 | 0 | 109 | 0 | 334 |
| 14:00 - 15:00 | 120 | 92 | 38 | 0 | 250 | 0 | 13 | 91 | 10 | 0 | 114 | 0 | 364 |
| 15:00 - 16:00 | 155 | 103 | 40 | 0 | 298 | 0 | 14 | 106 | 14 | 0 | 134 | 0 | 432 |
| 16:00 - 17:00 | 171 | 109 | 48 | 0 | 328 | 0 | 19 | 190 | 7 | 0 | 216 | 0 | 544 |
| 17:00 - 18:00 | 136 | 89 | 34 | 0 | 259 | 0 | 26 | 156 | 4 | 0 | 186 | 0 | 445 |
| 18:00 - 19:00 | 81 | 54 | 24 | 0 | 159 | 0 | 16 | 107 | 2 | 0 | 125 | 0 | 284 |
| GRAND TOTAL | 1577 | 1097 | 344 | 0 | 3018 | 0 | 157 | 1211 | 64 | 0 | 1432 | 0 | 4450 |

Traffic Count Summary

Intersection: CR 109 & CR 11
 Site Code: 2227900006
 Municipality: Orangeville
 Count Date: Sep 22, 2022

CR 109 - Traffic Summary

| Hour | East Approach Totals | | | | | | West Approach Totals | | | | | | Total |
|----------------------|---------------------------------|-------------|-------------|----------|-------------|----------|---------------------------------|-------------|-----------|----------|-------------|----------|--------------|
| | Includes Cars, Trucks, Bicycles | | | | | | Includes Cars, Trucks, Bicycles | | | | | | |
| | Left | Thru | Right | U-Turn | Total | Peds | Left | Thru | Right | U-Turn | Total | Peds | |
| 07:00 - 08:00 | 3 | 229 | 84 | 0 | 316 | 0 | 38 | 494 | 7 | 0 | 539 | 0 | 855 |
| 08:00 - 09:00 | 7 | 278 | 93 | 0 | 378 | 0 | 34 | 441 | 18 | 0 | 493 | 0 | 871 |
| 09:00 - 10:00 | 4 | 287 | 100 | 0 | 391 | 0 | 20 | 375 | 10 | 0 | 405 | 0 | 796 |
| 10:00 - 11:00 | 0 | 265 | 94 | 0 | 359 | 0 | 27 | 323 | 7 | 0 | 357 | 0 | 716 |
| 11:00 - 12:00 | 2 | 276 | 93 | 0 | 371 | 0 | 21 | 341 | 2 | 0 | 364 | 0 | 735 |
| 12:00 - 13:00 | 7 | 305 | 107 | 0 | 419 | 0 | 31 | 312 | 4 | 0 | 347 | 0 | 766 |
| 13:00 - 14:00 | 1 | 274 | 125 | 0 | 400 | 0 | 21 | 313 | 3 | 0 | 337 | 0 | 737 |
| 14:00 - 15:00 | 4 | 383 | 111 | 0 | 498 | 0 | 34 | 341 | 6 | 0 | 381 | 0 | 879 |
| 15:00 - 16:00 | 14 | 469 | 138 | 0 | 621 | 0 | 35 | 383 | 13 | 0 | 431 | 0 | 1052 |
| 16:00 - 17:00 | 5 | 510 | 157 | 0 | 672 | 0 | 35 | 348 | 9 | 0 | 392 | 0 | 1064 |
| 17:00 - 18:00 | 3 | 511 | 159 | 0 | 673 | 0 | 30 | 368 | 10 | 0 | 408 | 0 | 1081 |
| 18:00 - 19:00 | 3 | 392 | 110 | 0 | 505 | 0 | 27 | 338 | 6 | 0 | 371 | 0 | 876 |
| GRAND TOTAL | 53 | 4179 | 1371 | 0 | 5603 | 0 | 353 | 4377 | 95 | 0 | 4825 | 0 | 10428 |



Traffic Count Data

Intersection: CR 109 & CR 11
 Site Code: 2227900006
 Municipality: Orangeville
 Count Date: Sep 22, 2022

North Approach - CR 11

| Start Time | Cars | | | | | Trucks | | | | | Bicycles | | | | | Total Peds |
|------------|------|----|----|---|-------|--------|---|---|---|-------|----------|---|---|---|-------|------------|
| | ← | ↑ | → | ↻ | Total | ← | ↑ | → | ↻ | Total | ← | ↑ | → | ↻ | Total | |
| 07:00 | 25 | 30 | 3 | 0 | 58 | 5 | 1 | 1 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15 | 21 | 19 | 5 | 0 | 45 | 4 | 7 | 2 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30 | 34 | 24 | 6 | 0 | 64 | 3 | 5 | 2 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 | 52 | 24 | 3 | 0 | 79 | 4 | 2 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 | 47 | 21 | 4 | 0 | 72 | 4 | 3 | 1 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15 | 21 | 29 | 7 | 0 | 57 | 6 | 1 | 2 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30 | 37 | 19 | 6 | 0 | 62 | 7 | 5 | 1 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:45 | 27 | 21 | 3 | 0 | 51 | 5 | 8 | 1 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:00 | 30 | 27 | 10 | 0 | 67 | 2 | 4 | 1 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:15 | 25 | 20 | 3 | 0 | 48 | 3 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:30 | 38 | 18 | 5 | 0 | 61 | 2 | 4 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:45 | 22 | 21 | 0 | 0 | 43 | 7 | 5 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:00 | 28 | 19 | 2 | 0 | 49 | 1 | 7 | 1 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:15 | 26 | 20 | 6 | 0 | 52 | 7 | 2 | 1 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:30 | 31 | 12 | 4 | 0 | 47 | 2 | 3 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:45 | 21 | 21 | 6 | 0 | 48 | 6 | 1 | 1 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:00 | 19 | 11 | 2 | 0 | 32 | 2 | 4 | 1 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:15 | 25 | 19 | 7 | 0 | 51 | 2 | 3 | 1 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:30 | 26 | 18 | 4 | 0 | 48 | 6 | 4 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:45 | 35 | 15 | 6 | 0 | 56 | 3 | 3 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 |

| Start Time | Cars | | | | | Trucks | | | | | Bicycles | | | | | Total Peds |
|--------------------|------|-----|-----|---|-------|--------|-----|----|---|-------|----------|---|---|---|-------|------------|
| | ↶ | ↷ | ↸ | ↹ | Total | ↶ | ↷ | ↸ | ↹ | Total | ↶ | ↷ | ↸ | ↹ | Total | |
| 12:00 | 27 | 6 | 3 | 0 | 36 | 2 | 4 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:15 | 30 | 13 | 3 | 0 | 46 | 9 | 4 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:30 | 34 | 18 | 8 | 0 | 60 | 2 | 2 | 1 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:45 | 29 | 23 | 8 | 0 | 60 | 6 | 5 | 3 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:00 | 23 | 16 | 9 | 0 | 48 | 0 | 6 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:15 | 21 | 14 | 4 | 0 | 39 | 4 | 1 | 1 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:30 | 28 | 26 | 5 | 0 | 59 | 3 | 5 | 3 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:45 | 25 | 24 | 4 | 0 | 53 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:00 | 28 | 18 | 5 | 0 | 51 | 5 | 7 | 3 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:15 | 27 | 14 | 5 | 0 | 46 | 2 | 5 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:30 | 24 | 24 | 7 | 0 | 55 | 8 | 2 | 4 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:45 | 23 | 20 | 12 | 0 | 55 | 3 | 2 | 2 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:00 | 28 | 18 | 10 | 0 | 56 | 11 | 1 | 1 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:15 | 23 | 24 | 6 | 0 | 53 | 11 | 2 | 3 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:30 | 35 | 30 | 7 | 0 | 72 | 8 | 5 | 1 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:45 | 34 | 23 | 11 | 0 | 68 | 5 | 0 | 1 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 | 35 | 21 | 6 | 0 | 62 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15 | 44 | 30 | 15 | 0 | 89 | 9 | 0 | 1 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30 | 48 | 24 | 11 | 0 | 83 | 5 | 1 | 1 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45 | 26 | 33 | 10 | 0 | 69 | 3 | 0 | 4 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 27 | 22 | 8 | 0 | 57 | 6 | 1 | 1 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15 | 32 | 19 | 7 | 0 | 58 | 4 | 2 | 2 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30 | 26 | 21 | 5 | 0 | 52 | 2 | 1 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45 | 33 | 22 | 11 | 0 | 66 | 6 | 1 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | 24 | 18 | 6 | 0 | 48 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:15 | 20 | 12 | 7 | 0 | 39 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:30 | 22 | 17 | 6 | 0 | 45 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:45 | 14 | 3 | 4 | 0 | 21 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| SUBTOTAL | 1380 | 961 | 295 | 0 | 2636 | 197 | 136 | 49 | 0 | 382 | 0 | 0 | 0 | 0 | 0 | 0 |
| GRAND TOTAL | 1380 | 961 | 295 | 0 | 2636 | 197 | 136 | 49 | 0 | 382 | 0 | 0 | 0 | 0 | 0 | 0 |



Traffic Count Data

Intersection: CR 109 & CR 11
 Site Code: 2227900006
 Municipality: Orangeville
 Count Date: Sep 22, 2022

South Approach - CR 11

| Start Time | Cars | | | | | Trucks | | | | | Bicycles | | | | | Total Peds |
|------------|------|----|---|---|-------|--------|---|---|---|-------|----------|---|---|---|-------|------------|
| | ← | ↑ | → | ↻ | Total | ← | ↑ | → | ↻ | Total | ← | ↑ | → | ↻ | Total | |
| 07:00 | 0 | 14 | 1 | 0 | 15 | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15 | 1 | 11 | 0 | 0 | 12 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30 | 6 | 24 | 0 | 0 | 30 | 1 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 | 4 | 34 | 5 | 0 | 43 | 1 | 4 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 | 3 | 24 | 1 | 0 | 28 | 1 | 5 | 1 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15 | 0 | 25 | 3 | 0 | 28 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30 | 6 | 21 | 1 | 0 | 28 | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:45 | 0 | 22 | 0 | 0 | 22 | 1 | 4 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:00 | 2 | 8 | 1 | 0 | 11 | 1 | 5 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:15 | 1 | 9 | 1 | 0 | 11 | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:30 | 1 | 11 | 0 | 0 | 12 | 1 | 3 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:45 | 1 | 13 | 0 | 0 | 14 | 1 | 2 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:00 | 0 | 16 | 0 | 0 | 16 | 0 | 6 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:15 | 1 | 16 | 0 | 0 | 17 | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:30 | 3 | 16 | 0 | 0 | 19 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:45 | 1 | 17 | 4 | 0 | 22 | 1 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:00 | 2 | 15 | 0 | 0 | 17 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:15 | 4 | 14 | 0 | 0 | 18 | 1 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:30 | 3 | 15 | 0 | 0 | 18 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:45 | 1 | 16 | 0 | 0 | 17 | 0 | 4 | 1 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 |

| Start Time | Cars | | | | | Trucks | | | | | Bicycles | | | | | Total Peds |
|--------------------|------|------|----|---|-------|--------|-----|---|---|-------|----------|---|---|---|-------|------------|
| | | | | | Total | | | | | Total | | | | | Total | |
| 12:00 | 2 | 9 | 2 | 0 | 13 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:15 | 3 | 9 | 0 | 0 | 12 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:30 | 2 | 17 | 0 | 0 | 19 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:45 | 3 | 15 | 2 | 0 | 20 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:00 | 3 | 19 | 2 | 0 | 24 | 1 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:15 | 0 | 21 | 0 | 0 | 21 | 1 | 4 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:30 | 3 | 19 | 1 | 0 | 23 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:45 | 2 | 29 | 0 | 0 | 31 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:00 | 0 | 28 | 3 | 0 | 31 | 1 | 2 | 1 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:15 | 3 | 26 | 3 | 0 | 32 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:30 | 5 | 10 | 2 | 0 | 17 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:45 | 3 | 18 | 1 | 0 | 22 | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:00 | 3 | 21 | 2 | 0 | 26 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:15 | 4 | 19 | 7 | 0 | 30 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:30 | 3 | 22 | 3 | 0 | 28 | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:45 | 2 | 34 | 1 | 0 | 37 | 2 | 1 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 | 2 | 44 | 5 | 0 | 51 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15 | 1 | 50 | 2 | 0 | 53 | 1 | 4 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30 | 9 | 44 | 0 | 0 | 53 | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45 | 6 | 36 | 0 | 0 | 42 | 0 | 6 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 8 | 26 | 1 | 0 | 35 | 1 | 3 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15 | 5 | 44 | 2 | 0 | 51 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30 | 7 | 44 | 1 | 0 | 52 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45 | 3 | 32 | 0 | 0 | 35 | 2 | 3 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | 3 | 32 | 0 | 0 | 35 | 1 | 2 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:15 | 4 | 32 | 1 | 0 | 37 | 1 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:30 | 6 | 21 | 1 | 0 | 28 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:45 | 1 | 18 | 0 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| SUBTOTAL | 136 | 1080 | 59 | 0 | 1275 | 21 | 131 | 5 | 0 | 157 | 0 | 0 | 0 | 0 | 0 | 0 |
| GRAND TOTAL | 136 | 1080 | 59 | 0 | 1275 | 21 | 131 | 5 | 0 | 157 | 0 | 0 | 0 | 0 | 0 | 0 |



Traffic Count Data

Intersection: CR 109 & CR 11
 Site Code: 2227900006
 Municipality: Orangeville
 Count Date: Sep 22, 2022

East Approach - CR 109

| Start Time | Cars | | | | | Trucks | | | | | Bicycles | | | | | Total Peds |
|------------|------|----|----|---|-------|--------|----|---|---|-------|----------|---|---|---|-------|------------|
| | ← | ↑ | → | ↻ | Total | ← | ↑ | → | ↻ | Total | ← | ↑ | → | ↻ | Total | |
| 07:00 | 0 | 40 | 23 | 0 | 63 | 0 | 12 | 2 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15 | 0 | 47 | 16 | 0 | 63 | 0 | 16 | 1 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30 | 1 | 46 | 23 | 0 | 70 | 0 | 11 | 4 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 | 2 | 44 | 11 | 0 | 57 | 0 | 13 | 4 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 | 1 | 46 | 16 | 0 | 63 | 0 | 21 | 6 | 0 | 27 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15 | 0 | 52 | 23 | 0 | 75 | 0 | 17 | 2 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30 | 3 | 40 | 17 | 0 | 60 | 0 | 19 | 3 | 0 | 22 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:45 | 3 | 48 | 18 | 0 | 69 | 0 | 35 | 8 | 0 | 43 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:00 | 1 | 52 | 24 | 0 | 77 | 0 | 16 | 7 | 0 | 23 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:15 | 2 | 69 | 28 | 0 | 99 | 0 | 17 | 2 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:30 | 1 | 53 | 16 | 0 | 70 | 0 | 11 | 2 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:45 | 0 | 52 | 15 | 0 | 67 | 0 | 17 | 6 | 0 | 23 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:00 | 0 | 53 | 27 | 0 | 80 | 0 | 18 | 1 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:15 | 0 | 39 | 14 | 0 | 53 | 0 | 14 | 5 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:30 | 0 | 51 | 19 | 0 | 70 | 0 | 19 | 6 | 0 | 25 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:45 | 0 | 66 | 17 | 0 | 83 | 0 | 5 | 5 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:00 | 1 | 42 | 21 | 0 | 64 | 0 | 12 | 6 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:15 | 0 | 57 | 18 | 0 | 75 | 0 | 15 | 2 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:30 | 0 | 68 | 21 | 0 | 89 | 0 | 19 | 5 | 0 | 24 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:45 | 1 | 51 | 18 | 0 | 70 | 0 | 12 | 2 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 |

| Start Time | Cars | | | | | Trucks | | | | | Bicycles | | | | | Total Peds |
|--------------------|------|------|------|---|-------|--------|-----|-----|---|-------|----------|---|---|---|-------|------------|
| | ← | ↑ | → | ↻ | Total | ← | ↑ | → | ↻ | Total | ← | ↑ | → | ↻ | Total | |
| 12:00 | 2 | 56 | 21 | 0 | 79 | 0 | 21 | 3 | 0 | 24 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:15 | 0 | 51 | 24 | 0 | 75 | 1 | 15 | 4 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:30 | 3 | 67 | 20 | 0 | 90 | 0 | 19 | 5 | 0 | 24 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:45 | 1 | 55 | 26 | 0 | 82 | 0 | 21 | 4 | 0 | 25 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:00 | 0 | 59 | 19 | 0 | 78 | 0 | 10 | 3 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:15 | 0 | 46 | 40 | 0 | 86 | 0 | 9 | 5 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:30 | 1 | 50 | 26 | 0 | 77 | 0 | 12 | 2 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:45 | 0 | 74 | 24 | 0 | 98 | 0 | 14 | 6 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:00 | 0 | 67 | 19 | 0 | 86 | 0 | 18 | 4 | 0 | 22 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:15 | 1 | 75 | 25 | 0 | 101 | 2 | 24 | 5 | 0 | 31 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:30 | 0 | 93 | 25 | 0 | 118 | 0 | 23 | 7 | 0 | 30 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:45 | 1 | 62 | 20 | 0 | 83 | 0 | 21 | 6 | 0 | 27 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:00 | 1 | 97 | 38 | 0 | 136 | 0 | 16 | 5 | 0 | 21 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:15 | 6 | 83 | 30 | 0 | 119 | 0 | 27 | 6 | 0 | 33 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:30 | 6 | 114 | 28 | 0 | 148 | 0 | 15 | 2 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:45 | 1 | 112 | 27 | 0 | 140 | 0 | 5 | 2 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 | 1 | 118 | 35 | 0 | 154 | 0 | 15 | 3 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15 | 2 | 109 | 35 | 0 | 146 | 0 | 12 | 5 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30 | 1 | 142 | 32 | 0 | 175 | 0 | 6 | 5 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45 | 1 | 101 | 39 | 0 | 141 | 0 | 7 | 3 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 1 | 128 | 41 | 0 | 170 | 0 | 7 | 4 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15 | 1 | 130 | 44 | 0 | 175 | 0 | 5 | 1 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30 | 0 | 121 | 44 | 0 | 165 | 0 | 5 | 1 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45 | 1 | 105 | 22 | 0 | 128 | 0 | 10 | 2 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | 1 | 120 | 23 | 0 | 144 | 0 | 4 | 1 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:15 | 0 | 91 | 29 | 0 | 120 | 0 | 6 | 1 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:30 | 0 | 76 | 30 | 0 | 106 | 0 | 7 | 1 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:45 | 2 | 81 | 25 | 0 | 108 | 0 | 7 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 |
| SUBTOTAL | 50 | 3499 | 1196 | 0 | 4745 | 3 | 680 | 175 | 0 | 858 | 0 | 0 | 0 | 0 | 0 | 0 |
| GRAND TOTAL | 50 | 3499 | 1196 | 0 | 4745 | 3 | 680 | 175 | 0 | 858 | 0 | 0 | 0 | 0 | 0 | 0 |

Traffic Count Data

Intersection: CR 109 & CR 11
 Site Code: 2227900006
 Municipality: Orangeville
 Count Date: Sep 22, 2022

West Approach - CR 109

| Start Time | Cars | | | | | Trucks | | | | | Bicycles | | | | | Total Peds |
|------------|------|-----|---|---|-------|--------|----|---|---|-------|----------|---|---|---|-------|------------|
| | ← | ↑ | → | ↻ | Total | ← | ↑ | → | ↻ | Total | ← | ↑ | → | ↻ | Total | |
| 07:00 | 12 | 104 | 2 | 0 | 118 | 0 | 14 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15 | 5 | 117 | 1 | 0 | 123 | 2 | 11 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30 | 10 | 98 | 0 | 0 | 108 | 1 | 10 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 | 6 | 124 | 4 | 0 | 134 | 2 | 16 | 0 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 | 8 | 105 | 4 | 0 | 117 | 1 | 10 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15 | 8 | 79 | 2 | 0 | 89 | 0 | 20 | 0 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30 | 3 | 108 | 3 | 0 | 114 | 3 | 13 | 1 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:45 | 9 | 94 | 7 | 0 | 110 | 2 | 12 | 1 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:00 | 2 | 59 | 3 | 0 | 64 | 1 | 13 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:15 | 6 | 82 | 2 | 0 | 90 | 1 | 16 | 1 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:30 | 3 | 69 | 1 | 0 | 73 | 3 | 28 | 2 | 0 | 33 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:45 | 4 | 92 | 1 | 0 | 97 | 0 | 16 | 0 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:00 | 9 | 60 | 1 | 0 | 70 | 1 | 9 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:15 | 3 | 70 | 1 | 0 | 74 | 1 | 17 | 1 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:30 | 6 | 77 | 3 | 0 | 86 | 1 | 25 | 0 | 0 | 26 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:45 | 6 | 54 | 1 | 0 | 61 | 0 | 11 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:00 | 4 | 68 | 0 | 0 | 72 | 0 | 16 | 0 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:15 | 8 | 73 | 1 | 0 | 82 | 0 | 22 | 0 | 0 | 22 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:30 | 2 | 69 | 1 | 0 | 72 | 0 | 14 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:45 | 3 | 65 | 0 | 0 | 68 | 4 | 14 | 0 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 0 |

| Start Time | Cars | | | | | Trucks | | | | | Bicycles | | | | | Total Peds |
|--------------------|------|------|----|---|-------|--------|-----|----|---|-------|----------|---|---|---|-------|------------|
| | | | | | Total | | | | | Total | | | | | Total | |
| 12:00 | 5 | 64 | 1 | 0 | 70 | 1 | 14 | 0 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:15 | 9 | 65 | 1 | 0 | 75 | 2 | 21 | 0 | 0 | 23 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:30 | 7 | 44 | 0 | 0 | 51 | 1 | 13 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:45 | 6 | 75 | 2 | 0 | 83 | 0 | 16 | 0 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:00 | 4 | 68 | 1 | 0 | 73 | 0 | 12 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:15 | 3 | 64 | 0 | 0 | 67 | 5 | 13 | 0 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:30 | 3 | 57 | 0 | 0 | 60 | 3 | 13 | 0 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:45 | 3 | 62 | 1 | 0 | 66 | 0 | 24 | 1 | 0 | 25 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:00 | 4 | 75 | 1 | 0 | 80 | 2 | 16 | 0 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:15 | 7 | 69 | 1 | 0 | 77 | 2 | 12 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:30 | 7 | 66 | 2 | 0 | 75 | 4 | 23 | 0 | 0 | 27 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:45 | 5 | 57 | 2 | 0 | 64 | 3 | 23 | 0 | 0 | 26 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:00 | 5 | 71 | 2 | 0 | 78 | 1 | 18 | 0 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:15 | 8 | 85 | 3 | 0 | 96 | 0 | 20 | 0 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:30 | 9 | 75 | 2 | 0 | 86 | 0 | 23 | 0 | 0 | 23 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:45 | 9 | 72 | 5 | 0 | 86 | 3 | 19 | 1 | 0 | 23 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 | 9 | 75 | 2 | 0 | 86 | 1 | 13 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15 | 6 | 69 | 1 | 0 | 76 | 3 | 12 | 1 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30 | 7 | 91 | 2 | 0 | 100 | 1 | 12 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45 | 7 | 71 | 3 | 0 | 81 | 1 | 5 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 5 | 87 | 5 | 0 | 97 | 0 | 8 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15 | 13 | 87 | 3 | 0 | 103 | 1 | 13 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30 | 4 | 88 | 1 | 0 | 93 | 1 | 14 | 0 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45 | 6 | 62 | 1 | 0 | 69 | 0 | 9 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | 9 | 89 | 1 | 0 | 99 | 1 | 4 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:15 | 11 | 91 | 1 | 0 | 103 | 1 | 4 | 1 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:30 | 3 | 71 | 2 | 0 | 76 | 0 | 7 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:45 | 2 | 71 | 1 | 0 | 74 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| SUBTOTAL | 293 | 3688 | 85 | 0 | 4066 | 60 | 689 | 10 | 0 | 759 | 0 | 0 | 0 | 0 | 0 | 0 |
| GRAND TOTAL | 293 | 3688 | 85 | 0 | 4066 | 60 | 689 | 10 | 0 | 759 | 0 | 0 | 0 | 0 | 0 | 0 |

Peak Hour Diagram

Specified Period

From: 07:00:00
To: 10:00:00

One Hour Peak

From: 07:45:00
To: 08:45:00

Intersection: CR 109 & CR 11
Site Code: 2227900006
Count Date: Sep 22, 2022

Weather conditions: Clear

**** Signalized Intersection ****

Major Road: CR 109 runs E/W

North Approach

| | Out | In | Total |
|---------------|------------|------------|------------|
| | 270 | 196 | 466 |
| | 36 | 36 | 72 |
| | 0 | 0 | 0 |
| Totals | 306 | 232 | 538 |

CR 11

| | | | | |
|---------------|-----------|------------|------------|----------|
| | 0 | 0 | 0 | 0 |
| | 4 | 11 | 21 | 0 |
| | 20 | 93 | 157 | 0 |
| Totals | 24 | 104 | 178 | 0 |

East Approach

| | Out | In | Total |
|---------------|------------|------------|-------------|
| | 255 | 583 | 838 |
| | 85 | 81 | 166 |
| | 0 | 0 | 0 |
| Totals | 340 | 664 | 1004 |

CR 109

| | | | | Totals |
|--|---|----|-----|------------|
| | 0 | 0 | 0 | 0 |
| | 0 | 6 | 25 | 31 |
| | 0 | 59 | 416 | 475 |
| | 0 | 1 | 13 | 14 |

Peds: 0

Peds: 0



Peds: 0

Peds: 0

CR 109

| Totals | | | |
|--------|-----|-----|----|
| | 0 | 0 | 0 |
| | 82 | 67 | 15 |
| | 252 | 182 | 70 |
| | 6 | 6 | 0 |

West Approach

| | Out | In | Total |
|---------------|------------|------------|------------|
| | 454 | 215 | 669 |
| | 66 | 76 | 142 |
| | 0 | 0 | 0 |
| Totals | 520 | 291 | 811 |

| | | | | |
|---------------|-----------|------------|-----------|----------|
| Totals | 15 | 119 | 11 | 0 |
| | 13 | 104 | 10 | 0 |
| | 2 | 15 | 1 | 0 |
| | 0 | 0 | 0 | 0 |

CR 11

South Approach

| | Out | In | Total |
|---------------|------------|------------|------------|
| | 127 | 112 | 239 |
| | 18 | 12 | 30 |
| | 0 | 0 | 0 |
| Totals | 145 | 124 | 269 |

- Cars

- Trucks

- Bicycles

Comments

Peak Hour Summary

Intersection: CR 109 & CR 11
 Site Code: 2227900006
 Count Date: Sep 22, 2022
 Period: 07:00 - 10:00

Peak Hour Data (07:45 - 08:45)

| Start Time | North Approach CR 11 | | | | | | South Approach CR 11 | | | | | | East Approach CR 109 | | | | | | West Approach CR 109 | | | | | | Total Vehicles |
|--------------------|-------------------------|-------------|-------------|----------|----------|------------|-------------------------|-------------|-------------|----------|----------|-------------|-------------------------|-------------|-------------|----------|----------|------------|-------------------------|-------------|-------------|----------|----------|-------------|-------------------|
| | ← | ↑ | → | ↻ | Peds | Total | ← | ↑ | → | ↻ | Peds | Total | ← | ↑ | → | ↻ | Peds | Total | ← | ↑ | → | ↻ | Peds | Total | |
| 07:45 | 56 | 26 | 3 | 0 | 0 | 85 | 5 | 38 | 5 | 0 | 0 | 48 | 2 | 57 | 15 | 0 | 0 | 74 | 8 | 140 | 4 | 0 | 0 | 152 | 359 |
| 08:00 | 51 | 24 | 5 | 0 | 0 | 80 | 4 | 29 | 2 | 0 | 0 | 35 | 1 | 67 | 22 | 0 | 0 | 90 | 9 | 115 | 4 | 0 | 0 | 128 | 333 |
| 08:15 | 27 | 30 | 9 | 0 | 0 | 66 | 0 | 27 | 3 | 0 | 0 | 30 | 0 | 69 | 25 | 0 | 0 | 94 | 8 | 99 | 2 | 0 | 0 | 109 | 299 |
| 08:30 | 44 | 24 | 7 | 0 | 0 | 75 | 6 | 25 | 1 | 0 | 0 | 32 | 3 | 59 | 20 | 0 | 0 | 82 | 6 | 121 | 4 | 0 | 0 | 131 | 320 |
| Grand Total | 178 | 104 | 24 | 0 | 0 | 306 | 15 | 119 | 11 | 0 | 0 | 145 | 6 | 252 | 82 | 0 | 0 | 340 | 31 | 475 | 14 | 0 | 0 | 520 | 1311 |
| Approach % | 58.2 | 34 | 7.8 | 0 | - | - | 10.3 | 82.1 | 7.6 | 0 | - | - | 1.8 | 74.1 | 24.1 | 0 | - | - | 6 | 91.3 | 2.7 | 0 | - | - | - |
| Totals % | 13.6 | 7.9 | 1.8 | 0 | - | 23.3 | 1.1 | 9.1 | 0.8 | 0 | - | 11.1 | 0.5 | 19.2 | 6.3 | 0 | - | 25.9 | 2.4 | 36.2 | 1.1 | 0 | - | - | 39.7 |
| PHF | 0.79 | 0.87 | 0.67 | 0 | 0 | 0.9 | 0.63 | 0.78 | 0.55 | 0 | 0 | 0.76 | 0.5 | 0.91 | 0.82 | 0 | 0 | 0.9 | 0.86 | 0.85 | 0.88 | 0 | 0 | 0.86 | 0.91 |
| Cars | 157 | 93 | 20 | 0 | - | 270 | 13 | 104 | 10 | 0 | - | 127 | 6 | 182 | 67 | 0 | - | 255 | 25 | 416 | 13 | 0 | - | 454 | 1106 |
| % Cars | 88.2 | 89.4 | 83.3 | 0 | - | 88.2 | 86.7 | 87.4 | 90.9 | 0 | - | 87.6 | 100 | 72.2 | 81.7 | 0 | - | 75 | 80.6 | 87.6 | 92.9 | 0 | - | 87.3 | 84.4 |
| Trucks | 21 | 11 | 4 | 0 | - | 36 | 2 | 15 | 1 | 0 | - | 18 | 0 | 70 | 15 | 0 | - | 85 | 6 | 59 | 1 | 0 | - | 66 | 205 |
| % Trucks | 11.8 | 10.6 | 16.7 | 0 | - | 11.8 | 13.3 | 12.6 | 9.1 | 0 | - | 12.4 | 0 | 27.8 | 18.3 | 0 | - | 25 | 19.4 | 12.4 | 7.1 | 0 | - | 12.7 | 15.6 |
| Bicycles | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 |
| % Bicycles | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 |
| Peds | | | | | 0 | - | | | | | 0 | - | | | | | 0 | - | | | | | 0 | - | 0 |
| % Peds | | | | | 0 | - | | | | | 0 | - | | | | | 0 | - | | | | | 0 | - | 0 |

Peak Hour Diagram

Specified Period

From: 10:00:00
To: 14:00:00

One Hour Peak

From: 12:15:00
To: 13:15:00

Intersection: CR 109 & CR 11
Site Code: 2227900006
Count Date: Sep 22, 2022

Weather conditions: Clear

**** Signalized Intersection ****

Major Road: CR 109 runs E/W

North Approach

| | Out | In | Total |
|---------------|------------|------------|------------|
| | 214 | 175 | 389 |
| | 38 | 25 | 63 |
| | 0 | 0 | 0 |
| Totals | 252 | 200 | 452 |

CR 11

| | | | | |
|---------------|-----------|-----------|------------|----------|
| | 0 | 0 | 0 | 0 |
| | 4 | 17 | 17 | 0 |
| | 28 | 70 | 116 | 0 |
| Totals | 32 | 87 | 133 | 0 |

East Approach

| | Out | In | Total |
|---------------|------------|------------|------------|
| | 325 | 372 | 697 |
| | 82 | 80 | 162 |
| | 0 | 0 | 0 |
| Totals | 407 | 452 | 859 |

CR 109

| | | | | Totals |
|--|---|----|-----|------------|
| | 0 | 0 | 0 | 0 |
| | 0 | 3 | 26 | 29 |
| | 0 | 62 | 252 | 314 |
| | 0 | 0 | 4 | 4 |

Peds: 0

Peds: 0



Peds: 0

Peds: 0

CR 109

| Totals | | | |
|------------|-----|----|---|
| 0 | 0 | 0 | 0 |
| 105 | 89 | 16 | 0 |
| 297 | 232 | 65 | 0 |
| 5 | 4 | 1 | 0 |

West Approach

| | Out | In | Total |
|---------------|------------|------------|------------|
| | 282 | 271 | 553 |
| | 65 | 70 | 135 |
| | 0 | 0 | 0 |
| Totals | 347 | 341 | 688 |

| Totals | | | | |
|-----------|----|----|---|---|
| 12 | 11 | 60 | 4 | 0 |
| 66 | 1 | 6 | 1 | 0 |
| 5 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 |

CR 11

South Approach

| Out | In | Total | |
|---------------|-----------|-----------|------------|
| | 75 | 78 | 153 |
| | 8 | 18 | 26 |
| | 0 | 0 | 0 |
| Totals | 83 | 96 | 179 |

- Cars

- Trucks

- Bicycles

Comments



Peak Hour Summary

Intersection: CR 109 & CR 11
 Site Code: 2227900006
 Count Date: Sep 22, 2022
 Period: 10:00 - 14:00

Peak Hour Data (12:15 - 13:15)

| Start Time | North Approach CR 11 | | | | | | South Approach CR 11 | | | | | | East Approach CR 109 | | | | | | West Approach CR 109 | | | | | | Total Vehicles | |
|--------------------|-------------------------|-------------|-------------|----------|----------|-------------|-------------------------|-------------|-------------|----------|----------|------------|-------------------------|-------------|-------------|----------|----------|-------------|-------------------------|-------------|------------|----------|----------|-------------|-------------------|---|
| | ← | ↑ | → | ↻ | Peds | Total | ← | ↑ | → | ↻ | Peds | Total | ← | ↑ | → | ↻ | Peds | Total | ← | ↑ | → | ↻ | Peds | Total | | |
| 12:15 | 39 | 17 | 3 | 0 | 0 | 59 | 3 | 9 | 1 | 0 | 0 | 13 | 1 | 66 | 28 | 0 | 0 | 95 | 11 | 86 | 1 | 0 | 0 | 98 | 265 | |
| 12:30 | 36 | 20 | 9 | 0 | 0 | 65 | 2 | 20 | 0 | 0 | 0 | 22 | 3 | 86 | 25 | 0 | 0 | 114 | 8 | 57 | 0 | 0 | 0 | 65 | 266 | |
| 12:45 | 35 | 28 | 11 | 0 | 0 | 74 | 3 | 17 | 2 | 0 | 0 | 22 | 1 | 76 | 30 | 0 | 0 | 107 | 6 | 91 | 2 | 0 | 0 | 99 | 302 | |
| 13:00 | 23 | 22 | 9 | 0 | 0 | 54 | 4 | 20 | 2 | 0 | 0 | 26 | 0 | 69 | 22 | 0 | 0 | 91 | 4 | 80 | 1 | 0 | 0 | 85 | 256 | |
| Grand Total | 133 | 87 | 32 | 0 | 0 | 252 | 12 | 66 | 5 | 0 | 0 | 83 | 5 | 297 | 105 | 0 | 0 | 407 | 29 | 314 | 4 | 0 | 0 | 347 | 1089 | |
| Approach % | 52.8 | 34.5 | 12.7 | 0 | - | - | 14.5 | 79.5 | 6 | 0 | - | - | 1.2 | 73 | 25.8 | 0 | - | - | 8.4 | 90.5 | 1.2 | 0 | - | - | - | |
| Totals % | 12.2 | 8 | 2.9 | 0 | - | 23.1 | 1.1 | 6.1 | 0.5 | 0 | - | 7.6 | 0.5 | 27.3 | 9.6 | 0 | - | 37.4 | 2.7 | 28.8 | 0.4 | 0 | - | - | 31.9 | |
| PHF | 0.85 | 0.78 | 0.73 | 0 | 0 | 0.85 | 0.75 | 0.83 | 0.63 | 0 | 0 | 0.8 | 0.42 | 0.86 | 0.88 | 0 | 0 | 0.89 | 0.66 | 0.86 | 0.5 | 0 | 0 | 0.88 | 0.9 | |
| Cars | 116 | 70 | 28 | 0 | - | 214 | 11 | 60 | 4 | 0 | - | 75 | 4 | 232 | 89 | 0 | - | 325 | 26 | 252 | 4 | 0 | - | 282 | 896 | |
| % Cars | 87.2 | 80.5 | 87.5 | 0 | - | 84.9 | 91.7 | 90.9 | 80 | 0 | - | 90.4 | 80 | 78.1 | 84.8 | 0 | - | 79.9 | 89.7 | 80.3 | 100 | 0 | - | 81.3 | 82.3 | |
| Trucks | 17 | 17 | 4 | 0 | - | 38 | 1 | 6 | 1 | 0 | - | 8 | 1 | 65 | 16 | 0 | - | 82 | 3 | 62 | 0 | 0 | - | 65 | 193 | |
| % Trucks | 12.8 | 19.5 | 12.5 | 0 | - | 15.1 | 8.3 | 9.1 | 20 | 0 | - | 9.6 | 20 | 21.9 | 15.2 | 0 | - | 20.1 | 10.3 | 19.7 | 0 | 0 | - | 18.7 | 17.7 | |
| Bicycles | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 |
| % Bicycles | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 |
| Peds | - | - | - | - | 0 | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - | 0 | 0 |
| % Peds | - | - | - | - | 0 | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - | - | - | - | 0 | - | - | 0 | 0 |

Peak Hour Diagram

Specified Period

From: 14:00:00
To: 19:00:00

One Hour Peak

From: 15:45:00
To: 16:45:00

Intersection: CR 109 & CR 11
Site Code: 2227900006
Count Date: Sep 22, 2022

Weather conditions: Clear

**** Signalized Intersection ****

Major Road: CR 109 runs E/W

North Approach

| | Out | In | Total |
|---------------|------------|------------|------------|
| | 302 | 332 | 634 |
| | 24 | 34 | 58 |
| | 0 | 0 | 0 |
| Totals | 326 | 366 | 692 |

CR 11

| | | | | |
|---------------|-----------|-----------|------------|----------|
| | 0 | 0 | 0 | 0 |
| | 3 | 1 | 20 | 0 |
| | 43 | 98 | 161 | 0 |
| Totals | 46 | 99 | 181 | 0 |

East Approach

| | Out | In | Total |
|---------------|------------|------------|-------------|
| | 615 | 476 | 1091 |
| | 53 | 76 | 129 |
| | 0 | 0 | 0 |
| Totals | 668 | 552 | 1220 |

CR 109

| | | | | Totals |
|--|---|----|-----|------------|
| | 0 | 0 | 0 | 0 |
| | 0 | 8 | 31 | 39 |
| | 0 | 56 | 307 | 363 |
| | 0 | 2 | 10 | 12 |

Peds: 0

Peds: 0



Peds: 0

Peds: 0

CR 109

| Totals | | | |
|--------|-----|-----|----|
| | 0 | 0 | 0 |
| | 144 | 129 | 15 |
| | 519 | 481 | 38 |
| | 5 | 5 | 0 |

West Approach

| | Out | In | Total |
|---------------|------------|------------|------------|
| | 348 | 538 | 886 |
| | 66 | 44 | 110 |
| | 0 | 0 | 0 |
| Totals | 414 | 582 | 996 |

| Totals | | | | |
|--------|----|-----|---|---|
| | 17 | 183 | 8 | 0 |
| | 14 | 172 | 8 | 0 |
| | 3 | 11 | 0 | 0 |
| | 0 | 0 | 0 | 0 |

CR 11

South Approach

| | Out | In | Total |
|---------------|------------|------------|------------|
| | 194 | 113 | 307 |
| | 14 | 3 | 17 |
| | 0 | 0 | 0 |
| Totals | 208 | 116 | 324 |

- Cars

- Trucks

- Bicycles

Comments

Peak Hour Summary

Intersection: CR 109 & CR 11
 Site Code: 2227900006
 Count Date: Sep 22, 2022
 Period: 14:00 - 19:00

Peak Hour Data (15:45 - 16:45)

| Start Time | North Approach CR 11 | | | | | | South Approach CR 11 | | | | | | East Approach CR 109 | | | | | | West Approach CR 109 | | | | | | Total Vehicles |
|--------------------|-------------------------|-------------|-------------|----------|-------------|-------------|-------------------------|------------|----------|------------|-------------|-------------|-------------------------|------------|------------|-------------|-------------|------------|-------------------------|-------------|-------------|-------------|-------------|------------|-------------------|
| | ← | ↑ | → | ↻ | Peds | Total | ← | ↑ | → | ↻ | Peds | Total | ← | ↑ | → | ↻ | Peds | Total | ← | ↑ | → | ↻ | Peds | Total | |
| 15:45 | 39 | 23 | 12 | 0 | 0 | 74 | 4 | 35 | 1 | 0 | 0 | 40 | 1 | 117 | 29 | 0 | 0 | 147 | 12 | 91 | 6 | 0 | 0 | 109 | 370 |
| 16:00 | 36 | 21 | 6 | 0 | 0 | 63 | 2 | 45 | 5 | 0 | 0 | 52 | 1 | 133 | 38 | 0 | 0 | 172 | 10 | 88 | 2 | 0 | 0 | 100 | 387 |
| 16:15 | 53 | 30 | 16 | 0 | 0 | 99 | 2 | 54 | 2 | 0 | 0 | 58 | 2 | 121 | 40 | 0 | 0 | 163 | 9 | 81 | 2 | 0 | 0 | 92 | 412 |
| 16:30 | 53 | 25 | 12 | 0 | 0 | 90 | 9 | 49 | 0 | 0 | 0 | 58 | 1 | 148 | 37 | 0 | 0 | 186 | 8 | 103 | 2 | 0 | 0 | 113 | 447 |
| Grand Total | 181 | 99 | 46 | 0 | 0 | 326 | 17 | 183 | 8 | 0 | 0 | 208 | 5 | 519 | 144 | 0 | 0 | 668 | 39 | 363 | 12 | 0 | 0 | 414 | 1616 |
| Approach % | 55.5 | 30.4 | 14.1 | 0 | - | - | 8.2 | 88 | 3.8 | 0 | - | - | 0.7 | 77.7 | 21.6 | 0 | - | - | 9.4 | 87.7 | 2.9 | 0 | - | - | - |
| Totals % | 11.2 | 6.1 | 2.8 | 0 | 20.2 | - | 1.1 | 11.3 | 0.5 | 0 | 12.9 | - | 0.3 | 32.1 | 8.9 | 0 | 41.3 | - | 2.4 | 22.5 | 0.7 | 0 | 25.6 | - | |
| PHF | 0.85 | 0.83 | 0.72 | 0 | 0.82 | 0.47 | 0.85 | 0.4 | 0 | 0.9 | 0.63 | 0.88 | 0.9 | 0 | 0.9 | 0.81 | 0.88 | 0.5 | 0 | 0.92 | 0.92 | 0.92 | 0.92 | 0.9 | |
| Cars | 161 | 98 | 43 | 0 | 0 | 302 | 14 | 172 | 8 | 0 | 0 | 194 | 5 | 481 | 129 | 0 | 0 | 615 | 31 | 307 | 10 | 0 | 0 | 348 | 1459 |
| % Cars | 89 | 99 | 93.5 | 0 | 0 | 92.6 | 82.4 | 94 | 100 | 0 | 0 | 93.3 | 100 | 92.7 | 89.6 | 0 | 0 | 92.1 | 79.5 | 84.6 | 83.3 | 0 | 0 | 84.1 | 90.3 |
| Trucks | 20 | 1 | 3 | 0 | 0 | 24 | 3 | 11 | 0 | 0 | 0 | 14 | 0 | 38 | 15 | 0 | 0 | 53 | 8 | 56 | 2 | 0 | 0 | 66 | 157 |
| % Trucks | 11 | 1 | 6.5 | 0 | 0 | 7.4 | 17.6 | 6 | 0 | 0 | 0 | 6.7 | 0 | 7.3 | 10.4 | 0 | 0 | 7.9 | 20.5 | 15.4 | 16.7 | 0 | 0 | 15.9 | 9.7 |
| Bicycles | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % Bicycles | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Peds | | | | | 0 | - | | | | | 0 | - | | | | | 0 | - | | | | | 0 | - | 0 |
| % Peds | | | | | 0 | - | | | | | 0 | - | | | | | 0 | - | | | | | 0 | - | 0 |



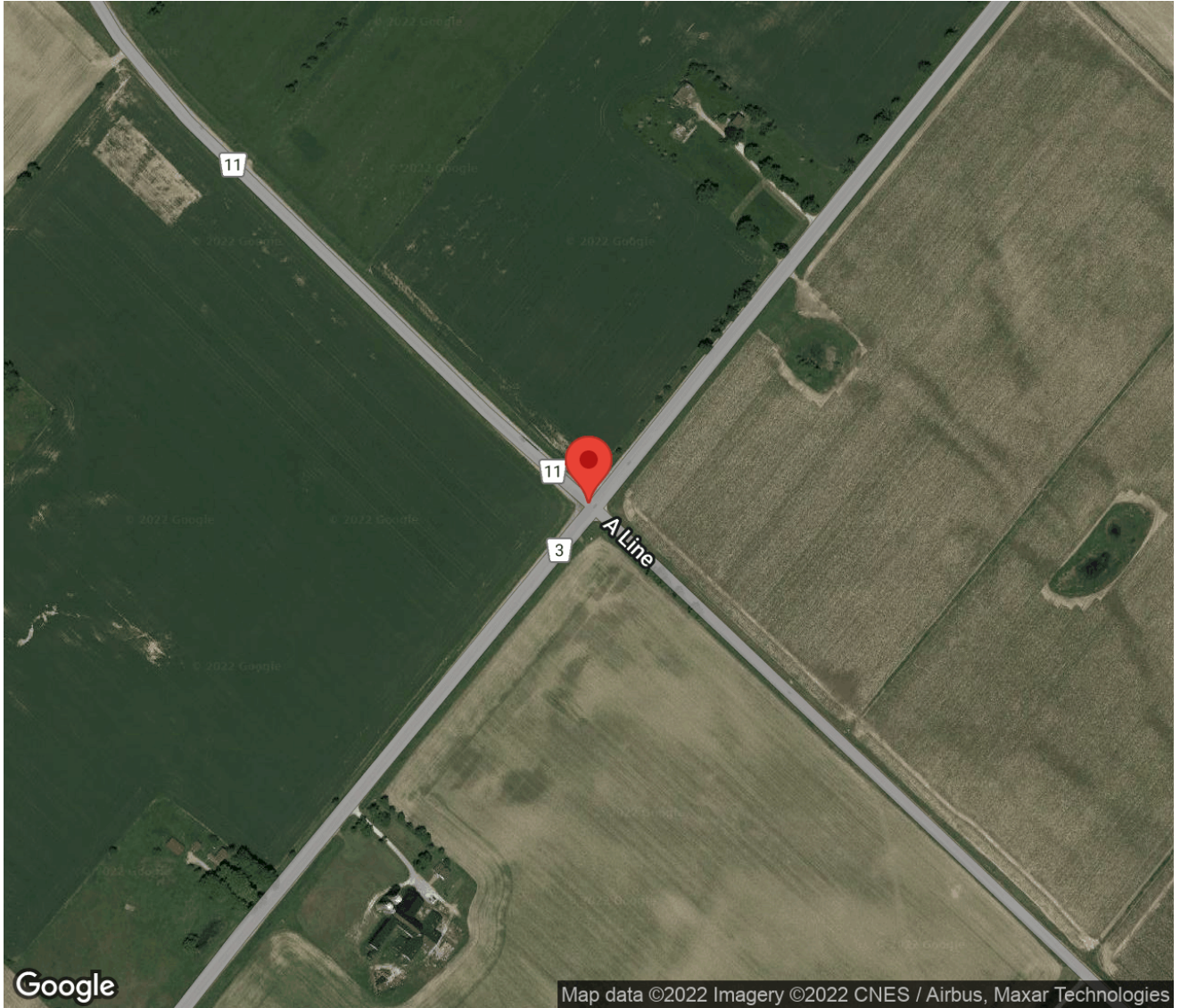
Project #22-279 - WSP

Intersection Count Report

Intersection: A Line (CR 11) & Dutch Ln (CR 3)
Municipality: Orangeville
Count Date: Thursday, Sep 22, 2022
Site Code: 2227900007
Count Categories: Cars, Trucks, Bicycles, Pedestrians
Count Period: 07:00-19:00
Weather: Clear
Comments:

Traffic Count Map

Intersection: A Line (CR 11) & Dutch Ln (CR 3)
Site Code: 2227900007
Municipality: Orangeville
Count Date: Sep 22, 2022





Traffic Count Summary

Intersection: A Line (CR 11) & Dutch Ln (CR 3)
 Site Code: 2227900007
 Municipality: Orangeville
 Count Date: Sep 22, 2022

A Line (CR 11) - Traffic Summary

| Hour | North Approach Totals | | | | | | South Approach Totals | | | | | | Total |
|----------------------|---------------------------------|------------|------------|----------|-------------|----------|---------------------------------|------------|-----------|----------|------------|----------|-------------|
| | Includes Cars, Trucks, Bicycles | | | | | | Includes Cars, Trucks, Bicycles | | | | | | |
| | Left | Thru | Right | U-Turn | Total | Peds | Left | Thru | Right | U-Turn | Total | Peds | |
| 07:00 - 08:00 | 6 | 39 | 84 | 0 | 129 | 0 | 5 | 26 | 5 | 0 | 36 | 0 | 165 |
| 08:00 - 09:00 | 10 | 39 | 83 | 0 | 132 | 0 | 7 | 26 | 8 | 0 | 41 | 0 | 173 |
| 09:00 - 10:00 | 14 | 25 | 68 | 0 | 107 | 0 | 6 | 11 | 2 | 0 | 19 | 0 | 126 |
| 10:00 - 11:00 | 9 | 21 | 57 | 0 | 87 | 0 | 2 | 20 | 6 | 0 | 28 | 0 | 115 |
| 11:00 - 12:00 | 8 | 13 | 56 | 0 | 77 | 0 | 3 | 18 | 1 | 0 | 22 | 0 | 99 |
| 12:00 - 13:00 | 6 | 23 | 58 | 0 | 87 | 0 | 2 | 11 | 6 | 0 | 19 | 0 | 106 |
| 13:00 - 14:00 | 7 | 29 | 64 | 0 | 100 | 0 | 6 | 29 | 4 | 0 | 39 | 0 | 139 |
| 14:00 - 15:00 | 8 | 18 | 72 | 0 | 98 | 0 | 3 | 23 | 3 | 0 | 29 | 0 | 127 |
| 15:00 - 16:00 | 11 | 46 | 75 | 0 | 132 | 0 | 4 | 41 | 3 | 0 | 48 | 0 | 180 |
| 16:00 - 17:00 | 13 | 21 | 96 | 0 | 130 | 0 | 6 | 55 | 4 | 0 | 65 | 0 | 195 |
| 17:00 - 18:00 | 10 | 25 | 66 | 0 | 101 | 0 | 1 | 58 | 7 | 0 | 66 | 0 | 167 |
| 18:00 - 19:00 | 3 | 19 | 41 | 0 | 63 | 0 | 2 | 24 | 3 | 0 | 29 | 0 | 92 |
| GRAND TOTAL | 105 | 318 | 820 | 0 | 1243 | 0 | 47 | 342 | 52 | 0 | 441 | 0 | 1684 |

Traffic Count Summary

Intersection: A Line (CR 11) & Dutch Ln (CR 3)
 Site Code: 2227900007
 Municipality: Orangeville
 Count Date: Sep 22, 2022

Dutch Ln (CR 3) - Traffic Summary

| Hour | East Approach Totals | | | | | | West Approach Totals | | | | | | Total |
|----------------------|---------------------------------|-------------|------------|----------|-------------|----------|---------------------------------|-------------|-----------|----------|-------------|----------|-------------|
| | Includes Cars, Trucks, Bicycles | | | | | | Includes Cars, Trucks, Bicycles | | | | | | |
| | Left | Thru | Right | U-Turn | Total | Peds | Left | Thru | Right | U-Turn | Total | Peds | |
| 07:00 - 08:00 | 2 | 153 | 17 | 0 | 172 | 0 | 74 | 212 | 5 | 0 | 291 | 0 | 463 |
| 08:00 - 09:00 | 8 | 171 | 23 | 0 | 202 | 0 | 69 | 258 | 5 | 0 | 332 | 0 | 534 |
| 09:00 - 10:00 | 5 | 173 | 8 | 0 | 186 | 0 | 49 | 172 | 4 | 0 | 225 | 0 | 411 |
| 10:00 - 11:00 | 4 | 129 | 12 | 0 | 145 | 0 | 60 | 201 | 0 | 0 | 261 | 0 | 406 |
| 11:00 - 12:00 | 5 | 142 | 10 | 0 | 157 | 0 | 51 | 181 | 5 | 0 | 237 | 0 | 394 |
| 12:00 - 13:00 | 9 | 146 | 12 | 0 | 167 | 0 | 49 | 192 | 0 | 0 | 241 | 0 | 408 |
| 13:00 - 14:00 | 6 | 178 | 23 | 0 | 207 | 0 | 56 | 182 | 1 | 0 | 239 | 0 | 446 |
| 14:00 - 15:00 | 6 | 188 | 29 | 0 | 223 | 0 | 60 | 193 | 1 | 0 | 254 | 0 | 477 |
| 15:00 - 16:00 | 5 | 215 | 15 | 0 | 235 | 0 | 76 | 231 | 6 | 0 | 313 | 0 | 548 |
| 16:00 - 17:00 | 4 | 180 | 36 | 0 | 220 | 0 | 124 | 266 | 5 | 1 | 396 | 0 | 616 |
| 17:00 - 18:00 | 6 | 211 | 17 | 0 | 234 | 0 | 116 | 270 | 4 | 0 | 390 | 0 | 624 |
| 18:00 - 19:00 | 4 | 123 | 12 | 0 | 139 | 0 | 90 | 170 | 0 | 0 | 260 | 0 | 399 |
| GRAND TOTAL | 64 | 2009 | 214 | 0 | 2287 | 0 | 874 | 2528 | 36 | 1 | 3439 | 0 | 5726 |



Traffic Count Data

Intersection: A Line (CR 11) & Dutch Ln (CR 3)
 Site Code: 2227900007
 Municipality: Orangeville
 Count Date: Sep 22, 2022

North Approach - A Line (CR 11)

| Start Time | Cars | | | | | Trucks | | | | | Bicycles | | | | | Total Peds |
|------------|------|----|----|---|-------|--------|---|----|---|-------|----------|---|---|---|-------|------------|
| | ← | ↑ | → | ↻ | Total | ← | ↑ | → | ↻ | Total | ← | ↑ | → | ↻ | Total | |
| 07:00 | 2 | 9 | 24 | 0 | 35 | 0 | 1 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15 | 2 | 5 | 15 | 0 | 22 | 1 | 2 | 5 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30 | 0 | 9 | 17 | 0 | 26 | 0 | 1 | 3 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 | 1 | 12 | 15 | 0 | 28 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 | 2 | 7 | 18 | 0 | 27 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15 | 2 | 11 | 20 | 0 | 33 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30 | 3 | 9 | 13 | 0 | 25 | 0 | 2 | 3 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:45 | 3 | 9 | 15 | 0 | 27 | 0 | 0 | 11 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:00 | 2 | 8 | 20 | 0 | 30 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:15 | 3 | 8 | 11 | 0 | 22 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:30 | 3 | 3 | 15 | 0 | 21 | 3 | 1 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:45 | 3 | 2 | 15 | 0 | 20 | 0 | 2 | 4 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:00 | 2 | 5 | 12 | 0 | 19 | 0 | 1 | 5 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:15 | 3 | 5 | 14 | 0 | 22 | 0 | 1 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:30 | 2 | 2 | 9 | 0 | 13 | 0 | 1 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:45 | 2 | 6 | 12 | 0 | 20 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:00 | 1 | 2 | 10 | 0 | 13 | 1 | 0 | 3 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:15 | 1 | 5 | 15 | 0 | 21 | 0 | 0 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:30 | 4 | 2 | 11 | 0 | 17 | 1 | 0 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:45 | 0 | 4 | 9 | 0 | 13 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |

| Start Time | Cars | | | | | Trucks | | | | | Bicycles | | | | | Total Peds |
|--------------------|------|-----|-----|---|-------|--------|----|-----|---|-------|----------|---|---|---|-------|------------|
| | | | | | Total | | | | | Total | | | | | Total | |
| 12:00 | 1 | 2 | 8 | 0 | 11 | 1 | 1 | 5 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:15 | 0 | 1 | 10 | 0 | 11 | 0 | 0 | 6 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:30 | 0 | 4 | 15 | 0 | 19 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:45 | 4 | 15 | 8 | 0 | 27 | 0 | 0 | 5 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:00 | 2 | 5 | 8 | 0 | 15 | 1 | 0 | 5 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:15 | 1 | 6 | 10 | 0 | 17 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:30 | 0 | 5 | 20 | 0 | 25 | 0 | 0 | 6 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:45 | 2 | 12 | 14 | 0 | 28 | 1 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:00 | 1 | 3 | 13 | 0 | 17 | 0 | 0 | 7 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:15 | 0 | 5 | 13 | 0 | 18 | 0 | 0 | 5 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:30 | 4 | 6 | 16 | 0 | 26 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:45 | 2 | 4 | 16 | 0 | 22 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:00 | 3 | 3 | 16 | 0 | 22 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:15 | 3 | 15 | 16 | 0 | 34 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:30 | 0 | 19 | 21 | 0 | 40 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:45 | 4 | 9 | 15 | 0 | 28 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 | 2 | 7 | 20 | 0 | 29 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15 | 3 | 5 | 22 | 0 | 30 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30 | 3 | 6 | 21 | 0 | 30 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45 | 5 | 2 | 31 | 0 | 38 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 4 | 10 | 16 | 0 | 30 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15 | 0 | 7 | 16 | 0 | 23 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30 | 2 | 2 | 16 | 0 | 20 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45 | 4 | 5 | 14 | 0 | 23 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | 0 | 12 | 11 | 0 | 23 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:15 | 1 | 2 | 10 | 0 | 13 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:30 | 1 | 2 | 13 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:45 | 1 | 2 | 2 | 0 | 5 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| SUBTOTAL | 94 | 299 | 701 | 0 | 1094 | 11 | 19 | 119 | 0 | 149 | 0 | 0 | 0 | 0 | 0 | 0 |
| GRAND TOTAL | 94 | 299 | 701 | 0 | 1094 | 11 | 19 | 119 | 0 | 149 | 0 | 0 | 0 | 0 | 0 | 0 |

| Start Time | Cars | | | | | Trucks | | | | | Bicycles | | | | | Total Peds |
|--------------------|------|-----|----|---|-------|--------|----|----|---|-------|----------|---|---|---|-------|------------|
| | ← | ↑ | → | ↻ | Total | ← | ↑ | → | ↻ | Total | ← | ↑ | → | ↻ | Total | |
| 12:00 | 0 | 3 | 1 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:15 | 1 | 0 | 2 | 0 | 3 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:30 | 0 | 5 | 1 | 0 | 6 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:45 | 0 | 1 | 2 | 0 | 3 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:00 | 2 | 10 | 0 | 0 | 12 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:15 | 1 | 8 | 0 | 0 | 9 | 2 | 0 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:30 | 1 | 5 | 0 | 0 | 6 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:45 | 0 | 6 | 0 | 0 | 6 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:00 | 1 | 10 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:15 | 1 | 4 | 0 | 0 | 5 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:30 | 0 | 3 | 2 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:45 | 0 | 6 | 1 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:00 | 1 | 6 | 2 | 0 | 9 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:15 | 2 | 12 | 1 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:30 | 1 | 6 | 0 | 0 | 7 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:45 | 0 | 14 | 0 | 0 | 14 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 | 1 | 18 | 1 | 0 | 20 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15 | 1 | 13 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30 | 0 | 14 | 1 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45 | 3 | 8 | 2 | 0 | 13 | 1 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 1 | 13 | 1 | 0 | 15 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15 | 0 | 9 | 1 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30 | 0 | 22 | 3 | 0 | 25 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45 | 0 | 12 | 2 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | 1 | 3 | 1 | 0 | 5 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:15 | 0 | 8 | 0 | 0 | 8 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:30 | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:45 | 1 | 6 | 2 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| SUBTOTAL | 39 | 326 | 41 | 0 | 406 | 8 | 16 | 11 | 0 | 35 | 0 | 0 | 0 | 0 | 0 | 0 |
| GRAND TOTAL | 39 | 326 | 41 | 0 | 406 | 8 | 16 | 11 | 0 | 35 | 0 | 0 | 0 | 0 | 0 | 0 |

Traffic Count Data

Intersection: A Line (CR 11) & Dutch Ln (CR 3)
 Site Code: 2227900007
 Municipality: Orangeville
 Count Date: Sep 22, 2022

East Approach - Dutch Ln (CR 3)

| Start Time | Cars | | | | | Trucks | | | | | Bicycles | | | | | Total Peds |
|------------|------|----|---|---|-------|--------|----|---|---|-------|----------|---|---|---|-------|------------|
| | ← | ↑ | → | ↻ | Total | ← | ↑ | → | ↻ | Total | ← | ↑ | → | ↻ | Total | |
| 07:00 | 0 | 36 | 2 | 0 | 38 | 0 | 7 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15 | 1 | 26 | 2 | 0 | 29 | 0 | 10 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30 | 1 | 34 | 6 | 0 | 41 | 0 | 3 | 1 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 | 0 | 32 | 6 | 0 | 38 | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 | 2 | 40 | 6 | 0 | 48 | 2 | 8 | 1 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15 | 1 | 40 | 5 | 0 | 46 | 2 | 4 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30 | 0 | 37 | 4 | 0 | 41 | 0 | 4 | 1 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:45 | 1 | 32 | 6 | 0 | 39 | 0 | 6 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:00 | 2 | 33 | 3 | 0 | 38 | 0 | 6 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:15 | 1 | 38 | 2 | 0 | 41 | 0 | 5 | 1 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:30 | 1 | 33 | 0 | 0 | 34 | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:45 | 1 | 45 | 1 | 0 | 47 | 0 | 8 | 1 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:00 | 0 | 19 | 1 | 0 | 20 | 1 | 3 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:15 | 1 | 24 | 1 | 0 | 26 | 1 | 3 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:30 | 0 | 44 | 5 | 0 | 49 | 1 | 8 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:45 | 0 | 23 | 5 | 0 | 28 | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:00 | 0 | 35 | 1 | 0 | 36 | 1 | 2 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:15 | 2 | 38 | 1 | 0 | 41 | 0 | 4 | 1 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:30 | 0 | 25 | 2 | 0 | 27 | 1 | 7 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:45 | 1 | 27 | 4 | 0 | 32 | 0 | 4 | 1 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 |

| Start Time | Cars | | | | | Trucks | | | | | Bicycles | | | | | Total Peds |
|--------------------|------|------|-----|---|-------|--------|-----|----|---|-------|----------|---|---|---|-------|------------|
| | | | | | Total | | | | | Total | | | | | Total | |
| 12:00 | 1 | 38 | 4 | 0 | 43 | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:15 | 2 | 29 | 4 | 0 | 35 | 0 | 11 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:30 | 2 | 31 | 3 | 0 | 36 | 0 | 7 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:45 | 3 | 21 | 1 | 0 | 25 | 1 | 4 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:00 | 2 | 43 | 3 | 0 | 48 | 1 | 7 | 2 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:15 | 1 | 38 | 3 | 0 | 42 | 1 | 7 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:30 | 0 | 37 | 7 | 0 | 44 | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:45 | 1 | 37 | 8 | 0 | 46 | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:00 | 0 | 31 | 14 | 0 | 45 | 0 | 11 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:15 | 1 | 28 | 7 | 0 | 36 | 0 | 9 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:30 | 0 | 37 | 4 | 0 | 41 | 1 | 3 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:45 | 4 | 57 | 4 | 0 | 65 | 0 | 12 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:00 | 1 | 52 | 1 | 0 | 54 | 0 | 10 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:15 | 1 | 34 | 6 | 0 | 41 | 1 | 5 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:30 | 1 | 56 | 3 | 0 | 60 | 0 | 9 | 1 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:45 | 1 | 41 | 4 | 0 | 46 | 0 | 8 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 | 0 | 50 | 6 | 0 | 56 | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15 | 1 | 47 | 6 | 0 | 54 | 0 | 3 | 1 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30 | 1 | 33 | 14 | 0 | 48 | 1 | 3 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45 | 1 | 39 | 9 | 0 | 49 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 2 | 59 | 5 | 0 | 66 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15 | 4 | 45 | 5 | 0 | 54 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30 | 0 | 59 | 6 | 0 | 65 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45 | 0 | 41 | 1 | 0 | 42 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | 0 | 38 | 5 | 0 | 43 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:15 | 1 | 28 | 1 | 0 | 30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:30 | 2 | 21 | 4 | 0 | 27 | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:45 | 1 | 30 | 2 | 0 | 33 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| SUBTOTAL | 49 | 1761 | 203 | 0 | 2013 | 15 | 248 | 11 | 0 | 274 | 0 | 0 | 0 | 0 | 0 | 0 |
| GRAND TOTAL | 49 | 1761 | 203 | 0 | 2013 | 15 | 248 | 11 | 0 | 274 | 0 | 0 | 0 | 0 | 0 | 0 |

Traffic Count Data

Intersection: A Line (CR 11) & Dutch Ln (CR 3)
 Site Code: 2227900007
 Municipality: Orangeville
 Count Date: Sep 22, 2022

West Approach - Dutch Ln (CR 3)

| Start Time | Cars | | | | | Trucks | | | | | Bicycles | | | | | Total Peds |
|------------|------|----|---|---|-------|--------|----|---|---|-------|----------|---|---|---|-------|------------|
| | ← | ↑ | → | ↻ | Total | ← | ↑ | → | ↻ | Total | ← | ↑ | → | ↻ | Total | |
| 07:00 | 10 | 28 | 1 | 0 | 39 | 3 | 10 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15 | 9 | 44 | 0 | 0 | 53 | 3 | 5 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30 | 17 | 48 | 2 | 0 | 67 | 0 | 13 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 | 28 | 56 | 2 | 0 | 86 | 4 | 8 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 | 14 | 72 | 0 | 0 | 86 | 5 | 8 | 1 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15 | 14 | 56 | 0 | 0 | 70 | 2 | 5 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30 | 13 | 62 | 3 | 0 | 78 | 7 | 7 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:45 | 12 | 38 | 1 | 0 | 51 | 2 | 10 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:00 | 7 | 31 | 2 | 0 | 40 | 6 | 8 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:15 | 11 | 43 | 1 | 0 | 55 | 7 | 9 | 0 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:30 | 8 | 26 | 0 | 0 | 34 | 1 | 16 | 0 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:45 | 7 | 32 | 1 | 0 | 40 | 2 | 7 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:00 | 13 | 52 | 0 | 0 | 65 | 5 | 4 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:15 | 9 | 30 | 0 | 0 | 39 | 4 | 10 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:30 | 12 | 53 | 0 | 0 | 65 | 3 | 9 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:45 | 12 | 35 | 0 | 0 | 47 | 2 | 8 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:00 | 10 | 39 | 1 | 0 | 50 | 2 | 7 | 1 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:15 | 12 | 39 | 2 | 0 | 53 | 1 | 7 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:30 | 11 | 42 | 1 | 0 | 54 | 3 | 6 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:45 | 9 | 33 | 0 | 0 | 42 | 3 | 8 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 |

| Start Time | Cars | | | | | Trucks | | | | | Bicycles | | | | | Total Peds |
|--------------------|------|------|----|---|-------|--------|-----|---|---|-------|----------|---|---|---|-------|------------|
| | ↶ | ↷ | ↸ | ↹ | Total | ↶ | ↷ | ↸ | ↹ | Total | ↶ | ↷ | ↸ | ↹ | Total | |
| 12:00 | 4 | 53 | 0 | 0 | 57 | 1 | 10 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:15 | 10 | 37 | 0 | 0 | 47 | 3 | 6 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:30 | 14 | 37 | 0 | 0 | 51 | 1 | 3 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:45 | 15 | 35 | 0 | 0 | 50 | 1 | 11 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:00 | 13 | 41 | 0 | 0 | 54 | 1 | 9 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:15 | 8 | 47 | 1 | 0 | 56 | 4 | 4 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:30 | 11 | 33 | 0 | 0 | 44 | 1 | 6 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13:45 | 15 | 36 | 0 | 0 | 51 | 3 | 6 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:00 | 9 | 41 | 1 | 0 | 51 | 2 | 6 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:15 | 19 | 38 | 0 | 0 | 57 | 0 | 7 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:30 | 8 | 40 | 0 | 0 | 48 | 2 | 9 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14:45 | 14 | 43 | 0 | 0 | 57 | 6 | 9 | 0 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:00 | 18 | 37 | 0 | 0 | 55 | 2 | 5 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:15 | 14 | 55 | 4 | 0 | 73 | 3 | 11 | 1 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:30 | 16 | 54 | 0 | 0 | 70 | 3 | 5 | 1 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15:45 | 18 | 57 | 0 | 0 | 75 | 2 | 7 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:00 | 29 | 64 | 1 | 0 | 94 | 3 | 7 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15 | 31 | 63 | 1 | 0 | 95 | 4 | 4 | 1 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30 | 28 | 47 | 1 | 0 | 76 | 3 | 7 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45 | 22 | 71 | 1 | 1 | 95 | 4 | 3 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 20 | 61 | 1 | 0 | 82 | 4 | 5 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15 | 35 | 83 | 0 | 0 | 118 | 2 | 7 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30 | 26 | 63 | 2 | 0 | 91 | 2 | 2 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45 | 23 | 48 | 1 | 0 | 72 | 4 | 1 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | 30 | 53 | 0 | 0 | 83 | 1 | 3 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:15 | 26 | 45 | 0 | 0 | 71 | 1 | 2 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:30 | 16 | 38 | 0 | 0 | 54 | 1 | 2 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:45 | 14 | 27 | 0 | 0 | 41 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| SUBTOTAL | 744 | 2206 | 31 | 1 | 2982 | 130 | 322 | 5 | 0 | 457 | 0 | 0 | 0 | 0 | 0 | 0 |
| GRAND TOTAL | 744 | 2206 | 31 | 1 | 2982 | 130 | 322 | 5 | 0 | 457 | 0 | 0 | 0 | 0 | 0 | 0 |

Peak Hour Diagram

Specified Period

From: 07:00:00
To: 10:00:00

One Hour Peak

From: 07:45:00
To: 08:45:00

Intersection: A Line (CR 11) & Dutch Ln (CR 3)
Site Code: 2227900007
Count Date: Sep 22, 2022

Weather conditions: Clear

**** Unsignalized Intersection ****

Major Road: Dutch Ln (CR 3) runs E/W

North Approach

| | Out | In | Total |
|---------------|------------|------------|------------|
| | 113 | 119 | 232 |
| | 12 | 22 | 34 |
| | 0 | 0 | 0 |
| Totals | 125 | 141 | 266 |

A Line (CR 11)

| | | | | |
|---------------|-----------|-----------|----------|----------|
| | 0 | 0 | 0 | 0 |
| | 9 | 3 | 0 | 0 |
| | 66 | 39 | 8 | 0 |
| Totals | 75 | 42 | 8 | 0 |

East Approach

| | Out | In | Total |
|---------------|------------|------------|------------|
| | 173 | 258 | 431 |
| | 27 | 32 | 59 |
| | 0 | 0 | 0 |
| Totals | 200 | 290 | 490 |

Dutch Ln (CR 3)

| | | | | Totals |
|--|---|----|-----|------------|
| | 0 | 0 | 0 | 0 |
| | 0 | 18 | 69 | 87 |
| | 0 | 28 | 246 | 274 |
| | 0 | 1 | 5 | 6 |

Peds: 0

Peds: 0



Peds: 0

Peds: 0

Dutch Ln (CR 3)

| Totals | | | |
|------------|-----|----|---|
| 0 | 0 | 0 | 0 |
| 23 | 21 | 2 | 0 |
| 170 | 149 | 21 | 0 |
| 7 | 3 | 4 | 0 |

West Approach

| | Out | In | Total |
|---------------|------------|------------|------------|
| | 320 | 220 | 540 |
| | 47 | 31 | 78 |
| | 0 | 0 | 0 |
| Totals | 367 | 251 | 618 |

| Totals | | | | |
|----------|---|----|---|---|
| 6 | 6 | 31 | 8 | 0 |
| 5 | 5 | 29 | 4 | 0 |
| 1 | 1 | 2 | 4 | 0 |
| 0 | 0 | 0 | 0 | 0 |

A Line (CR 11)

South Approach

| Out | In | Total | |
|---------------|-----------|-----------|------------|
| | 38 | 47 | 85 |
| | 7 | 8 | 15 |
| | 0 | 0 | 0 |
| Totals | 45 | 55 | 100 |

- Cars

- Trucks

- Bicycles

Comments



Peak Hour Summary

Intersection: A Line (CR 11) & Dutch Ln (CR 3)
 Site Code: 2227900007
 Count Date: Sep 22, 2022
 Period: 07:00 - 10:00

Peak Hour Data (07:45 - 08:45)

| Start Time | North Approach A Line (CR 11) | | | | | | South Approach A Line (CR 11) | | | | | | East Approach Dutch Ln (CR 3) | | | | | | West Approach Dutch Ln (CR 3) | | | | | | Total Vehicles |
|--------------------|----------------------------------|-------------|-------------|----------|-------------|-------------|----------------------------------|-------------|----------|-------------|-------------|-------------|----------------------------------|------------|-------------|-------------|-------------|------------|----------------------------------|-------------|-------------|----------|----------|------------|-------------------|
| | ← | ↑ | → | ↻ | Peds | Total | ← | ↑ | → | ↻ | Peds | Total | ← | ↑ | → | ↻ | Peds | Total | ← | ↑ | → | ↻ | Peds | Total | |
| 07:45 | 1 | 12 | 18 | 0 | 0 | 31 | 0 | 9 | 2 | 0 | 0 | 11 | 0 | 37 | 6 | 0 | 0 | 43 | 32 | 64 | 2 | 0 | 0 | 98 | 183 |
| 08:00 | 2 | 8 | 19 | 0 | 0 | 29 | 2 | 4 | 2 | 0 | 0 | 8 | 4 | 48 | 7 | 0 | 0 | 59 | 19 | 80 | 1 | 0 | 0 | 100 | 196 |
| 08:15 | 2 | 11 | 22 | 0 | 0 | 35 | 2 | 8 | 1 | 0 | 0 | 11 | 3 | 44 | 5 | 0 | 0 | 52 | 16 | 61 | 0 | 0 | 0 | 77 | 175 |
| 08:30 | 3 | 11 | 16 | 0 | 0 | 30 | 2 | 10 | 3 | 0 | 0 | 15 | 0 | 41 | 5 | 0 | 0 | 46 | 20 | 69 | 3 | 0 | 0 | 92 | 183 |
| Grand Total | 8 | 42 | 75 | 0 | 0 | 125 | 6 | 31 | 8 | 0 | 0 | 45 | 7 | 170 | 23 | 0 | 0 | 200 | 87 | 274 | 6 | 0 | 0 | 367 | 737 |
| Approach % | 6.4 | 33.6 | 60 | 0 | - | - | 13.3 | 68.9 | 17.8 | 0 | - | - | 3.5 | 85 | 11.5 | 0 | - | - | 23.7 | 74.7 | 1.6 | 0 | - | - | |
| Totals % | 1.1 | 5.7 | 10.2 | 0 | - | 17 | 0.8 | 4.2 | 1.1 | 0 | - | 6.1 | 0.9 | 23.1 | 3.1 | 0 | - | 27.1 | 11.8 | 37.2 | 0.8 | 0 | - | 49.8 | |
| PHF | 0.67 | 0.88 | 0.85 | 0 | 0.89 | 0.75 | 0.78 | 0.67 | 0 | 0.75 | 0.44 | 0.89 | 0.82 | 0 | 0.85 | 0.68 | 0.86 | 0.5 | 0 | 0.92 | 0.94 | | | | |
| Cars | 8 | 39 | 66 | 0 | - | 113 | 5 | 29 | 4 | 0 | - | 38 | 3 | 149 | 21 | 0 | - | 173 | 69 | 246 | 5 | 0 | - | 320 | 644 |
| % Cars | 100 | 92.9 | 88 | 0 | - | 90.4 | 83.3 | 93.5 | 50 | 0 | - | 84.4 | 42.9 | 87.6 | 91.3 | 0 | - | 86.5 | 79.3 | 89.8 | 83.3 | 0 | - | 87.2 | 87.4 |
| Trucks | 0 | 3 | 9 | 0 | - | 12 | 1 | 2 | 4 | 0 | - | 7 | 4 | 21 | 2 | 0 | - | 27 | 18 | 28 | 1 | 0 | - | 47 | 93 |
| % Trucks | 0 | 7.1 | 12 | 0 | - | 9.6 | 16.7 | 6.5 | 50 | 0 | - | 15.6 | 57.1 | 12.4 | 8.7 | 0 | - | 13.5 | 20.7 | 10.2 | 16.7 | 0 | - | 12.8 | 12.6 |
| Bicycles | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 |
| % Bicycles | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 |
| Peds | | | | | 0 | - | | | | | 0 | - | | | | | 0 | - | | | | | 0 | - | 0 |
| % Peds | | | | | 0 | - | | | | | 0 | - | | | | | 0 | - | | | | | 0 | - | 0 |

Peak Hour Diagram

Specified Period

From: 10:00:00
To: 14:00:00

One Hour Peak

From: 13:00:00
To: 14:00:00

Intersection: A Line (CR 11) & Dutch Ln (CR 3)
Site Code: 2227900007
Count Date: Sep 22, 2022

Weather conditions: Clear

**** Unsignalized Intersection ****

Major Road: Dutch Ln (CR 3) runs E/W

North Approach

| | Out | In | Total |
|---------------|------------|------------|------------|
| | 85 | 97 | 182 |
| | 15 | 11 | 26 |
| | 0 | 0 | 0 |
| Totals | 100 | 108 | 208 |

A Line (CR 11)

| | | | | |
|---------------|-----------|-----------|----------|----------|
| | 0 | 0 | 0 | 0 |
| | 12 | 1 | 2 | 0 |
| | 52 | 28 | 5 | 0 |
| Totals | 64 | 29 | 7 | 0 |

East Approach

| | Out | In | Total |
|---------------|------------|------------|------------|
| | 180 | 162 | 342 |
| | 27 | 31 | 58 |
| | 0 | 0 | 0 |
| Totals | 207 | 193 | 400 |

Dutch Ln (CR 3)

| | | | | Totals | |
|---|----|-----|-----|--------|--|
| 0 | 0 | 0 | 0 | 0 | |
| 0 | 9 | 47 | 56 | 56 | |
| 0 | 25 | 157 | 182 | 182 | |
| 0 | 0 | 1 | 1 | 1 | |

Peds: 0

Peds: 0



Peds: 0

Peds: 0

Dutch Ln (CR 3)

| Totals | | | |
|--------|-----|----|---|
| 0 | 0 | 0 | 0 |
| 23 | 21 | 2 | 0 |
| 178 | 155 | 23 | 0 |
| 6 | 4 | 2 | 0 |

West Approach

| | Out | In | Total |
|---------------|------------|------------|------------|
| | 205 | 211 | 416 |
| | 34 | 37 | 71 |
| | 0 | 0 | 0 |
| Totals | 239 | 248 | 487 |

| Totals | | | | |
|--------|----|---|---|--|
| 6 | 29 | 4 | 0 | |
| 4 | 29 | 0 | 0 | |
| 2 | 0 | 4 | 0 | |
| 0 | 0 | 0 | 0 | |

A Line (CR 11)

South Approach

| Out | In | Total |
|-----------|-----------|-----------|
| 33 | 33 | 66 |
| 6 | 3 | 9 |
| 0 | 0 | 0 |
| 39 | 36 | 75 |

- Cars

- Trucks

- Bicycles

Comments



Peak Hour Summary

Intersection: A Line (CR 11) & Dutch Ln (CR 3)
 Site Code: 2227900007
 Count Date: Sep 22, 2022
 Period: 10:00 - 14:00

Peak Hour Data (13:00 - 14:00)

| Start Time | North Approach A Line (CR 11) | | | | | | South Approach A Line (CR 11) | | | | | | East Approach Dutch Ln (CR 3) | | | | | | West Approach Dutch Ln (CR 3) | | | | | | Total Vehicles |
|--------------------|----------------------------------|------------|-------------|----------|-------------|------------|----------------------------------|-------------|----------|----------|-------------|-----------|----------------------------------|-------------|-------------|----------|-------------|------------|----------------------------------|-------------|-------------|----------|-------------|-------------|-------------------|
| | ← | ↑ | → | ↻ | Peds | Total | ← | ↑ | → | ↻ | Peds | Total | ← | ↑ | → | ↻ | Peds | Total | ← | ↑ | → | ↻ | Peds | Total | |
| 13:00 | 3 | 5 | 13 | 0 | 0 | 21 | 2 | 10 | 1 | 0 | 0 | 13 | 3 | 50 | 5 | 0 | 0 | 58 | 14 | 50 | 0 | 0 | 0 | 64 | 156 |
| 13:15 | 1 | 7 | 10 | 0 | 0 | 18 | 3 | 8 | 1 | 0 | 0 | 12 | 2 | 45 | 3 | 0 | 0 | 50 | 12 | 51 | 1 | 0 | 0 | 64 | 144 |
| 13:30 | 0 | 5 | 26 | 0 | 0 | 31 | 1 | 5 | 1 | 0 | 0 | 7 | 0 | 42 | 7 | 0 | 0 | 49 | 12 | 39 | 0 | 0 | 0 | 51 | 138 |
| 13:45 | 3 | 12 | 15 | 0 | 0 | 30 | 0 | 6 | 1 | 0 | 0 | 7 | 1 | 41 | 8 | 0 | 0 | 50 | 18 | 42 | 0 | 0 | 0 | 60 | 147 |
| Grand Total | 7 | 29 | 64 | 0 | 0 | 100 | 6 | 29 | 4 | 0 | 0 | 39 | 6 | 178 | 23 | 0 | 0 | 207 | 56 | 182 | 1 | 0 | 0 | 239 | 585 |
| Approach % | 7 | 29 | 64 | 0 | - | - | 15.4 | 74.4 | 10.3 | 0 | - | - | 2.9 | 86 | 11.1 | 0 | - | - | 23.4 | 76.2 | 0.4 | 0 | - | - | - |
| Totals % | 1.2 | 5 | 10.9 | 0 | 17.1 | - | 1 | 5 | 0.7 | 0 | 6.7 | - | 1 | 30.4 | 3.9 | 0 | 35.4 | - | 9.6 | 31.1 | 0.2 | 0 | 40.9 | - | - |
| PHF | 0.58 | 0.6 | 0.62 | 0 | 0.81 | - | 0.5 | 0.73 | 1 | 0 | 0.75 | - | 0.5 | 0.89 | 0.72 | 0 | 0.89 | - | 0.78 | 0.89 | 0.25 | 0 | 0.93 | 0.94 | - |
| Cars | 5 | 28 | 52 | 0 | 85 | - | 4 | 29 | 0 | 0 | 33 | - | 4 | 155 | 21 | 0 | 180 | - | 47 | 157 | 1 | 0 | 205 | - | 503 |
| % Cars | 71.4 | 96.6 | 81.3 | 0 | 85 | - | 66.7 | 100 | 0 | 0 | 84.6 | - | 66.7 | 87.1 | 91.3 | 0 | 87 | - | 83.9 | 86.3 | 100 | 0 | 85.8 | - | 86 |
| Trucks | 2 | 1 | 12 | 0 | 15 | - | 2 | 0 | 4 | 0 | 6 | - | 2 | 23 | 2 | 0 | 27 | - | 9 | 25 | 0 | 0 | 34 | - | 82 |
| % Trucks | 28.6 | 3.4 | 18.8 | 0 | 15 | - | 33.3 | 0 | 100 | 0 | 15.4 | - | 33.3 | 12.9 | 8.7 | 0 | 13 | - | 16.1 | 13.7 | 0 | 0 | 14.2 | - | 14 |
| Bicycles | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 |
| % Bicycles | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | 0 | - | 0 |
| Peds | | | | | 0 | - | | | | | 0 | - | | | | | 0 | - | | | | | 0 | - | 0 |
| % Peds | | | | | 0 | - | | | | | 0 | - | | | | | 0 | - | | | | | 0 | - | 0 |

Peak Hour Diagram

Specified Period

From: 14:00:00
To: 19:00:00

One Hour Peak

From: 16:45:00
To: 17:45:00

Intersection: A Line (CR 11) & Dutch Ln (CR 3)
Site Code: 2227900007
Count Date: Sep 22, 2022

Weather conditions: Clear

**** Unsignalized Intersection ****

Major Road: Dutch Ln (CR 3) runs E/W

North Approach

| | Out | In | Total |
|---------------|------------|------------|------------|
| | 111 | 180 | 291 |
| | 4 | 15 | 19 |
| | 0 | 0 | 0 |
| Totals | 115 | 195 | 310 |

A Line (CR 11)

| | | | | |
|---------------|-----------|-----------|-----------|----------|
| | 0 | 0 | 0 | 0 |
| | 3 | 1 | 0 | 0 |
| | 79 | 21 | 11 | 0 |
| Totals | 82 | 22 | 11 | 0 |

East Approach

| | Out | In | Total |
|---------------|------------|------------|------------|
| | 234 | 296 | 530 |
| | 5 | 17 | 22 |
| | 0 | 0 | 0 |
| Totals | 239 | 313 | 552 |

Dutch Ln (CR 3)

| | | | | Totals | |
|---|----|-----|------------|--------|--|
| 0 | 0 | 1 | 1 | | |
| 0 | 12 | 103 | 115 | | |
| 0 | 17 | 278 | 295 | | |
| 0 | 0 | 4 | 4 | | |

Peds: 0

Peds: 0



Peds: 0

Peds: 0

Dutch Ln (CR 3)

| Totals | | | |
|------------|-----|---|---|
| 0 | 0 | 0 | 0 |
| 25 | 25 | 0 | 0 |
| 207 | 202 | 5 | 0 |
| 7 | 7 | 0 | 0 |

West Approach

| | Out | In | Total |
|---------------|------------|------------|------------|
| | 386 | 286 | 672 |
| | 29 | 9 | 38 |
| | 0 | 0 | 0 |
| Totals | 415 | 295 | 710 |

| Totals | | | | |
|----------|-----------|----------|----------|---|
| 5 | 55 | 7 | 0 | |
| | 4 | 52 | 7 | 0 |
| | 1 | 3 | 0 | 0 |
| | 0 | 0 | 0 | 0 |

A Line (CR 11)

South Approach

| Out | In | Total |
|-----------|-----------|------------|
| 63 | 32 | 95 |
| 4 | 1 | 5 |
| 0 | 0 | 0 |
| 67 | 33 | 100 |

- Cars

- Trucks

- Bicycles

Comments



Peak Hour Summary

Intersection: A Line (CR 11) & Dutch Ln (CR 3)
 Site Code: 2227900007
 Count Date: Sep 22, 2022
 Period: 14:00 - 19:00

Peak Hour Data (16:45 - 17:45)

| Start Time | North Approach A Line (CR 11) | | | | | | South Approach A Line (CR 11) | | | | | | East Approach Dutch Ln (CR 3) | | | | | | West Approach Dutch Ln (CR 3) | | | | | | Total Vehicles |
|--------------------|----------------------------------|-------------|-------------|----------|-------------|-------------|----------------------------------|-------------|----------|-------------|-------------|-------------|----------------------------------|------------|-------------|-------------|-------------|------------|----------------------------------|-------------|-------------|-------------|----------|------------|-------------------|
| | ← | ↑ | → | ↻ | Peds | Total | ← | ↑ | → | ↻ | Peds | Total | ← | ↑ | → | ↻ | Peds | Total | ← | ↑ | → | ↻ | Peds | Total | |
| 16:45 | 5 | 2 | 31 | 0 | 0 | 38 | 4 | 9 | 2 | 0 | 0 | 15 | 1 | 40 | 9 | 0 | 0 | 50 | 26 | 74 | 1 | 1 | 0 | 102 | 205 |
| 17:00 | 4 | 10 | 17 | 0 | 0 | 31 | 1 | 14 | 1 | 0 | 0 | 16 | 2 | 61 | 5 | 0 | 0 | 68 | 24 | 66 | 1 | 0 | 0 | 91 | 206 |
| 17:15 | 0 | 8 | 17 | 0 | 0 | 25 | 0 | 9 | 1 | 0 | 0 | 10 | 4 | 45 | 5 | 0 | 0 | 54 | 37 | 90 | 0 | 0 | 0 | 127 | 216 |
| 17:30 | 2 | 2 | 17 | 0 | 0 | 21 | 0 | 23 | 3 | 0 | 0 | 26 | 0 | 61 | 6 | 0 | 0 | 67 | 28 | 65 | 2 | 0 | 0 | 95 | 209 |
| Grand Total | 11 | 22 | 82 | 0 | 0 | 115 | 5 | 55 | 7 | 0 | 0 | 67 | 7 | 207 | 25 | 0 | 0 | 239 | 115 | 295 | 4 | 1 | 0 | 415 | 836 |
| Approach % | 9.6 | 19.1 | 71.3 | 0 | - | - | 7.5 | 82.1 | 10.4 | 0 | - | - | 2.9 | 86.6 | 10.5 | 0 | - | - | 27.7 | 71.1 | 1 | 0.2 | - | - | - |
| Totals % | 1.3 | 2.6 | 9.8 | 0 | 13.8 | - | 0.6 | 6.6 | 0.8 | 0 | 8 | - | 0.8 | 24.8 | 3 | 0 | 28.6 | - | 13.8 | 35.3 | 0.5 | 0.1 | - | 49.6 | - |
| PHF | 0.55 | 0.55 | 0.66 | 0 | 0.76 | 0.31 | 0.6 | 0.58 | 0 | 0.64 | 0.44 | 0.85 | 0.69 | 0 | 0.88 | 0.78 | 0.82 | 0.5 | 0.25 | 0.82 | 0.97 | 0.97 | | | |
| Cars | 11 | 21 | 79 | 0 | 111 | 4 | 52 | 7 | 0 | 63 | 7 | 202 | 25 | 0 | 234 | 103 | 278 | 4 | 1 | 386 | 794 | | | | |
| % Cars | 100 | 95.5 | 96.3 | 0 | 96.5 | 80 | 94.5 | 100 | 0 | 94 | 100 | 97.6 | 100 | 0 | 97.9 | 89.6 | 94.2 | 100 | 100 | 93 | 95 | | | | |
| Trucks | 0 | 1 | 3 | 0 | 4 | 1 | 3 | 0 | 0 | 4 | 0 | 5 | 0 | 0 | 5 | 12 | 17 | 0 | 0 | 29 | 42 | | | | |
| % Trucks | 0 | 4.5 | 3.7 | 0 | 3.5 | 20 | 5.5 | 0 | 0 | 6 | 0 | 2.4 | 0 | 0 | 2.1 | 10.4 | 5.8 | 0 | 0 | 7 | 5 | | | | |
| Bicycles | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| % Bicycles | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| Peds | | | | | 0 | - | | | | 0 | - | | | | 0 | - | | | | 0 | - | 0 | - | | |
| % Peds | | | | | 0 | - | | | | 0 | - | | | | 0 | - | | | | 0 | - | 0 | - | | |

APPENDIX

B Existing Traffic Analysis - Synchro

Timings

1: Dufferin County Road 11 & Dufferin County Road 109

11-08-2023



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-------|--------|------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 31 | 475 | 14 | 6 | 252 | 82 | 15 | 119 | 11 | 178 | 104 | 24 |
| Future Volume (vph) | 31 | 475 | 14 | 6 | 252 | 82 | 15 | 119 | 11 | 178 | 104 | 24 |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 19% | 12% | 7% | 0% | 28% | 18% | 13% | 13% | 9% | 12% | 11% | 17% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 34 | 531 | 0 | 0 | 281 | 89 | 0 | 145 | 12 | 0 | 306 | 26 |
| Turn Type | Perm | NA | | Perm | NA | Perm | Perm | NA | Perm | Perm | NA | Perm |
| Protected Phases | | 2 | | | 6 | | | 8 | | | | 4 |
| Permitted Phases | 2 | | | 6 | | 6 | 8 | | 8 | 4 | | 4 |
| Detector Phase | 2 | 2 | | 6 | 6 | 6 | 8 | 8 | 8 | 4 | 4 | 4 |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 18.0 | 18.0 | | 18.0 | 18.0 | 18.0 | 20.0 | 20.0 | 20.0 | 20.0 | 20.0 | 20.0 |
| Minimum Split (s) | 26.0 | 26.0 | | 26.0 | 26.0 | 26.0 | 28.0 | 28.0 | 28.0 | 28.0 | 28.0 | 28.0 |
| Total Split (s) | 43.0 | 43.0 | | 43.0 | 43.0 | 43.0 | 37.0 | 37.0 | 37.0 | 37.0 | 37.0 | 37.0 |
| Total Split (%) | 53.8% | 53.8% | | 53.8% | 53.8% | 53.8% | 46.3% | 46.3% | 46.3% | 46.3% | 46.3% | 46.3% |
| Yellow Time (s) | 6.0 | 6.0 | | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 |
| All-Red Time (s) | 2.0 | 2.0 | | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 |
| Total Lost Time (s) | 8.0 | 8.0 | | | 8.0 | 8.0 | | 8.0 | 8.0 | | 8.0 | 8.0 |
| Lead/Lag | | | | | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | Min | Min | | Min | Min | Min | None | None | None | None | None | None |
| Act Effct Green (s) | 27.7 | 27.7 | | | 27.7 | 27.7 | | 24.6 | 24.6 | | 24.6 | 24.6 |
| Actuated g/C Ratio | 0.40 | 0.40 | | | 0.40 | 0.40 | | 0.36 | 0.36 | | 0.36 | 0.36 |
| v/c Ratio | 0.09 | 0.79 | | | 0.49 | 0.15 | | 0.26 | 0.02 | | 0.72 | 0.05 |
| Control Delay | 13.8 | 27.5 | | | 18.7 | 4.1 | | 18.6 | 0.1 | | 31.8 | 0.4 |
| Queue Delay | 0.0 | 0.0 | | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 |
| Total Delay | 13.8 | 27.5 | | | 18.7 | 4.1 | | 18.6 | 0.1 | | 31.8 | 0.4 |
| LOS | B | C | | | B | A | | B | A | | C | A |
| Approach Delay | | 26.7 | | | 15.2 | | | 17.2 | | | 29.3 | |
| Approach LOS | | C | | | B | | | B | | | C | |
| Queue Length 50th (m) | 2.8 | 60.3 | | | 27.2 | 0.0 | | 14.0 | 0.0 | | 35.9 | 0.0 |
| Queue Length 95th (m) | 8.5 | 105.9 | | | 51.4 | 7.9 | | 29.9 | 0.0 | | #78.8 | 0.6 |
| Internal Link Dist (m) | | 1519.7 | | | 265.6 | | | 900.4 | | | 923.0 | |
| Turn Bay Length (m) | 39.6 | | | | | 48.0 | | | 57.6 | | | 45.0 |
| Base Capacity (vph) | 473 | 875 | | | 749 | 749 | | 669 | 672 | | 515 | 622 |
| Starvation Cap Reductn | 0 | 0 | | | 0 | 0 | | 0 | 0 | | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | | | 0 | 0 | | 0 | 0 | | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | | | 0 | 0 | | 0 | 0 | | 0 | 0 |
| Reduced v/c Ratio | 0.07 | 0.61 | | | 0.38 | 0.12 | | 0.22 | 0.02 | | 0.59 | 0.04 |

Intersection Summary

Timings

1: Dufferin County Road 11 & Dufferin County Road 109

11-08-2023

Cycle Length: 80

Actuated Cycle Length: 68.7

Natural Cycle: 60

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.79

Intersection Signal Delay: 23.3

Intersection LOS: C

Intersection Capacity Utilization 79.2%

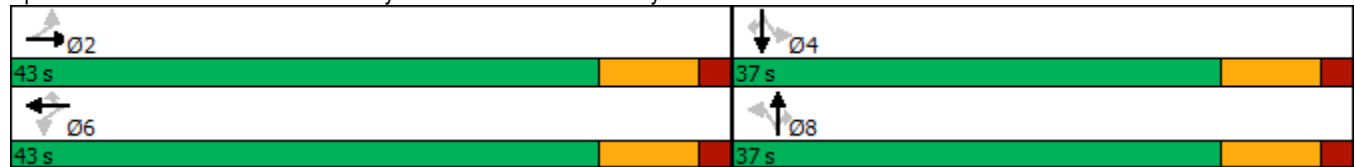
ICU Level of Service D

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 1: Dufferin County Road 11 & Dufferin County Road 109



Timings

4: Riddell Road & Dufferin County Road 109/Broadway

11-08-2023



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-------|-------|------|-------|-------|-------|-------|-------|------|-------|-------|------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 20 | 426 | 435 | 130 | 295 | 16 | 254 | 8 | 140 | 9 | 10 | 11 |
| Future Volume (vph) | 20 | 426 | 435 | 130 | 295 | 16 | 254 | 8 | 140 | 9 | 10 | 11 |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 40% | 7% | 17% | 3% | 9% | 0% | 39% | 0% | 1% | 0% | 10% | 73% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 22 | 463 | 473 | 141 | 321 | 17 | 276 | 161 | 0 | 10 | 23 | 0 |
| Turn Type | Perm | NA | Free | pm+pt | NA | Perm | pm+pt | NA | | Perm | NA | |
| Protected Phases | | 4 | | 3 | 8 | | 5 | 2 | | | 6 | |
| Permitted Phases | 4 | | Free | 8 | | 8 | 2 | | | 6 | | |
| Detector Phase | 4 | 4 | | 3 | 8 | 8 | 5 | 2 | | 6 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 20.0 | 20.0 | | 1.0 | 20.0 | 20.0 | 7.0 | 1.0 | | 7.0 | 7.0 | |
| Minimum Split (s) | 30.4 | 30.4 | | 5.0 | 30.4 | 30.4 | 11.0 | 26.0 | | 26.0 | 26.0 | |
| Total Split (s) | 38.0 | 38.0 | | 8.0 | 46.0 | 46.0 | 16.0 | 44.0 | | 28.0 | 28.0 | |
| Total Split (%) | 42.2% | 42.2% | | 8.9% | 51.1% | 51.1% | 17.8% | 48.9% | | 31.1% | 31.1% | |
| Yellow Time (s) | 5.4 | 5.4 | | 3.0 | 5.4 | 5.4 | 3.0 | 5.0 | | 5.0 | 5.0 | |
| All-Red Time (s) | 2.0 | 2.0 | | 1.0 | 2.0 | 2.0 | 1.0 | 2.0 | | 2.0 | 2.0 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | 7.4 | 7.4 | | 4.0 | 7.4 | 7.4 | 4.0 | 7.0 | | 7.0 | 7.0 | |
| Lead/Lag | Lag | Lag | | Lead | | | Lead | | | Lag | Lag | |
| Lead-Lag Optimize? | Yes | Yes | | Yes | | | Yes | | | Yes | Yes | |
| Recall Mode | Min | Min | | None | Min | Min | None | None | | None | None | |
| Act Effct Green (s) | 24.5 | 24.5 | 59.4 | 34.3 | 30.7 | 30.7 | 16.6 | 13.5 | | 7.4 | 7.4 | |
| Actuated g/C Ratio | 0.41 | 0.41 | 1.00 | 0.58 | 0.52 | 0.52 | 0.28 | 0.23 | | 0.12 | 0.12 | |
| v/c Ratio | 0.07 | 0.63 | 0.34 | 0.32 | 0.36 | 0.02 | 0.83 | 0.33 | | 0.05 | 0.15 | |
| Control Delay | 14.1 | 20.4 | 0.7 | 9.1 | 10.9 | 0.1 | 43.2 | 6.6 | | 30.3 | 24.0 | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | 14.1 | 20.4 | 0.7 | 9.1 | 10.9 | 0.1 | 43.2 | 6.6 | | 30.3 | 24.0 | |
| LOS | B | C | A | A | B | A | D | A | | C | C | |
| Approach Delay | | 10.5 | | | 10.0 | | | 29.7 | | | 25.9 | |
| Approach LOS | | B | | | A | | | C | | | C | |
| Queue Length 50th (m) | 1.3 | 35.4 | 0.0 | 4.8 | 15.2 | 0.0 | 26.8 | 0.8 | | 0.9 | 1.0 | |
| Queue Length 95th (m) | 6.5 | 86.9 | 0.0 | 17.9 | 45.4 | 0.0 | #71.8 | 13.9 | | 5.9 | 8.4 | |
| Internal Link Dist (m) | | 498.0 | | | 666.8 | | | 362.5 | | | 130.8 | |
| Turn Bay Length (m) | 85.6 | | | 120.0 | | 86.3 | 110.0 | | | | | |
| Base Capacity (vph) | 436 | 966 | 1380 | 437 | 1182 | 1163 | 342 | 1126 | | 661 | 434 | |
| 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 | 0.05 | 0.48 | 0.34 | 0.32 | 0.27 | 0.01 | 0.81 | 0.14 | | 0.02 | 0.05 | |

Intersection Summary

Timings

4: Riddell Road & Dufferin County Road 109/Broadway

11-08-2023

Cycle Length: 90

Actuated Cycle Length: 59.4

Natural Cycle: 75

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.83

Intersection Signal Delay: 15.0

Intersection LOS: B

Intersection Capacity Utilization 72.2%

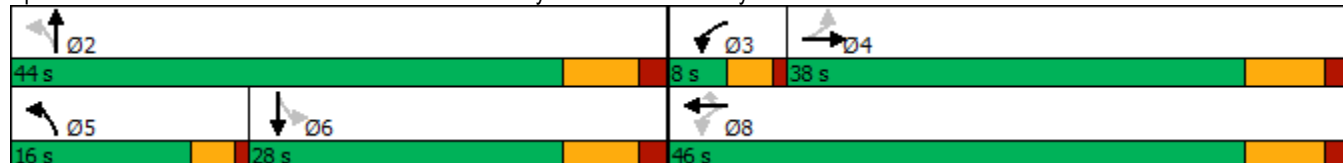
ICU Level of Service C

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 4: Riddell Road & Dufferin County Road 109/Broadway



HCM 6th TWSC
2: Dufferin County Road 109 & 2nd Line

11-08-2023

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 1.7 | | | | | |
| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
| Lane Configurations | | ↕ | ↕↔ | | ↕ | |
| Traffic Vol, veh/h | 22 | 637 | 322 | 51 | 51 | 10 |
| Future Vol, veh/h | 22 | 637 | 322 | 51 | 51 | 10 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 0 | 13 | 25 | 6 | 4 | 10 |
| Mvmt Flow | 24 | 692 | 350 | 55 | 55 | 11 |

| Major/Minor | Major1 | Major2 | Minor2 | | |
|----------------------|--------|--------|--------|---|-------------|
| Conflicting Flow All | 405 | 0 | - | 0 | 1118 203 |
| Stage 1 | - | - | - | - | 378 - |
| Stage 2 | - | - | - | - | 740 - |
| Critical Hdwy | 4.1 | - | - | - | 6.66 7.05 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.86 - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.46 - |
| Follow-up Hdwy | 2.2 | - | - | - | 3.538 3.395 |
| Pot Cap-1 Maneuver | 1165 | - | - | - | 212 783 |
| Stage 1 | - | - | - | - | 658 - |
| Stage 2 | - | - | - | - | 466 - |
| Platoon blocked, % | | - | - | - | |
| Mov Cap-1 Maneuver | 1165 | - | - | - | 205 783 |
| Mov Cap-2 Maneuver | - | - | - | - | 205 - |
| Stage 1 | - | - | - | - | 636 - |
| Stage 2 | - | - | - | - | 466 - |

| Approach | EB | WB | SB |
|----------------------|-----|----|------|
| HCM Control Delay, s | 0.3 | 0 | 26.5 |
| HCM LOS | | | D |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|-----------------------|-------|-----|-----|-----|-------|
| Capacity (veh/h) | 1165 | - | - | - | 233 |
| HCM Lane V/C Ratio | 0.021 | - | - | - | 0.285 |
| HCM Control Delay (s) | 8.2 | 0 | - | - | 26.5 |
| HCM Lane LOS | A | A | - | - | D |
| HCM 95th %tile Q(veh) | 0.1 | - | - | - | 1.1 |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 2.5 | | | | | |
| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
| Lane Configurations | ↑ | ↗ | ↘ | ↑↑ | ↘ | ↗ |
| Traffic Vol, veh/h | 622 | 27 | 178 | 387 | 31 | 259 |
| Future Vol, veh/h | 622 | 27 | 178 | 387 | 31 | 259 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | Free |
| Storage Length | - | 78.1 | 100 | - | 0 | 0 |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 13 | 7 | 12 | 27 | 0 | 14 |
| Mvmt Flow | 676 | 29 | 193 | 421 | 34 | 282 |

| Major/Minor | Major1 | Major2 | Minor1 | | |
|----------------------|--------|--------|--------|---|------|
| Conflicting Flow All | 0 | 0 | 705 | 0 | 1273 |
| Stage 1 | - | - | - | - | 676 |
| Stage 2 | - | - | - | - | 597 |
| Critical Hdwy | - | - | 4.28 | - | 6.6 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.4 |
| Critical Hdwy Stg 2 | - | - | - | - | 5.8 |
| Follow-up Hdwy | - | - | 2.314 | - | 3.5 |
| Pot Cap-1 Maneuver | - | - | 837 | - | 174 |
| Stage 1 | - | - | - | - | 509 |
| Stage 2 | - | - | - | - | 518 |
| Platoon blocked, % | - | - | - | - | - |
| Mov Cap-1 Maneuver | - | - | 837 | - | 134 |
| Mov Cap-2 Maneuver | - | - | - | - | 134 |
| Stage 1 | - | - | - | - | 509 |
| Stage 2 | - | - | - | - | 398 |

| Approach | EB | WB | NB |
|----------------------|----|-----|------|
| HCM Control Delay, s | 0 | 3.3 | 40.7 |
| HCM LOS | | | E |

| Minor Lane/Major Mvmt | NBLn1 | NBLn2 | EBT | EBR | WBL | WBT |
|-----------------------|-------|-------|-----|-----|-------|-----|
| Capacity (veh/h) | 134 | - | - | - | 837 | - |
| HCM Lane V/C Ratio | 0.251 | - | - | - | 0.231 | - |
| HCM Control Delay (s) | 40.7 | 0 | - | - | 10.6 | - |
| HCM Lane LOS | E | A | - | - | B | - |
| HCM 95th %tile Q(veh) | 0.9 | - | - | - | 0.9 | - |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 3.4 | | | | | |
| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 58 | 67 | 224 | 66 | 55 | 136 |
| Future Vol, veh/h | 58 | 67 | 224 | 66 | 55 | 136 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 10 | 3 | 12 | 6 | 5 | 11 |
| Mvmt Flow | 63 | 73 | 243 | 72 | 60 | 148 |

| Major/Minor | Minor1 | Major1 | Major2 | | |
|----------------------|--------|--------|--------|---|-------|
| Conflicting Flow All | 547 | 279 | 0 | 0 | 315 |
| Stage 1 | 279 | - | - | - | - |
| Stage 2 | 268 | - | - | - | - |
| Critical Hdwy | 6.5 | 6.23 | - | - | 4.15 |
| Critical Hdwy Stg 1 | 5.5 | - | - | - | - |
| Critical Hdwy Stg 2 | 5.5 | - | - | - | - |
| Follow-up Hdwy | 3.59 | 3.327 | - | - | 2.245 |
| Pot Cap-1 Maneuver | 485 | 757 | - | - | 1228 |
| Stage 1 | 750 | - | - | - | - |
| Stage 2 | 759 | - | - | - | - |
| Platoon blocked, % | | | - | - | - |
| Mov Cap-1 Maneuver | 459 | 757 | - | - | 1228 |
| Mov Cap-2 Maneuver | 459 | - | - | - | - |
| Stage 1 | 750 | - | - | - | - |
| Stage 2 | 719 | - | - | - | - |

| Approach | WB | NB | SB |
|----------------------|------|----|-----|
| HCM Control Delay, s | 13.1 | 0 | 2.3 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBT | NBRWBLn1 | SBL | SBT |
|-----------------------|-----|----------|-------|-------|
| Capacity (veh/h) | - | - | 582 | 1228 |
| HCM Lane V/C Ratio | - | - | 0.233 | 0.049 |
| HCM Control Delay (s) | - | - | 13.1 | 8.1 |
| HCM Lane LOS | - | - | B | A |
| HCM 95th %tile Q(veh) | - | - | 0.9 | 0.2 |

Intersection

Int Delay, s/veh 4.4

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | ↕ |
| Traffic Vol, veh/h | 87 | 274 | 6 | 7 | 170 | 23 | 6 | 31 | 8 | 8 | 42 | 75 |
| Future Vol, veh/h | 87 | 274 | 6 | 7 | 170 | 23 | 6 | 31 | 8 | 8 | 42 | 75 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | 26.7 |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 21 | 10 | 17 | 57 | 12 | 9 | 17 | 6 | 50 | 0 | 7 | 12 |
| Mvmt Flow | 95 | 298 | 7 | 8 | 185 | 25 | 7 | 34 | 9 | 9 | 46 | 82 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|----------------------|--------|---|---|--------|---|---|--------|-------|------|--------|-------|-------|
| Conflicting Flow All | 210 | 0 | 0 | 305 | 0 | 0 | 770 | 718 | 302 | 727 | 709 | 198 |
| Stage 1 | - | - | - | - | - | - | 492 | 492 | - | 214 | 214 | - |
| Stage 2 | - | - | - | - | - | - | 278 | 226 | - | 513 | 495 | - |
| Critical Hdwy | 4.31 | - | - | 4.67 | - | - | 7.27 | 6.56 | 6.7 | 7.1 | 6.57 | 6.32 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.27 | 5.56 | - | 6.1 | 5.57 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.27 | 5.56 | - | 6.1 | 5.57 | - |
| Follow-up Hdwy | 2.389 | - | - | 2.713 | - | - | 3.653 | 4.054 | 3.75 | 3.5 | 4.063 | 3.408 |
| Pot Cap-1 Maneuver | 1255 | - | - | 1000 | - | - | 300 | 350 | 638 | 342 | 353 | 818 |
| Stage 1 | - | - | - | - | - | - | 531 | 541 | - | 793 | 716 | - |
| Stage 2 | - | - | - | - | - | - | 697 | 709 | - | 548 | 538 | - |
| Platoon blocked, % | - | - | - | - | - | - | - | - | - | - | - | - |
| Mov Cap-1 Maneuver | 1255 | - | - | 1000 | - | - | 223 | 315 | 638 | 287 | 318 | 818 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 223 | 315 | - | 287 | 318 | - |
| Stage 1 | - | - | - | - | - | - | 483 | 492 | - | 721 | 710 | - |
| Stage 2 | - | - | - | - | - | - | 582 | 703 | - | 458 | 489 | - |

| Approach | EB | | | WB | | | NB | | | SB | | |
|----------------------|-----|--|--|-----|--|--|----|--|--|------|--|--|
| HCM Control Delay, s | 1.9 | | | 0.3 | | | 18 | | | 13.5 | | |
| HCM LOS | | | | | | | C | | | B | | |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 | SBLn2 |
|-----------------------|-------|-------|-----|-----|-------|-----|-----|-------|-------|
| Capacity (veh/h) | 326 | 1255 | - | - | 1000 | - | - | 313 | 818 |
| HCM Lane V/C Ratio | 0.15 | 0.075 | - | - | 0.008 | - | - | 0.174 | 0.1 |
| HCM Control Delay (s) | 18 | 8.1 | 0 | - | 8.6 | 0 | - | 18.9 | 9.9 |
| HCM Lane LOS | C | A | A | - | A | A | - | C | A |
| HCM 95th %tile Q(veh) | 0.5 | 0.2 | - | - | 0 | - | - | 0.6 | 0.3 |

HCM 6th TWSC
 7: Dufferin County Road 23 & Montgomery Boulevard

11-08-2023

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 1.4 | | | | | |
| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
| Lane Configurations | W | | T | | | T |
| Traffic Vol, veh/h | 16 | 15 | 109 | 9 | 9 | 112 |
| Future Vol, veh/h | 16 | 15 | 109 | 9 | 9 | 112 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 0 | 0 | 6 | 22 | 0 | 6 |
| Mvmt Flow | 17 | 16 | 118 | 10 | 10 | 122 |

| Major/Minor | Minor1 | Major1 | Major2 | | |
|----------------------|--------|--------|--------|---|------|
| Conflicting Flow All | 265 | 123 | 0 | 0 | 128 |
| Stage 1 | 123 | - | - | - | - |
| Stage 2 | 142 | - | - | - | - |
| Critical Hdwy | 6.4 | 6.2 | - | - | 4.1 |
| Critical Hdwy Stg 1 | 5.4 | - | - | - | - |
| Critical Hdwy Stg 2 | 5.4 | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.3 | - | - | 2.2 |
| Pot Cap-1 Maneuver | 728 | 933 | - | - | 1470 |
| Stage 1 | 907 | - | - | - | - |
| Stage 2 | 890 | - | - | - | - |
| Platoon blocked, % | | | - | - | - |
| Mov Cap-1 Maneuver | 723 | 933 | - | - | 1470 |
| Mov Cap-2 Maneuver | 723 | - | - | - | - |
| Stage 1 | 907 | - | - | - | - |
| Stage 2 | 884 | - | - | - | - |

| Approach | WB | NB | SB |
|----------------------|-----|----|-----|
| HCM Control Delay, s | 9.6 | 0 | 0.6 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBT | NBRWBLn1 | SBL | SBT |
|-----------------------|-----|----------|-------|-------|
| Capacity (veh/h) | - | - | 811 | 1470 |
| HCM Lane V/C Ratio | - | - | 0.042 | 0.007 |
| HCM Control Delay (s) | - | - | 9.6 | 7.5 |
| HCM Lane LOS | - | - | A | A |
| HCM 95th %tile Q(veh) | - | - | 0.1 | 0 |

Timings

1: Dufferin County Road 11 & Dufferin County Road 109

11-08-2023



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-------|--------|------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 39 | 363 | 12 | 5 | 481 | 129 | 14 | 172 | 8 | 181 | 99 | 46 |
| Future Volume (vph) | 39 | 363 | 12 | 5 | 481 | 129 | 14 | 172 | 8 | 181 | 99 | 46 |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 21% | 15% | 17% | 0% | 8% | 12% | 21% | 6% | 0% | 11% | 1% | 7% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 42 | 408 | 0 | 0 | 528 | 140 | 0 | 202 | 9 | 0 | 305 | 50 |
| Turn Type | Perm | NA | | Perm | NA | Perm | Perm | NA | Perm | Perm | NA | Perm |
| Protected Phases | | 4 | | | 8 | | | 2 | | | | 6 |
| Permitted Phases | 4 | | | 8 | | 8 | 2 | | 2 | 6 | | 6 |
| Detector Phase | 4 | 4 | | 8 | 8 | 8 | 2 | 2 | 2 | 6 | 6 | 6 |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 20.0 | 20.0 | | 20.0 | 20.0 | 20.0 | 18.0 | 18.0 | 18.0 | 18.0 | 18.0 | 18.0 |
| Minimum Split (s) | 28.0 | 28.0 | | 28.0 | 28.0 | 28.0 | 26.0 | 26.0 | 26.0 | 26.0 | 26.0 | 26.0 |
| Total Split (s) | 28.0 | 28.0 | | 28.0 | 28.0 | 28.0 | 26.0 | 26.0 | 26.0 | 26.0 | 26.0 | 26.0 |
| Total Split (%) | 51.9% | 51.9% | | 51.9% | 51.9% | 51.9% | 48.1% | 48.1% | 48.1% | 48.1% | 48.1% | 48.1% |
| Yellow Time (s) | 6.0 | 6.0 | | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 |
| All-Red Time (s) | 2.0 | 2.0 | | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 |
| Total Lost Time (s) | 8.0 | 8.0 | | | 8.0 | 8.0 | | 8.0 | 8.0 | | 8.0 | 8.0 |
| Lead/Lag | | | | | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | Min | Min | | Min | Min | Min | None | None | None | None | None | None |
| Act Effct Green (s) | 20.0 | 20.0 | | | 20.0 | 20.0 | | 18.0 | 18.0 | | 18.0 | 18.0 |
| Actuated g/C Ratio | 0.37 | 0.37 | | | 0.37 | 0.37 | | 0.33 | 0.33 | | 0.33 | 0.33 |
| v/c Ratio | 0.23 | 0.68 | | | 0.83 | 0.23 | | 0.37 | 0.02 | | 0.78 | 0.09 |
| Control Delay | 15.8 | 21.2 | | | 30.3 | 3.8 | | 16.1 | 0.0 | | 33.5 | 1.3 |
| Queue Delay | 0.0 | 0.0 | | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 |
| Total Delay | 15.8 | 21.2 | | | 30.3 | 3.8 | | 16.1 | 0.0 | | 33.5 | 1.3 |
| LOS | B | C | | | C | A | | B | A | | C | A |
| Approach Delay | | 20.7 | | | 24.7 | | | 15.4 | | | 29.0 | |
| Approach LOS | | C | | | C | | | B | | | C | |
| Queue Length 50th (m) | 2.9 | 33.6 | | | 47.5 | 0.0 | | 15.4 | 0.0 | | 27.5 | 0.0 |
| Queue Length 95th (m) | 9.5 | #62.1 | | | #97.0 | 8.8 | | 30.0 | 0.0 | | #64.5 | 2.1 |
| Internal Link Dist (m) | | 1519.7 | | | 265.6 | | | 900.4 | | | 923.0 | |
| Turn Bay Length (m) | 39.6 | | | | | 48.0 | | | 57.6 | | | 45.0 |
| Base Capacity (vph) | 182 | 603 | | | 633 | 616 | | 552 | 599 | | 392 | 559 |
| Starvation Cap Reductn | 0 | 0 | | | 0 | 0 | | 0 | 0 | | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | | | 0 | 0 | | 0 | 0 | | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | | | 0 | 0 | | 0 | 0 | | 0 | 0 |
| Reduced v/c Ratio | 0.23 | 0.68 | | | 0.83 | 0.23 | | 0.37 | 0.02 | | 0.78 | 0.09 |

Intersection Summary

Timings

1: Dufferin County Road 11 & Dufferin County Road 109

11-08-2023

Cycle Length: 54

Actuated Cycle Length: 54

Natural Cycle: 60

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.83

Intersection Signal Delay: 23.4

Intersection LOS: C

Intersection Capacity Utilization 82.6%

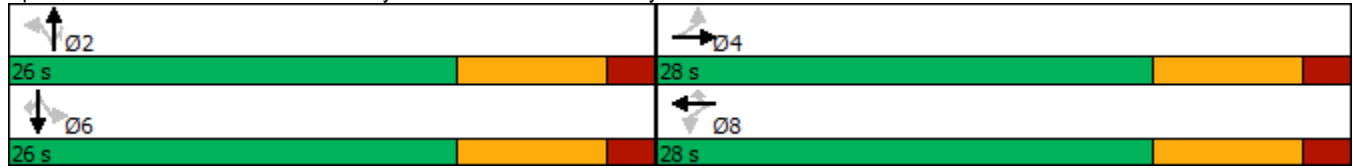
ICU Level of Service E

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 1: Dufferin County Road 11 & Dufferin County Road 109



Timings

4: Riddell Road & Dufferin County Road 109/Broadway

11-08-2023



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-------|-------|------|-------|-------|-------|--------|-------|------|-------|-------|------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 13 | 409 | 381 | 175 | 492 | 23 | 405 | 16 | 192 | 24 | 13 | 15 |
| Future Volume (vph) | 13 | 409 | 381 | 175 | 492 | 23 | 405 | 16 | 192 | 24 | 13 | 15 |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 38% | 4% | 15% | 1% | 2% | 9% | 8% | 0% | 2% | 0% | 0% | 0% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 14 | 445 | 414 | 190 | 535 | 25 | 440 | 226 | 0 | 26 | 30 | 0 |
| Turn Type | Perm | NA | Free | pm+pt | NA | Perm | pm+pt | NA | | Perm | NA | |
| Protected Phases | | 4 | | 3 | 8 | | 5 | 2 | | | 6 | |
| Permitted Phases | 4 | | Free | 8 | | 8 | 2 | | | 6 | | |
| Detector Phase | 4 | 4 | | 3 | 8 | 8 | 5 | 2 | | 6 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 20.0 | 20.0 | | 1.0 | 20.0 | 20.0 | 7.0 | 10.0 | | 7.0 | 7.0 | |
| Minimum Split (s) | 30.4 | 30.4 | | 5.0 | 30.4 | 30.4 | 11.0 | 26.0 | | 26.0 | 26.0 | |
| Total Split (s) | 35.0 | 35.0 | | 10.0 | 45.0 | 45.0 | 18.0 | 45.0 | | 27.0 | 27.0 | |
| Total Split (%) | 38.9% | 38.9% | | 11.1% | 50.0% | 50.0% | 20.0% | 50.0% | | 30.0% | 30.0% | |
| Yellow Time (s) | 5.4 | 5.4 | | 3.0 | 5.4 | 5.4 | 3.0 | 5.0 | | 5.0 | 5.0 | |
| All-Red Time (s) | 2.0 | 2.0 | | 1.0 | 2.0 | 2.0 | 1.0 | 2.0 | | 2.0 | 2.0 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | 7.4 | 7.4 | | 4.0 | 7.4 | 7.4 | 4.0 | 7.0 | | 7.0 | 7.0 | |
| Lead/Lag | Lag | Lag | | Lead | | | Lead | | | Lag | Lag | |
| Lead-Lag Optimize? | Yes | Yes | | Yes | | | Yes | | | Yes | Yes | |
| Recall Mode | Min | Min | | None | Min | Min | None | None | | None | None | |
| Act Effect Green (s) | 24.3 | 24.3 | 68.0 | 38.0 | 34.5 | 34.5 | 21.8 | 18.7 | | 7.4 | 7.4 | |
| Actuated g/C Ratio | 0.36 | 0.36 | 1.00 | 0.56 | 0.51 | 0.51 | 0.32 | 0.28 | | 0.11 | 0.11 | |
| v/c Ratio | 0.06 | 0.68 | 0.29 | 0.43 | 0.57 | 0.03 | 0.98 | 0.38 | | 0.13 | 0.16 | |
| Control Delay | 17.5 | 26.1 | 0.5 | 12.2 | 16.0 | 0.1 | 63.3 | 5.9 | | 33.5 | 23.3 | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | 17.5 | 26.1 | 0.5 | 12.2 | 16.0 | 0.1 | 63.3 | 5.9 | | 33.5 | 23.3 | |
| LOS | B | C | A | B | B | A | E | A | | C | C | |
| Approach Delay | | 13.8 | | | 14.5 | | | 43.8 | | | 28.1 | |
| Approach LOS | | B | | | B | | | D | | | C | |
| Queue Length 50th (m) | 1.4 | 56.8 | 0.0 | 14.1 | 56.1 | 0.0 | 55.1 | 1.7 | | 3.7 | 2.0 | |
| Queue Length 95th (m) | 5.4 | 91.2 | 0.0 | 25.8 | 89.7 | 0.0 | #122.4 | 16.4 | | 11.1 | 9.8 | |
| Internal Link Dist (m) | | 498.0 | | | 666.8 | | | 362.5 | | | 130.8 | |
| Turn Bay Length (m) | 85.6 | | | 120.0 | | 86.3 | 110.0 | | | | | |
| Base Capacity (vph) | 279 | 762 | 1404 | 440 | 1048 | 903 | 453 | 1022 | | 536 | 504 | |
| 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 | 0.05 | 0.58 | 0.29 | 0.43 | 0.51 | 0.03 | 0.97 | 0.22 | | 0.05 | 0.06 | |

Intersection Summary

Timings

4: Riddell Road & Dufferin County Road 109/Broadway

11-08-2023

Cycle Length: 90

Actuated Cycle Length: 68

Natural Cycle: 75

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.98

Intersection Signal Delay: 22.9

Intersection LOS: C

Intersection Capacity Utilization 89.8%

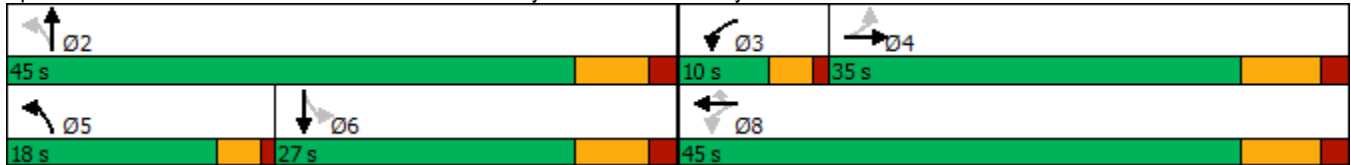
ICU Level of Service E

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 4: Riddell Road & Dufferin County Road 109/Broadway



HCM 6th TWSC
2: Dufferin County Road 109 & 2nd Line

11-08-2023

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 1.2 | | | | | |
| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
| Lane Configurations | | ↕ | ↕↔ | | ↔ | |
| Traffic Vol, veh/h | 8 | 526 | 693 | 24 | 37 | 7 |
| Future Vol, veh/h | 8 | 526 | 693 | 24 | 37 | 7 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 0 | 11 | 6 | 0 | 0 | 0 |
| Mvmt Flow | 9 | 572 | 753 | 26 | 40 | 8 |

| Major/Minor | Major1 | Major2 | Minor2 | | |
|----------------------|--------|--------|--------|---|----------|
| Conflicting Flow All | 779 | 0 | - | 0 | 1356 390 |
| Stage 1 | - | - | - | - | 766 - |
| Stage 2 | - | - | - | - | 590 - |
| Critical Hdwy | 4.1 | - | - | - | 6.6 6.9 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.8 - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.4 - |
| Follow-up Hdwy | 2.2 | - | - | - | 3.5 3.3 |
| Pot Cap-1 Maneuver | 847 | - | - | - | 154 614 |
| Stage 1 | - | - | - | - | 425 - |
| Stage 2 | - | - | - | - | 558 - |
| Platoon blocked, % | | - | - | - | |
| Mov Cap-1 Maneuver | 847 | - | - | - | 152 614 |
| Mov Cap-2 Maneuver | - | - | - | - | 152 - |
| Stage 1 | - | - | - | - | 418 - |
| Stage 2 | - | - | - | - | 558 - |

| Approach | EB | WB | SB |
|----------------------|-----|----|------|
| HCM Control Delay, s | 0.1 | 0 | 33.6 |
| HCM LOS | | | D |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|-----------------------|------|-----|-----|-----|-------|
| Capacity (veh/h) | 847 | - | - | - | 173 |
| HCM Lane V/C Ratio | 0.01 | - | - | - | 0.276 |
| HCM Control Delay (s) | 9.3 | 0 | - | - | 33.6 |
| HCM Lane LOS | A | A | - | - | D |
| HCM 95th %tile Q(veh) | 0 | - | - | - | 1.1 |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 1.9 | | | | | |
| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
| Lane Configurations | ↑ | ↗ | ↘ | ↑↑ | ↘ | ↗ |
| Traffic Vol, veh/h | 521 | 39 | 198 | 710 | 22 | 258 |
| Future Vol, veh/h | 521 | 39 | 198 | 710 | 22 | 258 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | Free |
| Storage Length | - | 78.1 | 100 | - | 0 | 0 |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 11 | 0 | 3 | 6 | 0 | 9 |
| Mvmt Flow | 566 | 42 | 215 | 772 | 24 | 280 |

| Major/Minor | Major1 | Major2 | Minor1 | Minor2 | Minor3 |
|----------------------|--------|--------|--------|--------|--------|
| Conflicting Flow All | 0 | 0 | 608 | 0 | 1382 |
| Stage 1 | - | - | - | - | 566 |
| Stage 2 | - | - | - | - | 816 |
| Critical Hdwy | - | - | 4.145 | - | 6.6 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.4 |
| Critical Hdwy Stg 2 | - | - | - | - | 5.8 |
| Follow-up Hdwy | - | - | 2.2285 | - | 3.5 |
| Pot Cap-1 Maneuver | - | - | 963 | - | 148 |
| Stage 1 | - | - | - | - | 572 |
| Stage 2 | - | - | - | - | 400 |
| Platoon blocked, % | - | - | - | - | - |
| Mov Cap-1 Maneuver | - | - | 963 | - | 115 |
| Mov Cap-2 Maneuver | - | - | - | - | 115 |
| Stage 1 | - | - | - | - | 572 |
| Stage 2 | - | - | - | - | 311 |

| Approach | EB | WB | NB |
|----------------------|----|-----|------|
| HCM Control Delay, s | 0 | 2.1 | 44.3 |
| HCM LOS | | | E |

| Minor Lane/Major Mvmt | NBLn1 | NBLn2 | EBT | EBR | WBL | WBT |
|-----------------------|-------|-------|-----|-----|-------|-----|
| Capacity (veh/h) | 115 | - | - | - | 963 | - |
| HCM Lane V/C Ratio | 0.208 | - | - | - | 0.223 | - |
| HCM Control Delay (s) | 44.3 | 0 | - | - | 9.8 | - |
| HCM Lane LOS | E | A | - | - | A | - |
| HCM 95th %tile Q(veh) | 0.7 | - | - | - | 0.9 | - |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 5.2 | | | | | |
| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 97 | 71 | 224 | 54 | 101 | 153 |
| Future Vol, veh/h | 97 | 71 | 224 | 54 | 101 | 153 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 3 | 6 | 0 | 0 | 2 | 14 |
| Mvmt Flow | 105 | 77 | 243 | 59 | 110 | 166 |

| Major/Minor | Minor1 | Major1 | Major2 | | |
|----------------------|--------|--------|--------|---|-------|
| Conflicting Flow All | 659 | 273 | 0 | 0 | 302 |
| Stage 1 | 273 | - | - | - | - |
| Stage 2 | 386 | - | - | - | - |
| Critical Hdwy | 6.43 | 6.26 | - | - | 4.12 |
| Critical Hdwy Stg 1 | 5.43 | - | - | - | - |
| Critical Hdwy Stg 2 | 5.43 | - | - | - | - |
| Follow-up Hdwy | 3.527 | 3.354 | - | - | 2.218 |
| Pot Cap-1 Maneuver | 427 | 756 | - | - | 1259 |
| Stage 1 | 771 | - | - | - | - |
| Stage 2 | 685 | - | - | - | - |
| Platoon blocked, % | | | - | - | - |
| Mov Cap-1 Maneuver | 386 | 756 | - | - | 1259 |
| Mov Cap-2 Maneuver | 386 | - | - | - | - |
| Stage 1 | 771 | - | - | - | - |
| Stage 2 | 619 | - | - | - | - |

| Approach | WB | NB | SB |
|----------------------|------|----|-----|
| HCM Control Delay, s | 16.8 | 0 | 3.2 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBT | NBRWBLn1 | SBL | SBT |
|-----------------------|-----|----------|-------|-------|
| Capacity (veh/h) | - | - | 487 | 1259 |
| HCM Lane V/C Ratio | - | - | 0.375 | 0.087 |
| HCM Control Delay (s) | - | - | 16.8 | 8.1 |
| HCM Lane LOS | - | - | C | A |
| HCM 95th %tile Q(veh) | - | - | 1.7 | 0.3 |

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 5 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | ↕ |
| Traffic Vol, veh/h | 116 | 295 | 4 | 7 | 207 | 25 | 5 | 55 | 7 | 11 | 22 | 82 |
| Future Vol, veh/h | 116 | 295 | 4 | 7 | 207 | 25 | 5 | 55 | 7 | 11 | 22 | 82 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | 26.7 |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 10 | 6 | 0 | 0 | 2 | 0 | 20 | 5 | 0 | 0 | 5 | 4 |
| Mvmt Flow | 126 | 321 | 4 | 8 | 225 | 27 | 5 | 60 | 8 | 12 | 24 | 89 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|----------------------|--------|---|---|--------|---|---|--------|-------|-----|--------|-------|-------|
| Conflicting Flow All | 252 | 0 | 0 | 325 | 0 | 0 | 886 | 843 | 323 | 864 | 832 | 239 |
| Stage 1 | - | - | - | - | - | - | 575 | 575 | - | 255 | 255 | - |
| Stage 2 | - | - | - | - | - | - | 311 | 268 | - | 609 | 577 | - |
| Critical Hdwy | 4.2 | - | - | 4.1 | - | - | 7.3 | 6.55 | 6.2 | 7.1 | 6.55 | 6.24 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.3 | 5.55 | - | 6.1 | 5.55 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.3 | 5.55 | - | 6.1 | 5.55 | - |
| Follow-up Hdwy | 2.29 | - | - | 2.2 | - | - | 3.68 | 4.045 | 3.3 | 3.5 | 4.045 | 3.336 |
| Pot Cap-1 Maneuver | 1268 | - | - | 1246 | - | - | 247 | 297 | 723 | 277 | 301 | 795 |
| Stage 1 | - | - | - | - | - | - | 473 | 498 | - | 754 | 691 | - |
| Stage 2 | - | - | - | - | - | - | 663 | 682 | - | 486 | 497 | - |
| Platoon blocked, % | - | - | - | - | - | - | - | - | - | - | - | - |
| Mov Cap-1 Maneuver | 1268 | - | - | 1246 | - | - | 185 | 259 | 723 | 204 | 263 | 795 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 185 | 259 | - | 204 | 263 | - |
| Stage 1 | - | - | - | - | - | - | 416 | 438 | - | 663 | 686 | - |
| Stage 2 | - | - | - | - | - | - | 564 | 677 | - | 365 | 437 | - |

| Approach | EB | | | WB | | | NB | | | SB | | |
|----------------------|-----|--|--|-----|--|--|------|--|--|------|--|--|
| HCM Control Delay, s | 2.3 | | | 0.2 | | | 23.3 | | | 13.7 | | |
| HCM LOS | | | | | | | C | | | B | | |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 | SBLn2 |
|-----------------------|-------|-------|-----|-----|-------|-----|-----|-------|-------|
| Capacity (veh/h) | 269 | 1268 | - | - | 1246 | - | - | 240 | 795 |
| HCM Lane V/C Ratio | 0.271 | 0.099 | - | - | 0.006 | - | - | 0.149 | 0.112 |
| HCM Control Delay (s) | 23.3 | 8.2 | 0 | - | 7.9 | 0 | - | 22.6 | 10.1 |
| HCM Lane LOS | C | A | A | - | A | A | - | C | B |
| HCM 95th %tile Q(veh) | 1.1 | 0.3 | - | - | 0 | - | - | 0.5 | 0.4 |

HCM 6th TWSC
 7: Dufferin County Road 23 & Montgomery Boulevard

11-08-2023

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 1.3 | | | | | |
| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
| Lane Configurations | W | W | T | T | T | T |
| Traffic Vol, veh/h | 13 | 23 | 147 | 21 | 13 | 145 |
| Future Vol, veh/h | 13 | 23 | 147 | 21 | 13 | 145 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 23 | 9 | 1 | 0 | 8 | 1 |
| Mvmt Flow | 14 | 25 | 160 | 23 | 14 | 158 |

| Major/Minor | Minor1 | Major1 | Major2 | | |
|----------------------|--------|--------|--------|---|-------|
| Conflicting Flow All | 358 | 172 | 0 | 0 | 183 |
| Stage 1 | 172 | - | - | - | - |
| Stage 2 | 186 | - | - | - | - |
| Critical Hdwy | 6.63 | 6.29 | - | - | 4.18 |
| Critical Hdwy Stg 1 | 5.63 | - | - | - | - |
| Critical Hdwy Stg 2 | 5.63 | - | - | - | - |
| Follow-up Hdwy | 3.707 | 3.381 | - | - | 2.272 |
| Pot Cap-1 Maneuver | 601 | 854 | - | - | 1357 |
| Stage 1 | 810 | - | - | - | - |
| Stage 2 | 798 | - | - | - | - |
| Platoon blocked, % | | | | | |
| Mov Cap-1 Maneuver | 594 | 854 | - | - | 1357 |
| Mov Cap-2 Maneuver | 594 | - | - | - | - |
| Stage 1 | 810 | - | - | - | - |
| Stage 2 | 789 | - | - | - | - |

| Approach | WB | NB | SB |
|----------------------|------|----|-----|
| HCM Control Delay, s | 10.2 | 0 | 0.6 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBT | NBRWBLn1 | SBL | SBT |
|-----------------------|-----|----------|-------|------|
| Capacity (veh/h) | - | - | 737 | 1357 |
| HCM Lane V/C Ratio | - | - | 0.053 | 0.01 |
| HCM Control Delay (s) | - | - | 10.2 | 7.7 |
| HCM Lane LOS | - | - | B | A |
| HCM 95th %tile Q(veh) | - | - | 0.2 | 0 |

APPENDIX

C Future Background Traffic Analysis - Synchro

Timings

1: Dufferin County Road 11 & Dufferin County Road 109

11-08-2023



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-------|--------|------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 33 | 511 | 15 | 6 | 271 | 88 | 16 | 128 | 12 | 191 | 112 | 26 |
| Future Volume (vph) | 33 | 511 | 15 | 6 | 271 | 88 | 16 | 128 | 12 | 191 | 112 | 26 |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 19% | 12% | 7% | 0% | 28% | 18% | 13% | 13% | 9% | 12% | 11% | 17% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 36 | 571 | 0 | 0 | 302 | 96 | 0 | 156 | 13 | 0 | 330 | 28 |
| Turn Type | Perm | NA | | Perm | NA | Perm | Perm | NA | Perm | Perm | NA | Perm |
| Protected Phases | | 2 | | | 6 | | | 8 | | | | 4 |
| Permitted Phases | 2 | | | 6 | | 6 | 8 | | 8 | 4 | | 4 |
| Detector Phase | 2 | 2 | | 6 | 6 | 6 | 8 | 8 | 8 | 4 | 4 | 4 |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 18.0 | 18.0 | | 18.0 | 18.0 | 18.0 | 20.0 | 20.0 | 20.0 | 20.0 | 20.0 | 20.0 |
| Minimum Split (s) | 26.0 | 26.0 | | 26.0 | 26.0 | 26.0 | 28.0 | 28.0 | 28.0 | 28.0 | 28.0 | 28.0 |
| Total Split (s) | 43.0 | 43.0 | | 43.0 | 43.0 | 43.0 | 37.0 | 37.0 | 37.0 | 37.0 | 37.0 | 37.0 |
| Total Split (%) | 53.8% | 53.8% | | 53.8% | 53.8% | 53.8% | 46.3% | 46.3% | 46.3% | 46.3% | 46.3% | 46.3% |
| Yellow Time (s) | 6.0 | 6.0 | | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 |
| All-Red Time (s) | 2.0 | 2.0 | | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 |
| Total Lost Time (s) | 8.0 | 8.0 | | | 8.0 | 8.0 | | 8.0 | 8.0 | | 8.0 | 8.0 |
| Lead/Lag | | | | | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | Min | Min | | Min | Min | Min | None | None | None | None | None | None |
| Act Effct Green (s) | 29.7 | 29.7 | | | 29.7 | 29.7 | | 25.8 | 25.8 | | 25.8 | 25.8 |
| Actuated g/C Ratio | 0.41 | 0.41 | | | 0.41 | 0.41 | | 0.36 | 0.36 | | 0.36 | 0.36 |
| v/c Ratio | 0.10 | 0.83 | | | 0.51 | 0.16 | | 0.28 | 0.02 | | 0.78 | 0.05 |
| Control Delay | 14.1 | 30.7 | | | 19.5 | 4.0 | | 19.3 | 0.1 | | 36.6 | 0.8 |
| Queue Delay | 0.0 | 0.0 | | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 |
| Total Delay | 14.1 | 30.7 | | | 19.5 | 4.0 | | 19.3 | 0.1 | | 36.6 | 0.8 |
| LOS | B | C | | | B | A | | B | A | | D | A |
| Approach Delay | | 29.7 | | | 15.7 | | | 17.8 | | | 33.8 | |
| Approach LOS | | C | | | B | | | B | | | C | |
| Queue Length 50th (m) | 3.3 | 74.9 | | | 33.1 | 0.0 | | 17.3 | 0.0 | | 45.6 | 0.0 |
| Queue Length 95th (m) | 8.9 | #130.3 | | | 55.9 | 8.1 | | 32.0 | 0.0 | | #88.9 | 0.9 |
| Internal Link Dist (m) | | 1519.7 | | | 265.6 | | | 900.4 | | | 923.0 | |
| Turn Bay Length (m) | 39.6 | | | | | 48.0 | | | 57.6 | | | 45.0 |
| Base Capacity (vph) | 435 | 834 | | | 714 | 721 | | 637 | 644 | | 487 | 596 |
| Starvation Cap Reductn | 0 | 0 | | | 0 | 0 | | 0 | 0 | | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | | | 0 | 0 | | 0 | 0 | | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | | | 0 | 0 | | 0 | 0 | | 0 | 0 |
| Reduced v/c Ratio | 0.08 | 0.68 | | | 0.42 | 0.13 | | 0.24 | 0.02 | | 0.68 | 0.05 |

Intersection Summary

Timings

1: Dufferin County Road 11 & Dufferin County Road 109

11-08-2023

Cycle Length: 80

Actuated Cycle Length: 71.9

Natural Cycle: 60

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.83

Intersection Signal Delay: 25.7

Intersection LOS: C

Intersection Capacity Utilization 81.1%

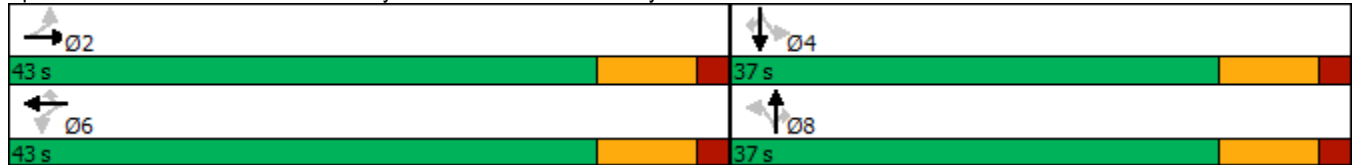
ICU Level of Service D

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 1: Dufferin County Road 11 & Dufferin County Road 109



Timings

4: Riddell Road & Dufferin County Road 109/Broadway

11-08-2023



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-------|-------|------|-------|-------|-------|-------|-------|------|-------|-------|------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 22 | 458 | 468 | 140 | 317 | 17 | 273 | 9 | 151 | 10 | 11 | 12 |
| Future Volume (vph) | 22 | 458 | 468 | 140 | 317 | 17 | 273 | 9 | 151 | 10 | 11 | 12 |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 40% | 7% | 17% | 3% | 9% | 0% | 39% | 0% | 1% | 0% | 10% | 73% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 24 | 498 | 509 | 152 | 345 | 18 | 297 | 174 | 0 | 11 | 25 | 0 |
| Turn Type | Perm | NA | Free | pm+pt | NA | Perm | pm+pt | NA | | Perm | NA | |
| Protected Phases | | 4 | | 3 | 8 | | 5 | 2 | | | 6 | |
| Permitted Phases | 4 | | Free | 8 | | 8 | 2 | | | 6 | | |
| Detector Phase | 4 | 4 | | 3 | 8 | 8 | 5 | 2 | | 6 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 20.0 | 20.0 | | 1.0 | 20.0 | 20.0 | 7.0 | 1.0 | | 7.0 | 7.0 | |
| Minimum Split (s) | 30.4 | 30.4 | | 5.0 | 30.4 | 30.4 | 11.0 | 26.0 | | 26.0 | 26.0 | |
| Total Split (s) | 38.0 | 38.0 | | 8.0 | 46.0 | 46.0 | 16.0 | 44.0 | | 28.0 | 28.0 | |
| Total Split (%) | 42.2% | 42.2% | | 8.9% | 51.1% | 51.1% | 17.8% | 48.9% | | 31.1% | 31.1% | |
| Yellow Time (s) | 5.4 | 5.4 | | 3.0 | 5.4 | 5.4 | 3.0 | 5.0 | | 5.0 | 5.0 | |
| All-Red Time (s) | 2.0 | 2.0 | | 1.0 | 2.0 | 2.0 | 1.0 | 2.0 | | 2.0 | 2.0 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | 7.4 | 7.4 | | 4.0 | 7.4 | 7.4 | 4.0 | 7.0 | | 7.0 | 7.0 | |
| Lead/Lag | Lag | Lag | | Lead | | | Lead | | | Lag | Lag | |
| Lead-Lag Optimize? | Yes | Yes | | Yes | | | Yes | | | Yes | Yes | |
| Recall Mode | Min | Min | | None | Min | Min | None | None | | None | None | |
| Act Effct Green (s) | 25.9 | 25.9 | 65.4 | 37.7 | 34.2 | 34.2 | 19.4 | 16.2 | | 7.3 | 7.3 | |
| Actuated g/C Ratio | 0.40 | 0.40 | 1.00 | 0.58 | 0.52 | 0.52 | 0.30 | 0.25 | | 0.11 | 0.11 | |
| v/c Ratio | 0.08 | 0.71 | 0.37 | 0.39 | 0.38 | 0.02 | 0.93 | 0.33 | | 0.06 | 0.18 | |
| Control Delay | 15.0 | 24.2 | 0.8 | 11.0 | 12.1 | 0.1 | 60.8 | 6.3 | | 32.2 | 25.5 | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | 15.0 | 24.2 | 0.8 | 11.0 | 12.1 | 0.1 | 60.8 | 6.3 | | 32.2 | 25.5 | |
| LOS | B | C | A | B | B | A | E | A | | C | C | |
| Approach Delay | | 12.4 | | | 11.3 | | | 40.7 | | | 27.6 | |
| Approach LOS | | B | | | B | | | D | | | C | |
| Queue Length 50th (m) | 2.2 | 60.6 | 0.0 | 10.3 | 30.1 | 0.0 | 35.9 | 1.0 | | 1.5 | 1.6 | |
| Queue Length 95th (m) | 6.8 | 95.6 | 0.0 | 19.2 | 49.2 | 0.0 | #88.1 | 14.4 | | 6.3 | 9.0 | |
| Internal Link Dist (m) | | 498.0 | | | 666.8 | | | 362.5 | | | 130.8 | |
| Turn Bay Length (m) | 85.6 | | | 120.0 | | 86.3 | 110.0 | | | | | |
| Base Capacity (vph) | 381 | 862 | 1380 | 389 | 1055 | 1049 | 326 | 1027 | | 590 | 390 | |
| 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 | 0.06 | 0.58 | 0.37 | 0.39 | 0.33 | 0.02 | 0.91 | 0.17 | | 0.02 | 0.06 | |

Intersection Summary

Timings

4: Riddell Road & Dufferin County Road 109/Broadway

11-08-2023

Cycle Length: 90

Actuated Cycle Length: 65.4

Natural Cycle: 75

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.93

Intersection Signal Delay: 18.9

Intersection LOS: B

Intersection Capacity Utilization 73.3%

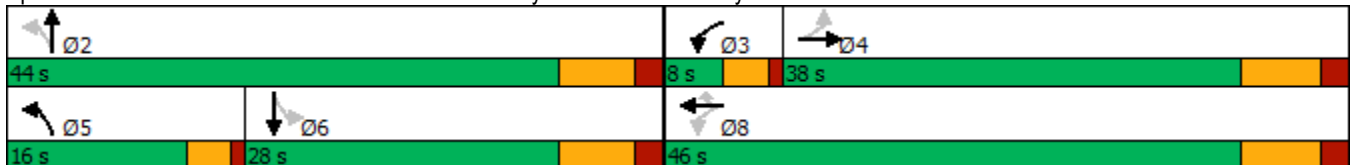
ICU Level of Service D

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 4: Riddell Road & Dufferin County Road 109/Broadway



HCM 6th TWSC
2: Dufferin County Road 109 & 2nd Line

11-08-2023

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 1.9 | | | | | |
| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
| Lane Configurations | | ↕ | ↕↔ | | ↔ | |
| Traffic Vol, veh/h | 24 | 685 | 346 | 55 | 55 | 11 |
| Future Vol, veh/h | 24 | 685 | 346 | 55 | 55 | 11 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 0 | 13 | 25 | 6 | 4 | 10 |
| Mvmt Flow | 26 | 745 | 376 | 60 | 60 | 12 |

| Major/Minor | Major1 | Major2 | Minor2 | | |
|----------------------|--------|--------|--------|---|-------------|
| Conflicting Flow All | 436 | 0 | - | 0 | 1203 218 |
| Stage 1 | - | - | - | - | 406 - |
| Stage 2 | - | - | - | - | 797 - |
| Critical Hdwy | 4.1 | - | - | - | 6.66 7.05 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.86 - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.46 - |
| Follow-up Hdwy | 2.2 | - | - | - | 3.538 3.395 |
| Pot Cap-1 Maneuver | 1134 | - | - | - | 187 765 |
| Stage 1 | - | - | - | - | 637 - |
| Stage 2 | - | - | - | - | 438 - |
| Platoon blocked, % | | - | - | - | |
| Mov Cap-1 Maneuver | 1134 | - | - | - | 180 765 |
| Mov Cap-2 Maneuver | - | - | - | - | 180 - |
| Stage 1 | - | - | - | - | 612 - |
| Stage 2 | - | - | - | - | 438 - |

| Approach | EB | WB | SB |
|----------------------|-----|----|------|
| HCM Control Delay, s | 0.3 | 0 | 31.5 |
| HCM LOS | | | D |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|-----------------------|-------|-----|-----|-----|-------|
| Capacity (veh/h) | 1134 | - | - | - | 206 |
| HCM Lane V/C Ratio | 0.023 | - | - | - | 0.348 |
| HCM Control Delay (s) | 8.2 | 0 | - | - | 31.5 |
| HCM Lane LOS | A | A | - | - | D |
| HCM 95th %tile Q(veh) | 0.1 | - | - | - | 1.5 |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 2.9 | | | | | |
| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
| Lane Configurations | ↑ | ↗ | ↘ | ↑↑ | ↘ | ↗ |
| Traffic Vol, veh/h | 669 | 29 | 191 | 416 | 33 | 278 |
| Future Vol, veh/h | 669 | 29 | 191 | 416 | 33 | 278 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | Free |
| Storage Length | - | 78.1 | 100 | - | 0 | 0 |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 13 | 7 | 12 | 27 | 0 | 14 |
| Mvmt Flow | 727 | 32 | 208 | 452 | 36 | 302 |

| Major/Minor | Major1 | Major2 | Minor1 | Minor2 | Minor3 |
|----------------------|--------|--------|--------|--------|--------|
| Conflicting Flow All | 0 | 0 | 759 | 0 | 1369 |
| Stage 1 | - | - | - | - | 727 |
| Stage 2 | - | - | - | - | 642 |
| Critical Hdwy | - | - | 4.28 | - | 6.6 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.4 |
| Critical Hdwy Stg 2 | - | - | - | - | 5.8 |
| Follow-up Hdwy | - | - | 2.314 | - | 3.5 |
| Pot Cap-1 Maneuver | - | - | 797 | - | 151 |
| Stage 1 | - | - | - | - | 482 |
| Stage 2 | - | - | - | - | 492 |
| Platoon blocked, % | - | - | - | - | - |
| Mov Cap-1 Maneuver | - | - | 797 | - | 112 |
| Mov Cap-2 Maneuver | - | - | - | - | 112 |
| Stage 1 | - | - | - | - | 482 |
| Stage 2 | - | - | - | - | 364 |

| Approach | EB | WB | NB |
|----------------------|----|-----|------|
| HCM Control Delay, s | 0 | 3.5 | 51.6 |
| HCM LOS | | | F |

| Minor Lane/Major Mvmt | NBLn1 | NBLn2 | EBT | EBR | WBL | WBT |
|-----------------------|-------|-------|-----|-----|------|-----|
| Capacity (veh/h) | 112 | - | - | - | 797 | - |
| HCM Lane V/C Ratio | 0.32 | - | - | - | 0.26 | - |
| HCM Control Delay (s) | 51.6 | 0 | - | - | 11.1 | - |
| HCM Lane LOS | F | A | - | - | B | - |
| HCM 95th %tile Q(veh) | 1.2 | - | - | - | 1 | - |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 3.6 | | | | | |
| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 62 | 72 | 241 | 71 | 59 | 146 |
| Future Vol, veh/h | 62 | 72 | 241 | 71 | 59 | 146 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 10 | 3 | 12 | 6 | 5 | 11 |
| Mvmt Flow | 67 | 78 | 262 | 77 | 64 | 159 |

| Major/Minor | Minor1 | Major1 | Major2 | | |
|----------------------|--------|--------|--------|---|-------|
| Conflicting Flow All | 588 | 301 | 0 | 0 | 339 |
| Stage 1 | 301 | - | - | - | - |
| Stage 2 | 287 | - | - | - | - |
| Critical Hdwy | 6.5 | 6.23 | - | - | 4.15 |
| Critical Hdwy Stg 1 | 5.5 | - | - | - | - |
| Critical Hdwy Stg 2 | 5.5 | - | - | - | - |
| Follow-up Hdwy | 3.59 | 3.327 | - | - | 2.245 |
| Pot Cap-1 Maneuver | 458 | 736 | - | - | 1204 |
| Stage 1 | 733 | - | - | - | - |
| Stage 2 | 744 | - | - | - | - |
| Platoon blocked, % | | | - | - | - |
| Mov Cap-1 Maneuver | 431 | 736 | - | - | 1204 |
| Mov Cap-2 Maneuver | 431 | - | - | - | - |
| Stage 1 | 733 | - | - | - | - |
| Stage 2 | 701 | - | - | - | - |

| Approach | WB | NB | SB |
|----------------------|------|----|-----|
| HCM Control Delay, s | 13.8 | 0 | 2.3 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBT | NBRWBLn1 | SBL | SBT |
|-----------------------|-----|----------|-------|-------|
| Capacity (veh/h) | - | - | 554 | 1204 |
| HCM Lane V/C Ratio | - | - | 0.263 | 0.053 |
| HCM Control Delay (s) | - | - | 13.8 | 8.2 |
| HCM Lane LOS | - | - | B | A |
| HCM 95th %tile Q(veh) | - | - | 1 | 0.2 |

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 4.7 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | ↕ |
| Traffic Vol, veh/h | 94 | 295 | 6 | 8 | 183 | 25 | 6 | 33 | 9 | 9 | 45 | 81 |
| Future Vol, veh/h | 94 | 295 | 6 | 8 | 183 | 25 | 6 | 33 | 9 | 9 | 45 | 81 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | 26.7 |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 21 | 10 | 17 | 57 | 12 | 9 | 17 | 6 | 50 | 0 | 7 | 12 |
| Mvmt Flow | 102 | 321 | 7 | 9 | 199 | 27 | 7 | 36 | 10 | 10 | 49 | 88 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|----------------------|--------|---|---|--------|---|---|--------|-------|------|--------|-------|-------|
| Conflicting Flow All | 226 | 0 | 0 | 328 | 0 | 0 | 828 | 773 | 325 | 783 | 763 | 213 |
| Stage 1 | - | - | - | - | - | - | 529 | 529 | - | 231 | 231 | - |
| Stage 2 | - | - | - | - | - | - | 299 | 244 | - | 552 | 532 | - |
| Critical Hdwy | 4.31 | - | - | 4.67 | - | - | 7.27 | 6.56 | 6.7 | 7.1 | 6.57 | 6.32 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.27 | 5.56 | - | 6.1 | 5.57 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.27 | 5.56 | - | 6.1 | 5.57 | - |
| Follow-up Hdwy | 2.389 | - | - | 2.713 | - | - | 3.653 | 4.054 | 3.75 | 3.5 | 4.063 | 3.408 |
| Pot Cap-1 Maneuver | 1238 | - | - | 979 | - | - | 274 | 325 | 618 | 314 | 328 | 803 |
| Stage 1 | - | - | - | - | - | - | 507 | 521 | - | 776 | 704 | - |
| Stage 2 | - | - | - | - | - | - | 679 | 697 | - | 522 | 517 | - |
| Platoon blocked, % | - | - | - | - | - | - | - | - | - | - | - | - |
| Mov Cap-1 Maneuver | 1238 | - | - | 979 | - | - | 195 | 289 | 618 | 256 | 292 | 803 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 195 | 289 | - | 256 | 292 | - |
| Stage 1 | - | - | - | - | - | - | 456 | 468 | - | 698 | 696 | - |
| Stage 2 | - | - | - | - | - | - | 556 | 689 | - | 426 | 465 | - |

| Approach | EB | | | WB | | | NB | | | SB | | |
|----------------------|-----|--|--|-----|--|--|------|--|--|------|--|--|
| HCM Control Delay, s | 1.9 | | | 0.3 | | | 19.5 | | | 14.4 | | |
| HCM LOS | | | | | | | C | | | B | | |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 | SBLn2 |
|-----------------------|-------|-------|-----|-----|-------|-----|-----|-------|-------|
| Capacity (veh/h) | 301 | 1238 | - | - | 979 | - | - | 285 | 803 |
| HCM Lane V/C Ratio | 0.173 | 0.083 | - | - | 0.009 | - | - | 0.206 | 0.11 |
| HCM Control Delay (s) | 19.5 | 8.2 | 0 | - | 8.7 | 0 | - | 20.9 | 10 |
| HCM Lane LOS | C | A | A | - | A | A | - | C | B |
| HCM 95th %tile Q(veh) | 0.6 | 0.3 | - | - | 0 | - | - | 0.8 | 0.4 |

HCM 6th TWSC
 7: Dufferin County Road 23 & Montgomery Boulevard

11-08-2023

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 1.4 | | | | | |
| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 17 | 16 | 117 | 10 | 10 | 120 |
| Future Vol, veh/h | 17 | 16 | 117 | 10 | 10 | 120 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 0 | 0 | 6 | 22 | 0 | 6 |
| Mvmt Flow | 18 | 17 | 127 | 11 | 11 | 130 |

| Major/Minor | Minor1 | Major1 | Major2 | | |
|----------------------|--------|--------|--------|---|------|
| Conflicting Flow All | 285 | 133 | 0 | 0 | 138 |
| Stage 1 | 133 | - | - | - | - |
| Stage 2 | 152 | - | - | - | - |
| Critical Hdwy | 6.4 | 6.2 | - | - | 4.1 |
| Critical Hdwy Stg 1 | 5.4 | - | - | - | - |
| Critical Hdwy Stg 2 | 5.4 | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.3 | - | - | 2.2 |
| Pot Cap-1 Maneuver | 710 | 922 | - | - | 1458 |
| Stage 1 | 898 | - | - | - | - |
| Stage 2 | 881 | - | - | - | - |
| Platoon blocked, % | | | - | - | - |
| Mov Cap-1 Maneuver | 704 | 922 | - | - | 1458 |
| Mov Cap-2 Maneuver | 704 | - | - | - | - |
| Stage 1 | 898 | - | - | - | - |
| Stage 2 | 874 | - | - | - | - |

| Approach | WB | NB | SB |
|----------------------|-----|----|-----|
| HCM Control Delay, s | 9.7 | 0 | 0.6 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBT | NBRWBLn1 | SBL | SBT |
|-----------------------|-----|----------|-------|-------|
| Capacity (veh/h) | - | - | 795 | 1458 |
| HCM Lane V/C Ratio | - | - | 0.045 | 0.007 |
| HCM Control Delay (s) | - | - | 9.7 | 7.5 |
| HCM Lane LOS | - | - | A | A |
| HCM 95th %tile Q(veh) | - | - | 0.1 | 0 |

Timings

1: Dufferin County Road 11 & Dufferin County Road 109

11-08-2023



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-------|--------|------|-------|--------|-------|-------|-------|-------|-------|-------|-------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 42 | 390 | 13 | 5 | 517 | 139 | 15 | 185 | 9 | 195 | 106 | 49 |
| Future Volume (vph) | 42 | 390 | 13 | 5 | 517 | 139 | 15 | 185 | 9 | 195 | 106 | 49 |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 21% | 15% | 17% | 0% | 8% | 12% | 21% | 6% | 0% | 11% | 1% | 7% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 46 | 438 | 0 | 0 | 567 | 151 | 0 | 217 | 10 | 0 | 327 | 53 |
| Turn Type | Perm | NA | | Perm | NA | Perm | Perm | NA | Perm | Perm | NA | Perm |
| Protected Phases | | 4 | | | 8 | | | 2 | | | 6 | |
| Permitted Phases | 4 | | | 8 | | 8 | 2 | | 2 | 6 | | 6 |
| Detector Phase | 4 | 4 | | 8 | 8 | 8 | 2 | 2 | 2 | 6 | 6 | 6 |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 20.0 | 20.0 | | 20.0 | 20.0 | 20.0 | 18.0 | 18.0 | 18.0 | 18.0 | 18.0 | 18.0 |
| Minimum Split (s) | 28.0 | 28.0 | | 28.0 | 28.0 | 28.0 | 26.0 | 26.0 | 26.0 | 26.0 | 26.0 | 26.0 |
| Total Split (s) | 28.0 | 28.0 | | 28.0 | 28.0 | 28.0 | 26.0 | 26.0 | 26.0 | 26.0 | 26.0 | 26.0 |
| Total Split (%) | 51.9% | 51.9% | | 51.9% | 51.9% | 51.9% | 48.1% | 48.1% | 48.1% | 48.1% | 48.1% | 48.1% |
| Yellow Time (s) | 6.0 | 6.0 | | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 |
| All-Red Time (s) | 2.0 | 2.0 | | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 |
| Total Lost Time (s) | 8.0 | 8.0 | | | 8.0 | 8.0 | | 8.0 | 8.0 | | 8.0 | 8.0 |
| Lead/Lag | | | | | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | Min | Min | | Min | Min | Min | None | None | None | None | None | None |
| Act Effct Green (s) | 20.0 | 20.0 | | | 20.0 | 20.0 | | 18.0 | 18.0 | | 18.0 | 18.0 |
| Actuated g/C Ratio | 0.37 | 0.37 | | | 0.37 | 0.37 | | 0.33 | 0.33 | | 0.33 | 0.33 |
| v/c Ratio | 0.29 | 0.73 | | | 0.90 | 0.24 | | 0.39 | 0.02 | | 0.85 | 0.09 |
| Control Delay | 18.3 | 23.6 | | | 37.0 | 3.7 | | 16.5 | 0.0 | | 40.8 | 1.5 |
| Queue Delay | 0.0 | 0.0 | | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 |
| Total Delay | 18.3 | 23.6 | | | 37.0 | 3.7 | | 16.5 | 0.0 | | 40.8 | 1.5 |
| LOS | B | C | | | D | A | | B | A | | D | A |
| Approach Delay | | 23.1 | | | 30.0 | | | 15.8 | | | 35.3 | |
| Approach LOS | | C | | | C | | | B | | | D | |
| Queue Length 50th (m) | 3.2 | 37.0 | | | 52.9 | 0.0 | | 16.7 | 0.0 | | 30.4 | 0.0 |
| Queue Length 95th (m) | 10.8 | #76.9 | | | #107.0 | 9.1 | | 32.3 | 0.0 | | #71.1 | 2.4 |
| Internal Link Dist (m) | | 1519.7 | | | 265.6 | | | 900.4 | | | 923.0 | |
| Turn Bay Length (m) | 39.6 | | | | | 48.0 | | | 57.6 | | | 45.0 |
| Base Capacity (vph) | 156 | 603 | | | 633 | 623 | | 550 | 599 | | 386 | 559 |
| Starvation Cap Reductn | 0 | 0 | | | 0 | 0 | | 0 | 0 | | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | | | 0 | 0 | | 0 | 0 | | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | | | 0 | 0 | | 0 | 0 | | 0 | 0 |
| Reduced v/c Ratio | 0.29 | 0.73 | | | 0.90 | 0.24 | | 0.39 | 0.02 | | 0.85 | 0.09 |

Intersection Summary

Timings

1: Dufferin County Road 11 & Dufferin County Road 109

11-08-2023

Cycle Length: 54

Actuated Cycle Length: 54

Natural Cycle: 60

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.90

Intersection Signal Delay: 27.5

Intersection LOS: C

Intersection Capacity Utilization 86.3%

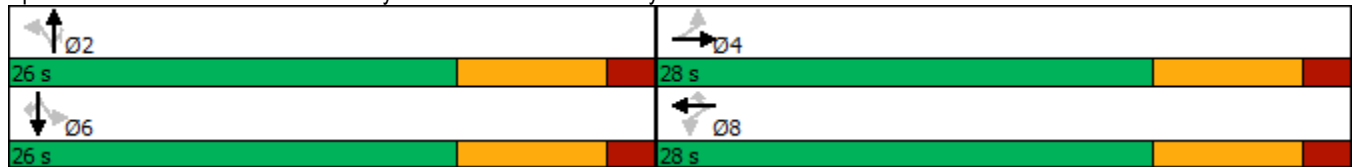
ICU Level of Service E

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 1: Dufferin County Road 11 & Dufferin County Road 109



Timings

4: Riddell Road & Dufferin County Road 109/Broadway

11-08-2023



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-------|--------|------|-------|-------|-------|--------|-------|------|-------|------|-------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 14 | 440 | 410 | 188 | 529 | 25 | 435 | 17 | 206 | 26 | 14 | 16 |
| Future Volume (vph) | 14 | 440 | 410 | 188 | 529 | 25 | 435 | 17 | 206 | 26 | 14 | 16 |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 38% | 4% | 15% | 1% | 2% | 9% | 8% | 0% | 2% | 0% | 0% | 0% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | | 0% |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 15 | 478 | 446 | 204 | 575 | 27 | 473 | 242 | 0 | 28 | 32 | 0 |
| Turn Type | Perm | NA | Free | pm+pt | NA | Perm | pm+pt | NA | | Perm | NA | |
| Protected Phases | | 4 | | 3 | 8 | | 5 | 2 | | | | 6 |
| Permitted Phases | 4 | | Free | 8 | | 8 | 2 | | | 6 | | |
| Detector Phase | 4 | 4 | | 3 | 8 | 8 | 5 | 2 | | 6 | | 6 |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 20.0 | 20.0 | | 1.0 | 20.0 | 20.0 | 7.0 | 10.0 | | 7.0 | | 7.0 |
| Minimum Split (s) | 30.4 | 30.4 | | 5.0 | 30.4 | 30.4 | 11.0 | 26.0 | | 26.0 | | 26.0 |
| Total Split (s) | 35.0 | 35.0 | | 10.0 | 45.0 | 45.0 | 18.0 | 45.0 | | 27.0 | | 27.0 |
| Total Split (%) | 38.9% | 38.9% | | 11.1% | 50.0% | 50.0% | 20.0% | 50.0% | | 30.0% | | 30.0% |
| Yellow Time (s) | 5.4 | 5.4 | | 3.0 | 5.4 | 5.4 | 3.0 | 5.0 | | 5.0 | | 5.0 |
| All-Red Time (s) | 2.0 | 2.0 | | 1.0 | 2.0 | 2.0 | 1.0 | 2.0 | | 2.0 | | 2.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | | 0.0 |
| Total Lost Time (s) | 7.4 | 7.4 | | 4.0 | 7.4 | 7.4 | 4.0 | 7.0 | | 7.0 | | 7.0 |
| Lead/Lag | Lag | Lag | | Lead | | | Lead | | | Lag | | Lag |
| Lead-Lag Optimize? | Yes | Yes | | Yes | | | Yes | | | Yes | | Yes |
| Recall Mode | Min | Min | | None | Min | Min | None | None | | None | | None |
| Act Effect Green (s) | 24.6 | 24.6 | 68.7 | 38.4 | 34.9 | 34.9 | 22.1 | 19.0 | | 7.5 | | 7.5 |
| Actuated g/C Ratio | 0.36 | 0.36 | 1.00 | 0.56 | 0.51 | 0.51 | 0.32 | 0.28 | | 0.11 | | 0.11 |
| v/c Ratio | 0.07 | 0.73 | 0.32 | 0.50 | 0.61 | 0.03 | 1.06 | 0.40 | | 0.15 | | 0.17 |
| Control Delay | 17.8 | 28.3 | 0.6 | 13.8 | 17.0 | 0.1 | 82.6 | 5.9 | | 33.7 | | 23.2 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | | 0.0 |
| Total Delay | 17.8 | 28.3 | 0.6 | 13.8 | 17.0 | 0.1 | 82.6 | 5.9 | | 33.7 | | 23.2 |
| LOS | B | C | A | B | B | A | F | A | | C | | C |
| Approach Delay | | 15.0 | | | 15.6 | | | 56.7 | | | | 28.1 |
| Approach LOS | | B | | | B | | | E | | | | C |
| Queue Length 50th (m) | 1.5 | 62.5 | 0.0 | 15.3 | 62.0 | 0.0 | ~65.0 | 1.9 | | 4.1 | | 2.2 |
| Queue Length 95th (m) | 5.7 | #102.6 | 0.0 | 27.9 | 100.3 | 0.0 | #135.3 | 16.9 | | 11.6 | | 10.3 |
| Internal Link Dist (m) | | 498.0 | | | 666.8 | | | 362.5 | | | | 130.8 |
| Turn Bay Length (m) | 85.6 | | | 120.0 | | 86.3 | 110.0 | | | | | |
| Base Capacity (vph) | 265 | 753 | 1404 | 405 | 1035 | 894 | 448 | 1019 | | 530 | | 499 |
| 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 | 0.06 | 0.63 | 0.32 | 0.50 | 0.56 | 0.03 | 1.06 | 0.24 | | 0.05 | | 0.06 |

Intersection Summary

Timings

4: Riddell Road & Dufferin County Road 109/Broadway

11-08-2023

Cycle Length: 90

Actuated Cycle Length: 68.7

Natural Cycle: 75

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.06

Intersection Signal Delay: 27.3

Intersection LOS: C

Intersection Capacity Utilization 93.4%

ICU Level of Service F

Analysis Period (min) 15

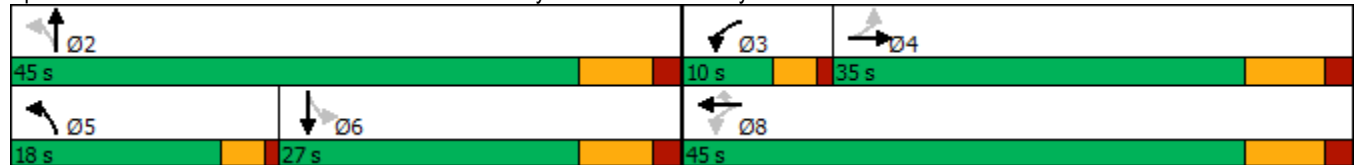
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 4: Riddell Road & Dufferin County Road 109/Broadway



HCM 6th TWSC
2: Dufferin County Road 109 & 2nd Line

11-08-2023

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 1.5 | | | | | |
| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
| Lane Configurations | | ↕ | ↕↔ | | ↔ | |
| Traffic Vol, veh/h | 9 | 565 | 745 | 26 | 40 | 8 |
| Future Vol, veh/h | 9 | 565 | 745 | 26 | 40 | 8 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 0 | 11 | 6 | 0 | 0 | 0 |
| Mvmt Flow | 10 | 614 | 810 | 28 | 43 | 9 |

| Major/Minor | Major1 | Major2 | Minor2 | | |
|----------------------|--------|--------|--------|---|----------|
| Conflicting Flow All | 838 | 0 | - | 0 | 1458 419 |
| Stage 1 | - | - | - | - | 824 - |
| Stage 2 | - | - | - | - | 634 - |
| Critical Hdwy | 4.1 | - | - | - | 6.6 6.9 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.8 - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.4 - |
| Follow-up Hdwy | 2.2 | - | - | - | 3.5 3.3 |
| Pot Cap-1 Maneuver | 805 | - | - | - | 133 589 |
| Stage 1 | - | - | - | - | 396 - |
| Stage 2 | - | - | - | - | 532 - |
| Platoon blocked, % | | - | - | - | |
| Mov Cap-1 Maneuver | 805 | - | - | - | 130 589 |
| Mov Cap-2 Maneuver | - | - | - | - | 130 - |
| Stage 1 | - | - | - | - | 388 - |
| Stage 2 | - | - | - | - | 532 - |

| Approach | EB | WB | SB |
|----------------------|-----|----|------|
| HCM Control Delay, s | 0.1 | 0 | 41.6 |
| HCM LOS | | | E |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|-----------------------|-------|-----|-----|-----|-------|
| Capacity (veh/h) | 805 | - | - | - | 149 |
| HCM Lane V/C Ratio | 0.012 | - | - | - | 0.35 |
| HCM Control Delay (s) | 9.5 | 0 | - | - | 41.6 |
| HCM Lane LOS | A | A | - | - | E |
| HCM 95th %tile Q(veh) | 0 | - | - | - | 1.4 |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 2.2 | | | | | |
| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
| Lane Configurations | ↑ | ↗ | ↘ | ↑↑ | ↘ | ↗ |
| Traffic Vol, veh/h | 560 | 42 | 213 | 763 | 24 | 277 |
| Future Vol, veh/h | 560 | 42 | 213 | 763 | 24 | 277 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | Free |
| Storage Length | - | 78.1 | 100 | - | 0 | 0 |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 11 | 0 | 3 | 6 | 0 | 9 |
| Mvmt Flow | 609 | 46 | 232 | 829 | 26 | 301 |

| Major/Minor | Major1 | Major2 | Minor1 | | |
|----------------------|--------|--------|--------|---|------|
| Conflicting Flow All | 0 | 0 | 655 | 0 | 1488 |
| Stage 1 | - | - | - | - | 609 |
| Stage 2 | - | - | - | - | 879 |
| Critical Hdwy | - | - | 4.145 | - | 6.6 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.4 |
| Critical Hdwy Stg 2 | - | - | - | - | 5.8 |
| Follow-up Hdwy | - | - | 2.2285 | - | 3.5 |
| Pot Cap-1 Maneuver | - | - | 924 | - | 127 |
| Stage 1 | - | - | - | - | 547 |
| Stage 2 | - | - | - | - | 371 |
| Platoon blocked, % | - | - | - | - | - |
| Mov Cap-1 Maneuver | - | - | 924 | - | 95 |
| Mov Cap-2 Maneuver | - | - | - | - | 95 |
| Stage 1 | - | - | - | - | 547 |
| Stage 2 | - | - | - | - | 278 |

| Approach | EB | WB | NB |
|----------------------|----|-----|------|
| HCM Control Delay, s | 0 | 2.2 | 56.7 |
| HCM LOS | | | F |

| Minor Lane/Major Mvmt | NBLn1 | NBLn2 | EBT | EBR | WBL | WBT |
|-----------------------|-------|-------|-----|-----|-------|-----|
| Capacity (veh/h) | 95 | - | - | - | 924 | - |
| HCM Lane V/C Ratio | 0.275 | - | - | - | 0.251 | - |
| HCM Control Delay (s) | 56.7 | 0 | - | - | 10.2 | - |
| HCM Lane LOS | F | A | - | - | B | - |
| HCM 95th %tile Q(veh) | 1 | - | - | - | 1 | - |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 5.7 | | | | | |
| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 104 | 76 | 241 | 58 | 109 | 164 |
| Future Vol, veh/h | 104 | 76 | 241 | 58 | 109 | 164 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 3 | 6 | 0 | 0 | 2 | 14 |
| Mvmt Flow | 113 | 83 | 262 | 63 | 118 | 178 |

| Major/Minor | Minor1 | Major1 | Major2 | | |
|----------------------|--------|--------|--------|---|-------|
| Conflicting Flow All | 708 | 294 | 0 | 0 | 325 |
| Stage 1 | 294 | - | - | - | - |
| Stage 2 | 414 | - | - | - | - |
| Critical Hdwy | 6.43 | 6.26 | - | - | 4.12 |
| Critical Hdwy Stg 1 | 5.43 | - | - | - | - |
| Critical Hdwy Stg 2 | 5.43 | - | - | - | - |
| Follow-up Hdwy | 3.527 | 3.354 | - | - | 2.218 |
| Pot Cap-1 Maneuver | 400 | 736 | - | - | 1235 |
| Stage 1 | 754 | - | - | - | - |
| Stage 2 | 665 | - | - | - | - |
| Platoon blocked, % | | | - | - | - |
| Mov Cap-1 Maneuver | 358 | 736 | - | - | 1235 |
| Mov Cap-2 Maneuver | 358 | - | - | - | - |
| Stage 1 | 754 | - | - | - | - |
| Stage 2 | 595 | - | - | - | - |

| Approach | WB | NB | SB |
|----------------------|------|----|-----|
| HCM Control Delay, s | 18.6 | 0 | 3.3 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBT | NBRWBLn1 | SBL | SBT |
|-----------------------|-----|----------|-------|-------|
| Capacity (veh/h) | - | - | 457 | 1235 |
| HCM Lane V/C Ratio | - | - | 0.428 | 0.096 |
| HCM Control Delay (s) | - | - | 18.6 | 8.2 |
| HCM Lane LOS | - | - | C | A |
| HCM 95th %tile Q(veh) | - | - | 2.1 | 0.3 |

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 5.4 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | ↕ |
| Traffic Vol, veh/h | 125 | 317 | 4 | 8 | 223 | 27 | 5 | 59 | 8 | 12 | 24 | 88 |
| Future Vol, veh/h | 125 | 317 | 4 | 8 | 223 | 27 | 5 | 59 | 8 | 12 | 24 | 88 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | 26.7 |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 10 | 6 | 0 | 0 | 2 | 0 | 20 | 5 | 0 | 0 | 5 | 4 |
| Mvmt Flow | 136 | 345 | 4 | 9 | 242 | 29 | 5 | 64 | 9 | 13 | 26 | 96 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|----------------------|--------|---|---|--------|---|---|--------|-------|-----|--------|-------|-------|
| Conflicting Flow All | 271 | 0 | 0 | 349 | 0 | 0 | 955 | 908 | 347 | 931 | 896 | 257 |
| Stage 1 | - | - | - | - | - | - | 619 | 619 | - | 275 | 275 | - |
| Stage 2 | - | - | - | - | - | - | 336 | 289 | - | 656 | 621 | - |
| Critical Hdwy | 4.2 | - | - | 4.1 | - | - | 7.3 | 6.55 | 6.2 | 7.1 | 6.55 | 6.24 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.3 | 5.55 | - | 6.1 | 5.55 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.3 | 5.55 | - | 6.1 | 5.55 | - |
| Follow-up Hdwy | 2.29 | - | - | 2.2 | - | - | 3.68 | 4.045 | 3.3 | 3.5 | 4.045 | 3.336 |
| Pot Cap-1 Maneuver | 1248 | - | - | 1221 | - | - | 221 | 272 | 701 | 249 | 277 | 777 |
| Stage 1 | - | - | - | - | - | - | 447 | 476 | - | 736 | 677 | - |
| Stage 2 | - | - | - | - | - | - | 642 | 668 | - | 458 | 475 | - |
| Platoon blocked, % | - | - | - | - | - | - | - | - | - | - | - | - |
| Mov Cap-1 Maneuver | 1248 | - | - | 1221 | - | - | 158 | 233 | 701 | 173 | 237 | 777 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 158 | 233 | - | 173 | 237 | - |
| Stage 1 | - | - | - | - | - | - | 387 | 412 | - | 637 | 671 | - |
| Stage 2 | - | - | - | - | - | - | 536 | 662 | - | 330 | 411 | - |

| Approach | EB | | | WB | | | NB | | | SB | | |
|----------------------|-----|--|--|-----|--|--|------|--|--|------|--|--|
| HCM Control Delay, s | 2.3 | | | 0.2 | | | 26.7 | | | 14.8 | | |
| HCM LOS | | | | | | | D | | | B | | |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 | SBLn2 |
|-----------------------|-------|-------|-----|-----|-------|-----|-----|-------|-------|
| Capacity (veh/h) | 243 | 1248 | - | - | 1221 | - | - | 211 | 777 |
| HCM Lane V/C Ratio | 0.322 | 0.109 | - | - | 0.007 | - | - | 0.185 | 0.123 |
| HCM Control Delay (s) | 26.7 | 8.2 | 0 | - | 8 | 0 | - | 25.9 | 10.3 |
| HCM Lane LOS | D | A | A | - | A | A | - | D | B |
| HCM 95th %tile Q(veh) | 1.3 | 0.4 | - | - | 0 | - | - | 0.7 | 0.4 |

HCM 6th TWSC
 7: Dufferin County Road 23 & Montgomery Boulevard

11-08-2023

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 1.3 | | | | | |
| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 14 | 25 | 158 | 23 | 14 | 156 |
| Future Vol, veh/h | 14 | 25 | 158 | 23 | 14 | 156 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 23 | 9 | 1 | 0 | 8 | 1 |
| Mvmt Flow | 15 | 27 | 172 | 25 | 15 | 170 |

| Major/Minor | Minor1 | Major1 | Major2 | | |
|----------------------|--------|--------|--------|---|-------|
| Conflicting Flow All | 385 | 185 | 0 | 0 | 197 |
| Stage 1 | 185 | - | - | - | - |
| Stage 2 | 200 | - | - | - | - |
| Critical Hdwy | 6.63 | 6.29 | - | - | 4.18 |
| Critical Hdwy Stg 1 | 5.63 | - | - | - | - |
| Critical Hdwy Stg 2 | 5.63 | - | - | - | - |
| Follow-up Hdwy | 3.707 | 3.381 | - | - | 2.272 |
| Pot Cap-1 Maneuver | 579 | 840 | - | - | 1341 |
| Stage 1 | 799 | - | - | - | - |
| Stage 2 | 786 | - | - | - | - |
| Platoon blocked, % | | | - | - | - |
| Mov Cap-1 Maneuver | 572 | 840 | - | - | 1341 |
| Mov Cap-2 Maneuver | 572 | - | - | - | - |
| Stage 1 | 799 | - | - | - | - |
| Stage 2 | 777 | - | - | - | - |

| Approach | WB | NB | SB |
|----------------------|------|----|-----|
| HCM Control Delay, s | 10.3 | 0 | 0.6 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBT | NBRWBLn1 | SBL | SBT |
|-----------------------|-----|----------|-------|-------|
| Capacity (veh/h) | - | - | 719 | 1341 |
| HCM Lane V/C Ratio | - | - | 0.059 | 0.011 |
| HCM Control Delay (s) | - | - | 10.3 | 7.7 |
| HCM Lane LOS | - | - | B | A |
| HCM 95th %tile Q(veh) | - | - | 0.2 | 0 |

Timings

1: Dufferin County Road 11 & Dufferin County Road 109

11-08-2023



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-------|--------|------|-------|-------|-------|-------|-------|-------|-------|--------|-------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 40 | 610 | 18 | 8 | 324 | 105 | 19 | 153 | 14 | 229 | 134 | 31 |
| Future Volume (vph) | 40 | 610 | 18 | 8 | 324 | 105 | 19 | 153 | 14 | 229 | 134 | 31 |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 19% | 12% | 7% | 0% | 28% | 18% | 13% | 13% | 9% | 12% | 11% | 17% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 43 | 683 | 0 | 0 | 361 | 114 | 0 | 187 | 15 | 0 | 395 | 34 |
| Turn Type | Perm | NA | | Perm | NA | Perm | Perm | NA | Perm | Perm | NA | Perm |
| Protected Phases | | 2 | | | 6 | | | 8 | | | | 4 |
| Permitted Phases | 2 | | | 6 | | 6 | 8 | | 8 | 4 | | 4 |
| Detector Phase | 2 | 2 | | 6 | 6 | 6 | 8 | 8 | 8 | 4 | 4 | 4 |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 18.0 | 18.0 | | 18.0 | 18.0 | 18.0 | 20.0 | 20.0 | 20.0 | 20.0 | 20.0 | 20.0 |
| Minimum Split (s) | 26.0 | 26.0 | | 26.0 | 26.0 | 26.0 | 28.0 | 28.0 | 28.0 | 28.0 | 28.0 | 28.0 |
| Total Split (s) | 43.0 | 43.0 | | 43.0 | 43.0 | 43.0 | 37.0 | 37.0 | 37.0 | 37.0 | 37.0 | 37.0 |
| Total Split (%) | 53.8% | 53.8% | | 53.8% | 53.8% | 53.8% | 46.3% | 46.3% | 46.3% | 46.3% | 46.3% | 46.3% |
| Yellow Time (s) | 6.0 | 6.0 | | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 |
| All-Red Time (s) | 2.0 | 2.0 | | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 |
| Total Lost Time (s) | 8.0 | 8.0 | | | 8.0 | 8.0 | | 8.0 | 8.0 | | 8.0 | 8.0 |
| Lead/Lag | | | | | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | Min | Min | | Min | Min | Min | None | None | None | None | None | None |
| Act Effct Green (s) | 34.3 | 34.3 | | 34.3 | 34.3 | 34.3 | | 28.6 | 28.6 | | 28.6 | 28.6 |
| Actuated g/C Ratio | 0.43 | 0.43 | | 0.43 | 0.43 | 0.43 | | 0.36 | 0.36 | | 0.36 | 0.36 |
| v/c Ratio | 0.13 | 0.94 | | 0.62 | 0.17 | 0.17 | | 0.34 | 0.03 | | 0.95 | 0.06 |
| Control Delay | 14.8 | 44.7 | | 23.0 | 3.7 | 3.7 | | 20.7 | 0.1 | | 60.0 | 1.6 |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 |
| Total Delay | 14.8 | 44.7 | | 23.0 | 3.7 | 3.7 | | 20.7 | 0.1 | | 60.0 | 1.6 |
| LOS | B | D | | C | A | A | | C | A | | E | A |
| Approach Delay | | 42.9 | | | 18.4 | | | 19.1 | | | 55.3 | |
| Approach LOS | | D | | | B | | | B | | | E | |
| Queue Length 50th (m) | 4.0 | 99.8 | | 42.8 | 0.0 | 0.0 | | 21.3 | 0.0 | | 60.1 | 0.0 |
| Queue Length 95th (m) | 10.4 | #172.6 | | 72.2 | 8.9 | 8.9 | | 38.0 | 0.0 | | #116.3 | 2.0 |
| Internal Link Dist (m) | | 1519.7 | | | 265.6 | | | 900.4 | | | 923.0 | |
| Turn Bay Length (m) | 39.6 | | | | | 48.0 | | | 57.6 | | | 45.0 |
| Base Capacity (vph) | 339 | 744 | | 596 | 664 | 664 | | 559 | 581 | | 423 | 539 |
| 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 | 0.13 | 0.92 | | 0.61 | 0.17 | 0.17 | | 0.33 | 0.03 | | 0.93 | 0.06 |

Intersection Summary

Timings

1: Dufferin County Road 11 & Dufferin County Road 109

11-08-2023

Cycle Length: 80

Actuated Cycle Length: 78.9

Natural Cycle: 90

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.95

Intersection Signal Delay: 36.8

Intersection LOS: D

Intersection Capacity Utilization 89.6%

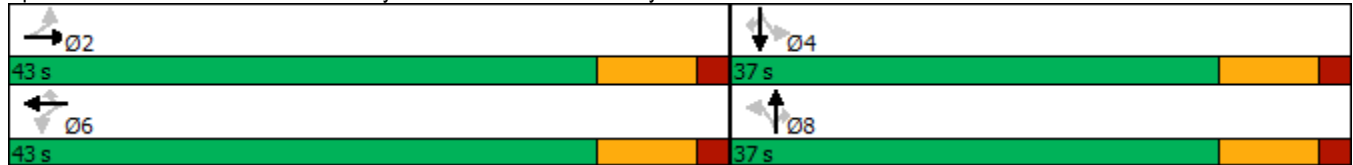
ICU Level of Service E

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 1: Dufferin County Road 11 & Dufferin County Road 109



Timings

4: Riddell Road & Dufferin County Road 109/Broadway

11-08-2023



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-------|--------|------|-------|-------|-------|--------|-------|------|-------|-------|------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 26 | 547 | 559 | 167 | 379 | 21 | 326 | 10 | 180 | 12 | 13 | 14 |
| Future Volume (vph) | 26 | 547 | 559 | 167 | 379 | 21 | 326 | 10 | 180 | 12 | 13 | 14 |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 40% | 7% | 17% | 3% | 9% | 0% | 39% | 0% | 1% | 0% | 10% | 73% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 28 | 595 | 608 | 182 | 412 | 23 | 354 | 207 | 0 | 13 | 29 | 0 |
| Turn Type | Perm | NA | Free | pm+pt | NA | Perm | pm+pt | NA | | Perm | NA | |
| Protected Phases | | 4 | | 3 | 8 | | 5 | 2 | | | 6 | |
| Permitted Phases | 4 | | Free | 8 | | 8 | 2 | | | 6 | | |
| Detector Phase | 4 | 4 | | 3 | 8 | 8 | 5 | 2 | | 6 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 20.0 | 20.0 | | 1.0 | 20.0 | 20.0 | 7.0 | 1.0 | | 7.0 | 7.0 | |
| Minimum Split (s) | 30.4 | 30.4 | | 5.0 | 30.4 | 30.4 | 11.0 | 26.0 | | 26.0 | 26.0 | |
| Total Split (s) | 38.0 | 38.0 | | 8.0 | 46.0 | 46.0 | 16.0 | 44.0 | | 28.0 | 28.0 | |
| Total Split (%) | 42.2% | 42.2% | | 8.9% | 51.1% | 51.1% | 17.8% | 48.9% | | 31.1% | 31.1% | |
| Yellow Time (s) | 5.4 | 5.4 | | 3.0 | 5.4 | 5.4 | 3.0 | 5.0 | | 5.0 | 5.0 | |
| All-Red Time (s) | 2.0 | 2.0 | | 1.0 | 2.0 | 2.0 | 1.0 | 2.0 | | 2.0 | 2.0 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | 7.4 | 7.4 | | 4.0 | 7.4 | 7.4 | 4.0 | 7.0 | | 7.0 | 7.0 | |
| Lead/Lag | Lag | Lag | | Lead | | | Lead | | | Lag | Lag | |
| Lead-Lag Optimize? | Yes | Yes | | Yes | | | Yes | | | Yes | Yes | |
| Recall Mode | Min | Min | | None | Min | Min | None | None | | None | None | |
| Act Effct Green (s) | 30.4 | 30.4 | 69.9 | 41.9 | 38.4 | 38.4 | 19.9 | 16.9 | | 7.1 | 7.1 | |
| Actuated g/C Ratio | 0.43 | 0.43 | 1.00 | 0.60 | 0.55 | 0.55 | 0.28 | 0.24 | | 0.10 | 0.10 | |
| v/c Ratio | 0.09 | 0.77 | 0.44 | 0.55 | 0.43 | 0.02 | 1.17 | 0.38 | | 0.07 | 0.22 | |
| Control Delay | 15.0 | 27.3 | 1.0 | 15.5 | 12.5 | 0.0 | 132.5 | 6.2 | | 32.6 | 25.9 | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | 15.0 | 27.3 | 1.0 | 15.5 | 12.5 | 0.0 | 132.5 | 6.2 | | 32.6 | 25.9 | |
| LOS | B | C | A | B | B | A | F | A | | C | C | |
| Approach Delay | | 14.0 | | | 12.9 | | | 85.9 | | | 28.0 | |
| Approach LOS | | B | | | B | | | F | | | C | |
| Queue Length 50th (m) | 2.6 | 78.4 | 0.0 | 12.6 | 37.8 | 0.0 | ~52.0 | 1.2 | | 1.9 | 2.0 | |
| Queue Length 95th (m) | 7.8 | #137.6 | 0.0 | 22.6 | 61.1 | 0.0 | #110.3 | 15.6 | | 7.1 | 9.8 | |
| Internal Link Dist (m) | | 498.0 | | | 666.8 | | | 362.5 | | | 130.8 | |
| Turn Bay Length (m) | 85.6 | | | 120.0 | | 86.3 | 110.0 | | | | | |
| Base Capacity (vph) | 327 | 786 | 1380 | 329 | 963 | 965 | 302 | 965 | | 538 | 359 | |
| 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 | 0.09 | 0.76 | 0.44 | 0.55 | 0.43 | 0.02 | 1.17 | 0.21 | | 0.02 | 0.08 | |

Intersection Summary

Timings

4: Riddell Road & Dufferin County Road 109/Broadway

11-08-2023

Cycle Length: 90

Actuated Cycle Length: 69.9

Natural Cycle: 90

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.17

Intersection Signal Delay: 30.4

Intersection LOS: C

Intersection Capacity Utilization 79.5%

ICU Level of Service D

Analysis Period (min) 15

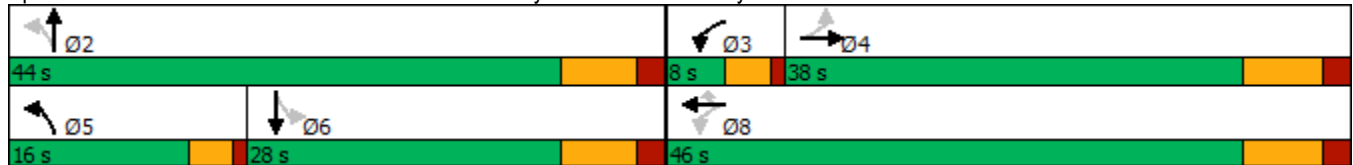
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 4: Riddell Road & Dufferin County Road 109/Broadway



HCM 6th TWSC
 2: Dufferin County Road 109 & 2nd Line

11-08-2023

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 3.5 | | | | | |
| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
| Lane Configurations | | ↕ | ↕↔ | | ↕ | |
| Traffic Vol, veh/h | 28 | 819 | 414 | 66 | 66 | 13 |
| Future Vol, veh/h | 28 | 819 | 414 | 66 | 66 | 13 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 0 | 13 | 25 | 6 | 4 | 10 |
| Mvmt Flow | 30 | 890 | 450 | 72 | 72 | 14 |

| Major/Minor | Major1 | Major2 | Minor2 | | |
|----------------------|--------|--------|--------|---|-------------|
| Conflicting Flow All | 522 | 0 | - | 0 | 1436 261 |
| Stage 1 | - | - | - | - | 486 - |
| Stage 2 | - | - | - | - | 950 - |
| Critical Hdwy | 4.1 | - | - | - | 6.66 7.05 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.86 - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.46 - |
| Follow-up Hdwy | 2.2 | - | - | - | 3.538 3.395 |
| Pot Cap-1 Maneuver | 1055 | - | - | - | 133 718 |
| Stage 1 | - | - | - | - | 580 - |
| Stage 2 | - | - | - | - | 371 - |
| Platoon blocked, % | | - | - | - | |
| Mov Cap-1 Maneuver | 1055 | - | - | - | 126 718 |
| Mov Cap-2 Maneuver | - | - | - | - | 126 - |
| Stage 1 | - | - | - | - | 548 - |
| Stage 2 | - | - | - | - | 371 - |

| Approach | EB | WB | SB |
|----------------------|-----|----|------|
| HCM Control Delay, s | 0.3 | 0 | 59.9 |
| HCM LOS | | | F |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|-----------------------|-------|-----|-----|-----|-------|
| Capacity (veh/h) | 1055 | - | - | - | 146 |
| HCM Lane V/C Ratio | 0.029 | - | - | - | 0.588 |
| HCM Control Delay (s) | 8.5 | 0 | - | - | 59.9 |
| HCM Lane LOS | A | A | - | - | F |
| HCM 95th %tile Q(veh) | 0.1 | - | - | - | 3 |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 5.2 | | | | | |
| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
| Lane Configurations | ↑ | ↗ | ↘ | ↑↑ | ↘ | ↗ |
| Traffic Vol, veh/h | 799 | 29 | 229 | 497 | 40 | 333 |
| Future Vol, veh/h | 799 | 29 | 229 | 497 | 40 | 333 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | Free |
| Storage Length | - | 78.1 | 100 | - | 0 | 0 |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 13 | 7 | 12 | 27 | 0 | 14 |
| Mvmt Flow | 868 | 32 | 249 | 540 | 43 | 362 |

| Major/Minor | Major1 | Major2 | Minor1 | | | |
|----------------------|--------|--------|--------|---|------|---|
| Conflicting Flow All | 0 | 0 | 900 | 0 | 1636 | - |
| Stage 1 | - | - | - | - | 868 | - |
| Stage 2 | - | - | - | - | 768 | - |
| Critical Hdwy | - | - | 4.28 | - | 6.6 | - |
| Critical Hdwy Stg 1 | - | - | - | - | 5.4 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.8 | - |
| Follow-up Hdwy | - | - | 2.314 | - | 3.5 | - |
| Pot Cap-1 Maneuver | - | - | 703 | - | 102 | 0 |
| Stage 1 | - | - | - | - | 414 | 0 |
| Stage 2 | - | - | - | - | 424 | 0 |
| Platoon blocked, % | - | - | - | - | - | - |
| Mov Cap-1 Maneuver | - | - | 703 | - | 66 | - |
| Mov Cap-2 Maneuver | - | - | - | - | 66 | - |
| Stage 1 | - | - | - | - | 414 | - |
| Stage 2 | - | - | - | - | 274 | - |

| Approach | EB | WB | NB |
|----------------------|----|-----|-------|
| HCM Control Delay, s | 0 | 4.1 | 131.3 |
| HCM LOS | | | F |

| Minor Lane/Major Mvmt | NBLn1 | NBLn2 | EBT | EBR | WBL | WBT |
|-----------------------|-------|-------|-----|-----|-------|-----|
| Capacity (veh/h) | 66 | - | - | - | 703 | - |
| HCM Lane V/C Ratio | 0.659 | - | - | - | 0.354 | - |
| HCM Control Delay (s) | 131.3 | 0 | - | - | 12.9 | - |
| HCM Lane LOS | F | A | - | - | B | - |
| HCM 95th %tile Q(veh) | 2.9 | - | - | - | 1.6 | - |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 4.2 | | | | | |
| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 75 | 86 | 288 | 85 | 71 | 175 |
| Future Vol, veh/h | 75 | 86 | 288 | 85 | 71 | 175 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 10 | 3 | 12 | 6 | 5 | 11 |
| Mvmt Flow | 82 | 93 | 313 | 92 | 77 | 190 |

| Major/Minor | Minor1 | Major1 | Major2 | | |
|----------------------|--------|--------|--------|---|-------|
| Conflicting Flow All | 703 | 359 | 0 | 0 | 405 |
| Stage 1 | 359 | - | - | - | - |
| Stage 2 | 344 | - | - | - | - |
| Critical Hdwy | 6.5 | 6.23 | - | - | 4.15 |
| Critical Hdwy Stg 1 | 5.5 | - | - | - | - |
| Critical Hdwy Stg 2 | 5.5 | - | - | - | - |
| Follow-up Hdwy | 3.59 | 3.327 | - | - | 2.245 |
| Pot Cap-1 Maneuver | 392 | 683 | - | - | 1138 |
| Stage 1 | 689 | - | - | - | - |
| Stage 2 | 700 | - | - | - | - |
| Platoon blocked, % | | | - | - | - |
| Mov Cap-1 Maneuver | 362 | 683 | - | - | 1138 |
| Mov Cap-2 Maneuver | 362 | - | - | - | - |
| Stage 1 | 689 | - | - | - | - |
| Stage 2 | 647 | - | - | - | - |

| Approach | WB | NB | SB |
|----------------------|------|----|-----|
| HCM Control Delay, s | 16.6 | 0 | 2.4 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBT | NBRWBLn1 | SBL | SBT |
|-----------------------|-----|----------|-------|-------|
| Capacity (veh/h) | - | - | 483 | 1138 |
| HCM Lane V/C Ratio | - | - | 0.362 | 0.068 |
| HCM Control Delay (s) | - | - | 16.6 | 8.4 |
| HCM Lane LOS | - | - | C | A |
| HCM 95th %tile Q(veh) | - | - | 1.6 | 0.2 |

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 5.7 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | ↕ |
| Traffic Vol, veh/h | 112 | 352 | 8 | 9 | 218 | 30 | 8 | 40 | 10 | 10 | 54 | 96 |
| Future Vol, veh/h | 112 | 352 | 8 | 9 | 218 | 30 | 8 | 40 | 10 | 10 | 54 | 96 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | 26.7 |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 21 | 10 | 17 | 57 | 12 | 9 | 17 | 6 | 50 | 0 | 7 | 12 |
| Mvmt Flow | 122 | 383 | 9 | 10 | 237 | 33 | 9 | 43 | 11 | 11 | 59 | 104 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|----------------------|--------|---|---|--------|---|---|--------|-------|------|--------|-------|-------|
| Conflicting Flow All | 270 | 0 | 0 | 392 | 0 | 0 | 987 | 922 | 388 | 933 | 910 | 254 |
| Stage 1 | - | - | - | - | - | - | 632 | 632 | - | 274 | 274 | - |
| Stage 2 | - | - | - | - | - | - | 355 | 290 | - | 659 | 636 | - |
| Critical Hdwy | 4.31 | - | - | 4.67 | - | - | 7.27 | 6.56 | 6.7 | 7.1 | 6.57 | 6.32 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.27 | 5.56 | - | 6.1 | 5.57 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.27 | 5.56 | - | 6.1 | 5.57 | - |
| Follow-up Hdwy | 2.389 | - | - | 2.713 | - | - | 3.653 | 4.054 | 3.75 | 3.5 | 4.063 | 3.408 |
| Pot Cap-1 Maneuver | 1191 | - | - | 922 | - | - | 213 | 266 | 567 | 248 | 269 | 761 |
| Stage 1 | - | - | - | - | - | - | 444 | 468 | - | 736 | 674 | - |
| Stage 2 | - | - | - | - | - | - | 632 | 665 | - | 456 | 464 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1191 | - | - | 922 | - | - | 132 | 228 | 567 | 186 | 231 | 761 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 132 | 228 | - | 186 | 231 | - |
| Stage 1 | - | - | - | - | - | - | 386 | 407 | - | 640 | 665 | - |
| Stage 2 | - | - | - | - | - | - | 491 | 656 | - | 347 | 403 | - |

| Approach | EB | | | WB | | | NB | | | SB | | |
|----------------------|----|--|--|-----|--|--|------|--|--|------|--|--|
| HCM Control Delay, s | 2 | | | 0.3 | | | 26.6 | | | 17.6 | | |
| HCM LOS | | | | | | | D | | | C | | |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 | SBLn2 |
|-----------------------|-------|-------|-----|-----|-------|-----|-----|-------|-------|
| Capacity (veh/h) | 229 | 1191 | - | - | 922 | - | - | 223 | 761 |
| HCM Lane V/C Ratio | 0.275 | 0.102 | - | - | 0.011 | - | - | 0.312 | 0.137 |
| HCM Control Delay (s) | 26.6 | 8.4 | 0 | - | 8.9 | 0 | - | 28.3 | 10.5 |
| HCM Lane LOS | D | A | A | - | A | A | - | D | B |
| HCM 95th %tile Q(veh) | 1.1 | 0.3 | - | - | 0 | - | - | 1.3 | 0.5 |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 1.4 | | | | | |
| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 21 | 19 | 140 | 12 | 12 | 144 |
| Future Vol, veh/h | 21 | 19 | 140 | 12 | 12 | 144 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 0 | 0 | 6 | 22 | 0 | 6 |
| Mvmt Flow | 23 | 21 | 152 | 13 | 13 | 157 |

| Major/Minor | Minor1 | Major1 | Major2 | | |
|----------------------|--------|--------|--------|---|------|
| Conflicting Flow All | 342 | 159 | 0 | 0 | 165 |
| Stage 1 | 159 | - | - | - | - |
| Stage 2 | 183 | - | - | - | - |
| Critical Hdwy | 6.4 | 6.2 | - | - | 4.1 |
| Critical Hdwy Stg 1 | 5.4 | - | - | - | - |
| Critical Hdwy Stg 2 | 5.4 | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.3 | - | - | 2.2 |
| Pot Cap-1 Maneuver | 658 | 892 | - | - | 1426 |
| Stage 1 | 875 | - | - | - | - |
| Stage 2 | 853 | - | - | - | - |
| Platoon blocked, % | | | - | - | - |
| Mov Cap-1 Maneuver | 651 | 892 | - | - | 1426 |
| Mov Cap-2 Maneuver | 651 | - | - | - | - |
| Stage 1 | 875 | - | - | - | - |
| Stage 2 | 844 | - | - | - | - |

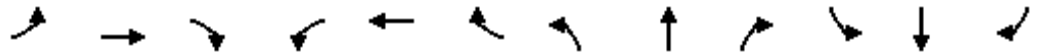
| Approach | WB | NB | SB |
|----------------------|------|----|-----|
| HCM Control Delay, s | 10.1 | 0 | 0.6 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBT | NBRWBLn1 | SBL | SBT |
|-----------------------|-----|----------|-------|-------|
| Capacity (veh/h) | - | - | 747 | 1426 |
| HCM Lane V/C Ratio | - | - | 0.058 | 0.009 |
| HCM Control Delay (s) | - | - | 10.1 | 7.5 |
| HCM Lane LOS | - | - | B | A |
| HCM 95th %tile Q(veh) | - | - | 0.2 | 0 |

Timings

1: Dufferin County Road 11 & Dufferin County Road 109

11-08-2023



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-------|--------|------|-------|--------|-------|-------|-------|-------|-------|--------|-------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 50 | 466 | 15 | 6 | 618 | 166 | 18 | 221 | 10 | 233 | 127 | 59 |
| Future Volume (vph) | 50 | 466 | 15 | 6 | 618 | 166 | 18 | 221 | 10 | 233 | 127 | 59 |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 21% | 15% | 17% | 0% | 8% | 12% | 21% | 6% | 0% | 11% | 1% | 7% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 54 | 523 | 0 | 0 | 679 | 180 | 0 | 260 | 11 | 0 | 391 | 64 |
| Turn Type | Perm | NA | | Perm | NA | Perm | Perm | NA | Perm | Perm | NA | Perm |
| Protected Phases | | 4 | | | 8 | | | 2 | | | 6 | |
| Permitted Phases | 4 | | | 8 | | 8 | 2 | | 2 | 6 | | 6 |
| Detector Phase | 4 | 4 | | 8 | 8 | 8 | 2 | 2 | 2 | 6 | 6 | 6 |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 20.0 | 20.0 | | 20.0 | 20.0 | 20.0 | 18.0 | 18.0 | 18.0 | 18.0 | 18.0 | 18.0 |
| Minimum Split (s) | 28.0 | 28.0 | | 28.0 | 28.0 | 28.0 | 26.0 | 26.0 | 26.0 | 26.0 | 26.0 | 26.0 |
| Total Split (s) | 46.0 | 46.0 | | 46.0 | 46.0 | 46.0 | 44.0 | 44.0 | 44.0 | 44.0 | 44.0 | 44.0 |
| Total Split (%) | 51.1% | 51.1% | | 51.1% | 51.1% | 51.1% | 48.9% | 48.9% | 48.9% | 48.9% | 48.9% | 48.9% |
| Yellow Time (s) | 6.0 | 6.0 | | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 |
| All-Red Time (s) | 2.0 | 2.0 | | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 |
| Total Lost Time (s) | 8.0 | 8.0 | | | 8.0 | 8.0 | | 8.0 | 8.0 | | 8.0 | 8.0 |
| Lead/Lag | | | | | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | Min | Min | | Min | Min | Min | None | None | None | None | None | None |
| Act Effct Green (s) | 36.8 | 36.8 | | | 36.8 | 36.8 | | 34.0 | 34.0 | | 34.0 | 34.0 |
| Actuated g/C Ratio | 0.42 | 0.42 | | | 0.42 | 0.42 | | 0.39 | 0.39 | | 0.39 | 0.39 |
| v/c Ratio | 0.53 | 0.76 | | | 0.94 | 0.27 | | 0.40 | 0.02 | | 0.91 | 0.10 |
| Control Delay | 42.2 | 30.3 | | | 47.5 | 6.9 | | 21.5 | 0.0 | | 53.8 | 5.2 |
| Queue Delay | 0.0 | 0.0 | | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 |
| Total Delay | 42.2 | 30.3 | | | 47.5 | 6.9 | | 21.5 | 0.0 | | 53.8 | 5.2 |
| LOS | D | C | | | D | A | | C | A | | D | A |
| Approach Delay | | 31.5 | | | 39.0 | | | 20.7 | | | 47.0 | |
| Approach LOS | | C | | | D | | | C | | | D | |
| Queue Length 50th (m) | 7.1 | 78.5 | | | 115.2 | 5.5 | | 33.0 | 0.0 | | 65.0 | 0.0 |
| Queue Length 95th (m) | #25.1 | 120.7 | | | #188.8 | 18.4 | | 53.6 | 0.0 | | #121.7 | 7.6 |
| Internal Link Dist (m) | | 1519.7 | | | 265.6 | | | 900.4 | | | 923.0 | |
| Turn Bay Length (m) | 39.6 | | | | | 48.0 | | | 57.6 | | | 45.0 |
| Base Capacity (vph) | 106 | 715 | | | 752 | 698 | | 686 | 700 | | 455 | 651 |
| Starvation Cap Reductn | 0 | 0 | | | 0 | 0 | | 0 | 0 | | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | | | 0 | 0 | | 0 | 0 | | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | | | 0 | 0 | | 0 | 0 | | 0 | 0 |
| Reduced v/c Ratio | 0.51 | 0.73 | | | 0.90 | 0.26 | | 0.38 | 0.02 | | 0.86 | 0.10 |

Intersection Summary

Timings

1: Dufferin County Road 11 & Dufferin County Road 109

11-08-2023

Cycle Length: 90

Actuated Cycle Length: 86.9

Natural Cycle: 90

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.94

Intersection Signal Delay: 36.4

Intersection LOS: D

Intersection Capacity Utilization 96.1%

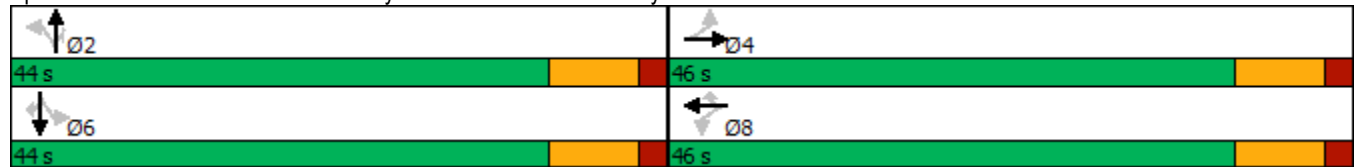
ICU Level of Service F

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

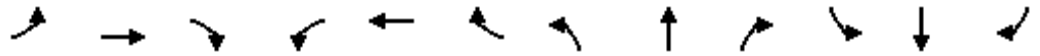
Splits and Phases: 1: Dufferin County Road 11 & Dufferin County Road 109



Timings

4: Riddell Road & Dufferin County Road 109/Broadway

11-08-2023



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-------|--------|------|-------|-------|-------|--------|-------|------|-------|-------|------|
| Lane Configurations | ↖ | ↗ | ↖ | ↖ | ↗ | ↖ | ↖ | ↗ | | ↖ | ↗ | |
| Traffic Volume (vph) | 17 | 526 | 490 | 225 | 632 | 30 | 520 | 21 | 247 | 31 | 17 | 19 |
| Future Volume (vph) | 17 | 526 | 490 | 225 | 632 | 30 | 520 | 21 | 247 | 31 | 17 | 19 |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 38% | 4% | 15% | 1% | 2% | 9% | 8% | 0% | 2% | 0% | 0% | 0% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 18 | 572 | 533 | 245 | 687 | 33 | 565 | 291 | 0 | 34 | 39 | 0 |
| Turn Type | Perm | NA | Free | pm+pt | NA | Perm | pm+pt | NA | | Perm | NA | |
| Protected Phases | | 4 | | 3 | 8 | | 5 | 2 | | | 6 | |
| Permitted Phases | 4 | | Free | 8 | | 8 | 2 | | | 6 | | |
| Detector Phase | 4 | 4 | | 3 | 8 | 8 | 5 | 2 | | 6 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 20.0 | 20.0 | | 1.0 | 20.0 | 20.0 | 7.0 | 10.0 | | 7.0 | 7.0 | |
| Minimum Split (s) | 30.4 | 30.4 | | 5.0 | 30.4 | 30.4 | 11.0 | 26.0 | | 26.0 | 26.0 | |
| Total Split (s) | 36.0 | 36.0 | | 10.0 | 46.0 | 46.0 | 18.0 | 44.0 | | 26.0 | 26.0 | |
| Total Split (%) | 40.0% | 40.0% | | 11.1% | 51.1% | 51.1% | 20.0% | 48.9% | | 28.9% | 28.9% | |
| Yellow Time (s) | 5.4 | 5.4 | | 3.0 | 5.4 | 5.4 | 3.0 | 5.0 | | 5.0 | 5.0 | |
| All-Red Time (s) | 2.0 | 2.0 | | 1.0 | 2.0 | 2.0 | 1.0 | 2.0 | | 2.0 | 2.0 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | 7.4 | 7.4 | | 4.0 | 7.4 | 7.4 | 4.0 | 7.0 | | 7.0 | 7.0 | |
| Lead/Lag | Lag | Lag | | Lead | | | Lead | | | Lag | Lag | |
| Lead-Lag Optimize? | Yes | Yes | | Yes | | | Yes | | | Yes | Yes | |
| Recall Mode | Min | Min | | None | Min | Min | None | None | | None | None | |
| Act Effect Green (s) | 28.7 | 28.7 | 72.8 | 42.2 | 38.8 | 38.8 | 22.5 | 19.4 | | 7.6 | 7.6 | |
| Actuated g/C Ratio | 0.39 | 0.39 | 1.00 | 0.58 | 0.53 | 0.53 | 0.31 | 0.27 | | 0.10 | 0.10 | |
| v/c Ratio | 0.10 | 0.80 | 0.38 | 0.71 | 0.70 | 0.04 | 1.35 | 0.46 | | 0.20 | 0.21 | |
| Control Delay | 18.8 | 31.7 | 0.8 | 24.1 | 19.5 | 0.1 | 194.4 | 6.2 | | 35.3 | 22.9 | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | 18.8 | 31.7 | 0.8 | 24.1 | 19.5 | 0.1 | 194.4 | 6.2 | | 35.3 | 22.9 | |
| LOS | B | C | A | C | B | A | F | A | | D | C | |
| Approach Delay | | 16.8 | | | 20.0 | | | 130.4 | | | 28.7 | |
| Approach LOS | | B | | | B | | | F | | | C | |
| Queue Length 50th (m) | 1.8 | 80.4 | 0.0 | 18.8 | 81.4 | 0.0 | ~111.9 | 2.4 | | 5.0 | 2.6 | |
| Queue Length 95th (m) | 6.9 | #146.1 | 0.0 | #46.6 | 134.7 | 0.0 | #174.5 | 18.8 | | 13.4 | 11.5 | |
| Internal Link Dist (m) | | 498.0 | | | 666.8 | | | 362.5 | | | 130.8 | |
| Turn Bay Length (m) | 85.6 | | | 120.0 | | 86.3 | 110.0 | | | | | |
| Base Capacity (vph) | 188 | 726 | 1404 | 345 | 988 | 858 | 420 | 966 | | 425 | 445 | |
| 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 | 0.79 | 0.38 | 0.71 | 0.70 | 0.04 | 1.35 | 0.30 | | 0.08 | 0.09 | |

Intersection Summary

Timings

4: Riddell Road & Dufferin County Road 109/Broadway

11-08-2023

Cycle Length: 90

Actuated Cycle Length: 72.8

Natural Cycle: 90

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.35

Intersection Signal Delay: 50.3

Intersection LOS: D

Intersection Capacity Utilization 103.6%

ICU Level of Service G

Analysis Period (min) 15

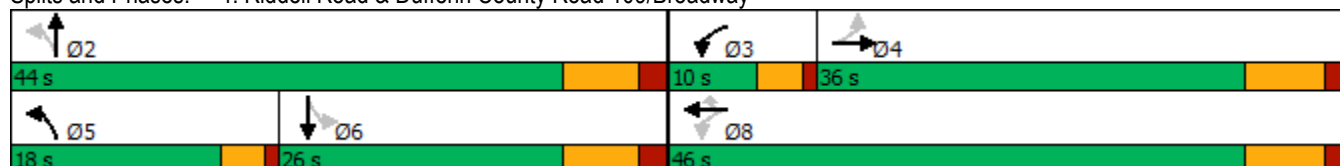
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 4: Riddell Road & Dufferin County Road 109/Broadway



HCM 6th TWSC
2: Dufferin County Road 109 & 2nd Line

11-08-2023

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 3.1 | | | | | |
| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
| Lane Configurations | | ↕ | ↕↔ | | ↔ | |
| Traffic Vol, veh/h | 10 | 676 | 891 | 31 | 48 | 9 |
| Future Vol, veh/h | 10 | 676 | 891 | 31 | 48 | 9 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 0 | 11 | 6 | 0 | 0 | 0 |
| Mvmt Flow | 11 | 735 | 968 | 34 | 52 | 10 |

| Major/Minor | Major1 | Major2 | Minor2 | | |
|----------------------|--------|--------|--------|---|----------|
| Conflicting Flow All | 1002 | 0 | - | 0 | 1742 501 |
| Stage 1 | - | - | - | - | 985 - |
| Stage 2 | - | - | - | - | 757 - |
| Critical Hdwy | 4.1 | - | - | - | 6.6 6.9 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.8 - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.4 - |
| Follow-up Hdwy | 2.2 | - | - | - | 3.5 3.3 |
| Pot Cap-1 Maneuver | 699 | - | - | - | 88 521 |
| Stage 1 | - | - | - | - | 327 - |
| Stage 2 | - | - | - | - | 467 - |
| Platoon blocked, % | | - | - | - | |
| Mov Cap-1 Maneuver | 699 | - | - | - | 86 521 |
| Mov Cap-2 Maneuver | - | - | - | - | 86 - |
| Stage 1 | - | - | - | - | 318 - |
| Stage 2 | - | - | - | - | 467 - |

| Approach | EB | WB | SB |
|----------------------|-----|----|------|
| HCM Control Delay, s | 0.1 | 0 | 88.8 |
| HCM LOS | | | F |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|-----------------------|-------|-----|-----|-----|-------|
| Capacity (veh/h) | 699 | - | - | - | 99 |
| HCM Lane V/C Ratio | 0.016 | - | - | - | 0.626 |
| HCM Control Delay (s) | 10.2 | 0 | - | - | 88.8 |
| HCM Lane LOS | B | A | - | - | F |
| HCM 95th %tile Q(veh) | 0 | - | - | - | 3 |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 3.5 | | | | | |
| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
| Lane Configurations | ↑ | ↗ | ↘ | ↑↑ | ↘ | ↗ |
| Traffic Vol, veh/h | 669 | 50 | 254 | 912 | 28 | 332 |
| Future Vol, veh/h | 669 | 50 | 254 | 912 | 28 | 332 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | Free |
| Storage Length | - | 78.1 | 100 | - | 0 | 0 |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 11 | 0 | 3 | 6 | 0 | 9 |
| Mvmt Flow | 727 | 54 | 276 | 991 | 30 | 361 |

| Major/Minor | Major1 | Major2 | Minor1 | Minor2 | Minor3 |
|----------------------|--------|--------|--------|--------|--------|
| Conflicting Flow All | 0 | 0 | 781 | 0 | 1775 |
| Stage 1 | - | - | - | - | 727 |
| Stage 2 | - | - | - | - | 1048 |
| Critical Hdwy | - | - | 4.145 | - | 6.6 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.4 |
| Critical Hdwy Stg 2 | - | - | - | - | 5.8 |
| Follow-up Hdwy | - | - | 2.2285 | - | 3.5 |
| Pot Cap-1 Maneuver | - | - | 829 | - | 83 |
| Stage 1 | - | - | - | - | 482 |
| Stage 2 | - | - | - | - | 303 |
| Platoon blocked, % | - | - | - | - | - |
| Mov Cap-1 Maneuver | - | - | 829 | - | 55 |
| Mov Cap-2 Maneuver | - | - | - | - | 55 |
| Stage 1 | - | - | - | - | 482 |
| Stage 2 | - | - | - | - | 202 |

| Approach | EB | WB | NB |
|----------------------|----|-----|-------|
| HCM Control Delay, s | 0 | 2.5 | 132.4 |
| HCM LOS | | | F |

| Minor Lane/Major Mvmt | NBLn1 | NBLn2 | EBT | EBR | WBL | WBT |
|-----------------------|-------|-------|-----|-----|-------|-----|
| Capacity (veh/h) | 55 | - | - | - | 829 | - |
| HCM Lane V/C Ratio | 0.553 | - | - | - | 0.333 | - |
| HCM Control Delay (s) | 132.4 | 0 | - | - | 11.5 | - |
| HCM Lane LOS | F | A | - | - | B | - |
| HCM 95th %tile Q(veh) | 2.2 | - | - | - | 1.5 | - |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 8.1 | | | | | |
| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 125 | 91 | 288 | 69 | 130 | 197 |
| Future Vol, veh/h | 125 | 91 | 288 | 69 | 130 | 197 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 3 | 6 | 0 | 0 | 2 | 14 |
| Mvmt Flow | 136 | 99 | 313 | 75 | 141 | 214 |

| Major/Minor | Minor1 | Major1 | Major2 | | |
|----------------------|--------|--------|--------|---|-------|
| Conflicting Flow All | 847 | 351 | 0 | 0 | 388 |
| Stage 1 | 351 | - | - | - | - |
| Stage 2 | 496 | - | - | - | - |
| Critical Hdwy | 6.43 | 6.26 | - | - | 4.12 |
| Critical Hdwy Stg 1 | 5.43 | - | - | - | - |
| Critical Hdwy Stg 2 | 5.43 | - | - | - | - |
| Follow-up Hdwy | 3.527 | 3.354 | - | - | 2.218 |
| Pot Cap-1 Maneuver | 331 | 684 | - | - | 1170 |
| Stage 1 | 710 | - | - | - | - |
| Stage 2 | 610 | - | - | - | - |
| Platoon blocked, % | | | - | - | - |
| Mov Cap-1 Maneuver | 286 | 684 | - | - | 1170 |
| Mov Cap-2 Maneuver | 286 | - | - | - | - |
| Stage 1 | 710 | - | - | - | - |
| Stage 2 | 526 | - | - | - | - |

| Approach | WB | NB | SB |
|----------------------|------|----|-----|
| HCM Control Delay, s | 28.8 | 0 | 3.4 |
| HCM LOS | D | | |

| Minor Lane/Major Mvmt | NBT | NBRWBLn1 | SBL | SBT |
|-----------------------|-----|----------|-------|-------|
| Capacity (veh/h) | - | - | 379 | 1170 |
| HCM Lane V/C Ratio | - | - | 0.619 | 0.121 |
| HCM Control Delay (s) | - | - | 28.8 | 8.5 |
| HCM Lane LOS | - | - | D | A |
| HCM 95th %tile Q(veh) | - | - | 4 | 0.4 |

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 7.5 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | ↗ |
| Traffic Vol, veh/h | 149 | 379 | 5 | 9 | 266 | 32 | 6 | 71 | 9 | 14 | 28 | 105 |
| Future Vol, veh/h | 149 | 379 | 5 | 9 | 266 | 32 | 6 | 71 | 9 | 14 | 28 | 105 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | 26.7 |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 10 | 6 | 0 | 0 | 2 | 0 | 20 | 5 | 0 | 0 | 5 | 4 |
| Mvmt Flow | 162 | 412 | 5 | 10 | 289 | 35 | 7 | 77 | 10 | 15 | 30 | 114 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|----------------------|--------|---|---|--------|---|---|--------|-------|-----|--------|-------|-------|
| Conflicting Flow All | 324 | 0 | 0 | 417 | 0 | 0 | 1138 | 1083 | 415 | 1109 | 1068 | 307 |
| Stage 1 | - | - | - | - | - | - | 739 | 739 | - | 327 | 327 | - |
| Stage 2 | - | - | - | - | - | - | 399 | 344 | - | 782 | 741 | - |
| Critical Hdwy | 4.2 | - | - | 4.1 | - | - | 7.3 | 6.55 | 6.2 | 7.1 | 6.55 | 6.24 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.3 | 5.55 | - | 6.1 | 5.55 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.3 | 5.55 | - | 6.1 | 5.55 | - |
| Follow-up Hdwy | 2.29 | - | - | 2.2 | - | - | 3.68 | 4.045 | 3.3 | 3.5 | 4.045 | 3.336 |
| Pot Cap-1 Maneuver | 1192 | - | - | 1153 | - | - | 165 | 214 | 642 | 189 | 219 | 728 |
| Stage 1 | - | - | - | - | - | - | 382 | 419 | - | 690 | 642 | - |
| Stage 2 | - | - | - | - | - | - | 593 | 631 | - | 390 | 418 | - |
| Platoon blocked, % | - | - | - | - | - | - | - | - | - | - | - | - |
| Mov Cap-1 Maneuver | 1192 | - | - | 1153 | - | - | 104 | 174 | 642 | 105 | 178 | 728 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 104 | 174 | - | 105 | 178 | - |
| Stage 1 | - | - | - | - | - | - | 314 | 345 | - | 568 | 635 | - |
| Stage 2 | - | - | - | - | - | - | 471 | 624 | - | 245 | 344 | - |

| Approach | EB | | | WB | | | NB | | | SB | | |
|----------------------|-----|--|--|-----|--|--|------|--|--|------|--|--|
| HCM Control Delay, s | 2.4 | | | 0.2 | | | 45.2 | | | 19.4 | | |
| HCM LOS | | | | | | | E | | | C | | |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 | SBLn2 |
|-----------------------|-------|-------|-----|-----|-------|-----|-----|-------|-------|
| Capacity (veh/h) | 179 | 1192 | - | - | 1153 | - | - | 145 | 728 |
| HCM Lane V/C Ratio | 0.522 | 0.136 | - | - | 0.008 | - | - | 0.315 | 0.157 |
| HCM Control Delay (s) | 45.2 | 8.5 | 0 | - | 8.1 | 0 | - | 40.8 | 10.9 |
| HCM Lane LOS | E | A | A | - | A | A | - | E | B |
| HCM 95th %tile Q(veh) | 2.6 | 0.5 | - | - | 0 | - | - | 1.3 | 0.6 |

HCM 6th TWSC
 7: Dufferin County Road 23 & Montgomery Boulevard

11-08-2023

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 1.4 | | | | | |
| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
| Lane Configurations | W | W | T | T | T | T |
| Traffic Vol, veh/h | 17 | 30 | 189 | 27 | 17 | 186 |
| Future Vol, veh/h | 17 | 30 | 189 | 27 | 17 | 186 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 23 | 9 | 1 | 0 | 8 | 1 |
| Mvmt Flow | 18 | 33 | 205 | 29 | 18 | 202 |

| Major/Minor | Minor1 | Major1 | Major2 | | |
|----------------------|--------|--------|--------|---|-------|
| Conflicting Flow All | 458 | 220 | 0 | 0 | 234 |
| Stage 1 | 220 | - | - | - | - |
| Stage 2 | 238 | - | - | - | - |
| Critical Hdwy | 6.63 | 6.29 | - | - | 4.18 |
| Critical Hdwy Stg 1 | 5.63 | - | - | - | - |
| Critical Hdwy Stg 2 | 5.63 | - | - | - | - |
| Follow-up Hdwy | 3.707 | 3.381 | - | - | 2.272 |
| Pot Cap-1 Maneuver | 524 | 802 | - | - | 1299 |
| Stage 1 | 769 | - | - | - | - |
| Stage 2 | 755 | - | - | - | - |
| Platoon blocked, % | | | | | |
| Mov Cap-1 Maneuver | 516 | 802 | - | - | 1299 |
| Mov Cap-2 Maneuver | 516 | - | - | - | - |
| Stage 1 | 769 | - | - | - | - |
| Stage 2 | 743 | - | - | - | - |

| Approach | WB | NB | SB |
|----------------------|------|----|-----|
| HCM Control Delay, s | 10.8 | 0 | 0.7 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBT | NBRWBLn1 | SBL | SBT |
|-----------------------|-----|----------|-------|-------|
| Capacity (veh/h) | - | - | 668 | 1299 |
| HCM Lane V/C Ratio | - | - | 0.076 | 0.014 |
| HCM Control Delay (s) | - | - | 10.8 | 7.8 |
| HCM Lane LOS | - | - | B | A |
| HCM 95th %tile Q(veh) | - | - | 0.2 | 0 |

APPENDIX

D Option 1b and 2c Drawings





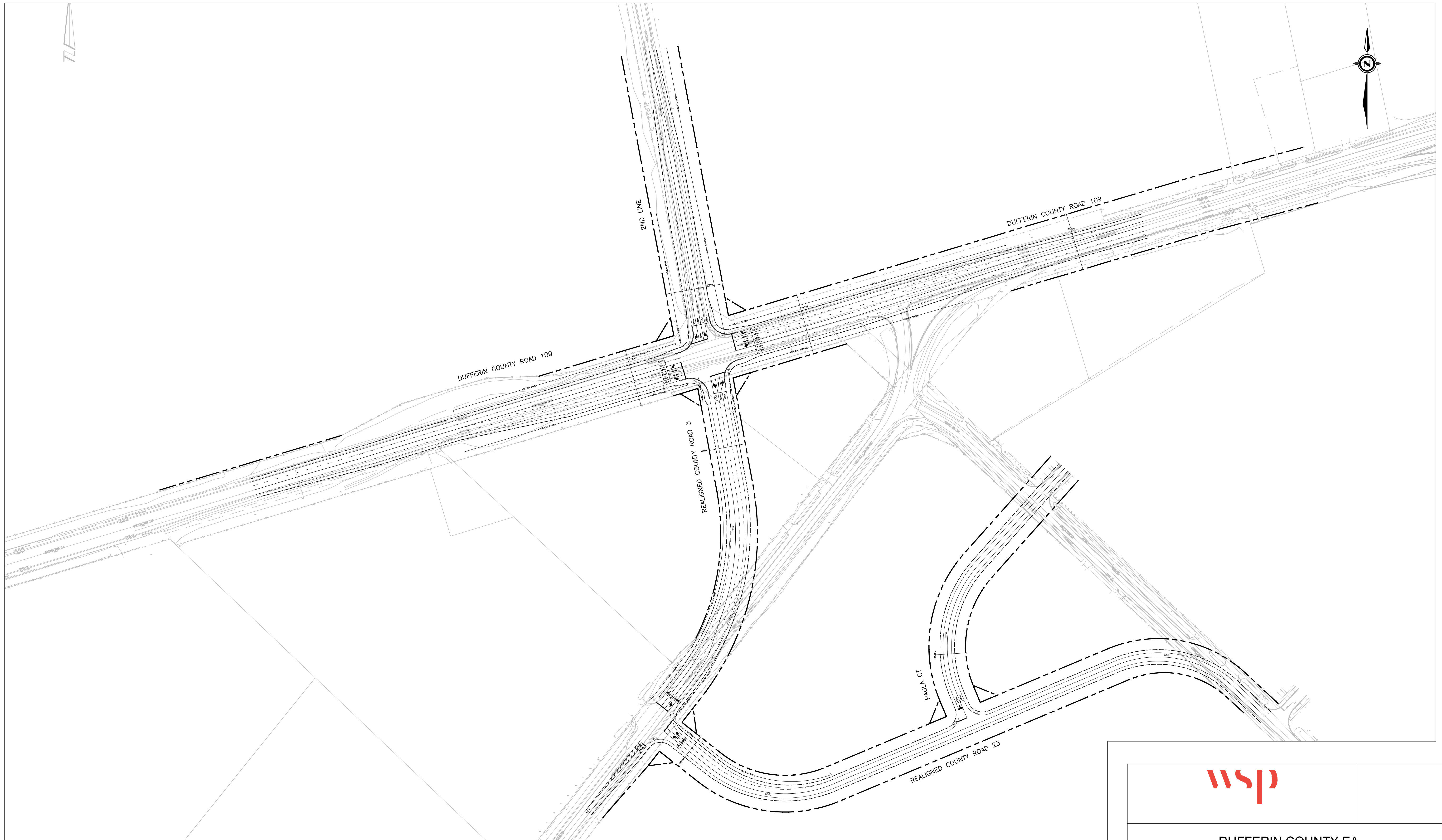
DUFFERIN COUNTY EA
OPTION 1B

| | | | | | | |
|--------|------------|-------|----------------|---------|---------|------------------|
| DESIGN | S.L./A.S. | DRAWN | S.L./A.S. | CHECKED | A.G. | CONTRACT No. XXX |
| SCALE: | N.T.S. | | DRAWING NUMBER | | PLAN-01 | |
| DATE: | 05/30/2023 | | SHEET | | 1 | |


X:\DWG\6202\221-08590-00 Dufferin County EA Class C/E CAD/Plans/Layout.dwg

| | No. | DATE (MM/DD/YY) | ISSUED FOR | INITIAL | SIGNED |
|-------------|-----|--------------------|-------------------|---------|--------|
| DESIGN | 3 | 05/30/2023 | ISSUED FOR REVIEW | A.S. | |
| BASE PLAN | 2 | 04/17/2023 | ISSUED FOR REVIEW | A.S. | |
| SURVEY PLAN | 1 | 03/10/2023 | ISSUED FOR REVIEW | S.L. | |

DIGITAL INFORMATION



X:\DWG\6202\221-0859\00 Dufferin County EA Class CFC CAD\Plans\Layout.dwg



**DUFFERIN COUNTY EA
OPTION 2C**

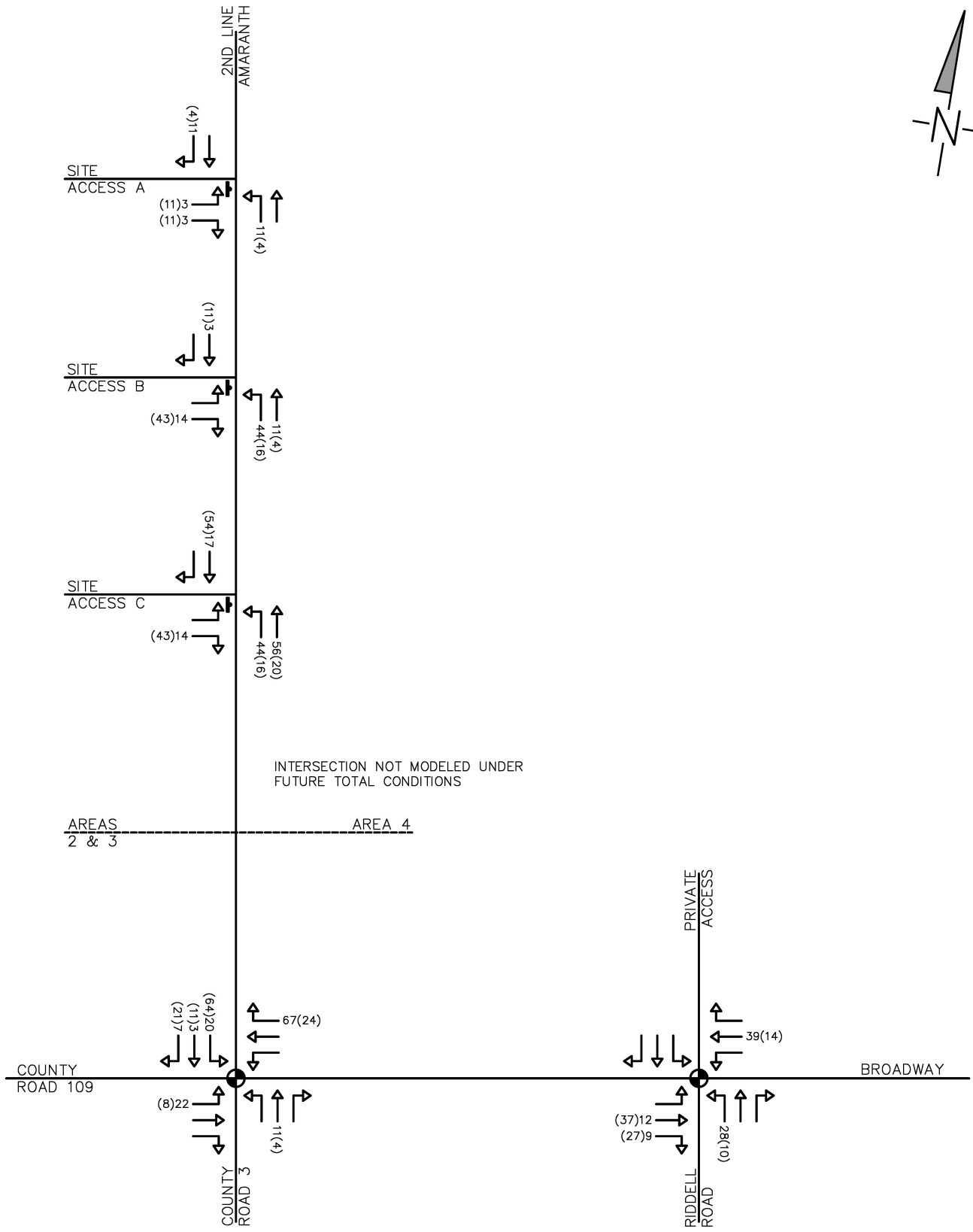
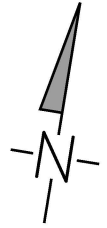
| | | | | | | |
|--------|------------|-------|-----------|----------------|----------------|------------------|
| DESIGN | S.L./A.S. | DRAWN | S.L./A.S. | CHECKED | A.G. | CONTRACT No. XXX |
| SCALE: | N.T.S. | | | DRAWING NUMBER | PLAN-02 | |
| DATE: | 05/30/2023 | | | | | SHEET 2 |

| DIGITAL INFORMATION | No. | DATE (MM/DD/YY) | ISSUED FOR | INITIAL | SIGNED |
|---------------------|-----|--------------------|-------------------|---------|--------|
| | 3 | 05/30/2023 | ISSUED FOR REVIEW | A.S. | |
| | 2 | 04/17/2023 | ISSUED FOR REVIEW | A.S. | |
| | 1 | 03/10/2023 | ISSUED FOR REVIEW | S.L. | |

APPENDIX

E Excerpts from Crozier TIS





NOTE: THIS FIGURE IS FOR SCHEMATIC PURPOSES ONLY & IS NOT TO BE SCALED.

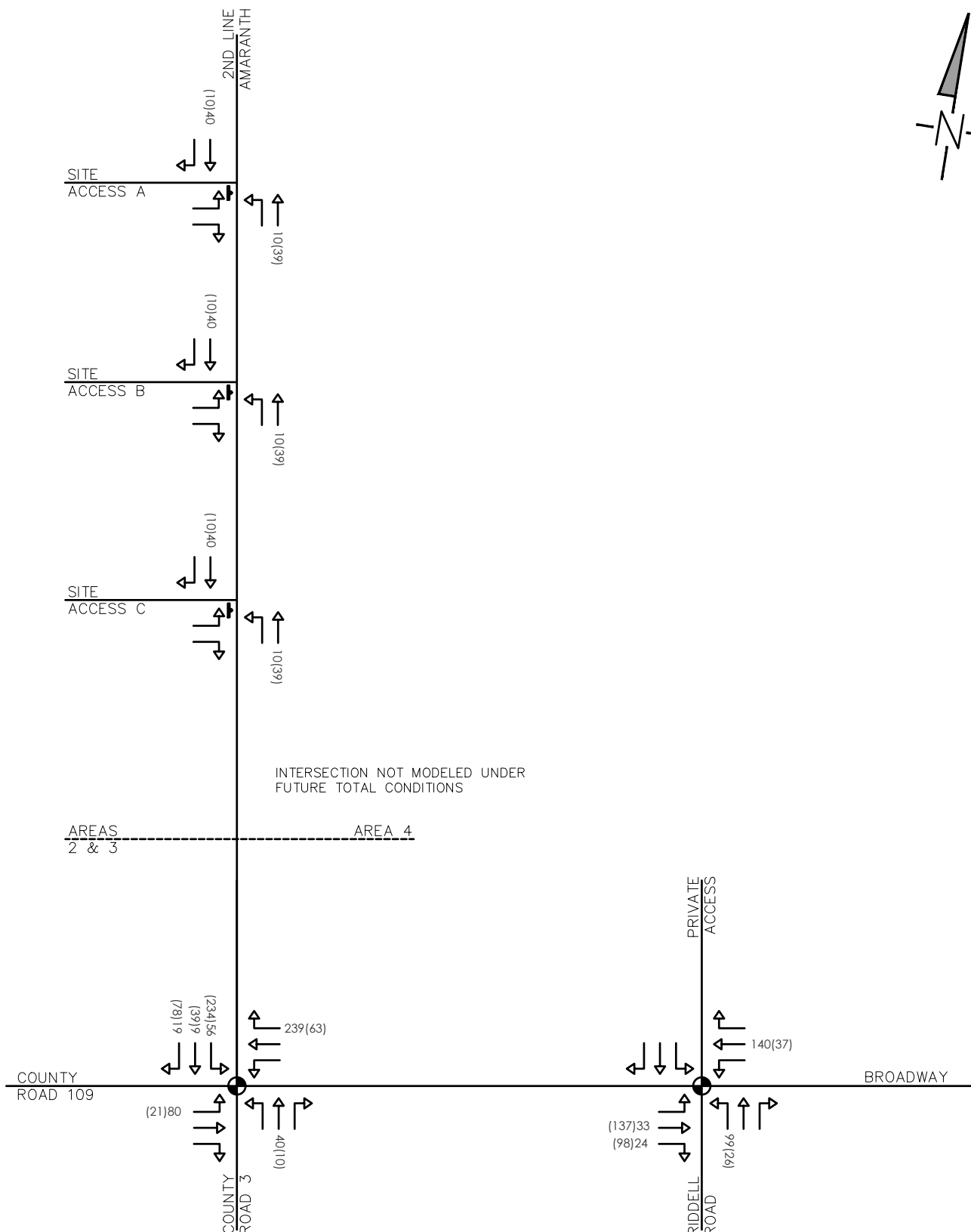
| | |
|-------|---|
| | SIGNAL CONTROL |
| | STOP CONTROL |
| xx(y) | A.M. (P.M.) PEAK HOUR TRAFFIC VOLUMES |

| | | | |
|---------|--|--|--|
| Project | OP TRUST AMARANTH | | |
| Drawing | TRIP ASSIGNMENT – PASSENGER CARS (DISTRIBUTION CENTRE) | | |



CROZIER & ASSOCIATES
Consulting Engineers
ADMIRAL BUILDING
1 FIRST STREET, SUITE 200
COLLINGWOOD, ON L9Y 1A1
705 446-3510 T
705 446-3520 F
WWW.CFCROZIER.CA

| | | | | | | |
|----------|--------|-----------|--------------|----------|----------|---------|
| Drawn By | D.B. | Design By | D.B. | Project | 756-4574 | |
| Scale | N.T.S. | Date | NOV 26, 2021 | Check By | K.H. | |
| | | | | | Drawing | FIG. 12 |



INTERSECTION NOT MODELED UNDER FUTURE TOTAL CONDITIONS

NOTE: THIS FIGURE IS FOR SCHEMATIC PURPOSES ONLY & IS NOT TO BE SCALED.

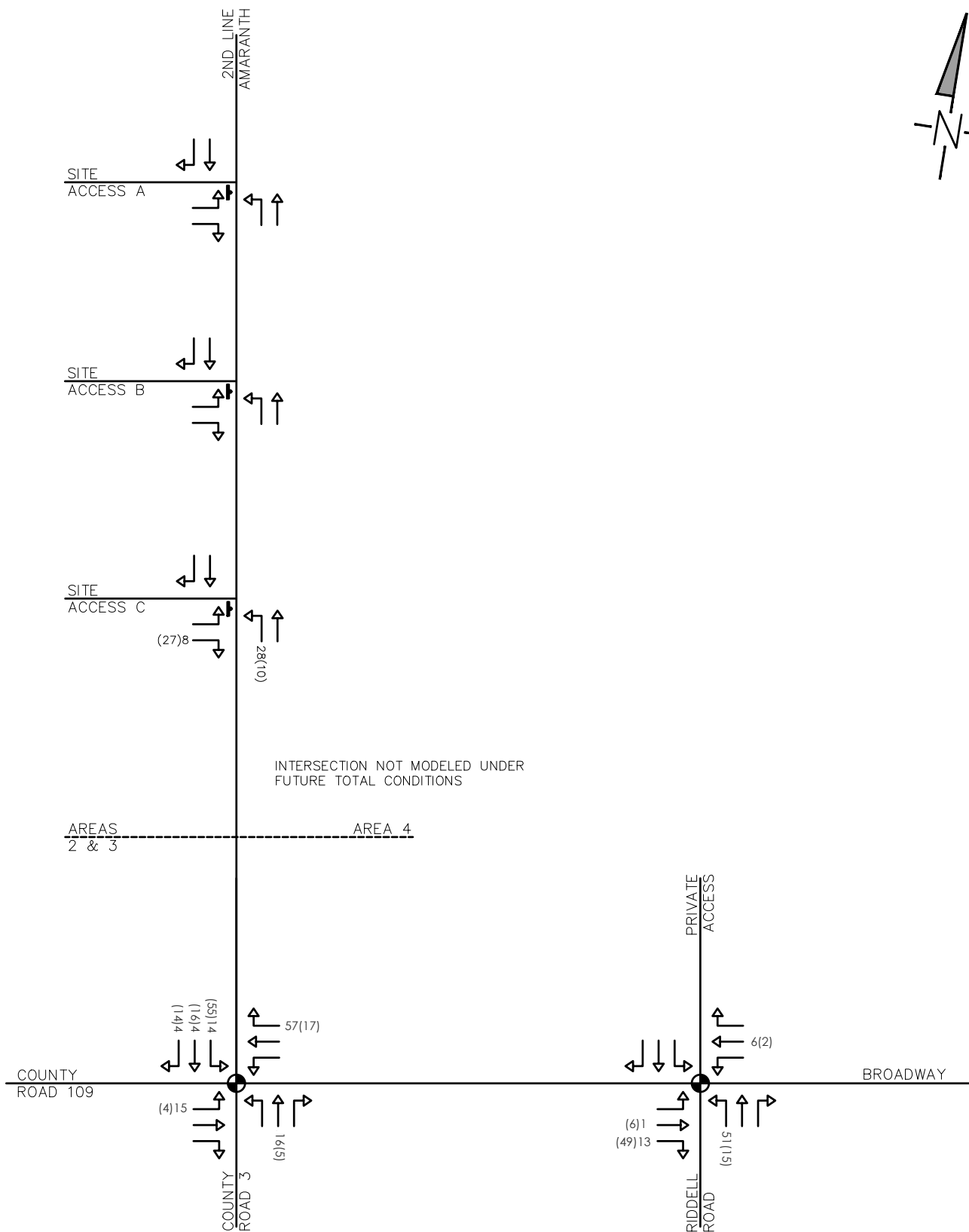
| | |
|-------|---|
| | SIGNAL CONTROL |
| | STOP CONTROL |
| XX(Y) | A.M. (P.M.) PEAK HOUR TRAFFIC VOLUMES |

| | | |
|---------|---|--|
| Project | OP TRUST AMARANTH | |
| Drawing | TRIP ASSIGNMENT – PASSENGER CARS (AREAS 2, 3 AND 4) | |



ADMIRAL BUILDING
1 FIRST STREET, SUITE 200
COLLINGWOOD, ON L9Y 1A1
705 446-3510 T
705 446-3520 F
WWW.CFCROZIER.CA

| | | | | | | |
|----------|--------|-----------|--------------|----------|----------|---------|
| Drawn By | D.B. | Design By | D.B. | Project | 756-4574 | |
| Scale | N.T.S. | Date | NOV 26, 2021 | Check By | K.H. | |
| | | | | | Drawing | FIG. 14 |



NOTE: THIS FIGURE IS FOR SCHEMATIC PURPOSES ONLY & IS NOT TO BE SCALED.

| | |
|-------|---|
| | SIGNAL CONTROL |
| | STOP CONTROL |
| XX(Y) | A.M. (P.M.) PEAK HOUR TRAFFIC VOLUMES |

| | | |
|---------|--|--|
| Project | OP TRUST AMARANTH | |
| Drawing | TRIP ASSIGNMENT – HEAVY TRUCKS (DISTRIBUTION CENTRE) | |



ADMIRAL BUILDING
1 FIRST STREET, SUITE 200
COLLINGWOOD, ON L9Y 1A1
705 446-3510 T
705 446-3520 F
WWW.CFCROZIER.CA

| | | | | | | |
|----------|--------|-----------|--------------|----------|----------|---------|
| Drawn By | D.B. | Design By | D.B. | Project | 756-4574 | |
| Scale | N.T.S. | Date | NOV 26, 2021 | Check By | K.H. | |
| | | | | | Drawing | FIG. 16 |

APPENDIX

F

Option 1b/2c

Traffic Analysis -
Synchro

Timings

1: Dufferin County Road 11 & Dufferin County Road 109

11-08-2023



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-------|--------|------|-------|-------|-------|-------|-------|------|-------|-------|------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 33 | 628 | 15 | 6 | 301 | 88 | 16 | 128 | 12 | 191 | 112 | 26 |
| Future Volume (vph) | 33 | 628 | 15 | 6 | 301 | 88 | 16 | 128 | 12 | 191 | 112 | 26 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 19% | 12% | 7% | 0% | 26% | 18% | 13% | 13% | 9% | 12% | 11% | 17% |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 36 | 699 | 0 | 0 | 334 | 96 | 17 | 152 | 0 | 208 | 150 | 0 |
| Turn Type | Perm | NA | | Perm | NA | Perm | Perm | NA | | Perm | NA | |
| Protected Phases | | 2 | | | 6 | | | 8 | | | | 4 |
| Permitted Phases | 2 | | | 6 | | 6 | 8 | | | 4 | | |
| Detector Phase | 2 | 2 | | 6 | 6 | 6 | 8 | 8 | | 4 | 4 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 18.0 | 18.0 | | 18.0 | 18.0 | 18.0 | 20.0 | 20.0 | | 20.0 | 20.0 | |
| Minimum Split (s) | 26.0 | 26.0 | | 26.0 | 26.0 | 26.0 | 28.0 | 28.0 | | 28.0 | 28.0 | |
| Total Split (s) | 58.0 | 58.0 | | 58.0 | 58.0 | 58.0 | 32.0 | 32.0 | | 32.0 | 32.0 | |
| Total Split (%) | 64.4% | 64.4% | | 64.4% | 64.4% | 64.4% | 35.6% | 35.6% | | 35.6% | 35.6% | |
| Yellow Time (s) | 6.0 | 6.0 | | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | | 6.0 | 6.0 | |
| All-Red Time (s) | 2.0 | 2.0 | | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | | 2.0 | 2.0 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | | | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | 8.0 | 8.0 | | | 8.0 | 8.0 | 8.0 | 8.0 | | 8.0 | 8.0 | |
| Lead/Lag | | | | | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | C-Max | C-Max | | C-Max | C-Max | C-Max | None | None | | None | None | |
| Act Effct Green (s) | 51.6 | 51.6 | | | 51.6 | 51.6 | 22.4 | 22.4 | | 22.4 | 22.4 | |
| Actuated g/C Ratio | 0.57 | 0.57 | | | 0.57 | 0.57 | 0.25 | 0.25 | | 0.25 | 0.25 | |
| v/c Ratio | 0.07 | 0.73 | | | 0.40 | 0.12 | 0.06 | 0.37 | | 0.75 | 0.37 | |
| Control Delay | 9.7 | 20.1 | | | 12.8 | 2.5 | 25.6 | 29.6 | | 48.8 | 27.9 | |
| Queue Delay | 0.0 | 0.0 | | | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | 9.7 | 20.1 | | | 12.8 | 2.5 | 25.6 | 29.6 | | 48.8 | 27.9 | |
| LOS | A | C | | | B | A | C | C | | D | C | |
| Approach Delay | | 19.6 | | | 10.5 | | | 29.2 | | | 40.1 | |
| Approach LOS | | B | | | B | | | C | | | D | |
| Queue Length 50th (m) | 2.8 | 90.0 | | | 32.6 | 0.0 | 2.3 | 21.6 | | 34.2 | 20.1 | |
| Queue Length 95th (m) | 7.4 | 138.9 | | | 52.8 | 6.6 | 7.6 | 38.9 | | #66.0 | 37.1 | |
| Internal Link Dist (m) | | 1519.7 | | | 275.4 | | | 900.4 | | | 923.0 | |
| Turn Bay Length (m) | 40.0 | | | | | 50.0 | 60.0 | | | 45.0 | | |
| Base Capacity (vph) | 487 | 960 | | | 836 | 816 | 296 | 437 | | 298 | 434 | |
| Starvation Cap Reductn | 0 | 0 | | | 0 | 0 | 0 | 0 | | 0 | 0 | |
| Spillback Cap Reductn | 0 | 0 | | | 0 | 0 | 0 | 0 | | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | | | 0 | 0 | 0 | 0 | | 0 | 0 | |
| Reduced v/c Ratio | 0.07 | 0.73 | | | 0.40 | 0.12 | 0.06 | 0.35 | | 0.70 | 0.35 | |

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

Natural Cycle: 65

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.75

Timings

1: Dufferin County Road 11 & Dufferin County Road 109

11-08-2023

Intersection Signal Delay: 22.6

Intersection LOS: C

Intersection Capacity Utilization 87.3%

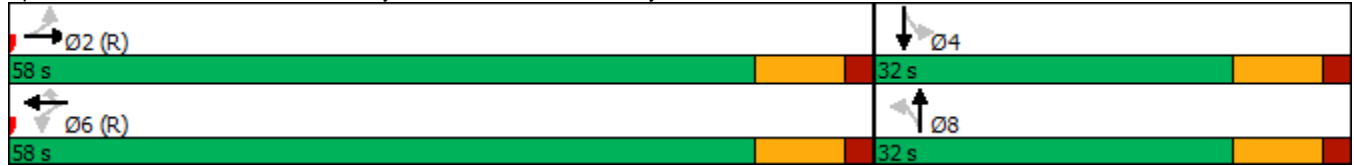
ICU Level of Service E

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 1: Dufferin County Road 11 & Dufferin County Road 109



Timings

3: Dufferin County Road 3/2nd Line & Dufferin County Road 109

11-08-2023



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Lane Configurations | ↘ | ↑↑ | ↗ | ↘ | ↑↑ | ↗ | ↘ | ↑ | ↗ | ↘ | ↑ | ↗ |
| Traffic Volume (vph) | 141 | 645 | 29 | 191 | 366 | 414 | 29 | 71 | 278 | 143 | 18 | 41 |
| Future Volume (vph) | 141 | 645 | 29 | 191 | 366 | 414 | 29 | 71 | 278 | 143 | 18 | 41 |
| Peak Hour Factor | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 |
| Heavy Vehicles (%) | 11% | 13% | 7% | 12% | 30% | 15% | 0% | 22% | 14% | 11% | 22% | 12% |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 152 | 694 | 31 | 205 | 394 | 445 | 31 | 76 | 299 | 154 | 19 | 44 |
| Turn Type | Perm | NA | Perm | pm+pt | NA | Perm | Perm | NA | Perm | pm+pt | NA | Perm |
| Protected Phases | | 2 | | 1 | 6 | | | 8 | | 7 | 4 | |
| Permitted Phases | 2 | | 2 | 6 | | 6 | 8 | | 8 | 4 | | 4 |
| Detector Phase | 2 | 2 | 2 | 1 | 6 | 6 | 8 | 8 | 8 | 7 | 4 | 4 |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Minimum Split (s) | 24.6 | 24.6 | 24.6 | 10.6 | 24.6 | 24.6 | 24.6 | 24.6 | 24.6 | 9.3 | 24.6 | 24.6 |
| Total Split (s) | 37.4 | 37.4 | 37.4 | 17.0 | 54.4 | 54.4 | 24.6 | 24.6 | 24.6 | 11.0 | 35.6 | 35.6 |
| Total Split (%) | 41.6% | 41.6% | 41.6% | 18.9% | 60.4% | 60.4% | 27.3% | 27.3% | 27.3% | 12.2% | 39.6% | 39.6% |
| Yellow Time (s) | 4.6 | 4.6 | 4.6 | 4.6 | 4.6 | 4.6 | 4.6 | 4.6 | 4.6 | 3.3 | 4.6 | 4.6 |
| All-Red Time (s) | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 |
| Lost Time Adjust (s) | 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 Lost Time (s) | 6.1 | 6.1 | 6.1 | 6.1 | 6.1 | 6.1 | 6.1 | 6.1 | 6.1 | 4.8 | 6.1 | 6.1 |
| Lead/Lag | Lag | Lag | Lag | Lead | | | Lag | Lag | Lag | Lead | | |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | | | Yes | Yes | Yes | Yes | | |
| Recall Mode | None | None | None | None | None | None | Max | Max | Max | None | Max | Max |
| Act Effct Green (s) | 23.6 | 23.6 | 23.6 | 39.7 | 39.7 | 39.7 | 18.6 | 18.6 | 18.6 | 31.0 | 29.7 | 29.7 |
| Actuated g/C Ratio | 0.29 | 0.29 | 0.29 | 0.49 | 0.49 | 0.49 | 0.23 | 0.23 | 0.23 | 0.38 | 0.36 | 0.36 |
| v/c Ratio | 0.59 | 0.76 | 0.06 | 0.62 | 0.29 | 0.49 | 0.09 | 0.21 | 0.51 | 0.37 | 0.03 | 0.07 |
| Control Delay | 35.3 | 32.4 | 0.2 | 20.4 | 12.9 | 3.1 | 28.4 | 29.9 | 7.4 | 22.3 | 19.7 | 0.2 |
| 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 | 35.3 | 32.4 | 0.2 | 20.4 | 12.9 | 3.1 | 28.4 | 29.9 | 7.4 | 22.3 | 19.7 | 0.2 |
| LOS | D | C | A | C | B | A | C | C | A | C | B | A |
| Approach Delay | | 31.8 | | | 10.2 | | | 13.2 | | | 17.6 | |
| Approach LOS | | C | | | B | | | B | | | B | |
| Queue Length 50th (m) | 21.5 | 54.8 | 0.0 | 18.5 | 19.1 | 0.0 | 4.1 | 10.3 | 0.0 | 17.2 | 2.0 | 0.0 |
| Queue Length 95th (m) | 41.2 | 74.2 | 0.0 | 31.2 | 28.0 | 13.7 | 12.3 | 24.2 | 21.1 | 35.8 | 7.3 | 0.0 |
| Internal Link Dist (m) | | 142.5 | | | 498.0 | | | 265.3 | | | 410.2 | |
| Turn Bay Length (m) | 60.0 | | 110.0 | 100.0 | | 100.0 | 125.0 | | 50.0 | 150.0 | | 60.0 |
| Base Capacity (vph) | 342 | 1218 | 680 | 347 | 1653 | 1015 | 333 | 355 | 582 | 416 | 566 | 595 |
| 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 | 0.44 | 0.57 | 0.05 | 0.59 | 0.24 | 0.44 | 0.09 | 0.21 | 0.51 | 0.37 | 0.03 | 0.07 |

| Intersection Summary | |
|----------------------------|------------------|
| Cycle Length: | 90 |
| Actuated Cycle Length: | 81.7 |
| Natural Cycle: | 70 |
| Control Type: | Semi Act-Uncoord |
| Maximum v/c Ratio: | 0.76 |
| Intersection Signal Delay: | 18.8 |
| Intersection LOS: | B |

Timings

3: Dufferin County Road 3/2nd Line & Dufferin County Road 109

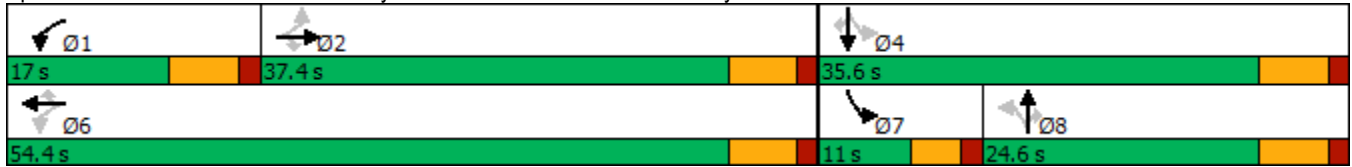
11-08-2023

Intersection Capacity Utilization 58.3%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 3: Dufferin County Road 3/2nd Line & Dufferin County Road 109



Timings

4: Riddell Road & Dufferin County Road 109/Broadway

11-08-2023



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-------|--------|-------|-------|-------|-------|--------|-------|------|-------|-------|------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 22 | 504 | 514 | 140 | 502 | 17 | 451 | 9 | 151 | 10 | 11 | 12 |
| Future Volume (vph) | 22 | 504 | 514 | 140 | 502 | 17 | 451 | 9 | 151 | 10 | 11 | 12 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 40% | 7% | 18% | 3% | 7% | 0% | 27% | 0% | 1% | 0% | 10% | 73% |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 24 | 548 | 559 | 152 | 546 | 18 | 490 | 174 | 0 | 11 | 25 | 0 |
| Turn Type | Perm | NA | Perm | pm+pt | NA | Perm | pm+pt | NA | | Perm | NA | |
| Protected Phases | | 4 | | 3 | 8 | | 5 | 2 | | | 6 | |
| Permitted Phases | 4 | | 4 | 8 | | 8 | 2 | | | 6 | | |
| Minimum Split (s) | 30.4 | 30.4 | 30.4 | 5.0 | 30.4 | 30.4 | 11.0 | 26.0 | | 26.0 | 26.0 | |
| Total Split (s) | 36.2 | 36.2 | 36.2 | 8.0 | 44.2 | 44.2 | 19.0 | 45.8 | | 26.8 | 26.8 | |
| Total Split (%) | 40.2% | 40.2% | 40.2% | 8.9% | 49.1% | 49.1% | 21.1% | 50.9% | | 29.8% | 29.8% | |
| Yellow Time (s) | 5.4 | 5.4 | 5.4 | 3.0 | 5.4 | 5.4 | 3.0 | 5.0 | | 5.0 | 5.0 | |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 1.0 | 2.0 | 2.0 | 1.0 | 2.0 | | 2.0 | 2.0 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | 7.4 | 7.4 | 7.4 | 4.0 | 7.4 | 7.4 | 4.0 | 7.0 | | 7.0 | 7.0 | |
| Lead/Lag | Lag | Lag | Lag | Lead | | | Lead | | | Lag | Lag | |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | | | Yes | | | Yes | Yes | |
| Act Effct Green (s) | 28.8 | 28.8 | 28.8 | 40.2 | 36.8 | 36.8 | 41.8 | 38.8 | | 19.8 | 19.8 | |
| Actuated g/C Ratio | 0.32 | 0.32 | 0.32 | 0.45 | 0.41 | 0.41 | 0.46 | 0.43 | | 0.22 | 0.22 | |
| v/c Ratio | 0.16 | 0.96 | 0.68 | 0.83 | 0.76 | 0.02 | 0.96 | 0.22 | | 0.04 | 0.10 | |
| Control Delay | 25.3 | 61.9 | 7.1 | 54.5 | 31.2 | 0.1 | 54.6 | 3.9 | | 28.4 | 19.7 | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | 25.3 | 61.9 | 7.1 | 54.5 | 31.2 | 0.1 | 54.6 | 3.9 | | 28.4 | 19.7 | |
| LOS | C | E | A | D | C | A | D | A | | C | B | |
| Approach Delay | | 34.1 | | | 35.4 | | | 41.3 | | | 22.3 | |
| Approach LOS | | C | | | D | | | D | | | C | |
| Queue Length 50th (m) | 3.1 | 97.4 | 0.0 | 16.2 | 83.2 | 0.0 | 70.2 | 1.0 | | 1.6 | 1.7 | |
| Queue Length 95th (m) | 9.7 | #164.0 | 27.7 | #42.5 | 125.2 | 0.0 | #150.1 | 12.6 | | 6.1 | 8.4 | |
| Internal Link Dist (m) | | 498.0 | | | 666.8 | | | 362.5 | | | 130.8 | |
| Turn Bay Length (m) | 85.6 | | | 120.0 | | 86.3 | 110.0 | | | | | |
| Base Capacity (vph) | 152 | 568 | 818 | 183 | 718 | 732 | 511 | 798 | | 252 | 262 | |
| 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 | 0.16 | 0.96 | 0.68 | 0.83 | 0.76 | 0.02 | 0.96 | 0.22 | | 0.04 | 0.10 | |

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
 Natural Cycle: 90
 Control Type: Pretimed
 Maximum v/c Ratio: 0.96
 Intersection Signal Delay: 36.1
 Intersection LOS: D
 Intersection Capacity Utilization 92.9%
 ICU Level of Service F
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.

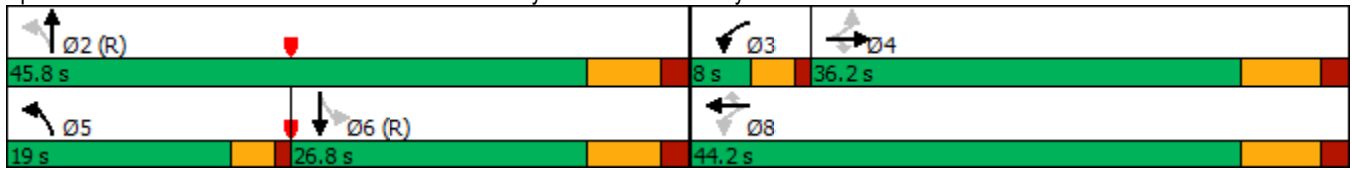
Timings

4: Riddell Road & Dufferin County Road 109/Broadway

11-08-2023

Queue shown is maximum after two cycles.

Splits and Phases: 4: Riddell Road & Dufferin County Road 109/Broadway



| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 3.4 | | | | | |
| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 62 | 87 | 293 | 66 | 64 | 157 |
| Future Vol, veh/h | 62 | 87 | 293 | 66 | 64 | 157 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | 0 | - | - | 25 | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 10 | 7 | 14 | 6 | 7 | 12 |
| Mvmt Flow | 67 | 95 | 318 | 72 | 70 | 171 |

| Major/Minor | Minor1 | Major1 | Major2 | | |
|----------------------|--------|--------|--------|---|-------|
| Conflicting Flow All | 665 | 354 | 0 | 0 | 390 |
| Stage 1 | 354 | - | - | - | - |
| Stage 2 | 311 | - | - | - | - |
| Critical Hdwy | 6.5 | 6.27 | - | - | 4.17 |
| Critical Hdwy Stg 1 | 5.5 | - | - | - | - |
| Critical Hdwy Stg 2 | 5.5 | - | - | - | - |
| Follow-up Hdwy | 3.59 | 3.363 | - | - | 2.263 |
| Pot Cap-1 Maneuver | 413 | 679 | - | - | 1142 |
| Stage 1 | 693 | - | - | - | - |
| Stage 2 | 725 | - | - | - | - |
| Platoon blocked, % | | | - | - | - |
| Mov Cap-1 Maneuver | 388 | 679 | - | - | 1142 |
| Mov Cap-2 Maneuver | 388 | - | - | - | - |
| Stage 1 | 693 | - | - | - | - |
| Stage 2 | 681 | - | - | - | - |

| Approach | WB | NB | SB |
|----------------------|------|----|-----|
| HCM Control Delay, s | 13.3 | 0 | 2.4 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBT | NBRWBLn1 | WBLn2 | SBL | SBT |
|-----------------------|-----|----------|-------|-------|-------|
| Capacity (veh/h) | - | - | 388 | 679 | 1142 |
| HCM Lane V/C Ratio | - | - | 0.174 | 0.139 | 0.061 |
| HCM Control Delay (s) | - | - | 16.2 | 11.2 | 8.4 |
| HCM Lane LOS | - | - | C | B | A |
| HCM 95th %tile Q(veh) | - | - | 0.6 | 0.5 | 0.2 |

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 4.6 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | ↕ |
| Traffic Vol, veh/h | 94 | 345 | 6 | 8 | 194 | 25 | 6 | 33 | 11 | 9 | 45 | 81 |
| Future Vol, veh/h | 94 | 345 | 6 | 8 | 194 | 25 | 6 | 33 | 11 | 9 | 45 | 81 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | 26.7 |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 21 | 12 | 17 | 57 | 13 | 9 | 17 | 6 | 41 | 0 | 7 | 12 |
| Mvmt Flow | 102 | 375 | 7 | 9 | 211 | 27 | 7 | 36 | 12 | 10 | 49 | 88 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|----------------------|--------|---|---|--------|---|---|--------|-------|-------|--------|-------|-------|
| Conflicting Flow All | 238 | 0 | 0 | 382 | 0 | 0 | 894 | 839 | 379 | 850 | 829 | 225 |
| Stage 1 | - | - | - | - | - | - | 583 | 583 | - | 243 | 243 | - |
| Stage 2 | - | - | - | - | - | - | 311 | 256 | - | 607 | 586 | - |
| Critical Hdwy | 4.31 | - | - | 4.67 | - | - | 7.27 | 6.56 | 6.61 | 7.1 | 6.57 | 6.32 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.27 | 5.56 | - | 6.1 | 5.57 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.27 | 5.56 | - | 6.1 | 5.57 | - |
| Follow-up Hdwy | 2.389 | - | - | 2.713 | - | - | 3.653 | 4.054 | 3.669 | 3.5 | 4.063 | 3.408 |
| Pot Cap-1 Maneuver | 1225 | - | - | 930 | - | - | 246 | 298 | 590 | 283 | 300 | 790 |
| Stage 1 | - | - | - | - | - | - | 473 | 492 | - | 765 | 696 | - |
| Stage 2 | - | - | - | - | - | - | 669 | 688 | - | 487 | 489 | - |
| Platoon blocked, % | - | - | - | - | - | - | - | - | - | - | - | - |
| Mov Cap-1 Maneuver | 1225 | - | - | 930 | - | - | 171 | 263 | 590 | 227 | 265 | 790 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 171 | 263 | - | 227 | 265 | - |
| Stage 1 | - | - | - | - | - | - | 423 | 440 | - | 684 | 688 | - |
| Stage 2 | - | - | - | - | - | - | 546 | 680 | - | 392 | 437 | - |

| Approach | EB | | | WB | | | NB | | | SB | | |
|----------------------|-----|--|--|-----|--|--|----|--|--|------|--|--|
| HCM Control Delay, s | 1.7 | | | 0.3 | | | 21 | | | 15.3 | | |
| HCM LOS | | | | | | | C | | | C | | |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 | SBLn2 |
|-----------------------|-------|-------|-----|-----|-------|-----|-----|-------|-------|
| Capacity (veh/h) | 279 | 1225 | - | - | 930 | - | - | 258 | 790 |
| HCM Lane V/C Ratio | 0.195 | 0.083 | - | - | 0.009 | - | - | 0.228 | 0.111 |
| HCM Control Delay (s) | 21 | 8.2 | 0 | - | 8.9 | 0 | - | 23 | 10.1 |
| HCM Lane LOS | C | A | A | - | A | A | - | C | B |
| HCM 95th %tile Q(veh) | 0.7 | 0.3 | - | - | 0 | - | - | 0.9 | 0.4 |

HCM 6th TWSC
 7: Dufferin County Road 23 & Montgomery Boulevard

11-08-2023

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 1.4 | | | | | |
| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
| Lane Configurations | W | W | T | T | T | T |
| Traffic Vol, veh/h | 17 | 18 | 130 | 10 | 10 | 125 |
| Future Vol, veh/h | 17 | 18 | 130 | 10 | 10 | 125 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 0 | 0 | 3 | 0 | 0 | 1 |
| Mvmt Flow | 18 | 20 | 141 | 11 | 11 | 136 |

| Major/Minor | Minor1 | Major1 | Major2 | | | |
|----------------------|--------|--------|--------|---|------|---|
| Conflicting Flow All | 305 | 147 | 0 | 0 | 152 | 0 |
| Stage 1 | 147 | - | - | - | - | - |
| Stage 2 | 158 | - | - | - | - | - |
| Critical Hdwy | 6.4 | 6.2 | - | - | 4.1 | - |
| Critical Hdwy Stg 1 | 5.4 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.4 | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.3 | - | - | 2.2 | - |
| Pot Cap-1 Maneuver | 691 | 905 | - | - | 1441 | - |
| Stage 1 | 885 | - | - | - | - | - |
| Stage 2 | 875 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | |
| Mov Cap-1 Maneuver | 685 | 905 | - | - | 1441 | - |
| Mov Cap-2 Maneuver | 685 | - | - | - | - | - |
| Stage 1 | 885 | - | - | - | - | - |
| Stage 2 | 868 | - | - | - | - | - |

| Approach | WB | NB | SB |
|----------------------|-----|----|-----|
| HCM Control Delay, s | 9.8 | 0 | 0.6 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBT | NBRWBLn1 | SBL | SBT |
|-----------------------|-----|----------|-------|-------|
| Capacity (veh/h) | - | - | 783 | 1441 |
| HCM Lane V/C Ratio | - | - | 0.049 | 0.008 |
| HCM Control Delay (s) | - | - | 9.8 | 7.5 |
| HCM Lane LOS | - | - | A | A |
| HCM 95th %tile Q(veh) | - | - | 0.2 | 0 |

Timings

1: Dufferin County Road 11 & Dufferin County Road 109

11-08-2023



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-------|--------|------|-------|-------|-------|-------|-------|------|--------|-------|------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 40 | 727 | 18 | 8 | 354 | 105 | 19 | 153 | 14 | 229 | 134 | 31 |
| Future Volume (vph) | 40 | 727 | 18 | 8 | 354 | 105 | 19 | 153 | 14 | 229 | 134 | 31 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 19% | 12% | 7% | 0% | 27% | 18% | 13% | 13% | 9% | 12% | 11% | 17% |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 43 | 810 | 0 | 0 | 394 | 114 | 21 | 181 | 0 | 249 | 180 | 0 |
| Turn Type | Perm | NA | | Perm | NA | Perm | Perm | NA | | Perm | NA | |
| Protected Phases | | 2 | | | 6 | | | 8 | | | | 4 |
| Permitted Phases | 2 | | | 6 | | 6 | 8 | | | 4 | | |
| Detector Phase | 2 | 2 | | 6 | 6 | 6 | 8 | 8 | | 4 | 4 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 18.0 | 18.0 | | 18.0 | 18.0 | 18.0 | 20.0 | 20.0 | | 20.0 | 20.0 | |
| Minimum Split (s) | 26.0 | 26.0 | | 26.0 | 26.0 | 26.0 | 28.0 | 28.0 | | 28.0 | 28.0 | |
| Total Split (s) | 77.0 | 77.0 | | 77.0 | 77.0 | 77.0 | 43.0 | 43.0 | | 43.0 | 43.0 | |
| Total Split (%) | 64.2% | 64.2% | | 64.2% | 64.2% | 64.2% | 35.8% | 35.8% | | 35.8% | 35.8% | |
| Yellow Time (s) | 6.0 | 6.0 | | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | | 6.0 | 6.0 | |
| All-Red Time (s) | 2.0 | 2.0 | | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | | 2.0 | 2.0 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | | | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | 8.0 | 8.0 | | | 8.0 | 8.0 | 8.0 | 8.0 | | 8.0 | 8.0 | |
| Lead/Lag | | | | | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | C-Max | C-Max | | C-Max | C-Max | C-Max | None | None | | None | None | |
| Act Effct Green (s) | 71.7 | 71.7 | | | 71.7 | 71.7 | 32.3 | 32.3 | | 32.3 | 32.3 | |
| Actuated g/C Ratio | 0.60 | 0.60 | | | 0.60 | 0.60 | 0.27 | 0.27 | | 0.27 | 0.27 | |
| v/c Ratio | 0.10 | 0.81 | | | 0.46 | 0.13 | 0.08 | 0.41 | | 0.90 | 0.41 | |
| Control Delay | 12.1 | 27.8 | | | 16.2 | 2.4 | 31.9 | 37.6 | | 75.9 | 36.4 | |
| Queue Delay | 0.0 | 0.0 | | | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | 12.1 | 27.8 | | | 16.2 | 2.4 | 31.9 | 37.6 | | 75.9 | 36.4 | |
| LOS | B | C | | | B | A | C | D | | E | D | |
| Approach Delay | | 27.0 | | | 13.1 | | | 37.0 | | | 59.3 | |
| Approach LOS | | C | | | B | | | D | | | E | |
| Queue Length 50th (m) | 4.6 | 156.7 | | | 54.2 | 0.0 | 3.8 | 34.9 | | 57.6 | 33.5 | |
| Queue Length 95th (m) | 10.5 | 224.5 | | | 80.4 | 8.0 | 10.4 | 56.4 | | #104.1 | 55.1 | |
| Internal Link Dist (m) | | 1519.7 | | | 275.4 | | | 900.4 | | | 923.0 | |
| Turn Bay Length (m) | 40.0 | | | | | 50.0 | 60.0 | | | 45.0 | | |
| Base Capacity (vph) | 451 | 1000 | | | 860 | 854 | 298 | 477 | | 300 | 471 | |
| Starvation Cap Reductn | 0 | 0 | | | 0 | 0 | 0 | 0 | | 0 | 0 | |
| Spillback Cap Reductn | 0 | 0 | | | 0 | 0 | 0 | 0 | | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | | | 0 | 0 | 0 | 0 | | 0 | 0 | |
| Reduced v/c Ratio | 0.10 | 0.81 | | | 0.46 | 0.13 | 0.07 | 0.38 | | 0.83 | 0.38 | |

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.90

Timings

1: Dufferin County Road 11 & Dufferin County Road 109

11-08-2023

Intersection Signal Delay: 31.4

Intersection LOS: C

Intersection Capacity Utilization 92.7%

ICU Level of Service F

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

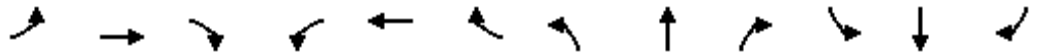
Splits and Phases: 1: Dufferin County Road 11 & Dufferin County Road 109



Timings

3: Dufferin County Road 3/2nd Line & Dufferin County Road 109

11-08-2023



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 145 | 771 | 35 | 229 | 437 | 423 | 35 | 72 | 333 | 153 | 19 | 43 |
| Future Volume (vph) | 145 | 771 | 35 | 229 | 437 | 423 | 35 | 72 | 333 | 153 | 19 | 43 |
| Peak Hour Factor | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 |
| Heavy Vehicles (%) | 11% | 13% | 7% | 12% | 30% | 15% | 0% | 22% | 14% | 11% | 22% | 12% |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 156 | 829 | 38 | 246 | 470 | 455 | 38 | 77 | 358 | 165 | 20 | 46 |
| Turn Type | Perm | NA | Perm | pm+pt | NA | Perm | Perm | NA | Perm | pm+pt | NA | Perm |
| Protected Phases | | 2 | | 1 | 6 | | | 8 | | 7 | 4 | |
| Permitted Phases | 2 | | 2 | 6 | | 6 | 8 | | 8 | 4 | | 4 |
| Detector Phase | 2 | 2 | 2 | 1 | 6 | 6 | 8 | 8 | 8 | 7 | 4 | 4 |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Minimum Split (s) | 24.6 | 24.6 | 24.6 | 10.6 | 24.6 | 24.6 | 24.6 | 24.6 | 24.6 | 9.3 | 24.6 | 24.6 |
| Total Split (s) | 64.9 | 64.9 | 64.9 | 18.6 | 83.5 | 83.5 | 24.9 | 24.9 | 24.9 | 11.6 | 36.5 | 36.5 |
| Total Split (%) | 54.1% | 54.1% | 54.1% | 15.5% | 69.6% | 69.6% | 20.8% | 20.8% | 20.8% | 9.7% | 30.4% | 30.4% |
| Yellow Time (s) | 4.6 | 4.6 | 4.6 | 4.6 | 4.6 | 4.6 | 4.6 | 4.6 | 4.6 | 3.3 | 4.6 | 4.6 |
| All-Red Time (s) | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 |
| Lost Time Adjust (s) | 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 Lost Time (s) | 6.1 | 6.1 | 6.1 | 6.1 | 6.1 | 6.1 | 6.1 | 6.1 | 6.1 | 4.8 | 6.1 | 6.1 |
| Lead/Lag | Lag | Lag | Lag | Lead | | | Lag | Lag | Lag | Lead | | |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | | | Yes | Yes | Yes | Yes | | |
| Recall Mode | None | None | None | None | None | None | Max | Max | Max | None | Max | Max |
| Act Effct Green (s) | 30.0 | 30.0 | 30.0 | 47.7 | 47.7 | 47.7 | 18.9 | 18.9 | 18.9 | 31.9 | 30.6 | 30.6 |
| Actuated g/C Ratio | 0.33 | 0.33 | 0.33 | 0.53 | 0.53 | 0.53 | 0.21 | 0.21 | 0.21 | 0.35 | 0.34 | 0.34 |
| v/c Ratio | 0.57 | 0.79 | 0.07 | 0.76 | 0.32 | 0.48 | 0.12 | 0.24 | 0.65 | 0.42 | 0.04 | 0.08 |
| Control Delay | 33.8 | 33.5 | 0.2 | 30.1 | 12.6 | 2.8 | 33.5 | 34.9 | 14.3 | 27.4 | 23.7 | 1.8 |
| 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 | 33.8 | 33.5 | 0.2 | 30.1 | 12.6 | 2.8 | 33.5 | 34.9 | 14.3 | 27.4 | 23.7 | 1.8 |
| LOS | C | C | A | C | B | A | C | C | B | C | C | A |
| Approach Delay | | 32.3 | | | 12.5 | | | 19.2 | | | 22.0 | |
| Approach LOS | | C | | | B | | | B | | | C | |
| Queue Length 50th (m) | 23.6 | 72.5 | 0.0 | 23.4 | 24.2 | 0.0 | 5.8 | 12.0 | 10.4 | 21.9 | 2.5 | 0.0 |
| Queue Length 95th (m) | 44.0 | 94.4 | 0.0 | #55.2 | 33.7 | 13.0 | 16.0 | 27.7 | 43.7 | 44.3 | 8.7 | 2.5 |
| Internal Link Dist (m) | | 142.5 | | | 498.0 | | | 265.3 | | | 410.2 | |
| Turn Bay Length (m) | 60.0 | | 110.0 | 100.0 | | 100.0 | 125.0 | | 50.0 | 150.0 | | 60.0 |
| Base Capacity (vph) | 540 | 2064 | 1019 | 341 | 2388 | 1271 | 305 | 325 | 552 | 389 | 525 | 542 |
| 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 | 0.29 | 0.40 | 0.04 | 0.72 | 0.20 | 0.36 | 0.12 | 0.24 | 0.65 | 0.42 | 0.04 | 0.08 |

Intersection Summary

Cycle Length: 120

Actuated Cycle Length: 90.6

Natural Cycle: 80

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.79

Intersection Signal Delay: 21.3

Intersection LOS: C

Timings

3: Dufferin County Road 3/2nd Line & Dufferin County Road 109

11-08-2023

Intersection Capacity Utilization 64.6%

ICU Level of Service C

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 3: Dufferin County Road 3/2nd Line & Dufferin County Road 109



Timings

4: Riddell Road & Dufferin County Road 109/Broadway

11-08-2023



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-------|--------|-------|-------|-------|-------|--------|-------|------|-------|-------|-------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 26 | 593 | 605 | 167 | 564 | 21 | 504 | 10 | 180 | 12 | 13 | 14 |
| Future Volume (vph) | 26 | 593 | 605 | 167 | 564 | 21 | 504 | 10 | 180 | 12 | 13 | 14 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 40% | 7% | 18% | 3% | 7% | 0% | 27% | 0% | 1% | 0% | 10% | 73% |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 28 | 645 | 658 | 182 | 613 | 23 | 548 | 207 | 0 | 13 | 29 | 0 |
| Turn Type | Perm | NA | Perm | pm+pt | NA | Perm | pm+pt | NA | | Perm | NA | |
| Protected Phases | | 4 | | 3 | 8 | | 5 | 2 | | | | 6 |
| Permitted Phases | 4 | | 4 | 8 | | 8 | 2 | | | 6 | | |
| Minimum Split (s) | 30.4 | 30.4 | 30.4 | 5.0 | 30.4 | 30.4 | 11.0 | 26.0 | | 26.0 | 26.0 | |
| Total Split (s) | 51.0 | 51.0 | 51.0 | 11.0 | 62.0 | 62.0 | 31.0 | 58.0 | | 27.0 | 27.0 | |
| Total Split (%) | 42.5% | 42.5% | 42.5% | 9.2% | 51.7% | 51.7% | 25.8% | 48.3% | | 22.5% | 22.5% | |
| Yellow Time (s) | 5.4 | 5.4 | 5.4 | 3.0 | 5.4 | 5.4 | 3.0 | 5.0 | | 5.0 | 5.0 | |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 1.0 | 2.0 | 2.0 | 1.0 | 2.0 | | 2.0 | 2.0 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | 7.4 | 7.4 | 7.4 | 4.0 | 7.4 | 7.4 | 4.0 | 7.0 | | 7.0 | 7.0 | |
| Lead/Lag | Lag | Lag | Lag | Lead | | | Lead | | | Lag | Lag | |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | | | Yes | | | Yes | Yes | |
| Act Effct Green (s) | 43.6 | 43.6 | 43.6 | 58.0 | 54.6 | 54.6 | 54.0 | 51.0 | | 20.0 | 20.0 | |
| Actuated g/C Ratio | 0.36 | 0.36 | 0.36 | 0.48 | 0.46 | 0.46 | 0.45 | 0.42 | | 0.17 | 0.17 | |
| v/c Ratio | 0.19 | 1.00 | 0.79 | 1.04 | 0.77 | 0.03 | 1.04 | 0.26 | | 0.07 | 0.14 | |
| Control Delay | 30.7 | 74.1 | 14.6 | 104.4 | 35.2 | 0.0 | 81.5 | 4.3 | | 43.5 | 28.1 | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | 30.7 | 74.1 | 14.6 | 104.4 | 35.2 | 0.0 | 81.5 | 4.3 | | 43.5 | 28.1 | |
| LOS | C | E | B | F | D | A | F | A | | D | C | |
| Approach Delay | | 43.8 | | | 49.6 | | | 60.3 | | | | 32.9 |
| Approach LOS | | D | | | D | | | E | | | | C |
| Queue Length 50th (m) | 4.7 | 158.5 | 25.3 | ~30.3 | 124.3 | 0.0 | ~127.4 | 1.6 | | 2.8 | 3.0 | |
| Queue Length 95th (m) | 12.8 | #239.5 | 85.0 | #78.5 | 173.7 | 0.0 | #216.5 | 16.0 | | 8.9 | 12.1 | |
| Internal Link Dist (m) | | 498.0 | | | 666.8 | | | 362.5 | | | | 130.8 |
| Turn Bay Length (m) | 85.6 | | | 120.0 | | 86.3 | 110.0 | | | | | |
| Base Capacity (vph) | 144 | 645 | 834 | 175 | 798 | 790 | 526 | 806 | | 185 | 203 | |
| 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 | 0.19 | 1.00 | 0.79 | 1.04 | 0.77 | 0.03 | 1.04 | 0.26 | | 0.07 | 0.14 | |

Intersection Summary

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 120

Control Type: Pretimed

Maximum v/c Ratio: 1.04

Intersection Signal Delay: 49.5

Intersection LOS: D

Intersection Capacity Utilization 99.1%

ICU Level of Service F

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

Timings

4: Riddell Road & Dufferin County Road 109/Broadway

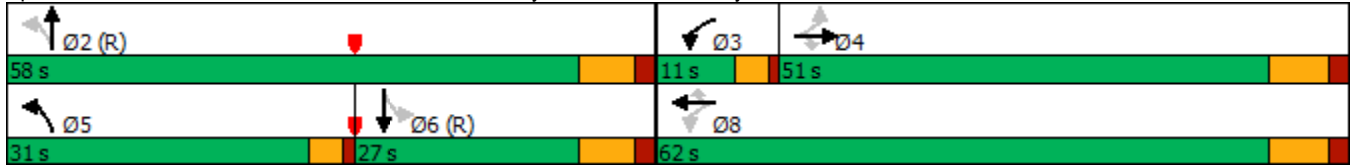
11-08-2023

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 4: Riddell Road & Dufferin County Road 109/Broadway



| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 3.9 | | | | | |
| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 75 | 101 | 340 | 66 | 76 | 186 |
| Future Vol, veh/h | 75 | 101 | 340 | 66 | 76 | 186 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | 0 | - | - | 25 | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 10 | 7 | 14 | 6 | 7 | 12 |
| Mvmt Flow | 82 | 110 | 370 | 72 | 83 | 202 |

| Major/Minor | Minor1 | Major1 | Major2 | | | |
|----------------------|--------|--------|--------|---|-------|---|
| Conflicting Flow All | 774 | 406 | 0 | 0 | 442 | 0 |
| Stage 1 | 406 | - | - | - | - | - |
| Stage 2 | 368 | - | - | - | - | - |
| Critical Hdwy | 6.5 | 6.27 | - | - | 4.17 | - |
| Critical Hdwy Stg 1 | 5.5 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.5 | - | - | - | - | - |
| Follow-up Hdwy | 3.59 | 3.363 | - | - | 2.263 | - |
| Pot Cap-1 Maneuver | 356 | 634 | - | - | 1092 | - |
| Stage 1 | 656 | - | - | - | - | - |
| Stage 2 | 683 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | |
| Mov Cap-1 Maneuver | 329 | 634 | - | - | 1092 | - |
| Mov Cap-2 Maneuver | 329 | - | - | - | - | - |
| Stage 1 | 656 | - | - | - | - | - |
| Stage 2 | 631 | - | - | - | - | - |

| Approach | WB | NB | SB |
|----------------------|------|----|-----|
| HCM Control Delay, s | 15.1 | 0 | 2.5 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBT | NBRWBLn1 | WBLn2 | SBL | SBT |
|-----------------------|-----|----------|-------|-------|-------|
| Capacity (veh/h) | - | - | 329 | 634 | 1092 |
| HCM Lane V/C Ratio | - | - | 0.248 | 0.173 | 0.076 |
| HCM Control Delay (s) | - | - | 19.5 | 11.9 | 8.6 |
| HCM Lane LOS | - | - | C | B | A |
| HCM 95th %tile Q(veh) | - | - | 1 | 0.6 | 0.2 |

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 5.8 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | ↕ |
| Traffic Vol, veh/h | 112 | 402 | 8 | 9 | 229 | 30 | 8 | 40 | 12 | 10 | 54 | 96 |
| Future Vol, veh/h | 112 | 402 | 8 | 9 | 229 | 30 | 8 | 40 | 12 | 10 | 54 | 96 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | 26.7 |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 21 | 12 | 17 | 57 | 13 | 9 | 17 | 6 | 41 | 0 | 7 | 12 |
| Mvmt Flow | 122 | 437 | 9 | 10 | 249 | 33 | 9 | 43 | 13 | 11 | 59 | 104 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|----------------------|--------|---|---|--------|---|---|--------|-------|-------|--------|-------|-------|
| Conflicting Flow All | 282 | 0 | 0 | 446 | 0 | 0 | 1053 | 988 | 442 | 1000 | 976 | 266 |
| Stage 1 | - | - | - | - | - | - | 686 | 686 | - | 286 | 286 | - |
| Stage 2 | - | - | - | - | - | - | 367 | 302 | - | 714 | 690 | - |
| Critical Hdwy | 4.31 | - | - | 4.67 | - | - | 7.27 | 6.56 | 6.61 | 7.1 | 6.57 | 6.32 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.27 | 5.56 | - | 6.1 | 5.57 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.27 | 5.56 | - | 6.1 | 5.57 | - |
| Follow-up Hdwy | 2.389 | - | - | 2.713 | - | - | 3.653 | 4.054 | 3.669 | 3.5 | 4.063 | 3.408 |
| Pot Cap-1 Maneuver | 1179 | - | - | 876 | - | - | 191 | 243 | 541 | 224 | 246 | 749 |
| Stage 1 | - | - | - | - | - | - | 414 | 442 | - | 726 | 666 | - |
| Stage 2 | - | - | - | - | - | - | 623 | 657 | - | 425 | 439 | - |
| Platoon blocked, % | - | - | - | - | - | - | - | - | - | - | - | - |
| Mov Cap-1 Maneuver | 1179 | - | - | 876 | - | - | 115 | 207 | 541 | 163 | 209 | 749 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 115 | 207 | - | 163 | 209 | - |
| Stage 1 | - | - | - | - | - | - | 357 | 381 | - | 626 | 657 | - |
| Stage 2 | - | - | - | - | - | - | 481 | 648 | - | 317 | 378 | - |

| Approach | EB | | | WB | | | NB | | | SB | | |
|----------------------|-----|--|--|-----|--|--|------|--|--|------|--|--|
| HCM Control Delay, s | 1.8 | | | 0.3 | | | 29.5 | | | 19.3 | | |
| HCM LOS | | | | | | | D | | | C | | |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 | SBLn2 |
|-----------------------|-------|-------|-----|-----|-------|-----|-----|-------|-------|
| Capacity (veh/h) | 211 | 1179 | - | - | 876 | - | - | 200 | 749 |
| HCM Lane V/C Ratio | 0.309 | 0.103 | - | - | 0.011 | - | - | 0.348 | 0.139 |
| HCM Control Delay (s) | 29.5 | 8.4 | 0 | - | 9.2 | 0 | - | 32.3 | 10.6 |
| HCM Lane LOS | D | A | A | - | A | A | - | D | B |
| HCM 95th %tile Q(veh) | 1.3 | 0.3 | - | - | 0 | - | - | 1.5 | 0.5 |

HCM 6th TWSC
 7: Dufferin County Road 23 & Montgomery Boulevard

11-08-2023

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 1.4 | | | | | |
| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
| Lane Configurations | Y | | T | | | T |
| Traffic Vol, veh/h | 21 | 21 | 153 | 12 | 12 | 149 |
| Future Vol, veh/h | 21 | 21 | 153 | 12 | 12 | 149 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 0 | 0 | 3 | 0 | 0 | 1 |
| Mvmt Flow | 23 | 23 | 166 | 13 | 13 | 162 |

| Major/Minor | Minor1 | Major1 | Major2 | | |
|----------------------|--------|--------|--------|---|------|
| Conflicting Flow All | 361 | 173 | 0 | 0 | 179 |
| Stage 1 | 173 | - | - | - | - |
| Stage 2 | 188 | - | - | - | - |
| Critical Hdwy | 6.4 | 6.2 | - | - | 4.1 |
| Critical Hdwy Stg 1 | 5.4 | - | - | - | - |
| Critical Hdwy Stg 2 | 5.4 | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.3 | - | - | 2.2 |
| Pot Cap-1 Maneuver | 642 | 876 | - | - | 1409 |
| Stage 1 | 862 | - | - | - | - |
| Stage 2 | 849 | - | - | - | - |
| Platoon blocked, % | | | - | - | - |
| Mov Cap-1 Maneuver | 636 | 876 | - | - | 1409 |
| Mov Cap-2 Maneuver | 636 | - | - | - | - |
| Stage 1 | 862 | - | - | - | - |
| Stage 2 | 841 | - | - | - | - |

| Approach | WB | NB | SB |
|----------------------|------|----|-----|
| HCM Control Delay, s | 10.2 | 0 | 0.6 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBT | NBRWBLn1 | SBL | SBT |
|-----------------------|-----|----------|-------|-------|
| Capacity (veh/h) | - | - | 737 | 1409 |
| HCM Lane V/C Ratio | - | - | 0.062 | 0.009 |
| HCM Control Delay (s) | - | - | 10.2 | 7.6 |
| HCM Lane LOS | - | - | B | A |
| HCM 95th %tile Q(veh) | - | - | 0.2 | 0 |

Timings

1: Dufferin County Road 11 & Dufferin County Road 109

11-08-2023



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-------|--------|------|-------|-------|-------|-------|-------|------|-------|-------|------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 42 | 423 | 13 | 5 | 630 | 139 | 15 | 185 | 9 | 195 | 106 | 49 |
| Future Volume (vph) | 42 | 423 | 13 | 5 | 630 | 139 | 15 | 185 | 9 | 195 | 106 | 49 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 21% | 15% | 17% | 0% | 9% | 12% | 21% | 6% | 0% | 11% | 1% | 7% |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 46 | 474 | 0 | 0 | 690 | 151 | 16 | 211 | 0 | 212 | 168 | 0 |
| Turn Type | Perm | NA | | Perm | NA | Perm | Perm | NA | | Perm | NA | |
| Protected Phases | | 2 | | | 6 | | | 8 | | | | 4 |
| Permitted Phases | 2 | | | 6 | | 6 | 8 | | | 4 | | |
| Detector Phase | 2 | 2 | | 6 | 6 | 6 | 8 | 8 | | 4 | 4 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 20.0 | 20.0 | | 20.0 | 20.0 | 20.0 | 18.0 | 18.0 | | 18.0 | 18.0 | |
| Minimum Split (s) | 28.0 | 28.0 | | 28.0 | 28.0 | 28.0 | 26.0 | 26.0 | | 26.0 | 26.0 | |
| Total Split (s) | 73.0 | 73.0 | | 73.0 | 73.0 | 73.0 | 47.0 | 47.0 | | 47.0 | 47.0 | |
| Total Split (%) | 60.8% | 60.8% | | 60.8% | 60.8% | 60.8% | 39.2% | 39.2% | | 39.2% | 39.2% | |
| Yellow Time (s) | 6.0 | 6.0 | | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | | 6.0 | 6.0 | |
| All-Red Time (s) | 2.0 | 2.0 | | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | | 2.0 | 2.0 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | | | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | 8.0 | 8.0 | | | 8.0 | 8.0 | 8.0 | 8.0 | | 8.0 | 8.0 | |
| Lead/Lag | | | | | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | Max | Max | | Max | Max | Max | None | None | | None | None | |
| Act Effct Green (s) | 65.3 | 65.3 | | | 65.3 | 65.3 | 29.3 | 29.3 | | 29.3 | 29.3 | |
| Actuated g/C Ratio | 0.59 | 0.59 | | | 0.59 | 0.59 | 0.26 | 0.26 | | 0.26 | 0.26 | |
| v/c Ratio | 0.18 | 0.49 | | | 0.69 | 0.17 | 0.06 | 0.46 | | 0.83 | 0.36 | |
| Control Delay | 15.3 | 16.7 | | | 21.9 | 5.1 | 29.3 | 36.4 | | 64.0 | 30.5 | |
| Queue Delay | 0.0 | 0.0 | | | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | 15.3 | 16.7 | | | 21.9 | 5.1 | 29.3 | 36.4 | | 64.0 | 30.5 | |
| LOS | B | B | | | C | A | C | D | | E | C | |
| Approach Delay | | 16.6 | | | 18.8 | | | 35.9 | | | 49.2 | |
| Approach LOS | | B | | | B | | | D | | | D | |
| Queue Length 50th (m) | 4.6 | 59.2 | | | 103.3 | 4.3 | 2.7 | 39.6 | | 45.2 | 27.1 | |
| Queue Length 95th (m) | 13.5 | 104.1 | | | 178.4 | 15.9 | 8.2 | 61.9 | | 75.6 | 46.2 | |
| Internal Link Dist (m) | | 1519.7 | | | 275.4 | | | 900.4 | | | 923.0 | |
| Turn Bay Length (m) | 40.0 | | | | | 50.0 | 60.0 | | | 45.0 | | |
| Base Capacity (vph) | 249 | 960 | | | 1003 | 884 | 357 | 619 | | 342 | 615 | |
| Starvation Cap Reductn | 0 | 0 | | | 0 | 0 | 0 | 0 | | 0 | 0 | |
| Spillback Cap Reductn | 0 | 0 | | | 0 | 0 | 0 | 0 | | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | | | 0 | 0 | 0 | 0 | | 0 | 0 | |
| Reduced v/c Ratio | 0.18 | 0.49 | | | 0.69 | 0.17 | 0.04 | 0.34 | | 0.62 | 0.27 | |

Intersection Summary

Cycle Length: 120

Actuated Cycle Length: 110.7

Natural Cycle: 60

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.83

Intersection Signal Delay: 26.1

Intersection LOS: C

Timings

1: Dufferin County Road 11 & Dufferin County Road 109

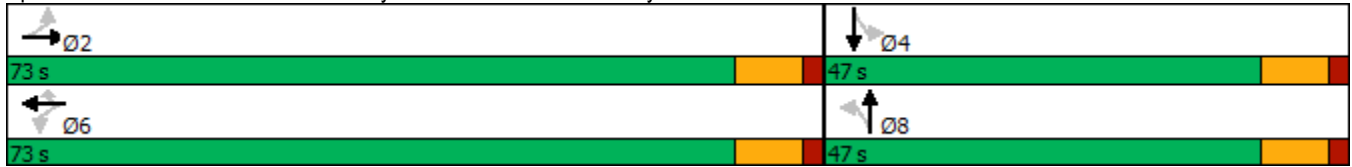
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Intersection Capacity Utilization 87.1%

ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 1: Dufferin County Road 11 & Dufferin County Road 109



Timings

3: Dufferin County Road 3/2nd Line & Dufferin County Road 109

11-08-2023



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Lane Configurations | ↘ | ↗ | ↘ | ↘ | ↗ | ↘ | ↘ | ↗ | ↘ | ↘ | ↗ | ↘ |
| Traffic Volume (vph) | 42 | 551 | 39 | 213 | 739 | 129 | 23 | 20 | 277 | 390 | 69 | 121 |
| Future Volume (vph) | 42 | 551 | 39 | 213 | 739 | 129 | 23 | 20 | 277 | 390 | 69 | 121 |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Heavy Vehicles (%) | 10% | 11% | 0% | 3% | 6% | 14% | 0% | 25% | 9% | 14% | 23% | 12% |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 44 | 580 | 41 | 224 | 778 | 136 | 24 | 21 | 292 | 411 | 73 | 127 |
| Turn Type | Perm | NA | Perm | pm+pt | NA | Perm | Perm | NA | Perm | pm+pt | NA | Perm |
| Protected Phases | | 2 | | 1 | 6 | | | 8 | | 7 | 4 | |
| Permitted Phases | 2 | | 2 | 6 | | 6 | 8 | | 8 | 4 | | 4 |
| Detector Phase | 2 | 2 | 2 | 1 | 6 | 6 | 8 | 8 | 8 | 7 | 4 | 4 |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 4.0 | 4.0 |
| Minimum Split (s) | 24.1 | 24.1 | 24.1 | 11.1 | 24.1 | 24.1 | 24.1 | 24.1 | 24.1 | 9.8 | 24.1 | 24.1 |
| Total Split (s) | 41.0 | 41.0 | 41.0 | 20.0 | 61.0 | 61.0 | 25.0 | 25.0 | 25.0 | 34.0 | 59.0 | 59.0 |
| Total Split (%) | 34.2% | 34.2% | 34.2% | 16.7% | 50.8% | 50.8% | 20.8% | 20.8% | 20.8% | 28.3% | 49.2% | 49.2% |
| Yellow Time (s) | 4.6 | 4.6 | 4.6 | 4.6 | 4.6 | 4.6 | 4.6 | 4.6 | 4.6 | 3.3 | 4.6 | 4.6 |
| All-Red Time (s) | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 |
| Lost Time Adjust (s) | 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 Lost Time (s) | 6.1 | 6.1 | 6.1 | 6.1 | 6.1 | 6.1 | 6.1 | 6.1 | 6.1 | 4.8 | 6.1 | 6.1 |
| Lead/Lag | Lag | Lag | Lag | Lead | | | Lag | Lag | Lag | Lead | | |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | | | Yes | Yes | Yes | Yes | | |
| Recall Mode | Max | Max | Max | None | Max | Max | None | None | None | None | None | None |
| Act Effct Green (s) | 37.1 | 37.1 | 37.1 | 55.0 | 55.0 | 55.0 | 8.7 | 8.7 | 8.7 | 42.3 | 41.0 | 41.0 |
| Actuated g/C Ratio | 0.34 | 0.34 | 0.34 | 0.51 | 0.51 | 0.51 | 0.08 | 0.08 | 0.08 | 0.39 | 0.38 | 0.38 |
| v/c Ratio | 0.21 | 0.53 | 0.07 | 0.53 | 0.45 | 0.17 | 0.22 | 0.17 | 0.74 | 0.80 | 0.12 | 0.21 |
| Control Delay | 31.9 | 32.1 | 0.2 | 21.0 | 18.8 | 3.4 | 51.2 | 49.5 | 17.2 | 40.2 | 22.0 | 5.7 |
| 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 | 31.9 | 32.1 | 0.2 | 21.0 | 18.8 | 3.4 | 51.2 | 49.5 | 17.2 | 40.2 | 22.0 | 5.7 |
| LOS | C | C | A | C | B | A | D | D | B | D | C | A |
| Approach Delay | | 30.1 | | | 17.4 | | | 21.6 | | | 30.9 | |
| Approach LOS | | C | | | B | | | C | | | C | |
| Queue Length 50th (m) | 7.0 | 55.0 | 0.0 | 27.0 | 56.0 | 0.0 | 5.2 | 4.5 | 0.0 | 73.8 | 10.4 | 1.6 |
| Queue Length 95th (m) | 19.0 | 82.4 | 0.0 | 49.2 | 83.8 | 10.8 | 13.7 | 12.5 | 26.1 | 107.7 | 20.2 | 13.3 |
| Internal Link Dist (m) | | 142.5 | | | 498.0 | | | 265.3 | | | 410.2 | |
| Turn Bay Length (m) | 60.0 | | 110.0 | 100.0 | | 100.0 | 125.0 | | 50.0 | 150.0 | | 60.0 |
| Base Capacity (vph) | 211 | 1101 | 630 | 446 | 1730 | 786 | 243 | 265 | 522 | 524 | 756 | 764 |
| 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 | 0.21 | 0.53 | 0.07 | 0.50 | 0.45 | 0.17 | 0.10 | 0.08 | 0.56 | 0.78 | 0.10 | 0.17 |

| Intersection Summary | |
|----------------------------|------------------|
| Cycle Length: | 120 |
| Actuated Cycle Length: | 108.3 |
| Natural Cycle: | 80 |
| Control Type: | Semi Act-Uncoord |
| Maximum v/c Ratio: | 0.80 |
| Intersection Signal Delay: | 24.0 |
| Intersection LOS: | C |

Timings

3: Dufferin County Road 3/2nd Line & Dufferin County Road 109

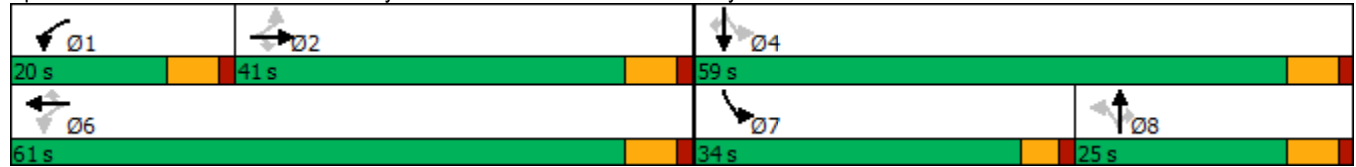
11-08-2023

Intersection Capacity Utilization 70.6%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 3: Dufferin County Road 3/2nd Line & Dufferin County Road 109



Timings

4: Riddell Road & Dufferin County Road 109/Broadway

11-08-2023



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-------|--------|-------|-------|--------|-------|--------|-------|------|-------|-------|------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 14 | 620 | 584 | 188 | 582 | 25 | 486 | 17 | 206 | 26 | 14 | 16 |
| Future Volume (vph) | 14 | 620 | 584 | 188 | 582 | 25 | 486 | 17 | 206 | 26 | 14 | 16 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 38% | 4% | 19% | 1% | 2% | 9% | 10% | 0% | 2% | 0% | 0% | 0% |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 15 | 674 | 635 | 204 | 633 | 27 | 528 | 242 | 0 | 28 | 32 | 0 |
| Turn Type | Perm | NA | Perm | pm+pt | NA | Perm | pm+pt | NA | | Perm | NA | |
| Protected Phases | | 4 | | 3 | 8 | | 5 | 2 | | | 6 | |
| Permitted Phases | 4 | | 4 | 8 | | 8 | 2 | | | 6 | | |
| Minimum Split (s) | 30.4 | 30.4 | 30.4 | 5.0 | 30.4 | 30.4 | 11.0 | 26.0 | | 26.0 | 26.0 | |
| Total Split (s) | 35.0 | 35.0 | 35.0 | 10.0 | 45.0 | 45.0 | 18.0 | 45.0 | | 27.0 | 27.0 | |
| Total Split (%) | 38.9% | 38.9% | 38.9% | 11.1% | 50.0% | 50.0% | 20.0% | 50.0% | | 30.0% | 30.0% | |
| Yellow Time (s) | 5.4 | 5.4 | 5.4 | 3.0 | 5.4 | 5.4 | 3.0 | 5.0 | | 5.0 | 5.0 | |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 1.0 | 2.0 | 2.0 | 1.0 | 2.0 | | 2.0 | 2.0 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | 7.4 | 7.4 | 7.4 | 4.0 | 7.4 | 7.4 | 4.0 | 7.0 | | 7.0 | 7.0 | |
| Lead/Lag | Lag | Lag | Lag | Lead | | | Lead | | | Lag | Lag | |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | | | Yes | | | Yes | Yes | |
| Act Effct Green (s) | 27.6 | 27.6 | 27.6 | 41.0 | 37.6 | 37.6 | 41.0 | 38.0 | | 20.0 | 20.0 | |
| Actuated g/C Ratio | 0.31 | 0.31 | 0.31 | 0.46 | 0.42 | 0.42 | 0.46 | 0.42 | | 0.22 | 0.22 | |
| v/c Ratio | 0.13 | 1.20 | 0.77 | 0.92 | 0.82 | 0.04 | 0.92 | 0.30 | | 0.12 | 0.09 | |
| Control Delay | 26.4 | 138.1 | 10.3 | 64.3 | 34.1 | 0.1 | 45.7 | 4.1 | | 29.6 | 18.2 | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | 26.4 | 138.1 | 10.3 | 64.3 | 34.1 | 0.1 | 45.7 | 4.1 | | 29.6 | 18.2 | |
| LOS | C | F | B | E | C | A | D | A | | C | B | |
| Approach Delay | | 75.6 | | | 40.2 | | | 32.6 | | | 23.5 | |
| Approach LOS | | E | | | D | | | C | | | C | |
| Queue Length 50th (m) | 2.0 | ~150.6 | 4.8 | 21.9 | 99.5 | 0.0 | 74.5 | 1.9 | | 4.1 | 2.2 | |
| Queue Length 95th (m) | 7.3 | #217.9 | 45.2 | #60.6 | #161.1 | 0.0 | #154.2 | 15.7 | | 11.5 | 9.6 | |
| Internal Link Dist (m) | | 498.0 | | | 666.8 | | | 362.5 | | | 130.8 | |
| Turn Bay Length (m) | 85.6 | | | 120.0 | | 86.3 | 110.0 | | | | | |
| Base Capacity (vph) | 112 | 560 | 830 | 221 | 769 | 689 | 573 | 815 | | 239 | 375 | |
| 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 | 0.13 | 1.20 | 0.77 | 0.92 | 0.82 | 0.04 | 0.92 | 0.30 | | 0.12 | 0.09 | |

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
 Natural Cycle: 100
 Control Type: Pretimed
 Maximum v/c Ratio: 1.20
 Intersection Signal Delay: 53.4
 Intersection Capacity Utilization 99.1%
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.

Timings

4: Riddell Road & Dufferin County Road 109/Broadway

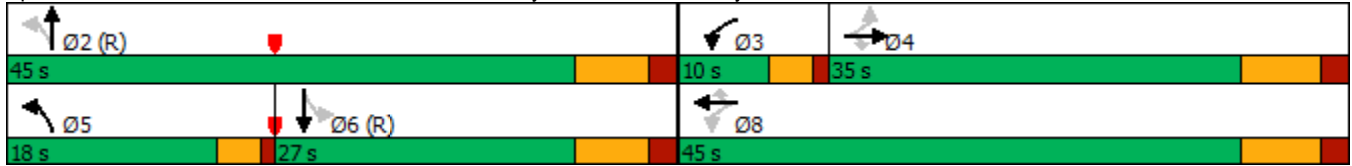
11-08-2023

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 4: Riddell Road & Dufferin County Road 109/Broadway



| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 5.4 | | | | | |
| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 104 | 81 | 255 | 54 | 135 | 204 |
| Future Vol, veh/h | 104 | 81 | 255 | 54 | 135 | 204 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | 0 | - | - | 25 | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 3 | 7 | 10 | 0 | 6 | 16 |
| Mvmt Flow | 113 | 88 | 277 | 59 | 147 | 222 |

| Major/Minor | Minor1 | Major1 | Major2 | | |
|----------------------|--------|--------|--------|---|-------|
| Conflicting Flow All | 823 | 307 | 0 | 0 | 336 |
| Stage 1 | 307 | - | - | - | - |
| Stage 2 | 516 | - | - | - | - |
| Critical Hdwy | 6.43 | 6.27 | - | - | 4.16 |
| Critical Hdwy Stg 1 | 5.43 | - | - | - | - |
| Critical Hdwy Stg 2 | 5.43 | - | - | - | - |
| Follow-up Hdwy | 3.527 | 3.363 | - | - | 2.254 |
| Pot Cap-1 Maneuver | 342 | 721 | - | - | 1201 |
| Stage 1 | 744 | - | - | - | - |
| Stage 2 | 597 | - | - | - | - |
| Platoon blocked, % | | | - | - | - |
| Mov Cap-1 Maneuver | 300 | 721 | - | - | 1201 |
| Mov Cap-2 Maneuver | 300 | - | - | - | - |
| Stage 1 | 744 | - | - | - | - |
| Stage 2 | 524 | - | - | - | - |

| Approach | WB | NB | SB |
|----------------------|------|----|-----|
| HCM Control Delay, s | 18.2 | 0 | 3.4 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBT | NBRWBLn1 | WBLn2 | SBL | SBT |
|-----------------------|-----|----------|-------|-------|-------|
| Capacity (veh/h) | - | - | 300 | 721 | 1201 |
| HCM Lane V/C Ratio | - | - | 0.377 | 0.122 | 0.122 |
| HCM Control Delay (s) | - | - | 24.1 | 10.7 | 8.4 |
| HCM Lane LOS | - | - | C | B | A |
| HCM 95th %tile Q(veh) | - | - | 1.7 | 0.4 | 0.4 |

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 5.5 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | ↕ |
| Traffic Vol, veh/h | 125 | 331 | 4 | 9 | 262 | 27 | 5 | 59 | 8 | 12 | 24 | 88 |
| Future Vol, veh/h | 125 | 331 | 4 | 9 | 262 | 27 | 5 | 59 | 8 | 12 | 24 | 88 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | 26.7 |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 10 | 7 | 0 | 0 | 6 | 0 | 20 | 5 | 0 | 0 | 5 | 4 |
| Mvmt Flow | 136 | 360 | 4 | 10 | 285 | 29 | 5 | 64 | 9 | 13 | 26 | 96 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|----------------------|--------|---|---|--------|---|---|--------|-------|-----|--------|-------|-------|
| Conflicting Flow All | 314 | 0 | 0 | 364 | 0 | 0 | 1015 | 968 | 362 | 991 | 956 | 300 |
| Stage 1 | - | - | - | - | - | - | 634 | 634 | - | 320 | 320 | - |
| Stage 2 | - | - | - | - | - | - | 381 | 334 | - | 671 | 636 | - |
| Critical Hdwy | 4.2 | - | - | 4.1 | - | - | 7.3 | 6.55 | 6.2 | 7.1 | 6.55 | 6.24 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.3 | 5.55 | - | 6.1 | 5.55 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.3 | 5.55 | - | 6.1 | 5.55 | - |
| Follow-up Hdwy | 2.29 | - | - | 2.2 | - | - | 3.68 | 4.045 | 3.3 | 3.5 | 4.045 | 3.336 |
| Pot Cap-1 Maneuver | 1202 | - | - | 1206 | - | - | 201 | 251 | 687 | 227 | 255 | 735 |
| Stage 1 | - | - | - | - | - | - | 438 | 468 | - | 696 | 647 | - |
| Stage 2 | - | - | - | - | - | - | 606 | 638 | - | 449 | 467 | - |
| Platoon blocked, % | - | - | - | - | - | - | - | - | - | - | - | - |
| Mov Cap-1 Maneuver | 1202 | - | - | 1206 | - | - | 141 | 213 | 687 | 153 | 216 | 735 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 141 | 213 | - | 153 | 216 | - |
| Stage 1 | - | - | - | - | - | - | 376 | 402 | - | 597 | 641 | - |
| Stage 2 | - | - | - | - | - | - | 501 | 632 | - | 320 | 401 | - |

| Approach | EB | | | WB | | | NB | | | SB | | |
|----------------------|-----|--|--|-----|--|--|------|--|--|------|--|--|
| HCM Control Delay, s | 2.3 | | | 0.2 | | | 29.8 | | | 15.9 | | |
| HCM LOS | | | | | | | D | | | C | | |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 | SBLn2 |
|-----------------------|-------|-------|-----|-----|-------|-----|-----|-------|-------|
| Capacity (veh/h) | 222 | 1202 | - | - | 1206 | - | - | 190 | 735 |
| HCM Lane V/C Ratio | 0.353 | 0.113 | - | - | 0.008 | - | - | 0.206 | 0.13 |
| HCM Control Delay (s) | 29.8 | 8.4 | 0 | - | 8 | 0 | - | 28.8 | 10.6 |
| HCM Lane LOS | D | A | A | - | A | A | - | D | B |
| HCM 95th %tile Q(veh) | 1.5 | 0.4 | - | - | 0 | - | - | 0.7 | 0.4 |

HCM 6th TWSC
 7: Dufferin County Road 23 & Montgomery Boulevard

11-08-2023

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 1.3 | | | | | |
| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
| Lane Configurations | TT | | TT | | | TT |
| Traffic Vol, veh/h | 14 | 26 | 162 | 23 | 16 | 180 |
| Future Vol, veh/h | 14 | 26 | 162 | 23 | 16 | 180 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 23 | 8 | 2 | 0 | 7 | 4 |
| Mvmt Flow | 15 | 28 | 176 | 25 | 17 | 196 |

| Major/Minor | Minor1 | Major1 | Major2 | | |
|----------------------|--------|--------|--------|---|-------|
| Conflicting Flow All | 419 | 189 | 0 | 0 | 201 |
| Stage 1 | 189 | - | - | - | - |
| Stage 2 | 230 | - | - | - | - |
| Critical Hdwy | 6.63 | 6.28 | - | - | 4.17 |
| Critical Hdwy Stg 1 | 5.63 | - | - | - | - |
| Critical Hdwy Stg 2 | 5.63 | - | - | - | - |
| Follow-up Hdwy | 3.707 | 3.372 | - | - | 2.263 |
| Pot Cap-1 Maneuver | 553 | 838 | - | - | 1342 |
| Stage 1 | 795 | - | - | - | - |
| Stage 2 | 761 | - | - | - | - |
| Platoon blocked, % | | | | | |
| Mov Cap-1 Maneuver | 545 | 838 | - | - | 1342 |
| Mov Cap-2 Maneuver | 545 | - | - | - | - |
| Stage 1 | 795 | - | - | - | - |
| Stage 2 | 750 | - | - | - | - |

| Approach | WB | NB | SB |
|----------------------|------|----|-----|
| HCM Control Delay, s | 10.4 | 0 | 0.6 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBT | NBRWBLn1 | SBL | SBT |
|-----------------------|-----|----------|-------|-------|
| Capacity (veh/h) | - | - | 705 | 1342 |
| HCM Lane V/C Ratio | - | - | 0.062 | 0.013 |
| HCM Control Delay (s) | - | - | 10.4 | 7.7 |
| HCM Lane LOS | - | - | B | A |
| HCM 95th %tile Q(veh) | - | - | 0.2 | 0 |

Timings

1: Dufferin County Road 11 & Dufferin County Road 109

11-08-2023



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-------|--------|------|-------|--------|-------|-------|-------|------|--------|-------|------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 50 | 499 | 15 | 6 | 731 | 166 | 18 | 221 | 10 | 233 | 127 | 59 |
| Future Volume (vph) | 50 | 499 | 15 | 6 | 731 | 166 | 18 | 221 | 10 | 233 | 127 | 59 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 21% | 15% | 17% | 0% | 9% | 12% | 21% | 6% | 0% | 11% | 1% | 7% |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 54 | 558 | 0 | 0 | 802 | 180 | 20 | 251 | 0 | 253 | 202 | 0 |
| Turn Type | Perm | NA | | Perm | NA | Perm | Perm | NA | | Perm | NA | |
| Protected Phases | | 2 | | | 6 | | | 8 | | | | 4 |
| Permitted Phases | 2 | | | 6 | | 6 | 8 | | | 4 | | |
| Detector Phase | 2 | 2 | | 6 | 6 | 6 | 8 | 8 | | 4 | 4 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 20.0 | 20.0 | | 20.0 | 20.0 | 20.0 | 18.0 | 18.0 | | 18.0 | 18.0 | |
| Minimum Split (s) | 28.0 | 28.0 | | 28.0 | 28.0 | 28.0 | 26.0 | 26.0 | | 26.0 | 26.0 | |
| Total Split (s) | 72.0 | 72.0 | | 72.0 | 72.0 | 72.0 | 48.0 | 48.0 | | 48.0 | 48.0 | |
| Total Split (%) | 60.0% | 60.0% | | 60.0% | 60.0% | 60.0% | 40.0% | 40.0% | | 40.0% | 40.0% | |
| Yellow Time (s) | 6.0 | 6.0 | | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | | 6.0 | 6.0 | |
| All-Red Time (s) | 2.0 | 2.0 | | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | | 2.0 | 2.0 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | | | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | 8.0 | 8.0 | | | 8.0 | 8.0 | 8.0 | 8.0 | | 8.0 | 8.0 | |
| Lead/Lag | | | | | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | Max | Max | | Max | Max | Max | None | None | | None | None | |
| Act Effct Green (s) | 64.2 | 64.2 | | | 64.2 | 64.2 | 36.1 | 36.1 | | 36.1 | 36.1 | |
| Actuated g/C Ratio | 0.55 | 0.55 | | | 0.55 | 0.55 | 0.31 | 0.31 | | 0.31 | 0.31 | |
| v/c Ratio | 0.38 | 0.62 | | | 0.86 | 0.22 | 0.07 | 0.46 | | 0.92 | 0.37 | |
| Control Delay | 26.3 | 22.4 | | | 34.2 | 6.9 | 28.3 | 34.8 | | 76.1 | 29.7 | |
| Queue Delay | 0.0 | 0.0 | | | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | 26.3 | 22.4 | | | 34.2 | 6.9 | 28.3 | 34.8 | | 76.1 | 29.7 | |
| LOS | C | C | | | C | A | C | C | | E | C | |
| Approach Delay | | 22.8 | | | 29.2 | | | 34.3 | | | 55.5 | |
| Approach LOS | | C | | | C | | | C | | | E | |
| Queue Length 50th (m) | 7.6 | 94.1 | | | 169.0 | 8.8 | 3.4 | 47.8 | | 58.1 | 33.5 | |
| Queue Length 95th (m) | 20.5 | 134.2 | | | #257.1 | 21.1 | 9.4 | 72.9 | | #107.1 | 54.6 | |
| Internal Link Dist (m) | | 1519.7 | | | 275.4 | | | 900.4 | | | 923.0 | |
| Turn Bay Length (m) | 40.0 | | | | | 50.0 | 60.0 | | | 45.0 | | |
| Base Capacity (vph) | 143 | 898 | | | 936 | 833 | 322 | 603 | | 306 | 599 | |
| Starvation Cap Reductn | 0 | 0 | | | 0 | 0 | 0 | 0 | | 0 | 0 | |
| Spillback Cap Reductn | 0 | 0 | | | 0 | 0 | 0 | 0 | | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | | | 0 | 0 | 0 | 0 | | 0 | 0 | |
| Reduced v/c Ratio | 0.38 | 0.62 | | | 0.86 | 0.22 | 0.06 | 0.42 | | 0.83 | 0.34 | |

Intersection Summary

Cycle Length: 120

Actuated Cycle Length: 116.3

Natural Cycle: 80

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.92

Intersection Signal Delay: 33.3

Intersection LOS: C

Timings

1: Dufferin County Road 11 & Dufferin County Road 109

11-08-2023

Intersection Capacity Utilization 93.3%

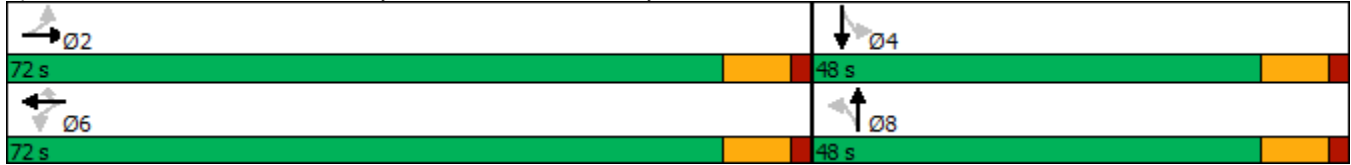
ICU Level of Service F

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

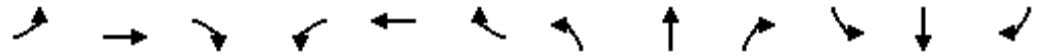
Splits and Phases: 1: Dufferin County Road 11 & Dufferin County Road 109



Timings

3: Dufferin County Road 3/2nd Line & Dufferin County Road 109

11-08-2023



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|--------|-------|-------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 43 | 659 | 46 | 254 | 883 | 134 | 27 | 20 | 332 | 397 | 70 | 122 |
| Future Volume (vph) | 43 | 659 | 46 | 254 | 883 | 134 | 27 | 20 | 332 | 397 | 70 | 122 |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Heavy Vehicles (%) | 10% | 11% | 0% | 3% | 6% | 14% | 0% | 25% | 9% | 14% | 23% | 12% |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 45 | 694 | 48 | 267 | 929 | 141 | 28 | 21 | 349 | 418 | 74 | 128 |
| Turn Type | Perm | NA | Perm | pm+pt | NA | Perm | Perm | NA | Perm | pm+pt | NA | Perm |
| Protected Phases | | 2 | | 1 | 6 | | | 8 | | 7 | 4 | |
| Permitted Phases | 2 | | 2 | 6 | | 6 | 8 | | 8 | 4 | | 4 |
| Detector Phase | 2 | 2 | 2 | 1 | 6 | 6 | 8 | 8 | 8 | 7 | 4 | 4 |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 4.0 | 4.0 |
| Minimum Split (s) | 24.1 | 24.1 | 24.1 | 11.1 | 24.1 | 24.1 | 24.1 | 24.1 | 24.1 | 9.8 | 24.1 | 24.1 |
| Total Split (s) | 42.0 | 42.0 | 42.0 | 22.0 | 64.0 | 64.0 | 26.0 | 26.0 | 26.0 | 30.0 | 56.0 | 56.0 |
| Total Split (%) | 35.0% | 35.0% | 35.0% | 18.3% | 53.3% | 53.3% | 21.7% | 21.7% | 21.7% | 25.0% | 46.7% | 46.7% |
| Yellow Time (s) | 4.6 | 4.6 | 4.6 | 4.6 | 4.6 | 4.6 | 4.6 | 4.6 | 4.6 | 3.3 | 4.6 | 4.6 |
| All-Red Time (s) | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 |
| Lost Time Adjust (s) | 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 Lost Time (s) | 6.1 | 6.1 | 6.1 | 6.1 | 6.1 | 6.1 | 6.1 | 6.1 | 6.1 | 4.8 | 6.1 | 6.1 |
| Lead/Lag | Lag | Lag | Lag | Lead | | | Lag | Lag | Lag | Lead | | |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | | | Yes | Yes | Yes | Yes | | |
| Recall Mode | Max | Max | Max | None | Max | Max | None | None | None | None | None | None |
| Act Effct Green (s) | 38.4 | 38.4 | 38.4 | 58.1 | 58.1 | 58.1 | 10.1 | 10.1 | 10.1 | 41.0 | 39.7 | 39.7 |
| Actuated g/C Ratio | 0.35 | 0.35 | 0.35 | 0.53 | 0.53 | 0.53 | 0.09 | 0.09 | 0.09 | 0.37 | 0.36 | 0.36 |
| v/c Ratio | 0.24 | 0.62 | 0.07 | 0.66 | 0.52 | 0.17 | 0.22 | 0.15 | 0.81 | 0.87 | 0.13 | 0.22 |
| Control Delay | 33.3 | 34.0 | 0.2 | 23.9 | 18.9 | 3.2 | 49.4 | 47.2 | 22.9 | 49.3 | 23.7 | 10.1 |
| 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 | 33.3 | 34.0 | 0.2 | 23.9 | 18.9 | 3.2 | 49.4 | 47.2 | 22.9 | 49.3 | 23.7 | 10.1 |
| LOS | C | C | A | C | B | A | D | D | C | D | C | B |
| Approach Delay | | 31.9 | | | 18.3 | | | 26.0 | | | | 38.1 |
| Approach LOS | | C | | | B | | | C | | | | D |
| Queue Length 50th (m) | 7.0 | 66.3 | 0.0 | 30.5 | 65.4 | 0.0 | 6.0 | 4.5 | 7.5 | 79.3 | 11.1 | 6.5 |
| Queue Length 95th (m) | 20.1 | 103.4 | 0.0 | 58.3 | 104.1 | 10.8 | 15.0 | 12.2 | 38.5 | #125.5 | 21.4 | 19.2 |
| Internal Link Dist (m) | | 142.5 | | | 498.0 | | | 265.3 | | | | 410.2 |
| Turn Bay Length (m) | 60.0 | | 110.0 | 100.0 | | 100.0 | 125.0 | | 50.0 | 150.0 | | 60.0 |
| Base Capacity (vph) | 185 | 1123 | 640 | 434 | 1797 | 814 | 252 | 275 | 549 | 484 | 702 | 701 |
| 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 | 0.24 | 0.62 | 0.07 | 0.62 | 0.52 | 0.17 | 0.11 | 0.08 | 0.64 | 0.86 | 0.11 | 0.18 |

Intersection Summary

| | |
|---------------------------------|---------------------|
| Cycle Length: 120 | |
| Actuated Cycle Length: 110 | |
| Natural Cycle: 90 | |
| Control Type: Semi Act-Uncoord | |
| Maximum v/c Ratio: 0.87 | |
| Intersection Signal Delay: 26.6 | Intersection LOS: C |

Timings

3: Dufferin County Road 3/2nd Line & Dufferin County Road 109

11-08-2023

Intersection Capacity Utilization 76.2%

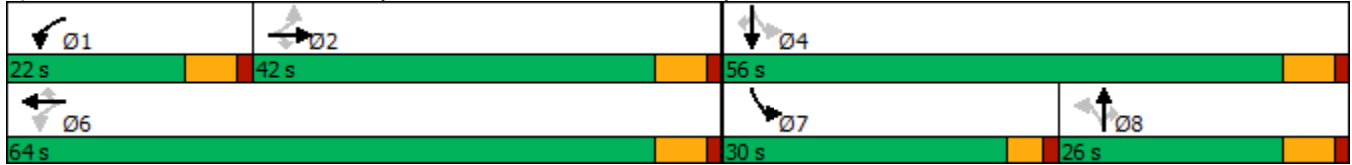
ICU Level of Service D

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 3: Dufferin County Road 3/2nd Line & Dufferin County Road 109



Timings

4: Riddell Road & Dufferin County Road 109/Broadway

11-08-2023



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-------|--------|-------|-------|-------|-------|--------|-------|------|-------|-------|------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 17 | 706 | 664 | 225 | 685 | 30 | 571 | 21 | 247 | 31 | 17 | 19 |
| Future Volume (vph) | 17 | 706 | 664 | 225 | 685 | 30 | 571 | 21 | 247 | 31 | 17 | 19 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 38% | 4% | 19% | 1% | 2% | 9% | 10% | 0% | 2% | 0% | 0% | 0% |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 18 | 767 | 722 | 245 | 745 | 33 | 621 | 291 | 0 | 34 | 39 | 0 |
| Turn Type | Perm | NA | Perm | pm+pt | NA | Perm | pm+pt | NA | | Perm | NA | |
| Protected Phases | | 2 | | 1 | 6 | | 3 | 8 | | | 4 | |
| Permitted Phases | 2 | | 2 | 6 | | 6 | 8 | | | 4 | | |
| Detector Phase | 2 | 2 | 2 | 1 | 6 | 6 | 3 | 8 | | 4 | 4 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 20.0 | 20.0 | 20.0 | 1.0 | 20.0 | 20.0 | 7.0 | 10.0 | | 7.0 | 7.0 | |
| Minimum Split (s) | 30.4 | 30.4 | 30.4 | 5.0 | 30.4 | 30.4 | 11.0 | 26.0 | | 26.0 | 26.0 | |
| Total Split (s) | 57.0 | 57.0 | 57.0 | 12.0 | 69.0 | 69.0 | 25.0 | 51.0 | | 26.0 | 26.0 | |
| Total Split (%) | 47.5% | 47.5% | 47.5% | 10.0% | 57.5% | 57.5% | 20.8% | 42.5% | | 21.7% | 21.7% | |
| Yellow Time (s) | 5.4 | 5.4 | 5.4 | 3.0 | 5.4 | 5.4 | 3.0 | 5.0 | | 5.0 | 5.0 | |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 1.0 | 2.0 | 2.0 | 1.0 | 2.0 | | 2.0 | 2.0 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | 7.4 | 7.4 | 7.4 | 4.0 | 7.4 | 7.4 | 4.0 | 7.0 | | 7.0 | 7.0 | |
| Lead/Lag | Lag | Lag | Lag | Lead | | | Lead | | | Lag | Lag | |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | | | Yes | | | Yes | Yes | |
| Recall Mode | C-Max | C-Max | C-Max | None | C-Max | C-Max | None | None | | None | None | |
| Act Effct Green (s) | 50.7 | 50.7 | 50.7 | 78.2 | 74.8 | 74.8 | 33.8 | 30.8 | | 8.6 | 8.6 | |
| Actuated g/C Ratio | 0.42 | 0.42 | 0.42 | 0.65 | 0.62 | 0.62 | 0.28 | 0.26 | | 0.07 | 0.07 | |
| v/c Ratio | 0.08 | 0.99 | 0.82 | 0.64 | 0.65 | 0.03 | 1.66 | 0.49 | | 0.47 | 0.29 | |
| Control Delay | 22.8 | 66.4 | 17.1 | 34.1 | 19.0 | 0.1 | 339.3 | 11.1 | | 72.8 | 35.1 | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | 22.8 | 66.4 | 17.1 | 34.1 | 19.0 | 0.1 | 339.3 | 11.1 | | 72.8 | 35.1 | |
| LOS | C | E | B | C | B | A | F | B | | E | D | |
| Approach Delay | | 42.2 | | | 22.0 | | | 234.6 | | | 52.7 | |
| Approach LOS | | D | | | C | | | F | | | D | |
| Queue Length 50th (m) | 2.7 | ~194.5 | 43.9 | 37.7 | 113.5 | 0.0 | ~195.1 | 11.3 | | 8.3 | 4.3 | |
| Queue Length 95th (m) | 7.9 | #277.2 | 115.5 | #83.0 | 174.9 | 0.4 | #250.2 | 34.6 | | 19.1 | 15.3 | |
| Internal Link Dist (m) | | 498.0 | | | 666.8 | | | 362.5 | | | 130.8 | |
| Turn Bay Length (m) | 85.6 | | | 120.0 | | 86.3 | 110.0 | | | | | |
| Base Capacity (vph) | 226 | 772 | 879 | 383 | 1148 | 972 | 373 | 742 | | 163 | 275 | |
| 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 | 0.08 | 0.99 | 0.82 | 0.64 | 0.65 | 0.03 | 1.66 | 0.39 | | 0.21 | 0.14 | |

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
 Natural Cycle: 150
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.66

Timings

4: Riddell Road & Dufferin County Road 109/Broadway

11-08-2023

Intersection Signal Delay: 86.5

Intersection LOS: F

Intersection Capacity Utilization 109.2%

ICU Level of Service H

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 4: Riddell Road & Dufferin County Road 109/Broadway

| | |
|--------------|----------|
| Ø1 Ø2 (R) | Ø3 Ø4 |
| 12 s | 25 s |
| 57 s | 26 s |
| Ø6 (R) | Ø8 |
| 69 s | 51 s |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 7.3 | | | | | |
| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 125 | 96 | 302 | 54 | 156 | 237 |
| Future Vol, veh/h | 125 | 96 | 302 | 54 | 156 | 237 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | 0 | - | - | 25 | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 3 | 7 | 10 | 0 | 6 | 16 |
| Mvmt Flow | 136 | 104 | 328 | 59 | 170 | 258 |

| Major/Minor | Minor1 | Major1 | Major2 | | |
|----------------------|--------|--------|--------|---|-------|
| Conflicting Flow All | 956 | 358 | 0 | 0 | 387 |
| Stage 1 | 358 | - | - | - | - |
| Stage 2 | 598 | - | - | - | - |
| Critical Hdwy | 6.43 | 6.27 | - | - | 4.16 |
| Critical Hdwy Stg 1 | 5.43 | - | - | - | - |
| Critical Hdwy Stg 2 | 5.43 | - | - | - | - |
| Follow-up Hdwy | 3.527 | 3.363 | - | - | 2.254 |
| Pot Cap-1 Maneuver | 285 | 675 | - | - | 1150 |
| Stage 1 | 705 | - | - | - | - |
| Stage 2 | 547 | - | - | - | - |
| Platoon blocked, % | | | - | - | - |
| Mov Cap-1 Maneuver | 243 | 675 | - | - | 1150 |
| Mov Cap-2 Maneuver | 243 | - | - | - | - |
| Stage 1 | 705 | - | - | - | - |
| Stage 2 | 466 | - | - | - | - |

| Approach | WB | NB | SB |
|----------------------|------|----|-----|
| HCM Control Delay, s | 25.9 | 0 | 3.4 |
| HCM LOS | D | | |

| Minor Lane/Major Mvmt | NBT | NBRWBLn1 | WBLn2 | SBL | SBT |
|-----------------------|-----|----------|-------|-------|-------|
| Capacity (veh/h) | - | - | 243 | 675 | 1150 |
| HCM Lane V/C Ratio | - | - | 0.559 | 0.155 | 0.147 |
| HCM Control Delay (s) | - | - | 37.1 | 11.3 | 8.7 |
| HCM Lane LOS | - | - | E | B | A |
| HCM 95th %tile Q(veh) | - | - | 3.1 | 0.5 | 0.5 |

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 8.1 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | ↗ |
| Traffic Vol, veh/h | 149 | 393 | 5 | 10 | 305 | 32 | 6 | 71 | 9 | 14 | 28 | 105 |
| Future Vol, veh/h | 149 | 393 | 5 | 10 | 305 | 32 | 6 | 71 | 9 | 14 | 28 | 105 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | 26.7 |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 10 | 7 | 0 | 0 | 6 | 0 | 20 | 5 | 0 | 0 | 5 | 4 |
| Mvmt Flow | 162 | 427 | 5 | 11 | 332 | 35 | 7 | 77 | 10 | 15 | 30 | 114 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|----------------------|--------|---|---|--------|---|---|--------|-------|-----|--------|-------|-------|
| Conflicting Flow All | 367 | 0 | 0 | 432 | 0 | 0 | 1198 | 1143 | 430 | 1169 | 1128 | 350 |
| Stage 1 | - | - | - | - | - | - | 754 | 754 | - | 372 | 372 | - |
| Stage 2 | - | - | - | - | - | - | 444 | 389 | - | 797 | 756 | - |
| Critical Hdwy | 4.2 | - | - | 4.1 | - | - | 7.3 | 6.55 | 6.2 | 7.1 | 6.55 | 6.24 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.3 | 5.55 | - | 6.1 | 5.55 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.3 | 5.55 | - | 6.1 | 5.55 | - |
| Follow-up Hdwy | 2.29 | - | - | 2.2 | - | - | 3.68 | 4.045 | 3.3 | 3.5 | 4.045 | 3.336 |
| Pot Cap-1 Maneuver | 1149 | - | - | 1138 | - | - | 149 | 198 | 629 | 172 | 202 | 689 |
| Stage 1 | - | - | - | - | - | - | 375 | 413 | - | 653 | 614 | - |
| Stage 2 | - | - | - | - | - | - | 560 | 603 | - | 383 | 412 | - |
| Platoon blocked, % | - | - | - | - | - | - | - | - | - | - | - | - |
| Mov Cap-1 Maneuver | 1149 | - | - | 1138 | - | - | 91 | 159 | 629 | 90 | 162 | 689 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 91 | 159 | - | 90 | 162 | - |
| Stage 1 | - | - | - | - | - | - | 305 | 336 | - | 532 | 607 | - |
| Stage 2 | - | - | - | - | - | - | 438 | 596 | - | 236 | 335 | - |

| Approach | EB | | | WB | | | NB | | | SB | | |
|----------------------|-----|--|--|-----|--|--|------|--|--|------|--|--|
| HCM Control Delay, s | 2.4 | | | 0.2 | | | 53.2 | | | 21.8 | | |
| HCM LOS | | | | | | | F | | | C | | |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 | SBLn2 |
|-----------------------|-------|-------|-----|-----|------|-----|-----|-------|-------|
| Capacity (veh/h) | 163 | 1149 | - | - | 1138 | - | - | 128 | 689 |
| HCM Lane V/C Ratio | 0.573 | 0.141 | - | - | 0.01 | - | - | 0.357 | 0.166 |
| HCM Control Delay (s) | 53.2 | 8.6 | 0 | - | 8.2 | 0 | - | 48 | 11.3 |
| HCM Lane LOS | F | A | A | - | A | A | - | E | B |
| HCM 95th %tile Q(veh) | 3 | 0.5 | - | - | 0 | - | - | 1.5 | 0.6 |

HCM 6th TWSC
 7: Dufferin County Road 23 & Montgomery Boulevard

11-08-2023

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 1.3 | | | | | |
| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 17 | 31 | 193 | 27 | 19 | 210 |
| Future Vol, veh/h | 17 | 31 | 193 | 27 | 19 | 210 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 23 | 8 | 2 | 0 | 7 | 4 |
| Mvmt Flow | 18 | 34 | 210 | 29 | 21 | 228 |

| Major/Minor | Minor1 | Major1 | Major2 | | |
|----------------------|--------|--------|--------|---|-------|
| Conflicting Flow All | 495 | 225 | 0 | 0 | 239 |
| Stage 1 | 225 | - | - | - | - |
| Stage 2 | 270 | - | - | - | - |
| Critical Hdwy | 6.63 | 6.28 | - | - | 4.17 |
| Critical Hdwy Stg 1 | 5.63 | - | - | - | - |
| Critical Hdwy Stg 2 | 5.63 | - | - | - | - |
| Follow-up Hdwy | 3.707 | 3.372 | - | - | 2.263 |
| Pot Cap-1 Maneuver | 498 | 800 | - | - | 1299 |
| Stage 1 | 765 | - | - | - | - |
| Stage 2 | 729 | - | - | - | - |
| Platoon blocked, % | | | - | - | - |
| Mov Cap-1 Maneuver | 489 | 800 | - | - | 1299 |
| Mov Cap-2 Maneuver | 489 | - | - | - | - |
| Stage 1 | 765 | - | - | - | - |
| Stage 2 | 715 | - | - | - | - |

| Approach | WB | NB | SB |
|----------------------|----|----|-----|
| HCM Control Delay, s | 11 | 0 | 0.6 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBT | NBRWBLn1 | SBL | SBT |
|-----------------------|-----|----------|------|-------|
| Capacity (veh/h) | - | - | 653 | 1299 |
| HCM Lane V/C Ratio | - | - | 0.08 | 0.016 |
| HCM Control Delay (s) | - | - | 11 | 7.8 |
| HCM Lane LOS | - | - | B | A |
| HCM 95th %tile Q(veh) | - | - | 0.3 | 0 |

APPENDIX

G Option 3 Traffic Analysis – Sidra

APPENDIX

LANE SUMMARY

 **Site: 101 [2027 Total AM - Improvements]**

New Site
Site Category: (None)
Roundabout

Lane Use and Performance

| | Demand Flows | | Cap. veh/h | Deg. Satn v/c | Lane Util. % | Average Delay sec | Level of Service | 95% Back of Queue | | Lane Config | Lane Length m | Cap. Adj. % | Prob. Block. % |
|---------------------|----------------|---------|---------------|---------------------|--------------------|-------------------------|---------------------|-------------------|-----------|----------------|---------------------|-------------------|----------------------|
| | Total veh/h | HV % | | | | | | Veh | Dist m | | | | |
| South: CR3 | | | | | | | | | | | | | |
| Lane 1 | 109 | 15.6 | 411 | 0.264 | 100 | 13.2 | LOS B | 0.8 | 7.1 | Full | 500 | 0.0 | 0.0 |
| Lane 2 ^d | 302 | 14.0 | 475 | 0.637 | 100 | 23.1 | LOS C | 3.5 | 29.8 | Short | 60 | 0.0 | NA |
| Approach | 411 | 14.4 | | 0.637 | | 20.5 | LOS C | 3.5 | 29.8 | | | | |
| East: CR109 | | | | | | | | | | | | | |
| Lane 1 | 516 | 22.8 | 883 | 0.584 | 100 | 12.5 | LOS B | 4.3 | 39.1 | Full | 500 | 0.0 | 0.0 |
| Lane 2 ^d | 540 | 17.5 | 924 | 0.584 | 100 | 12.1 | LOS B | 4.6 | 39.7 | Full | 500 | 0.0 | 0.0 |
| Approach | 1055 | 20.1 | | 0.584 | | 12.3 | LOS B | 4.6 | 39.7 | | | | |
| North: 2nd Line | | | | | | | | | | | | | |
| Lane 1 ^d | 155 | 11.0 | 659 | 0.236 | 100 | 8.3 | LOS A | 0.8 | 6.7 | Short | 60 | 0.0 | NA |
| Lane 2 | 64 | 15.1 | 572 | 0.112 | 100 | 7.6 | LOS A | 0.3 | 3.0 | Full | 500 | 0.0 | 0.0 |
| Approach | 220 | 12.2 | | 0.236 | | 8.1 | LOS A | 0.8 | 6.7 | | | | |
| West: CR109 | | | | | | | | | | | | | |
| Lane 1 | 426 | 12.3 | 810 | 0.525 | 100 | 11.9 | LOS B | 3.5 | 29.3 | Full | 500 | 0.0 | 0.0 |
| Lane 2 ^d | 460 | 12.6 | 876 | 0.525 | 100 | 11.2 | LOS B | 3.5 | 29.1 | Full | 500 | 0.0 | 0.0 |
| Approach | 886 | 12.4 | | 0.525 | | 11.5 | LOS B | 3.5 | 29.3 | | | | |
| Intersection | 2572 | 15.9 | | 0.637 | | 13.0 | LOS B | 4.6 | 39.7 | | | | |

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Sign Control.

Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.

LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

^d Dominant lane on roundabout approach

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Organisation: WSP CANADA INC. | Processed: March 6, 2023 11:17:11 AM

Project: C:\Users\howella\WSP 0365\221-08590-00 - 14.10 Transp_Planning\04 Technical\01 Analysis\03 SIDRA\Dufferin Roundabout Options.sip8

APPENDIX

LANE SUMMARY

 **Site: 101 [2027 Total PM - Improvements]**

New Site
Site Category: (None)
Roundabout

Lane Use and Performance

| | Demand Flows | | Cap. veh/h | Deg. Satn v/c | Lane Util. % | Average Delay sec | Level of Service | 95% Back of Queue | | Lane Config | Lane Length m | Cap. Adj. % | Prob. Block. % |
|---------------------|----------------|---------|---------------|---------------------|--------------------|-------------------------|---------------------|-------------------|-----------|----------------|---------------------|-------------------|----------------------|
| | Total veh/h | HV % | | | | | | Veh | Dist m | | | | |
| South: CR3 | | | | | | | | | | | | | |
| Lane 1 | 47 | 11.6 | 402 | 0.116 | 100 | 10.7 | LOS B | 0.3 | 2.9 | Full | 500 | 0.0 | 0.0 |
| Lane 2 ^d | 301 | 9.0 | 470 | 0.640 | 100 | 23.5 | LOS C | 3.6 | 29.3 | Short | 60 | 0.0 | NA |
| Approach | 348 | 9.4 | | 0.640 | | 21.8 | LOS C | 3.6 | 29.3 | | | | |
| East: CR109 | | | | | | | | | | | | | |
| Lane 1 ^d | 596 | 4.8 | 1234 | 0.483 | 100 | 8.0 | LOS A | 3.0 | 23.9 | Full | 500 | 0.0 | 0.0 |
| Lane 2 | 579 | 7.9 | 1199 | 0.483 | 100 | 8.2 | LOS A | 2.9 | 23.4 | Full | 500 | 0.0 | 0.0 |
| Approach | 1175 | 6.4 | | 0.483 | | 8.1 | LOS A | 3.0 | 23.9 | | | | |
| North: 2nd Line | | | | | | | | | | | | | |
| Lane 1 ^d | 424 | 14.0 | 483 | 0.878 | 100 | 45.2 | LOS E | 9.0 | 76.1 | Short | 60 | 0.0 | NA |
| Lane 2 | 207 | 16.0 | 417 | 0.495 | 100 | 19.3 | LOS C | 2.1 | 18.4 | Full | 500 | 0.0 | 0.0 |
| Approach | 630 | 14.7 | | 0.878 | | 36.7 | LOS E | 9.0 | 76.1 | | | | |
| West: CR109 | | | | | | | | | | | | | |
| Lane 1 | 323 | 10.9 | 576 | 0.561 | 100 | 16.8 | LOS C | 3.3 | 27.2 | Full | 500 | 0.0 | 0.0 |
| Lane 2 ^d | 364 | 9.7 | 648 | 0.561 | 100 | 15.2 | LOS C | 3.4 | 27.8 | Full | 500 | 0.0 | 0.0 |
| Approach | 687 | 10.3 | | 0.561 | | 15.9 | LOS C | 3.4 | 27.8 | | | | |
| Intersection | 2840 | 9.5 | | 0.878 | | 18.0 | LOS C | 9.0 | 76.1 | | | | |

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Sign Control.

Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.

LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

^d Dominant lane on roundabout approach

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APPENDIX

LANE SUMMARY

Site: 101 [2041 Total AM - Improvements]

New Site
Site Category: (None)
Roundabout

Lane Use and Performance

| | Demand Flows | | Cap. veh/h | Deg. Satn v/c | Lane Util. % | Average Delay sec | Level of Service | 95% Back of Queue | | Lane Config | Lane Length m | Cap. Adj. % | Prob. Block. % |
|---------------------|----------------|---------|---------------|---------------------|--------------------|-------------------------|---------------------|-------------------|-----------|----------------|---------------------|-------------------|----------------------|
| | Total veh/h | HV % | | | | | | Veh | Dist m | | | | |
| South: CR3 | | | | | | | | | | | | | |
| Lane 1 | 116 | 14.8 | 353 | 0.329 | 100 | 16.7 | LOS C | 1.1 | 9.4 | Full | 500 | 0.0 | 0.0 |
| Lane 2 ^d | 362 | 14.0 | 410 | 0.882 | 100 | 51.4 | LOS F | 7.9 | 67.1 | Short | 60 | 0.0 | NA |
| Approach | 478 | 14.2 | | 0.882 | | 43.0 | LOS E | 7.9 | 67.1 | | | | |
| East: CR109 | | | | | | | | | | | | | |
| Lane 1 | 582 | 22.3 | 876 | 0.664 | 100 | 15.2 | LOS C | 7.1 | 63.7 | Full | 500 | 0.0 | 0.0 |
| Lane 2 ^d | 601 | 18.5 | 905 | 0.664 | 100 | 14.8 | LOS B | 7.3 | 64.2 | Full | 500 | 0.0 | 0.0 |
| Approach | 1184 | 20.4 | | 0.664 | | 15.0 | LOS B | 7.3 | 64.2 | | | | |
| North: 2nd Line | | | | | | | | | | | | | |
| Lane 1 ^d | 166 | 11.0 | 578 | 0.288 | 100 | 10.2 | LOS B | 1.0 | 8.2 | Short | 60 | 0.0 | NA |
| Lane 2 | 67 | 15.1 | 497 | 0.136 | 100 | 9.1 | LOS A | 0.4 | 3.6 | Full | 500 | 0.0 | 0.0 |
| Approach | 234 | 12.2 | | 0.288 | | 9.8 | LOS A | 1.0 | 8.2 | | | | |
| West: CR109 | | | | | | | | | | | | | |
| Lane 1 | 495 | 12.4 | 766 | 0.646 | 100 | 16.1 | LOS C | 5.9 | 49.3 | Full | 500 | 0.0 | 0.0 |
| Lane 2 ^d | 538 | 12.6 | 833 | 0.646 | 100 | 15.1 | LOS C | 6.0 | 50.3 | Full | 500 | 0.0 | 0.0 |
| Approach | 1034 | 12.5 | | 0.646 | | 15.6 | LOS C | 6.0 | 50.3 | | | | |
| Intersection | 2929 | 15.9 | | 0.882 | | 19.3 | LOS C | 7.9 | 67.1 | | | | |

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Sign Control.

Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.

LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

^d Dominant lane on roundabout approach

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APPENDIX

MOVEMENT SUMMARY

 Site: 101 [2041 Total PM - Improvements]

New Site
Site Category: (None)
Roundabout

| Movement Performance - Vehicles | | | | | | | | | | | | |
|---------------------------------|------|-----------------------|---------------|------------------|----------------------|------------------|--------------------------------------|---------------|--------------|---------------------|------------------|-----------------------|
| Mov ID | Turn | Demand Total veh/h | Flows HV % | Deg. Satn v/c | Average Delay sec | Level of Service | 95% Back of Queue Vehicles veh | Distance m | Prop. Queued | Effective Stop Rate | Aver. No. Cycles | Average Speed km/h |
| South: CR3 | | | | | | | | | | | | |
| 3 | L2 | 29 | 0.0 | 0.140 | 11.2 | LOS B | 0.4 | 3.5 | 0.73 | 0.73 | 0.73 | 49.4 |
| 8 | T1 | 22 | 25.0 | 0.140 | 13.4 | LOS B | 0.4 | 3.5 | 0.73 | 0.73 | 0.73 | 48.7 |
| 18 | R2 | 361 | 9.0 | 0.846 | 44.3 | LOS E | 6.9 | 56.6 | 0.90 | 1.38 | 2.63 | 34.5 |
| Approach | | 412 | 9.2 | 0.846 | 40.3 | LOS E | 6.9 | 56.6 | 0.88 | 1.30 | 2.39 | 35.9 |
| East: CR109 | | | | | | | | | | | | |
| 1 | L2 | 276 | 3.0 | 0.570 | 9.5 | LOS A | 4.1 | 32.3 | 0.41 | 0.23 | 0.41 | 51.9 |
| 6 | T1 | 960 | 6.0 | 0.570 | 9.7 | LOS A | 4.1 | 32.3 | 0.40 | 0.23 | 0.40 | 52.5 |
| 16 | R2 | 146 | 14.0 | 0.570 | 10.0 | LOS A | 3.9 | 31.4 | 0.40 | 0.23 | 0.40 | 51.3 |
| Approach | | 1382 | 6.2 | 0.570 | 9.7 | LOS A | 4.1 | 32.3 | 0.40 | 0.23 | 0.40 | 52.2 |
| North: 2nd Line | | | | | | | | | | | | |
| 7 | L2 | 432 | 14.0 | 1.074 | 98.5 | LOS F | 21.0 | 178.0 | 1.00 | 2.43 | 6.07 | 23.0 |
| 4 | T1 | 76 | 23.0 | 0.610 | 29.4 | LOS D | 2.8 | 24.0 | 0.84 | 1.05 | 1.60 | 41.3 |
| 14 | R2 | 133 | 12.0 | 0.610 | 28.4 | LOS D | 2.8 | 24.0 | 0.84 | 1.05 | 1.60 | 40.5 |
| Approach | | 640 | 14.7 | 1.074 | 75.7 | LOS F | 21.0 | 178.0 | 0.95 | 1.98 | 4.61 | 26.7 |
| West: CR109 | | | | | | | | | | | | |
| 5 | L2 | 47 | 10.0 | 0.682 | 22.4 | LOS C | 4.9 | 41.0 | 0.79 | 1.07 | 1.66 | 44.6 |
| 2 | T1 | 716 | 11.0 | 0.682 | 21.4 | LOS C | 5.2 | 42.5 | 0.78 | 1.06 | 1.65 | 45.4 |
| 12 | R2 | 50 | 0.0 | 0.682 | 19.9 | LOS C | 5.2 | 42.5 | 0.78 | 1.06 | 1.64 | 45.2 |
| Approach | | 813 | 10.3 | 0.682 | 21.4 | LOS C | 5.2 | 42.5 | 0.78 | 1.06 | 1.65 | 45.3 |
| All Vehicles | | 3247 | 9.3 | 1.074 | 29.5 | LOS D | 21.0 | 178.0 | 0.67 | 0.92 | 1.80 | 40.6 |

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

APPENDIX

H Mitigation
Measures Traffic
Analysis -
Synchro

Timings

1: Dufferin County Road 11 & Dufferin County Road 109

11-08-2023



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-------|--------|------|-------|-------|-------|-------|-------|------|-------|-------|------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 40 | 727 | 18 | 8 | 354 | 105 | 19 | 153 | 14 | 229 | 134 | 31 |
| Future Volume (vph) | 40 | 727 | 18 | 8 | 354 | 105 | 19 | 153 | 14 | 229 | 134 | 31 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 19% | 12% | 7% | 0% | 27% | 18% | 13% | 13% | 9% | 12% | 11% | 17% |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 43 | 810 | 0 | 0 | 394 | 114 | 21 | 181 | 0 | 249 | 180 | 0 |
| Turn Type | Perm | NA | | Perm | NA | Perm | Perm | NA | | pm+pt | NA | |
| Protected Phases | | 2 | | | 6 | | | 8 | | 7 | 4 | |
| Permitted Phases | 2 | | | 6 | | 6 | 8 | | | 4 | | |
| Detector Phase | 2 | 2 | | 6 | 6 | 6 | 8 | 8 | | 7 | 4 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 18.0 | 18.0 | | 18.0 | 18.0 | 18.0 | 20.0 | 20.0 | | 4.0 | 20.0 | |
| Minimum Split (s) | 26.0 | 26.0 | | 26.0 | 26.0 | 26.0 | 28.0 | 28.0 | | 12.0 | 28.0 | |
| Total Split (s) | 74.0 | 74.0 | | 74.0 | 74.0 | 74.0 | 28.0 | 28.0 | | 18.0 | 46.0 | |
| Total Split (%) | 61.7% | 61.7% | | 61.7% | 61.7% | 61.7% | 23.3% | 23.3% | | 15.0% | 38.3% | |
| Yellow Time (s) | 6.0 | 6.0 | | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | | 6.0 | 6.0 | |
| All-Red Time (s) | 2.0 | 2.0 | | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | | 2.0 | 2.0 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | | | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | 8.0 | 8.0 | | | 8.0 | 8.0 | 8.0 | 8.0 | | 8.0 | 8.0 | |
| Lead/Lag | | | | | | | Lag | Lag | | Lead | | |
| Lead-Lag Optimize? | | | | | | | Yes | Yes | | Yes | | |
| Recall Mode | C-Max | C-Max | | C-Max | C-Max | C-Max | None | None | | None | None | |
| Act Effct Green (s) | 66.0 | 66.0 | | | 66.0 | 66.0 | 20.0 | 20.0 | | 38.0 | 38.0 | |
| Actuated g/C Ratio | 0.55 | 0.55 | | | 0.55 | 0.55 | 0.17 | 0.17 | | 0.32 | 0.32 | |
| v/c Ratio | 0.11 | 0.88 | | | 0.50 | 0.14 | 0.12 | 0.66 | | 0.87 | 0.35 | |
| Control Delay | 13.9 | 36.3 | | | 19.5 | 2.6 | 44.5 | 58.7 | | 64.5 | 32.1 | |
| Queue Delay | 0.0 | 0.0 | | | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | 13.9 | 36.3 | | | 19.5 | 2.6 | 44.5 | 58.7 | | 64.5 | 32.1 | |
| LOS | B | D | | | B | A | D | E | | E | C | |
| Approach Delay | | 35.2 | | | 15.7 | | | 57.2 | | | 50.9 | |
| Approach LOS | | D | | | B | | | E | | | D | |
| Queue Length 50th (m) | 4.9 | 167.1 | | | 57.8 | 0.0 | 4.5 | 41.8 | | 49.7 | 32.3 | |
| Queue Length 95th (m) | 11.2 | #257.2 | | | 85.9 | 8.0 | 12.4 | 67.4 | | #96.6 | 53.0 | |
| Internal Link Dist (m) | | 1519.7 | | | 275.4 | | | 900.4 | | | 923.0 | |
| Turn Bay Length (m) | 40.0 | | | | | 50.0 | 60.0 | | | 45.0 | | |
| Base Capacity (vph) | 400 | 921 | | | 790 | 797 | 180 | 274 | | 287 | 510 | |
| Starvation Cap Reductn | 0 | 0 | | | 0 | 0 | 0 | 0 | | 0 | 0 | |
| Spillback Cap Reductn | 0 | 0 | | | 0 | 0 | 0 | 0 | | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | | | 0 | 0 | 0 | 0 | | 0 | 0 | |
| Reduced v/c Ratio | 0.11 | 0.88 | | | 0.50 | 0.14 | 0.12 | 0.66 | | 0.87 | 0.35 | |

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.88

Timings

1: Dufferin County Road 11 & Dufferin County Road 109

11-08-2023

Intersection Signal Delay: 35.8

Intersection LOS: D

Intersection Capacity Utilization 92.7%

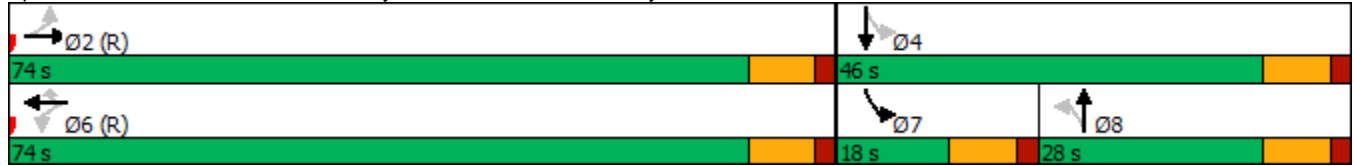
ICU Level of Service F

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 1: Dufferin County Road 11 & Dufferin County Road 109



Timings

4: Riddell Road & Dufferin County Road 109/Broadway

11-08-2023



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-------|-------|-------|-------|-------|-------|-------|-------|------|-------|-------|-------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 26 | 593 | 605 | 167 | 564 | 21 | 504 | 10 | 180 | 12 | 13 | 14 |
| Future Volume (vph) | 26 | 593 | 605 | 167 | 564 | 21 | 504 | 10 | 180 | 12 | 13 | 14 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 40% | 7% | 18% | 3% | 7% | 0% | 27% | 0% | 1% | 0% | 10% | 73% |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 28 | 645 | 658 | 182 | 613 | 23 | 548 | 207 | 0 | 13 | 29 | 0 |
| Turn Type | Perm | NA | Perm | pm+pt | NA | Perm | pm+pt | NA | | Perm | NA | |
| Protected Phases | | 4 | | 3 | 8 | | 5 | 2 | | | 6 | |
| Permitted Phases | 4 | | 4 | 8 | | 8 | 2 | | | 6 | | |
| Minimum Split (s) | 30.4 | 30.4 | 30.4 | 5.0 | 30.4 | 30.4 | 11.0 | 26.0 | | 26.0 | 26.0 | |
| Total Split (s) | 62.0 | 62.0 | 62.0 | 12.0 | 74.0 | 74.0 | 18.0 | 46.0 | | 28.0 | 28.0 | |
| Total Split (%) | 51.7% | 51.7% | 51.7% | 10.0% | 61.7% | 61.7% | 15.0% | 38.3% | | 23.3% | 23.3% | |
| Yellow Time (s) | 5.4 | 5.4 | 5.4 | 3.0 | 5.4 | 5.4 | 3.0 | 5.0 | | 5.0 | 5.0 | |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 1.0 | 2.0 | 2.0 | 1.0 | 2.0 | | 2.0 | 2.0 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | 7.4 | 7.4 | 7.4 | 4.0 | 7.4 | 7.4 | 4.0 | 7.0 | | 7.0 | 7.0 | |
| Lead/Lag | Lag | Lag | Lag | Lead | | | Lead | | | Lag | Lag | |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | | | Yes | | | Yes | Yes | |
| Act Effct Green (s) | 54.6 | 54.6 | 54.6 | 70.0 | 66.6 | 66.6 | 42.0 | 39.0 | | 21.0 | 21.0 | |
| Actuated g/C Ratio | 0.46 | 0.46 | 0.46 | 0.58 | 0.56 | 0.56 | 0.35 | 0.32 | | 0.18 | 0.18 | |
| v/c Ratio | 0.12 | 0.80 | 0.69 | 0.60 | 0.63 | 0.02 | 0.74 | 0.31 | | 0.07 | 0.14 | |
| Control Delay | 20.6 | 37.0 | 6.6 | 20.3 | 21.9 | 0.0 | 39.3 | 6.2 | | 42.5 | 27.4 | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | 20.6 | 37.0 | 6.6 | 20.3 | 21.9 | 0.0 | 39.3 | 6.2 | | 42.5 | 27.4 | |
| LOS | C | D | A | C | C | A | D | A | | D | C | |
| Approach Delay | | 21.6 | | | 20.9 | | | 30.2 | | | | 32.1 |
| Approach LOS | | C | | | C | | | C | | | | C |
| Queue Length 50th (m) | 3.9 | 133.7 | 5.5 | 19.8 | 99.3 | 0.0 | 56.3 | 1.9 | | 2.7 | 2.9 | |
| Queue Length 95th (m) | 10.3 | 186.7 | 38.1 | 31.6 | 138.6 | 0.0 | 74.8 | 19.1 | | 8.8 | 11.9 | |
| Internal Link Dist (m) | | 498.0 | | | 666.8 | | | 362.5 | | | | 130.8 |
| Turn Bay Length (m) | 85.6 | | | 120.0 | | 86.3 | 110.0 | | | | | |
| Base Capacity (vph) | 237 | 808 | 959 | 304 | 974 | 948 | 741 | 663 | | 194 | 213 | |
| 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 | 0.12 | 0.80 | 0.69 | 0.60 | 0.63 | 0.02 | 0.74 | 0.31 | | 0.07 | 0.14 | |

Intersection Summary

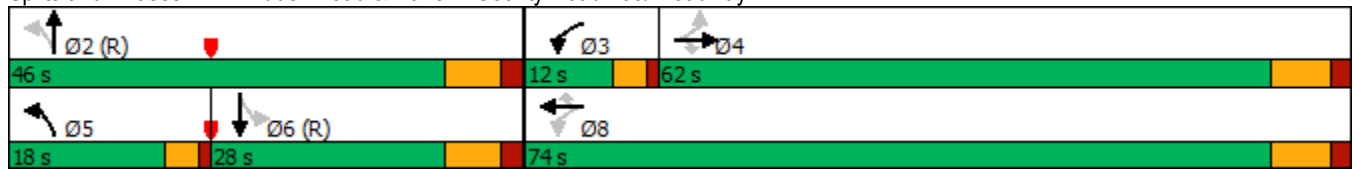
Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
 Natural Cycle: 90
 Control Type: Pretimed
 Maximum v/c Ratio: 0.80
 Intersection Signal Delay: 23.8
 Intersection Capacity Utilization 85.6%
 Analysis Period (min) 15
 Intersection LOS: C
 ICU Level of Service E

Timings

4: Riddell Road & Dufferin County Road 109/Broadway

11-08-2023

Splits and Phases: 4: Riddell Road & Dufferin County Road 109/Broadway



Timings

1: Dufferin County Road 11 & Dufferin County Road 109

11-08-2023



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-------|--------|------|-------|--------|-------|-------|--------|------|-------|-------|------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 50 | 499 | 15 | 6 | 731 | 166 | 18 | 221 | 10 | 233 | 127 | 59 |
| Future Volume (vph) | 50 | 499 | 15 | 6 | 731 | 166 | 18 | 221 | 10 | 233 | 127 | 59 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 21% | 15% | 17% | 0% | 9% | 12% | 21% | 6% | 0% | 11% | 1% | 7% |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 54 | 558 | 0 | 0 | 802 | 180 | 20 | 251 | 0 | 253 | 202 | 0 |
| Turn Type | Perm | NA | | Perm | NA | Perm | Perm | NA | | pm+pt | NA | |
| Protected Phases | | 2 | | | 6 | | | 8 | | 7 | 4 | |
| Permitted Phases | 2 | | | 6 | | 6 | 8 | | | 4 | | |
| Detector Phase | 2 | 2 | | 6 | 6 | 6 | 8 | 8 | | 7 | 4 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 20.0 | 20.0 | | 20.0 | 20.0 | 20.0 | 18.0 | 18.0 | | 4.0 | 18.0 | |
| Minimum Split (s) | 28.0 | 28.0 | | 28.0 | 28.0 | 28.0 | 26.0 | 26.0 | | 12.0 | 26.0 | |
| Total Split (s) | 73.0 | 73.0 | | 73.0 | 73.0 | 73.0 | 27.0 | 27.0 | | 20.0 | 47.0 | |
| Total Split (%) | 60.8% | 60.8% | | 60.8% | 60.8% | 60.8% | 22.5% | 22.5% | | 16.7% | 39.2% | |
| Yellow Time (s) | 6.0 | 6.0 | | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | | 6.0 | 6.0 | |
| All-Red Time (s) | 2.0 | 2.0 | | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | | 2.0 | 2.0 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | | | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | 8.0 | 8.0 | | | 8.0 | 8.0 | 8.0 | 8.0 | | 8.0 | 8.0 | |
| Lead/Lag | | | | | | | Lag | Lag | | Lead | | |
| Lead-Lag Optimize? | | | | | | | Yes | Yes | | Yes | | |
| Recall Mode | Max | Max | | Max | Max | Max | None | None | | None | None | |
| Act Effct Green (s) | 65.0 | 65.0 | | | 65.0 | 65.0 | 19.0 | 19.0 | | 39.0 | 39.0 | |
| Actuated g/C Ratio | 0.54 | 0.54 | | | 0.54 | 0.54 | 0.16 | 0.16 | | 0.32 | 0.32 | |
| v/c Ratio | 0.41 | 0.63 | | | 0.87 | 0.22 | 0.13 | 0.91 | | 1.00 | 0.36 | |
| Control Delay | 28.0 | 23.2 | | | 36.2 | 5.9 | 45.8 | 84.3 | | 91.8 | 29.7 | |
| Queue Delay | 0.0 | 0.0 | | | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | 28.0 | 23.2 | | | 36.2 | 5.9 | 45.8 | 84.3 | | 91.8 | 29.7 | |
| LOS | C | C | | | D | A | D | F | | F | C | |
| Approach Delay | | 23.6 | | | 30.6 | | | 81.5 | | | 64.2 | |
| Approach LOS | | C | | | C | | | F | | | E | |
| Queue Length 50th (m) | 7.6 | 92.2 | | | 165.7 | 7.1 | 4.3 | 61.4 | | 50.0 | 33.9 | |
| Queue Length 95th (m) | 21.1 | 131.5 | | | #253.5 | 18.7 | 12.1 | #111.6 | | #93.5 | 55.4 | |
| Internal Link Dist (m) | | 1519.7 | | | 275.4 | | | 900.4 | | | 923.0 | |
| Turn Bay Length (m) | 40.0 | | | | | 50.0 | 60.0 | | | 45.0 | | |
| Base Capacity (vph) | 132 | 881 | | | 919 | 826 | 156 | 277 | | 254 | 566 | |
| Starvation Cap Reductn | 0 | 0 | | | 0 | 0 | 0 | 0 | | 0 | 0 | |
| Spillback Cap Reductn | 0 | 0 | | | 0 | 0 | 0 | 0 | | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | | | 0 | 0 | 0 | 0 | | 0 | 0 | |
| Reduced v/c Ratio | 0.41 | 0.63 | | | 0.87 | 0.22 | 0.13 | 0.91 | | 1.00 | 0.36 | |

Intersection Summary

Cycle Length: 120

Actuated Cycle Length: 120

Natural Cycle: 90

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.00

Intersection Signal Delay: 41.3

Intersection LOS: D

Timings

1: Dufferin County Road 11 & Dufferin County Road 109

11-08-2023

Intersection Capacity Utilization 93.3%

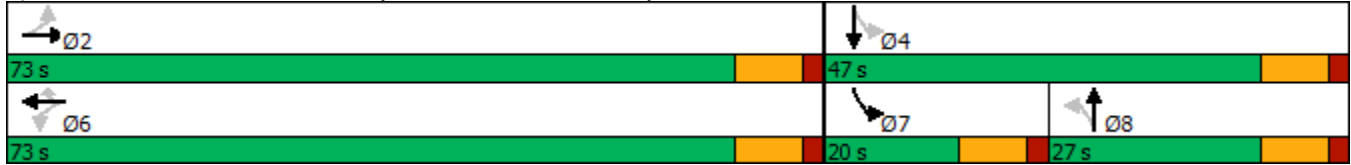
ICU Level of Service F

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 1: Dufferin County Road 11 & Dufferin County Road 109



Timings

4: Riddell Road & Dufferin County Road 109/Broadway

11-08-2023



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-------|--------|-------|-------|-------|-------|-------|-------|------|-------|-------|------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 17 | 706 | 664 | 225 | 685 | 30 | 571 | 21 | 247 | 31 | 17 | 19 |
| Future Volume (vph) | 17 | 706 | 664 | 225 | 685 | 30 | 571 | 21 | 247 | 31 | 17 | 19 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 38% | 4% | 19% | 1% | 2% | 9% | 10% | 0% | 2% | 0% | 0% | 0% |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 18 | 767 | 722 | 245 | 745 | 33 | 621 | 291 | 0 | 34 | 39 | 0 |
| Turn Type | Perm | NA | Free | pm+pt | NA | Perm | pm+pt | NA | | Perm | NA | |
| Protected Phases | | 2 | | 1 | 6 | | 3 | 8 | | | 4 | |
| Permitted Phases | 2 | | Free | 6 | | 6 | 8 | | | 4 | | |
| Detector Phase | 2 | 2 | | 1 | 6 | 6 | 3 | 8 | | 4 | 4 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 20.0 | 20.0 | | 1.0 | 20.0 | 20.0 | 7.0 | 10.0 | | 7.0 | 7.0 | |
| Minimum Split (s) | 30.4 | 30.4 | | 5.0 | 30.4 | 30.4 | 11.0 | 26.0 | | 26.0 | 26.0 | |
| Total Split (s) | 55.0 | 55.0 | | 14.0 | 69.0 | 69.0 | 25.0 | 51.0 | | 26.0 | 26.0 | |
| Total Split (%) | 45.8% | 45.8% | | 11.7% | 57.5% | 57.5% | 20.8% | 42.5% | | 21.7% | 21.7% | |
| Yellow Time (s) | 5.4 | 5.4 | | 3.0 | 5.4 | 5.4 | 3.0 | 5.0 | | 5.0 | 5.0 | |
| All-Red Time (s) | 2.0 | 2.0 | | 1.0 | 2.0 | 2.0 | 1.0 | 2.0 | | 2.0 | 2.0 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | 7.4 | 7.4 | | 4.0 | 7.4 | 7.4 | 4.0 | 7.0 | | 7.0 | 7.0 | |
| Lead/Lag | Lag | Lag | | Lead | | | Lead | | | Lag | Lag | |
| Lead-Lag Optimize? | Yes | Yes | | Yes | | | Yes | | | Yes | Yes | |
| Recall Mode | C-Max | C-Max | | None | C-Max | C-Max | None | None | | None | None | |
| Act Effct Green (s) | 51.9 | 51.9 | 120.0 | 78.2 | 74.8 | 74.8 | 33.8 | 30.8 | | 8.6 | 8.6 | |
| Actuated g/C Ratio | 0.43 | 0.43 | 1.00 | 0.65 | 0.62 | 0.62 | 0.28 | 0.26 | | 0.07 | 0.07 | |
| v/c Ratio | 0.08 | 0.97 | 0.53 | 0.67 | 0.65 | 0.03 | 0.86 | 0.48 | | 0.47 | 0.29 | |
| Control Delay | 23.8 | 60.7 | 1.5 | 35.7 | 19.0 | 0.1 | 50.6 | 8.6 | | 72.8 | 35.1 | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | 23.8 | 60.7 | 1.5 | 35.7 | 19.0 | 0.1 | 50.6 | 8.6 | | 72.8 | 35.1 | |
| LOS | C | E | A | D | B | A | D | A | | E | D | |
| Approach Delay | | 31.9 | | | 22.4 | | | 37.2 | | | 52.7 | |
| Approach LOS | | C | | | C | | | D | | | D | |
| Queue Length 50th (m) | 2.7 | ~190.7 | 0.0 | 38.4 | 113.5 | 0.0 | 69.5 | 6.1 | | 8.3 | 4.3 | |
| Queue Length 95th (m) | 8.2 | #285.1 | 0.0 | #76.9 | 174.9 | 0.4 | 84.6 | 27.9 | | 19.1 | 15.3 | |
| Internal Link Dist (m) | | 498.0 | | | 666.8 | | | 362.5 | | | 130.8 | |
| Turn Bay Length (m) | 85.6 | | | 120.0 | | 86.3 | 110.0 | | | | | |
| Base Capacity (vph) | 226 | 790 | 1357 | 365 | 1148 | 972 | 724 | 759 | | 163 | 275 | |
| 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 | 0.08 | 0.97 | 0.53 | 0.67 | 0.65 | 0.03 | 0.86 | 0.38 | | 0.21 | 0.14 | |

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.97

Timings

4: Riddell Road & Dufferin County Road 109/Broadway

11-08-2023

Intersection Signal Delay: 30.9

Intersection LOS: C

Intersection Capacity Utilization 96.6%

ICU Level of Service F

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 4: Riddell Road & Dufferin County Road 109/Broadway

