

Our File: 20-2669

February 3, 2021

Town of Amherstburg
271 Sandwich Street South
Amherstburg, ON
N9V 2A5

Attention: Frank Garado
Manager, Planning Services

McGregor – Woodland Trails Subdivision
Transportation Impact Study
Re: Draft Plan of Subdivision – First Submission
9358 Walker Road, Amherstburg, ON

On behalf of our client, MGV Developments Inc., Dillon Consulting Limited is submitting the enclosed Draft Plan of Subdivision Application package for the property located at 9358 Walker Road in Amherstburg, Ontario.

The applicant is requesting that the enclosed application package be reviewed for approval at this time as it aligns with current sanitary capacity availability, as confirmed by Todd Hewitt via email on January 25, 2022. The proposed Draft Plan of Subdivision includes 74 residential lots, one stormwater management pond, two woodlots, two commercial blocks and two future residential development blocks. The remainder of the blocks shown in grey on the concept plan will proceed through Part Lot Control Exemption application(s) to create lots, when sanitary capacity becomes available.

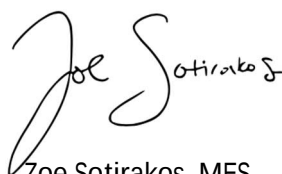
The enclosed Transportation Impact Study (TIS), dated October 2020 was based on a previous concept plan for the Woodland Trails subdivision, which included 154 residential lots, two commercial blocks, and a stormwater management pond. The current development concept has fewer lots than assessed previously, and can be considered less intensive in use. For the purposes of this application, the conclusions of the October 2020 TIS are still valid, and further analysis is not required at this time.

Sincerely,

DILLON CONSULTING LIMITED



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2439478 ONTARIO INC.

McGregor Subdivision (NW Quadrant of Middle Side Road and Walker Road), Amherstburg

Transportation Impact Study

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1.0

Introduction

1.1

Purpose

Dillon Consulting Limited (Dillon) has been retained by 2439478 Ontario Inc. to undertake a transportation impact study (TIS) for a proposed residential subdivision, found on the northwest quadrant at County Road 10 and County Road 11 in the community of McGregor, Ontario.

This TIS documents the existing traffic operations within the vicinity of the site, as well as assesses the future traffic conditions both with and without the proposed subdivision. The objective of this review is to determine the transportation impact of the development and whether any transportation infrastructure modifications are required to accommodate traffic generated by the development.

Figure 1 illustrates the location of the site in a regional context, as well as the study area intersections. Figure 2 illustrates the context of the site location and its immediate surroundings.



Figure 1: Regional Context



Figure 2: Site Context

1.2 Proposed Development

The conceptual development plan for the subject site is provided in Appendix A.

The proposed development is found northwest of County Road 10 and County Road 11, and north of the Cypher System Greenway Trail (CSG Trail). The development envisions the construction of 154 residential lots, two commercial blocks (0.66 hectares and 0.55 hectares), a stormwater management (SWM) pond, woodlots, and a parkland. The two commercial blocks will be located at the east end of the subdivision. The SWM pond, woodlots, and parkland will generally be located at the south end of the subject site, and the remaining areas will be occupied by residential lots. The development will be accessed via a new street ("Street A") that connects to both County Road 10 and County Road 11. Two internal streets ("Street B" and Street C") are provided within the subject site to connect residential lots to Street A. The development can also be accessed via proposed trails that connect the proposed woodlots and parkland to the CSG Trail.

1.3 Scope of Analysis

This study analyzed traffic operations at the following intersections:

- County Road 8 and County Road 9;
- County Road 8 and County Road 11;
- County Road 10 and County Road 9;
- County Road 10/Concession Road 11 and County Road 11;
- County Road 18 and County Road 9;
- Street A at County Road 10; and
- Street A at County Road 11.

Given the residential nature of the proposed subdivision, traffic analyses were undertaken during the AM and PM peak hours of a typical weekday. Traffic has been forecasted for 2024 (the anticipated full build-out year) and 2029 (five years following the full build-out of the site).

2.0

Existing Conditions

2.1

Existing Road Network

The following describes the existing road network in the immediate study area. All roads are under the jurisdiction of the County of Essex unless stated otherwise.

County Road 8 is a roadway that extends east-west through the centre of the County of Essex. County Road 8 is approximately 53 kilometres in length. Within the study area, County Road 8 is an undivided rural road with one travel lane in each direction and unpaved gravel shoulders. Near County Road 9 and County Road 11, County Road 8 has concrete curbs and guide rails on the north side of the road. The posted speed limit on County Road 8 is mostly 80 km/h. Portions of County Road 8 near County Road 9 and County Road 11 contain transitional speed limits of 60 km/h and 50 km/h, respectively.

County Road 9 is a roadway that extends north-south from County Road 20 into the city of Windsor. Within the study area, County Road 9 is an undivided rural road with one travel lane in each direction and unpaved gravel shoulders. County Road 9 has a posted speed limit of 80 km/h except for portions near County Road 18, County Road 10, North Side Road, and County Road 8, all of which have a speed limit of 60 km/h.

County Road 10 is an east-west roadway that extends approximately 12 kilometres from County Road 20 to County Road 11. County Road 10 is the primary road that connects residents of McGregor to the towns of Amherstburg and LaSalle (via County Road 20). Within the study area, County Road 10 is a semi-urban roadway featuring unpaved gravel shoulders and one travel lane in each direction. It has a posted speed limit of 60 km/h.

County Road 11 is a roadway that extends north-south from County Road 20 into the city of Windsor. Within the study area, County Road 11 has one travel lane in each direction and varies between urban and rural cross-sections. The posted speed limit along this section of County Road 11 is 50 km/h. County Road 11 north of 12th Concession Road is rural with unpaved gravel shoulders. The posted speed limit within that rural section is 80 km/h.

County Road 18 is an east-west roadway that extends approximately 9 kilometres from County Road 20 (within the town of Amherstburg) to County Road 11. Within the study area, County Road 18 is a rural undivided roadway with one travel lane in each direction, unpaved gravel shoulders, and has a posted speed limit of 80 km/h.

Figure 3 illustrates the existing lane configurations and traffic control at the study area intersections.

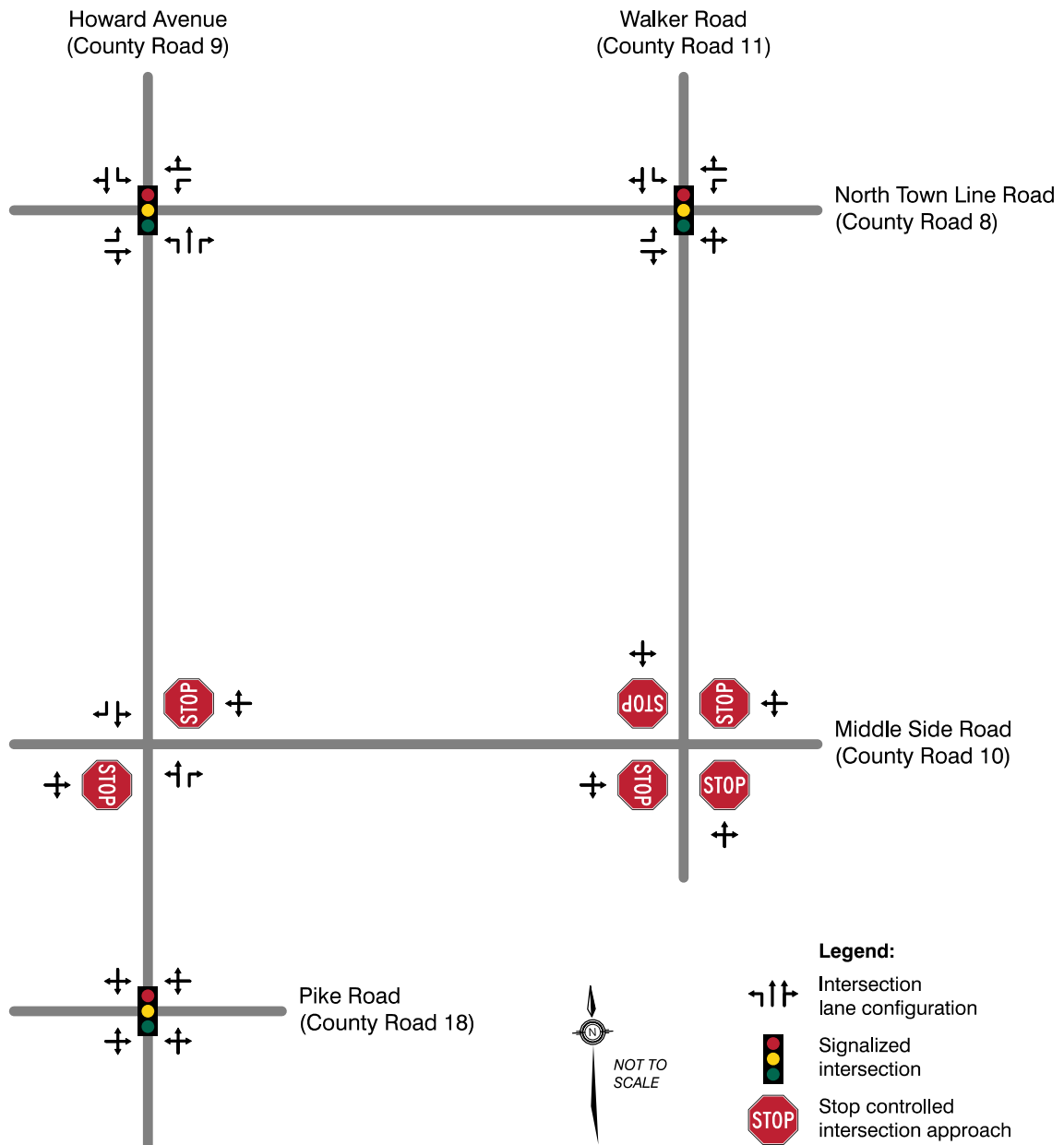


Figure 3: Existing Lane Configurations and Traffic Controls

2.2 Existing Active Transportation Infrastructure

The CSG Trail forms the southern border of the subject site. It is approximately 24 kilometres long extending from Amherstburg to the urban centre of Essex and intersects with the existing Chrysler Canada Greenway. The CSG Trail is managed by the Essex Region Conservation Authority (ECRA). Activities conducted on the trail include hiking, cross-country skiing, bird watching, running, and cycling. Figure 4 illustrates the location of the CSG Trail.

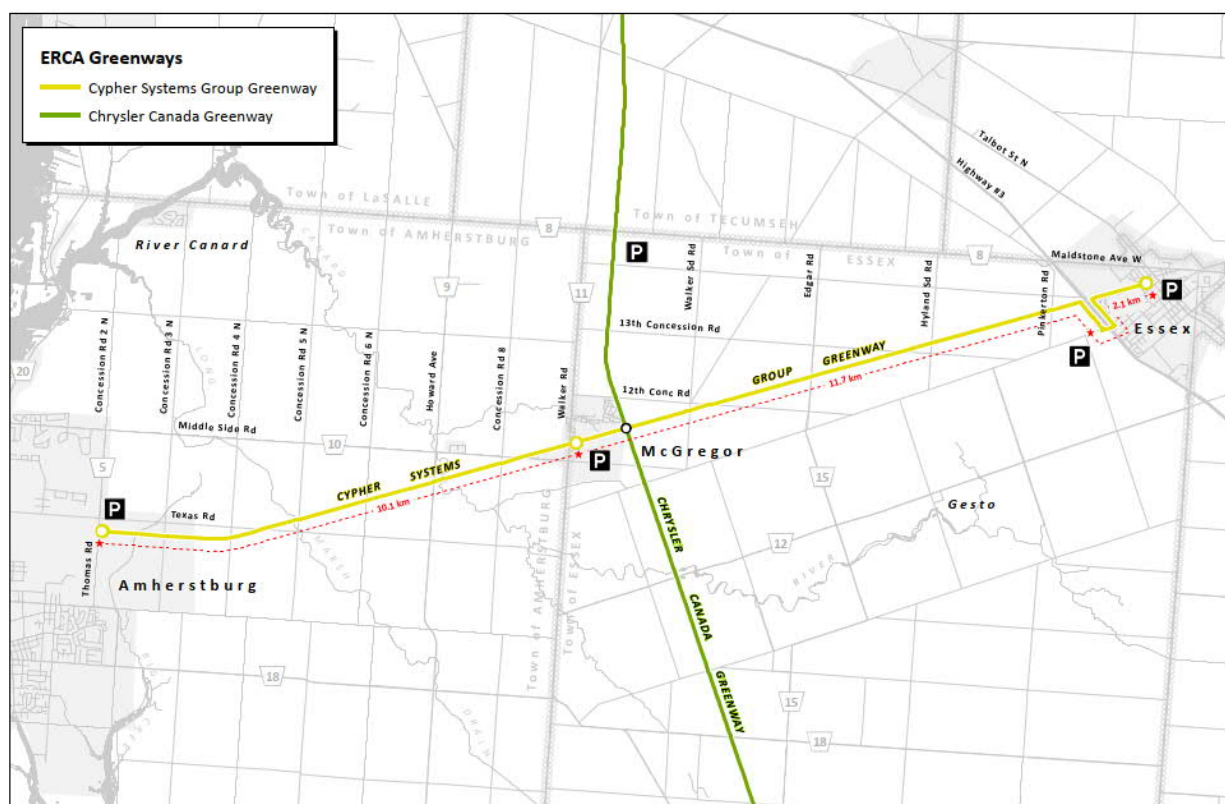


Figure 4: Cypher Systems Greenway Trail

2.3 Existing Traffic Volumes

Turning movement counts (TMC) at County Road 10 / Concession Road 11 and County Road 11 intersection were provided by the County of Essex. The TMC data for this intersection was collected on Wednesday, September 25, 2019. No other TMCs were available from the County of Essex for the other study area intersections. Turning movement counts at the other four study intersections were not collected in the field due to the restrictions imposed by the COVID-19 pandemic. Consequently, TMCs at the remaining four study area intersections were estimated using traffic volume information available from StreetLight.

StreetLight Data (“StreetLight”) is a company based out of San Francisco, California that uses “Big Data” to estimate traffic volumes and patterns on transportation networks in Canada and the United States. In short, StreetLight collects data from location-based services (LBS) on mobile devices (e.g., phones, tablets, etc.) to estimate travel characteristics on a given network. StreetLight data was used to estimate turning movement counts for a typical weekday morning and afternoon peak hour at the following study area intersections:

- County Road 8 and County Road 9;
- County Road 8 and County Road 11;
- County Road 10 and County Road 9; and
- County Road 18 and County Road 9.

The following parameters were selected to guide in extracting traffic data from StreetLight’s platform:

- Date Period(s): September 2019;
- Specific Date(s): Monday to Friday; and
- Day Part(s): hourly intervals between 6:00 AM and 10:00 AM, and 3:00 PM and 7:00 PM.

The month of September in 2019 was selected to allow for a better comparison between StreetLight data and the September TMC data provided by the County of Essex (at County Road 10 and County Road 11). The traffic volume data extracted from StreetLight reflects the average volumes for the specified date periods, dates, and day parts.

Unfortunately, Streetlight does not disaggregate their time intervals into 15-minute intervals and thus the peak hour cannot be explicitly determined at each intersection. Instead, the hour interval with the highest total traffic volume for each intersection was selected as a pseudo peak hour. The true/pseudo peak hour at each study intersection is summarized in Table 1.

Table 1: Intersection Peak Hours

Intersection	AM Peak Hour	PM Peak Hour	Source
County Road 8 and County Road 9	7:00 – 8:00	4:00 – 5:00	StreetLight
County Road 8 and County Road 11	7:00 – 8:00	4:00 – 5:00	StreetLight
County Road 10 and County Road 9	7:15 - 8:15	4:00 – 5:00	StreetLight
County Road 10 / Concession Road 11 and County Road 11	7:00 – 8:00	5:00 – 6:00	County of Essex
County Road 18 and County Road 9	7:00 – 8:00	5:00 – 6:00	StreetLight

The 2019 traffic volumes were adjusted to 2020 volumes using a compounded annual growth rate of 2%. A 2% annual background traffic growth rate was used to be consistent with typical growth within the County of Essex.

Figure 5 shows the existing (2020) traffic volumes during the AM and PM peak hours. The turning movement count data is provided in Appendix B.

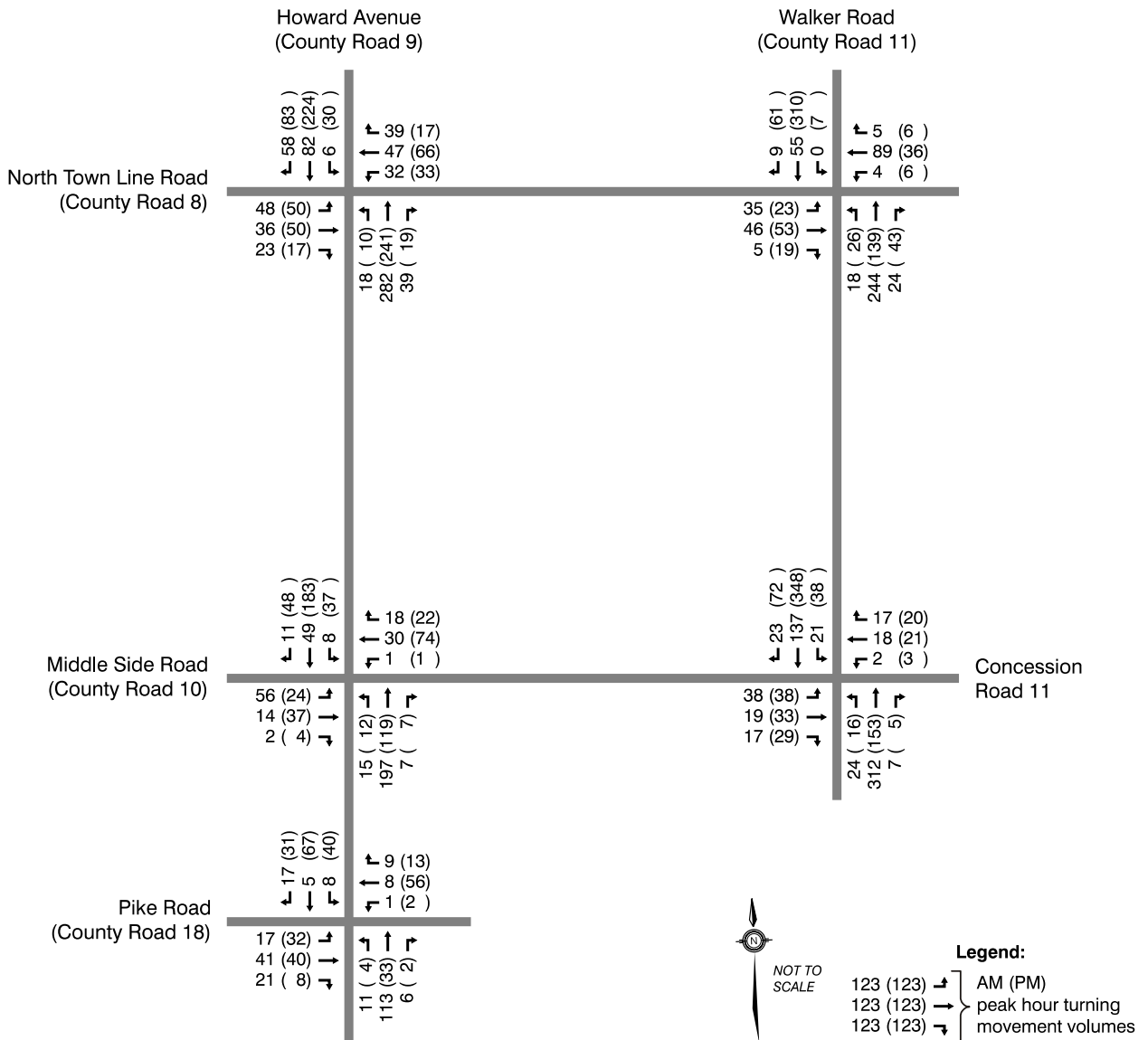


Figure 5: Existing (2020) Traffic Volumes

3.0

Future Background Conditions

Future background traffic volumes reflect the volume of traffic that is anticipated to be on the road network during the horizon years without the subject development in place. Typically this is comprised of two components:

- The application of a growth rate to reflect general background traffic growth on the road network; and
- The application of the site-specific traffic volumes for any background developments near the site.

Following the scoping of this assessment, no background developments were identified which would have a significant impact on the traffic volumes at the study area intersections.

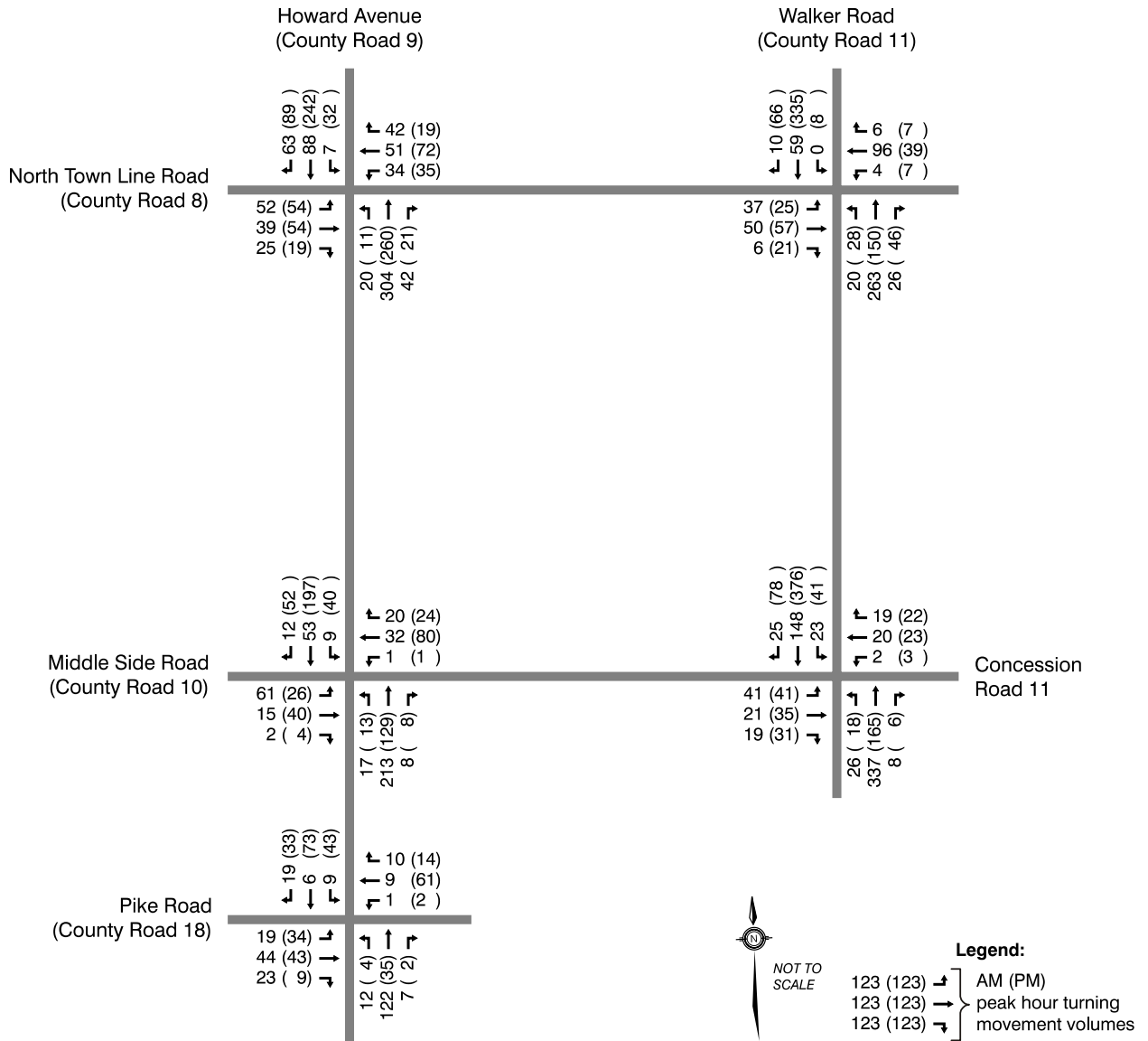
The future background analyses considered two horizon periods:

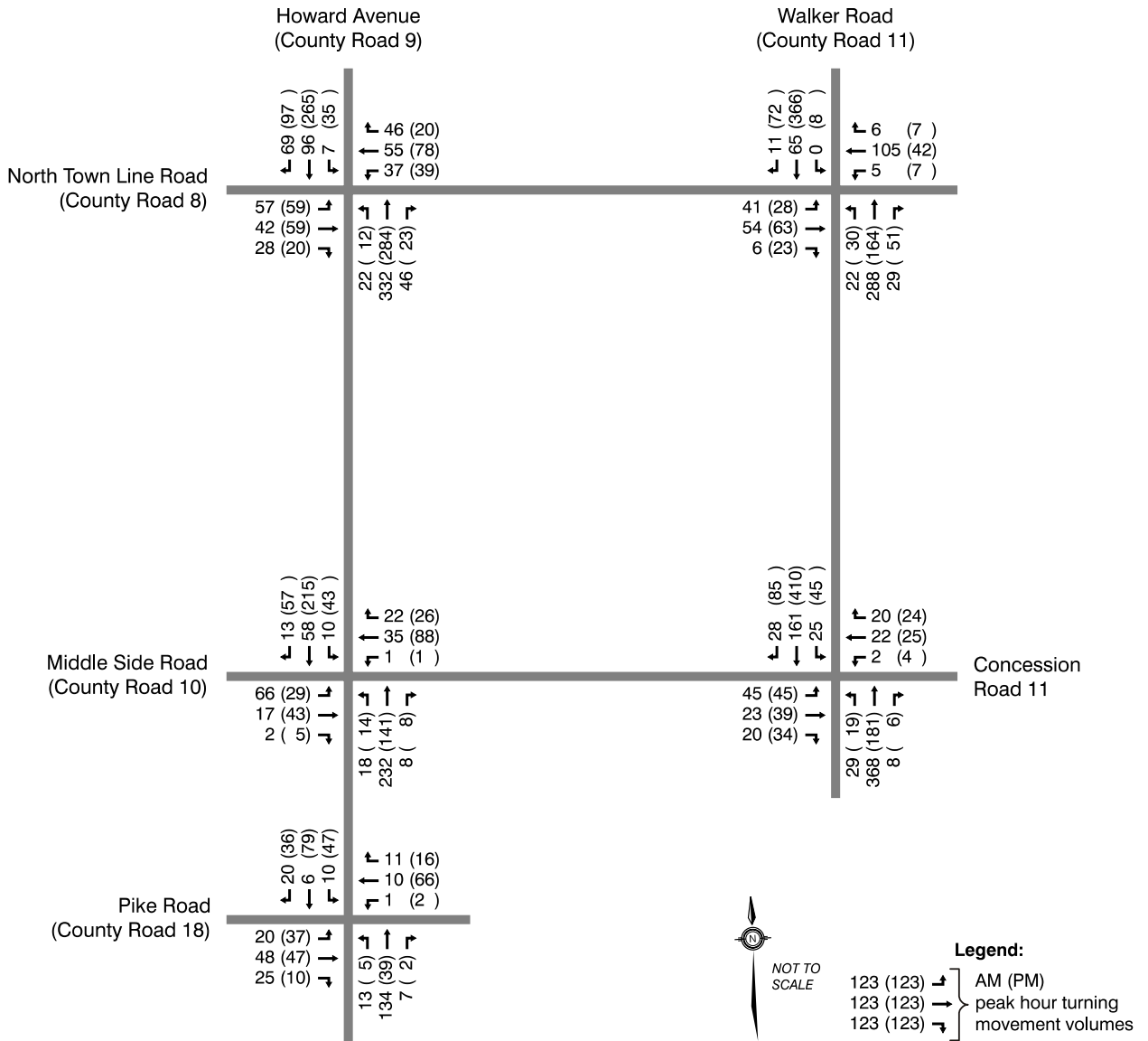
- 2024 – the anticipated build-out of the site; and
- 2029 – five years beyond the anticipated build-out of the site.

3.1

Future Background Traffic Volumes

Future background traffic volumes were calculated by applying a background traffic growth rate to the existing (2020) traffic volumes. A 2.0% compounded annual growth rate was applied to all movements at all study intersections. The resulting future background traffic volumes for the 2024 and 2029 horizon years are shown in Figure 6 and Figure 7, respectively.





4.0

Site Traffic Volumes

4.1

Trip Generation

The number of vehicle trips that are expected to be generated by the proposed development was estimated based on trip generation rates published within the Institute of Transportation Engineers' document Trip Generation Manual (10th edition). Table 2 shows the number of vehicle trips anticipated to be generated by the development. The exact tenants for the commercial blocks are not yet known. Thus, ITE Land Use Code 820 ("Shopping Centre") was assumed to estimate trips for these blocks. A 15% lot coverage was assumed to estimate the gross floor area (GFA) of the commercial blocks. This 15% lot coverage results in an estimated GFA of 20,000 ft².

Table 2: Trip Generation

Development	AM peak hour			PM peak hour		
	In	Out	Total	In	Out	Total
Single-Family Detached Housing (ITE Land Use Code 210)						
% in/out, trip generation rate	25%	75%	0.74	63%	37%	0.99
Site trips (154 units)	29	85	114	96	56	152
Shopping Centre (ITE Land Use Code 820)						
% in/out, trip generation rate	62%	38%	0.94	48%	52%	3.81
Site trips (20 x1000 sq.ft.)	12	7	19	36	40	76
Total auto trips	41	92	133	132	96	228

The development is forecasted to generate a total of 133 vehicle trips (41 inbound, 92 outbound) in the AM peak hour and 228 vehicle trips (132 inbound, 96 outbound) in the PM peak hour.

4.2

Trip Distribution

It is expected that a vast majority of future residents will work outside of McGregor. Therefore, site trips were distributed to reflect this expectation. It is expected that a vast majority of commercial trips will originate from (and be destined to) residential areas within McGregor, while others will originate from rural areas outside McGregor. Table 3 and Table 4 outlines the trip distribution assumed for residential and commercial trips, respectively.

Table 3: Trip Distribution for Residential Trips

To/From	Trip Distribution	
	In	Out
North towards Windsor	75%	75%
East towards Essex, Leamington, and Kingsville	5%	5%
West towards Amherstburg, and LaSalle	20%	20%

Table 4: Trip Distribution for Commercial Trips

To/From	Trip Distribution	
	In	Out
North	25%	25%
East	20%	20%
South	20%	20%
West	10%	10%
New Subdivision	25%	25%

4.3 Trip Assignment

Trips generated by the subject site were assigned to the existing road network through a combination of the most direct route and the proximity to street connections to county roads. Based on the conceptual development plan, it was determined that 58% of residential lots are closer to County Road 10, and the remaining 42% are closer to County Road 11. Assignment of residential site trips are discussed below:

Trips north towards Windsor via County Road 9 and County Road 11:

- 42% of trips were assigned to County Road 11 via the Street A and County Road 11 intersection; and
- 58% of trips were assigned to County Road 9 via the Street A and County Road 10 intersection.

Trips east towards Essex, Leamington, and Kingsville:

- 42% of trips were assigned to Concession Road 11 via the Street A and County Road 11 intersection; and
- 58% of trips were assigned to Concession Road 11 via the Street A and County Road 10 intersection.

Trips west towards Amherstburg and LaSalle:

- All site trips were assigned to the Street A and County Road 10 intersection:
 - 75% of site trips were assigned to County Road 10; and
 - 25% of site trips were assigned to County Road 18 via County Road 10 and County Road 9.

Assignment of commercial site trips are discussed below:

Trips to/from the north:

- were assigned to County Road 11 via the Street A and County Road 11 intersection.

Trips to/from the east:

- were assigned to Concession Road 11 via Street A and County Road 11 intersection;

Trips to/from the south:

- 20% of trips were assigned to the residential area on County Road 11 between Street A and County Road 10;
- 20% of trips were assigned to the residential area south of the County Road 10 and County Road 11 intersection; and
- 60% of trips were assigned to the residential area west of the County Road 10 and County Road 11 intersection.

Trips to/from the west:

- 95% of trips were assigned to County Road 11 via the Street A and County Road 11 intersection; and
- 5% of trips were assigned to County Road 10 via the Street A and County Road 10 intersection.

Figure 8 shows the site-generated trips applied to the study area intersections as well as at the future street connections to County Road 10 and County Road 11.

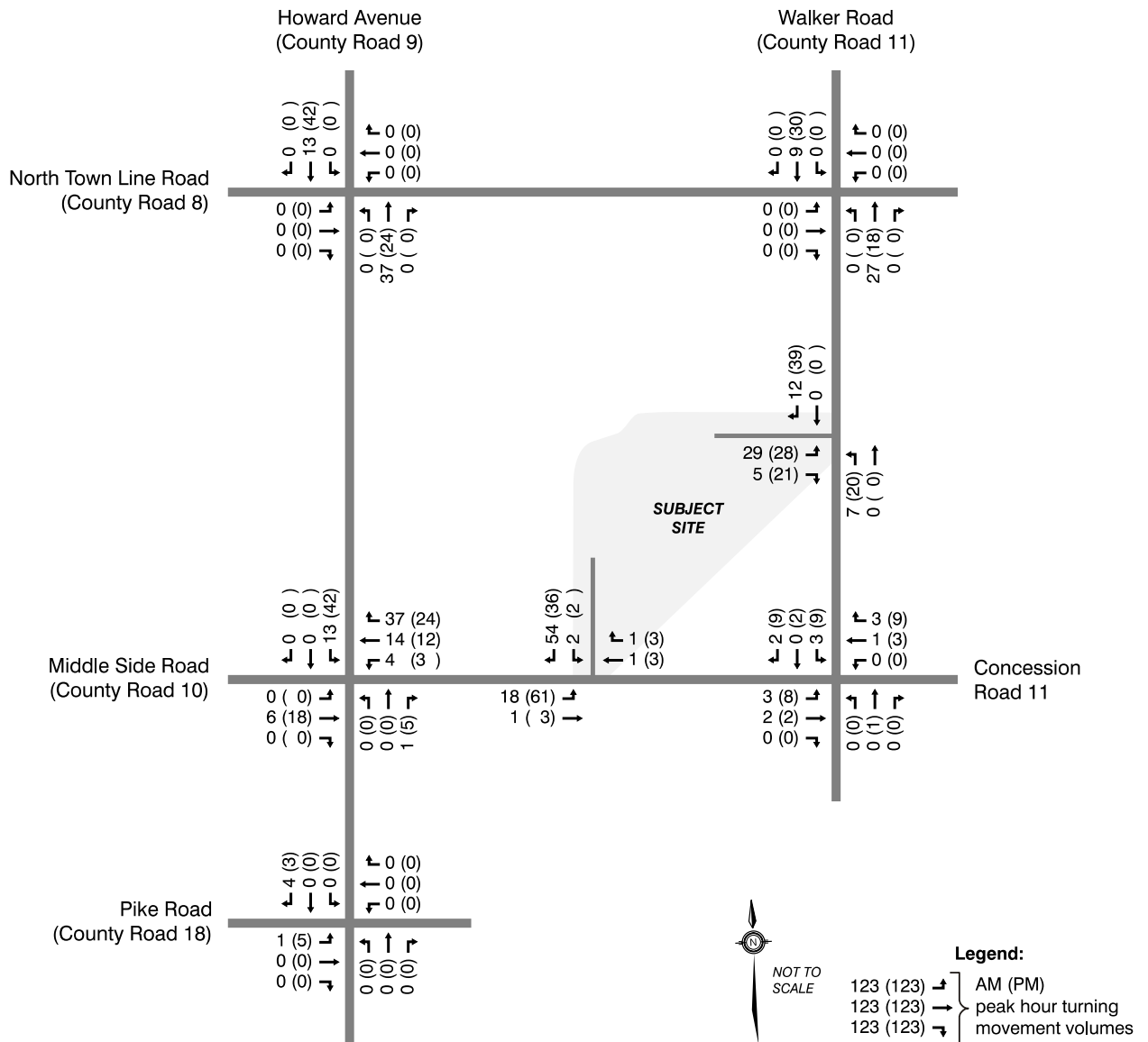


Figure 8: Site Generated Traffic Volumes

4.4

Total Future Traffic Volumes

Total future traffic volumes were calculated by adding the traffic generated by the subdivision to the projected future background volumes for the 2024 and 2029 horizon years.

Figure 9 and

Figure 10 illustrates total future traffic volumes for the 2024 and 2029 horizons, respectively.

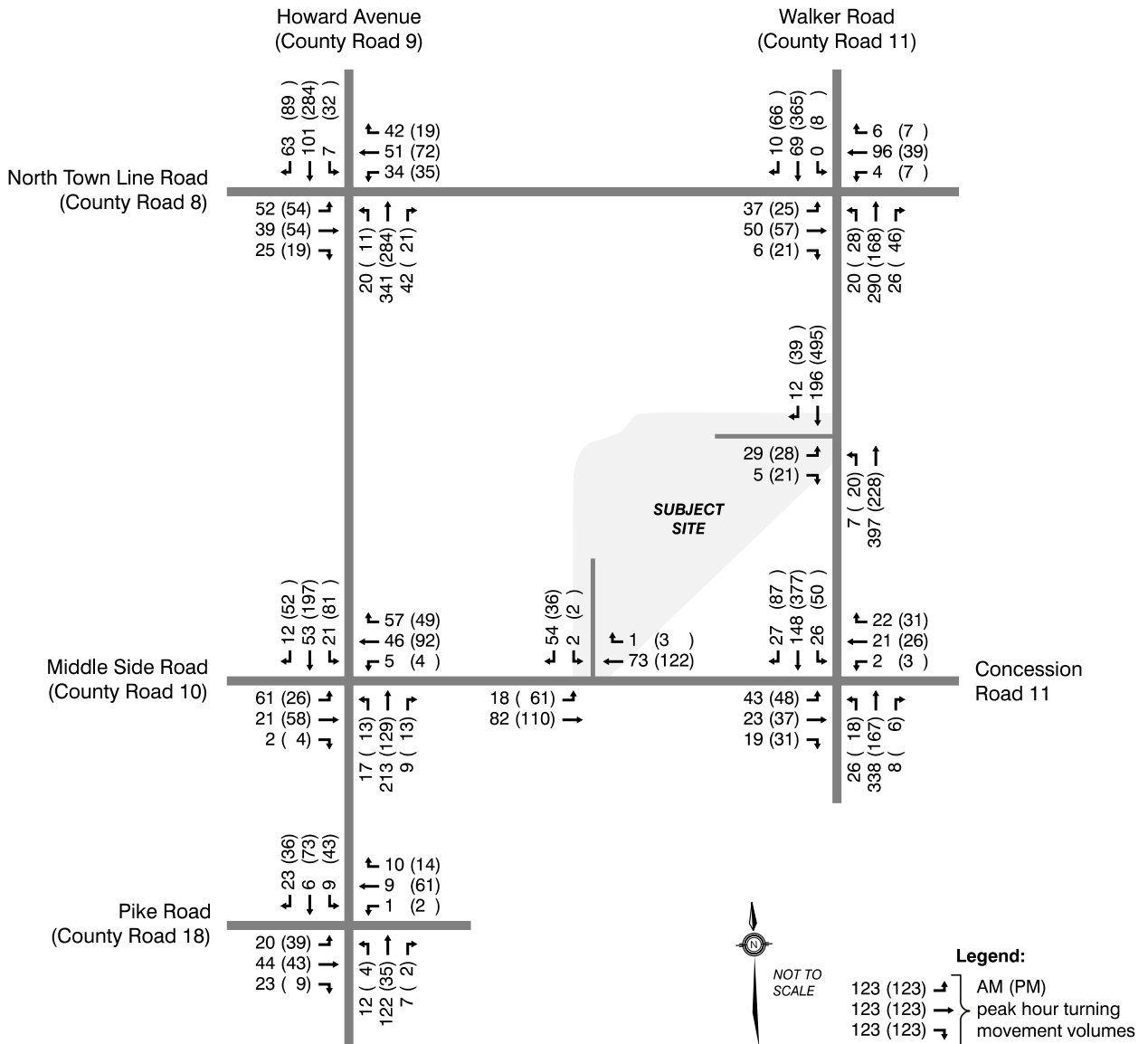


Figure 9: Total Future (2024) Traffic Volumes

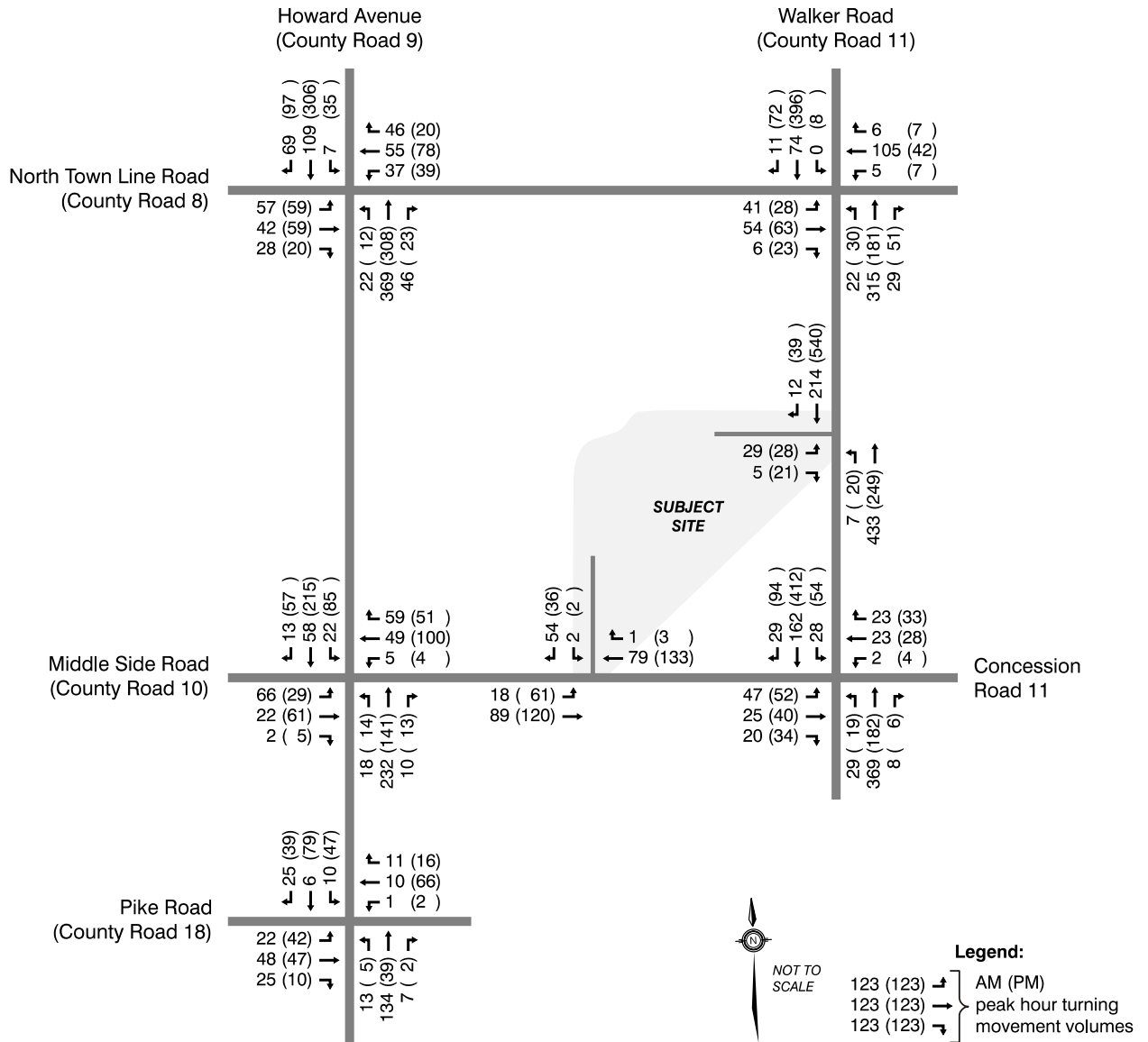


Figure 10: Total Future (2029) Traffic Volumes

5.0

Intersection Operations

Intersection operational analyses were completed using Trafficware's Synchro software (version 10), which is based on the Highway Capacity Manual (HCM) methodology.

At signalized intersections, the volume-to-capacity (v/c) ratio, average vehicular delay, level of service¹, and 95th percentile queue were noted for each movement. In addition, the average delay and level of service have been noted for the intersection as a whole.

At unsignalized intersections, the v/c ratio, delay, level of service, and 95th percentile queue were noted for any stop and/or yield-controlled movements. Synchro analysis worksheets reports are provided in Appendix D.

For signalized intersections, the overall level of service and average vehicle delay were noted. Also, for each movement, the volume-to-capacity ratio, level of service, average delay, and 95th percentile queue were noted. The results were reviewed to identify any critical movements, defined in this report as follows:

- Any through lane with a v/c ratio exceeding 0.85;
- Any exclusive turning lane with a v/c ratio exceeding 1.00;
- Any movement operating at LOS E or F; or
- Any turning movement with a 95th percentile queue exceeding the available storage.

At unsignalized intersections and the proposed Street A connections to the road network, operational measures were noted for all stop-controlled movements, as well as left turn movements into the site.

Unless otherwise specified, existing lane configurations and signal timings and phasings were applied to the future background and total future analyses.

¹ Level of Service (LOS), applied to an intersection, is a measure qualifying the amount of delay experienced by motorists, expressed either for specific turning movements or for the intersection as a whole. A more detailed explanation of LOS is provided in Appendix C.

5.1

County Road 8 and County Road 9

Intersection operations at the County Road 8 and County Road 9 intersection are presented in Table 5.

Currently, the signalized intersection at County Road 8 and County Road 9 operates at an excellent overall level of service (LOS A) in the AM peak hour and a good overall level of service (LOS B) in the PM peak hour. No critical movements are present under existing conditions. Individual movements operate at LOS C or better, are well under capacity, and 95th percentile queues do not exceed the available storage.

Under both 2024 and 2029 horizons, background traffic growth and site traffic do not significantly impact intersection operations. The level of service for each movement remains the same. Volume-to-capacity ratios, delays, and 95th percentile queues are expected to increase slightly with the addition of background traffic growth and/or site traffic.

Table 5: County Road 8 and County Road 9 – Intersection Operations

Scenario	Movement	AM peak hour				PM peak hour			
		v/c	LOS	Delay (s/veh)	95 th %ile queue (m)	v/c	LOS	Delay (s/veh)	95 th %ile queue (m)
Existing	EB left	0.23	C	24.2	14	0.23	C	24.3	14
	EB through/right	0.19	B	16.3	13	0.22	B	18.8	15
	WB left	0.15	C	22.8	10	0.15	C	22.8	11
	WB through/right	0.27	B	15.8	16	0.27	C	20.3	18
	NB left	0.02	A	5.6	3	0.02	A	5.6	2
	NB through	0.24	A	6.4	29	0.21	A	6.2	25
	NB right	0.04	A	1.7	3	0.02	A	0.6	1
	SB left	0.01	A	5.5	2	0.04	A	5.7	5
	SB through/right	0.13	A	4.1	12	0.27	A	6.1	30
	Overall	—	A	9.6	—	—	B	10.1	—
2024 Future Background	EB left	0.25	C	24.5	15	0.26	C	24.6	15
	EB through/right	0.21	B	16.3	14	0.24	B	18.7	16
	WB left	0.16	C	22.8	11	0.16	C	22.9	11
	WB through/right	0.29	B	15.8	17	0.29	C	20.7	20
	NB left	0.03	A	5.7	4	0.02	A	5.7	2
	NB through	0.26	A	6.6	32	0.23	A	6.4	27
	NB right	0.04	A	1.9	3	0.02	A	0.7	1
	SB left	0.01	A	5.6	2	0.05	A	5.8	5
	SB through/right	0.14	A	4.3	13	0.30	A	6.4	33
	Overall	—	A	9.7	—	—	B	10.4	—
2024 Total Future	EB left	0.25	C	24.5	15	0.26	C	24.6	15
	EB through/right	0.21	B	16.3	14	0.24	B	18.7	16
	WB left	0.16	C	22.8	11	0.16	C	22.9	11
	WB through/right	0.29	B	15.8	17	0.29	C	20.7	20
	NB left	0.03	A	5.7	4	0.02	A	5.7	3
	NB through	0.29	A	6.8	36	0.25	A	6.5	30
	NB right	0.04	A	1.9	3	0.02	A	0.7	1
	SB left	0.01	A	5.6	2	0.05	A	5.9	5
	SB through/right	0.15	A	4.6	14	0.33	A	6.8	39
	Overall	—	A	9.7	—	—	B	10.3	—
2029 Future Background	EB left	0.27	C	24.8	16	0.28	C	24.8	16
	EB through/right	0.22	B	16.2	14	0.25	B	18.9	17
	WB left	0.17	C	22.9	11	0.18	C	23.0	12
	WB through/right	0.31	B	15.8	18	0.31	C	21.0	21
	NB left	0.03	A	5.8	4	0.02	A	5.8	3
	NB through	0.29	A	6.9	36	0.25	A	6.6	30
	NB right	0.05	A	2.1	4	0.02	A	0.9	1
	SB left	0.01	A	5.7	2	0.05	A	6.0	6
	SB through/right	0.15	A	4.5	14	0.33	A	6.8	38
	Overall	—	A	9.9	—	—	B	10.6	—
2029 Total Future	EB left	0.27	C	24.8	16	0.28	C	24.8	16
	EB through/right	0.22	B	16.2	14	0.25	B	18.9	17
	WB left	0.17	C	22.9	11	0.18	C	23.0	12
	WB through/right	0.31	B	15.8	18	0.31	C	21.0	21
	NB left	0.03	A	5.8	4	0.02	A	5.8	3
	NB through	0.32	A	7.1	40	0.27	A	6.8	33
	NB right	0.05	A	2.1	4	0.02	A	0.9	1
	SB left	0.01	A	5.7	2	0.05	A	6.1	6
	SB through/right	0.16	A	4.8	16	0.36	A	7.2	44
	Overall	—	A	9.9	—	—	B	10.6	—

5.2

County Road 8 and County Road 11

Intersection operations at the County Road 8 and County Road 11 intersection are presented in Table 6.

Currently, the signalized intersection at County Road 8 and County Road 11 operates at a good overall level of service (LOS B) in the AM peak hour and an excellent overall level of service (LOS A) in the PM peak hour. No critical movements are present under existing conditions. Individual movements operate at LOS B or better, are well under capacity, and 95th percentile queues do not exceed the available storage during either peak hour.

Under both the 2024 and 2029 horizon years, background traffic growth and site traffic do not significantly impact intersection operations. The overall level of service drops to LOS B in the PM peak hour under 2029 total future conditions. Notwithstanding, the level of service for each movement remains the same. Volume-to-capacity ratios, delays, and 95th percentile queues are expected to increase slightly with the addition of background traffic growth and/or site traffic.

Table 6: County Road 8 and County Road 11 – Intersection Operations

Scenario	Movement	AM peak hour				PM peak hour			
		v/c	LOS	Delay (s/veh)	95 th %ile queue (m)	v/c	LOS	Delay (s/veh)	95 th %ile queue (m)
Existing	EB left	0.11	B	18.1	10	0.07	B	17.4	7
	EB through/right	0.11	B	16.5	12	0.15	B	14.1	14
	WB left	0.01	B	16.8	2	0.02	B	16.8	3
	WB through/right	0.21	B	18.2	20	0.09	B	15.3	10
	NB approach	0.28	A	8.7	33	0.19	A	6.7	23
	SB through/left	0.05	A	7.6	8	0.26	A	7.7	38
	SB right	0.01	A	0.0	0	0.06	A	2.7	5
	Overall	—	B	11.5	—	—	A	8.4	—
2024 Future Background	EB left	0.12	B	18.2	10	0.08	B	17.6	8
	EB through/right	0.13	B	16.3	13	0.18	B	14.6	15
	WB left	0.01	B	16.8	2	0.02	B	16.9	4
	WB through/right	0.23	B	18.2	21	0.10	B	15.6	11
	NB approach	0.30	A	8.9	36	0.24	A	7.9	25
	SB through/left	0.06	A	7.6	8	0.33	A	9.4	41
	SB right	0.01	A	0.0	0	0.07	A	2.9	5
	Overall	—	B	11.6	—	—	A	9.6	—
2024 Total Future	EB left	0.12	B	18.2	10	0.08	B	17.6	8
	EB through/right	0.13	B	16.3	13	0.18	B	14.6	15
	WB left	0.01	B	16.8	2	0.02	B	16.9	4
	WB through/right	0.23	B	18.2	21	0.10	B	15.6	11
	NB approach	0.33	A	9.2	40	0.25	A	8.1	27
	SB through/left	0.07	A	7.7	9	0.36	A	9.7	46
	SB right	0.01	A	0.0	0	0.07	A	3.0	5
	Overall	—	B	11.6	—	—	A	9.8	—
2029 Future Background	EB left	0.14	B	18.4	11	0.09	B	17.7	8
	EB through/right	0.14	B	16.5	13	0.19	B	14.7	16
	WB left	0.01	B	16.8	3	0.02	B	16.9	4
	WB through/right	0.25	B	18.5	22	0.11	B	15.8	11
	NB approach	0.34	A	9.2	40	0.26	A	8.1	27
	SB through/left	0.06	A	7.7	9	0.36	A	9.7	46
	SB right	0.01	A	0.0	0	0.08	A	3.2	6
	Overall	—	B	11.9	—	—	A	9.9	—
2029 Total Future	EB left	0.14	B	18.4	11	0.09	B	17.7	8
	EB through/right	0.14	B	16.5	13	0.19	B	14.7	16
	WB left	0.01	B	16.8	3	0.02	B	16.9	4
	WB through/right	0.25	B	18.5	22	0.11	B	15.8	11
	NB approach	0.36	A	9.5	44	0.28	A	8.4	30
	SB through/left	0.07	A	7.8	10	0.39	A	10.0	50
	SB right	0.01	A	0.0	0	0.08	A	3.2	6
	Overall	—	B	11.9	—	—	B	10.0	—

5.3

County Road 10 and County Road 9

Intersection operations at the County Road 10 and County Road 9 intersection are presented in Table 7.

Table 7: County Road 10 and County Road 9 – Intersection Operations

Scenario	Movement	AM peak hour				PM peak hour			
		v/c	LOS	Delay (s/veh)	95 th %ile queue (m)	v/c	LOS	Delay (s/veh)	95 th %ile queue (m)
Existing	EB approach	0.14	B	12.4	4	0.15	B	14.2	4
	WB approach	0.08	B	11.0	2	0.20	B	13.6	6
2024 Future Background	EB approach	0.16	B	13.0	4	0.17	C	15.1	5
	WB approach	0.09	B	11.3	2	0.23	B	14.4	7
2024 Total Future	EB approach	0.20	B	14.8	6	0.27	C	18.8	9
	WB approach	0.18	B	11.7	5	0.32	C	16.5	12
2029 Future Background	EB approach	0.18	B	13.7	5	0.21	C	16.5	6
	WB approach	0.10	B	11.6	3	0.27	C	15.5	9
2029 Total Future	EB approach	0.23	C	15.8	7	0.32	C	21.2	11
	WB approach	0.20	B	12.1	6	0.38	C	18.2	14

Currently, the eastbound and westbound approaches, which are STOP-controlled, operate at a good level of service (LOS B) during both peak hours. These approaches operate well under capacity, and 95th percentile queues do not exceed a single vehicle during either peak hour.

Background traffic growth does not significantly impact traffic operations on the eastbound and westbound approaches during either peak hour or study horizon year. During the PM peak hour, the level of service for the eastbound approach drops to LOS C by the 2024 horizon. Also, the level of service for the westbound approach drops to LOS C by the 2029 horizon. These approaches are expected to continue to operate well under capacity, and with 95th percentile queues that do not exceed two vehicles.

The introduction of site traffic does not significantly impact traffic operations on the eastbound and westbound approaches. During the AM peak hour, the level of service on the eastbound approach drops to LOS C by the 2029 horizon when compared to future background conditions. During the PM peak hour, the level of service on the westbound approach drops to LOS C by the 2024 horizon when compared to future background conditions. Notwithstanding, all movements are expected to operate well under capacity, with 95th percentile queues not expected to exceed two vehicles.

5.4

County Road 10 / Concession Road 11 and County Road 11

Intersection operations at the County Road 10 / Concession Road 11 and County Road 11 intersection are presented in Table 8.

Table 8: County Road 10 / Concession Road 11 and County Road 11 – Intersection Operations

Scenario	Movement	AM peak hour				PM peak hour			
		v/c	LOS	Delay (s/veh)	95 th %ile queue (m)	v/c	LOS	Delay (s/veh)	95 th %ile queue (m)
Existing	EB approach	0.19	C	15.4	6	0.29	C	18.5	10
	WB approach	0.08	B	13.1	2	0.11	B	13.9	3
2024 Future Background	EB approach	0.22	C	16.7	7	0.35	C	21.2	12
	WB approach	0.10	B	13.6	3	0.12	B	14.8	3
2024 Total Future	EB approach	0.24	C	17.3	8	0.40	C	24.1	12
	WB approach	0.11	B	13.7	3	0.15	B	14.8	4
2029 Future Background	EB approach	0.27	C	18.7	9	0.42	D	25.2	16
	WB approach	0.11	B	14.5	3	0.15	C	16.1	4
2029 Total Future	EB approach	0.29	C	19.5	9	0.49	D	29.8	20
	WB approach	0.12	B	14.6	3	0.18	C	16.3	5

Currently, the eastbound approach operates at LOS C and the westbound approach operates at LOS B during both peak hours. Each approach operates well under capacity, and 95th percentile queues do not exceed two vehicles.

Background traffic growth does not significantly impact traffic operations. In the AM peak hour, the level of service remains unchanged through to the 2029 horizon. However, in the PM peak hour, the level of service for the eastbound approach drops to LOS D in the 2029 horizon. All individual movements are expected to operate under capacity in both peak hours and horizon years. Under all scenarios, the 95th percentile queues do not exceed two vehicles in the AM peak hour and three vehicles in the PM peak hour.

The introduction of site traffic does not significantly impact traffic operations when compared to future background conditions.

5.5

County Road 18 and County Road 9

Intersection operations at the County Road 10 and County Road 11 intersection are presented in Table 9.

Table 9: County Road 18 and County Road 9 – Intersection Operations

Scenario	Movement	AM peak hour				PM peak hour			
		v/c	LOS	Delay (s/veh)	95 th %ile queue (m)	v/c	LOS	Delay (s/veh)	95 th %ile queue (m)
Existing	EB approach	0.22	B	18.2	18	0.24	C	21.9	20
	WB approach	0.05	B	15.3	6	0.18	B	19.3	17
	NB approach	0.12	A	6.8	15	0.04	A	6.4	6
	SB approach	0.03	A	4.2	4	0.14	A	6.2	15
	Overall	—	B	10.6	—	—	B	12.9	—
2024 Future Background	EB approach	0.24	B	18.5	19	0.26	C	22.3	21
	WB approach	0.06	B	15.2	6	0.20	B	19.5	18
	NB approach	0.13	A	6.8	16	0.04	A	6.4	6
	SB approach	0.04	A	4.2	4	0.15	A	6.3	16
	Overall	—	B	10.7	—	—	B	13.1	—
2024 Total Future	EB approach	0.24	B	18.6	19	0.28	C	22.7	22
	WB approach	0.06	B	15.2	6	0.20	B	19.5	18
	NB approach	0.13	A	6.9	16	0.04	A	6.4	6
	SB approach	0.04	A	3.9	5	0.15	A	6.2	16
	Overall	—	B	10.6	—	—	B	13.2	—
2029 Future Background	EB approach	0.25	B	19.0	20	0.29	C	22.7	23
	WB approach	0.06	B	15.0	7	0.21	B	19.7	19
	NB approach	0.14	A	6.9	18	0.04	A	6.4	7
	SB approach	0.04	A	4.1	4	0.16	A	6.4	17
	Overall	—	B	10.8	—	—	B	13.3	—
2029 Total Future	EB approach	0.26	B	19.1	20	0.31	C	23.1	24
	WB approach	0.06	B	15.0	7	0.21	B	19.7	19
	NB approach	0.14	A	6.9	18	0.04	A	6.4	7
	SB approach	0.04	A	3.9	5	0.16	A	6.3	17
	Overall	—	B	10.8	—	—	B	13.4	—

Currently, the signalized intersection at County Road 18 and County Road 9 operates at a good overall level of service (LOS B) during both peak hours. Each approach operates at LOS C or better, is well under capacity, and 95th percentile queues do not exceed 20 metres.

Background traffic growth does not significantly impact traffic operations. The overall level of service remains at LOS B during both peak hours and both horizon years. Each approach is still well under capacity, and 95th percentile queues do not exceed three to four vehicles under all scenarios.

The introduction of site traffic does not significantly impact traffic operations when compared to future background conditions.

5.6

Street A at County Road 10 and County Road 11

Intersection operations of Street A at County Road 10 and County Road 11 are presented in Table 10.

Table 10: Street A at County Road 10 and County Road 11 – Intersection Operations

Scenario	Movement	AM peak hour				PM peak hour			
		v/c	LOS	Delay (s/veh)	95 th %ile queue (m)	v/c	LOS	Delay (s/veh)	95 th %ile queue (m)
Street A at County Road 10									
2024 Total Future	SB approach	0.06	A	9.0	2	0.05	A	9.2	1
	EB left	0.01	A	0.1	0	0.05	A	0.4	1
2029 Total Future	SB approach	0.06	A	9.0	2	0.05	A	9.3	1
	EB left	0.01	A	0.1	0	0.05	A	0.4	1
Street A at County Road 11									
2024 Total Future	EB approach	0.08	B	13.7	2	0.14	C	15.7	4
	NB left	0.01	A	0.0	0	0.02	A	0.2	1
2029 Total Future	EB approach	0.09	B	14.5	2	0.15	C	16.9	4
	NB left	0.01	A	0.1	0	0.02	A	0.2	1

The southbound approach on Street A at County Road 10 is expected to operate at an excellent level of service (LOS A) during both peak hours and both horizon years. Eastbound left turn movements are expected to operate with very little delay (at LOS A) in both horizon years.

The eastbound approach on Street A at County Road 11 is expected to operate at a good level of service (LOS B) during the AM peak hour under both horizon years. In the PM peak hour, the eastbound approach is expected to operate at a satisfactory level of service (LOS C) under both horizon years. Northbound left turn movements are expected to operate with very little delay (at LOS A) in both horizon years.

6.0

Left Turn Lane Warrants

6.1

Street A Connections

Left turn lane warrant analyses were conducted for the eastbound left turn movement at Street A and County Road 10, and for the northbound left turn movement at Street A and County Road 11. The analyses concluded that left turn lanes are not warranted at either Street A intersection. This is primarily due to the low approach and opposing volumes at Street A and County Road 10 and low left turn volumes at Street A and County Road 11. Table 11 and Table 12 presents the parameters applied in the analyses; the left turn warrant nomographs are presented in Appendix E.

Table 11: Left Turn Lane Warrant Analyses, Street A at County Road 10, Total Future Traffic Volumes

	2024 Total Future		2029 Total Future	
	AM peak hour	PM peak hour	AM peak hour	PM peak hour
Movement	EB left	EB left	EB left	EB left
Design speed	80 km/h	80 km/h	80 km/h	80 km/h
Advancing volume, V_A (vph)	100	171	107	181
Left turn volume, V_{LT} (vph)	18	61	18	61
% left turns in V_A	18.4%	35.6%	17.2%	33.7%
Opposing volume, V_O (vph)	74	125	80	136
MTO nomograph	Exhibit 9A-15	Exhibit 9A-17	Exhibit 9A-15	Exhibit 9A-17
Left turn lane warranted?	No	No	No	No
Storage length	N/A	N/A	N/A	N/A

Table 12: Left Turn Lane Warrant Analyses, Street A at County Road 11, Total Future Traffic Volumes

	2024 Total Future		2029 Total Future	
	AM peak hour	PM peak hour	AM peak hour	PM peak hour
Movement	NB left	NB left	NB left	NB left
Design speed	70 km/h	70 km/h	70 km/h	70 km/h
Advancing volume, V_A (vph)	400	248	440	269
Left turn volume, V_{LT} (vph)	7	20	7	20
% left turns in V_A	1.6%	8.0%	1.5%	7.4%
Opposing volume, V_O (vph)	208	534	226	580
MTO nomograph	Exhibit 9A-10	Exhibit 9A-10	Exhibit 9A-10	Exhibit 9A-10
Left turn lane warranted?	No	No	No	No
Storage length	N/A	N/A	N/A	N/A

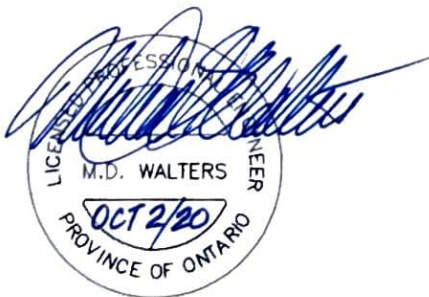
7.0

Summary

Dillon was retained by 2439478 Ontario Inc. to undertake a transportation impact study (TIS) for the proposed development northwest of County Road 10 and County Road 11 in McGregor, Ontario. The development is envisioned to include 154 residential lots, two commercial blocks, as well as a stormwater management pond, woodlots, and a parkland. The development will be connected to the existing road network via a new street ("Street A"), which connects to both County Road 10 and County Road 11. Trails within the development will also connect to the existing Cypher System Greenway Trail.

The TIS found the following:

- The development is estimated to generate approximately 133 vehicle trips (114 residential trips and 19 commercial trips) during the AM peak hour, and 228 vehicle trips (152 residential trips and 76 commercial trips) during the PM peak hour;
- All study intersections currently operate at a satisfactory level or better and no critical movements were identified. The addition of background traffic growth and site traffic does not significantly impact traffic operations at the study intersections in both 2024 and 2029 horizons;
- The T-intersections connecting the development to County Road 10 and County Road 11 are anticipated to operate without issues in both 2024 and 2029 horizons. Left turn lanes are not warranted at these new street connections in both horizons;
- It is anticipated that residents from the new residential subdivision will use the CSG Trail due to its proximity and adequate accesses between residential lots and the CSG Trail. Consequently, it is anticipated that the CSG Trail pedestrian crossing (east of the subject site on County Road 11) will experience higher pedestrian volumes resulting from the subject development; and
- Modifications to the roadway infrastructures or traffic controls are not required to accommodate the traffic generated by the subject development.



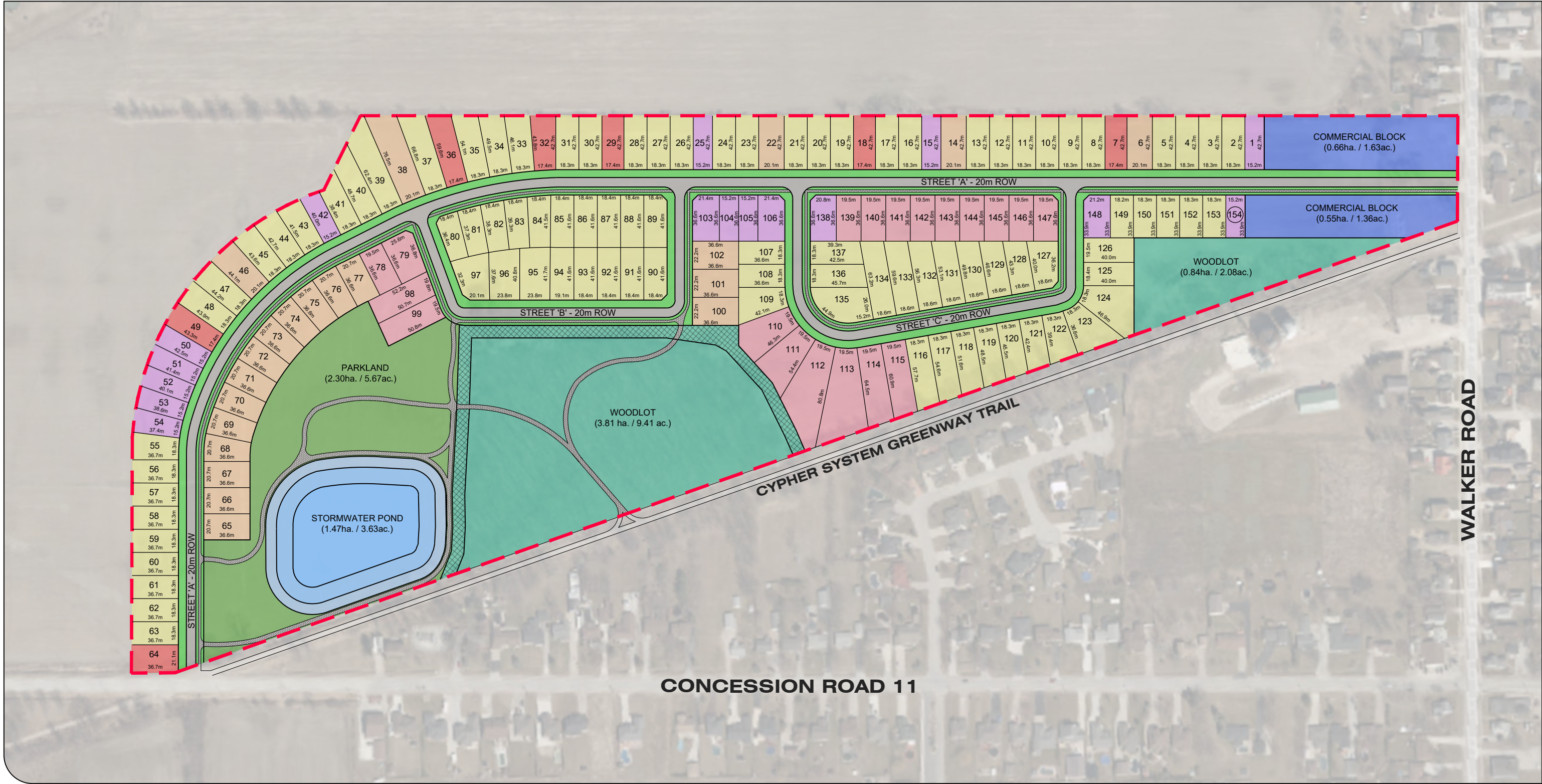
2439478 Ontario Inc.

McGregor Subdivision (NW Quadrant of Middle Side Road and Walker Road),
Amherstburg - Transportation Impact Study
October 2020 - 20 2669



Appendix A

Conceptual Development Plan



2439478 ONTARIO INC.
MIDDLE SIDE ROAD AND WALKER ROAD

CONCEPT PLAN

SUBJECT AREA
(± 26.29ha / 64.96ac)

PROPOSED 50' LOTS
(16 LOTS)

PROPOSED 57' LOTS
(7 LOTS)

PROPOSED 60' LOTS
(91 LOTS)

EXISTING WOODLOT

PROPOSED ROW

PROPOSED SWM POND

PROPOSED 64' LOTS
(19 LOTS)

PROPOSED +66' LOTS
(21 UNITS)

PROPOSED COMMERCIAL

PROPOSED PARKLAND

PROPOSED SIDEWALK/
MULTI USE TRAIL

File Location:
c:\users\32esb\desktop\mcgregor\202669 - mcgregor development - concept plan
final-new pond.dwg
July, 29, 2020 12:38 PM

SOURCE: COUNTY OF ESSEX AERIAL (2019)

MAP/DRAWING INFORMATION
THIS DRAWING IS FOR INFORMATION PURPOSES ONLY. ALL
DIMENSIONS AND BOUNDARY INFORMATION SHOULD BE
VERIFIED BY AN O.L.S PRIOR TO CONSTRUCTION.
CREATED BY: ESB
CHECKED BY: JHH
DESIGNED BY: ESB

SCALE : 1:3000

PROJECT: 20-2669
STATUS: DRAFT
DATE: 06/16/2020

Appendix B

Traffic Volume Data

2439478 Ontario Inc.

McGregor Subdivision (NW Quadrant of Middle Side
Road and Walker Road), Amherstburg

October 2020 – 20-2669



CR 11 (Walker Rd) @ CR 10 (Middle Sideroad)

Morning Peak Diagram

Specified Period

From: 6:00:00

To: 9:00:00

One Hour Peak

From: 7:15:00

To: 8:15:00

Municipality: Essex

Site #: 0000000002

Intersection: CR 11 & CR 10

TFR File #: 2

Count date: 25-Sep-2019

Weather conditions:

Clear/Dry

Person(s) who counted:

Cam

** Non-Signalized Intersection **

Major Road: CR 11 runs N/S

North Leg Total: 538

North Entering: 178

North Peds: 1

Peds Cross: $\nlessgtr$

Heavys	2	11	0	13
Trucks	0	3	0	3
Cars	21	120	21	162
Totals	23	134	21	



Heavys 25

Trucks 6

Cars 329

Totals 360

East Leg Total: 84

East Entering: 37

East Peds: 1

Peds Cross: $\nlessgtr$

Heavys	Trucks	Cars	Totals
7	2	56	65

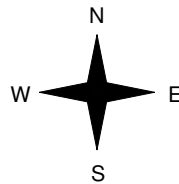


CR 10 (Middle Sideroad)

Heavys	Trucks	Cars	Totals
0	0	37	37
0	1	18	19
1	2	14	17
1	3	69	



CR 11 (Walker Rd)



Cars	Trucks	Heavys	Totals
15	0	2	17
15	1	2	18
2	0	0	2
32	1	4	

11th Conc



Cars	Trucks	Heavys	Totals
45	1	1	47

Peds Cross: $\nlessgtr$

West Peds: 0

West Entering: 73

West Leg Total: 138

Cars	136	Cars	20	277	6	303
Trucks	5	Trucks	1	6	0	7
Heavys	12	Heavys	3	23	1	27
Totals	153	Totals	24	306	7	



Peds Cross: $\nlessgtr$

South Peds: 0

South Entering: 337

South Leg Total: 490

Comments

CR 11 (Walker Rd) @ CR 10 (Middle Sideroad)

Mid-day Peak Diagram

Specified Period

From: 11:00:00

To: 14:00:00

One Hour Peak

From: 11:45:00

To: 12:45:00

Municipality: Essex

Site #: 0000000002

Intersection: CR 11 & CR 10

TFR File #: 2

Count date: 25-Sep-2019

Weather conditions:

Clear/Dry

Person(s) who counted:

Cam

** Non-Signalized Intersection **

Major Road: CR 11 runs N/S

North Leg Total: 409

North Entering: 197

North Peds: 0

Peds Cross: $\nlessgtr$

Heavys	1	14	1	16
Trucks	1	3	0	4
Cars	30	123	24	177
Totals	32	140	25	



Heavys 21

Trucks 5

Cars 186

Totals 212

East Leg Total: 122

East Entering: 57

East Peds: 0

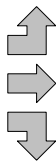
Peds Cross: $\nlessgtr$

Heavys	Trucks	Cars	Totals
11	1	64	76

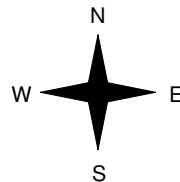


CR 10 (Middle Sideroad)

Heavys	Trucks	Cars	Totals
1	0	26	27
2	2	29	33
4	3	9	16
7	5	64	



CR 11 (Walker Rd)



Cars	Trucks	Heavys	Totals
20	0	5	25
16	0	7	23
6	0	3	9
42	0	15	



11th Conc



Cars	Trucks	Heavys	Totals
59	2	4	65

Peds Cross: $\nlessgtr$

West Peds: 3

West Entering: 76

West Leg Total: 152

Cars	138	Cars	18	140	6	164
Trucks	6	Trucks	0	5	0	5
Heavys	21	Heavys	3	15	1	19
Totals	165	Totals	21	160	7	



Peds Cross: $\nlessgtr$

South Peds: 0

South Entering: 188

South Leg Total: 353

Comments

CR 11 (Walker Rd) @ CR 10 (Middle Sideroad)

Afternoon Peak Diagram

Specified Period

From: 15:00:00

To: 18:00:00

One Hour Peak

From: 16:00:00

To: 17:00:00

Municipality: Essex

Site #: 0000000002

Intersection: CR 11 & CR 10

TFR File #: 2

Count date: 25-Sep-2019

Weather conditions:

Clear/Dry

Person(s) who counted:

Cam

** Non-Signalized Intersection **

Major Road: CR 11 runs N/S

North Leg Total: 656

North Entering: 449

North Peds: 0

Peds Cross: $\nlessgtr$

Heavys	1	18	2	21
Trucks	1	9	1	11
Cars	69	314	34	417
Totals	71	341	37	



Heavys 10

Trucks 3

Cars 194

Totals 207

East Leg Total: 118

East Entering: 44

East Peds: 0

Peds Cross: $\nlessgtr$

Heavys	Trucks	Cars	Totals
4	1	103	108

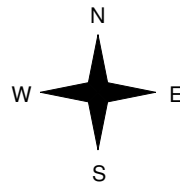


CR 10 (Middle Sideroad)

Heavys	Trucks	Cars	Totals
1	1	35	37
1	1	30	32
3	2	23	28
5	4	88	



CR 11 (Walker Rd)



Cars	Trucks	Heavys	Totals
18	1	1	20
21	0	0	21
3	0	0	3
42	1	1	

11th Conc



Cars	Trucks	Heavys	Totals
67	2	5	74

Peds Cross: $\nlessgtr$

West Peds: 0

West Entering: 97

West Leg Total: 205

Cars	340	Cars	13	141	3	157
Trucks	11	Trucks	0	1	0	1
Heavys	21	Heavys	3	8	2	13
Totals	372	Totals	16	150	5	



Peds Cross: $\nlessgtr$

South Peds: 0

South Entering: 171

South Leg Total: 543

Comments

CR 11 (Walker Rd) @ CR 10 (Middle Sideroad)

Total Count Diagram

Municipality: Essex
Site #: 0000000002
Intersection: CR 11 & CR 10
TFR File #: 2
Count date: 25-Sep-2019

Weather conditions:
 Clear/Dry
Person(s) who counted:
 Cam

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

Major Road: CR 11 runs N/S

North Leg Total: 4300
 North Entering: 2093
 North Peds: 10
 Peds Cross: $\nless$

	Heavys	Trucks	Cars	Totals
North	10	5	294	309
East	134	29	1407	1570
South	9	1	204	214
West	153	35	1905	2003



	Heavys	Trucks	Cars	Totals
North	155	41	2011	2207

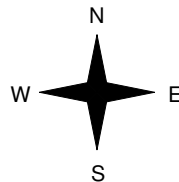
East Leg Total: 891
 East Entering: 412
 East Peds: 8
 Peds Cross: $\nless$

	Heavys	Trucks	Cars	Totals
North	39	14	578	631



CR 10 (Middle Sideroad)

	Heavys	Trucks	Cars	Totals
North	10	7	288	305
East	12	6	205	223
South	19	15	104	138
West	41	28	597	666



CR 11 (Walker Rd)



	Cars	Trucks	Heavys	Totals
North	187	1	17	205
East	154	3	11	168
South	35	1	3	39
West	376	5	31	412

11th Conc



	Cars	Trucks	Heavys	Totals
North	445	7	27	479

Peds Cross: $\nless$
 West Peds: 4
 West Entering: 666
 West Leg Total: 1297

	Cars	Trucks	Heavys	Totals
North	1546	45	156	1747



	Cars	Trucks	Heavys	Totals
North	130	6	18	154
East	1536	33	128	1697
South	36	0	6	42
West	1702	39	152	1893

Peds Cross: $\nless$
 South Peds: 0
 South Entering: 1893
 South Leg Total: 3640

Comments

County Road 8 and County Road 9

Type of Travel	Origin Zone Name	Destination Zone Name	Day Type	Day Part	Average Daily O-D Traffic (Calibrated Index)	Average Daily Origin Zone Traffic (Calibrated Index)	Average Daily Destination Zone Traffic (Calibrated Index)	Avg Trip Duration (sec)
Personal	CR8_east_leg	CR8_west_leg	0: All Days (M-Su)	0: All Day (12am-12am)	522	931	1221	19
Personal	CR8_east_leg	CR8_west_leg	0: All Days (M-Su)	1: 6am (6am-7am)	8	31	17	16
Personal	CR8_east_leg	CR8_west_leg	0: All Days (M-Su)	2: 7am (7am-8am)	34	86	89	20
Personal	CR8_east_leg	CR8_west_leg	0: All Days (M-Su)	3: 8am (8am-9am)	16	38	65	20
Personal	CR8_east_leg	CR8_west_leg	0: All Days (M-Su)	4: 9am (9am-10am)	18	43	56	15
Personal	CR8_east_leg	CR8_west_leg	0: All Days (M-Su)	5: 3pm (3pm-4pm)	52	82	102	20
Personal	CR8_east_leg	CR8_west_leg	0: All Days (M-Su)	6: 4pm (4pm-5pm)	56	99	136	17
Personal	CR8_east_leg	CR8_west_leg	0: All Days (M-Su)	7: 5pm (5pm-6pm)	56	90	124	15
Personal	CR8_east_leg	CR8_west_leg	0: All Days (M-Su)	8: 6pm (6pm-7pm)	34	58	64	15
Personal	CR8_east_leg	CR8_west_leg	1: Weekday (M-F)	0: All Day (12am-12am)	561	1024	1349	20
Personal	CR8_east_leg	CR8_west_leg	1: Weekday (M-F)	1: 6am (6am-7am)	12	44	24	16
Personal	CR8_east_leg	CR8_west_leg	1: Weekday (M-F)	2: 7am (7am-8am)	46	116	124	20
Personal	CR8_east_leg	CR8_west_leg	1: Weekday (M-F)	3: 8am (8am-9am)	21	49	75	21
Personal	CR8_east_leg	CR8_west_leg	1: Weekday (M-F)	4: 9am (9am-10am)	24	51	70	16
Personal	CR8_east_leg	CR8_west_leg	1: Weekday (M-F)	5: 3pm (3pm-4pm)	57	90	110	21
Personal	CR8_east_leg	CR8_west_leg	1: Weekday (M-F)	6: 4pm (4pm-5pm)	65	115	157	16
Personal	CR8_east_leg	CR8_west_leg	1: Weekday (M-F)	7: 5pm (5pm-6pm)	58	97	141	14
Personal	CR8_east_leg	CR8_west_leg	1: Weekday (M-F)	8: 6pm (6pm-7pm)	33	56	64	17
Personal	CR8_east_leg	CR9_north_leg	0: All Days (M-Su)	0: All Day (12am-12am)	208	931	2808	10
Personal	CR8_east_leg	CR9_north_leg	0: All Days (M-Su)	1: 6am (6am-7am)	13	31	153	7
Personal	CR8_east_leg	CR9_north_leg	0: All Days (M-Su)	2: 7am (7am-8am)	30	86	279	11
Personal	CR8_east_leg	CR9_north_leg	0: All Days (M-Su)	3: 8am (8am-9am)	10	38	173	11
Personal	CR8_east_leg	CR9_north_leg	0: All Days (M-Su)	4: 9am (9am-10am)	15	43	148	11
Personal	CR8_east_leg	CR9_north_leg	0: All Days (M-Su)	5: 3pm (3pm-4pm)	14	82	235	13
Personal	CR8_east_leg	CR9_north_leg	0: All Days (M-Su)	6: 4pm (4pm-5pm)	12	99	250	9
Personal	CR8_east_leg	CR9_north_leg	0: All Days (M-Su)	7: 5pm (5pm-6pm)	17	90	208	10
Personal	CR8_east_leg	CR9_north_leg	0: All Days (M-Su)	8: 6pm (6pm-7pm)	11	58	144	8
Personal	CR8_east_leg	CR9_north_leg	1: Weekday (M-F)	0: All Day (12am-12am)	235	1024	3011	10
Personal	CR8_east_leg	CR9_north_leg	1: Weekday (M-F)	1: 6am (6am-7am)	18	44	200	7
Personal	CR8_east_leg	CR9_north_leg	1: Weekday (M-F)	2: 7am (7am-8am)	38	116	369	11
Personal	CR8_east_leg	CR9_north_leg	1: Weekday (M-F)	3: 8am (8am-9am)	13	49	195	11
Personal	CR8_east_leg	CR9_north_leg	1: Weekday (M-F)	4: 9am (9am-10am)	15	51	146	10
Personal	CR8_east_leg	CR9_north_leg	1: Weekday (M-F)	5: 3pm (3pm-4pm)	11	90	258	17
Personal	CR8_east_leg	CR9_north_leg	1: Weekday (M-F)	6: 4pm (4pm-5pm)	17	115	312	9
Personal	CR8_east_leg	CR9_north_leg	1: Weekday (M-F)	7: 5pm (5pm-6pm)	20	97	237	10
Personal	CR8_east_leg	CR9_north_leg	1: Weekday (M-F)	8: 6pm (6pm-7pm)	14	56	138	8
Personal	CR8_east_leg	CR9_south_leg	0: All Days (M-Su)	0: All Day (12am-12am)	191	931	2600	19
Personal	CR8_east_leg	CR9_south_leg	0: All Days (M-Su)	1: 6am (6am-7am)	8	31	142	59
Personal	CR8_east_leg	CR9_south_leg	0: All Days (M-Su)	2: 7am (7am-8am)	22	86	117	21
Personal	CR8_east_leg	CR9_south_leg	0: All Days (M-Su)	3: 8am (8am-9am)	12	38	130	16
Personal	CR8_east_leg	CR9_south_leg	0: All Days (M-Su)	4: 9am (9am-10am)	11	43	117	20
Personal	CR8_east_leg	CR9_south_leg	0: All Days (M-Su)	5: 3pm (3pm-4pm)	15	82	218	17
Personal	CR8_east_leg	CR9_south_leg	0: All Days (M-Su)	6: 4pm (4pm-5pm)	31	99	264	14
Personal	CR8_east_leg	CR9_south_leg	0: All Days (M-Su)	7: 5pm (5pm-6pm)	15	90	255	12
Personal	CR8_east_leg	CR9_south_leg	0: All Days (M-Su)	8: 6pm (6pm-7pm)	13	58	149	16
Personal	CR8_east_leg	CR9_south_leg	1: Weekday (M-F)	0: All Day (12am-12am)	222	1024	2762	19
Personal	CR8_east_leg	CR9_south_leg	1: Weekday (M-F)	1: 6am (6am-7am)	12	44	183	59
Personal	CR8_east_leg	CR9_south_leg	1: Weekday (M-F)	2: 7am (7am-8am)	31	116	151	21
Personal	CR8_east_leg	CR9_south_leg	1: Weekday (M-F)	3: 8am (8am-9am)	16	49	167	17
Personal	CR8_east_leg	CR9_south_leg	1: Weekday (M-F)	4: 9am (9am-10am)	14	51	122	19
Personal	CR8_east_leg	CR9_south_leg	1: Weekday (M-F)	5: 3pm (3pm-4pm)	22	90	232	17
Personal	CR8_east_leg	CR9_south_leg	1: Weekday (M-F)	6: 4pm (4pm-5pm)	32	115	279	11
Personal	CR8_east_leg	CR9_south_leg	1: Weekday (M-F)	7: 5pm (5pm-6pm)	17	97	291	14
Personal	CR8_east_leg	CR9_south_leg	1: Weekday (M-F)	8: 6pm (6pm-7pm)	10	56	154	15
Personal	CR8_west_leg	CR8_east_leg	0: All Days (M-Su)	0: All Day (12am-12am)	402	1074	872	19
Personal	CR8_west_leg	CR8_east_leg	0: All Days (M-Su)	1: 6am (6am-7am)	24	68	39	24
Personal	CR8_west_leg	CR8_east_leg	0: All Days (M-Su)	2: 7am (7am-8am)	25	78	58	12
Personal	CR8_west_leg	CR8_east_leg	0: All Days (M-Su)	3: 8am (8am-9am)	33	85	52	23
Personal	CR8_west_leg	CR8_east_leg	0: All Days (M-Su)	4: 9am (9am-10am)	20	63	46	39
Personal	CR8_west_leg	CR8_east_leg	0: All Days (M-Su)	5: 3pm (3pm-4pm)	29	68	66	18
Personal	CR8_west_leg	CR8_east_leg	0: All Days (M-Su)	6: 4pm (4pm-5pm)	37	90	82	16
Personal	CR8_west_leg	CR8_east_leg	0: All Days (M-Su)	7: 5pm (5pm-6pm)	32	73	75	14
Personal	CR8_west_leg	CR8_east_leg	0: All Days (M-Su)	8: 6pm (6pm-7pm)	20	52	46	17
Personal	CR8_west_leg	CR8_east_leg	1: Weekday (M-F)	0: All Day (12am-12am)	429	1193	971	19
Personal	CR8_west_leg	CR8_east_leg	1: Weekday (M-F)	1: 6am (6am-7am)	31	89	53	24
Personal	CR8_west_leg	CR8_east_leg	1: Weekday (M-F)	2: 7am (7am-8am)	35	107	82	12
Personal	CR8_west_leg	CR8_east_leg	1: Weekday (M-F)	3: 8am (8am-9am)	32	93	55	19
Personal	CR8_west_leg	CR8_east_leg	1: Weekday (M-F)	4: 9am (9am-10am)	25	70	57	42
Personal	CR8_west_leg	CR8_east_leg	1: Weekday (M-F)	5: 3pm (3pm-4pm)	32	81	80	18
Personal	CR8_west_leg	CR8_east_leg	1: Weekday (M-F)	6: 4pm (4pm-5pm)	49	114	99	17
Personal	CR8_west_leg	CR8_east_leg	1: Weekday (M-F)	7: 5pm (5pm-6pm)	33	77	88	13
Personal	CR8_west_leg	CR8_east_leg	1: Weekday (M-F)	8: 6pm (6pm-7pm)	24	57	55	18
Personal	CR8_west_leg	CR9_north_leg	0: All Days (M-Su)	0: All Day (12am-12am)	481	1074	2808	14
Personal	CR8_west_leg	CR9_north_leg	0: All Days (M-Su)	1: 6am (6am-7am)	33	68	153	15
Personal	CR8_west_leg	CR9_north_leg	0: All Days (M-Su)	2: 7am (7am-8am)	36	78	279	13
Personal	CR8_west_leg	CR9_north_leg	0: All Days (M-Su)	3: 8am (8am-9am)	44	85	173	8
Personal	CR8_west_leg	CR9_north_leg	0: All Days (M-Su)	4: 9am (9am-10am)	24	63	148	11
Personal	CR8_west_leg	CR9_north_leg	0: All Days (M-Su)	5: 3pm (3pm-4pm)	30	68	235	16
Personal	CR8_west_leg	CR9_north_leg	0: All Days (M-Su)	6: 4pm (4pm-5pm)	38	90	250	14
Personal	CR8_west_leg	CR9_north_leg	0: All Days (M-Su)	7: 5pm (5pm-6pm)	29	73	208	14
Personal	CR8_west_leg	CR9_north_leg	0: All Days (M-Su)	8: 6pm (6pm-7pm)	29	52	144	8
Personal	CR8_west_leg	CR9_north_leg	1: Weekday (M-F)	0: All Day (12am-12am)	536	1193	3011	14
Personal	CR8_west_leg	CR9_north_leg	1: Weekday (M-F)	1: 6am (6am-7am)	42	89	200	15
Personal	CR8_west_leg	CR9_north_leg	1: Weekday (M-F)	2: 7am (7am-8am)	47	107	369	14
Personal	CR8_west_leg	CR9_north_leg	1: Weekday (M-F)	3: 8am (8am-9am)	51	93	195	8
Personal	CR8_west_leg	CR9_north_leg	1: Weekday (M-F)	4: 9am (9am-10am)	23	70	146	9
Personal	CR8_west_leg	CR9_north_leg	1: Weekday (M-F)	5: 3pm (3pm-4pm)	36	81	258	13

County Road 8 and County Road 9

Personal	CR8_west_leg	CR9_north_leg	1: Weekday (M-F)	6: 4pm (4pm-5pm)	49	114	312	14
Personal	CR8_west_leg	CR9_north_leg	1: Weekday (M-F)	7: 5pm (5pm-6pm)	31	77	237	14
Personal	CR8_west_leg	CR9_north_leg	1: Weekday (M-F)	8: 6pm (6pm-7pm)	30	57	138	8
Personal	CR8_west_leg	CR9_south_leg	0: All Days (M-Su)	0: All Day (12am-12am)	173	1074	2600	14
Personal	CR8_west_leg	CR9_south_leg	0: All Days (M-Su)	1: 6am (6am-7am)	11	68	142	12
Personal	CR8_west_leg	CR9_south_leg	0: All Days (M-Su)	2: 7am (7am-8am)	16	78	117	17
Personal	CR8_west_leg	CR9_south_leg	0: All Days (M-Su)	3: 8am (8am-9am)	8	85	130	12
Personal	CR8_west_leg	CR9_south_leg	0: All Days (M-Su)	4: 9am (9am-10am)	18	63	117	13
Personal	CR8_west_leg	CR9_south_leg	0: All Days (M-Su)	5: 3pm (3pm-4pm)	5	68	218	7
Personal	CR8_west_leg	CR9_south_leg	0: All Days (M-Su)	6: 4pm (4pm-5pm)	15	90	264	7
Personal	CR8_west_leg	CR9_south_leg	0: All Days (M-Su)	7: 5pm (5pm-6pm)	12	73	255	13
Personal	CR8_west_leg	CR9_south_leg	0: All Days (M-Su)	8: 6pm (6pm-7pm)	4	52	149	18
Personal	CR8_west_leg	CR9_south_leg	1: Weekday (M-F)	0: All Day (12am-12am)	206	1193	2762	14
Personal	CR8_west_leg	CR9_south_leg	1: Weekday (M-F)	1: 6am (6am-7am)	15	89	183	12
Personal	CR8_west_leg	CR9_south_leg	1: Weekday (M-F)	2: 7am (7am-8am)	23	107	151	17
Personal	CR8_west_leg	CR9_south_leg	1: Weekday (M-F)	3: 8am (8am-9am)	11	93	167	12
Personal	CR8_west_leg	CR9_south_leg	1: Weekday (M-F)	4: 9am (9am-10am)	20	70	122	10
Personal	CR8_west_leg	CR9_south_leg	1: Weekday (M-F)	5: 3pm (3pm-4pm)	8	81	232	7
Personal	CR8_west_leg	CR9_south_leg	1: Weekday (M-F)	6: 4pm (4pm-5pm)	17	114	279	7
Personal	CR8_west_leg	CR9_south_leg	1: Weekday (M-F)	7: 5pm (5pm-6pm)	14	77	291	14
Personal	CR8_west_leg	CR9_south_leg	1: Weekday (M-F)	8: 6pm (6pm-7pm)	4	57	154	19
Personal	CR9_north_leg	CR8_east_leg	0: All Days (M-Su)	0: All Day (12am-12am)	263	2992	872	11
Personal	CR9_north_leg	CR8_east_leg	0: All Days (M-Su)	1: 6am (6am-7am)	2	132	39	9
Personal	CR9_north_leg	CR8_east_leg	0: All Days (M-Su)	2: 7am (7am-8am)	4	114	58	17
Personal	CR9_north_leg	CR8_east_leg	0: All Days (M-Su)	3: 8am (8am-9am)	9	156	52	9
Personal	CR9_north_leg	CR8_east_leg	0: All Days (M-Su)	4: 9am (9am-10am)	23	129	46	8
Personal	CR9_north_leg	CR8_east_leg	0: All Days (M-Su)	5: 3pm (3pm-4pm)	26	254	66	9
Personal	CR9_north_leg	CR8_east_leg	0: All Days (M-Su)	6: 4pm (4pm-5pm)	27	308	82	9
Personal	CR9_north_leg	CR8_east_leg	0: All Days (M-Su)	7: 5pm (5pm-6pm)	25	311	75	13
Personal	CR9_north_leg	CR8_east_leg	0: All Days (M-Su)	8: 6pm (6pm-7pm)	17	173	46	10
Personal	CR9_north_leg	CR8_east_leg	1: Weekday (M-F)	0: All Day (12am-12am)	292	3166	971	12
Personal	CR9_north_leg	CR8_east_leg	1: Weekday (M-F)	1: 6am (6am-7am)	3	169	53	9
Personal	CR9_north_leg	CR8_east_leg	1: Weekday (M-F)	2: 7am (7am-8am)	6	144	82	17
Personal	CR9_north_leg	CR8_east_leg	1: Weekday (M-F)	3: 8am (8am-9am)	10	187	55	10
Personal	CR9_north_leg	CR8_east_leg	1: Weekday (M-F)	4: 9am (9am-10am)	27	136	57	8
Personal	CR9_north_leg	CR8_east_leg	1: Weekday (M-F)	5: 3pm (3pm-4pm)	32	268	80	9
Personal	CR9_north_leg	CR8_east_leg	1: Weekday (M-F)	6: 4pm (4pm-5pm)	29	332	99	9
Personal	CR9_north_leg	CR8_east_leg	1: Weekday (M-F)	7: 5pm (5pm-6pm)	32	363	88	13
Personal	CR9_north_leg	CR8_east_leg	1: Weekday (M-F)	8: 6pm (6pm-7pm)	19	185	55	10
Personal	CR9_north_leg	CR8_west_leg	0: All Days (M-Su)	0: All Day (12am-12am)	543	2992	1221	8
Personal	CR9_north_leg	CR8_west_leg	0: All Days (M-Su)	1: 6am (6am-7am)	7	132	17	7
Personal	CR9_north_leg	CR8_west_leg	0: All Days (M-Su)	2: 7am (7am-8am)	41	114	89	6
Personal	CR9_north_leg	CR8_west_leg	0: All Days (M-Su)	3: 8am (8am-9am)	42	156	65	7
Personal	CR9_north_leg	CR8_west_leg	0: All Days (M-Su)	4: 9am (9am-10am)	18	129	56	6
Personal	CR9_north_leg	CR8_west_leg	0: All Days (M-Su)	5: 3pm (3pm-4pm)	35	254	102	10
Personal	CR9_north_leg	CR8_west_leg	0: All Days (M-Su)	6: 4pm (4pm-5pm)	69	308	136	9
Personal	CR9_north_leg	CR8_west_leg	0: All Days (M-Su)	7: 5pm (5pm-6pm)	61	311	124	7
Personal	CR9_north_leg	CR8_west_leg	0: All Days (M-Su)	8: 6pm (6pm-7pm)	25	173	64	7
Personal	CR9_north_leg	CR8_west_leg	1: Weekday (M-F)	0: All Day (12am-12am)	606	3166	1349	8
Personal	CR9_north_leg	CR8_west_leg	1: Weekday (M-F)	1: 6am (6am-7am)	9	169	24	7
Personal	CR9_north_leg	CR8_west_leg	1: Weekday (M-F)	2: 7am (7am-8am)	57	144	124	6
Personal	CR9_north_leg	CR8_west_leg	1: Weekday (M-F)	3: 8am (8am-9am)	44	187	75	8
Personal	CR9_north_leg	CR8_west_leg	1: Weekday (M-F)	4: 9am (9am-10am)	19	136	70	5
Personal	CR9_north_leg	CR8_west_leg	1: Weekday (M-F)	5: 3pm (3pm-4pm)	39	268	110	11
Personal	CR9_north_leg	CR8_west_leg	1: Weekday (M-F)	6: 4pm (4pm-5pm)	81	332	157	9
Personal	CR9_north_leg	CR8_west_leg	1: Weekday (M-F)	7: 5pm (5pm-6pm)	75	363	141	7
Personal	CR9_north_leg	CR8_west_leg	1: Weekday (M-F)	8: 6pm (6pm-7pm)	28	185	64	6
Personal	CR9_north_leg	CR9_south_leg	0: All Days (M-Su)	0: All Day (12am-12am)	2147	2992	2600	8
Personal	CR9_north_leg	CR9_south_leg	0: All Days (M-Su)	1: 6am (6am-7am)	122	132	142	10
Personal	CR9_north_leg	CR9_south_leg	0: All Days (M-Su)	2: 7am (7am-8am)	68	114	117	9
Personal	CR9_north_leg	CR9_south_leg	0: All Days (M-Su)	3: 8am (8am-9am)	103	156	130	11
Personal	CR9_north_leg	CR9_south_leg	0: All Days (M-Su)	4: 9am (9am-10am)	86	129	117	8
Personal	CR9_north_leg	CR9_south_leg	0: All Days (M-Su)	5: 3pm (3pm-4pm)	187	254	218	10
Personal	CR9_north_leg	CR9_south_leg	0: All Days (M-Su)	6: 4pm (4pm-5pm)	210	308	264	9
Personal	CR9_north_leg	CR9_south_leg	0: All Days (M-Su)	7: 5pm (5pm-6pm)	224	311	255	8
Personal	CR9_north_leg	CR9_south_leg	0: All Days (M-Su)	8: 6pm (6pm-7pm)	131	173	149	9
Personal	CR9_north_leg	CR9_south_leg	1: Weekday (M-F)	0: All Day (12am-12am)	2231	3166	2762	8
Personal	CR9_north_leg	CR9_south_leg	1: Weekday (M-F)	1: 6am (6am-7am)	155	169	183	10
Personal	CR9_north_leg	CR9_south_leg	1: Weekday (M-F)	2: 7am (7am-8am)	80	144	151	9
Personal	CR9_north_leg	CR9_south_leg	1: Weekday (M-F)	3: 8am (8am-9am)	130	187	167	11
Personal	CR9_north_leg	CR9_south_leg	1: Weekday (M-F)	4: 9am (9am-10am)	86	136	122	8
Personal	CR9_north_leg	CR9_south_leg	1: Weekday (M-F)	5: 3pm (3pm-4pm)	191	268	232	10
Personal	CR9_north_leg	CR9_south_leg	1: Weekday (M-F)	6: 4pm (4pm-5pm)	220	332	279	9
Personal	CR9_north_leg	CR9_south_leg	1: Weekday (M-F)	7: 5pm (5pm-6pm)	257	363	291	9
Personal	CR9_north_leg	CR9_south_leg	1: Weekday (M-F)	8: 6pm (6pm-7pm)	138	185	154	9
Personal	CR9_south_leg	CR8_east_leg	0: All Days (M-Su)	0: All Day (12am-12am)	187	2376	872	23
Personal	CR9_south_leg	CR8_east_leg	0: All Days (M-Su)	1: 6am (6am-7am)	14	120	39	10
Personal	CR9_south_leg	CR8_east_leg	0: All Days (M-Su)	2: 7am (7am-8am)	26	249	58	99
Personal	CR9_south_leg	CR8_east_leg	0: All Days (M-Su)	3: 8am (8am-9am)	9	127	52	11
Personal	CR9_south_leg	CR8_east_leg	0: All Days (M-Su)	4: 9am (9am-10am)	5	131	46	12
Personal	CR9_south_leg	CR8_east_leg	0: All Days (M-Su)	5: 3pm (3pm-4pm)	10	211	66	10
Personal	CR9_south_leg	CR8_east_leg	0: All Days (M-Su)	6: 4pm (4pm-5pm)	15	226	82	11
Personal	CR9_south_leg	CR8_east_leg	0: All Days (M-Su)	7: 5pm (5pm-6pm)	16	182	75	9
Personal	CR9_south_leg	CR8_east_leg	0: All Days (M-Su)	8: 6pm (6pm-7pm)	6	110	46	9
Personal	CR9_south_leg	CR8_east_leg	1: Weekday (M-F)	0: All Day (12am-12am)	231	2560	971	25
Personal	CR9_south_leg	CR8_east_leg	1: Weekday (M-F)	1: 6am (6am-7am)	19	159	53	10
Personal	CR9_south_leg	CR8_east_leg	1: Weekday (M-F)	2: 7am (7am-8am)	38	335	82	99
Personal	CR9_south_leg	CR8_east_leg	1: Weekday (M-F)	3: 8am (8am-9am)	12	143	55	11
Personal	CR9_south_leg	CR8_east_leg	1: Weekday (M-F)	4: 9am (9am-10am)	6	136	57	12
Personal	CR9_south_leg	CR8_east_leg	1: Weekday (M-F)	5: 3pm (3pm-4pm)	14	231	80	10
Personal	CR9_south_leg	CR8_east_leg	1: Weekday (M-F)	6: 4pm (4pm-5pm)	19	272	99	11

County Road 8 and County Road 9

Personal	CR9_south_leg	CR8_east_leg	1: Weekday (M-F)	7: 5pm (5pm-6pm)	21	216	88	9
Personal	CR9_south_leg	CR8_east_leg	1: Weekday (M-F)	8: 6pm (6pm-7pm)	9	99	55	9
Personal	CR9_south_leg	CR8_west_leg	0: All Days (M-Su)	0: All Day (12am-12am)	124	2376	1221	14
Personal	CR9_south_leg	CR8_west_leg	0: All Days (M-Su)	2: 7am (7am-8am)	13	249	89	14
Personal	CR9_south_leg	CR8_west_leg	0: All Days (M-Su)	3: 8am (8am-9am)	5	127	65	17
Personal	CR9_south_leg	CR8_west_leg	0: All Days (M-Su)	4: 9am (9am-10am)	20	131	56	12
Personal	CR9_south_leg	CR8_west_leg	0: All Days (M-Su)	5: 3pm (3pm-4pm)	13	211	102	21
Personal	CR9_south_leg	CR8_west_leg	0: All Days (M-Su)	6: 4pm (4pm-5pm)	11	226	136	16
Personal	CR9_south_leg	CR8_west_leg	0: All Days (M-Su)	7: 5pm (5pm-6pm)	2	182	124	4
Personal	CR9_south_leg	CR8_west_leg	0: All Days (M-Su)	8: 6pm (6pm-7pm)	4	110	64	8
Personal	CR9_south_leg	CR8_west_leg	1: Weekday (M-F)	0: All Day (12am-12am)	150	2560	1349	14
Personal	CR9_south_leg	CR8_west_leg	1: Weekday (M-F)	2: 7am (7am-8am)	18	335	124	14
Personal	CR9_south_leg	CR8_west_leg	1: Weekday (M-F)	3: 8am (8am-9am)	7	143	75	17
Personal	CR9_south_leg	CR8_west_leg	1: Weekday (M-F)	4: 9am (9am-10am)	27	136	70	12
Personal	CR9_south_leg	CR8_west_leg	1: Weekday (M-F)	5: 3pm (3pm-4pm)	11	231	110	19
Personal	CR9_south_leg	CR8_west_leg	1: Weekday (M-F)	6: 4pm (4pm-5pm)	10	272	157	18
Personal	CR9_south_leg	CR8_west_leg	1: Weekday (M-F)	7: 5pm (5pm-6pm)	3	216	141	4
Personal	CR9_south_leg	CR8_west_leg	1: Weekday (M-F)	8: 6pm (6pm-7pm)	3	99	64	11
Personal	CR9_south_leg	CR9_north_leg	0: All Days (M-Su)	0: All Day (12am-12am)	2034	2376	2808	9
Personal	CR9_south_leg	CR9_north_leg	0: All Days (M-Su)	1: 6am (6am-7am)	104	120	153	9
Personal	CR9_south_leg	CR9_north_leg	0: All Days (M-Su)	2: 7am (7am-8am)	208	249	279	10
Personal	CR9_south_leg	CR9_north_leg	0: All Days (M-Su)	3: 8am (8am-9am)	114	127	173	8
Personal	CR9_south_leg	CR9_north_leg	0: All Days (M-Su)	4: 9am (9am-10am)	106	131	148	9
Personal	CR9_south_leg	CR9_north_leg	0: All Days (M-Su)	5: 3pm (3pm-4pm)	183	211	235	10
Personal	CR9_south_leg	CR9_north_leg	0: All Days (M-Su)	6: 4pm (4pm-5pm)	194	226	250	9
Personal	CR9_south_leg	CR9_north_leg	0: All Days (M-Su)	7: 5pm (5pm-6pm)	164	182	208	8
Personal	CR9_south_leg	CR9_north_leg	0: All Days (M-Su)	8: 6pm (6pm-7pm)	99	110	144	6
Personal	CR9_south_leg	CR9_north_leg	1: Weekday (M-F)	0: All Day (12am-12am)	2145	2560	3011	9
Personal	CR9_south_leg	CR9_north_leg	1: Weekday (M-F)	1: 6am (6am-7am)	135	159	200	9
Personal	CR9_south_leg	CR9_north_leg	1: Weekday (M-F)	2: 7am (7am-8am)	276	335	369	10
Personal	CR9_south_leg	CR9_north_leg	1: Weekday (M-F)	3: 8am (8am-9am)	124	143	195	8
Personal	CR9_south_leg	CR9_north_leg	1: Weekday (M-F)	4: 9am (9am-10am)	102	136	146	10
Personal	CR9_south_leg	CR9_north_leg	1: Weekday (M-F)	5: 3pm (3pm-4pm)	199	231	258	11
Personal	CR9_south_leg	CR9_north_leg	1: Weekday (M-F)	6: 4pm (4pm-5pm)	236	272	312	9
Personal	CR9_south_leg	CR9_north_leg	1: Weekday (M-F)	7: 5pm (5pm-6pm)	192	216	237	9
Personal	CR9_south_leg	CR9_north_leg	1: Weekday (M-F)	8: 6pm (6pm-7pm)	87	99	138	5

County Road 8 and County Road 11

Type of Travel	Origin Zone Name	Destination Zone Name	Day Type	Day Part	Average Daily O-D Traffic (Calibrated Index)	Average Daily Origin Zone Traffic (Calibrated Index)	Average Daily Destination Zone Traffic (Calibrated Index)	Avg Trip Duration (sec)
Personal	CR11_north_leg	CR11_south_leg	0: All Days (M-Su)	0: All Day (12am-12am)	2163	2695	2622	9
Personal	CR11_north_leg	CR11_south_leg	0: All Days (M-Su)	1: 6am (6am-7am)	24	27	27	8
Personal	CR11_north_leg	CR11_south_leg	0: All Days (M-Su)	2: 7am (7am-8am)	47	57	56	8
Personal	CR11_north_leg	CR11_south_leg	0: All Days (M-Su)	3: 8am (8am-9am)	91	120	110	10
Personal	CR11_north_leg	CR11_south_leg	0: All Days (M-Su)	4: 9am (9am-10am)	80	102	111	23
Personal	CR11_north_leg	CR11_south_leg	0: All Days (M-Su)	5: 3pm (3pm-4pm)	212	264	261	8
Personal	CR11_north_leg	CR11_south_leg	0: All Days (M-Su)	6: 4pm (4pm-5pm)	268	332	304	8
Personal	CR11_north_leg	CR11_south_leg	0: All Days (M-Su)	7: 5pm (5pm-6pm)	241	300	290	9
Personal	CR11_north_leg	CR11_south_leg	0: All Days (M-Su)	8: 6pm (6pm-7pm)	149	183	171	8
Personal	CR11_north_leg	CR11_south_leg	1: Weekday (M-F)	0: All Day (12am-12am)	2311	2885	2785	8
Personal	CR11_north_leg	CR11_south_leg	1: Weekday (M-F)	1: 6am (6am-7am)	34	38	37	8
Personal	CR11_north_leg	CR11_south_leg	1: Weekday (M-F)	2: 7am (7am-8am)	54	64	66	8
Personal	CR11_north_leg	CR11_south_leg	1: Weekday (M-F)	3: 8am (8am-9am)	122	155	140	11
Personal	CR11_north_leg	CR11_south_leg	1: Weekday (M-F)	4: 9am (9am-10am)	83	112	121	7
Personal	CR11_north_leg	CR11_south_leg	1: Weekday (M-F)	5: 3pm (3pm-4pm)	236	296	296	9
Personal	CR11_north_leg	CR11_south_leg	1: Weekday (M-F)	6: 4pm (4pm-5pm)	304	371	340	8
Personal	CR11_north_leg	CR11_south_leg	1: Weekday (M-F)	7: 5pm (5pm-6pm)	299	367	349	9
Personal	CR11_north_leg	CR11_south_leg	1: Weekday (M-F)	8: 6pm (6pm-7pm)	142	182	169	8
Personal	CR11_north_leg	CR8_east_leg	0: All Days (M-Su)	0: All Day (12am-12am)	75	2695	590	16
Personal	CR11_north_leg	CR8_east_leg	0: All Days (M-Su)	2: 7am (7am-8am)	1	57	52	11
Personal	CR11_north_leg	CR8_east_leg	0: All Days (M-Su)	3: 8am (8am-9am)	7	120	33	10
Personal	CR11_north_leg	CR8_east_leg	0: All Days (M-Su)	4: 9am (9am-10am)	4	102	32	13
Personal	CR11_north_leg	CR8_east_leg	0: All Days (M-Su)	5: 3pm (3pm-4pm)	4	264	36	16
Personal	CR11_north_leg	CR8_east_leg	0: All Days (M-Su)	6: 4pm (4pm-5pm)	8	332	84	13
Personal	CR11_north_leg	CR8_east_leg	0: All Days (M-Su)	7: 5pm (5pm-6pm)	9	300	58	17
Personal	CR11_north_leg	CR8_east_leg	0: All Days (M-Su)	8: 6pm (6pm-7pm)	6	183	32	23
Personal	CR11_north_leg	CR8_east_leg	1: Weekday (M-F)	0: All Day (12am-12am)	81	2885	662	16
Personal	CR11_north_leg	CR8_east_leg	1: Weekday (M-F)	3: 8am (8am-9am)	10	155	36	9
Personal	CR11_north_leg	CR8_east_leg	1: Weekday (M-F)	4: 9am (9am-10am)	4	112	34	14
Personal	CR11_north_leg	CR8_east_leg	1: Weekday (M-F)	5: 3pm (3pm-4pm)	5	296	39	18
Personal	CR11_north_leg	CR8_east_leg	1: Weekday (M-F)	6: 4pm (4pm-5pm)	7	371	105	8
Personal	CR11_north_leg	CR8_east_leg	1: Weekday (M-F)	7: 5pm (5pm-6pm)	10	367	74	18
Personal	CR11_north_leg	CR8_east_leg	1: Weekday (M-F)	8: 6pm (6pm-7pm)	8	182	35	21
Personal	CR11_north_leg	CR8_west_leg	0: All Days (M-Su)	0: All Day (12am-12am)	431	2695	943	9
Personal	CR11_north_leg	CR8_west_leg	0: All Days (M-Su)	1: 6am (6am-7am)	3	27	20	9
Personal	CR11_north_leg	CR8_west_leg	0: All Days (M-Su)	2: 7am (7am-8am)	9	57	83	13
Personal	CR11_north_leg	CR8_west_leg	0: All Days (M-Su)	3: 8am (8am-9am)	20	120	34	11
Personal	CR11_north_leg	CR8_west_leg	0: All Days (M-Su)	4: 9am (9am-10am)	16	102	47	12
Personal	CR11_north_leg	CR8_west_leg	0: All Days (M-Su)	5: 3pm (3pm-4pm)	47	264	87	9
Personal	CR11_north_leg	CR8_west_leg	0: All Days (M-Su)	6: 4pm (4pm-5pm)	56	332	107	9
Personal	CR11_north_leg	CR8_west_leg	0: All Days (M-Su)	7: 5pm (5pm-6pm)	49	300	99	7
Personal	CR11_north_leg	CR8_west_leg	0: All Days (M-Su)	8: 6pm (6pm-7pm)	25	183	49	8
Personal	CR11_north_leg	CR8_west_leg	1: Weekday (M-F)	0: All Day (12am-12am)	469	2885	1027	9
Personal	CR11_north_leg	CR8_west_leg	1: Weekday (M-F)	1: 6am (6am-7am)	5	38	28	9
Personal	CR11_north_leg	CR8_west_leg	1: Weekday (M-F)	2: 7am (7am-8am)	9	64	114	14
Personal	CR11_north_leg	CR8_west_leg	1: Weekday (M-F)	3: 8am (8am-9am)	23	155	43	11
Personal	CR11_north_leg	CR8_west_leg	1: Weekday (M-F)	4: 9am (9am-10am)	21	112	57	11
Personal	CR11_north_leg	CR8_west_leg	1: Weekday (M-F)	5: 3pm (3pm-4pm)	53	296	90	10
Personal	CR11_north_leg	CR8_west_leg	1: Weekday (M-F)	6: 4pm (4pm-5pm)	60	371	120	9
Personal	CR11_north_leg	CR8_west_leg	1: Weekday (M-F)	7: 5pm (5pm-6pm)	56	367	106	8
Personal	CR11_north_leg	CR8_west_leg	1: Weekday (M-F)	8: 6pm (6pm-7pm)	28	182	50	9
Personal	CR11_south_leg	CR11_north_leg	0: All Days (M-Su)	0: All Day (12am-12am)	1993	2412	2437	10
Personal	CR11_south_leg	CR11_north_leg	0: All Days (M-Su)	1: 6am (6am-7am)	127	138	179	9
Personal	CR11_south_leg	CR11_north_leg	0: All Days (M-Su)	2: 7am (7am-8am)	176	220	208	11
Personal	CR11_south_leg	CR11_north_leg	0: All Days (M-Su)	3: 8am (8am-9am)	155	178	191	12
Personal	CR11_south_leg	CR11_north_leg	0: All Days (M-Su)	4: 9am (9am-10am)	131	162	161	9
Personal	CR11_south_leg	CR11_north_leg	0: All Days (M-Su)	5: 3pm (3pm-4pm)	122	147	153	9
Personal	CR11_south_leg	CR11_north_leg	0: All Days (M-Su)	6: 4pm (4pm-5pm)	132	189	159	10
Personal	CR11_south_leg	CR11_north_leg	0: All Days (M-Su)	7: 5pm (5pm-6pm)	153	174	174	9
Personal	CR11_south_leg	CR11_north_leg	0: All Days (M-Su)	8: 6pm (6pm-7pm)	102	119	114	9
Personal	CR11_south_leg	CR11_north_leg	1: Weekday (M-F)	0: All Day (12am-12am)	2089	2538	2547	10
Personal	CR11_south_leg	CR11_north_leg	1: Weekday (M-F)	1: 6am (6am-7am)	169	185	235	9
Personal	CR11_south_leg	CR11_north_leg	1: Weekday (M-F)	2: 7am (7am-8am)	239	295	281	12
Personal	CR11_south_leg	CR11_north_leg	1: Weekday (M-F)	3: 8am (8am-9am)	199	224	238	13
Personal	CR11_south_leg	CR11_north_leg	1: Weekday (M-F)	4: 9am (9am-10am)	130	162	164	8
Personal	CR11_south_leg	CR11_north_leg	1: Weekday (M-F)	5: 3pm (3pm-4pm)	100	120	135	10
Personal	CR11_south_leg	CR11_north_leg	1: Weekday (M-F)	6: 4pm (4pm-5pm)	136	210	169	9
Personal	CR11_south_leg	CR11_north_leg	1: Weekday (M-F)	7: 5pm (5pm-6pm)	148	173	170	9
Personal	CR11_south_leg	CR11_north_leg	1: Weekday (M-F)	8: 6pm (6pm-7pm)	100	115	111	10
Personal	CR11_south_leg	CR8_east_leg	0: All Days (M-Su)	0: All Day (12am-12am)	130	2412	590	16
Personal	CR11_south_leg	CR8_east_leg	0: All Days (M-Su)	1: 6am (6am-7am)	1	138	15	13
Personal	CR11_south_leg	CR8_east_leg	0: All Days (M-Su)	2: 7am (7am-8am)	18	220	52	18
Personal	CR11_south_leg	CR8_east_leg	0: All Days (M-Su)	3: 8am (8am-9am)	7	178	33	12
Personal	CR11_south_leg	CR8_east_leg	0: All Days (M-Su)	4: 9am (9am-10am)	9	162	32	14
Personal	CR11_south_leg	CR8_east_leg	0: All Days (M-Su)	5: 3pm (3pm-4pm)	10	147	36	18
Personal	CR11_south_leg	CR8_east_leg	0: All Days (M-Su)	6: 4pm (4pm-5pm)	32	189	84	19
Personal	CR11_south_leg	CR8_east_leg	0: All Days (M-Su)	7: 5pm (5pm-6pm)	6	174	58	26
Personal	CR11_south_leg	CR8_east_leg	0: All Days (M-Su)	8: 6pm (6pm-7pm)	4	119	32	12
Personal	CR11_south_leg	CR8_east_leg	1: Weekday (M-F)	0: All Day (12am-12am)	143	2538	662	17
Personal	CR11_south_leg	CR8_east_leg	1: Weekday (M-F)	1: 6am (6am-7am)	2	185	21	13
Personal	CR11_south_leg	CR8_east_leg	1: Weekday (M-F)	2: 7am (7am-8am)	24	295	71	18
Personal	CR11_south_leg	CR8_east_leg	1: Weekday (M-F)	3: 8am (8am-9am)	7	224	36	11
Personal	CR11_south_leg	CR8_east_leg	1: Weekday (M-F)	4: 9am (9am-10am)	10	162	34	15
Personal	CR11_south_leg	CR8_east_leg	1: Weekday (M-F)	5: 3pm (3pm-4pm)	8	120	39	21
Personal	CR11_south_leg	CR8_east_leg	1: Weekday (M-F)	6: 4pm (4pm-5pm)	42	210	105	20
Personal	CR11_south_leg	CR8_east_leg	1: Weekday (M-F)	7: 5pm (5pm-6pm)	5	173	75	39
Personal	CR11_south_leg	CR8_east_leg	1: Weekday (M-F)	8: 6pm (6pm-7pm)	5	115	34	11

County Road 8 and County Road 11

Personal	CR11_south_leg	CR8_west_leg	0: All Days (M-Su)	0: All Day (12am-12am)	174	2412	943	16
Personal	CR11_south_leg	CR8_west_leg	0: All Days (M-Su)	1: 6am (6am-7am)	2	138	20	10
Personal	CR11_south_leg	CR8_west_leg	0: All Days (M-Su)	2: 7am (7am-8am)	14	220	83	18
Personal	CR11_south_leg	CR8_west_leg	0: All Days (M-Su)	3: 8am (8am-9am)	7	178	34	12
Personal	CR11_south_leg	CR8_west_leg	0: All Days (M-Su)	4: 9am (9am-10am)	12	162	47	11
Personal	CR11_south_leg	CR8_west_leg	0: All Days (M-Su)	5: 3pm (3pm-4pm)	14	147	87	13
Personal	CR11_south_leg	CR8_west_leg	0: All Days (M-Su)	6: 4pm (4pm-5pm)	19	189	107	12
Personal	CR11_south_leg	CR8_west_leg	0: All Days (M-Su)	7: 5pm (5pm-6pm)	8	174	99	66
Personal	CR11_south_leg	CR8_west_leg	0: All Days (M-Su)	8: 6pm (6pm-7pm)	3	119	49	8
Personal	CR11_south_leg	CR8_west_leg	1: Weekday (M-F)	0: All Day (12am-12am)	187	2538	1027	17
Personal	CR11_south_leg	CR8_west_leg	1: Weekday (M-F)	1: 6am (6am-7am)	3	185	28	10
Personal	CR11_south_leg	CR8_west_leg	1: Weekday (M-F)	2: 7am (7am-8am)	18	295	114	18
Personal	CR11_south_leg	CR8_west_leg	1: Weekday (M-F)	3: 8am (8am-9am)	11	224	43	12
Personal	CR11_south_leg	CR8_west_leg	1: Weekday (M-F)	4: 9am (9am-10am)	14	162	57	12
Personal	CR11_south_leg	CR8_west_leg	1: Weekday (M-F)	5: 3pm (3pm-4pm)	10	120	90	10
Personal	CR11_south_leg	CR8_west_leg	1: Weekday (M-F)	6: 4pm (4pm-5pm)	25	210	120	12
Personal	CR11_south_leg	CR8_west_leg	1: Weekday (M-F)	7: 5pm (5pm-6pm)	9	173	106	76
Personal	CR11_south_leg	CR8_west_leg	1: Weekday (M-F)	8: 6pm (6pm-7pm)	5	115	50	8
Personal	CR8_east_leg	CR11_north_leg	0: All Days (M-Su)	0: All Day (12am-12am)	79	548	2437	18
Personal	CR8_east_leg	CR11_north_leg	0: All Days (M-Su)	1: 6am (6am-7am)	13	28	179	11
Personal	CR8_east_leg	CR11_north_leg	0: All Days (M-Su)	2: 7am (7am-8am)	4	70	208	17
Personal	CR8_east_leg	CR11_north_leg	0: All Days (M-Su)	3: 8am (8am-9am)	3	19	191	37
Personal	CR8_east_leg	CR11_north_leg	0: All Days (M-Su)	4: 9am (9am-10am)	5	32	161	22
Personal	CR8_east_leg	CR11_north_leg	0: All Days (M-Su)	5: 3pm (3pm-4pm)	4	47	153	9
Personal	CR8_east_leg	CR11_north_leg	0: All Days (M-Su)	6: 4pm (4pm-5pm)	4	39	159	10
Personal	CR8_east_leg	CR11_north_leg	0: All Days (M-Su)	7: 5pm (5pm-6pm)	1	49	174	13
Personal	CR8_east_leg	CR11_north_leg	0: All Days (M-Su)	8: 6pm (6pm-7pm)	1	27	114	9
Personal	CR8_east_leg	CR11_north_leg	1: Weekday (M-F)	0: All Day (12am-12am)	81	588	2547	16
Personal	CR8_east_leg	CR11_north_leg	1: Weekday (M-F)	1: 6am (6am-7am)	17	38	235	10
Personal	CR8_east_leg	CR11_north_leg	1: Weekday (M-F)	2: 7am (7am-8am)	5	99	281	17
Personal	CR8_east_leg	CR11_north_leg	1: Weekday (M-F)	3: 8am (8am-9am)	4	23	238	46
Personal	CR8_east_leg	CR11_north_leg	1: Weekday (M-F)	4: 9am (9am-10am)	6	36	164	13
Personal	CR8_east_leg	CR11_north_leg	1: Weekday (M-F)	5: 3pm (3pm-4pm)	5	54	135	12
Personal	CR8_east_leg	CR11_north_leg	1: Weekday (M-F)	6: 4pm (4pm-5pm)	6	47	169	10
Personal	CR8_east_leg	CR11_north_leg	1: Weekday (M-F)	7: 5pm (5pm-6pm)	2	49	170	13
Personal	CR8_east_leg	CR11_north_leg	1: Weekday (M-F)	8: 6pm (6pm-7pm)	1	26	111	11
Personal	CR8_east_leg	CR11_south_leg	0: All Days (M-Su)	0: All Day (12am-12am)	130	548	2622	23
Personal	CR8_east_leg	CR11_south_leg	0: All Days (M-Su)	1: 6am (6am-7am)	1	28	27	15
Personal	CR8_east_leg	CR11_south_leg	0: All Days (M-Su)	2: 7am (7am-8am)	3	70	56	21
Personal	CR8_east_leg	CR11_south_leg	0: All Days (M-Su)	3: 8am (8am-9am)	10	19	110	23
Personal	CR8_east_leg	CR11_south_leg	0: All Days (M-Su)	4: 9am (9am-10am)	8	32	111	13
Personal	CR8_east_leg	CR11_south_leg	0: All Days (M-Su)	5: 3pm (3pm-4pm)	13	47	261	24
Personal	CR8_east_leg	CR11_south_leg	0: All Days (M-Su)	6: 4pm (4pm-5pm)	6	39	304	14
Personal	CR8_east_leg	CR11_south_leg	0: All Days (M-Su)	7: 5pm (5pm-6pm)	8	49	290	21
Personal	CR8_east_leg	CR11_south_leg	0: All Days (M-Su)	8: 6pm (6pm-7pm)	4	27	171	20
Personal	CR8_east_leg	CR11_south_leg	1: Weekday (M-F)	0: All Day (12am-12am)	139	588	2785	24
Personal	CR8_east_leg	CR11_south_leg	1: Weekday (M-F)	1: 6am (6am-7am)	2	38	37	15
Personal	CR8_east_leg	CR11_south_leg	1: Weekday (M-F)	2: 7am (7am-8am)	4	99	66	21
Personal	CR8_east_leg	CR11_south_leg	1: Weekday (M-F)	3: 8am (8am-9am)	11	23	140	27
Personal	CR8_east_leg	CR11_south_leg	1: Weekday (M-F)	4: 9am (9am-10am)	9	36	121	13
Personal	CR8_east_leg	CR11_south_leg	1: Weekday (M-F)	5: 3pm (3pm-4pm)	18	54	296	24
Personal	CR8_east_leg	CR11_south_leg	1: Weekday (M-F)	6: 4pm (4pm-5pm)	6	47	340	14
Personal	CR8_east_leg	CR11_south_leg	1: Weekday (M-F)	7: 5pm (5pm-6pm)	11	49	349	21
Personal	CR8_east_leg	CR11_south_leg	1: Weekday (M-F)	8: 6pm (6pm-7pm)	6	26	169	20
Personal	CR8_east_leg	CR8_west_leg	0: All Days (M-Su)	0: All Day (12am-12am)	320	548	943	23
Personal	CR8_east_leg	CR8_west_leg	0: All Days (M-Su)	1: 6am (6am-7am)	14	28	20	14
Personal	CR8_east_leg	CR8_west_leg	0: All Days (M-Su)	2: 7am (7am-8am)	61	70	83	24
Personal	CR8_east_leg	CR8_west_leg	0: All Days (M-Su)	3: 8am (8am-9am)	6	19	34	26
Personal	CR8_east_leg	CR8_west_leg	0: All Days (M-Su)	4: 9am (9am-10am)	15	47	47	21
Personal	CR8_east_leg	CR8_west_leg	0: All Days (M-Su)	5: 3pm (3pm-4pm)	28	47	87	21
Personal	CR8_east_leg	CR8_west_leg	0: All Days (M-Su)	6: 4pm (4pm-5pm)	30	39	107	24
Personal	CR8_east_leg	CR8_west_leg	0: All Days (M-Su)	7: 5pm (5pm-6pm)	39	49	99	22
Personal	CR8_east_leg	CR8_west_leg	0: All Days (M-Su)	8: 6pm (6pm-7pm)	19	27	49	24
Personal	CR8_east_leg	CR8_west_leg	1: Weekday (M-F)	0: All Day (12am-12am)	354	588	1027	23
Personal	CR8_east_leg	CR8_west_leg	1: Weekday (M-F)	1: 6am (6am-7am)	19	38	28	14
Personal	CR8_east_leg	CR8_west_leg	1: Weekday (M-F)	2: 7am (7am-8am)	87	99	114	24
Personal	CR8_east_leg	CR8_west_leg	1: Weekday (M-F)	3: 8am (8am-9am)	9	23	43	26
Personal	CR8_east_leg	CR8_west_leg	1: Weekday (M-F)	4: 9am (9am-10am)	18	36	57	22
Personal	CR8_east_leg	CR8_west_leg	1: Weekday (M-F)	5: 3pm (3pm-4pm)	29	54	90	18
Personal	CR8_east_leg	CR8_west_leg	1: Weekday (M-F)	6: 4pm (4pm-5pm)	35	47	120	24
Personal	CR8_east_leg	CR8_west_leg	1: Weekday (M-F)	7: 5pm (5pm-6pm)	36	49	106	20
Personal	CR8_east_leg	CR8_west_leg	1: Weekday (M-F)	8: 6pm (6pm-7pm)	16	26	50	26
Personal	CR8_west_leg	CR11_north_leg	0: All Days (M-Su)	0: All Day (12am-12am)	301	896	2437	15
Personal	CR8_west_leg	CR11_north_leg	0: All Days (M-Su)	1: 6am (6am-7am)	36	50	179	18
Personal	CR8_west_leg	CR11_north_leg	0: All Days (M-Su)	2: 7am (7am-8am)	25	62	208	15
Personal	CR8_west_leg	CR11_north_leg	0: All Days (M-Su)	3: 8am (8am-9am)	26	54	191	16
Personal	CR8_west_leg	CR11_north_leg	0: All Days (M-Su)	4: 9am (9am-10am)	21	51	161	10
Personal	CR8_west_leg	CR11_north_leg	0: All Days (M-Su)	5: 3pm (3pm-4pm)	23	71	153	11
Personal	CR8_west_leg	CR11_north_leg	0: All Days (M-Su)	6: 4pm (4pm-5pm)	18	79	159	11
Personal	CR8_west_leg	CR11_north_leg	0: All Days (M-Su)	7: 5pm (5pm-6pm)	14	80	174	12
Personal	CR8_west_leg	CR11_north_leg	0: All Days (M-Su)	8: 6pm (6pm-7pm)	9	44	114	14
Personal	CR8_west_leg	CR11_north_leg	1: Weekday (M-F)	0: All Day (12am-12am)	313	988	2547	15
Personal	CR8_west_leg	CR11_north_leg	1: Weekday (M-F)	1: 6am (6am-7am)	47	67	235	18
Personal	CR8_west_leg	CR11_north_leg	1: Weekday (M-F)	2: 7am (7am-8am)	34	87	281	15
Personal	CR8_west_leg	CR11_north_leg	1: Weekday (M-F)	3: 8am (8am-9am)	29	58	238	16
Personal	CR8_west_leg	CR11_north_leg	1: Weekday (M-F)	4: 9am (9am-10am)	25	61	164	10
Personal	CR8_west_leg	CR11_north_leg	1: Weekday (M-F)	5: 3pm (3pm-4pm)	26	85	135	12
Personal	CR8_west_leg	CR11_north_leg	1: Weekday (M-F)	6: 4pm (4pm-5pm)	23	96	169	12
Personal	CR8_west_leg	CR11_north_leg	1: Weekday (M-F)	7: 5pm (5pm-6pm)	13	91	170	14
Personal	CR8_west_leg	CR11_north_leg	1: Weekday (M-F)	8: 6pm (6pm-7pm)	10	52	111	19
Personal	CR8_west_leg	CR11_south_leg	0: All Days (M-Su)	0: All Day (12am-12am)	203	896	2622	16

County Road 8 and County Road 11

Personal	CR8_west_leg	CR11_south_leg	0: All Days (M-Su)	2: 7am (7am-8am)	4	62	56	19
Personal	CR8_west_leg	CR11_south_leg	0: All Days (M-Su)	3: 8am (8am-9am)	5	54	110	15
Personal	CR8_west_leg	CR11_south_leg	0: All Days (M-Su)	4: 9am (9am-10am)	12	51	111	14
Personal	CR8_west_leg	CR11_south_leg	0: All Days (M-Su)	5: 3pm (3pm-4pm)	23	71	261	14
Personal	CR8_west_leg	CR11_south_leg	0: All Days (M-Su)	6: 4pm (4pm-5pm)	18	79	304	12
Personal	CR8_west_leg	CR11_south_leg	0: All Days (M-Su)	7: 5pm (5pm-6pm)	24	80	290	12
Personal	CR8_west_leg	CR11_south_leg	0: All Days (M-Su)	8: 6pm (6pm-7pm)	12	44	171	62
Personal	CR8_west_leg	CR11_south_leg	1: Weekday (M-F)	0: All Day (12am-12am)	228	988	2785	12
Personal	CR8_west_leg	CR11_south_leg	1: Weekday (M-F)	2: 7am (7am-8am)	5	87	66	19
Personal	CR8_west_leg	CR11_south_leg	1: Weekday (M-F)	3: 8am (8am-9am)	5	58	140	15
Personal	CR8_west_leg	CR11_south_leg	1: Weekday (M-F)	4: 9am (9am-10am)	16	61	121	15
Personal	CR8_west_leg	CR11_south_leg	1: Weekday (M-F)	5: 3pm (3pm-4pm)	30	85	296	13
Personal	CR8_west_leg	CR11_south_leg	1: Weekday (M-F)	6: 4pm (4pm-5pm)	19	96	340	13
Personal	CR8_west_leg	CR11_south_leg	1: Weekday (M-F)	7: 5pm (5pm-6pm)	20	91	349	12
Personal	CR8_west_leg	CR11_south_leg	1: Weekday (M-F)	8: 6pm (6pm-7pm)	15	52	169	11
Personal	CR8_west_leg	CR8_east_leg	0: All Days (M-Su)	0: All Day (12am-12am)	363	896	590	25
Personal	CR8_west_leg	CR8_east_leg	0: All Days (M-Su)	1: 6am (6am-7am)	14	50	15	25
Personal	CR8_west_leg	CR8_east_leg	0: All Days (M-Su)	2: 7am (7am-8am)	32	62	52	26
Personal	CR8_west_leg	CR8_east_leg	0: All Days (M-Su)	3: 8am (8am-9am)	18	54	33	27
Personal	CR8_west_leg	CR8_east_leg	0: All Days (M-Su)	4: 9am (9am-10am)	16	51	32	23
Personal	CR8_west_leg	CR8_east_leg	0: All Days (M-Su)	5: 3pm (3pm-4pm)	23	71	36	26
Personal	CR8_west_leg	CR8_east_leg	0: All Days (M-Su)	6: 4pm (4pm-5pm)	41	79	84	19
Personal	CR8_west_leg	CR8_east_leg	0: All Days (M-Su)	7: 5pm (5pm-6pm)	38	80	58	27
Personal	CR8_west_leg	CR8_east_leg	0: All Days (M-Su)	8: 6pm (6pm-7pm)	19	44	32	23
Personal	CR8_west_leg	CR8_east_leg	1: Weekday (M-F)	0: All Day (12am-12am)	418	988	662	25
Personal	CR8_west_leg	CR8_east_leg	1: Weekday (M-F)	1: 6am (6am-7am)	20	67	21	25
Personal	CR8_west_leg	CR8_east_leg	1: Weekday (M-F)	2: 7am (7am-8am)	45	87	71	26
Personal	CR8_west_leg	CR8_east_leg	1: Weekday (M-F)	3: 8am (8am-9am)	19	58	36	29
Personal	CR8_west_leg	CR8_east_leg	1: Weekday (M-F)	4: 9am (9am-10am)	18	61	34	21
Personal	CR8_west_leg	CR8_east_leg	1: Weekday (M-F)	5: 3pm (3pm-4pm)	29	85	39	27
Personal	CR8_west_leg	CR8_east_leg	1: Weekday (M-F)	6: 4pm (4pm-5pm)	52	96	105	19
Personal	CR8_west_leg	CR8_east_leg	1: Weekday (M-F)	7: 5pm (5pm-6pm)	52	91	74	26
Personal	CR8_west_leg	CR8_east_leg	1: Weekday (M-F)	8: 6pm (6pm-7pm)	22	52	35	24

County Road 18 and County Road 9

Type of Travel	Origin Zone Name	Destination Zone Name	Day Type	Day Part	Average Daily O-D Traffic (Calibrated Index)	Average Daily Origin Zone Traffic (Calibrated Index)	Average Daily Destination Zone Traffic (Calibrated Index)	Avg Trip Duration (sec)
Personal	CR18_east_leg	CR18_west_leg	0: All Days (M-Su)	0: All Day (12am-12am)	535	716	964	47
Personal	CR18_east_leg	CR18_west_leg	0: All Days (M-Su)	1: 6am (6am-7am)	6	10	7	45
Personal	CR18_east_leg	CR18_west_leg	0: All Days (M-Su)	2: 7am (7am-8am)	8	15	34	38
Personal	CR18_east_leg	CR18_west_leg	0: All Days (M-Su)	3: 8am (8am-9am)	33	47	69	45
Personal	CR18_east_leg	CR18_west_leg	0: All Days (M-Su)	4: 9am (9am-10am)	23	30	35	42
Personal	CR18_east_leg	CR18_west_leg	0: All Days (M-Su)	5: 3pm (3pm-4pm)	54	80	93	47
Personal	CR18_east_leg	CR18_west_leg	0: All Days (M-Su)	6: 4pm (4pm-5pm)	55	83	89	47
Personal	CR18_east_leg	CR18_west_leg	0: All Days (M-Su)	7: 5pm (5pm-6pm)	50	62	82	46
Personal	CR18_east_leg	CR18_west_leg	0: All Days (M-Su)	8: 6pm (6pm-7pm)	48	57	70	48
Personal	CR18_east_leg	CR18_west_leg	1: Weekday (M-F)	0: All Day (12am-12am)	537	739	964	47
Personal	CR18_east_leg	CR18_west_leg	1: Weekday (M-F)	1: 6am (6am-7am)	8	14	8	45
Personal	CR18_east_leg	CR18_west_leg	1: Weekday (M-F)	2: 7am (7am-8am)	8	18	37	40
Personal	CR18_east_leg	CR18_west_leg	1: Weekday (M-F)	3: 8am (8am-9am)	45	55	90	46
Personal	CR18_east_leg	CR18_west_leg	1: Weekday (M-F)	4: 9am (9am-10am)	24	31	38	45
Personal	CR18_east_leg	CR18_west_leg	1: Weekday (M-F)	5: 3pm (3pm-4pm)	36	62	78	43
Personal	CR18_east_leg	CR18_west_leg	1: Weekday (M-F)	6: 4pm (4pm-5pm)	59	94	99	48
Personal	CR18_east_leg	CR18_west_leg	1: Weekday (M-F)	7: 5pm (5pm-6pm)	55	70	92	44
Personal	CR18_east_leg	CR18_west_leg	1: Weekday (M-F)	8: 6pm (6pm-7pm)	48	61	72	48
Personal	CR18_east_leg	CR9_north_leg	0: All Days (M-Su)	0: All Day (12am-12am)	121	716	1024	32
Personal	CR18_east_leg	CR9_north_leg	0: All Days (M-Su)	1: 6am (6am-7am)	5	10	53	33
Personal	CR18_east_leg	CR9_north_leg	0: All Days (M-Su)	2: 7am (7am-8am)	6	15	104	21
Personal	CR18_east_leg	CR9_north_leg	0: All Days (M-Su)	3: 8am (8am-9am)	14	47	51	23
Personal	CR18_east_leg	CR9_north_leg	0: All Days (M-Su)	4: 9am (9am-10am)	3	30	52	23
Personal	CR18_east_leg	CR9_north_leg	0: All Days (M-Su)	5: 3pm (3pm-4pm)	18	80	94	29
Personal	CR18_east_leg	CR9_north_leg	0: All Days (M-Su)	6: 4pm (4pm-5pm)	11	83	72	32
Personal	CR18_east_leg	CR9_north_leg	0: All Days (M-Su)	7: 5pm (5pm-6pm)	10	62	83	27
Personal	CR18_east_leg	CR9_north_leg	0: All Days (M-Su)	8: 6pm (6pm-7pm)	6	57	42	36
Personal	CR18_east_leg	CR9_north_leg	1: Weekday (M-F)	0: All Day (12am-12am)	141	739	1058	29
Personal	CR18_east_leg	CR9_north_leg	1: Weekday (M-F)	1: 6am (6am-7am)	7	14	69	33
Personal	CR18_east_leg	CR9_north_leg	1: Weekday (M-F)	2: 7am (7am-8am)	9	18	143	21
Personal	CR18_east_leg	CR9_north_leg	1: Weekday (M-F)	3: 8am (8am-9am)	11	55	54	22
Personal	CR18_east_leg	CR9_north_leg	1: Weekday (M-F)	4: 9am (9am-10am)	4	31	48	23
Personal	CR18_east_leg	CR9_north_leg	1: Weekday (M-F)	5: 3pm (3pm-4pm)	21	62	93	29
Personal	CR18_east_leg	CR9_north_leg	1: Weekday (M-F)	6: 4pm (4pm-5pm)	13	94	79	34
Personal	CR18_east_leg	CR9_north_leg	1: Weekday (M-F)	7: 5pm (5pm-6pm)	13	70	88	29
Personal	CR18_east_leg	CR9_north_leg	1: Weekday (M-F)	8: 6pm (6pm-7pm)	8	61	37	33
Personal	CR18_east_leg	CR9_south_leg	0: All Days (M-Su)	0: All Day (12am-12am)	53	716	895	29
Personal	CR18_east_leg	CR9_south_leg	0: All Days (M-Su)	2: 7am (7am-8am)	1	15	17	22
Personal	CR18_east_leg	CR9_south_leg	0: All Days (M-Su)	3: 8am (8am-9am)	1	47	30	47
Personal	CR18_east_leg	CR9_south_leg	0: All Days (M-Su)	4: 9am (9am-10am)	3	30	40	42
Personal	CR18_east_leg	CR9_south_leg	0: All Days (M-Su)	5: 3pm (3pm-4pm)	7	80	84	21
Personal	CR18_east_leg	CR9_south_leg	0: All Days (M-Su)	6: 4pm (4pm-5pm)	11	83	115	18
Personal	CR18_east_leg	CR9_south_leg	0: All Days (M-Su)	7: 5pm (5pm-6pm)	2	62	79	38
Personal	CR18_east_leg	CR9_south_leg	0: All Days (M-Su)	8: 6pm (6pm-7pm)	3	57	73	28
Personal	CR18_east_leg	CR9_south_leg	1: Weekday (M-F)	0: All Day (12am-12am)	54	739	875	27
Personal	CR18_east_leg	CR9_south_leg	1: Weekday (M-F)	2: 7am (7am-8am)	1	18	24	22
Personal	CR18_east_leg	CR9_south_leg	1: Weekday (M-F)	4: 9am (9am-10am)	2	31	43	34
Personal	CR18_east_leg	CR9_south_leg	1: Weekday (M-F)	5: 3pm (3pm-4pm)	5	62	84	24
Personal	CR18_east_leg	CR9_south_leg	1: Weekday (M-F)	6: 4pm (4pm-5pm)	15	94	116	19
Personal	CR18_east_leg	CR9_south_leg	1: Weekday (M-F)	7: 5pm (5pm-6pm)	2	70	80	29
Personal	CR18_east_leg	CR9_south_leg	1: Weekday (M-F)	8: 6pm (6pm-7pm)	5	61	84	28
Personal	CR18_west_leg	CR18_east_leg	0: All Days (M-Su)	0: All Day (12am-12am)	501	937	680	46
Personal	CR18_west_leg	CR18_east_leg	0: All Days (M-Su)	1: 6am (6am-7am)	10	32	19	35
Personal	CR18_west_leg	CR18_east_leg	0: All Days (M-Su)	2: 7am (7am-8am)	30	59	37	54
Personal	CR18_west_leg	CR18_east_leg	0: All Days (M-Su)	3: 8am (8am-9am)	19	39	23	43
Personal	CR18_west_leg	CR18_east_leg	0: All Days (M-Su)	4: 9am (9am-10am)	33	52	41	45
Personal	CR18_west_leg	CR18_east_leg	0: All Days (M-Su)	5: 3pm (3pm-4pm)	35	71	48	48
Personal	CR18_west_leg	CR18_east_leg	0: All Days (M-Su)	6: 4pm (4pm-5pm)	30	62	50	47
Personal	CR18_west_leg	CR18_east_leg	0: All Days (M-Su)	7: 5pm (5pm-6pm)	36	78	69	44
Personal	CR18_west_leg	CR18_east_leg	0: All Days (M-Su)	8: 6pm (6pm-7pm)	28	51	40	47
Personal	CR18_west_leg	CR18_east_leg	1: Weekday (M-F)	0: All Day (12am-12am)	457	926	648	46
Personal	CR18_west_leg	CR18_east_leg	1: Weekday (M-F)	1: 6am (6am-7am)	11	39	22	32
Personal	CR18_west_leg	CR18_east_leg	1: Weekday (M-F)	2: 7am (7am-8am)	40	78	50	55
Personal	CR18_west_leg	CR18_east_leg	1: Weekday (M-F)	3: 8am (8am-9am)	17	36	22	43
Personal	CR18_west_leg	CR18_east_leg	1: Weekday (M-F)	4: 9am (9am-10am)	32	49	37	45
Personal	CR18_west_leg	CR18_east_leg	1: Weekday (M-F)	5: 3pm (3pm-4pm)	29	66	44	49
Personal	CR18_west_leg	CR18_east_leg	1: Weekday (M-F)	6: 4pm (4pm-5pm)	23	63	46	45
Personal	CR18_west_leg	CR18_east_leg	1: Weekday (M-F)	7: 5pm (5pm-6pm)	39	81	82	41
Personal	CR18_west_leg	CR18_east_leg	1: Weekday (M-F)	8: 6pm (6pm-7pm)	23	46	34	49
Personal	CR18_west_leg	CR9_north_leg	0: All Days (M-Su)	0: All Day (12am-12am)	268	937	1024	50
Personal	CR18_west_leg	CR9_north_leg	0: All Days (M-Su)	1: 6am (6am-7am)	19	32	53	56
Personal	CR18_west_leg	CR9_north_leg	0: All Days (M-Su)	2: 7am (7am-8am)	15	59	104	54
Personal	CR18_west_leg	CR9_north_leg	0: All Days (M-Su)	3: 8am (8am-9am)	11	39	51	53
Personal	CR18_west_leg	CR9_north_leg	0: All Days (M-Su)	4: 9am (9am-10am)	13	52	52	60
Personal	CR18_west_leg	CR9_north_leg	0: All Days (M-Su)	5: 3pm (3pm-4pm)	12	71	94	68
Personal	CR18_west_leg	CR9_north_leg	0: All Days (M-Su)	6: 4pm (4pm-5pm)	16	62	72	53
Personal	CR18_west_leg	CR9_north_leg	0: All Days (M-Su)	7: 5pm (5pm-6pm)	27	78	83	50
Personal	CR18_west_leg	CR9_north_leg	0: All Days (M-Su)	8: 6pm (6pm-7pm)	13	51	42	49
Personal	CR18_west_leg	CR9_north_leg	1: Weekday (M-F)	0: All Day (12am-12am)	284	926	1058	50
Personal	CR18_west_leg	CR9_north_leg	1: Weekday (M-F)	1: 6am (6am-7am)	25	39	69	57
Personal	CR18_west_leg	CR9_north_leg	1: Weekday (M-F)	2: 7am (7am-8am)	17	78	143	52
Personal	CR18_west_leg	CR9_north_leg	1: Weekday (M-F)	3: 8am (8am-9am)	9	36	54	66
Personal	CR18_west_leg	CR9_north_leg	1: Weekday (M-F)	4: 9am (9am-10am)	11	49	48	54
Personal	CR18_west_leg	CR9_north_leg	1: Weekday (M-F)	5: 3pm (3pm-4pm)	9	66	93	66
Personal	CR18_west_leg	CR9_north_leg	1: Weekday (M-F)	6: 4pm (4pm-5pm)	21	63	79	53
Personal	CR18_west_leg	CR9_north_leg	1: Weekday (M-F)	7: 5pm (5pm-6pm)	31	81	88	50
Personal	CR18_west_leg	CR9_north_leg	1: Weekday (M-F)	8: 6pm (6pm-7pm)	12	46	37	51

County Road 18 and County Road 9

Personal	CR18_west_leg	CR9_south_leg	0: All Days (M-Su)	0: All Day (12am-12am)	143	937	895	43
Personal	CR18_west_leg	CR9_south_leg	0: All Days (M-Su)	1: 6am (6am-7am)	1	32	7	33
Personal	CR18_west_leg	CR9_south_leg	0: All Days (M-Su)	2: 7am (7am-8am)	15	59	17	42
Personal	CR18_west_leg	CR9_south_leg	0: All Days (M-Su)	3: 8am (8am-9am)	7	39	30	37
Personal	CR18_west_leg	CR9_south_leg	0: All Days (M-Su)	4: 9am (9am-10am)	5	52	40	36
Personal	CR18_west_leg	CR9_south_leg	0: All Days (M-Su)	5: 3pm (3pm-4pm)	23	71	84	43
Personal	CR18_west_leg	CR9_south_leg	0: All Days (M-Su)	6: 4pm (4pm-5pm)	11	62	115	40
Personal	CR18_west_leg	CR9_south_leg	0: All Days (M-Su)	7: 5pm (5pm-6pm)	13	78	79	36
Personal	CR18_west_leg	CR9_south_leg	0: All Days (M-Su)	8: 6pm (6pm-7pm)	9	51	73	44
Personal	CR18_west_leg	CR9_south_leg	1: Weekday (M-F)	0: All Day (12am-12am)	158	926	875	43
Personal	CR18_west_leg	CR9_south_leg	1: Weekday (M-F)	1: 6am (6am-7am)	2	39	7	33
Personal	CR18_west_leg	CR9_south_leg	1: Weekday (M-F)	2: 7am (7am-8am)	21	78	24	42
Personal	CR18_west_leg	CR9_south_leg	1: Weekday (M-F)	3: 8am (8am-9am)	8	36	33	36
Personal	CR18_west_leg	CR9_south_leg	1: Weekday (M-F)	4: 9am (9am-10am)	5	49	43	35
Personal	CR18_west_leg	CR9_south_leg	1: Weekday (M-F)	5: 3pm (3pm-4pm)	28	66	84	43
Personal	CR18_west_leg	CR9_south_leg	1: Weekday (M-F)	6: 4pm (4pm-5pm)	13	63	116	42
Personal	CR18_west_leg	CR9_south_leg	1: Weekday (M-F)	7: 5pm (5pm-6pm)	8	81	80	43
Personal	CR18_west_leg	CR9_south_leg	1: Weekday (M-F)	8: 6pm (6pm-7pm)	10	46	84	43
Personal	CR9_north_leg	CR18_east_leg	0: All Days (M-Su)	0: All Day (12am-12am)	135	1135	680	36
Personal	CR9_north_leg	CR18_east_leg	0: All Days (M-Su)	1: 6am (6am-7am)	5	12	19	55
Personal	CR9_north_leg	CR18_east_leg	0: All Days (M-Su)	2: 7am (7am-8am)	5	26	37	31
Personal	CR9_north_leg	CR18_east_leg	0: All Days (M-Su)	3: 8am (8am-9am)	4	46	23	40
Personal	CR9_north_leg	CR18_east_leg	0: All Days (M-Su)	4: 9am (9am-10am)	5	48	41	29
Personal	CR9_north_leg	CR18_east_leg	0: All Days (M-Su)	5: 3pm (3pm-4pm)	11	91	48	30
Personal	CR9_north_leg	CR18_east_leg	0: All Days (M-Su)	6: 4pm (4pm-5pm)	11	126	50	28
Personal	CR9_north_leg	CR18_east_leg	0: All Days (M-Su)	7: 5pm (5pm-6pm)	29	119	69	37
Personal	CR9_north_leg	CR18_east_leg	0: All Days (M-Su)	8: 6pm (6pm-7pm)	10	88	40	35
Personal	CR9_north_leg	CR18_east_leg	1: Weekday (M-F)	0: All Day (12am-12am)	152	1116	648	37
Personal	CR9_north_leg	CR18_east_leg	1: Weekday (M-F)	1: 6am (6am-7am)	5	10	22	46
Personal	CR9_north_leg	CR18_east_leg	1: Weekday (M-F)	2: 7am (7am-8am)	8	31	50	31
Personal	CR9_north_leg	CR18_east_leg	1: Weekday (M-F)	3: 8am (8am-9am)	5	55	22	40
Personal	CR9_north_leg	CR18_east_leg	1: Weekday (M-F)	4: 9am (9am-10am)	3	55	37	34
Personal	CR9_north_leg	CR18_east_leg	1: Weekday (M-F)	5: 3pm (3pm-4pm)	14	97	44	30
Personal	CR9_north_leg	CR18_east_leg	1: Weekday (M-F)	6: 4pm (4pm-5pm)	16	126	46	28
Personal	CR9_north_leg	CR18_east_leg	1: Weekday (M-F)	7: 5pm (5pm-6pm)	39	137	82	36
Personal	CR9_north_leg	CR18_east_leg	1: Weekday (M-F)	8: 6pm (6pm-7pm)	11	101	34	35
Personal	CR9_north_leg	CR18_west_leg	0: All Days (M-Su)	0: All Day (12am-12am)	295	1135	964	40
Personal	CR9_north_leg	CR18_west_leg	0: All Days (M-Su)	1: 6am (6am-7am)	1	12	7	33
Personal	CR9_north_leg	CR18_west_leg	0: All Days (M-Su)	2: 7am (7am-8am)	14	26	34	28
Personal	CR9_north_leg	CR18_west_leg	0: All Days (M-Su)	3: 8am (8am-9am)	25	46	69	43
Personal	CR9_north_leg	CR18_west_leg	0: All Days (M-Su)	4: 9am (9am-10am)	12	48	35	39
Personal	CR9_north_leg	CR18_west_leg	0: All Days (M-Su)	5: 3pm (3pm-4pm)	28	91	93	40
Personal	CR9_north_leg	CR18_west_leg	0: All Days (M-Su)	6: 4pm (4pm-5pm)	14	126	49	37
Personal	CR9_north_leg	CR18_west_leg	0: All Days (M-Su)	7: 5pm (5pm-6pm)	27	119	82	37
Personal	CR9_north_leg	CR18_west_leg	0: All Days (M-Su)	8: 6pm (6pm-7pm)	16	88	70	35
Personal	CR9_north_leg	CR18_west_leg	1: Weekday (M-F)	0: All Day (12am-12am)	299	1116	964	41
Personal	CR9_north_leg	CR18_west_leg	1: Weekday (M-F)	2: 7am (7am-8am)	17	31	37	26
Personal	CR9_north_leg	CR18_west_leg	1: Weekday (M-F)	3: 8am (8am-9am)	30	55	90	44
Personal	CR9_north_leg	CR18_west_leg	1: Weekday (M-F)	4: 9am (9am-10am)	15	55	38	39
Personal	CR9_north_leg	CR18_west_leg	1: Weekday (M-F)	5: 3pm (3pm-4pm)	30	97	78	41
Personal	CR9_north_leg	CR18_west_leg	1: Weekday (M-F)	6: 4pm (4pm-5pm)	14	126	49	36
Personal	CR9_north_leg	CR18_west_leg	1: Weekday (M-F)	7: 5pm (5pm-6pm)	30	137	92	36
Personal	CR9_north_leg	CR18_west_leg	1: Weekday (M-F)	8: 6pm (6pm-7pm)	18	101	72	35
Personal	CR9_north_leg	CR9_south_leg	0: All Days (M-Su)	0: All Day (12am-12am)	678	1135	895	33
Personal	CR9_north_leg	CR9_south_leg	0: All Days (M-Su)	1: 6am (6am-7am)	6	12	7	26
Personal	CR9_north_leg	CR9_south_leg	0: All Days (M-Su)	2: 7am (7am-8am)	5	26	17	34
Personal	CR9_north_leg	CR9_south_leg	0: All Days (M-Su)	3: 8am (8am-9am)	19	46	30	42
Personal	CR9_north_leg	CR9_south_leg	0: All Days (M-Su)	4: 9am (9am-10am)	32	48	40	33
Personal	CR9_north_leg	CR9_south_leg	0: All Days (M-Su)	5: 3pm (3pm-4pm)	50	91	84	32
Personal	CR9_north_leg	CR9_south_leg	0: All Days (M-Su)	6: 4pm (4pm-5pm)	93	126	115	33
Personal	CR9_north_leg	CR9_south_leg	0: All Days (M-Su)	7: 5pm (5pm-6pm)	61	119	79	32
Personal	CR9_north_leg	CR9_south_leg	0: All Days (M-Su)	8: 6pm (6pm-7pm)	61	88	73	33
Personal	CR9_north_leg	CR9_south_leg	1: Weekday (M-F)	0: All Day (12am-12am)	640	1116	875	33
Personal	CR9_north_leg	CR9_south_leg	1: Weekday (M-F)	1: 6am (6am-7am)	5	10	7	26
Personal	CR9_north_leg	CR9_south_leg	1: Weekday (M-F)	2: 7am (7am-8am)	5	31	24	38
Personal	CR9_north_leg	CR9_south_leg	1: Weekday (M-F)	3: 8am (8am-9am)	21	55	33	46
Personal	CR9_north_leg	CR9_south_leg	1: Weekday (M-F)	4: 9am (9am-10am)	37	55	43	34
Personal	CR9_north_leg	CR9_south_leg	1: Weekday (M-F)	5: 3pm (3pm-4pm)	51	97	84	32
Personal	CR9_north_leg	CR9_south_leg	1: Weekday (M-F)	6: 4pm (4pm-5pm)	87	126	116	34
Personal	CR9_north_leg	CR9_south_leg	1: Weekday (M-F)	7: 5pm (5pm-6pm)	66	137	80	32
Personal	CR9_north_leg	CR9_south_leg	1: Weekday (M-F)	8: 6pm (6pm-7pm)	70	101	84	33
Personal	CR9_south_leg	CR18_east_leg	0: All Days (M-Su)	0: All Day (12am-12am)	43	774	680	28
Personal	CR9_south_leg	CR18_east_leg	0: All Days (M-Su)	1: 6am (6am-7am)	5	32	19	29
Personal	CR9_south_leg	CR18_east_leg	0: All Days (M-Su)	2: 7am (7am-8am)	4	93	37	11
Personal	CR9_south_leg	CR18_east_leg	0: All Days (M-Su)	4: 9am (9am-10am)	4	40	41	34
Personal	CR9_south_leg	CR18_east_leg	0: All Days (M-Su)	5: 3pm (3pm-4pm)	2	76	48	33
Personal	CR9_south_leg	CR18_east_leg	0: All Days (M-Su)	6: 4pm (4pm-5pm)	8	73	50	30
Personal	CR9_south_leg	CR18_east_leg	0: All Days (M-Su)	7: 5pm (5pm-6pm)	1	43	69	43
Personal	CR9_south_leg	CR18_east_leg	0: All Days (M-Su)	8: 6pm (6pm-7pm)	3	29	40	32
Personal	CR9_south_leg	CR18_east_leg	1: Weekday (M-F)	0: All Day (12am-12am)	41	761	648	27
Personal	CR9_south_leg	CR18_east_leg	1: Weekday (M-F)	1: 6am (6am-7am)	7	43	22	29
Personal	CR9_south_leg	CR18_east_leg	1: Weekday (M-F)	2: 7am (7am-8am)	6	128	50	11
Personal	CR9_south_leg	CR18_east_leg	1: Weekday (M-F)	4: 9am (9am-10am)	4	35	37	37
Personal	CR9_south_leg	CR18_east_leg	1: Weekday (M-F)	5: 3pm (3pm-4pm)	2	75	44	37
Personal	CR9_south_leg	CR18_east_leg	1: Weekday (M-F)	6: 4pm (4pm-5pm)	6	77	46	27
Personal	CR9_south_leg	CR18_east_leg	1: Weekday (M-F)	7: 5pm (5pm-6pm)	2	38	82	43
Personal	CR9_south_leg	CR18_east_leg	1: Weekday (M-F)	8: 6pm (6pm-7pm)	1	23	34	36
Personal	CR9_south_leg	CR18_west_leg	0: All Days (M-Su)	0: All Day (12am-12am)	111	774	964	59
Personal	CR9_south_leg	CR18_west_leg	0: All Days (M-Su)	2: 7am (7am-8am)	10	93	34	51
Personal	CR9_south_leg	CR18_west_leg	0: All Days (M-Su)	3: 8am (8am-9am)	9	37	69	135
Personal	CR9_south_leg	CR18_west_leg	0: All Days (M-Su)	4: 9am (9am-10am)	2	40	35	338

County Road 18 and County Road 9

Personal	CR9_south_leg	CR18_west_leg	0: All Days (M-Su)	5: 3pm (3pm-4pm)	10	76	93	51
Personal	CR9_south_leg	CR18_west_leg	0: All Days (M-Su)	6: 4pm (4pm-5pm)	18	73	89	38
Personal	CR9_south_leg	CR18_west_leg	0: All Days (M-Su)	7: 5pm (5pm-6pm)	5	43	82	49
Personal	CR9_south_leg	CR18_west_leg	0: All Days (M-Su)	8: 6pm (6pm-7pm)	3	29	70	56
Personal	CR9_south_leg	CR18_west_leg	1: Weekday (M-F)	0: All Day (12am-12am)	106	761	964	56
Personal	CR9_south_leg	CR18_west_leg	1: Weekday (M-F)	2: 7am (7am-8am)	11	128	37	49
Personal	CR9_south_leg	CR18_west_leg	1: Weekday (M-F)	3: 8am (8am-9am)	11	47	90	156
Personal	CR9_south_leg	CR18_west_leg	1: Weekday (M-F)	5: 3pm (3pm-4pm)	10	75	78	59
Personal	CR9_south_leg	CR18_west_leg	1: Weekday (M-F)	6: 4pm (4pm-5pm)	22	77	99	38
Personal	CR9_south_leg	CR18_west_leg	1: Weekday (M-F)	7: 5pm (5pm-6pm)	4	38	92	49
Personal	CR9_south_leg	CR18_west_leg	1: Weekday (M-F)	8: 6pm (6pm-7pm)	2	23	72	42
Personal	CR9_south_leg	CR9_north_leg	0: All Days (M-Su)	0: All Day (12am-12am)	609	774	1024	32
Personal	CR9_south_leg	CR9_north_leg	0: All Days (M-Su)	1: 6am (6am-7am)	27	32	53	29
Personal	CR9_south_leg	CR9_north_leg	0: All Days (M-Su)	2: 7am (7am-8am)	78	93	104	34
Personal	CR9_south_leg	CR9_north_leg	0: All Days (M-Su)	3: 8am (8am-9am)	28	37	51	32
Personal	CR9_south_leg	CR9_north_leg	0: All Days (M-Su)	4: 9am (9am-10am)	34	40	52	30
Personal	CR9_south_leg	CR9_north_leg	0: All Days (M-Su)	5: 3pm (3pm-4pm)	62	76	94	31
Personal	CR9_south_leg	CR9_north_leg	0: All Days (M-Su)	6: 4pm (4pm-5pm)	47	73	72	34
Personal	CR9_south_leg	CR9_north_leg	0: All Days (M-Su)	7: 5pm (5pm-6pm)	36	43	83	34
Personal	CR9_south_leg	CR9_north_leg	0: All Days (M-Su)	8: 6pm (6pm-7pm)	23	29	42	29
Personal	CR9_south_leg	CR9_north_leg	1: Weekday (M-F)	0: All Day (12am-12am)	606	761	1058	32
Personal	CR9_south_leg	CR9_north_leg	1: Weekday (M-F)	1: 6am (6am-7am)	36	43	69	30
Personal	CR9_south_leg	CR9_north_leg	1: Weekday (M-F)	2: 7am (7am-8am)	111	128	143	34
Personal	CR9_south_leg	CR9_north_leg	1: Weekday (M-F)	3: 8am (8am-9am)	36	47	54	31
Personal	CR9_south_leg	CR9_north_leg	1: Weekday (M-F)	4: 9am (9am-10am)	30	35	48	30
Personal	CR9_south_leg	CR9_north_leg	1: Weekday (M-F)	5: 3pm (3pm-4pm)	61	75	93	31
Personal	CR9_south_leg	CR9_north_leg	1: Weekday (M-F)	6: 4pm (4pm-5pm)	49	77	79	34
Personal	CR9_south_leg	CR9_north_leg	1: Weekday (M-F)	7: 5pm (5pm-6pm)	32	38	88	35
Personal	CR9_south_leg	CR9_north_leg	1: Weekday (M-F)	8: 6pm (6pm-7pm)	20	23	37	28

County Road 10 and County Road 9

Type of Travel	Origin Zone Name	Destination Zone Name	Day Type	Day Part	Average Daily O-D Traffic (Calibrated Index)	Average Daily Origin Zone Traffic (Calibrated Index)	Average Daily Destination Zone Traffic (Calibrated Index)	Avg Trip Duration (sec)
Personal	CR10_east_leg	CR10_west_leg	0: All Days (M-Su)	0: All Day (12am-12am)	333	681	744	12
Personal	CR10_east_leg	CR10_west_leg	0: All Days (M-Su)	1: 6am (6am-7am)	13	28	14	13
Personal	CR10_east_leg	CR10_west_leg	0: All Days (M-Su)	2: 7am (7am-8am)	23	45	44	15
Personal	CR10_east_leg	CR10_west_leg	0: All Days (M-Su)	3: 8am (8am-9am)	9	32	32	9
Personal	CR10_east_leg	CR10_west_leg	0: All Days (M-Su)	4: 9am (9am-10am)	10	33	25	10
Personal	CR10_east_leg	CR10_west_leg	0: All Days (M-Su)	5: 3pm (3pm-4pm)	27	61	58	12
Personal	CR10_east_leg	CR10_west_leg	0: All Days (M-Su)	6: 4pm (4pm-5pm)	34	64	92	13
Personal	CR10_east_leg	CR10_west_leg	0: All Days (M-Su)	7: 5pm (5pm-6pm)	57	83	111	12
Personal	CR10_east_leg	CR10_west_leg	0: All Days (M-Su)	8: 6pm (6pm-7pm)	17	36	43	16
Personal	CR10_east_leg	CR10_west_leg	1: Weekday (M-F)	0: All Day (12am-12am)	329	662	745	13
Personal	CR10_east_leg	CR10_west_leg	1: Weekday (M-F)	1: 6am (6am-7am)	18	36	19	14
Personal	CR10_east_leg	CR10_west_leg	1: Weekday (M-F)	2: 7am (7am-8am)	29	50	57	16
Personal	CR10_east_leg	CR10_west_leg	1: Weekday (M-F)	3: 8am (8am-9am)	9	31	37	10
Personal	CR10_east_leg	CR10_west_leg	1: Weekday (M-F)	4: 9am (9am-10am)	13	27	28	10
Personal	CR10_east_leg	CR10_west_leg	1: Weekday (M-F)	5: 3pm (3pm-4pm)	11	45	33	14
Personal	CR10_east_leg	CR10_west_leg	1: Weekday (M-F)	6: 4pm (4pm-5pm)	38	72	103	14
Personal	CR10_east_leg	CR10_west_leg	1: Weekday (M-F)	7: 5pm (5pm-6pm)	73	101	134	12
Personal	CR10_east_leg	CR10_west_leg	1: Weekday (M-F)	8: 6pm (6pm-7pm)	20	32	45	17
Personal	CR10_east_leg	CR9_north_leg	0: All Days (M-Su)	0: All Day (12am-12am)	270	681	1974	22
Personal	CR10_east_leg	CR9_north_leg	0: All Days (M-Su)	1: 6am (6am-7am)	14	28	101	20
Personal	CR10_east_leg	CR9_north_leg	0: All Days (M-Su)	2: 7am (7am-8am)	19	45	205	8
Personal	CR10_east_leg	CR9_north_leg	0: All Days (M-Su)	3: 8am (8am-9am)	21	32	137	38
Personal	CR10_east_leg	CR9_north_leg	0: All Days (M-Su)	4: 9am (9am-10am)	16	33	115	12
Personal	CR10_east_leg	CR9_north_leg	0: All Days (M-Su)	5: 3pm (3pm-4pm)	30	61	149	16
Personal	CR10_east_leg	CR9_north_leg	0: All Days (M-Su)	6: 4pm (4pm-5pm)	22	64	160	17
Personal	CR10_east_leg	CR9_north_leg	0: All Days (M-Su)	7: 5pm (5pm-6pm)	22	83	149	16
Personal	CR10_east_leg	CR9_north_leg	0: All Days (M-Su)	8: 6pm (6pm-7pm)	14	36	96	6
Personal	CR10_east_leg	CR9_north_leg	1: Weekday (M-F)	0: All Day (12am-12am)	254	662	2035	23
Personal	CR10_east_leg	CR9_north_leg	1: Weekday (M-F)	1: 6am (6am-7am)	17	36	131	20
Personal	CR10_east_leg	CR9_north_leg	1: Weekday (M-F)	2: 7am (7am-8am)	18	50	266	8
Personal	CR10_east_leg	CR9_north_leg	1: Weekday (M-F)	3: 8am (8am-9am)	21	31	155	9
Personal	CR10_east_leg	CR9_north_leg	1: Weekday (M-F)	4: 9am (9am-10am)	7	27	111	14
Personal	CR10_east_leg	CR9_north_leg	1: Weekday (M-F)	5: 3pm (3pm-4pm)	32	45	144	18
Personal	CR10_east_leg	CR9_north_leg	1: Weekday (M-F)	6: 4pm (4pm-5pm)	23	72	187	20
Personal	CR10_east_leg	CR9_north_leg	1: Weekday (M-F)	7: 5pm (5pm-6pm)	22	101	166	19
Personal	CR10_east_leg	CR9_north_leg	1: Weekday (M-F)	8: 6pm (6pm-7pm)	8	32	93	9
Personal	CR10_east_leg	CR9_south_leg	0: All Days (M-Su)	0: All Day (12am-12am)	52	681	1557	10
Personal	CR10_east_leg	CR9_south_leg	0: All Days (M-Su)	2: 7am (7am-8am)	1	45	37	8
Personal	CR10_east_leg	CR9_south_leg	0: All Days (M-Su)	3: 8am (8am-9am)	1	32	65	8
Personal	CR10_east_leg	CR9_south_leg	0: All Days (M-Su)	4: 9am (9am-10am)	4	33	65	8
Personal	CR10_east_leg	CR9_south_leg	0: All Days (M-Su)	5: 3pm (3pm-4pm)	2	61	143	19
Personal	CR10_east_leg	CR9_south_leg	0: All Days (M-Su)	6: 4pm (4pm-5pm)	5	64	161	10
Personal	CR10_east_leg	CR9_south_leg	0: All Days (M-Su)	7: 5pm (5pm-6pm)	1	83	163	8
Personal	CR10_east_leg	CR9_south_leg	0: All Days (M-Su)	8: 6pm (6pm-7pm)	3	36	100	13
Personal	CR10_east_leg	CR9_south_leg	1: Weekday (M-F)	0: All Day (12am-12am)	51	662	1591	10
Personal	CR10_east_leg	CR9_south_leg	1: Weekday (M-F)	2: 7am (7am-8am)	1	50	49	8
Personal	CR10_east_leg	CR9_south_leg	1: Weekday (M-F)	4: 9am (9am-10am)	6	27	75	8
Personal	CR10_east_leg	CR9_south_leg	1: Weekday (M-F)	6: 4pm (4pm-5pm)	7	72	175	10
Personal	CR10_east_leg	CR9_south_leg	1: Weekday (M-F)	7: 5pm (5pm-6pm)	1	101	188	8
Personal	CR10_east_leg	CR9_south_leg	1: Weekday (M-F)	8: 6pm (6pm-7pm)	3	32	101	7
Personal	CR10_west_leg	CR10_east_leg	0: All Days (M-Su)	0: All Day (12am-12am)	358	805	766	12
Personal	CR10_west_leg	CR10_east_leg	0: All Days (M-Su)	1: 6am (6am-7am)	24	46	30	14
Personal	CR10_west_leg	CR10_east_leg	0: All Days (M-Su)	2: 7am (7am-8am)	10	47	25	13
Personal	CR10_west_leg	CR10_east_leg	0: All Days (M-Su)	3: 8am (8am-9am)	71	113	85	14
Personal	CR10_west_leg	CR10_east_leg	0: All Days (M-Su)	4: 9am (9am-10am)	16	33	44	11
Personal	CR10_west_leg	CR10_east_leg	0: All Days (M-Su)	5: 3pm (3pm-4pm)	24	60	61	10
Personal	CR10_west_leg	CR10_east_leg	0: All Days (M-Su)	6: 4pm (4pm-5pm)	23	70	60	13
Personal	CR10_west_leg	CR10_east_leg	0: All Days (M-Su)	7: 5pm (5pm-6pm)	30	60	68	15
Personal	CR10_west_leg	CR10_east_leg	0: All Days (M-Su)	8: 6pm (6pm-7pm)	24	52	53	12
Personal	CR10_west_leg	CR10_east_leg	1: Weekday (M-F)	0: All Day (12am-12am)	388	854	804	12
Personal	CR10_west_leg	CR10_east_leg	1: Weekday (M-F)	1: 6am (6am-7am)	34	64	37	14
Personal	CR10_west_leg	CR10_east_leg	1: Weekday (M-F)	2: 7am (7am-8am)	14	66	28	13
Personal	CR10_west_leg	CR10_east_leg	1: Weekday (M-F)	3: 8am (8am-9am)	98	149	111	14
Personal	CR10_west_leg	CR10_east_leg	1: Weekday (M-F)	4: 9am (9am-10am)	14	42	28	11
Personal	CR10_west_leg	CR10_east_leg	1: Weekday (M-F)	5: 3pm (3pm-4pm)	29	60	67	9
Personal	CR10_west_leg	CR10_east_leg	1: Weekday (M-F)	6: 4pm (4pm-5pm)	24	80	58	12
Personal	CR10_west_leg	CR10_east_leg	1: Weekday (M-F)	7: 5pm (5pm-6pm)	35	69	80	15
Personal	CR10_west_leg	CR10_east_leg	1: Weekday (M-F)	8: 6pm (6pm-7pm)	26	62	60	12
Personal	CR10_west_leg	CR9_north_leg	0: All Days (M-Su)	0: All Day (12am-12am)	381	805	1974	13
Personal	CR10_west_leg	CR9_north_leg	0: All Days (M-Su)	1: 6am (6am-7am)	22	46	101	9
Personal	CR10_west_leg	CR9_north_leg	0: All Days (M-Su)	2: 7am (7am-8am)	40	47	205	18
Personal	CR10_west_leg	CR9_north_leg	0: All Days (M-Su)	3: 8am (8am-9am)	42	113	137	10
Personal	CR10_west_leg	CR9_north_leg	0: All Days (M-Su)	4: 9am (9am-10am)	19	44	115	11
Personal	CR10_west_leg	CR9_north_leg	0: All Days (M-Su)	5: 3pm (3pm-4pm)	30	60	149	15
Personal	CR10_west_leg	CR9_north_leg	0: All Days (M-Su)	6: 4pm (4pm-5pm)	43	70	160	14
Personal	CR10_west_leg	CR9_north_leg	0: All Days (M-Su)	7: 5pm (5pm-6pm)	22	60	149	16
Personal	CR10_west_leg	CR9_north_leg	0: All Days (M-Su)	8: 6pm (6pm-7pm)	24	52	96	14
Personal	CR10_west_leg	CR9_north_leg	1: Weekday (M-F)	0: All Day (12am-12am)	409	854	2035	13
Personal	CR10_west_leg	CR9_north_leg	1: Weekday (M-F)	1: 6am (6am-7am)	30	64	131	9
Personal	CR10_west_leg	CR9_north_leg	1: Weekday (M-F)	2: 7am (7am-8am)	55	66	266	17
Personal	CR10_west_leg	CR9_north_leg	1: Weekday (M-F)	3: 8am (8am-9am)	51	149	155	11
Personal	CR10_west_leg	CR9_north_leg	1: Weekday (M-F)	4: 9am (9am-10am)	19	42	111	11
Personal	CR10_west_leg	CR9_north_leg	1: Weekday (M-F)	5: 3pm (3pm-4pm)	26	60	144	14
Personal	CR10_west_leg	CR9_north_leg	1: Weekday (M-F)	6: 4pm (4pm-5pm)	54	80	187	14
Personal	CR10_west_leg	CR9_north_leg	1: Weekday (M-F)	7: 5pm (5pm-6pm)	24	69	166	16
Personal	CR10_west_leg	CR9_north_leg	1: Weekday (M-F)	8: 6pm (6pm-7pm)	31	62	93	13
Personal	CR10_west_leg	CR9_south_leg	0: All Days (M-Su)	0: All Day (12am-12am)	65	805	1557	13

County Road 10 and County Road 9

Personal	CR10_west_leg	CR9_south_leg	0: All Days (M-Su)	2: 7am (7am-8am)	2	47	37	N/A
Personal	CR10_west_leg	CR9_south_leg	0: All Days (M-Su)	3: 8am (8am-9am)	2	113	65	6
Personal	CR10_west_leg	CR9_south_leg	0: All Days (M-Su)	4: 9am (9am-10am)	6	44	65	9
Personal	CR10_west_leg	CR9_south_leg	0: All Days (M-Su)	5: 3pm (3pm-4pm)	6	60	143	14
Personal	CR10_west_leg	CR9_south_leg	0: All Days (M-Su)	6: 4pm (4pm-5pm)	4	70	161	9
Personal	CR10_west_leg	CR9_south_leg	0: All Days (M-Su)	7: 5pm (5pm-6pm)	5	60	163	14
Personal	CR10_west_leg	CR9_south_leg	0: All Days (M-Su)	8: 6pm (6pm-7pm)	8	52	100	11
Personal	CR10_west_leg	CR9_south_leg	1: Weekday (M-F)	0: All Day (12am-12am)	59	854	1591	11
Personal	CR10_west_leg	CR9_south_leg	1: Weekday (M-F)	2: 7am (7am-8am)	2	66	49	N/A
Personal	CR10_west_leg	CR9_south_leg	1: Weekday (M-F)	3: 8am (8am-9am)	3	149	80	6
Personal	CR10_west_leg	CR9_south_leg	1: Weekday (M-F)	4: 9am (9am-10am)	7	42	75	10
Personal	CR10_west_leg	CR9_south_leg	1: Weekday (M-F)	5: 3pm (3pm-4pm)	5	60	148	14
Personal	CR10_west_leg	CR9_south_leg	1: Weekday (M-F)	6: 4pm (4pm-5pm)	2	80	175	7
Personal	CR10_west_leg	CR9_south_leg	1: Weekday (M-F)	7: 5pm (5pm-6pm)	4	69	188	5
Personal	CR10_west_leg	CR9_south_leg	1: Weekday (M-F)	8: 6pm (6pm-7pm)	7	62	101	10
Personal	CR9_north_leg	CR10_east_leg	0: All Days (M-Su)	0: All Day (12am-12am)	284	2033	766	14
Personal	CR9_north_leg	CR10_east_leg	0: All Days (M-Su)	1: 6am (6am-7am)	3	24	30	1
Personal	CR9_north_leg	CR10_east_leg	0: All Days (M-Su)	2: 7am (7am-8am)	7	51	25	6
Personal	CR9_north_leg	CR10_east_leg	0: All Days (M-Su)	3: 8am (8am-9am)	13	91	85	16
Personal	CR9_north_leg	CR10_east_leg	0: All Days (M-Su)	4: 9am (9am-10am)	10	76	33	6
Personal	CR9_north_leg	CR10_east_leg	0: All Days (M-Su)	5: 3pm (3pm-4pm)	27	180	61	10
Personal	CR9_north_leg	CR10_east_leg	0: All Days (M-Su)	6: 4pm (4pm-5pm)	24	224	60	16
Personal	CR9_north_leg	CR10_east_leg	0: All Days (M-Su)	7: 5pm (5pm-6pm)	29	224	68	10
Personal	CR9_north_leg	CR10_east_leg	0: All Days (M-Su)	8: 6pm (6pm-7pm)	20	132	53	9
Personal	CR9_north_leg	CR10_east_leg	1: Weekday (M-F)	0: All Day (12am-12am)	290	2081	804	15
Personal	CR9_north_leg	CR10_east_leg	1: Weekday (M-F)	1: 6am (6am-7am)	1	24	37	0
Personal	CR9_north_leg	CR10_east_leg	1: Weekday (M-F)	2: 7am (7am-8am)	8	63	28	8
Personal	CR9_north_leg	CR10_east_leg	1: Weekday (M-F)	3: 8am (8am-9am)	12	107	111	8
Personal	CR9_north_leg	CR10_east_leg	1: Weekday (M-F)	4: 9am (9am-10am)	10	81	28	7
Personal	CR9_north_leg	CR10_east_leg	1: Weekday (M-F)	5: 3pm (3pm-4pm)	25	180	67	10
Personal	CR9_north_leg	CR10_east_leg	1: Weekday (M-F)	6: 4pm (4pm-5pm)	25	242	58	16
Personal	CR9_north_leg	CR10_east_leg	1: Weekday (M-F)	7: 5pm (5pm-6pm)	36	263	80	10
Personal	CR9_north_leg	CR10_east_leg	1: Weekday (M-F)	8: 6pm (6pm-7pm)	24	139	60	9
Personal	CR9_north_leg	CR10_west_leg	0: All Days (M-Su)	0: All Day (12am-12am)	311	2033	744	8
Personal	CR9_north_leg	CR10_west_leg	0: All Days (M-Su)	1: 6am (6am-7am)	1	24	14	11
Personal	CR9_north_leg	CR10_west_leg	0: All Days (M-Su)	2: 7am (7am-8am)	10	51	44	6
Personal	CR9_north_leg	CR10_west_leg	0: All Days (M-Su)	3: 8am (8am-9am)	18	91	32	11
Personal	CR9_north_leg	CR10_west_leg	0: All Days (M-Su)	4: 9am (9am-10am)	13	76	25	8
Personal	CR9_north_leg	CR10_west_leg	0: All Days (M-Su)	5: 3pm (3pm-4pm)	21	180	58	8
Personal	CR9_north_leg	CR10_west_leg	0: All Days (M-Su)	6: 4pm (4pm-5pm)	46	224	92	7
Personal	CR9_north_leg	CR10_west_leg	0: All Days (M-Su)	7: 5pm (5pm-6pm)	39	224	111	8
Personal	CR9_north_leg	CR10_west_leg	0: All Days (M-Su)	8: 6pm (6pm-7pm)	21	132	43	8
Personal	CR9_north_leg	CR10_west_leg	1: Weekday (M-F)	0: All Day (12am-12am)	322	2081	745	8
Personal	CR9_north_leg	CR10_west_leg	1: Weekday (M-F)	1: 6am (6am-7am)	2	24	19	11
Personal	CR9_north_leg	CR10_west_leg	1: Weekday (M-F)	2: 7am (7am-8am)	11	63	57	6
Personal	CR9_north_leg	CR10_west_leg	1: Weekday (M-F)	3: 8am (8am-9am)	21	107	37	12
Personal	CR9_north_leg	CR10_west_leg	1: Weekday (M-F)	4: 9am (9am-10am)	11	81	28	8
Personal	CR9_north_leg	CR10_west_leg	1: Weekday (M-F)	5: 3pm (3pm-4pm)	16	180	33	9
Personal	CR9_north_leg	CR10_west_leg	1: Weekday (M-F)	6: 4pm (4pm-5pm)	50	242	103	7
Personal	CR9_north_leg	CR10_west_leg	1: Weekday (M-F)	7: 5pm (5pm-6pm)	47	263	134	8
Personal	CR9_north_leg	CR10_west_leg	1: Weekday (M-F)	8: 6pm (6pm-7pm)	22	139	45	8
Personal	CR9_north_leg	CR9_south_leg	0: All Days (M-Su)	0: All Day (12am-12am)	1414	2033	1557	9
Personal	CR9_north_leg	CR9_south_leg	0: All Days (M-Su)	1: 6am (6am-7am)	18	24	18	9
Personal	CR9_north_leg	CR9_south_leg	0: All Days (M-Su)	2: 7am (7am-8am)	36	51	37	9
Personal	CR9_north_leg	CR9_south_leg	0: All Days (M-Su)	3: 8am (8am-9am)	60	91	65	9
Personal	CR9_north_leg	CR9_south_leg	0: All Days (M-Su)	4: 9am (9am-10am)	53	76	65	9
Personal	CR9_north_leg	CR9_south_leg	0: All Days (M-Su)	5: 3pm (3pm-4pm)	132	180	143	9
Personal	CR9_north_leg	CR9_south_leg	0: All Days (M-Su)	6: 4pm (4pm-5pm)	145	224	161	9
Personal	CR9_north_leg	CR9_south_leg	0: All Days (M-Su)	7: 5pm (5pm-6pm)	155	224	163	9
Personal	CR9_north_leg	CR9_south_leg	0: All Days (M-Su)	8: 6pm (6pm-7pm)	90	132	100	10
Personal	CR9_north_leg	CR9_south_leg	1: Weekday (M-F)	0: All Day (12am-12am)	1452	2081	1591	9
Personal	CR9_north_leg	CR9_south_leg	1: Weekday (M-F)	1: 6am (6am-7am)	21	24	21	9
Personal	CR9_north_leg	CR9_south_leg	1: Weekday (M-F)	2: 7am (7am-8am)	48	63	49	9
Personal	CR9_north_leg	CR9_south_leg	1: Weekday (M-F)	3: 8am (8am-9am)	74	107	80	9
Personal	CR9_north_leg	CR9_south_leg	1: Weekday (M-F)	4: 9am (9am-10am)	62	81	75	9
Personal	CR9_north_leg	CR9_south_leg	1: Weekday (M-F)	5: 3pm (3pm-4pm)	140	180	148	9
Personal	CR9_north_leg	CR9_south_leg	1: Weekday (M-F)	6: 4pm (4pm-5pm)	159	242	175	9
Personal	CR9_north_leg	CR9_south_leg	1: Weekday (M-F)	7: 5pm (5pm-6pm)	179	263	188	9
Personal	CR9_north_leg	CR9_south_leg	1: Weekday (M-F)	8: 6pm (6pm-7pm)	92	139	101	9
Personal	CR9_south_leg	CR10_east_leg	0: All Days (M-Su)	0: All Day (12am-12am)	74	1423	766	9
Personal	CR9_south_leg	CR10_east_leg	0: All Days (M-Su)	1: 6am (6am-7am)	1	64	30	7
Personal	CR9_south_leg	CR10_east_leg	0: All Days (M-Su)	2: 7am (7am-8am)	8	162	25	6
Personal	CR9_south_leg	CR10_east_leg	0: All Days (M-Su)	4: 9am (9am-10am)	3	78	33	5
Personal	CR9_south_leg	CR10_east_leg	0: All Days (M-Su)	5: 3pm (3pm-4pm)	9	104	61	12
Personal	CR9_south_leg	CR10_east_leg	0: All Days (M-Su)	6: 4pm (4pm-5pm)	7	109	60	6
Personal	CR9_south_leg	CR10_east_leg	0: All Days (M-Su)	7: 5pm (5pm-6pm)	7	120	68	6
Personal	CR9_south_leg	CR10_east_leg	0: All Days (M-Su)	8: 6pm (6pm-7pm)	5	67	53	31
Personal	CR9_south_leg	CR10_east_leg	1: Weekday (M-F)	0: All Day (12am-12am)	80	1471	804	7
Personal	CR9_south_leg	CR10_east_leg	1: Weekday (M-F)	1: 6am (6am-7am)	2	83	37	7
Personal	CR9_south_leg	CR10_east_leg	1: Weekday (M-F)	2: 7am (7am-8am)	7	214	28	5
Personal	CR9_south_leg	CR10_east_leg	1: Weekday (M-F)	4: 9am (9am-10am)	3	82	28	4
Personal	CR9_south_leg	CR10_east_leg	1: Weekday (M-F)	5: 3pm (3pm-4pm)	13	96	67	12
Personal	CR9_south_leg	CR10_east_leg	1: Weekday (M-F)	6: 4pm (4pm-5pm)	4	125	58	5
Personal	CR9_south_leg	CR10_east_leg	1: Weekday (M-F)	7: 5pm (5pm-6pm)	7	132	80	6
Personal	CR9_south_leg	CR10_east_leg	1: Weekday (M-F)	8: 6pm (6pm-7pm)	5	65	60	6
Personal	CR9_south_leg	CR10_west_leg	0: All Days (M-Su)	0: All Day (12am-12am)	88	1423	744	11
Personal	CR9_south_leg	CR10_west_leg	0: All Days (M-Su)	2: 7am (7am-8am)	11	162	44	8
Personal	CR9_south_leg	CR10_west_leg	0: All Days (M-Su)	3: 8am (8am-9am)	5	78	32	7
Personal	CR9_south_leg	CR10_west_leg	0: All Days (M-Su)	4: 9am (9am-10am)	1	78	25	9
Personal	CR9_south_leg	CR10_west_leg	0: All Days (M-Su)	5: 3pm (3pm-4pm)	10	104	58	10
Personal	CR9_south_leg	CR10_west_leg	0: All Days (M-Su)	6: 4pm (4pm-5pm)	11	109	92	12

County Road 10 and County Road 9

Personal	CR9_south_leg	CR10_west_leg	0: All Days (M-Su)	7: 5pm (5pm-6pm)	13	120	111	19
Personal	CR9_south_leg	CR10_west_leg	0: All Days (M-Su)	8: 6pm (6pm-7pm)	4	67	43	10
Personal	CR9_south_leg	CR10_west_leg	1: Weekday (M-F)	0: All Day (12am-12am)	85	1471	745	11
Personal	CR9_south_leg	CR10_west_leg	1: Weekday (M-F)	2: 7am (7am-8am)	15	214	57	8
Personal	CR9_south_leg	CR10_west_leg	1: Weekday (M-F)	3: 8am (8am-9am)	7	89	37	7
Personal	CR9_south_leg	CR10_west_leg	1: Weekday (M-F)	4: 9am (9am-10am)	2	82	28	9
Personal	CR9_south_leg	CR10_west_leg	1: Weekday (M-F)	5: 3pm (3pm-4pm)	6	96	33	9
Personal	CR9_south_leg	CR10_west_leg	1: Weekday (M-F)	6: 4pm (4pm-5pm)	15	125	103	12
Personal	CR9_south_leg	CR10_west_leg	1: Weekday (M-F)	7: 5pm (5pm-6pm)	12	132	134	25
Personal	CR9_south_leg	CR10_west_leg	1: Weekday (M-F)	8: 6pm (6pm-7pm)	4	65	45	7
Personal	CR9_south_leg	CR9_north_leg	0: All Days (M-Su)	0: All Day (12am-12am)	1260	1423	1974	9
Personal	CR9_south_leg	CR9_north_leg	0: All Days (M-Su)	1: 6am (6am-7am)	63	64	101	9
Personal	CR9_south_leg	CR9_north_leg	0: All Days (M-Su)	2: 7am (7am-8am)	145	162	205	9
Personal	CR9_south_leg	CR9_north_leg	0: All Days (M-Su)	3: 8am (8am-9am)	73	78	137	12
Personal	CR9_south_leg	CR9_north_leg	0: All Days (M-Su)	4: 9am (9am-10am)	75	78	115	9
Personal	CR9_south_leg	CR9_north_leg	0: All Days (M-Su)	5: 3pm (3pm-4pm)	86	104	149	8
Personal	CR9_south_leg	CR9_north_leg	0: All Days (M-Su)	6: 4pm (4pm-5pm)	90	109	160	9
Personal	CR9_south_leg	CR9_north_leg	0: All Days (M-Su)	7: 5pm (5pm-6pm)	102	120	149	9
Personal	CR9_south_leg	CR9_north_leg	0: All Days (M-Su)	8: 6pm (6pm-7pm)	56	67	96	8
Personal	CR9_south_leg	CR9_north_leg	1: Weekday (M-F)	0: All Day (12am-12am)	1312	1471	2035	9
Personal	CR9_south_leg	CR9_north_leg	1: Weekday (M-F)	1: 6am (6am-7am)	81	83	131	9
Personal	CR9_south_leg	CR9_north_leg	1: Weekday (M-F)	2: 7am (7am-8am)	193	214	266	9
Personal	CR9_south_leg	CR9_north_leg	1: Weekday (M-F)	3: 8am (8am-9am)	82	89	155	9
Personal	CR9_south_leg	CR9_north_leg	1: Weekday (M-F)	4: 9am (9am-10am)	78	82	111	9
Personal	CR9_south_leg	CR9_north_leg	1: Weekday (M-F)	5: 3pm (3pm-4pm)	79	96	144	8
Personal	CR9_south_leg	CR9_north_leg	1: Weekday (M-F)	6: 4pm (4pm-5pm)	106	125	187	9
Personal	CR9_south_leg	CR9_north_leg	1: Weekday (M-F)	7: 5pm (5pm-6pm)	117	132	166	10
Personal	CR9_south_leg	CR9_north_leg	1: Weekday (M-F)	8: 6pm (6pm-7pm)	55	65	93	8

Appendix C

Level of Service Definitions

2439478 Ontario Inc.

McGregor Subdivision (NW Quadrant of Middle Side
Road and Walker Road), Amherstburg

October 2020 – 20-2669



LEVEL OF SERVICE¹

Level of Service (LOS) is defined as a qualitative measure describing operational conditions within a traffic stream, and their perception by motorists and/or passengers. This concept was introduced in the 1965 *Highway Capacity Manual* as a criteria for interrupted flow conditions. The 2000 *Highway Capacity Manual* changed the basis for measuring Level of Service at intersections to control delay².

Six Levels of Service are defined with LOS A representing the best operating conditions, and LOS F the worst (briefly described below). It should be noted that there is often significant variability in the amount of delay experienced by individual drivers.

- LOS A:** This Level of Service describes the highest quality of traffic flow and is referred to as free flow. The approach appears open, turning movements are easily made and drivers have freedom of operation. Control delay is less than 10 seconds/vehicle.
- LOS B:** This Level of Service is referred to as a stable flow. Drivers feel somewhat restricted and occasionally may have to wait to complete the minor movement. Control delay is 10-15 seconds/vehicle for unsignalized intersections and 10-20 seconds/vehicle for signalized intersections.
- LOS C:** At this level, the operation is stable. Drivers feel more restricted and may have to wait, with queues developing for short periods. Control delay is 15-25 seconds/vehicle at unsignalized intersections and 20-35 seconds/vehicle at signalized intersections.
- LOS D:** At this level, traffic is approaching unstable flow. The motorist experiences increasing restriction and instability of flow. There are substantial delays to approaching vehicles during short peaks within the peak period, but there are enough gaps to lower demand to permit occasional clearance of developing queues and prevent excessive back-ups. Control delay is 25-35 seconds/vehicle at unsignalized intersections and 35-55 seconds/vehicle at signalized intersections.
- LOS E:** At this level capacity occurs. Long queues of vehicles exist and delays to vehicles may extend. Control delay is 35-50 seconds/vehicle at unsignalized intersections and 55-80 seconds/vehicle at signalized intersections.
- LOS F:** At this Level of Service, the intersection has failed. Capacity of the intersection has been exceeded. Control delay exceeds 50 seconds/vehicle at unsignalized intersections and exceeds 80 seconds/vehicle at signalized intersections.

¹

Transportation Research Board: Highway Capacity Manual 1965, 2000

²

Control delay is defined as the component of delay that results when a control signal causes a lane group to reduce speed or to stop; it is measured by comparison with the uncontrolled condition.

Appendix D

Synchro Analysis Worksheet

2439478 Ontario Inc.

McGregor Subdivision (NW Quadrant of Middle Side
Road and Walker Road), Amherstburg

October 2020 – 20-2669



Lanes, Volumes, Timings
100: County Road 9 & County Road 8

AM Peak Hour
Existing Traffic

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	48	36	23	32	47	39	18	282	39	6	82	58
Future Volume (vph)	48	36	23	32	47	39	18	282	39	6	82	58
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	20.0		5.0	30.0		5.0	30.0		30.0	30.0		5.0
Storage Lanes	1		0	1		0	1		1	1		0
Taper Length (m)	7.5			7.5			7.5			7.5		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.941			0.932				0.850		0.938	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1753	0	1770	1736	0	1770	1863	1583	1770	1747	0
Flt Permitted	0.697			0.715			0.660			0.573		
Satd. Flow (perm)	1298	1753	0	1332	1736	0	1229	1863	1583	1067	1747	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		25			42				53		54	
Link Speed (k/h)		50			80			80			80	
Link Distance (m)		288.0			2781.8			4852.6			543.4	
Travel Time (s)		20.7			125.2			218.4			24.5	
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
Adj. Flow (vph)	52	39	25	35	51	42	20	307	42	7	89	63
Shared Lane Traffic (%)												
Lane Group Flow (vph)	52	64	0	35	93	0	20	307	42	7	152	0
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2		2	6		
Detector Phase	4	4		8	8		2	2	2	6	6	
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		36.0	36.0	36.0	36.0	36.0	
Minimum Split (s)	25.0	25.0		25.0	25.0		43.0	43.0	43.0	43.0	43.0	
Total Split (s)	40.0	40.0		40.0	40.0		43.0	43.0	43.0	43.0	43.0	
Total Split (%)	48.2%	48.2%		48.2%	48.2%		51.8%	51.8%	51.8%	51.8%	51.8%	
Maximum Green (s)	33.0	33.0		33.0	33.0		36.0	36.0	36.0	36.0	36.0	
Yellow Time (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	
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	0.0	
Total Lost Time (s)	7.0	7.0		7.0	7.0		7.0	7.0	7.0	7.0	7.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	5.0	5.0		5.0	5.0		0.2	0.2	0.2	0.2	0.2	
Recall Mode	None	None		None	None		Max	Max	Max	Max	Max	
Act Effct Green (s)	10.7	10.7		10.7	10.7		40.6	40.6	40.6	40.6	40.6	
Actuated g/C Ratio	0.18	0.18		0.18	0.18		0.67	0.67	0.67	0.67	0.67	
v/c Ratio	0.23	0.19		0.15	0.27		0.02	0.24	0.04	0.01	0.13	
Control Delay	24.2	16.3		22.8	15.8		5.6	6.4	1.7	5.5	4.1	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	24.2	16.3		22.8	15.8		5.6	6.4	1.7	5.5	4.1	
LOS	C	B		C	B		A	A	A	A	A	
Approach Delay		19.8			17.7			5.8			4.2	
Approach LOS		B			B			A			A	

Lanes, Volumes, Timings
100: County Road 9 & County Road 8

AM Peak Hour
Existing Traffic

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (m)	5.3	3.9		3.5	5.2		0.8	14.7	0.0	0.3	4.2	
Queue Length 95th (m)	13.9	13.0		10.3	16.1		3.3	29.0	2.8	1.7	11.5	
Internal Link Dist (m)		264.0			2757.8			4828.6			519.4	
Turn Bay Length (m)	20.0			30.0			30.0		30.0	30.0		
Base Capacity (vph)	711	971		729	970		827	1255	1083	718	1194	
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	0.07	0.07		0.05	0.10		0.02	0.24	0.04	0.01	0.13	

Intersection Summary

Area Type: Other

Cycle Length: 83

Actuated Cycle Length: 60.3

Natural Cycle: 70

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.27

Intersection Signal Delay: 9.6

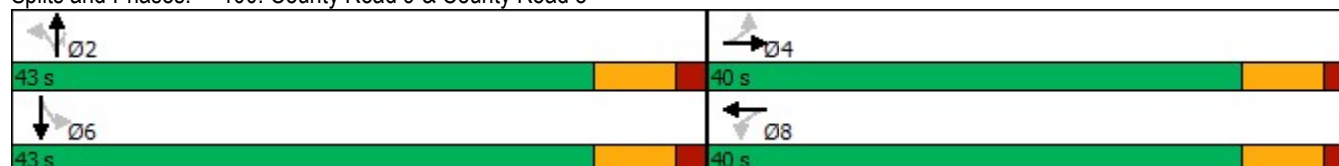
Intersection LOS: A

Intersection Capacity Utilization 85.8%

ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 100: County Road 9 & County Road 8



Lanes, Volumes, Timings
110: County Road 11 & County Road 8

AM Peak Hour
Existing Traffic

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	35	46	5	4	89	5	18	244	24	0	55	9
Future Volume (vph)	35	46	5	4	89	5	18	244	24	0	55	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	25.0		5.0	20.0		5.0	0.0		7.0	0.0		20.0
Storage Lanes	1		0	1		0	0		0	0		1
Taper Length (m)	7.5			7.5			7.5			7.5		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.986			0.993			0.989				0.850
Flt Protected	0.950			0.950				0.997				
Satd. Flow (prot)	1770	1837	0	1770	1850	0	0	1837	0	0	1863	1583
Flt Permitted	0.691			0.721				0.984				
Satd. Flow (perm)	1287	1837	0	1343	1850	0	0	1813	0	0	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5			4			9				65
Link Speed (k/h)		80			80			80				80
Link Distance (m)		2781.8			501.5			4847.4				486.2
Travel Time (s)		125.2			22.6			218.1				21.9
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
Adj. Flow (vph)	38	50	5	4	97	5	20	265	26	0	60	10
Shared Lane Traffic (%)												
Lane Group Flow (vph)	38	55	0	4	102	0	0	311	0	0	60	10
Turn Type	Perm	NA		Perm	NA		Perm	NA			NA	Perm
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		6
Detector Phase	4	4		8	8		2	2		6	6	6
Switch Phase												
Minimum Initial (s)	15.0	15.0		15.0	15.0		30.0	30.0		30.0	30.0	30.0
Minimum Split (s)	31.0	31.0		25.0	25.0		37.0	37.0		37.0	37.0	37.0
Total Split (s)	30.0	30.0		30.0	30.0		37.0	37.0		37.0	37.0	37.0
Total Split (%)	44.8%	44.8%		44.8%	44.8%		55.2%	55.2%		55.2%	55.2%	55.2%
Maximum Green (s)	23.0	23.0		23.0	23.0		30.0	30.0		30.0	30.0	30.0
Yellow Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	5.0
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
Total Lost Time (s)	7.0	7.0		7.0	7.0			7.0			7.0	7.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	5.0	5.0		5.0	5.0		0.2	0.2		0.2	0.2	0.2
Minimum Gap (s)	5.0	5.0		5.0	5.0		0.2	0.2		0.2	0.2	0.2
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Time To Reduce (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	1.0
Recall Mode	None	None		None	None		Max	Max		Max	Max	Max
Walk Time (s)	10.0	10.0					10.0	10.0				
Flash Dont Walk (s)	14.0	14.0					14.0	14.0				
Pedestrian Calls (#/hr)	0	0					0	0				
Act Effect Green (s)	15.0	15.0		15.0	15.0			35.0			35.0	35.0
Actuated g/C Ratio	0.26	0.26		0.26	0.26			0.61			0.61	0.61
v/c Ratio	0.11	0.11		0.01	0.21			0.28			0.05	0.01

Lanes, Volumes, Timings
110: County Road 11 & County Road 8

AM Peak Hour
Existing Traffic

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay	18.1	16.5		16.8	18.2			8.7			7.6	0.0
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	0.0
Total Delay	18.1	16.5		16.8	18.2			8.7			7.6	0.0
LOS	B	B		B	B			A			A	A
Approach Delay		17.2			18.2			8.7			6.5	
Approach LOS		B			B			A			A	
Queue Length 50th (m)	3.3	4.3		0.3	8.7			18.6			3.2	0.0
Queue Length 95th (m)	9.7	11.8		2.3	19.5			33.0			8.0	0.0
Internal Link Dist (m)		2757.8			477.5			4823.4			462.2	
Turn Bay Length (m)	25.0			20.0								20.0
Base Capacity (vph)	515	738		537	742			1103			1130	985
Starvation Cap Reductn	0	0		0	0			0			0	0
Spillback Cap Reductn	0	0		0	0			0			0	0
Storage Cap Reductn	0	0		0	0			0			0	0
Reduced v/c Ratio	0.07	0.07		0.01	0.14			0.28			0.05	0.01

Intersection Summary

Area Type: Other

Cycle Length: 67

Actuated Cycle Length: 57.6

Natural Cycle: 70

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.28

Intersection Signal Delay: 11.5

Intersection LOS: B

Intersection Capacity Utilization 80.0%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 110: County Road 11 & County Road 8

 Ø2	 Ø4
37 s	30 s
 Ø6	 Ø8
37 s	30 s

Lanes, Volumes, Timings
140: County Road 9 & County Road 18

AM Peak Hour
Existing Traffic

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	17	41	21	1	8	9	11	113	6	8	5	17
Future Volume (vph)	17	41	21	1	8	9	11	113	6	8	5	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.964			0.932			0.993			0.924	
Flt Protected		0.990			0.998			0.996			0.986	
Satd. Flow (prot)	0	1778	0	0	1733	0	0	1842	0	0	1697	0
Flt Permitted		0.926			0.984			0.984			0.940	
Satd. Flow (perm)	0	1663	0	0	1708	0	0	1820	0	0	1618	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		23			10			4			18	
Link Speed (k/h)		80			80			80			80	
Link Distance (m)		1234.6			2445.7			579.1			4947.9	
Travel Time (s)		55.6			110.1			26.1			222.7	
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
Adj. Flow (vph)	18	45	23	1	9	10	12	123	7	9	5	18
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	86	0	0	20	0	0	142	0	0	32	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	15.0	15.0		15.0	15.0		38.0	38.0		38.0	38.0	
Minimum Split (s)	25.0	25.0		25.0	25.0		45.0	45.0		45.0	45.0	
Total Split (s)	38.0	38.0		38.0	38.0		45.0	45.0		45.0	45.0	
Total Split (%)	45.8%	45.8%		45.8%	45.8%		54.2%	54.2%		54.2%	54.2%	
Maximum Green (s)	31.0	31.0		31.0	31.0		38.0	38.0		38.0	38.0	
Yellow Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	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	
Total Lost Time (s)		7.0			7.0			7.0			7.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	5.0	5.0		5.0	5.0		0.2	0.2		0.2	0.2	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Act Effect Green (s)		15.0			15.0			42.9			42.9	
Actuated g/C Ratio		0.23			0.23			0.65			0.65	
v/c Ratio		0.22			0.05			0.12			0.03	
Control Delay		18.2			15.3			6.8			4.2	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		18.2			15.3			6.8			4.2	
LOS		B			B			A			A	
Approach Delay		18.2			15.3			6.8			4.2	
Approach LOS		B			B			A			A	
Queue Length 50th (m)		6.7			1.0			7.6			0.7	
Queue Length 95th (m)		17.5			6.1			15.0			3.9	
Internal Link Dist (m)		1210.6			2421.7			555.1			4923.9	

Lanes, Volumes, Timings
140: County Road 9 & County Road 18

AM Peak Hour
Existing Traffic

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Bay Length (m)												
Base Capacity (vph)	799			813			1190			1064		
Starvation Cap Reductn	0			0			0			0		
Spillback Cap Reductn	0			0			0			0		
Storage Cap Reductn	0			0			0			0		
Reduced v/c Ratio	0.11			0.02			0.12			0.03		

Intersection Summary

Area Type: Other

Cycle Length: 83

Actuated Cycle Length: 65.6

Natural Cycle: 70

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.22

Intersection Signal Delay: 10.6

Intersection LOS: B

Intersection Capacity Utilization 55.8%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 140: County Road 9 & County Road 18

 Ø2	 Ø4
45 s	38 s
 Ø6	 Ø8
45 s	38 s

HCM Unsignalized Intersection Capacity Analysis

120: County Road 9 & County Road 10

AM Peak Hour
Existing Traffic

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	56	14	2	1	30	18	15	197	7	8	49	11
Future Volume (Veh/h)	56	14	2	1	30	18	15	197	7	8	49	11
Sign Control	Stop				Stop				Free		Free	
Grade	0%				0%				0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	61	15	2	1	33	20	16	214	8	9	53	12
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	None						None					
Median storage veh												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	354	325	53	326	329	214	65	222				
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	354	325	53	326	329	214	65	222				
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1	4.1				
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2	2.2				
p0 queue free %	89	97	100	100	94	98	99	99				
cM capacity (veh/h)	554	583	1014	605	580	826	1537	1347				
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2						
Volume Total	78	54	230	8	62	12						
Volume Left	61	1	16	0	9	0						
Volume Right	2	20	0	8	0	12						
cSH	566	652	1537	1700	1347	1700						
Volume to Capacity	0.14	0.08	0.01	0.00	0.01	0.01						
Queue Length 95th (m)	3.8	2.2	0.3	0.0	0.2	0.0						
Control Delay (s)	12.4	11.0	0.6	0.0	1.2	0.0						
Lane LOS	B	B	A	A								
Approach Delay (s)	12.4	11.0	0.6	1.0								
Approach LOS	B	B										
Intersection Summary												
Average Delay	4.0											
Intersection Capacity Utilization	35.2%			ICU Level of Service					A			
Analysis Period (min)	15											

HCM Unsignalized Intersection Capacity Analysis

130: County Road 11 & County Road 10

AM Peak Hour
Existing Traffic

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	38	19	17	2	18	17	24	312	7	21	137	23
Future Volume (Veh/h)	38	19	17	2	18	17	24	312	7	21	137	23
Sign Control	Stop			Stop			Free			Free		
Grade	0%			0%			0%			0%		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	41	21	18	2	20	18	26	339	8	23	149	25
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type							None			None		
Median storage (veh)												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	630	606	162	631	615	343	174				347	
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	630	606	162	631	615	343	174				347	
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1				4.1	
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2				2.2	
p0 queue free %	89	95	98	99	95	97	98				98	
cM capacity (veh/h)	358	396	883	360	391	700	1403				1212	
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	80	40	373	197								
Volume Left	41	2	26	23								
Volume Right	18	18	8	25								
cSH	426	486	1403	1212								
Volume to Capacity	0.19	0.08	0.02	0.02								
Queue Length 95th (m)	5.5	2.1	0.5	0.5								
Control Delay (s)	15.4	13.1	0.7	1.1								
Lane LOS	C	B	A	A								
Approach Delay (s)	15.4	13.1	0.7	1.1								
Approach LOS	C	B										
Intersection Summary												
Average Delay				3.2								
Intersection Capacity Utilization				39.0%	ICU Level of Service				A			
Analysis Period (min)				15								

Lanes, Volumes, Timings
100: County Road 9 & County Road 8

PM Peak Hour
Existing Traffic

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	50	50	17	33	66	17	10	241	19	30	224	83
Future Volume (vph)	50	50	17	33	66	17	10	241	19	30	224	83
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	20.0		5.0	30.0		5.0	30.0		30.0	30.0		5.0
Storage Lanes	1		0	1		0	1		1	1		0
Taper Length (m)	7.5			7.5			7.5			7.5		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.962			0.970				0.850		0.959	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1792	0	1770	1807	0	1770	1863	1583	1770	1786	0
Flt Permitted	0.699			0.710			0.560			0.597		
Satd. Flow (perm)	1302	1792	0	1323	1807	0	1043	1863	1583	1112	1786	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		18			18				53		28	
Link Speed (k/h)		50			80			80			80	
Link Distance (m)		288.0			2781.8			4852.6			543.4	
Travel Time (s)		20.7			125.2			218.4			24.5	
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
Adj. Flow (vph)	54	54	18	36	72	18	11	262	21	33	243	90
Shared Lane Traffic (%)												
Lane Group Flow (vph)	54	72	0	36	90	0	11	262	21	33	333	0
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2		2	6		
Detector Phase	4	4		8	8		2	2	2	6	6	
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		36.0	36.0	36.0	36.0	36.0	
Minimum Split (s)	25.0	25.0		25.0	25.0		43.0	43.0	43.0	43.0	43.0	
Total Split (s)	40.0	40.0		40.0	40.0		43.0	43.0	43.0	43.0	43.0	
Total Split (%)	48.2%	48.2%		48.2%	48.2%		51.8%	51.8%	51.8%	51.8%	51.8%	
Maximum Green (s)	33.0	33.0		33.0	33.0		36.0	36.0	36.0	36.0	36.0	
Yellow Time (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	
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	0.0	
Total Lost Time (s)	7.0	7.0		7.0	7.0		7.0	7.0	7.0	7.0	7.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	5.0	5.0		5.0	5.0		0.2	0.2	0.2	0.2	0.2	
Recall Mode	None	None		None	None		Max	Max	Max	Max	Max	
Act Effct Green (s)	10.7	10.7		10.7	10.7		40.6	40.6	40.6	40.6	40.6	
Actuated g/C Ratio	0.18	0.18		0.18	0.18		0.67	0.67	0.67	0.67	0.67	
v/c Ratio	0.23	0.22		0.15	0.27		0.02	0.21	0.02	0.04	0.27	
Control Delay	24.3	18.8		22.8	20.3		5.6	6.2	0.6	5.7	6.1	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	24.3	18.8		22.8	20.3		5.6	6.2	0.6	5.7	6.1	
LOS	C	B		C	C		A	A	A	A	A	
Approach Delay		21.2			21.0			5.8			6.1	
Approach LOS		C			C			A			A	

Lanes, Volumes, Timings
100: County Road 9 & County Road 8

PM Peak Hour
Existing Traffic

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (m)	5.5	5.5		3.6	7.3		0.5	12.2	0.0	1.4	14.7	
Queue Length 95th (m)	14.2	15.1		10.6	18.2		2.3	24.7	0.8	4.8	29.9	
Internal Link Dist (m)		264.0			2757.8			4828.6			519.4	
Turn Bay Length (m)	20.0			30.0			30.0		30.0	30.0		
Base Capacity (vph)	713	989		724	997		702	1254	1083	749	1211	
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	0.08	0.07		0.05	0.09		0.02	0.21	0.02	0.04	0.27	

Intersection Summary

Area Type: Other

Cycle Length: 83

Actuated Cycle Length: 60.3

Natural Cycle: 70

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.27

Intersection Signal Delay: 10.1

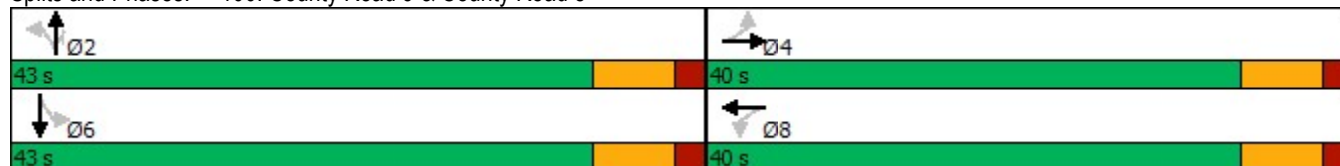
Intersection LOS: B

Intersection Capacity Utilization 85.8%

ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 100: County Road 9 & County Road 8



Lanes, Volumes, Timings
110: County Road 11 & County Road 8

PM Peak Hour
Existing Traffic

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	23	53	19	6	36	6	26	139	43	7	310	61
Future Volume (vph)	23	53	19	6	36	6	26	139	43	7	310	61
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	25.0		5.0	20.0		5.0	0.0		7.0	0.0		20.0
Storage Lanes	1		0	1		0	0		0	0		1
Taper Length (m)	7.5			7.5			7.5			7.5		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.960			0.977			0.972				0.850
Flt Protected	0.950			0.950				0.994			0.999	
Satd. Flow (prot)	1770	1788	0	1770	1820	0	0	1800	0	0	1861	1583
Flt Permitted	0.727			0.706				0.935			0.993	
Satd. Flow (perm)	1354	1788	0	1315	1820	0	0	1693	0	0	1850	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		21			7			26				65
Link Speed (k/h)		80			80			80			80	
Link Distance (m)		2781.8			501.5			4847.4			486.2	
Travel Time (s)		125.2			22.6			218.1			21.9	
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
Adj. Flow (vph)	25	58	21	7	39	7	28	151	47	8	337	66
Shared Lane Traffic (%)												
Lane Group Flow (vph)	25	79	0	7	46	0	0	226	0	0	345	66
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	Perm
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2		6			6
Detector Phase	4	4		8	8		2	2		6	6	6
Switch Phase												
Minimum Initial (s)	15.0	15.0		15.0	15.0		30.0	30.0		30.0	30.0	30.0
Minimum Split (s)	31.0	31.0		25.0	25.0		37.0	37.0		37.0	37.0	37.0
Total Split (s)	30.0	30.0		30.0	30.0		37.0	37.0		37.0	37.0	37.0
Total Split (%)	44.8%	44.8%		44.8%	44.8%		55.2%	55.2%		55.2%	55.2%	55.2%
Maximum Green (s)	23.0	23.0		23.0	23.0		30.0	30.0		30.0	30.0	30.0
Yellow Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	5.0
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
Total Lost Time (s)	7.0	7.0		7.0	7.0			7.0			7.0	7.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	5.0	5.0		5.0	5.0		0.2	0.2		0.2	0.2	0.2
Minimum Gap (s)	5.0	5.0		5.0	5.0		0.2	0.2		0.2	0.2	0.2
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Time To Reduce (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	1.0
Recall Mode	None	None		None	None		Max	Max		Max	Max	Max
Walk Time (s)	10.0	10.0					10.0	10.0				
Flash Dont Walk (s)	14.0	14.0					14.0	14.0				
Pedestrian Calls (#/hr)	0	0					0	0				
Act Effct Green (s)	15.3	15.3		15.3	15.3			38.1			38.1	38.1
Actuated g/C Ratio	0.28	0.28		0.28	0.28			0.70			0.70	0.70
v/c Ratio	0.07	0.15		0.02	0.09			0.19			0.26	0.06

Lanes, Volumes, Timings
110: County Road 11 & County Road 8

PM Peak Hour
Existing Traffic

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay	17.4	14.1		16.8	15.3			6.7			7.7	2.7
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	0.0
Total Delay	17.4	14.1		16.8	15.3			6.7			7.7	2.7
LOS	B	B		B	B			A			A	A
Approach Delay		14.9			15.5			6.7			6.9	
Approach LOS		B			B			A			A	
Queue Length 50th (m)	2.2	5.1		0.6	3.4			11.6			21.7	0.1
Queue Length 95th (m)	7.2	14.1		3.2	10.2			22.7			37.7	4.8
Internal Link Dist (m)		2757.8			477.5			4823.4			462.2	
Turn Bay Length (m)	25.0			20.0								20.0
Base Capacity (vph)	586	786		569	792			1201			1304	1135
Starvation Cap Reductn	0	0		0	0			0			0	0
Spillback Cap Reductn	0	0		0	0			0			0	0
Storage Cap Reductn	0	0		0	0			0			0	0
Reduced v/c Ratio	0.04	0.10		0.01	0.06			0.19			0.26	0.06

Intersection Summary

Area Type: Other

Cycle Length: 67

Actuated Cycle Length: 54.1

Natural Cycle: 70

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.26

Intersection Signal Delay: 8.4

Intersection LOS: A

Intersection Capacity Utilization 80.0%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 110: County Road 11 & County Road 8

 Ø2	 Ø4
37 s	30 s
 Ø6	 Ø8
37 s	30 s

Lanes, Volumes, Timings
140: County Road 18 & County Road 9

PM Peak Hour
Existing Traffic

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	32	40	8	2	56	13	4	33	2	40	67	31
Future Volume (vph)	32	40	8	2	56	13	4	33	2	40	67	31
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.986			0.975			0.994			0.969	
Flt Protected		0.980			0.999			0.995			0.986	
Satd. Flow (prot)	0	1800	0	0	1814	0	0	1842	0	0	1780	0
Flt Permitted		0.834			0.991			0.982			0.922	
Satd. Flow (perm)	0	1532	0	0	1800	0	0	1818	0	0	1664	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		8			14			2			23	
Link Speed (k/h)		80			80			80			80	
Link Distance (m)		1234.6			2445.7			579.1			4947.9	
Travel Time (s)		55.6			110.1			26.1			222.7	
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
Adj. Flow (vph)	35	43	9	2	61	14	4	36	2	43	73	34
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	87	0	0	77	0	0	42	0	0	150	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	15.0	15.0		15.0	15.0		38.0	38.0		38.0	38.0	
Minimum Split (s)	25.0	25.0		25.0	25.0		45.0	45.0		45.0	45.0	
Total Split (s)	38.0	38.0		38.0	38.0		45.0	45.0		45.0	45.0	
Total Split (%)	45.8%	45.8%		45.8%	45.8%		54.2%	54.2%		54.2%	54.2%	
Maximum Green (s)	31.0	31.0		31.0	31.0		38.0	38.0		38.0	38.0	
Yellow Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	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	
Total Lost Time (s)		7.0			7.0			7.0			7.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	5.0	5.0		5.0	5.0		0.2	0.2		0.2	0.2	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Act Effect Green (s)		15.0			15.0			42.9			42.9	
Actuated g/C Ratio		0.23			0.23			0.65			0.65	
v/c Ratio		0.24			0.18			0.04			0.14	
Control Delay		21.9			19.3			6.4			6.2	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		21.9			19.3			6.4			6.2	
LOS		C			B			A			A	
Approach Delay		21.9			19.3			6.4			6.2	
Approach LOS		C			B			A			A	
Queue Length 50th (m)		8.5			6.7			2.1			7.1	
Queue Length 95th (m)		19.7			16.9			5.8			14.7	
Internal Link Dist (m)		1210.6			2421.7			555.1			4923.9	

Lanes, Volumes, Timings
140: County Road 18 & County Road 9

PM Peak Hour
Existing Traffic

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Bay Length (m)												
Base Capacity (vph)	729			859			1188			1095		
Starvation Cap Reductn	0			0			0			0		
Spillback Cap Reductn	0			0			0			0		
Storage Cap Reductn	0			0			0			0		
Reduced v/c Ratio	0.12			0.09			0.04			0.14		

Intersection Summary

Area Type: Other

Cycle Length: 83

Actuated Cycle Length: 65.6

Natural Cycle: 70

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.24

Intersection Signal Delay: 12.9

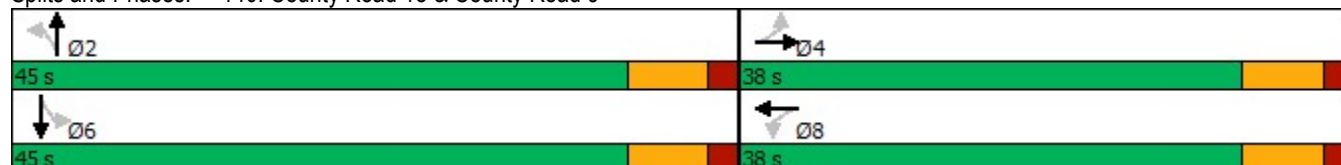
Intersection LOS: B

Intersection Capacity Utilization 55.8%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 140: County Road 18 & County Road 9



HCM Unsignalized Intersection Capacity Analysis

120: County Road 9 & County Road 10

PM Peak Hour
Existing Traffic

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	24	37	4	1	74	22	12	119	7	37	183	48
Future Volume (Veh/h)	24	37	4	1	74	22	12	119	7	37	183	48
Sign Control	Stop				Stop				Free			
Grade	0%				0%				0%			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	26	40	4	1	80	24	13	129	8	40	199	52
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	None						None					
Median storage veh												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	498	442	199	458	486	129	251			137		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	498	442	199	458	486	129	251			137		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	93	92	100	100	83	97	99			97		
cM capacity (veh/h)	397	491	842	465	463	921	1314			1447		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2						
Volume Total	70	105	142	8	239	52						
Volume Left	26	1	13	0	40	0						
Volume Right	4	24	0	8	0	52						
cSH	461	523	1314	1700	1447	1700						
Volume to Capacity	0.15	0.20	0.01	0.00	0.03	0.03						
Queue Length 95th (m)	4.3	5.9	0.2	0.0	0.7	0.0						
Control Delay (s)	14.2	13.6	0.8	0.0	1.5	0.0						
Lane LOS	B	B	A	A								
Approach Delay (s)	14.2	13.6	0.7	1.2								
Approach LOS	B	B										
Intersection Summary												
Average Delay			4.7									
Intersection Capacity Utilization			35.2%	ICU Level of Service				A				
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis

130: County Road 11 & County Road 10

PM Peak Hour
Existing Traffic

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	38	33	29	3	21	20	16	153	5	38	348	72
Future Volume (Veh/h)	38	33	29	3	21	20	16	153	5	38	348	72
Sign Control	Stop			Stop			Free			Free		
Grade	0%			0%			0%			0%		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	41	36	32	3	23	22	17	166	5	41	378	78
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type							None			None		
Median storage veh												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	735	704	417	752	740	168	456				171	
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	735	704	417	752	740	168	456				171	
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1				4.1	
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2				2.2	
p0 queue free %	86	90	95	99	93	97	98				97	
cM capacity (veh/h)	299	346	636	276	329	876	1105				1406	
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	109	48	188	497								
Volume Left	41	3	17	41								
Volume Right	32	22	5	78								
cSH	374	453	1105	1406								
Volume to Capacity	0.29	0.11	0.02	0.03								
Queue Length 95th (m)	9.5	2.8	0.4	0.7								
Control Delay (s)	18.5	13.9	0.9	0.9								
Lane LOS	C	B	A	A								
Approach Delay (s)	18.5	13.9	0.9	0.9								
Approach LOS	C	B										
Intersection Summary												
Average Delay				3.9								
Intersection Capacity Utilization				50.7%	ICU Level of Service				A			
Analysis Period (min)				15								

Lanes, Volumes, Timings
100: County Road 9 & County Road 8

AM Peak Hour
2024 Future Background Traffic

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	52	39	25	34	51	42	20	304	42	7	88	63
Future Volume (vph)	52	39	25	34	51	42	20	304	42	7	88	63
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	20.0		5.0	30.0		5.0	30.0		30.0	30.0		5.0
Storage Lanes	1		0	1		0	1		1	1		0
Taper Length (m)	7.5			7.5			7.5			7.5		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.941			0.932				0.850		0.938	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1753	0	1770	1736	0	1770	1863	1583	1770	1747	0
Flt Permitted	0.692			0.712			0.653			0.561		
Satd. Flow (perm)	1289	1753	0	1326	1736	0	1216	1863	1583	1045	1747	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		27			46				53		54	
Link Speed (k/h)		50			80			80			80	
Link Distance (m)		288.0			2781.8			4852.6			543.4	
Travel Time (s)		20.7			125.2			218.4			24.5	
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
Adj. Flow (vph)	57	42	27	37	55	46	22	330	46	8	96	68
Shared Lane Traffic (%)												
Lane Group Flow (vph)	57	69	0	37	101	0	22	330	46	8	164	0
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	Perm	NA	
Protected Phases		4			8			2				6
Permitted Phases	4			8			2		2	6		
Detector Phase	4	4		8	8		2	2	2	6	6	
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		36.0	36.0	36.0	36.0	36.0	
Minimum Split (s)	25.0	25.0		25.0	25.0		43.0	43.0	43.0	43.0	43.0	
Total Split (s)	40.0	40.0		40.0	40.0		43.0	43.0	43.0	43.0	43.0	
Total Split (%)	48.2%	48.2%		48.2%	48.2%		51.8%	51.8%	51.8%	51.8%	51.8%	
Maximum Green (s)	33.0	33.0		33.0	33.0		36.0	36.0	36.0	36.0	36.0	
Yellow Time (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	
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	0.0	
Total Lost Time (s)	7.0	7.0		7.0	7.0		7.0	7.0	7.0	7.0	7.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	5.0	5.0		5.0	5.0		0.2	0.2	0.2	0.2	0.2	
Recall Mode	None	None		None	None		Max	Max	Max	Max	Max	
Act Effct Green (s)	10.8	10.8		10.8	10.8		40.6	40.6	40.6	40.6	40.6	
Actuated g/C Ratio	0.18	0.18		0.18	0.18		0.67	0.67	0.67	0.67	0.67	
v/c Ratio	0.25	0.21		0.16	0.29		0.03	0.26	0.04	0.01	0.14	
Control Delay	24.5	16.3		22.8	15.8		5.7	6.6	1.9	5.6	4.3	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	24.5	16.3		22.8	15.8		5.7	6.6	1.9	5.6	4.3	
LOS	C	B		C	B		A	A	A	A	A	
Approach Delay		20.0			17.7			6.0			4.4	
Approach LOS		B			B			A			A	

Lanes, Volumes, Timings
100: County Road 9 & County Road 8

AM Peak Hour
2024 Future Background Traffic

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (m)	5.8	4.2		3.7	5.6		0.9	16.0	0.0	0.3	4.7	
Queue Length 95th (m)	14.9	13.5		10.8	16.9		3.6	31.7	3.1	1.9	12.7	
Internal Link Dist (m)		264.0			2757.8			4828.6			519.4	
Turn Bay Length (m)	20.0			30.0			30.0		30.0	30.0		
Base Capacity (vph)	704	970		725	969		817	1252	1081	702	1192	
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	0.08	0.07		0.05	0.10		0.03	0.26	0.04	0.01	0.14	

Intersection Summary

Area Type: Other

Cycle Length: 83

Actuated Cycle Length: 60.4

Natural Cycle: 70

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.29

Intersection Signal Delay: 9.7

Intersection LOS: A

Intersection Capacity Utilization 85.8%

ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 100: County Road 9 & County Road 8

 Ø2	 Ø4
43 s	40 s
 Ø6	 Ø8
43 s	40 s

Lanes, Volumes, Timings
110: County Road 11 & County Road 8

AM Peak Hour
2024 Future Background Traffic

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	37	50	6	4	96	6	20	263	26	0	59	10
Future Volume (vph)	37	50	6	4	96	6	20	263	26	0	59	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	25.0		5.0	20.0		5.0	0.0		7.0	0.0		20.0
Storage Lanes	1		0	1		0	0		0	0		1
Taper Length (m)	7.5			7.5			7.5			7.5		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.983			0.991			0.989				0.850
Flt Protected	0.950			0.950				0.997				
Satd. Flow (prot)	1770	1831	0	1770	1846	0	0	1837	0	0	1863	1583
Flt Permitted	0.685			0.717				0.983				
Satd. Flow (perm)	1276	1831	0	1336	1846	0	0	1811	0	0	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7			6			9				65
Link Speed (k/h)		80			80			80				80
Link Distance (m)		2781.8			501.5			4847.4				486.2
Travel Time (s)		125.2			22.6			218.1				21.9
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
Adj. Flow (vph)	40	54	7	4	104	7	22	286	28	0	64	11
Shared Lane Traffic (%)												
Lane Group Flow (vph)	40	61	0	4	111	0	0	336	0	0	64	11
Turn Type	Perm	NA		Perm	NA		Perm	NA			NA	Perm
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		6
Detector Phase	4	4		8	8		2	2		6	6	6
Switch Phase												
Minimum Initial (s)	15.0	15.0		15.0	15.0		30.0	30.0		30.0	30.0	30.0
Minimum Split (s)	31.0	31.0		25.0	25.0		37.0	37.0		37.0	37.0	37.0
Total Split (s)	30.0	30.0		30.0	30.0		37.0	37.0		37.0	37.0	37.0
Total Split (%)	44.8%	44.8%		44.8%	44.8%		55.2%	55.2%		55.2%	55.2%	55.2%
Maximum Green (s)	23.0	23.0		23.0	23.0		30.0	30.0		30.0	30.0	30.0
Yellow Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	5.0
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
Total Lost Time (s)	7.0	7.0		7.0	7.0			7.0			7.0	7.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	5.0	5.0		5.0	5.0		0.2	0.2		0.2	0.2	0.2
Minimum Gap (s)	5.0	5.0		5.0	5.0		0.2	0.2		0.2	0.2	0.2
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Time To Reduce (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	1.0
Recall Mode	None	None		None	None		Max	Max		Max	Max	Max
Walk Time (s)	10.0	10.0					10.0	10.0				
Flash Dont Walk (s)	14.0	14.0					14.0	14.0				
Pedestrian Calls (#/hr)	0	0					0	0				
Act Effct Green (s)	15.0	15.0		15.0	15.0			35.0			35.0	35.0
Actuated g/C Ratio	0.26	0.26		0.26	0.26			0.61			0.61	0.61
v/c Ratio	0.12	0.13		0.01	0.23			0.30			0.06	0.01

Lanes, Volumes, Timings
110: County Road 11 & County Road 8

AM Peak Hour
2024 Future Background Traffic

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay	18.2	16.3		16.8	18.2			8.9			7.6	0.0
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	0.0
Total Delay	18.2	16.3		16.8	18.2			8.9			7.6	0.0
LOS	B	B		B	B			A			A	A
Approach Delay		17.1			18.2			8.9			6.5	
Approach LOS		B			B			A			A	
Queue Length 50th (m)	3.5	4.7		0.3	9.4			20.5			3.4	0.0
Queue Length 95th (m)	10.1	12.6		2.3	20.6			36.1			8.4	0.0
Internal Link Dist (m)		2757.8			477.5			4823.4			462.2	
Turn Bay Length (m)	25.0			20.0								20.0
Base Capacity (vph)	510	737		534	742			1102			1130	985
Starvation Cap Reductn	0	0		0	0			0			0	0
Spillback Cap Reductn	0	0		0	0			0			0	0
Storage Cap Reductn	0	0		0	0			0			0	0
Reduced v/c Ratio	0.08	0.08		0.01	0.15			0.30			0.06	0.01

Intersection Summary

Area Type: Other

Cycle Length: 67

Actuated Cycle Length: 57.6

Natural Cycle: 70

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.30

Intersection Signal Delay: 11.6

Intersection LOS: B

Intersection Capacity Utilization 80.0%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 110: County Road 11 & County Road 8

 Ø2	 Ø4
37 s	30 s
 Ø6	 Ø8
37 s	30 s

Lanes, Volumes, Timings
140: County Road 18 & County Road 9

AM Peak Hour
2024 Future Background Traffic

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	19	44	23	1	9	10	12	122	7	9	6	19
Future Volume (vph)	19	44	23	1	9	10	12	122	7	9	6	19
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.964			0.932			0.993			0.925	
Flt Protected		0.989			0.998			0.996			0.987	
Satd. Flow (prot)	0	1776	0	0	1733	0	0	1842	0	0	1701	0
Flt Permitted		0.918			0.985			0.984			0.940	
Satd. Flow (perm)	0	1648	0	0	1710	0	0	1820	0	0	1620	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		25			11			4			21	
Link Speed (k/h)		80			80			80			80	
Link Distance (m)		1234.6			2445.7			579.1			4947.9	
Travel Time (s)		55.6			110.1			26.1			222.7	
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
Adj. Flow (vph)	21	48	25	1	10	11	13	133	8	10	7	21
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	94	0	0	22	0	0	154	0	0	38	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	15.0	15.0		15.0	15.0		38.0	38.0		38.0	38.0	
Minimum Split (s)	25.0	25.0		25.0	25.0		45.0	45.0		45.0	45.0	
Total Split (s)	38.0	38.0		38.0	38.0		45.0	45.0		45.0	45.0	
Total Split (%)	45.8%	45.8%		45.8%	45.8%		54.2%	54.2%		54.2%	54.2%	
Maximum Green (s)	31.0	31.0		31.0	31.0		38.0	38.0		38.0	38.0	
Yellow Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	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	
Total Lost Time (s)		7.0			7.0			7.0			7.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	5.0	5.0		5.0	5.0		0.2	0.2		0.2	0.2	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Act Effect Green (s)		15.0			15.0			42.9			42.9	
Actuated g/C Ratio		0.23			0.23			0.65			0.65	
v/c Ratio		0.24			0.06			0.13			0.04	
Control Delay		18.5			15.2			6.8			4.2	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		18.5			15.2			6.8			4.2	
LOS		B			B			A			A	
Approach Delay		18.5			15.2			6.8			4.2	
Approach LOS		B			B			A			A	
Queue Length 50th (m)		7.4			1.2			8.4			0.9	
Queue Length 95th (m)		18.8			6.4			16.2			4.3	
Internal Link Dist (m)		1210.6			2421.7			555.1			4923.9	

Lanes, Volumes, Timings
140: County Road 18 & County Road 9

AM Peak Hour
2024 Future Background Traffic

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Bay Length (m)												
Base Capacity (vph)	793			815			1190			1066		
Starvation Cap Reductn	0			0			0			0		
Spillback Cap Reductn	0			0			0			0		
Storage Cap Reductn	0			0			0			0		
Reduced v/c Ratio	0.12			0.03			0.13			0.04		

Intersection Summary	
Area Type:	Other
Cycle Length: 83	
Actuated Cycle Length: 65.6	
Natural Cycle: 70	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.24	
Intersection Signal Delay: 10.7	Intersection LOS: B
Intersection Capacity Utilization 55.8%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 140: County Road 18 & County Road 9



HCM Unsignalized Intersection Capacity Analysis

120: County Road 9 & County Road 10

AM Peak Hour
2024 Future Background Traffic

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	61	15	2	1	32	20	17	213	8	9	53	12
Future Volume (Veh/h)	61	15	2	1	32	20	17	213	8	9	53	12
Sign Control	Stop			Stop			Free			Free		
Grade	0%			0%			0%			0%		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	66	16	2	1	35	22	18	232	9	10	58	13
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	None						None					
Median storage veh												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	386	355	58	356	359	232	71			241		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	386	355	58	356	359	232	71			241		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	87	97	100	100	94	97	99			99		
cM capacity (veh/h)	523	560	1008	576	557	807	1529			1326		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2						
Volume Total	84	58	250	9	68	13						
Volume Left	66	1	18	0	10	0						
Volume Right	2	22	0	9	0	13						
cSH	536	631	1529	1700	1326	1700						
Volume to Capacity	0.16	0.09	0.01	0.01	0.01	0.01						
Queue Length 95th (m)	4.4	2.4	0.3	0.0	0.2	0.0						
Control Delay (s)	13.0	11.3	0.6	0.0	1.2	0.0						
Lane LOS	B	B	A		A							
Approach Delay (s)	13.0	11.3	0.6		1.0							
Approach LOS	B	B										
Intersection Summary												
Average Delay	4.1											
Intersection Capacity Utilization	36.4%			ICU Level of Service				A				
Analysis Period (min)	15											

HCM Unsignalized Intersection Capacity Analysis

130: County Road 11 & County Road 10

AM Peak Hour
2024 Future Background Traffic

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	41	21	19	2	20	19	26	337	8	23	148	25
Future Volume (Veh/h)	41	21	19	2	20	19	26	337	8	23	148	25
Sign Control	Stop			Stop			Free			Free		
Grade	0%			0%			0%			0%		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	45	23	21	2	22	21	28	366	9	25	161	27
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type							None			None		
Median storage veh												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	683	656	174	684	664	370	188				375	
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	683	656	174	684	664	370	188				375	
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1				4.1	
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2				2.2	
p0 queue free %	86	94	98	99	94	97	98				98	
cM capacity (veh/h)	325	370	869	327	365	675	1386				1183	
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	89	45	403	213								
Volume Left	45	2	28	25								
Volume Right	21	21	9	27								
cSH	396	462	1386	1183								
Volume to Capacity	0.22	0.10	0.02	0.02								
Queue Length 95th (m)	6.8	2.6	0.5	0.5								
Control Delay (s)	16.7	13.6	0.7	1.1								
Lane LOS	C	B	A	A								
Approach Delay (s)	16.7	13.6	0.7	1.1								
Approach LOS	C	B										
Intersection Summary												
Average Delay				3.5								
Intersection Capacity Utilization				41.1%	ICU Level of Service				A			
Analysis Period (min)				15								

Lanes, Volumes, Timings
100: County Road 9 & County Road 8

PM Peak Hour
2024 Future Background Traffic

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	54	54	19	35	72	19	11	260	21	32	242	89
Future Volume (vph)	54	54	19	35	72	19	11	260	21	32	242	89
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	20.0		5.0	30.0		5.0	30.0		30.0	30.0		5.0
Storage Lanes	1		0	1		0	1		1	1		0
Taper Length (m)	7.5			7.5			7.5			7.5		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.961			0.968				0.850		0.960	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1790	0	1770	1803	0	1770	1863	1583	1770	1788	0
Flt Permitted	0.693			0.705			0.546			0.586		
Satd. Flow (perm)	1291	1790	0	1313	1803	0	1017	1863	1583	1092	1788	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		21			19				53		28	
Link Speed (k/h)		50			80			80			80	
Link Distance (m)		288.0			2781.8			4852.6			543.4	
Travel Time (s)		20.7			125.2			218.4			24.5	
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
Adj. Flow (vph)	59	59	21	38	78	21	12	283	23	35	263	97
Shared Lane Traffic (%)												
Lane Group Flow (vph)	59	80	0	38	99	0	12	283	23	35	360	0
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2		2	6		
Detector Phase	4	4		8	8		2	2	2	6	6	
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		36.0	36.0	36.0	36.0	36.0	
Minimum Split (s)	25.0	25.0		25.0	25.0		43.0	43.0	43.0	43.0	43.0	
Total Split (s)	40.0	40.0		40.0	40.0		43.0	43.0	43.0	43.0	43.0	
Total Split (%)	48.2%	48.2%		48.2%	48.2%		51.8%	51.8%	51.8%	51.8%	51.8%	
Maximum Green (s)	33.0	33.0		33.0	33.0		36.0	36.0	36.0	36.0	36.0	
Yellow Time (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	
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	0.0	
Total Lost Time (s)	7.0	7.0		7.0	7.0		7.0	7.0	7.0	7.0	7.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	5.0	5.0		5.0	5.0		0.2	0.2	0.2	0.2	0.2	
Recall Mode	None	None		None	None		Max	Max	Max	Max	Max	
Act Effct Green (s)	10.8	10.8		10.8	10.8		40.6	40.6	40.6	40.6	40.6	
Actuated g/C Ratio	0.18	0.18		0.18	0.18		0.67	0.67	0.67	0.67	0.67	
v/c Ratio	0.26	0.24		0.16	0.29		0.02	0.23	0.02	0.05	0.30	
Control Delay	24.6	18.7		22.9	20.7		5.7	6.4	0.7	5.8	6.4	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	24.6	18.7		22.9	20.7		5.7	6.4	0.7	5.8	6.4	
LOS	C	B		C	C		A	A	A	A	A	
Approach Delay		21.2			21.3			5.9			6.4	
Approach LOS		C			C			A			A	

Lanes, Volumes, Timings
100: County Road 9 & County Road 8

PM Peak Hour
2024 Future Background Traffic

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (m)	6.1	6.0		3.8	8.2		0.5	13.4	0.0	1.5	16.4	
Queue Length 95th (m)	15.4	16.1		11.1	19.8		2.5	27.2	1.1	5.0	33.4	
Internal Link Dist (m)		264.0			2757.8			4828.6			519.4	
Turn Bay Length (m)	20.0			30.0			30.0		30.0	30.0		
Base Capacity (vph)	705	987		717	993		683	1251	1081	734	1210	
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	0.08	0.08		0.05	0.10		0.02	0.23	0.02	0.05	0.30	

Intersection Summary

Area Type: Other

Cycle Length: 83

Actuated Cycle Length: 60.4

Natural Cycle: 70

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.30

Intersection Signal Delay: 10.4

Intersection LOS: B

Intersection Capacity Utilization 85.8%

ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 100: County Road 9 & County Road 8

 Ø2	 Ø4
43 s	40 s
 Ø6	 Ø8
43 s	40 s

Lanes, Volumes, Timings
110: County Road 11 & County Road 8

PM Peak Hour
2024 Future Background Traffic

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	25	57	21	7	39	7	28	150	46	8	335	66
Future Volume (vph)	25	57	21	7	39	7	28	150	46	8	335	66
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	25.0		5.0	20.0		5.0	0.0		7.0	0.0		20.0
Storage Lanes	1		0	1		0	0		0	0		1
Taper Length (m)	7.5			7.5			7.5			7.5		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.959			0.976			0.972				0.850
Flt Protected	0.950			0.950				0.994			0.999	
Satd. Flow (prot)	1770	1786	0	1770	1818	0	0	1800	0	0	1861	1583
Flt Permitted	0.724			0.702				0.929			0.992	
Satd. Flow (perm)	1349	1786	0	1308	1818	0	0	1682	0	0	1848	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		23			8			25				66
Link Speed (k/h)		80			80			80			80	
Link Distance (m)		2781.8			501.5			4847.4			486.2	
Travel Time (s)		125.2			22.6			218.1			21.9	
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
Adj. Flow (vph)	27	62	23	8	42	8	30	163	50	9	364	72
Shared Lane Traffic (%)												
Lane Group Flow (vph)	27	85	0	8	50	0	0	243	0	0	373	72
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	Perm
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		6
Detector Phase	4	4		8	8		2	2		6	6	6
Switch Phase												
Minimum Initial (s)	15.0	15.0		15.0	15.0		30.0	30.0		30.0	30.0	30.0
Minimum Split (s)	31.0	31.0		25.0	25.0		37.0	37.0		37.0	37.0	37.0
Total Split (s)	30.0	30.0		30.0	30.0		37.0	37.0		37.0	37.0	37.0
Total Split (%)	44.8%	44.8%		44.8%	44.8%		55.2%	55.2%		55.2%	55.2%	55.2%
Maximum Green (s)	23.0	23.0		23.0	23.0		30.0	30.0		30.0	30.0	30.0
Yellow Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	5.0
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
Total Lost Time (s)	7.0	7.0		7.0	7.0			7.0			7.0	7.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	5.0	5.0		5.0	5.0		0.2	0.2		0.2	0.2	0.2
Minimum Gap (s)	5.0	5.0		5.0	5.0		0.2	0.2		0.2	0.2	0.2
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Time To Reduce (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	1.0
Recall Mode	None	None		None	None		Max	Max		Max	Max	Max
Walk Time (s)	10.0	10.0					10.0	10.0				
Flash Dont Walk (s)	14.0	14.0					14.0	14.0				
Pedestrian Calls (#/hr)	0	0					0	0				
Act Effct Green (s)	15.0	15.0		15.0	15.0			35.0			35.0	35.0
Actuated g/C Ratio	0.26	0.26		0.26	0.26			0.61			0.61	0.61
v/c Ratio	0.08	0.18		0.02	0.10			0.24			0.33	0.07

Lanes, Volumes, Timings
110: County Road 11 & County Road 8

PM Peak Hour
2024 Future Background Traffic

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay	17.6	14.6		16.9	15.6			7.9			9.4	2.9
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	0.0
Total Delay	17.6	14.6		16.9	15.6			7.9			9.4	2.9
LOS	B	B		B	B			A			A	A
Approach Delay		15.3			15.8			7.9			8.3	
Approach LOS		B			B			A			A	
Queue Length 50th (m)	2.3	5.5		0.7	3.6			12.8			23.9	0.3
Queue Length 95th (m)	7.7	14.9		3.5	10.8			24.7			41.0	5.3
Internal Link Dist (m)		2757.8			477.5			4823.4			462.2	
Turn Bay Length (m)	25.0			20.0								20.0
Base Capacity (vph)	539	728		523	732			1030			1121	986
Starvation Cap Reductn	0	0		0	0			0			0	0
Spillback Cap Reductn	0	0		0	0			0			0	0
Storage Cap Reductn	0	0		0	0			0			0	0
Reduced v/c Ratio	0.05	0.12		0.02	0.07			0.24			0.33	0.07

Intersection Summary

Area Type: Other

Cycle Length: 67

Actuated Cycle Length: 57.6

Natural Cycle: 70

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.33

Intersection Signal Delay: 9.6

Intersection LOS: A

Intersection Capacity Utilization 80.0%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 110: County Road 11 & County Road 8

 Ø2	 Ø4
37 s	30 s
 Ø6	 Ø8
37 s	30 s

Lanes, Volumes, Timings
140: County Road 18 & County Road 9

PM Peak Hour
2024 Future Background Traffic

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	34	43	9	2	61	14	4	35	2	43	73	33
Future Volume (vph)	34	43	9	2	61	14	4	35	2	43	73	33
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.986			0.976			0.994			0.970	
Flt Protected		0.981			0.999			0.995			0.986	
Satd. Flow (prot)	0	1802	0	0	1816	0	0	1842	0	0	1782	0
Flt Permitted		0.835			0.991			0.982			0.919	
Satd. Flow (perm)	0	1534	0	0	1802	0	0	1818	0	0	1661	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		8			15			2			23	
Link Speed (k/h)		80			80			80			80	
Link Distance (m)		1234.6			2445.7			579.1			4947.9	
Travel Time (s)		55.6			110.1			26.1			222.7	
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
Adj. Flow (vph)	37	47	10	2	66	15	4	38	2	47	79	36
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	94	0	0	83	0	0	44	0	0	162	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	15.0	15.0		15.0	15.0		38.0	38.0		38.0	38.0	
Minimum Split (s)	25.0	25.0		25.0	25.0		45.0	45.0		45.0	45.0	
Total Split (s)	38.0	38.0		38.0	38.0		45.0	45.0		45.0	45.0	
Total Split (%)	45.8%	45.8%		45.8%	45.8%		54.2%	54.2%		54.2%	54.2%	
Maximum Green (s)	31.0	31.0		31.0	31.0		38.0	38.0		38.0	38.0	
Yellow Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	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	
Total Lost Time (s)		7.0			7.0			7.0			7.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	5.0	5.0		5.0	5.0		0.2	0.2		0.2	0.2	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Act Effect Green (s)		15.0			15.0			42.9			42.9	
Actuated g/C Ratio		0.23			0.23			0.65			0.65	
v/c Ratio		0.26			0.20			0.04			0.15	
Control Delay		22.3			19.5			6.4			6.3	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		22.3			19.5			6.4			6.3	
LOS		C			B			A			A	
Approach Delay		22.3			19.5			6.4			6.3	
Approach LOS		C			B			A			A	
Queue Length 50th (m)		9.3			7.2			2.2			7.7	
Queue Length 95th (m)		21.1			17.8			6.0			15.8	
Internal Link Dist (m)		1210.6			2421.7			555.1			4923.9	

Lanes, Volumes, Timings
140: County Road 18 & County Road 9

PM Peak Hour
2024 Future Background Traffic

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Bay Length (m)												
Base Capacity (vph)	730			860			1188			1094		
Starvation Cap Reductn	0			0			0			0		
Spillback Cap Reductn	0			0			0			0		
Storage Cap Reductn	0			0			0			0		
Reduced v/c Ratio	0.13			0.10			0.04			0.15		
Intersection Summary												
Area Type:	Other											
Cycle Length: 83												
Actuated Cycle Length: 65.6												
Natural Cycle: 70												
Control Type: Semi Act-Uncoord												
Maximum v/c Ratio: 0.26												
Intersection Signal Delay: 13.1				Intersection LOS: B								
Intersection Capacity Utilization 55.8%				ICU Level of Service B								
Analysis Period (min) 15												

Splits and Phases: 140: County Road 18 & County Road 9



HCM Unsignalized Intersection Capacity Analysis

120: County Road 9 & County Road 10

PM Peak Hour
2024 Future Background Traffic

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	26	40	4	1	80	24	13	129	8	40	197	52
Future Volume (Veh/h)	26	40	4	1	80	24	13	129	8	40	197	52
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	28	43	4	1	87	26	14	140	9	43	214	57
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	None						None					
Median storage veh												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	538	477	214	494	525	140	271			149		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	538	477	214	494	525	140	271			149		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	92	91	100	100	80	97	99			97		
cM capacity (veh/h)	363	467	826	436	439	908	1292			1432		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2						
Volume Total	75	114	154	9	257	57						
Volume Left	28	1	14	0	43	0						
Volume Right	4	26	0	9	0	57						
cSH	431	498	1292	1700	1432	1700						
Volume to Capacity	0.17	0.23	0.01	0.01	0.03	0.03						
Queue Length 95th (m)	5.0	7.0	0.3	0.0	0.7	0.0						
Control Delay (s)	15.1	14.4	0.8	0.0	1.5	0.0						
Lane LOS	C	B	A		A							
Approach Delay (s)	15.1	14.4	0.8		1.2							
Approach LOS	C	B										
Intersection Summary												
Average Delay	4.9											
Intersection Capacity Utilization	40.5%			ICU Level of Service					A			
Analysis Period (min)	15											

HCM Unsignalized Intersection Capacity Analysis

130: County Road 11 & County Road 10

PM Peak Hour
2024 Future Background Traffic

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	41	35	31	3	23	22	18	165	6	41	376	78
Future Volume (Veh/h)	41	35	31	3	23	22	18	165	6	41	376	78
Sign Control	Stop				Stop				Free		Free	
Grade	0%				0%				0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	45	38	34	3	25	24	20	179	7	45	409	85
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type							None			None		
Median storage veh												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	800	768	452	817	806	182	494				186	
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	800	768	452	817	806	182	494				186	
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1				4.1	
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2				2.2	
p0 queue free %	83	88	94	99	92	97	98				97	
cM capacity (veh/h)	265	315	608	243	299	860	1070				1388	
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	117	52	206	539								
Volume Left	45	3	20	45								
Volume Right	34	24	7	85								
cSH	338	420	1070	1388								
Volume to Capacity	0.35	0.12	0.02	0.03								
Queue Length 95th (m)	12.0	3.4	0.5	0.8								
Control Delay (s)	21.2	14.8	1.0	1.0								
Lane LOS	C	B	A	A								
Approach Delay (s)	21.2	14.8	1.0	1.0								
Approach LOS	C	B										
Intersection Summary												
Average Delay				4.3								
Intersection Capacity Utilization				53.4%	ICU Level of Service				A			
Analysis Period (min)				15								

Lanes, Volumes, Timings
100: County Road 9 & County Road 8

AM Peak Hour
2029 Future Background Traffic

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	57	42	28	37	55	46	22	332	46	7	96	69
Future Volume (vph)	57	42	28	37	55	46	22	332	46	7	96	69
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	20.0		5.0	30.0		5.0	30.0		30.0	30.0		5.0
Storage Lanes	1		0	1		0	1		1	1		0
Taper Length (m)	7.5			7.5			7.5			7.5		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.941			0.932				0.850		0.937	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1753	0	1770	1736	0	1770	1863	1583	1770	1745	0
Flt Permitted	0.686			0.708			0.644			0.546		
Satd. Flow (perm)	1278	1753	0	1319	1736	0	1200	1863	1583	1017	1745	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		30			50				53		55	
Link Speed (k/h)		50			80			80			80	
Link Distance (m)		288.0			2781.8			4852.6			543.4	
Travel Time (s)		20.7			125.2			218.4			24.5	
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
Adj. Flow (vph)	62	46	30	40	60	50	24	361	50	8	104	75
Shared Lane Traffic (%)												
Lane Group Flow (vph)	62	76	0	40	110	0	24	361	50	8	179	0
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2		2	6		
Detector Phase	4	4		8	8		2	2	2	6	6	
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		36.0	36.0	36.0	36.0	36.0	
Minimum Split (s)	25.0	25.0		25.0	25.0		43.0	43.0	43.0	43.0	43.0	
Total Split (s)	40.0	40.0		40.0	40.0		43.0	43.0	43.0	43.0	43.0	
Total Split (%)	48.2%	48.2%		48.2%	48.2%		51.8%	51.8%	51.8%	51.8%	51.8%	
Maximum Green (s)	33.0	33.0		33.0	33.0		36.0	36.0	36.0	36.0	36.0	
Yellow Time (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	
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	0.0	
Total Lost Time (s)	7.0	7.0		7.0	7.0		7.0	7.0	7.0	7.0	7.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	5.0	5.0		5.0	5.0		0.2	0.2	0.2	0.2	0.2	
Recall Mode	None	None		None	None		Max	Max	Max	Max	Max	
Act Effct Green (s)	10.9	10.9		10.9	10.9		40.7	40.7	40.7	40.7	40.7	
Actuated g/C Ratio	0.18	0.18		0.18	0.18		0.67	0.67	0.67	0.67	0.67	
v/c Ratio	0.27	0.22		0.17	0.31		0.03	0.29	0.05	0.01	0.15	
Control Delay	24.8	16.2		22.9	15.8		5.8	6.9	2.1	5.7	4.5	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	24.8	16.2		22.9	15.8		5.8	6.9	2.1	5.7	4.5	
LOS	C	B		C	B		A	A	A	A	A	
Approach Delay		20.1			17.7			6.3			4.6	
Approach LOS		C			B			A			A	

Lanes, Volumes, Timings
100: County Road 9 & County Road 8

AM Peak Hour
2029 Future Background Traffic

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (m)	6.4	4.6		4.0	6.1		1.0	18.0	0.0	0.3	5.4	
Queue Length 95th (m)	15.9	14.4		11.3	17.9		3.9	35.7	3.5	1.9	14.2	
Internal Link Dist (m)		264.0			2757.8			4828.6			519.4	
Turn Bay Length (m)	20.0			30.0			30.0		30.0	30.0		
Base Capacity (vph)	696	969		719	969		805	1249	1079	682	1188	
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	0.09	0.08		0.06	0.11		0.03	0.29	0.05	0.01	0.15	

Intersection Summary

Area Type: Other

Cycle Length: 83

Actuated Cycle Length: 60.6

Natural Cycle: 70

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.31

Intersection Signal Delay: 9.9

Intersection LOS: A

Intersection Capacity Utilization 85.8%

ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 100: County Road 9 & County Road 8

 Ø2	 Ø4
43 s	40 s
 Ø6	 Ø8
43 s	40 s

Lanes, Volumes, Timings
110: County Road 11 & County Road 8

AM Peak Hour
2029 Future Background Traffic

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	41	54	6	5	105	6	22	288	29	0	65	11
Future Volume (vph)	41	54	6	5	105	6	22	288	29	0	65	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	25.0		5.0	20.0		5.0	0.0		7.0	0.0		20.0
Storage Lanes	1		0	1		0	0		0	0		1
Taper Length (m)	7.5			7.5			7.5			7.5		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.984			0.991			0.988				0.850
Flt Protected	0.950			0.950				0.997				
Satd. Flow (prot)	1770	1833	0	1770	1846	0	0	1835	0	0	1863	1583
Flt Permitted	0.679			0.714				0.982				
Satd. Flow (perm)	1265	1833	0	1330	1846	0	0	1807	0	0	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7			5			9				65
Link Speed (k/h)		80			80			80				80
Link Distance (m)		2781.8			501.5			4847.4				486.2
Travel Time (s)		125.2			22.6			218.1				21.9
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
Adj. Flow (vph)	45	59	7	5	114	7	24	313	32	0	71	12
Shared Lane Traffic (%)												
Lane Group Flow (vph)	45	66	0	5	121	0	0	369	0	0	71	12
Turn Type	Perm	NA		Perm	NA		Perm	NA			NA	Perm
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		6
Detector Phase	4	4		8	8		2	2		6	6	6
Switch Phase												
Minimum Initial (s)	15.0	15.0		15.0	15.0		30.0	30.0		30.0	30.0	30.0
Minimum Split (s)	31.0	31.0		25.0	25.0		37.0	37.0		37.0	37.0	37.0
Total Split (s)	30.0	30.0		30.0	30.0		37.0	37.0		37.0	37.0	37.0
Total Split (%)	44.8%	44.8%		44.8%	44.8%		55.2%	55.2%		55.2%	55.2%	55.2%
Maximum Green (s)	23.0	23.0		23.0	23.0		30.0	30.0		30.0	30.0	30.0
Yellow Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	5.0
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
Total Lost Time (s)	7.0	7.0		7.0	7.0			7.0			7.0	7.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	5.0	5.0		5.0	5.0		0.2	0.2		0.2	0.2	0.2
Minimum Gap (s)	5.0	5.0		5.0	5.0		0.2	0.2		0.2	0.2	0.2
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Time To Reduce (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	1.0
Recall Mode	None	None		None	None		Max	Max		Max	Max	Max
Walk Time (s)	10.0	10.0					10.0	10.0				
Flash Dont Walk (s)	14.0	14.0					14.0	14.0				
Pedestrian Calls (#/hr)	0	0					0	0				
Act Effct Green (s)	15.0	15.0		15.0	15.0			35.0			35.0	35.0
Actuated g/C Ratio	0.26	0.26		0.26	0.26			0.61			0.61	0.61
v/c Ratio	0.14	0.14		0.01	0.25			0.34			0.06	0.01

Lanes, Volumes, Timings
110: County Road 11 & County Road 8

AM Peak Hour
2029 Future Background Traffic

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay	18.4	16.5		16.8	18.5			9.2			7.7	0.0
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	0.0
Total Delay	18.4	16.5		16.8	18.5			9.2			7.7	0.0
LOS	B	B		B	B			A			A	A
Approach Delay		17.3			18.5			9.2			6.6	
Approach LOS		B			B			A			A	
Queue Length 50th (m)	4.0	5.2		0.4	10.5			23.0			3.8	0.0
Queue Length 95th (m)	11.0	13.4		2.7	22.3			40.1			9.0	0.0
Internal Link Dist (m)		2757.8			477.5			4823.4			462.2	
Turn Bay Length (m)	25.0			20.0								20.0
Base Capacity (vph)	506	737		532	741			1100			1130	985
Starvation Cap Reductn	0	0		0	0			0			0	0
Spillback Cap Reductn	0	0		0	0			0			0	0
Storage Cap Reductn	0	0		0	0			0			0	0
Reduced v/c Ratio	0.09	0.09		0.01	0.16			0.34			0.06	0.01

Intersection Summary

Area Type: Other

Cycle Length: 67

Actuated Cycle Length: 57.6

Natural Cycle: 70

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.34

Intersection Signal Delay: 11.9

Intersection LOS: B

Intersection Capacity Utilization 80.0%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 110: County Road 11 & County Road 8

 Ø2	 Ø4
37 s	30 s
 Ø6	 Ø8
37 s	30 s

Lanes, Volumes, Timings
140: County Road 18 & County Road 9

AM Peak Hour
2029 Future Background Traffic

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	20	48	25	1	10	11	13	134	7	10	6	20
Future Volume (vph)	20	48	25	1	10	11	13	134	7	10	6	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.964			0.932			0.994			0.926	
Flt Protected		0.989			0.998			0.996			0.986	
Satd. Flow (prot)	0	1776	0	0	1733	0	0	1844	0	0	1701	0
Flt Permitted		0.919			0.986			0.983			0.934	
Satd. Flow (perm)	0	1650	0	0	1712	0	0	1820	0	0	1611	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		25			12			4			22	
Link Speed (k/h)		80			80			80			80	
Link Distance (m)		1234.6			2445.7			579.1			4947.9	
Travel Time (s)		55.6			110.1			26.1			222.7	
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
Adj. Flow (vph)	22	52	27	1	11	12	14	146	8	11	7	22
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	101	0	0	24	0	0	168	0	0	40	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	15.0	15.0		15.0	15.0		38.0	38.0		38.0	38.0	
Minimum Split (s)	25.0	25.0		25.0	25.0		45.0	45.0		45.0	45.0	
Total Split (s)	38.0	38.0		38.0	38.0		45.0	45.0		45.0	45.0	
Total Split (%)	45.8%	45.8%		45.8%	45.8%		54.2%	54.2%		54.2%	54.2%	
Maximum Green (s)	31.0	31.0		31.0	31.0		38.0	38.0		38.0	38.0	
Yellow Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	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	
Total Lost Time (s)		7.0			7.0			7.0			7.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	5.0	5.0		5.0	5.0		0.2	0.2		0.2	0.2	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Act Effect Green (s)		15.0			15.0			42.9			42.9	
Actuated g/C Ratio		0.23			0.23			0.65			0.65	
v/c Ratio		0.25			0.06			0.14			0.04	
Control Delay		19.0			15.0			6.9			4.1	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		19.0			15.0			6.9			4.1	
LOS		B			B			A			A	
Approach Delay		19.0			15.0			6.9			4.1	
Approach LOS		B			B			A			A	
Queue Length 50th (m)		8.2			1.2			9.2			0.9	
Queue Length 95th (m)		20.0			6.7			17.5			4.4	
Internal Link Dist (m)		1210.6			2421.7			555.1			4923.9	

Lanes, Volumes, Timings
140: County Road 18 & County Road 9

AM Peak Hour
2029 Future Background Traffic

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Bay Length (m)												
Base Capacity (vph)		794			816			1190			1061	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.13			0.03			0.14			0.04	

Intersection Summary

Area Type: Other

Cycle Length: 83

Actuated Cycle Length: 65.6

Natural Cycle: 70

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.25

Intersection Signal Delay: 10.8

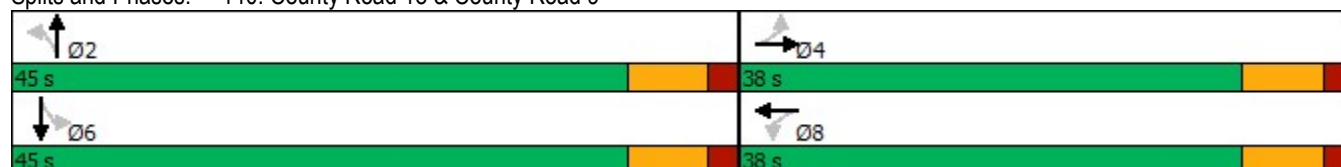
Intersection LOS: B

Intersection Capacity Utilization 55.8%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 140: County Road 18 & County Road 9



HCM Unsignalized Intersection Capacity Analysis

120: County Road 9 & County Road 10

AM Peak Hour
2029 Future Background Traffic

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	66	17	2	1	35	22	18	232	8	10	58	13
Future Volume (Veh/h)	66	17	2	1	35	22	18	232	8	10	58	13
Sign Control	Stop			Stop			Free			Free		
Grade	0%			0%			0%			0%		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	72	18	2	1	38	24	20	252	9	11	63	14
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	None						None					
Median storage veh												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	420	386	63	388	391	252	77				261	
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	420	386	63	388	391	252	77				261	
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1				4.1	
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2				2.2	
p0 queue free %	85	97	100	100	93	97	99				99	
cM capacity (veh/h)	490	536	1002	546	533	787	1522				1303	
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2						
Volume Total	92	63	272	9	74	14						
Volume Left	72	1	20	0	11	0						
Volume Right	2	24	0	9	0	14						
cSH	504	608	1522	1700	1303	1700						
Volume to Capacity	0.18	0.10	0.01	0.01	0.01	0.01						
Queue Length 95th (m)	5.3	2.8	0.3	0.0	0.2	0.0						
Control Delay (s)	13.7	11.6	0.6	0.0	1.2	0.0						
Lane LOS	B	B	A	A								
Approach Delay (s)	13.7	11.6	0.6	1.0								
Approach LOS	B	B										
Intersection Summary												
Average Delay	4.3											
Intersection Capacity Utilization	37.9%			ICU Level of Service					A			
Analysis Period (min)	15											

HCM Unsignalized Intersection Capacity Analysis

130: County Road 11 & County Road 10

AM Peak Hour
2029 Future Background Traffic

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	45	23	20	2	22	20	29	368	8	25	161	28
Future Volume (Veh/h)	45	23	20	2	22	20	29	368	8	25	161	28
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	49	25	22	2	24	22	32	400	9	27	175	30
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type							None			None		
Median storage veh												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	746	717	190	747	728	404	205				409	
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	746	717	190	747	728	404	205				409	
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1				4.1	
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2				2.2	
p0 queue free %	83	93	97	99	93	97	98				98	
cM capacity (veh/h)	290	339	852	292	334	646	1366				1150	
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	96	48	441	232								
Volume Left	49	2	32	27								
Volume Right	22	22	9	30								
cSH	358	426	1366	1150								
Volume to Capacity	0.27	0.11	0.02	0.02								
Queue Length 95th (m)	8.5	3.0	0.6	0.6								
Control Delay (s)	18.7	14.5	0.8	1.1								
Lane LOS	C	B	A	A								
Approach Delay (s)	18.7	14.5	0.8	1.1								
Approach LOS	C	B										
Intersection Summary												
Average Delay				3.8								
Intersection Capacity Utilization				43.8%	ICU Level of Service				A			
Analysis Period (min)				15								

Lanes, Volumes, Timings
100: County Road 9 & County Road 8

PM Peak Hour
2029 Future Background Traffic

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	59	59	20	39	78	20	12	284	23	35	265	97
Future Volume (vph)	59	59	20	39	78	20	12	284	23	35	265	97
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	20.0		5.0	30.0		5.0	30.0		30.0	30.0		5.0
Storage Lanes	1		0	1		0	1		1	1		0
Taper Length (m)	7.5			7.5			7.5			7.5		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.962			0.969				0.850		0.960	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1792	0	1770	1805	0	1770	1863	1583	1770	1788	0
Flt Permitted	0.688			0.701			0.530			0.572		
Satd. Flow (perm)	1282	1792	0	1306	1805	0	987	1863	1583	1065	1788	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		22			19				53			28
Link Speed (k/h)		50			80			80				80
Link Distance (m)		288.0			2781.8			4852.6				543.4
Travel Time (s)		20.7			125.2			218.4				24.5
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
Adj. Flow (vph)	64	64	22	42	85	22	13	309	25	38	288	105
Shared Lane Traffic (%)												
Lane Group Flow (vph)	64	86	0	42	107	0	13	309	25	38	393	0
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	Perm	NA	
Protected Phases		4			8			2				6
Permitted Phases	4			8			2		2	6		
Detector Phase	4	4		8	8		2	2	2	6	6	
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		36.0	36.0	36.0	36.0	36.0	
Minimum Split (s)	25.0	25.0		25.0	25.0		43.0	43.0	43.0	43.0	43.0	
Total Split (s)	40.0	40.0		40.0	40.0		43.0	43.0	43.0	43.0	43.0	
Total Split (%)	48.2%	48.2%		48.2%	48.2%		51.8%	51.8%	51.8%	51.8%	51.8%	
Maximum Green (s)	33.0	33.0		33.0	33.0		36.0	36.0	36.0	36.0	36.0	
Yellow Time (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	
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	0.0	
Total Lost Time (s)	7.0	7.0		7.0	7.0		7.0	7.0	7.0	7.0	7.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	5.0	5.0		5.0	5.0		0.2	0.2	0.2	0.2	0.2	
Recall Mode	None	None		None	None		Max	Max	Max	Max	Max	
Act Effct Green (s)	11.0	11.0		11.0	11.0		40.6	40.6	40.6	40.6	40.6	
Actuated g/C Ratio	0.18	0.18		0.18	0.18		0.67	0.67	0.67	0.67	0.67	
v/c Ratio	0.28	0.25		0.18	0.31		0.02	0.25	0.02	0.05	0.33	
Control Delay	24.8	18.9		23.0	21.0		5.8	6.6	0.9	6.0	6.8	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	24.8	18.9		23.0	21.0		5.8	6.6	0.9	6.0	6.8	
LOS	C	B		C	C		A	A	A	A	A	
Approach Delay		21.4			21.5			6.2			6.7	
Approach LOS		C			C			A			A	

Lanes, Volumes, Timings
100: County Road 9 & County Road 8

PM Peak Hour
2029 Future Background Traffic

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (m)	6.6	6.5		4.3	9.1		0.5	15.0	0.0	1.6	18.6	
Queue Length 95th (m)	16.2	17.1		11.8	21.1		2.6	30.4	1.2	5.5	38.1	
Internal Link Dist (m)		264.0			2757.8			4828.6			519.4	
Turn Bay Length (m)	20.0			30.0			30.0		30.0	30.0		
Base Capacity (vph)	698	986		711	992		661	1248	1078	713	1207	
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	0.09	0.09		0.06	0.11		0.02	0.25	0.02	0.05	0.33	

Intersection Summary

Area Type: Other

Cycle Length: 83

Actuated Cycle Length: 60.6

Natural Cycle: 70

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.33

Intersection Signal Delay: 10.6

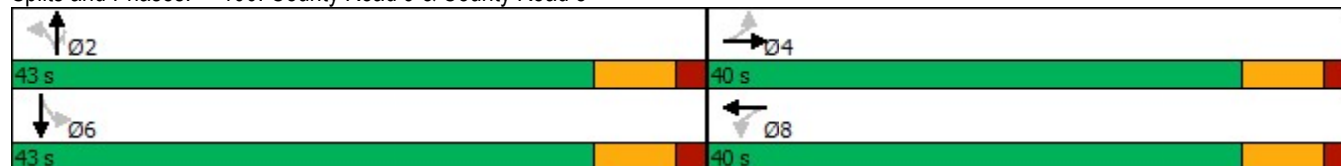
Intersection LOS: B

Intersection Capacity Utilization 85.8%

ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 100: County Road 9 & County Road 8



Lanes, Volumes, Timings
110: County Road 11 & County Road 8

PM Peak Hour
2029 Future Background Traffic

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	28	63	23	7	42	7	30	164	51	8	366	72
Future Volume (vph)	28	63	23	7	42	7	30	164	51	8	366	72
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	25.0		5.0	20.0		5.0	0.0		7.0	0.0		20.0
Storage Lanes	1		0	1		0	0		0	0		1
Taper Length (m)	7.5			7.5			7.5			7.5		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.960			0.978			0.972				0.850
Flt Protected	0.950			0.950				0.994			0.999	
Satd. Flow (prot)	1770	1788	0	1770	1822	0	0	1800	0	0	1861	1583
Flt Permitted	0.722			0.697				0.922			0.992	
Satd. Flow (perm)	1345	1788	0	1298	1822	0	0	1669	0	0	1848	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		25			8			25				65
Link Speed (k/h)		80			80			80				80
Link Distance (m)		2781.8			501.5			4847.4				486.2
Travel Time (s)		125.2			22.6			218.1				21.9
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
Adj. Flow (vph)	30	68	25	8	46	8	33	178	55	9	398	78
Shared Lane Traffic (%)												
Lane Group Flow (vph)	30	93	0	8	54	0	0	266	0	0	407	78
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	Perm
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		6
Detector Phase	4	4		8	8		2	2		6	6	6
Switch Phase												
Minimum Initial (s)	15.0	15.0		15.0	15.0		30.0	30.0		30.0	30.0	30.0
Minimum Split (s)	31.0	31.0		25.0	25.0		37.0	37.0		37.0	37.0	37.0
Total Split (s)	30.0	30.0		30.0	30.0		37.0	37.0		37.0	37.0	37.0
Total Split (%)	44.8%	44.8%		44.8%	44.8%		55.2%	55.2%		55.2%	55.2%	55.2%
Maximum Green (s)	23.0	23.0		23.0	23.0		30.0	30.0		30.0	30.0	30.0
Yellow Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	5.0
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
Total Lost Time (s)	7.0	7.0		7.0	7.0			7.0			7.0	7.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	5.0	5.0		5.0	5.0		0.2	0.2		0.2	0.2	0.2
Minimum Gap (s)	5.0	5.0		5.0	5.0		0.2	0.2		0.2	0.2	0.2
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Time To Reduce (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	1.0
Recall Mode	None	None		None	None		Max	Max		Max	Max	Max
Walk Time (s)	10.0	10.0					10.0	10.0				
Flash Dont Walk (s)	14.0	14.0					14.0	14.0				
Pedestrian Calls (#/hr)	0	0					0	0				
Act Effct Green (s)	15.0	15.0		15.0	15.0			35.0			35.0	35.0
Actuated g/C Ratio	0.26	0.26		0.26	0.26			0.61			0.61	0.61
v/c Ratio	0.09	0.19		0.02	0.11			0.26			0.36	0.08

Lanes, Volumes, Timings
110: County Road 11 & County Road 8

PM Peak Hour
2029 Future Background Traffic

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay	17.7	14.7		16.9	15.8			8.1			9.7	3.2
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	0.0
Total Delay	17.7	14.7		16.9	15.8			8.1			9.7	3.2
LOS	B	B		B	B			A			A	A
Approach Delay		15.5			15.9			8.1			8.6	
Approach LOS		B			B			A			A	
Queue Length 50th (m)	2.6	6.0		0.7	4.0			14.4			26.6	0.7
Queue Length 95th (m)	8.2	15.9		3.5	11.4			27.4			45.5	5.9
Internal Link Dist (m)		2757.8			477.5			4823.4			462.2	
Turn Bay Length (m)	25.0			20.0								20.0
Base Capacity (vph)	538	730		520	734			1022			1121	985
Starvation Cap Reductn	0	0		0	0			0			0	0
Spillback Cap Reductn	0	0		0	0			0			0	0
Storage Cap Reductn	0	0		0	0			0			0	0
Reduced v/c Ratio	0.06	0.13		0.02	0.07			0.26			0.36	0.08

Intersection Summary

Area Type: Other

Cycle Length: 67

Actuated Cycle Length: 57.6

Natural Cycle: 70

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.36

Intersection Signal Delay: 9.9

Intersection LOS: A

Intersection Capacity Utilization 80.0%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 110: County Road 11 & County Road 8

 Ø2	 Ø4
37 s	30 s
 Ø6	 Ø8
37 s	30 s

Lanes, Volumes, Timings
140: County Road 18 & County Road 9

PM Peak Hour
2029 Future Background Traffic

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	37	47	10	2	66	16	5	39	2	47	79	36
Future Volume (vph)	37	47	10	2	66	16	5	39	2	47	79	36
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.985			0.975			0.994			0.970	
Flt Protected		0.981			0.999			0.995			0.986	
Satd. Flow (prot)	0	1800	0	0	1814	0	0	1842	0	0	1782	0
Flt Permitted		0.832			0.992			0.978			0.915	
Satd. Flow (perm)	0	1527	0	0	1802	0	0	1811	0	0	1653	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		8			16			2			23	
Link Speed (k/h)		80			80			80			80	
Link Distance (m)		1234.6			2445.7			579.1			4947.9	
Travel Time (s)		55.6			110.1			26.1			222.7	
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
Adj. Flow (vph)	40	51	11	2	72	17	5	42	2	51	86	39
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	102	0	0	91	0	0	49	0	0	176	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	15.0	15.0		15.0	15.0		38.0	38.0		38.0	38.0	
Minimum Split (s)	25.0	25.0		25.0	25.0		45.0	45.0		45.0	45.0	
Total Split (s)	38.0	38.0		38.0	38.0		45.0	45.0		45.0	45.0	
Total Split (%)	45.8%	45.8%		45.8%	45.8%		54.2%	54.2%		54.2%	54.2%	
Maximum Green (s)	31.0	31.0		31.0	31.0		38.0	38.0		38.0	38.0	
Yellow Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	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	
Total Lost Time (s)		7.0			7.0			7.0			7.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	5.0	5.0		5.0	5.0		0.2	0.2		0.2	0.2	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Act Effect Green (s)		15.0			15.0			42.9			42.9	
Actuated g/C Ratio		0.23			0.23			0.65			0.65	
v/c Ratio		0.29			0.21			0.04			0.16	
Control Delay		22.7			19.7			6.4			6.4	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		22.7			19.7			6.4			6.4	
LOS		C			B			A			A	
Approach Delay		22.7			19.7			6.4			6.4	
Approach LOS		C			B			A			A	
Queue Length 50th (m)		10.3			8.0			2.5			8.6	
Queue Length 95th (m)		22.8			19.1			6.5			17.2	
Internal Link Dist (m)		1210.6			2421.7			555.1			4923.9	

Lanes, Volumes, Timings
140: County Road 18 & County Road 9

PM Peak Hour
2029 Future Background Traffic

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Bay Length (m)												
Base Capacity (vph)		726			861			1185			1088	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.14			0.11			0.04			0.16	

Intersection Summary

Area Type: Other

Cycle Length: 83

Actuated Cycle Length: 65.6

Natural Cycle: 70

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.29

Intersection Signal Delay: 13.3

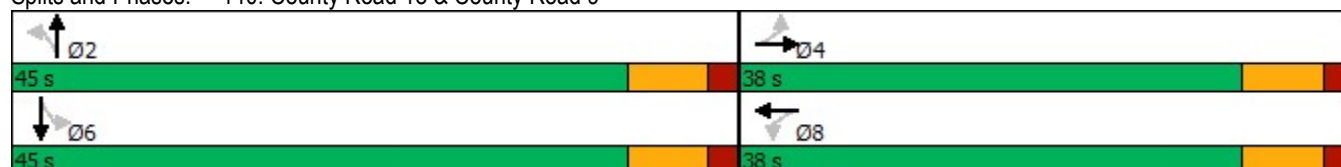
Intersection LOS: B

Intersection Capacity Utilization 55.8%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 140: County Road 18 & County Road 9



HCM Unsignalized Intersection Capacity Analysis

120: County Road 9 & County Road 10

PM Peak Hour
2029 Future Background Traffic

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	29	43	5	1	88	26	14	141	8	43	215	57
Future Volume (Veh/h)	29	43	5	1	88	26	14	141	8	43	215	57
Sign Control	Stop			Stop			Free			Free		
Grade	0%			0%			0%			0%		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	32	47	5	1	96	28	15	153	9	47	234	62
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	None						None					
Median storage (veh)												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	587	520	234	540	573	153	296	162				
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	587	520	234	540	573	153	296	162				
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1	4.1				
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2	2.2				
p0 queue free %	90	89	99	100	77	97	99	97				
cM capacity (veh/h)	323	440	805	399	410	893	1265	1417				
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2						
Volume Total	84	125	168	9	281	62						
Volume Left	32	1	15	0	47	0						
Volume Right	5	28	0	9	0	62						
cSH	396	467	1265	1700	1417	1700						
Volume to Capacity	0.21	0.27	0.01	0.01	0.03	0.04						
Queue Length 95th (m)	6.3	8.6	0.3	0.0	0.8	0.0						
Control Delay (s)	16.5	15.5	0.8	0.0	1.5	0.0						
Lane LOS	C	C	A	A								
Approach Delay (s)	16.5	15.5	0.8	1.2								
Approach LOS	C	C										
Intersection Summary												
Average Delay	5.3											
Intersection Capacity Utilization	42.7%			ICU Level of Service			A					
Analysis Period (min)	15											

HCM Unsignalized Intersection Capacity Analysis

130: County Road 11 & County Road 10

PM Peak Hour
2029 Future Background Traffic

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	45	39	34	4	25	24	19	181	6	45	410	85
Future Volume (Veh/h)	45	39	34	4	25	24	19	181	6	45	410	85
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	49	42	37	4	27	26	21	197	7	49	446	92
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type							None			None		
Median storage (veh)												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	872	836	492	890	878	200	538				204	
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	872	836	492	890	878	200	538				204	
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1				4.1	
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2				2.2	
p0 queue free %	79	85	94	98	90	97	98				96	
cM capacity (veh/h)	232	286	577	210	271	840	1030				1368	
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	128	57	225	587								
Volume Left	49	4	21	49								
Volume Right	37	26	7	92								
cSH	304	380	1030	1368								
Volume to Capacity	0.42	0.15	0.02	0.04								
Queue Length 95th (m)	16.0	4.2	0.5	0.9								
Control Delay (s)	25.2	16.1	1.0	1.0								
Lane LOS	D	C	A	A								
Approach Delay (s)	25.2	16.1	1.0	1.0								
Approach LOS	D	C										
Intersection Summary												
Average Delay				5.0								
Intersection Capacity Utilization				57.5%	ICU Level of Service				B			
Analysis Period (min)				15								

Lanes, Volumes, Timings
100: County Road 9 & County Road 8

AM Peak Hour
2024 Total Future Traffic

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	52	39	25	34	51	42	20	341	42	7	101	63
Future Volume (vph)	52	39	25	34	51	42	20	341	42	7	101	63
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	20.0		5.0	30.0		5.0	30.0		30.0	30.0		5.0
Storage Lanes	1		0	1		0	1		1	1		0
Taper Length (m)	7.5			7.5			7.5			7.5		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.941			0.932				0.850		0.943	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1753	0	1770	1736	0	1770	1863	1583	1770	1757	0
Flt Permitted	0.692			0.712			0.645			0.541		
Satd. Flow (perm)	1289	1753	0	1326	1736	0	1201	1863	1583	1008	1757	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		27			46				53		47	
Link Speed (k/h)		50			80			80			80	
Link Distance (m)		288.0			2781.8			4852.6			543.4	
Travel Time (s)		20.7			125.2			218.4			24.5	
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
Adj. Flow (vph)	57	42	27	37	55	46	22	371	46	8	110	68
Shared Lane Traffic (%)												
Lane Group Flow (vph)	57	69	0	37	101	0	22	371	46	8	178	0
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2		2	6		
Detector Phase	4	4		8	8		2	2	2	6	6	
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		36.0	36.0	36.0	36.0	36.0	
Minimum Split (s)	25.0	25.0		25.0	25.0		43.0	43.0	43.0	43.0	43.0	
Total Split (s)	40.0	40.0		40.0	40.0		43.0	43.0	43.0	43.0	43.0	
Total Split (%)	48.2%	48.2%		48.2%	48.2%		51.8%	51.8%	51.8%	51.8%	51.8%	
Maximum Green (s)	33.0	33.0		33.0	33.0		36.0	36.0	36.0	36.0	36.0	
Yellow Time (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	
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	0.0	
Total Lost Time (s)	7.0	7.0		7.0	7.0		7.0	7.0	7.0	7.0	7.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	5.0	5.0		5.0	5.0		0.2	0.2	0.2	0.2	0.2	
Recall Mode	None	None		None	None		Max	Max	Max	Max	Max	
Act Effct Green (s)	10.8	10.8		10.8	10.8		40.6	40.6	40.6	40.6	40.6	
Actuated g/C Ratio	0.18	0.18		0.18	0.18		0.67	0.67	0.67	0.67	0.67	
v/c Ratio	0.25	0.21		0.16	0.29		0.03	0.30	0.04	0.01	0.15	
Control Delay	24.5	16.3		22.8	15.8		5.7	6.8	1.9	5.6	4.7	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	24.5	16.3		22.8	15.8		5.7	6.8	1.9	5.6	4.7	
LOS	C	B		C	B		A	A	A	A	A	
Approach Delay		20.0			17.7			6.3			4.7	
Approach LOS		B			B			A			A	

Lanes, Volumes, Timings
100: County Road 9 & County Road 8

AM Peak Hour
2024 Total Future Traffic

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (m)	5.8	4.2		3.7	5.6		0.9	18.5	0.0	0.3	5.7	
Queue Length 95th (m)	14.9	13.5		10.8	16.9		3.6	36.3	3.1	1.9	14.4	
Internal Link Dist (m)		264.0			2757.8			4828.6			519.4	
Turn Bay Length (m)	20.0			30.0			30.0		30.0	30.0		
Base Capacity (vph)	704	970		725	969		807	1252	1081	677	1196	
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	0.08	0.07		0.05	0.10		0.03	0.30	0.04	0.01	0.15	

Intersection Summary	
Area Type:	Other
Cycle Length: 83	
Actuated Cycle Length: 60.4	
Natural Cycle: 70	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.30	
Intersection Signal Delay: 9.7	Intersection LOS: A
Intersection Capacity Utilization 85.8%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 100: County Road 9 & County Road 8

	
Ø2	Ø4
43 s	40 s
	
Ø6	Ø8
43 s	40 s

Lanes, Volumes, Timings
110: County Road 11 & County Road 8

AM Peak Hour
2024 Total Future Traffic

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	37	50	6	4	96	6	20	290	26	0	69	10
Future Volume (vph)	37	50	6	4	96	6	20	290	26	0	69	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	25.0		5.0	20.0		5.0	0.0		7.0	0.0		20.0
Storage Lanes	1		0	1		0	0		0	0		1
Taper Length (m)	7.5			7.5			7.5			7.5		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.983			0.991			0.990				0.850
Flt Protected	0.950			0.950				0.997				
Satd. Flow (prot)	1770	1831	0	1770	1846	0	0	1839	0	0	1863	1583
Flt Permitted	0.685			0.717				0.984				
Satd. Flow (perm)	1276	1831	0	1336	1846	0	0	1815	0	0	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7			6			8				65
Link Speed (k/h)		80			80			80				80
Link Distance (m)		2781.8			501.5			4461.8				486.2
Travel Time (s)		125.2			22.6			200.8				21.9
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
Adj. Flow (vph)	40	54	7	4	104	7	22	315	28	0	75	11
Shared Lane Traffic (%)												
Lane Group Flow (vph)	40	61	0	4	111	0	0	365	0	0	75	11
Turn Type	Perm	NA		Perm	NA		Perm	NA			NA	Perm
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		6
Detector Phase	4	4		8	8		2	2		6	6	6
Switch Phase												
Minimum Initial (s)	15.0	15.0		15.0	15.0		30.0	30.0		30.0	30.0	30.0
Minimum Split (s)	31.0	31.0		25.0	25.0		37.0	37.0		37.0	37.0	37.0
Total Split (s)	30.0	30.0		30.0	30.0		37.0	37.0		37.0	37.0	37.0
Total Split (%)	44.8%	44.8%		44.8%	44.8%		55.2%	55.2%		55.2%	55.2%	55.2%
Maximum Green (s)	23.0	23.0		23.0	23.0		30.0	30.0		30.0	30.0	30.0
Yellow Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	5.0
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
Total Lost Time (s)	7.0	7.0		7.0	7.0			7.0			7.0	7.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	5.0	5.0		5.0	5.0		0.2	0.2		0.2	0.2	0.2
Minimum Gap (s)	5.0	5.0		5.0	5.0		0.2	0.2		0.2	0.2	0.2
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Time To Reduce (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	1.0
Recall Mode	None	None		None	None		Max	Max		Max	Max	Max
Walk Time (s)	10.0	10.0					10.0	10.0				
Flash Dont Walk (s)	14.0	14.0					14.0	14.0				
Pedestrian Calls (#/hr)	0	0					0	0				
Act Effct Green (s)	15.0	15.0		15.0	15.0			35.0			35.0	35.0
Actuated g/C Ratio	0.26	0.26		0.26	0.26			0.61			0.61	0.61
v/c Ratio	0.12	0.13		0.01	0.23			0.33			0.07	0.01

Lanes, Volumes, Timings
110: County Road 11 & County Road 8

AM Peak Hour
2024 Total Future Traffic

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay	18.2	16.3		16.8	18.2			9.2			7.7	0.0
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	0.0
Total Delay	18.2	16.3		16.8	18.2			9.2			7.7	0.0
LOS	B	B		B	B			A			A	A
Approach Delay		17.1			18.2			9.2			6.7	
Approach LOS		B			B			A			A	
Queue Length 50th (m)	3.5	4.7		0.3	9.4			22.7			4.0	0.0
Queue Length 95th (m)	10.1	12.6		2.3	20.6			39.6			9.4	0.0
Internal Link Dist (m)		2757.8			477.5			4437.8			462.2	
Turn Bay Length (m)	25.0			20.0								20.0
Base Capacity (vph)	510	737		534	742			1104			1130	985
Starvation Cap Reductn	0	0		0	0			0			0	0
Spillback Cap Reductn	0	0		0	0			0			0	0
Storage Cap Reductn	0	0		0	0			0			0	0
Reduced v/c Ratio	0.08	0.08		0.01	0.15			0.33			0.07	0.01

Intersection Summary

Area Type: Other

Cycle Length: 67

Actuated Cycle Length: 57.6

Natural Cycle: 70

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.33

Intersection Signal Delay: 11.6

Intersection LOS: B

Intersection Capacity Utilization 80.0%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 110: County Road 11 & County Road 8

 Ø2	 Ø4
37 s	30 s
 Ø6	 Ø8
37 s	30 s

Lanes, Volumes, Timings
140: County Road 18 & County Road 9

AM Peak Hour
2024 Total Future Traffic

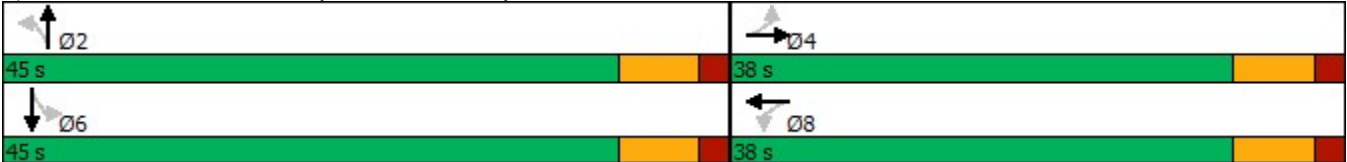
												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	20	44	23	1	9	10	12	122	7	9	6	23
Future Volume (vph)	20	44	23	1	9	10	12	122	7	9	6	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.964			0.932			0.993			0.920	
Flt Protected		0.989			0.998			0.996			0.988	
Satd. Flow (prot)	0	1776	0	0	1733	0	0	1842	0	0	1693	0
Flt Permitted		0.915			0.985			0.983			0.945	
Satd. Flow (perm)	0	1643	0	0	1710	0	0	1818	0	0	1619	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		25			11			4			25	
Link Speed (k/h)		80			80			80			80	
Link Distance (m)		1234.6			2445.7			579.1			4947.9	
Travel Time (s)		55.6			110.1			26.1			222.7	
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
Adj. Flow (vph)	22	48	25	1	10	11	13	133	8	10	7	25
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	95	0	0	22	0	0	154	0	0	42	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	15.0	15.0		15.0	15.0		38.0	38.0		38.0	38.0	
Minimum Split (s)	25.0	25.0		25.0	25.0		45.0	45.0		45.0	45.0	
Total Split (s)	38.0	38.0		38.0	38.0		45.0	45.0		45.0	45.0	
Total Split (%)	45.8%	45.8%		45.8%	45.8%		54.2%	54.2%		54.2%	54.2%	
Maximum Green (s)	31.0	31.0		31.0	31.0		38.0	38.0		38.0	38.0	
Yellow Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	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	
Total Lost Time (s)		7.0			7.0			7.0			7.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	5.0	5.0		5.0	5.0		0.2	0.2		0.2	0.2	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Act Effect Green (s)		15.0			15.0			42.9			42.9	
Actuated g/C Ratio		0.23			0.23			0.65			0.65	
v/c Ratio		0.24			0.06			0.13			0.04	
Control Delay		18.6			15.2			6.9			3.9	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		18.6			15.2			6.9			3.9	
LOS		B			B			A			A	
Approach Delay		18.6			15.2			6.9			3.9	
Approach LOS		B			B			A			A	
Queue Length 50th (m)		7.5			1.2			8.4			0.9	
Queue Length 95th (m)		19.0			6.4			16.2			4.5	
Internal Link Dist (m)		1210.6			2421.7			555.1			4923.9	

Lanes, Volumes, Timings
140: County Road 18 & County Road 9

AM Peak Hour
2024 Total Future Traffic

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Bay Length (m)												
Base Capacity (vph)	790			815			1189			1067		
Starvation Cap Reductn	0			0			0			0		
Spillback Cap Reductn	0			0			0			0		
Storage Cap Reductn	0			0			0			0		
Reduced v/c Ratio	0.12			0.03			0.13			0.04		
Intersection Summary												
Area Type:	Other											
Cycle Length: 83												
Actuated Cycle Length: 65.6												
Natural Cycle: 70												
Control Type: Semi Act-Uncoord												
Maximum v/c Ratio: 0.24												
Intersection Signal Delay: 10.6				Intersection LOS: B								
Intersection Capacity Utilization 55.8%				ICU Level of Service B								
Analysis Period (min) 15												

Splits and Phases: 140: County Road 18 & County Road 9



HCM Unsignalized Intersection Capacity Analysis

120: County Road 9 & County Road 10

AM Peak Hour
2024 Total Future Traffic

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	61	21	2	5	46	57	17	213	9	21	53	12
Future Volume (Veh/h)	61	21	2	5	46	57	17	213	9	21	53	12
Sign Control	Stop			Stop			Free			Free		
Grade	0%			0%			0%			0%		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	66	23	2	5	50	62	18	232	10	23	58	13
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	None						None					
Median storage veh												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	459	382	58	386	385	232	71			242		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	459	382	58	386	385	232	71			242		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	85	96	100	99	91	92	99			98		
cM capacity (veh/h)	429	535	1008	541	533	807	1529			1324		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2						
Volume Total	91	117	250	10	81	13						
Volume Left	66	5	18	0	23	0						
Volume Right	2	62	0	10	0	13						
cSH	458	650	1529	1700	1324	1700						
Volume to Capacity	0.20	0.18	0.01	0.01	0.02	0.01						
Queue Length 95th (m)	5.9	5.2	0.3	0.0	0.4	0.0						
Control Delay (s)	14.8	11.7	0.6	0.0	2.3	0.0						
Lane LOS	B	B	A		A							
Approach Delay (s)	14.8	11.7	0.6		2.0							
Approach LOS	B	B										
Intersection Summary												
Average Delay	5.5											
Intersection Capacity Utilization	37.4%			ICU Level of Service			A					
Analysis Period (min)	15											

HCM Unsignalized Intersection Capacity Analysis

130: County Road 11 & County Road 10

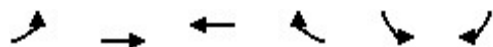
AM Peak Hour
2024 Total Future Traffic

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	43	23	19	2	21	22	26	338	8	26	148	27
Future Volume (Veh/h)	43	23	19	2	21	22	26	338	8	26	148	27
Sign Control	Stop				Stop				Free			
Grade	0%				0%				0%			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	47	25	21	2	23	24	28	367	9	28	161	29
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type							None			None		
Median storage veh												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	694	664	176	692	674	372	190				376	
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	694	664	176	692	674	372	190				376	
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1				4.1	
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2				2.2	
p0 queue free %	85	93	98	99	94	96	98				98	
cM capacity (veh/h)	317	365	868	320	360	674	1384				1182	
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	93	49	404	218								
Volume Left	47	2	28	28								
Volume Right	21	24	9	29								
cSH	386	463	1384	1182								
Volume to Capacity	0.24	0.11	0.02	0.02								
Queue Length 95th (m)	7.4	2.8	0.5	0.6								
Control Delay (s)	17.3	13.7	0.7	1.2								
Lane LOS	C	B	A	A								
Approach Delay (s)	17.3	13.7	0.7	1.2								
Approach LOS	C	B										
Intersection Summary												
Average Delay				3.7								
Intersection Capacity Utilization				41.0%	ICU Level of Service				A			
Analysis Period (min)				15								

HCM Unsignalized Intersection Capacity Analysis

200: County Road 10 & Street A

AM Peak Hour
2024 Total Future Traffic



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	18	82	73	1	2	54
Future Volume (Veh/h)	18	82	73	1	2	54
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	20	89	79	1	2	59
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	80				208	80
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	80				208	80
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	99				100	94
cM capacity (veh/h)	1518				770	981
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	109	80	61			
Volume Left	20	0	2			
Volume Right	0	1	59			
cSH	1518	1700	972			
Volume to Capacity	0.01	0.05	0.06			
Queue Length 95th (m)	0.3	0.0	1.6			
Control Delay (s)	1.4	0.0	9.0			
Lane LOS	A		A			
Approach Delay (s)	1.4	0.0	9.0			
Approach LOS			A			
Intersection Summary						
Average Delay			2.8			
Intersection Capacity Utilization			22.1%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

210: County Road 11 & Street A

AM Peak Hour
2024 Total Future Traffic



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	29	5	7	397	196	12
Future Volume (Veh/h)	29	5	7	397	196	12
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	32	5	8	432	213	13
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	668	220	226			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	668	220	226			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	92	99	99			
cM capacity (veh/h)	421	820	1342			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	37	440	226			
Volume Left	32	8	0			
Volume Right	5	0	13			
cSH	451	1342	1700			
Volume to Capacity	0.08	0.01	0.13			
Queue Length 95th (m)	2.1	0.1	0.0			
Control Delay (s)	13.7	0.2	0.0			
Lane LOS	B	A				
Approach Delay (s)	13.7	0.2	0.0			
Approach LOS	B					
Intersection Summary						
Average Delay			0.8			
Intersection Capacity Utilization			36.5%	ICU Level of Service		A
Analysis Period (min)			15			

Lanes, Volumes, Timings
100: County Road 9 & County Road 8

PM Peak Hour
2024 Total Future Traffic

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	54	54	19	35	72	19	11	284	21	32	284	89
Future Volume (vph)	54	54	19	35	72	19	11	284	21	32	284	89
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	20.0		5.0	30.0		5.0	30.0		30.0	30.0		5.0
Storage Lanes	1		0	1		0	1		1	1		0
Taper Length (m)	7.5			7.5			7.5			7.5		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.961			0.968				0.850		0.964	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1790	0	1770	1803	0	1770	1863	1583	1770	1796	0
Flt Permitted	0.693			0.705			0.524			0.572		
Satd. Flow (perm)	1291	1790	0	1313	1803	0	976	1863	1583	1065	1796	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		21			19				53		24	
Link Speed (k/h)		50			80			80			80	
Link Distance (m)		288.0			2781.8			4852.6			543.4	
Travel Time (s)		20.7			125.2			218.4			24.5	
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
Adj. Flow (vph)	59	59	21	38	78	21	12	309	23	35	309	97
Shared Lane Traffic (%)												
Lane Group Flow (vph)	59	80	0	38	99	0	12	309	23	35	406	0
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2		2	6		
Detector Phase	4	4		8	8		2	2	2	6	6	
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		36.0	36.0	36.0	36.0	36.0	
Minimum Split (s)	25.0	25.0		25.0	25.0		43.0	43.0	43.0	43.0	43.0	
Total Split (s)	40.0	40.0		40.0	40.0		43.0	43.0	43.0	43.0	43.0	
Total Split (%)	48.2%	48.2%		48.2%	48.2%		51.8%	51.8%	51.8%	51.8%	51.8%	
Maximum Green (s)	33.0	33.0		33.0	33.0		36.0	36.0	36.0	36.0	36.0	
Yellow Time (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	
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	0.0	
Total Lost Time (s)	7.0	7.0		7.0	7.0		7.0	7.0	7.0	7.0	7.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	5.0	5.0		5.0	5.0		0.2	0.2	0.2	0.2	0.2	
Recall Mode	None	None		None	None		Max	Max	Max	Max	Max	
Act Effct Green (s)	10.8	10.8		10.8	10.8		40.6	40.6	40.6	40.6	40.6	
Actuated g/C Ratio	0.18	0.18		0.18	0.18		0.67	0.67	0.67	0.67	0.67	
v/c Ratio	0.26	0.24		0.16	0.29		0.02	0.25	0.02	0.05	0.33	
Control Delay	24.6	18.7		22.9	20.7		5.7	6.5	0.7	5.9	6.8	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	24.6	18.7		22.9	20.7		5.7	6.5	0.7	5.9	6.8	
LOS	C	B		C	C		A	A	A	A	A	
Approach Delay		21.2			21.3			6.1			6.7	
Approach LOS		C			C			A			A	

Lanes, Volumes, Timings
100: County Road 9 & County Road 8

PM Peak Hour
2024 Total Future Traffic

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (m)	6.1	6.0		3.8	8.2		0.5	14.8	0.0	1.5	19.4	
Queue Length 95th (m)	15.4	16.1		11.1	19.8		2.5	29.8	1.1	5.0	39.1	
Internal Link Dist (m)		264.0			2757.8			4828.6			519.4	
Turn Bay Length (m)	20.0			30.0			30.0		30.0	30.0		
Base Capacity (vph)	705	987		717	993		655	1251	1081	715	1214	
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	0.08	0.08		0.05	0.10		0.02	0.25	0.02	0.05	0.33	

Intersection Summary

Area Type: Other

Cycle Length: 83

Actuated Cycle Length: 60.4

Natural Cycle: 70

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.33

Intersection Signal Delay: 10.3

Intersection LOS: B

Intersection Capacity Utilization 85.8%

ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 100: County Road 9 & County Road 8

 Ø2	 Ø4
43 s	40 s
 Ø6	 Ø8
43 s	40 s

Lanes, Volumes, Timings
110: County Road 11 & County Road 8

PM Peak Hour
2024 Total Future Traffic

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	25	57	21	7	39	7	28	168	46	8	365	66
Future Volume (vph)	25	57	21	7	39	7	28	168	46	8	365	66
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	25.0		5.0	20.0		5.0	0.0		7.0	0.0		20.0
Storage Lanes	1		0	1		0	0		0	0		1
Taper Length (m)	7.5			7.5			7.5			7.5		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.959			0.976			0.974				0.850
Flt Protected	0.950			0.950				0.994			0.999	
Satd. Flow (prot)	1770	1786	0	1770	1818	0	0	1803	0	0	1861	1583
Flt Permitted	0.724			0.702				0.930			0.992	
Satd. Flow (perm)	1349	1786	0	1308	1818	0	0	1687	0	0	1848	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		23			8			23				65
Link Speed (k/h)		80			80			80				80
Link Distance (m)		2781.8			501.5			4461.8				486.2
Travel Time (s)		125.2			22.6			200.8				21.9
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
Adj. Flow (vph)	27	62	23	8	42	8	30	183	50	9	397	72
Shared Lane Traffic (%)												
Lane Group Flow (vph)	27	85	0	8	50	0	0	263	0	0	406	72
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	Perm
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		6
Detector Phase	4	4		8	8		2	2		6	6	6
Switch Phase												
Minimum Initial (s)	15.0	15.0		15.0	15.0		30.0	30.0		30.0	30.0	30.0
Minimum Split (s)	31.0	31.0		25.0	25.0		37.0	37.0		37.0	37.0	37.0
Total Split (s)	30.0	30.0		30.0	30.0		37.0	37.0		37.0	37.0	37.0
Total Split (%)	44.8%	44.8%		44.8%	44.8%		55.2%	55.2%		55.2%	55.2%	55.2%
Maximum Green (s)	23.0	23.0		23.0	23.0		30.0	30.0		30.0	30.0	30.0
Yellow Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	5.0
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
Total Lost Time (s)	7.0	7.0		7.0	7.0			7.0			7.0	7.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	5.0	5.0		5.0	5.0		0.2	0.2		0.2	0.2	0.2
Minimum Gap (s)	5.0	5.0		5.0	5.0		0.2	0.2		0.2	0.2	0.2
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Time To Reduce (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	1.0
Recall Mode	None	None		None	None		Max	Max		Max	Max	Max
Walk Time (s)	10.0	10.0					10.0	10.0				
Flash Dont Walk (s)	14.0	14.0					14.0	14.0				
Pedestrian Calls (#/hr)	0	0					0	0				
Act Effct Green (s)	15.0	15.0		15.0	15.0			35.0			35.0	35.0
Actuated g/C Ratio	0.26	0.26		0.26	0.26			0.61			0.61	0.61
v/c Ratio	0.08	0.18		0.02	0.10			0.25			0.36	0.07

Lanes, Volumes, Timings
110: County Road 11 & County Road 8

PM Peak Hour
2024 Total Future Traffic

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay	17.6	14.6		16.9	15.6			8.1			9.7	3.0
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	0.0
Total Delay	17.6	14.6		16.9	15.6			8.1			9.7	3.0
LOS	B	B		B	B			A			A	A
Approach Delay		15.3			15.8			8.1			8.7	
Approach LOS		B			B			A			A	
Queue Length 50th (m)	2.3	5.5		0.7	3.6			14.3			26.6	0.4
Queue Length 95th (m)	7.7	14.9		3.5	10.8			27.0			45.5	5.4
Internal Link Dist (m)		2757.8			477.5			4437.8			462.2	
Turn Bay Length (m)	25.0			20.0								20.0
Base Capacity (vph)	539	728		523	732			1033			1121	985
Starvation Cap Reductn	0	0		0	0			0			0	0
Spillback Cap Reductn	0	0		0	0			0			0	0
Storage Cap Reductn	0	0		0	0			0			0	0
Reduced v/c Ratio	0.05	0.12		0.02	0.07			0.25			0.36	0.07

Intersection Summary	
Area Type:	Other
Cycle Length: 67	
Actuated Cycle Length: 57.6	
Natural Cycle: 70	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.36	
Intersection Signal Delay: 9.8	Intersection LOS: A
Intersection Capacity Utilization 80.0%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 110: County Road 11 & County Road 8

 Ø2	 Ø4
37 s	30 s
 Ø6	 Ø8
37 s	30 s

Lanes, Volumes, Timings
140: County Road 18 & County Road 9

PM Peak Hour
2024 Total Future Traffic

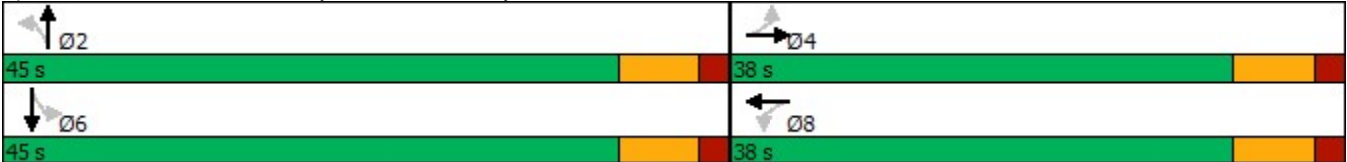
												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	39	43	9	2	61	14	4	35	2	43	73	36
Future Volume (vph)	39	43	9	2	61	14	4	35	2	43	73	36
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.986			0.976			0.994			0.968	
Flt Protected		0.979			0.999			0.995			0.986	
Satd. Flow (prot)	0	1798	0	0	1816	0	0	1842	0	0	1778	0
Flt Permitted		0.824			0.991			0.982			0.920	
Satd. Flow (perm)	0	1513	0	0	1802	0	0	1818	0	0	1659	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		8			15			2			25	
Link Speed (k/h)		80			80			80			80	
Link Distance (m)		1234.6			2445.7			579.1			4947.9	
Travel Time (s)		55.6			110.1			26.1			222.7	
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
Adj. Flow (vph)	42	47	10	2	66	15	4	38	2	47	79	39
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	99	0	0	83	0	0	44	0	0	165	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	15.0	15.0		15.0	15.0		38.0	38.0		38.0	38.0	
Minimum Split (s)	25.0	25.0		25.0	25.0		45.0	45.0		45.0	45.0	
Total Split (s)	38.0	38.0		38.0	38.0		45.0	45.0		45.0	45.0	
Total Split (%)	45.8%	45.8%		45.8%	45.8%		54.2%	54.2%		54.2%	54.2%	
Maximum Green (s)	31.0	31.0		31.0	31.0		38.0	38.0		38.0	38.0	
Yellow Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	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	
Total Lost Time (s)		7.0			7.0			7.0			7.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	5.0	5.0		5.0	5.0		0.2	0.2		0.2	0.2	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Act Effect Green (s)		15.0			15.0			42.9			42.9	
Actuated g/C Ratio		0.23			0.23			0.65			0.65	
v/c Ratio		0.28			0.20			0.04			0.15	
Control Delay		22.7			19.5			6.4			6.2	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		22.7			19.5			6.4			6.2	
LOS		C			B			A			A	
Approach Delay		22.7			19.5			6.4			6.2	
Approach LOS		C			B			A			A	
Queue Length 50th (m)		9.9			7.2			2.2			7.8	
Queue Length 95th (m)		22.1			17.8			6.0			16.0	
Internal Link Dist (m)		1210.6			2421.7			555.1			4923.9	

Lanes, Volumes, Timings
140: County Road 18 & County Road 9

PM Peak Hour
2024 Total Future Traffic

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Bay Length (m)												
Base Capacity (vph)	720			860			1188			1093		
Starvation Cap Reductn	0			0			0			0		
Spillback Cap Reductn	0			0			0			0		
Storage Cap Reductn	0			0			0			0		
Reduced v/c Ratio	0.14			0.10			0.04			0.15		
Intersection Summary												
Area Type:	Other											
Cycle Length: 83												
Actuated Cycle Length: 65.6												
Natural Cycle: 70												
Control Type: Semi Act-Uncoord												
Maximum v/c Ratio: 0.28												
Intersection Signal Delay: 13.2				Intersection LOS: B								
Intersection Capacity Utilization 55.8%				ICU Level of Service B								
Analysis Period (min) 15												

Splits and Phases: 140: County Road 18 & County Road 9



HCM Unsignalized Intersection Capacity Analysis

120: County Road 9 & County Road 10

PM Peak Hour
2024 Total Future Traffic

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	26	58	4	4	92	49	13	129	13	81	197	52
Future Volume (Veh/h)	26	58	4	4	92	49	13	129	13	81	197	52
Sign Control	Stop				Stop				Free			
Grade	0%				0%				0%			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	28	63	4	4	100	53	14	140	14	88	214	57
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	None						None					
Median storage veh												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	661	572	214	594	615	140	271			154		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	661	572	214	594	615	140	271			154		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	90	84	100	99	73	94	99			94		
cM capacity (veh/h)	267	399	826	345	377	908	1292			1426		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2						
Volume Total	95	157	154	14	302	57						
Volume Left	28	4	14	0	88	0						
Volume Right	4	53	0	14	0	57						
cSH	355	469	1292	1700	1426	1700						
Volume to Capacity	0.27	0.33	0.01	0.01	0.06	0.03						
Queue Length 95th (m)	8.5	11.7	0.3	0.0	1.6	0.0						
Control Delay (s)	18.8	16.5	0.8	0.0	2.6	0.0						
Lane LOS	C	C	A	A								
Approach Delay (s)	18.8	16.5	0.7	2.2								
Approach LOS	C	C										
Intersection Summary												
Average Delay	6.8											
Intersection Capacity Utilization	48.5%			ICU Level of Service			A					
Analysis Period (min)	15											

HCM Unsignalized Intersection Capacity Analysis

130: County Road 11 & County Road 10

PM Peak Hour
2024 Total Future Traffic

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	48	37	31	3	26	31	18	167	6	50	377	87
Future Volume (Veh/h)	48	37	31	3	26	31	18	167	6	50	377	87
Sign Control	Stop			Stop			Free			Free		
Grade	0%			0%			0%			0%		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	52	40	34	3	28	34	20	182	7	54	410	95
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type							None			None		
Median storage veh												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	839	794	458	845	838	186	505				189	
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	839	794	458	845	838	186	505				189	
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1				4.1	
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2				2.2	
p0 queue free %	79	87	94	99	90	96	98				96	
cM capacity (veh/h)	242	302	603	229	285	857	1060				1385	
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	126	65	209	559								
Volume Left	52	3	20	54								
Volume Right	34	34	7	95								
cSH	313	430	1060	1385								
Volume to Capacity	0.40	0.15	0.02	0.04								
Queue Length 95th (m)	15.0	4.2	0.5	1.0								
Control Delay (s)	24.1	14.8	1.0	1.1								
Lane LOS	C	B	A	A								
Approach Delay (s)	24.1	14.8	1.0	1.1								
Approach LOS	C	B										
Intersection Summary												
Average Delay				5.0								
Intersection Capacity Utilization				56.9%	ICU Level of Service				B			
Analysis Period (min)				15								

HCM Unsignalized Intersection Capacity Analysis

200: County Road 10 & Street A

PM Peak Hour
2024 Total Future Traffic



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	61	110	122	3	2	36
Future Volume (Veh/h)	61	110	122	3	2	36
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	66	120	133	3	2	39
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	136				386	134
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	136				386	134
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	95				100	96
cM capacity (veh/h)	1448				589	914
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	186	136	41			
Volume Left	66	0	2			
Volume Right	0	3	39			
cSH	1448	1700	890			
Volume to Capacity	0.05	0.08	0.05			
Queue Length 95th (m)	1.1	0.0	1.2			
Control Delay (s)	2.9	0.0	9.2			
Lane LOS	A		A			
Approach Delay (s)	2.9	0.0	9.2			
Approach LOS			A			
Intersection Summary						
Average Delay			2.5			
Intersection Capacity Utilization			29.1%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

210: County Road 11 & Street A

PM Peak Hour
2024 Total Future Traffic

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	28	21	20	228	495	39
Future Volume (Veh/h)	28	21	20	228	495	39
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	30	23	22	248	538	42
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	851	559	580			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	851	559	580			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	91	96	98			
cM capacity (veh/h)	323	529	994			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	53	270	580			
Volume Left	30	22	0			
Volume Right	23	0	42			
cSH	389	994	1700			
Volume to Capacity	0.14	0.02	0.34			
Queue Length 95th (m)	3.7	0.5	0.0			
Control Delay (s)	15.7	0.9	0.0			
Lane LOS	C	A				
Approach Delay (s)	15.7	0.9	0.0			
Approach LOS	C					
Intersection Summary						
Average Delay		1.2				
Intersection Capacity Utilization		38.6%		ICU Level of Service		A
Analysis Period (min)		15				

Lanes, Volumes, Timings
100: County Road 9 & County Road 8

AM Peak Hour
2029 Total Future Traffic

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	57	42	28	37	55	46	22	369	46	7	109	69
Future Volume (vph)	57	42	28	37	55	46	22	369	46	7	109	69
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	20.0		5.0	30.0		5.0	30.0		30.0	30.0		5.0
Storage Lanes	1		0	1		0	1		1	1		0
Taper Length (m)	7.5			7.5			7.5			7.5		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.941			0.932				0.850		0.942	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1753	0	1770	1736	0	1770	1863	1583	1770	1755	0
Flt Permitted	0.686			0.708			0.636			0.526		
Satd. Flow (perm)	1278	1753	0	1319	1736	0	1185	1863	1583	980	1755	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		30			50				53		49	
Link Speed (k/h)		50			80			80			80	
Link Distance (m)		288.0			2781.8			4852.6			543.4	
Travel Time (s)		20.7			125.2			218.4			24.5	
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
Adj. Flow (vph)	62	46	30	40	60	50	24	401	50	8	118	75
Shared Lane Traffic (%)												
Lane Group Flow (vph)	62	76	0	40	110	0	24	401	50	8	193	0
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2		2	6		
Detector Phase	4	4		8	8		2	2	2	6	6	
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		36.0	36.0	36.0	36.0	36.0	
Minimum Split (s)	25.0	25.0		25.0	25.0		43.0	43.0	43.0	43.0	43.0	
Total Split (s)	40.0	40.0		40.0	40.0		43.0	43.0	43.0	43.0	43.0	
Total Split (%)	48.2%	48.2%		48.2%	48.2%		51.8%	51.8%	51.8%	51.8%	51.8%	
Maximum Green (s)	33.0	33.0		33.0	33.0		36.0	36.0	36.0	36.0	36.0	
Yellow Time (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	
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	0.0	
Total Lost Time (s)	7.0	7.0		7.0	7.0		7.0	7.0	7.0	7.0	7.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	5.0	5.0		5.0	5.0		0.2	0.2	0.2	0.2	0.2	
Recall Mode	None	None		None	None		Max	Max	Max	Max	Max	
Act Effct Green (s)	10.9	10.9		10.9	10.9		40.7	40.7	40.7	40.7	40.7	
Actuated g/C Ratio	0.18	0.18		0.18	0.18		0.67	0.67	0.67	0.67	0.67	
v/c Ratio	0.27	0.22		0.17	0.31		0.03	0.32	0.05	0.01	0.16	
Control Delay	24.8	16.2		22.9	15.8		5.8	7.1	2.1	5.7	4.8	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	24.8	16.2		22.9	15.8		5.8	7.1	2.1	5.7	4.8	
LOS	C	B		C	B		A	A	A	A	A	
Approach Delay		20.1			17.7			6.5			4.9	
Approach LOS		C			B			A			A	

Lanes, Volumes, Timings
100: County Road 9 & County Road 8

AM Peak Hour
2029 Total Future Traffic

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (m)	6.4	4.6		4.0	6.1		1.0	20.6	0.0	0.3	6.3	
Queue Length 95th (m)	15.9	14.4		11.3	17.9		3.9	40.3	3.5	1.9	15.8	
Internal Link Dist (m)		264.0			2757.8			4828.6			519.4	
Turn Bay Length (m)	20.0			30.0			30.0		30.0	30.0		
Base Capacity (vph)	696	969		719	969		794	1249	1079	657	1193	
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	0.09	0.08		0.06	0.11		0.03	0.32	0.05	0.01	0.16	

Intersection Summary

Area Type: Other

Cycle Length: 83

Actuated Cycle Length: 60.6

Natural Cycle: 70

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.32

Intersection Signal Delay: 9.9

Intersection LOS: A

Intersection Capacity Utilization 85.8%

ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 100: County Road 9 & County Road 8

 Ø2	 Ø4
43 s	40 s
 Ø6	 Ø8
43 s	40 s

Lanes, Volumes, Timings
110: County Road 11 & County Road 8

AM Peak Hour
2029 Total Future Traffic

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	41	54	6	5	105	6	22	315	29	0	74	11
Future Volume (vph)	41	54	6	5	105	6	22	315	29	0	74	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	25.0		5.0	20.0		5.0	0.0		7.0	0.0		20.0
Storage Lanes	1		0	1		0	0		0	0		1
Taper Length (m)	7.5			7.5			7.5			7.5		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.984			0.991			0.989				0.850
Flt Protected	0.950			0.950				0.997				
Satd. Flow (prot)	1770	1833	0	1770	1846	0	0	1837	0	0	1863	1583
Flt Permitted	0.679			0.714				0.983				
Satd. Flow (perm)	1265	1833	0	1330	1846	0	0	1811	0	0	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7			5			9				65
Link Speed (k/h)		80			80			80				80
Link Distance (m)		2781.8			501.5			4461.8				486.2
Travel Time (s)		125.2			22.6			200.8				21.9
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
Adj. Flow (vph)	45	59	7	5	114	7	24	342	32	0	80	12
Shared Lane Traffic (%)												
Lane Group Flow (vph)	45	66	0	5	121	0	0	398	0	0	80	12
Turn Type	Perm	NA		Perm	NA		Perm	NA			NA	Perm
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		6
Detector Phase	4	4		8	8		2	2		6	6	6
Switch Phase												
Minimum Initial (s)	15.0	15.0		15.0	15.0		30.0	30.0		30.0	30.0	30.0
Minimum Split (s)	31.0	31.0		25.0	25.0		37.0	37.0		37.0	37.0	37.0
Total Split (s)	30.0	30.0		30.0	30.0		37.0	37.0		37.0	37.0	37.0
Total Split (%)	44.8%	44.8%		44.8%	44.8%		55.2%	55.2%		55.2%	55.2%	55.2%
Maximum Green (s)	23.0	23.0		23.0	23.0		30.0	30.0		30.0	30.0	30.0
Yellow Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	5.0
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
Total Lost Time (s)	7.0	7.0		7.0	7.0			7.0			7.0	7.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	5.0	5.0		5.0	5.0		0.2	0.2		0.2	0.2	0.2
Minimum Gap (s)	5.0	5.0		5.0	5.0		0.2	0.2		0.2	0.2	0.2
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Time To Reduce (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	1.0
Recall Mode	None	None		None	None		Max	Max		Max	Max	Max
Walk Time (s)	10.0	10.0					10.0	10.0				
Flash Dont Walk (s)	14.0	14.0					14.0	14.0				
Pedestrian Calls (#/hr)	0	0					0	0				
Act Effct Green (s)	15.0	15.0		15.0	15.0			35.0			35.0	35.0
Actuated g/C Ratio	0.26	0.26		0.26	0.26			0.61			0.61	0.61
v/c Ratio	0.14	0.14		0.01	0.25			0.36			0.07	0.01

Lanes, Volumes, Timings
110: County Road 11 & County Road 8

AM Peak Hour
2029 Total Future Traffic

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay	18.4	16.5		16.8	18.5			9.5			7.8	0.0
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	0.0
Total Delay	18.4	16.5		16.8	18.5			9.5			7.8	0.0
LOS	B	B		B	B			A			A	A
Approach Delay		17.3			18.5			9.5			6.7	
Approach LOS		B			B			A			A	
Queue Length 50th (m)	4.0	5.2		0.4	10.5			25.4			4.3	0.0
Queue Length 95th (m)	11.0	13.4		2.7	22.3			43.7			10.0	0.0
Internal Link Dist (m)		2757.8			477.5			4437.8			462.2	
Turn Bay Length (m)	25.0			20.0								20.0
Base Capacity (vph)	506	737		532	741			1102			1130	985
Starvation Cap Reductn	0	0		0	0			0			0	0
Spillback Cap Reductn	0	0		0	0			0			0	0
Storage Cap Reductn	0	0		0	0			0			0	0
Reduced v/c Ratio	0.09	0.09		0.01	0.16			0.36			0.07	0.01

Intersection Summary

Area Type: Other

Cycle Length: 67

Actuated Cycle Length: 57.6

Natural Cycle: 70

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.36

Intersection Signal Delay: 11.9

Intersection LOS: B

Intersection Capacity Utilization 80.0%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 110: County Road 11 & County Road 8

	
Ø2	Ø4
37 s	30 s
	
Ø6	Ø8
37 s	30 s

Lanes, Volumes, Timings
140: County Road 18 & County Road 9

AM Peak Hour
2029 Total Future Traffic

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	22	48	25	1	10	11	13	134	7	10	6	25
Future Volume (vph)	22	48	25	1	10	11	13	134	7	10	6	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.965			0.932			0.994			0.919	
Flt Protected		0.988			0.998			0.996			0.988	
Satd. Flow (prot)	0	1776	0	0	1733	0	0	1844	0	0	1691	0
Flt Permitted		0.913			0.985			0.983			0.940	
Satd. Flow (perm)	0	1641	0	0	1710	0	0	1820	0	0	1609	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		25			12			4			27	
Link Speed (k/h)		80			80			80			80	
Link Distance (m)		1234.6			2445.7			579.1			4947.9	
Travel Time (s)		55.6			110.1			26.1			222.7	
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
Adj. Flow (vph)	24	52	27	1	11	12	14	146	8	11	7	27
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	103	0	0	24	0	0	168	0	0	45	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	15.0	15.0		15.0	15.0		38.0	38.0		38.0	38.0	
Minimum Split (s)	25.0	25.0		25.0	25.0		45.0	45.0		45.0	45.0	
Total Split (s)	38.0	38.0		38.0	38.0		45.0	45.0		45.0	45.0	
Total Split (%)	45.8%	45.8%		45.8%	45.8%		54.2%	54.2%		54.2%	54.2%	
Maximum Green (s)	31.0	31.0		31.0	31.0		38.0	38.0		38.0	38.0	
Yellow Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	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	
Total Lost Time (s)		7.0			7.0			7.0			7.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	5.0	5.0		5.0	5.0		0.2	0.2		0.2	0.2	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Act Effect Green (s)		15.0			15.0			42.9			42.9	
Actuated g/C Ratio		0.23			0.23			0.65			0.65	
v/c Ratio		0.26			0.06			0.14			0.04	
Control Delay		19.1			15.0			6.9			3.9	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		19.1			15.0			6.9			3.9	
LOS		B			B			A			A	
Approach Delay		19.1			15.0			6.9			3.9	
Approach LOS		B			B			A			A	
Queue Length 50th (m)		8.4			1.2			9.2			0.9	
Queue Length 95th (m)		20.4			6.7			17.5			4.7	
Internal Link Dist (m)		1210.6			2421.7			555.1			4923.9	

Lanes, Volumes, Timings
140: County Road 18 & County Road 9

AM Peak Hour
2029 Total Future Traffic

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Bay Length (m)												
Base Capacity (vph)	789			815			1190			1061		
Starvation Cap Reductn	0			0			0			0		
Spillback Cap Reductn	0			0			0			0		
Storage Cap Reductn	0			0			0			0		
Reduced v/c Ratio	0.13			0.03			0.14			0.04		

Intersection Summary

Area Type: Other

Cycle Length: 83

Actuated Cycle Length: 65.6

Natural Cycle: 70

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.26

Intersection Signal Delay: 10.8

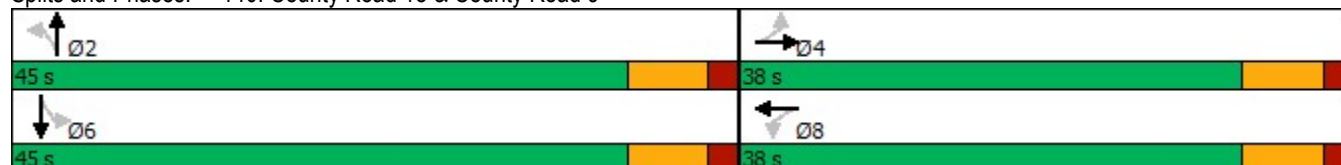
Intersection LOS: B

Intersection Capacity Utilization 55.8%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 140: County Road 18 & County Road 9



HCM Unsignalized Intersection Capacity Analysis

120: County Road 9 & County Road 10

AM Peak Hour
2029 Total Future Traffic

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	66	22	2	5	49	59	18	232	10	22	58	13
Future Volume (Veh/h)	66	22	2	5	49	59	18	232	10	22	58	13
Sign Control	Stop			Stop			Free			Free		
Grade	0%			0%			0%			0%		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	72	24	2	5	53	64	20	252	11	24	63	14
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	None						None					
Median storage veh												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	494	414	63	417	417	252	77	263				
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	494	414	63	417	417	252	77	263				
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1	4.1				
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2	2.2				
p0 queue free %	82	95	100	99	90	92	99	98				
cM capacity (veh/h)	401	512	1002	513	510	787	1522	1301				
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2						
Volume Total	98	122	272	11	87	14						
Volume Left	72	5	20	0	24	0						
Volume Right	2	64	0	11	0	14						
cSH	429	626	1522	1700	1301	1700						
Volume to Capacity	0.23	0.20	0.01	0.01	0.02	0.01						
Queue Length 95th (m)	7.0	5.7	0.3	0.0	0.5	0.0						
Control Delay (s)	15.8	12.1	0.6	0.0	2.3	0.0						
Lane LOS	C	B	A	A								
Approach Delay (s)	15.8	12.1	0.6	2.0								
Approach LOS	C	B										
Intersection Summary												
Average Delay	5.6											
Intersection Capacity Utilization	39.1%			ICU Level of Service			A					
Analysis Period (min)	15											

HCM Unsignalized Intersection Capacity Analysis

130: County Road 11 & County Road 10

AM Peak Hour
2029 Total Future Traffic

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	47	25	20	2	23	23	29	369	8	28	162	29
Future Volume (Veh/h)	47	25	20	2	23	23	29	369	8	28	162	29
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	51	27	22	2	25	25	32	401	9	30	176	32
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	None								None			
Median storage veh												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	759	726	192	757	738	406	208	410				
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	759	726	192	757	738	406	208	410				
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1	4.1				
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2	2.2				
p0 queue free %	82	92	97	99	92	96	98	97				
cM capacity (veh/h)	282	334	850	285	329	645	1363	1149				
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	100	52	442	238								
Volume Left	51	2	32	30								
Volume Right	22	25	9	32								
cSH	347	427	1363	1149								
Volume to Capacity	0.29	0.12	0.02	0.03								
Queue Length 95th (m)	9.3	3.3	0.6	0.6								
Control Delay (s)	19.5	14.6	0.8	1.2								
Lane LOS	C	B	A	A								
Approach Delay (s)	19.5	14.6	0.8	1.2								
Approach LOS	C	B										
Intersection Summary												
Average Delay	4.0											
Intersection Capacity Utilization	43.7%			ICU Level of Service					A			
Analysis Period (min)	15											

HCM Unsignalized Intersection Capacity Analysis

200: County Road 10 & Street A

AM Peak Hour
2029 Total Future Traffic



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	18	89	79	1	2	54
Future Volume (Veh/h)	18	89	79	1	2	54
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	20	97	86	1	2	59
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	87				224	86
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	87				224	86
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	99				100	94
cM capacity (veh/h)	1509				755	972
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	117	87	61			
Volume Left	20	0	2			
Volume Right	0	1	59			
cSH	1509	1700	963			
Volume to Capacity	0.01	0.05	0.06			
Queue Length 95th (m)	0.3	0.0	1.6			
Control Delay (s)	1.4	0.0	9.0			
Lane LOS	A		A			
Approach Delay (s)	1.4	0.0	9.0			
Approach LOS			A			
Intersection Summary						
Average Delay			2.7			
Intersection Capacity Utilization			22.5%		ICU Level of Service	
Analysis Period (min)			15		A	

HCM Unsignalized Intersection Capacity Analysis

210: County Road 11 & Street A

AM Peak Hour
2029 Total Future Traffic



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	29	5	7	433	214	12
Future Volume (Veh/h)	29	5	7	433	214	12
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	32	5	8	471	233	13
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	726	240	246			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	726	240	246			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	92	99	99			
cM capacity (veh/h)	389	799	1320			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	37	479	246			
Volume Left	32	8	0			
Volume Right	5	0	13			
cSH	418	1320	1700			
Volume to Capacity	0.09	0.01	0.14			
Queue Length 95th (m)	2.3	0.1	0.0			
Control Delay (s)	14.5	0.2	0.0			
Lane LOS	B	A				
Approach Delay (s)	14.5	0.2	0.0			
Approach LOS	B					
Intersection Summary						
Average Delay			0.8			
Intersection Capacity Utilization			38.4%	ICU Level of Service		A
Analysis Period (min)			15			

Lanes, Volumes, Timings
100: County Road 9 & County Road 8

PM Peak Hour
2029 Total Future Traffic

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	59	59	20	39	78	20	12	308	23	35	306	97
Future Volume (vph)	59	59	20	39	78	20	12	308	23	35	306	97
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	20.0		5.0	30.0		5.0	30.0		30.0	30.0		5.0
Storage Lanes	1		0	1		0	1		1	1		0
Taper Length (m)	7.5			7.5			7.5			7.5		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.962			0.969				0.850		0.964	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1792	0	1770	1805	0	1770	1863	1583	1770	1796	0
Flt Permitted	0.688			0.701			0.504			0.559		
Satd. Flow (perm)	1282	1792	0	1306	1805	0	939	1863	1583	1041	1796	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		22			19				53		24	
Link Speed (k/h)		50			80			80			80	
Link Distance (m)		288.0			2781.8			4852.6			543.4	
Travel Time (s)		20.7			125.2			218.4			24.5	
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
Adj. Flow (vph)	64	64	22	42	85	22	13	335	25	38	333	105
Shared Lane Traffic (%)												
Lane Group Flow (vph)	64	86	0	42	107	0	13	335	25	38	438	0
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2		2	6		
Detector Phase	4	4		8	8		2	2	2	6	6	
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		36.0	36.0	36.0	36.0	36.0	
Minimum Split (s)	25.0	25.0		25.0	25.0		43.0	43.0	43.0	43.0	43.0	
Total Split (s)	40.0	40.0		40.0	40.0		43.0	43.0	43.0	43.0	43.0	
Total Split (%)	48.2%	48.2%		48.2%	48.2%		51.8%	51.8%	51.8%	51.8%	51.8%	
Maximum Green (s)	33.0	33.0		33.0	33.0		36.0	36.0	36.0	36.0	36.0	
Yellow Time (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	
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	0.0	
Total Lost Time (s)	7.0	7.0		7.0	7.0		7.0	7.0	7.0	7.0	7.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	5.0	5.0		5.0	5.0		0.2	0.2	0.2	0.2	0.2	
Recall Mode	None	None		None	None		Max	Max	Max	Max	Max	
Act Effct Green (s)	11.0	11.0		11.0	11.0		40.6	40.6	40.6	40.6	40.6	
Actuated g/C Ratio	0.18	0.18		0.18	0.18		0.67	0.67	0.67	0.67	0.67	
v/c Ratio	0.28	0.25		0.18	0.31		0.02	0.27	0.02	0.05	0.36	
Control Delay	24.8	18.9		23.0	21.0		5.8	6.8	0.9	6.1	7.2	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	24.8	18.9		23.0	21.0		5.8	6.8	0.9	6.1	7.2	
LOS	C	B		C	C		A	A	A	A	A	
Approach Delay		21.4			21.5			6.3			7.1	
Approach LOS		C			C			A			A	

Lanes, Volumes, Timings
100: County Road 9 & County Road 8

PM Peak Hour
2029 Total Future Traffic

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (m)	6.6	6.5		4.3	9.1		0.5	16.6	0.0	1.6	21.8	
Queue Length 95th (m)	16.2	17.1		11.8	21.1		2.7	33.2	1.2	5.5	43.8	
Internal Link Dist (m)		264.0			2757.8			4828.6			519.4	
Turn Bay Length (m)	20.0			30.0			30.0		30.0	30.0		
Base Capacity (vph)	698	986		711	992		629	1248	1078	697	1211	
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	0.09	0.09		0.06	0.11		0.02	0.27	0.02	0.05	0.36	

Intersection Summary

Area Type: Other

Cycle Length: 83

Actuated Cycle Length: 60.6

Natural Cycle: 70

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.36

Intersection Signal Delay: 10.6

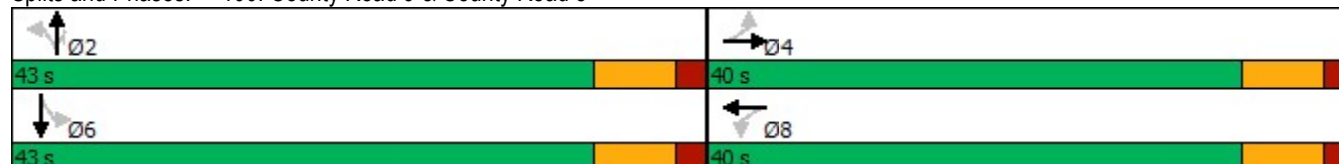
Intersection LOS: B

Intersection Capacity Utilization 85.8%

ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 100: County Road 9 & County Road 8



Lanes, Volumes, Timings
110: County Road 11 & County Road 8

PM Peak Hour
2029 Total Future Traffic

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	28	63	23	7	42	7	30	181	51	8	396	72
Future Volume (vph)	28	63	23	7	42	7	30	181	51	8	396	72
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	25.0		5.0	20.0		5.0	0.0		7.0	0.0		20.0
Storage Lanes	1		0	1		0	0		0	0		1
Taper Length (m)	7.5			7.5			7.5			7.5		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.960			0.978			0.974				0.850
Flt Protected	0.950			0.950				0.994			0.999	
Satd. Flow (prot)	1770	1788	0	1770	1822	0	0	1803	0	0	1861	1583
Flt Permitted	0.722			0.697				0.923			0.992	
Satd. Flow (perm)	1345	1788	0	1298	1822	0	0	1675	0	0	1848	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		25			8			23				65
Link Speed (k/h)		80			80			80				80
Link Distance (m)		2781.8			501.5			4461.8				486.2
Travel Time (s)		125.2			22.6			200.8				21.9
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
Adj. Flow (vph)	30	68	25	8	46	8	33	197	55	9	430	78
Shared Lane Traffic (%)												
Lane Group Flow (vph)	30	93	0	8	54	0	0	285	0	0	439	78
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	Perm
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		6
Detector Phase	4	4		8	8		2	2		6	6	6
Switch Phase												
Minimum Initial (s)	15.0	15.0		15.0	15.0		30.0	30.0		30.0	30.0	30.0
Minimum Split (s)	31.0	31.0		25.0	25.0		37.0	37.0		37.0	37.0	37.0
Total Split (s)	30.0	30.0		30.0	30.0		37.0	37.0		37.0	37.0	37.0
Total Split (%)	44.8%	44.8%		44.8%	44.8%		55.2%	55.2%		55.2%	55.2%	55.2%
Maximum Green (s)	23.0	23.0		23.0	23.0		30.0	30.0		30.0	30.0	30.0
Yellow Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	5.0
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
Total Lost Time (s)	7.0	7.0		7.0	7.0			7.0			7.0	7.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	5.0	5.0		5.0	5.0		0.2	0.2		0.2	0.2	0.2
Minimum Gap (s)	5.0	5.0		5.0	5.0		0.2	0.2		0.2	0.2	0.2
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Time To Reduce (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	1.0
Recall Mode	None	None		None	None		Max	Max		Max	Max	Max
Walk Time (s)	10.0	10.0					10.0	10.0				
Flash Dont Walk (s)	14.0	14.0					14.0	14.0				
Pedestrian Calls (#/hr)	0	0					0	0				
Act Effct Green (s)	15.0	15.0		15.0	15.0			35.0			35.0	35.0
Actuated g/C Ratio	0.26	0.26		0.26	0.26			0.61			0.61	0.61
v/c Ratio	0.09	0.19		0.02	0.11			0.28			0.39	0.08

Lanes, Volumes, Timings
110: County Road 11 & County Road 8

PM Peak Hour
2029 Total Future Traffic

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay	17.7	14.7		16.9	15.8			8.4			10.0	3.2
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	0.0
Total Delay	17.7	14.7		16.9	15.8			8.4			10.0	3.2
LOS	B	B		B	B			A			A	A
Approach Delay		15.5			15.9			8.4			9.0	
Approach LOS		B			B			A			A	
Queue Length 50th (m)	2.6	6.0		0.7	4.0			15.9			29.5	0.7
Queue Length 95th (m)	8.2	15.9		3.5	11.4			29.6			49.8	5.9
Internal Link Dist (m)		2757.8			477.5			4437.8			462.2	
Turn Bay Length (m)	25.0			20.0								20.0
Base Capacity (vph)	538	730		520	734			1025			1121	985
Starvation Cap Reductn	0	0		0	0			0			0	0
Spillback Cap Reductn	0	0		0	0			0			0	0
Storage Cap Reductn	0	0		0	0			0			0	0
Reduced v/c Ratio	0.06	0.13		0.02	0.07			0.28			0.39	0.08

Intersection Summary

Area Type: Other

Cycle Length: 67

Actuated Cycle Length: 57.6

Natural Cycle: 70

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.39

Intersection Signal Delay: 10.0

Intersection LOS: B

Intersection Capacity Utilization 80.0%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 110: County Road 11 & County Road 8

 Ø2	 Ø4
37 s	30 s
 Ø6	 Ø8
37 s	30 s

Lanes, Volumes, Timings
140: County Road 18 & County Road 9

PM Peak Hour
2029 Total Future Traffic

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	42	47	10	2	66	16	5	39	2	47	79	39
Future Volume (vph)	42	47	10	2	66	16	5	39	2	47	79	39
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.986			0.975			0.994			0.968	
Flt Protected		0.979			0.999			0.995			0.986	
Satd. Flow (prot)	0	1798	0	0	1814	0	0	1842	0	0	1778	0
Flt Permitted		0.820			0.992			0.978			0.917	
Satd. Flow (perm)	0	1506	0	0	1802	0	0	1811	0	0	1653	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		8			16			2			25	
Link Speed (k/h)		80			80			80			80	
Link Distance (m)		1234.6			2445.7			579.1			4947.9	
Travel Time (s)		55.6			110.1			26.1			222.7	
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
Adj. Flow (vph)	46	51	11	2	72	17	5	42	2	51	86	42
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	108	0	0	91	0	0	49	0	0	179	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	15.0	15.0		15.0	15.0		38.0	38.0		38.0	38.0	
Minimum Split (s)	25.0	25.0		25.0	25.0		45.0	45.0		45.0	45.0	
Total Split (s)	38.0	38.0		38.0	38.0		45.0	45.0		45.0	45.0	
Total Split (%)	45.8%	45.8%		45.8%	45.8%		54.2%	54.2%		54.2%	54.2%	
Maximum Green (s)	31.0	31.0		31.0	31.0		38.0	38.0		38.0	38.0	
Yellow Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	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	
Total Lost Time (s)		7.0			7.0			7.0			7.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	5.0	5.0		5.0	5.0		0.2	0.2		0.2	0.2	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Act Effect Green (s)		15.0			15.0			42.9			42.9	
Actuated g/C Ratio		0.23			0.23			0.65			0.65	
v/c Ratio		0.31			0.21			0.04			0.16	
Control Delay		23.1			19.7			6.4			6.3	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		23.1			19.7			6.4			6.3	
LOS		C			B			A			A	
Approach Delay		23.1			19.7			6.4			6.3	
Approach LOS		C			B			A			A	
Queue Length 50th (m)		11.0			8.0			2.5			8.7	
Queue Length 95th (m)		23.9			19.1			6.5			17.3	
Internal Link Dist (m)		1210.6			2421.7			555.1			4923.9	

Lanes, Volumes, Timings
140: County Road 18 & County Road 9

PM Peak Hour
2029 Total Future Traffic

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Bay Length (m)												
Base Capacity (vph)		717			861			1185			1089	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.15			0.11			0.04			0.16	

Intersection Summary

Area Type: Other

Cycle Length: 83

Actuated Cycle Length: 65.6

Natural Cycle: 70

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.31

Intersection Signal Delay: 13.4

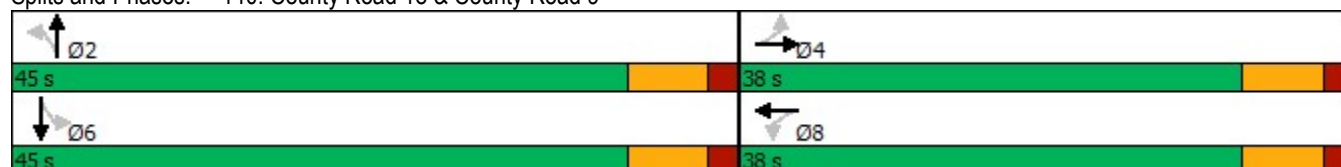
Intersection LOS: B

Intersection Capacity Utilization 55.8%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 140: County Road 18 & County Road 9



HCM Unsignalized Intersection Capacity Analysis

120: County Road 9 & County Road 10

PM Peak Hour
2029 Total Future Traffic

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	29	61	5	4	100	51	14	141	13	85	215	57
Future Volume (Veh/h)	29	61	5	4	100	51	14	141	13	85	215	57
Sign Control	Stop				Stop				Free			
Grade	0%				0%				0%			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	32	66	5	4	109	55	15	153	14	92	234	62
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	None						None					
Median storage veh												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	710	615	234	639	663	153	296			167		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	710	615	234	639	663	153	296			167		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	86	82	99	99	69	94	99			93		
cM capacity (veh/h)	235	376	805	315	353	893	1265			1411		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2						
Volume Total	103	168	168	14	326	62						
Volume Left	32	4	15	0	92	0						
Volume Right	5	55	0	14	0	62						
cSH	324	438	1265	1700	1411	1700						
Volume to Capacity	0.32	0.38	0.01	0.01	0.07	0.04						
Queue Length 95th (m)	10.7	14.2	0.3	0.0	1.7	0.0						
Control Delay (s)	21.2	18.2	0.8	0.0	2.6	0.0						
Lane LOS	C	C	A	A								
Approach Delay (s)	21.2	18.2	0.7	2.2								
Approach LOS	C	C										
Intersection Summary												
Average Delay	7.4											
Intersection Capacity Utilization	51.3%			ICU Level of Service			A					
Analysis Period (min)	15											

HCM Unsignalized Intersection Capacity Analysis

130: County Road 11 & County Road 10

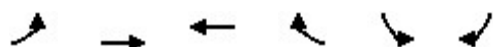
PM Peak Hour
2029 Total Future Traffic

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	52	40	34	4	28	33	19	182	6	54	412	94
Future Volume (Veh/h)	52	40	34	4	28	33	19	182	6	54	412	94
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	57	43	37	4	30	36	21	198	7	59	448	102
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	None								None			
Median storage veh												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	912	864	499	919	912	202	550	205				
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	912	864	499	919	912	202	550	205				
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1	4.1				
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2	2.2				
p0 queue free %	73	84	94	98	88	96	98	96				
cM capacity (veh/h)	212	274	572	197	257	839	1020	1366				
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	137	70	226	609								
Volume Left	57	4	21	59								
Volume Right	37	36	7	102								
cSH	279	389	1020	1366								
Volume to Capacity	0.49	0.18	0.02	0.04								
Queue Length 95th (m)	20.3	5.2	0.5	1.1								
Control Delay (s)	29.8	16.3	1.0	1.2								
Lane LOS	D	C	A	A								
Approach Delay (s)	29.8	16.3	1.0	1.2								
Approach LOS	D	C										
Intersection Summary												
Average Delay	5.9											
Intersection Capacity Utilization	61.0%			ICU Level of Service					B			
Analysis Period (min)	15											

HCM Unsignalized Intersection Capacity Analysis

200: County Road 10 & Street A

PM Peak Hour
2029 Total Future Traffic



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	61	120	133	3	2	36
Future Volume (Veh/h)	61	120	133	3	2	36
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	66	130	145	3	2	39
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	148				408	146
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	148				408	146
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	95				100	96
cM capacity (veh/h)	1434				571	901
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	196	148	41			
Volume Left	66	0	2			
Volume Right	0	3	39			
cSH	1434	1700	876			
Volume to Capacity	0.05	0.09	0.05			
Queue Length 95th (m)	1.2	0.0	1.2			
Control Delay (s)	2.8	0.0	9.3			
Lane LOS	A		A			
Approach Delay (s)	2.8	0.0	9.3			
Approach LOS			A			
Intersection Summary						
Average Delay			2.4			
Intersection Capacity Utilization			30.2%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

210: County Road 11 & Street A

PM Peak Hour
2029 Total Future Traffic



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W			W	W	
Traffic Volume (veh/h)	28	21	20	249	540	39
Future Volume (Veh/h)	28	21	20	249	540	39
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	30	23	22	271	587	42
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	923	608	629			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	923	608	629			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	90	95	98			
cM capacity (veh/h)	293	496	953			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	53	293	629			
Volume Left	30	22	0			
Volume Right	23	0	42			
cSH	356	953	1700			
Volume to Capacity	0.15	0.02	0.37			
Queue Length 95th (m)	4.1	0.6	0.0			
Control Delay (s)	16.9	0.9	0.0			
Lane LOS	C	A				
Approach Delay (s)	16.9	0.9	0.0			
Approach LOS	C					
Intersection Summary						
Average Delay			1.2			
Intersection Capacity Utilization			40.8%	ICU Level of Service		A
Analysis Period (min)			15			

Appendix E

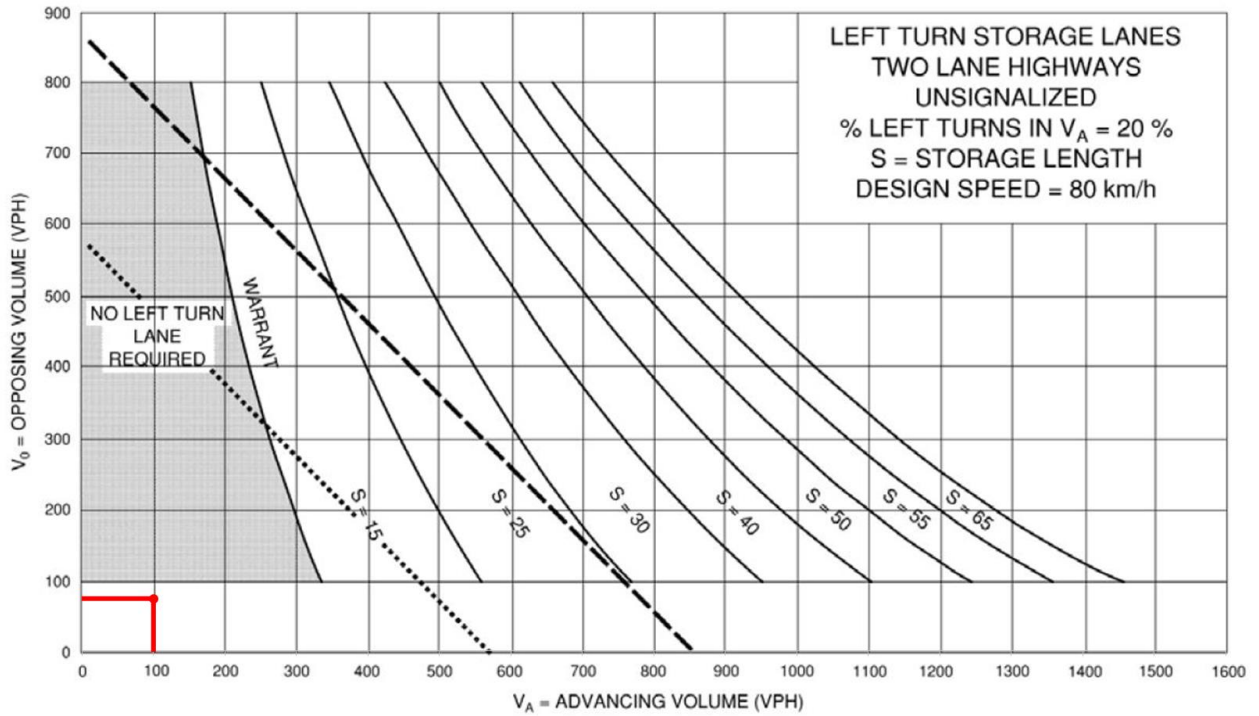
Left Turn Lane Warrant Analysis

Left Turn Lane Warrant Analysis

Eastbound left at Street A and County Road 10

AM Peak Hour

2024 Total Future

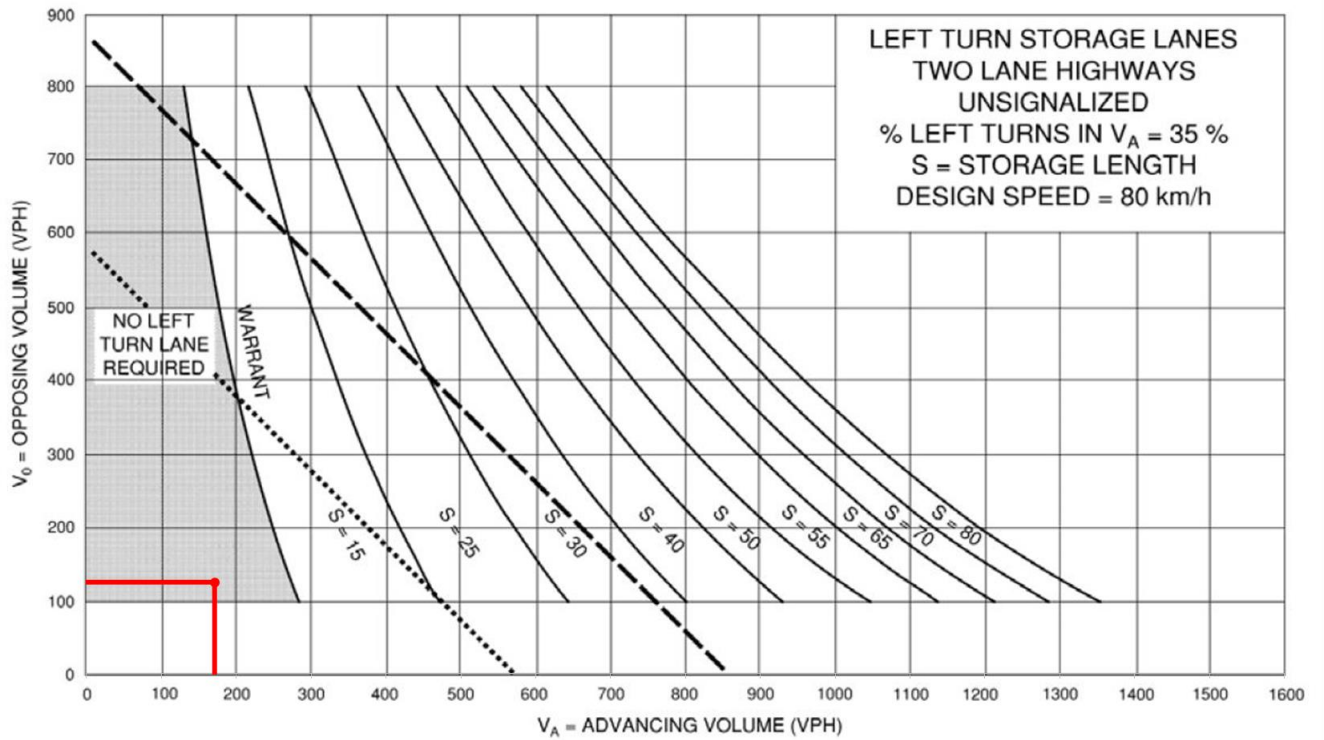


Left Turn Lane Warrant Analysis

Eastbound left at Street A and County Road 10

PM Peak Hour

2024 Total Future

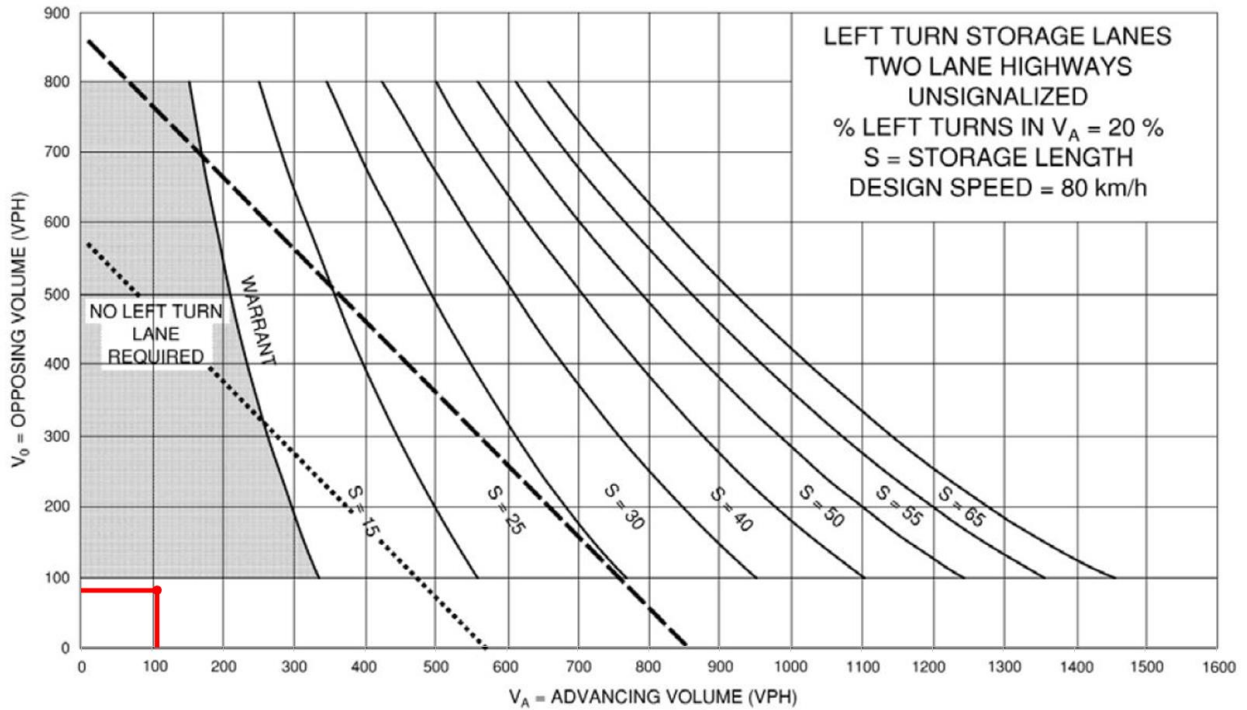


Left Turn Lane Warrant Analysis

Eastbound left at Street A and County Road 10

AM Peak Hour

2029 Total Future

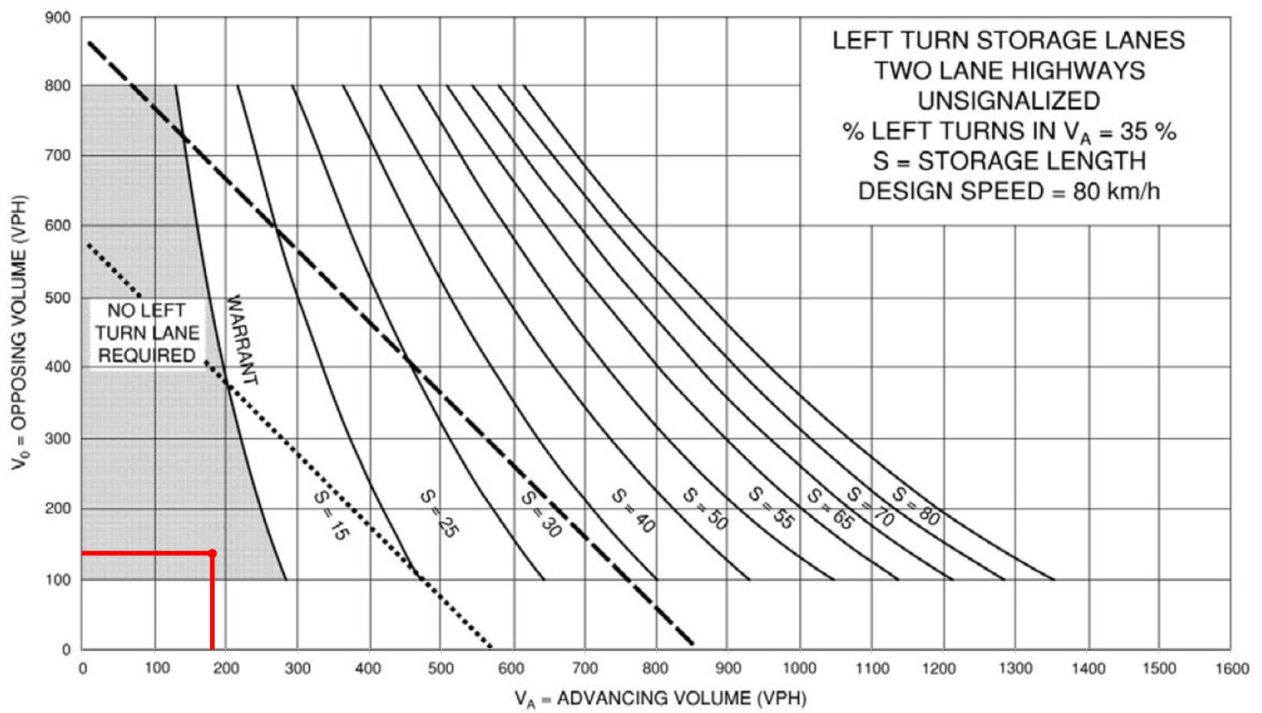


Left Turn Lane Warrant Analysis

Eastbound left at Street A and County Road 10

PM Peak Hour

2029 Total Future

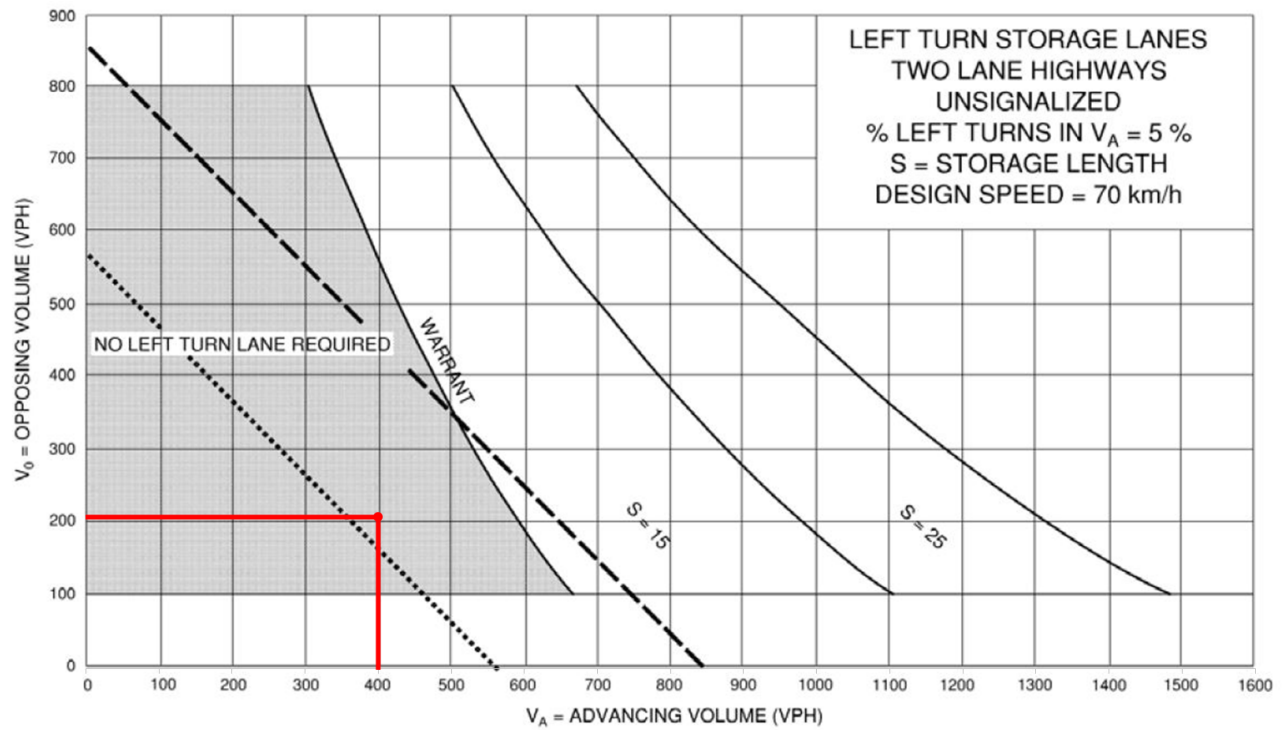


Left Turn Lane Warrant Analysis

Northbound left at Street A and County Road 11

AM Peak Hour

2024 Total Future

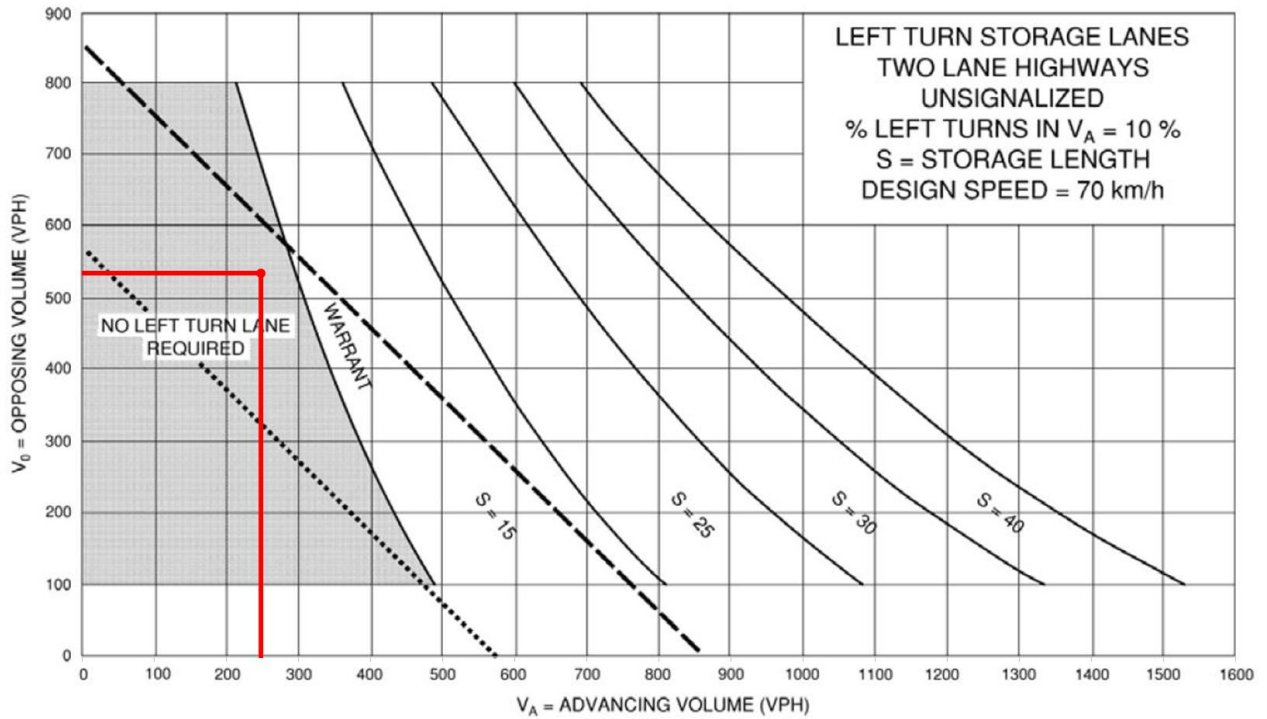


Left Turn Lane Warrant Analysis

Northbound left at Street A and County Road 11

PM Peak Hour

2024 Total Future

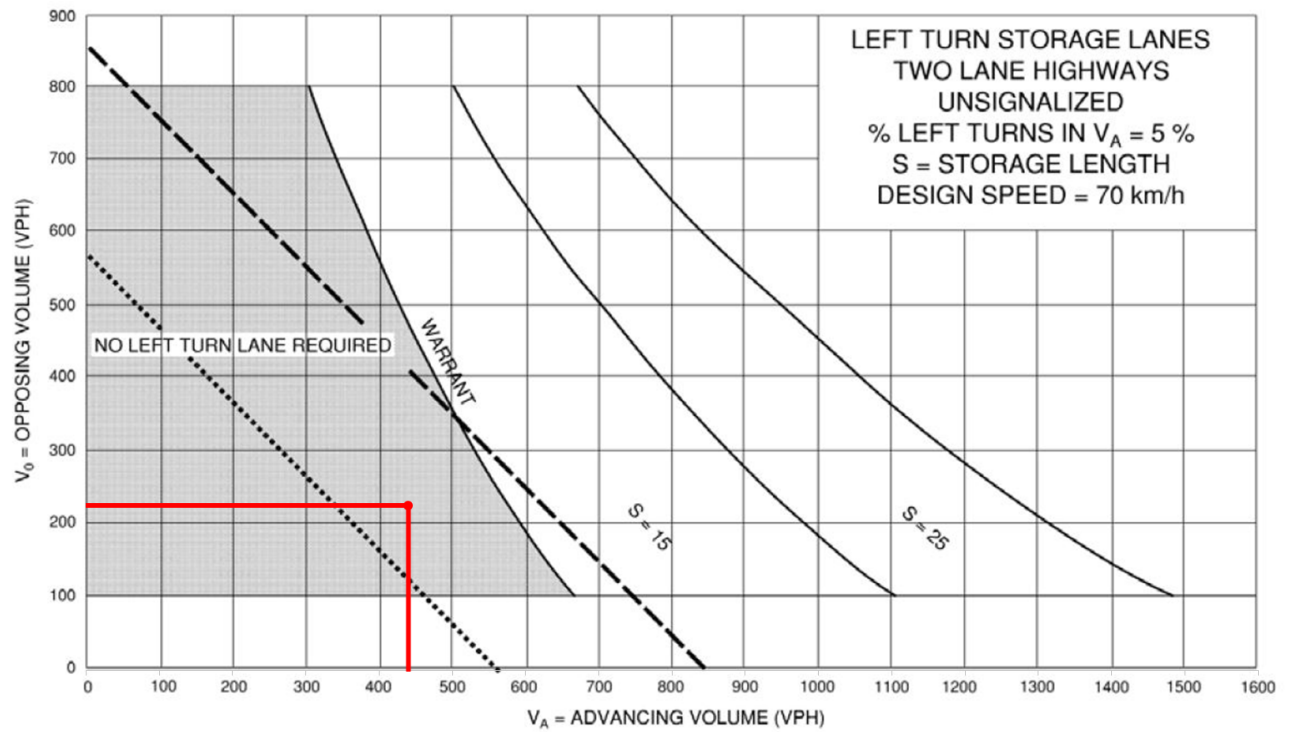


Left Turn Lane Warrant Analysis

Northbound left at Street A and County Road 11

AM Peak Hour

2029 Total Future



Left Turn Lane Warrant Analysis

Northbound left at Street A and County Road 11

PM Peak Hour

2029 Total Future

