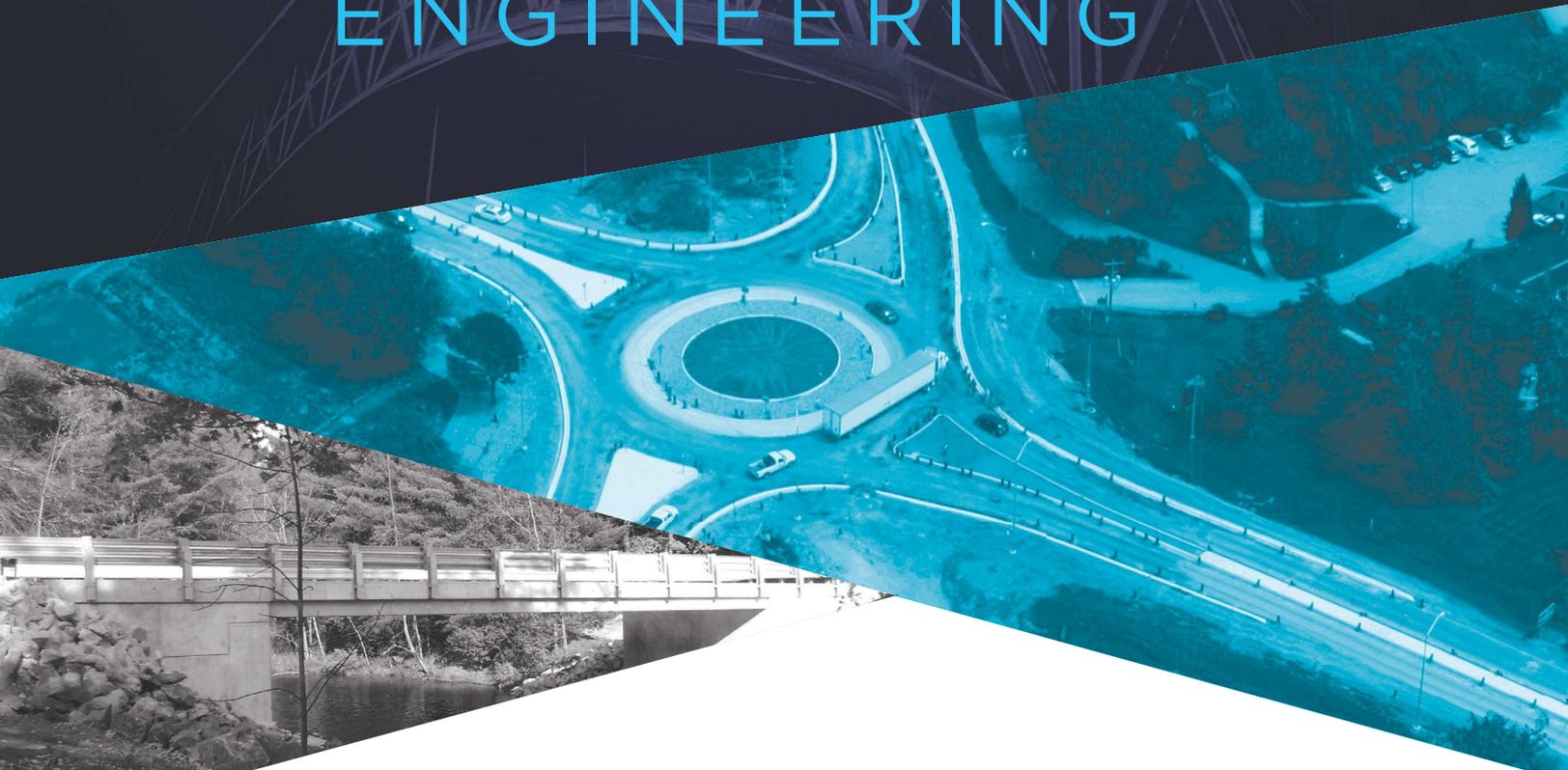




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Traffic Impact Study
Porta (25 Dundas St W), Belleville ON

Harbour 25 LP
Jewell File No. 250-5781

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TRAFFIC IMPACT STUDY
25 Dundas St W (Porta) – File No. 250-5781
Belleville, ON

July 11, 2025

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Revision Summary

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1 Introduction

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

Jewell Engineering Inc. (Jewell) has prepared this Traffic Impact Study (TIS) to evaluate and summarize the impact of a proposed residential/commercial development at 25 Dundas St W in Belleville, ON (Figure 1-1).



Figure 1-1: Development Site Location (Google, Maxar Tech 2015)

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

This traffic study assumes that the development will be fully constructed in 2028 (see following sections for further details).

Jewell notes that this study is based on empirical signal timing observations collected during several site visits, including the AM and PM Peak hour. While the traffic modeling included herein is based on best engineering judgement to reflect existing signal timing, Jewell recommends that the City monitor intersection operations in future conditions to ensure that signal timing remains adequate to support traffic growth.

2 Background

2.1 Proposed Development

The development site has an area of 2.9ha, and previously operated as part of a marina, with accessory buildings and boat storage.

The owner is proposing to construct a residential development with an estimated 213 residential units, including seven units being constructed as part of a *First-Floor Commercial* (Land Use Code 230) building in the site’s northeast.

For the purposes of this study, it is assumed that all trips to/from the development will be via road traffic.

All traffic will access the site via Old Bay Bridge Road by the Ramada hotel. The existing Mary St site access (CPKC Railway at-grade crossing) will be maintained to provide access to the marina, and will be used for the proposed development as a secondary emergency access only.

This TIS will evaluate the impact of the proposed development on the “key intersections” in the development area:

- Bay Bridge Rd (Hwy 62) at Dundas St W
- Bay Bridge Rd (Hwy 62) at Old Bay Bridge Road / Medigas Classic Pkwy



Figure 2-1: Study Environs (Google, Maxar Tech 2015)

2.2 Existing Road Network

2.2.1 Bay Bridge Road (Hwy 62)

Bay Bridge Road (BBR) is a four-lane, hard-surfaced arterial road (City of Belleville GIS, 2025) that extends south from Dundas St W (Old Hwy 2) to connect to Prince Edward County as Highway 62. Bay Bridge Road transitions from four lanes to two lanes immediately north of the Bay Bridge (south of the Bay Bridge Rd (Hwy 62) at Old Bay Bridge Road / Medigas Classic Pkwy intersection). In the vicinity of the proposed development, Bay Bridge Road has an urban cross-section with multi-use pathways on both sides. Northbound traffic speeds reduce from 60km/h to 50km/h between the two study intersections; in contrast, the first southbound posted speed sign (60 km/h) is located on the Bay Bridge, 300m south of Old Bay Bridge Road.



Figure 2-2: Bay Bridge Rd south of Dundas St, Facing North (Google, October 2024)

2.2.2 Dundas St W

Dundas St W is one of the main east-west arterial roads through Belleville, and connects traffic from Prince Edward County and the subject development to Quinte West, downtown Belleville, and to the north/401 via Wallbridge-Loyalist Road, Sidney St, Front St (Hwy 62) and Cannifton Road Pkwy (Hwy 37). Dundas St W is a four-lane, hard-surfaced road. The road has an urban cross-section with sidewalk/multi-use pathways on both sides and a width of ~14m. The 50km/h posted speed zone on Dundas St W was recently extended west of Bay Bridge Road, and now spans most of Belleville.



Figure 2-3: Dundas St W west of Bay Bridge Rd, Facing East (Google, October 2023)

2.2.3 Bay Bridge Rd at Dundas St W

The intersection of Dundas St W at Bay Bridge Rd is a signalized three-way intersection, located 500m east of Sidney St and 800m west of downtown Belleville. The intersection forms the northern limit of Hwy 62 (Bay Bridge Road, under municipal jurisdiction).

The intersection has dual protected left-turn auxiliary lanes for westbound-left and northbound-left movements. Lane configuration is as follows:

- Northbound
 - NL (70m storage)
 - NL
 - NR
- Eastbound
 - ET
 - ET
 - ER (50m storage)
- Westbound
 - WL (≥ 110 m storage)
 - WL (≥ 135 m storage)
 - WT
 - WT

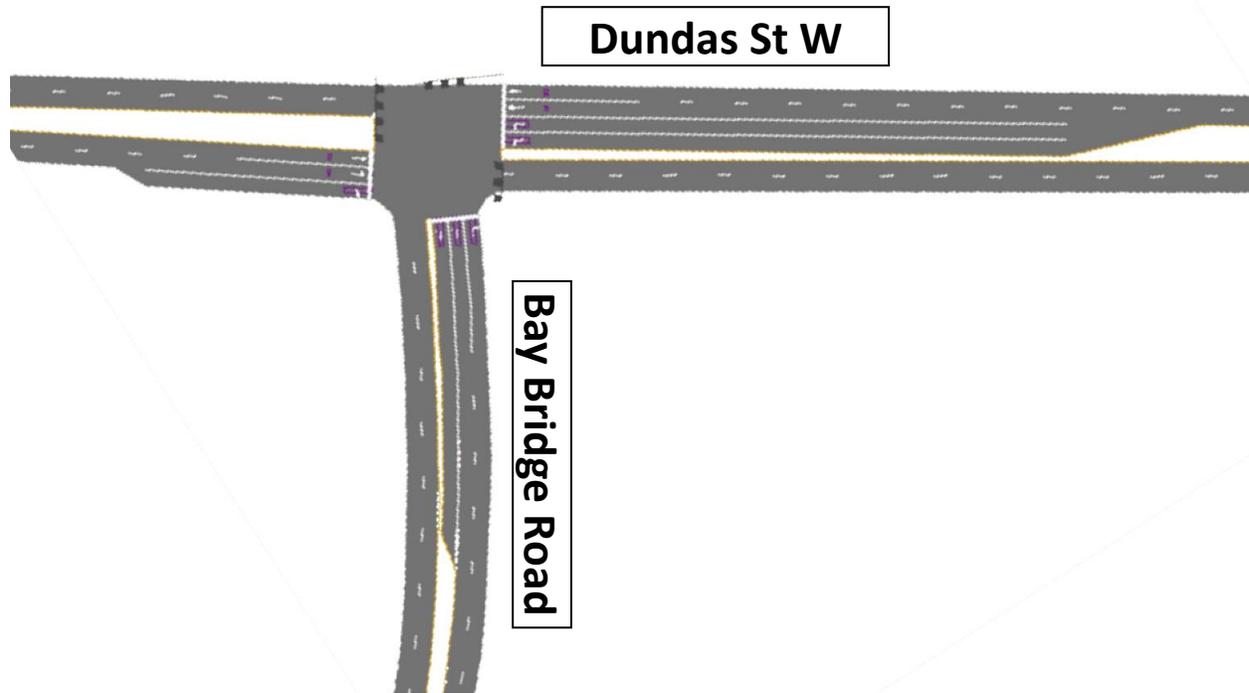


Figure 2-4: Intersection Configuration – Bay Bridge Rd at Dundas St W (Trafficware LLC – Synchro 11)

The intersection operates using three phases (numbers provided for illustrative purposes only):

1. Northbound traffic (protected left / permitted right);
2. Westbound through/left traffic (protected left turn);
3. Eastbound + westbound through traffic.

Staff observed during an off-peak period that the signal rests on an eastbound-westbound green to facilitate traffic flow on Dundas St W. A northbound vehicle will trigger the signals to switch to the northbound phase (1), and the traffic signals will then allow a westbound protected left (2) if a vehicle is positioned on the left-turn sensor, or revert back to eastbound/westbound green (3) otherwise.

Phases switch using a 4-second yellow time and 2-second red time. Similarly, there is a two-second delay between the end of the westbound-left amber light and the beginning of the eastbound green.

In the event of a westbound-left call during an eastbound-westbound green (3) on Dundas, the signals will first switch to the northbound phase (1) for a set period of time (minimum 10-second green) before switching to a protected westbound-left (2). This obligatory northbound phase increases average delays to eastbound and westbound traffic during off-peak periods due to the wasted time on the northbound phase, however the effect is not noticeable during daytime periods due to the regular arrival of northbound traffic.

Traffic signal timing appears to operate using actuated phasing, where traffic on the major road (Dundas St W) extends the major-road phase, while traffic on the minor approach (northbound traffic on Bay Bridge Road) will call and extend the northbound phase.

Phases at the Dundas/BBR intersection were observed in off-peak periods to operate using a minimum 10-second green (for periods with lower traffic volumes), and a maximum green of 35 seconds during peak periods (“total split” of 41 seconds, which includes a 4-second yellow and 2-second red).

There are signalized pedestrian crosswalks on the intersection’s east, west, and south legs.

2.2.4 Old Bay Bridge Road and Medigas Classic Pkwy

Old Bay Bridge Road is a local road that extends south from the subject property, connects to the Ramada Hotel, and provides access to East and West Zwick’s Park (as Medigas Classic Pkwy). It is a two-lane, hard surfaced road with a varying cross-section (mostly rural but some curb and gutter in areas) and no sidewalk (multi-use trails are provided throughout the adjacent park). There are no posted speed signs along Old Bay Bridge Rd / Medigas Classic Pkwy, implying a speed of 50km/h. As this stretch of roadway follows a circuitous route to either side of Bay Bridge Road, travelled speeds likely remain below 50km/h.



Figure 2-5: Medigas Classic Pkwy west of Bay Bridge Rd, Facing East (Google, 2020)

2.2.5 Bay Bridge Road at Old Bay Bridge Road / Medigas Classic Pkwy

The Bay Bridge Road / Old BBR / Medigas Pkwy intersection is located 380m driving distance south of the Dundas St intersection.

The intersection is a 4-leg intersection with no auxiliary lanes and operates using a two-phase signal, which operates using synchronous opposing phases and permitted left turns. Bay Bridge Road (Hwy 62) has 4 lanes through the intersection. Due to the high traffic volume on Bay Bridge Road (Hwy 62), there is a large delay (~30 seconds) between a minor-road call and the minor-road green signal.

There are signalized pedestrian crosswalks on the intersection's east, west, and south legs. Pedestrian volumes at the intersection are not significant – likely due to the pedestrian underpasses 320m north and south, and the pedestrian crosswalks available at the Dundas intersection.

The signals use a 4-second yellow and 2-second all-red when switching from the major road (Bay Bridge Rd) to the minor road, and a 4-second yellow and 3-second all-red when switching back to the major road.

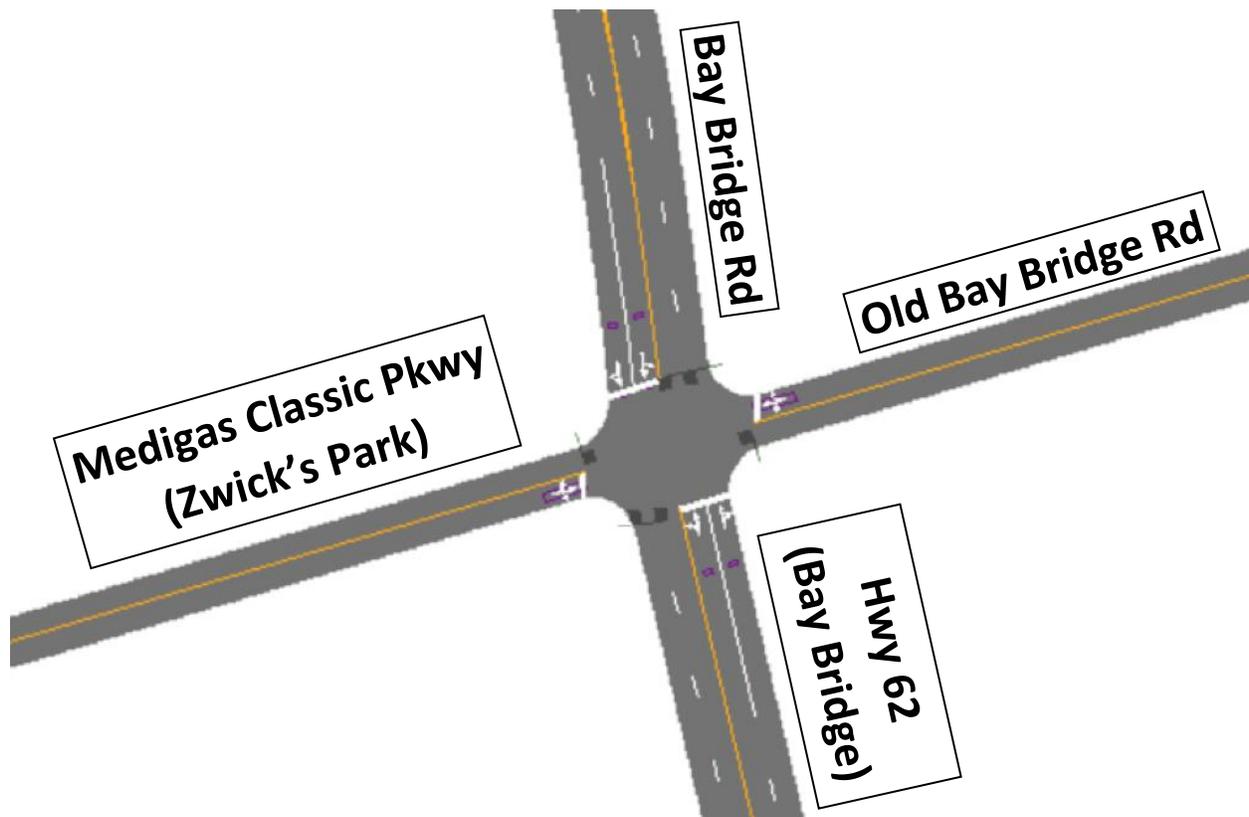


Figure 2-6: Intersection Configuration – Bay Bridge Rd at MCP / Old BBR (Trafficware LLC – Synchro 11)

2.3 Future Road Network

Within 100m south of the Bay Bridge Road / Old BBR / Medigas Pkwy intersection, Hwy 62 reduces from four lanes (through the intersection) to two lanes. As the southbound right lane ends immediately after the intersection, it is expected that the intersection's four-lane capacity is not fully utilized.

The MTO is planning to twin the Bay Bridge in the near future, with the existing bridge to be used for two southbound lanes and a proposed bridge to be used for two northbound lanes of traffic.

As the purpose of this investigation is to review the impact of traffic from the proposed development (and is not intended to focus on the effect of planned upgrades), Jewell's modeling is completed using two northbound and two southbound lanes south of the Bay Bridge Road / Old BBR / Medigas Pkwy intersection, which removes the effect of the southbound merge lane on southbound traffic flow.

3 Background Traffic

3.1 Traffic Counts

To determine background traffic volumes, Jewell retained Ontario Traffic Inc. (OTI) to conduct Turning Movement & Classification (TMC) counts at the intersections of Bay Bridge Road at Dundas St W, and Bay Bridge Road at Old Bay Bridge Road / Medigas Classic Pkwy. The counts were conducted on Friday May 30, 2025 and Saturday May 31, 2025. Hourly volumes at the main intersection (Dundas St W) are shown below.

Weekday traffic volumes at the study intersections remain relatively steady between 7:30 and noon, then increase from noon to 5:00. Saturday traffic volumes increase throughout the morning before an afternoon peak between 12:00 and 3:30. The recorded traffic patterns are consistent with the majority of observed weekday and weekend counts.

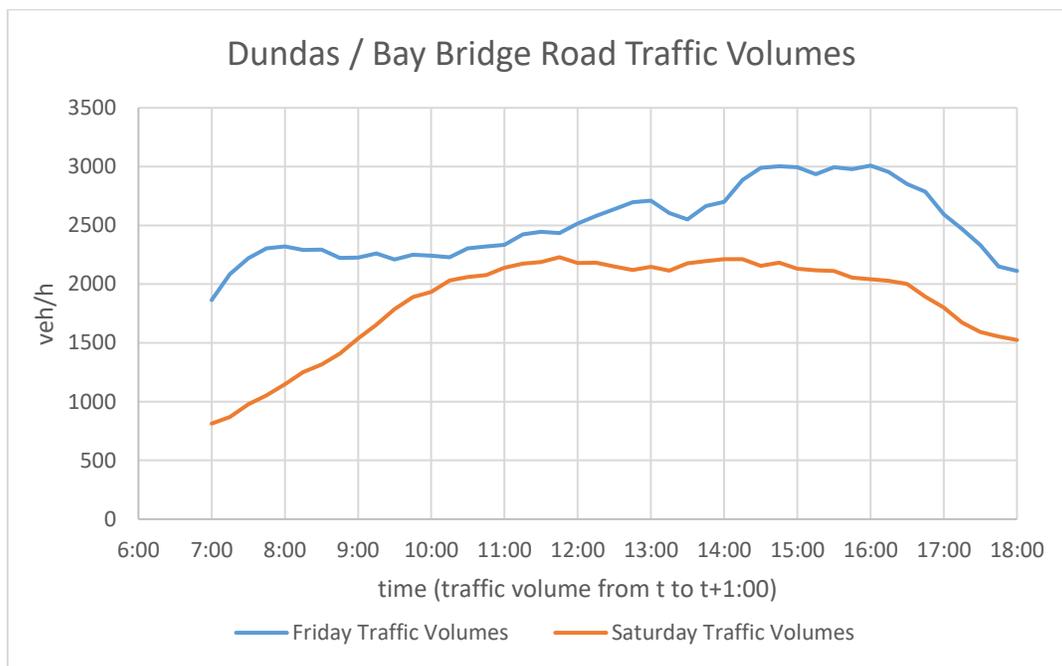


Figure 3-1: Hourly Traffic Volumes - Dundas St W at Bay Bridge Rd

The peak hour factors (PHFs) for the study intersections' peak hours were above 0.92, which indicates an even traffic distribution throughout the peak hour.

Based on the data collected, the peak hours for the study were selected as follows:

- AM 11:30 to 12:30 (PM)
- PM 3:45 to 4:45
- Sat 2:15 to 3:15

The peak hours above were selected for analysis as they conservatively model the daily 15-minute peak for the Dundas/BBR intersection.

Jewell applied an annual growth factor of 2% to project the background counts to future conditions. The growth factor of 2% was selected based on the background population growth of Belleville (Table 3-1). This approach was approved by City staff in the Terms of Reference (see Appendix E).

Table 3-1: Population Growth - Stats Canada

Census Area	2016 Population	2021 Population	Annual Growth Rate
Belleville	50,716	55,071	1.66%

Source: Statistics Canada, 2021 Census of Population.

For reference purposes, the MTO data collector positioned 100m south of CR3 (Rednersville Road) on the south side of the Bay Bridge shows an AADT growth factor of ~1.5%, from 11,000 veh/d in 1988 to 17,700 in 2021.

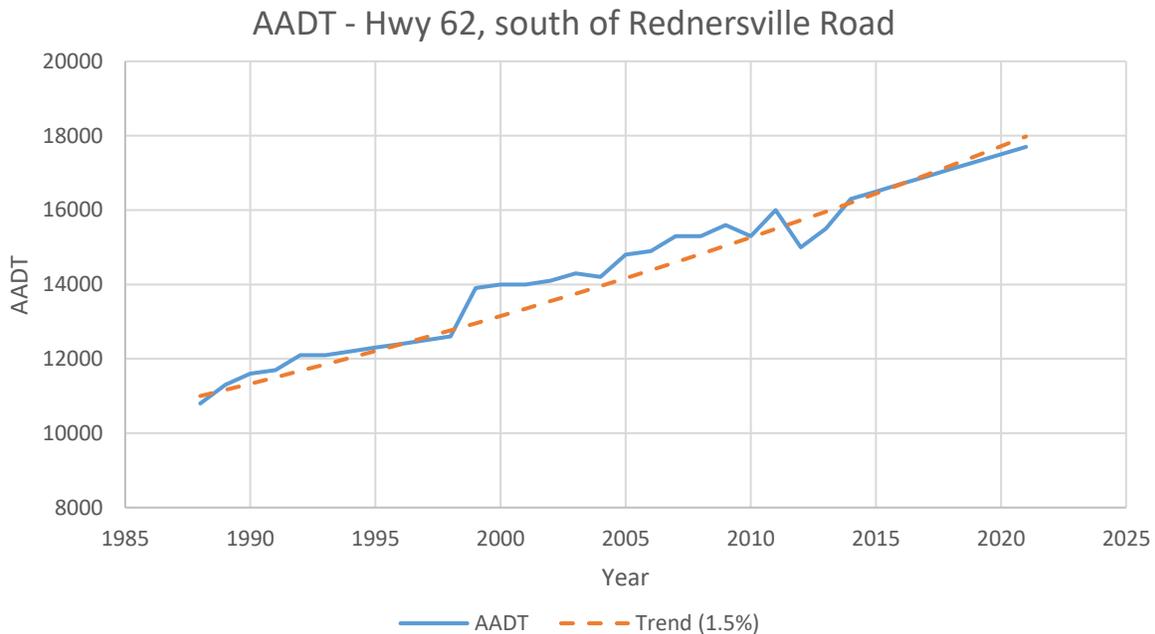


Figure 3-2: Hwy 62 Background Growth Rate

3.2 Future Background Traffic Conditions

Full build-out of the development is anticipated in 2028. Accordingly, Jewell considered the following scenarios and planning horizons:

- 2025 – Existing conditions
- 2028 – Development Buildout
 - Projected background traffic
 - Background + Development
- 2033 – 5-Yr projection
 - Projected background traffic
 - Background + Development

The traffic volume figures are included in Appendix C.

3.3 Level of Service

The performance of the study intersections was assessed based on delay calculations per the Highway Capacity Manual criteria noted below:

Table 3-2: Intersection Level-of-Service Criteria (HCM 2000, Exhibit 16-2, 17-2)

Level of Service	Average Control Delay (s/veh)
	Signalized Intersection
A	< 10
B	> 10 – 20
C	> 20 – 35
D	> 35 – 55
E	> 55 – 80
F	> 80

The study intersections were modeled using a Peak Hour Factor (PHF) of 0.92, as the traffic counts demonstrated PHFs of greater than 0.92 – that is, Jewell’s model conservatively assumes that the highest 15-minute volume of each peak hour exceeds the highest recorded 15-minute volume in the respective peak hour.

Peak-hour heavy vehicle percentages at the BBR/Dundas intersection generally ranged from 2% to 5% for all movements, with the exception of a low heavy-vehicle percentage (0.45%) for the northbound-right movement in the Saturday peak hour. Similarly, the south intersection had heavy vehicle percentages between 2% and 6% for major-road through movements (along BBR/Hwy 62), with very few minor-road heavy vehicle movements (generally 0 to 1%).

The performance of the study intersections under the background traffic conditions are summarized in Table 3-3 (see following page). Additional details are provided in Appendix D.

Table 3-3: Levels of Service - Future Background; AM, PM, Saturday Peak Periods

			AM			PM			Sat		
			2025	2028	2033	2025	2028	2033	2025	2028	2033
Bay Bridge Rd / Dundas St W	NB	Appr. LOS	B	B	B	B	C	C	B	B	B
		V/C Ratio	0.75	0.77	0.81	0.78	0.80	0.85	0.71	0.73	0.76
		Appr. Delay, s/veh	16.7	17.4	18.9	19.9	21.0	24.8	15.2	15.5	16.6
		95th% Queue (m)	36.2	38.0	41.4	54.2	57.5	63.0	33.5	34.7	37.0
	EB	Appr. LOS	C	C	C	C	C	D	C	C	C
		V/C Ratio	0.66	0.66	0.65	0.68	0.71	0.74	0.58	0.59	0.63
		Appr. Delay, s/veh	27.8	28.2	28.2	30.7	32.5	35.7	24.6	25.3	27.3
		95th% Queue (m)	131	149	175	136	153	180	98.2	105	116
	WB	Appr. LOS	C	C	C	C	C	C	C	C	C
		V/C Ratio	0.62	0.65	0.73	0.71	0.72	0.73	0.63	0.66	0.69
		Appr. Delay, s/veh	22.1	23.0	25.2	24.3	24.9	25.8	22.5	23.2	23.7
		95th% Queue (m)	97.8	105	116	145	160	186	110	117	132
Bay Bridge Rd / Medigas Pkwy, Old BBR	NB	Appr. LOS	A	A	A	A	A	A	A	A	A
		V/C Ratio	0.25	0.27	0.30	0.33	0.35	0.40	0.20	0.22	0.24
		Appr. Delay, s/veh	3.9	4.0	4.2	5.7	5.9	6.7	3.6	3.7	3.8
		95th% Queue (m)	24.3	26.4	30.4	36.2	40.0	47.5	18.9	20.3	23.2
	EB	Appr. LOS	C	C	C	C	C	C	B	B	B
		V/C Ratio	0.25	0.26	0.28	0.46	0.48	0.51	0.24	0.25	0.28
		Appr. Delay, s/veh	25.7	25.8	26.0	30.1	30.5	31.5	16.2	16.9	18.1
		95th% Queue (m)	15.4	15.9	16.9	25.8	27.0	29.4	12.0	12.7	14.0
	SB	Appr. LOS	A	A	A	A	A	A	A	A	A
		V/C Ratio	0.33	0.36	0.40	0.45	0.48	0.54	0.34	0.36	0.40
		Appr. Delay, s/veh	4.2	4.4	4.7	6.5	6.9	7.9	4.2	4.3	4.6
		95th% Queue (m)	31.1	34.2	40.5	52.6	59.1	72.6	32.2	35.1	41.3
WB	Appr. LOS	B	B	B	B	B	B	B	B	B	
	V/C Ratio	0.15	0.15	0.17	0.15	0.15	0.17	0.17	0.18	0.19	
	Appr. Delay, s/veh	11.2	11.0	10.6	11.4	11.1	11.0	14.7	14.8	14.6	
	95th% Queue (m)	8.2	8.5	8.8	8.5	8.6	9.2	9.8	10.2	10.5	

As shown above, the network continues to operate with acceptable levels of service and queueing through the 2033 planning horizon under background traffic conditions. This indicates remaining surplus capacity is available to accommodate future growth.

3.3.1 Model Inputs

The intersections were modeled using the following signal timing inputs:

Bay Bridge Road at Dundas St W

- Recall Mode
 - NB None (Signals rest on Eastbound/Westbound Green)
 - EB Minimum
 - WB Minimum
- Minimum Initial (Green)
 - NB 10 seconds
 - EB 10 seconds

- WB 10 seconds (for protected westbound-left)
- Vehicle Extension, Gap
 - 3.0 seconds (Synchro default value, programmed timing unknown)
- Maximum Green
 - NB 35 seconds (longest northbound green observed)
 - EB 35 seconds (rests on EB Green if no northbound or westbound-left veh.)
 - WB 35 seconds (for protected westbound-left)
- Pedestrian Timing
 - East Leg 10 second walk 25 second flashing don't walk
 - South Leg 10 second walk 25 second flashing don't walk
 - West Leg 10 second walk 20 second flashing don't walk

Bay Bridge Road at Old Bay Bridge Road / Medigas Classic Pkwy

- Recall Mode
 - NB/SB Max
 - EB/WB None (Signal rests on Northbound/Southbound Green)
- Minimum Initial (Green)
 - NB/SB 45 seconds
 - EB/WB 10 seconds
- Maximum Green
 - EB/WB 18 seconds (observed)
- Vehicle Extension, Gap
 - 3.0 seconds (Synchro default value, programmed timing unknown)

Due to the long North-South phase and low volume of pedestrians crossing at the south approach, the recorded pedestrian volumes do not have a noticeable impact on vehicular delays at the BBR/OBBR/MCP intersection.

4 Proposed Development Traffic

4.1 ITE Vehicular Trip Generation

The I.T.E. Trip Generation Manual was referenced to estimate the increase in peak-hour traffic with the addition of the proposed development. ITE Trip Generation Codes 215 – *Single-Family Attached Housing*, and 230 – *Low-Rise Residential, Ground-Floor Commercial* most closely reflect the use of the proposed development. For conservatism, Jewell determined the estimated peak-hour trips based on 230 residential units to allow for flexibility in the concept plan.

Land-Use Code 215 was applied for all dwelling units in the development as single-family housing generates a slightly conservative number of trips per residential unit compared to Code 230, and Code 230 was produced from a small sample data set.

Table 4-1: ITE Trip Generation

Land-Use Code	Units (est.)	Trips Generated		
		AM	PM	Sat
215 – Single-Family Attached	230	115	127	133

Inbound and outbound traffic volumes are as follows.

Table 4-2: Inbound/Outbound Distribution

	AM	PM	Saturday
Inbound/Outbound %	25/75	62/38	48/52
Inbound Trips	29	79	64
Outbound Trips	86	48	69

4.2 Vehicular Trip Distribution and Assignment

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

Generated vehicle trips were routed to one of three nodes:

- Dundas St, East (to/from downtown)

- Dundas St, West (to/from Sidney St, Wallbridge Loyalist Rd, etc.)
- Prince Edward County (PEC)

Jewell routed 10% of the trips from the development to Prince Edward County via Hwy 62. The remainder of the trips are distributed based on background traffic at Dundas/BBR as follows:

Table 4-3: Distribution of Generated Traffic

	To West (NL at Dundas)	To Downtown (NR at Dundas)	From West (ER onto BBR)	From Downtown (WL onto BBR)
AM Peak	25%	75%	35%	65%
PM Peak	30%	70%	30%	70%
Sat Peak	20%	80%	35%	65%

The vehicular trips generated by the proposed development are provided in Appendix C.

5 Transportation Impacts

5.1 Traffic Analysis

In order to conservatively predict the impact of the additional trips, Jewell assumed that the development traffic peak hour would occur simultaneously with the background traffic peak. Figures displaying the vehicular background traffic plus traffic generated by the proposed development are provided in Appendix C.

5.1.1 Level of Service

The performance of the study intersections with existing geometry/controls and the added development generated traffic during the critical (PM) peak hour are summarized as follows. Additional details are provided in Appendix D.

Table 5-1: Levels of Service - Future Bkgd + Development; Critical (PM) Peak Period

			2025 PM	2028 PM Peak Hour		2033 PM Peak Hour	
			Bkgd	Bkgd	Bkgd + Dev	Bkgd	Bkgd + Dev
Bay Bridge Rd / Dundas St W	NB	Appr. LOS	B	C	C	C	C
		V/C Ratio	0.78	0.80	0.82	0.85	0.88
		Appr. Delay, s/veh	19.9	21.0	22.4	24.8	27
		95th% Queue (m)	54.2	57.5	60.2	63.0	75.3
	EB	Appr. LOS	C	C	D	D	D
		V/C Ratio	0.68	0.71	0.74	0.74	0.75
		Appr. Delay, s/veh	30.7	32.5	35.1	35.7	36.3
		95th% Queue (m)	136	153	153	180	180
	WB	Appr. LOS	C	C	C	C	C
		V/C Ratio	0.71	0.72	0.69	0.73	0.79
		Appr. Delay, s/veh	24.3	24.9	24.5	25.8	28
		95th% Queue (m)	145	160	179	186	206
Bay Bridge Rd / Medigas Pkwy, Old BBR	NB	Appr. LOS	A	A	A	A	A
		V/C Ratio	0.33	0.35	0.36	0.40	0.40
		Appr. Delay, s/veh	5.7	5.9	5.9	6.7	6.4
		95th% Queue (m)	36.2	40.0	41.4	47.5	49.5
	EB	Appr. LOS	C	C	C	C	C
		V/C Ratio	0.46	0.48	0.47	0.51	0.47
		Appr. Delay, s/veh	30.1	30.5	30.9	31.5	31.7
		95th% Queue (m)	25.8	27.0	28.8	29.4	33.1
	SB	Appr. LOS	A	A	A	A	B
		V/C Ratio	0.45	0.48	0.61	0.54	0.68
		Appr. Delay, s/veh	6.5	6.9	8.8	7.9	10.6
		95th% Queue (m)	52.6	59.1	78.8	72.6	101
	WB	Appr. LOS	B	B	B	B	B
		V/C Ratio	0.15	0.15	0.30	0.17	0.30
		Appr. Delay, s/veh	11.4	11.1	10.7	11.0	10.8
		95th% Queue (m)	8.5	8.6	13.6	9.2	14.7

As demonstrated in Table 5-1, the key intersections will continue to operate at acceptable levels of service (average approach delays below 37 seconds) through the 2033 planning horizon with the proposed development traffic.

The addition of the proposed development traffic results in increased queuing during the peak hours. Jewell notes that the combination of a lower Peak-Hour Factor (Section 3.3) and 95th percentile queuing is a very conservative scenario as it represents a modeling case where traffic is more concentrated in the peak hour than is observed at the intersection – in other words, the longer queues are likely not representative of real-world conditions.

5.1.2 Auxiliary Lanes

In accordance with TAC guidelines, left turn lane warrants should be based on a capacity analysis.

As approaches operate under acceptable levels of service in background and future conditions, additional auxiliary lanes are not required to support the proposed development.

5.2 Intersection Improvements

5.2.1 Signal Timing

Signal timing at the study intersections remain adequate through the 2033 planning horizon, and no modifications to signal timing or phasing are required to support the proposed development.

5.3 Safety Impacts

5.3.1 On-Site Traffic Circulation

Adequate on-site circulation is crucial to ensure that traffic movements remain fluid, and vehicles are able to access desired locations without obstructing other vehicles.

The site's main driveway is designed in a large loop, which provides access to the dwellings without excessive concentration of traffic at a single point. In addition, the loop provides a fire route with larger turning radii for emergency vehicles. Therefore, the site layout is conducive to good on-site circulation.

Further discussion for on-site circulation will be provided at the detailed design stage of the project.

6 Transportation Demand Management

6.1 Active Transportation

Sidewalks/multi-use pathways run along both sides of Dundas St and Bay Bridge Rd in the vicinity of the proposed development, providing opportunity for pedestrians, cyclists, and/or users of reduced mobility to access the development. Additionally, Bay Bridge Road and Medigas Parkway run through Zwicks Park which contains many multi-use pathways used for leisure. Signalized pedestrian crosswalks are located at Bay Bridge Rd / Dundas St W and Bay Bridge Rd / Old Bay Bridge Rd/Medigas Classic Pkwy intersections, and are spaced less than 400m apart from each other.

Active transportation facilities within the road right-of-way in the immediate vicinity of the proposed development are shown below.

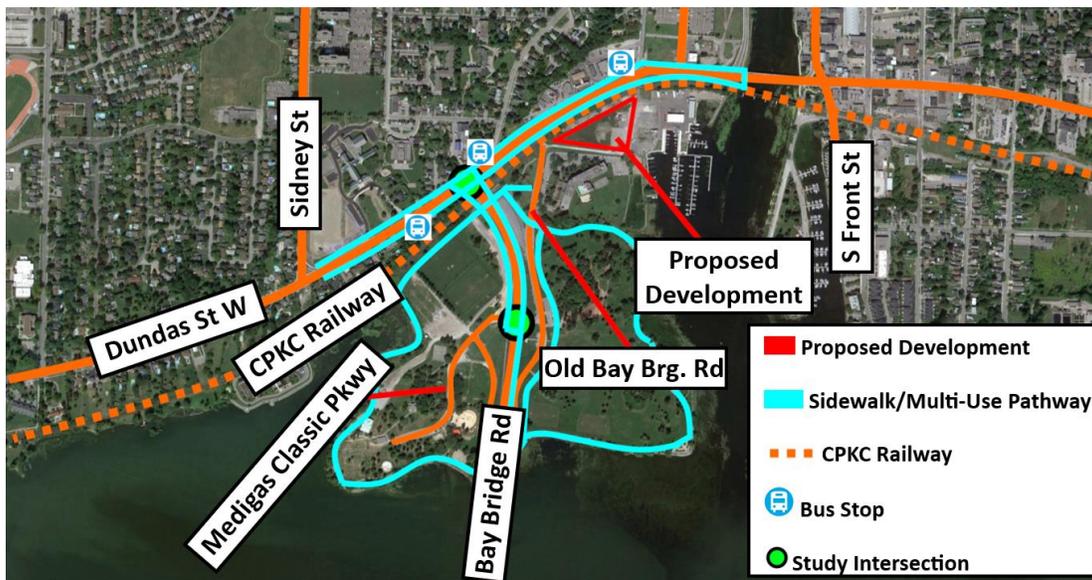


Figure 6-1: Active Transportation Network

6.2 Transit Service

The proposed development is located within 800m of the Belleville Transit Terminal, with departures every 20-40 minutes on most routes.

Route 4 runs along Dundas St W, with 20-minute service during regular business hours Mon-Fri, with 40-minute off-peak service during early morning, evening, Saturday, and Sunday periods.

Belleville's VIA Rail station, 3km to the NE, is served by ~20 trains per day, with 60- to 90-minute frequency in both directions (to Toronto and Ottawa/Montreal).

7 Conclusions & Recommendations

Jewell has prepared this TIS to discuss the impact of a proposed residential development at 25 Dundas St W in Belleville, ON. The development is expected to involve construction of 213 residential units, which are primarily single-family attached dwellings (i.e., townhouses and duplexes), and seven residential units with ground-floor commercial. For conservatism, the development trip generation was based on 230 units.

Vehicle traffic will access the site via the existing intersection of Bay Bridge Rd (Hwy 62) at Medigas Classic Pkwy and Old Bay Bridge Road, with the majority of the site's traffic expected to route via the Bay Bridge Road / Dundas St W intersection to/from Belleville.

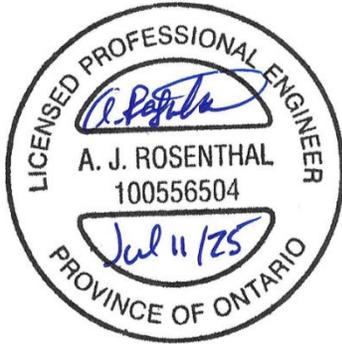
The two study intersections on Bay Bridge Road will continue to operate at Level of Service D or better throughout the study horizon with the addition of the proposed development traffic. Therefore, no intersection upgrades, or modifications to the existing road network, are required to support the proposed development.

The existing sidewalks, crosswalks, and transit stops provide active transportation opportunities to access the development site.

Jewell reiterates the following as part of our study:

- Levels of Service and results included herein are based on observed signal timing at the two intersections of interest. Signal timing sheets were not available while this study was completed.
- The MTO is planning to twin the Bay Bridge in the near future, which will improve traffic flow at the Hwy 62 / Medigas / Old BBR intersection due to the elimination of a southbound merge lane. The results of this study are based on intersection capacity alone, and as such, reflect intersection levels of service without a downstream lane reduction condition.

Prepared by



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Reviewed by



Amanda Redden, P.Eng.
Jewell Engineering Inc.

8 References

- Institute of Transportation Engineers. (2021). *Trip Generation Manual, 11th Edition*.
- Ontario Ministry of Transportation. (2012). *Ontario Traffic Manual - Traffic Signals (Book 12)*.
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- Ontario Ministry of Transportation. (n.d.). *Traffic Volumes (1988-2019)*.
- Statistics Canada. (2022). *2021 Census of Population*. Retrieved from Statistics Canada.
- Transportation Association of Canada. (2017). *Geometric Design Guide for Canadian Roads*.

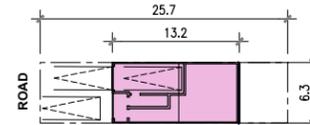
APPENDIX A

Development Concept Plan

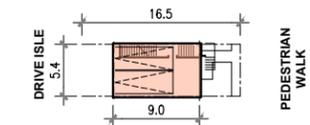


Total 213 Residential Units

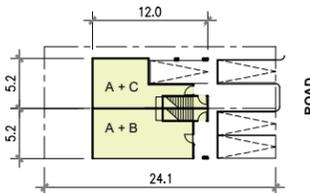
TYPE A
 2 Units Stacked
 Unit A: 2200sf
 Unit B: 1430
 Total Units = 22



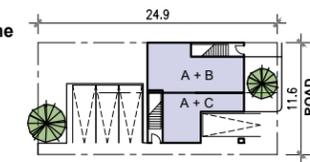
TYPE B
 2 Units Stacked
 Unit A: 1385sf
 Unit B: 550sf
 Total Units = 88



TYPE C
 2 @ 2 Units Stkd
 Unit A: 900sf
 Unit B: 750sf
 Unit C: 650sf
 Total Units = 48



TYPE D - Rail Line
 2 @ 2 Units Stkd
 Unit A: 800sf
 Unit B: 700sf
 Unit C: 600sf
 Total Units = 48



TYPE E
 Condo
 850sf
 Total Units = 7



Statistics to come:

- Per Unit type (A,B,C,D E):
1. Bedrooms / w/c's (estimate)
 2. max height
 3. lot area
 4. frontage
 5. lot coverage percentage
 6. min. landscaped area
 7. min front, side, rear yard setbacks
 8. parking spaces per unit

General:

1. site dimensions
2. parking count visitor
3. commercial area
4. amenity area (building)
5. other...

APPENDIX B

Traffic Counts



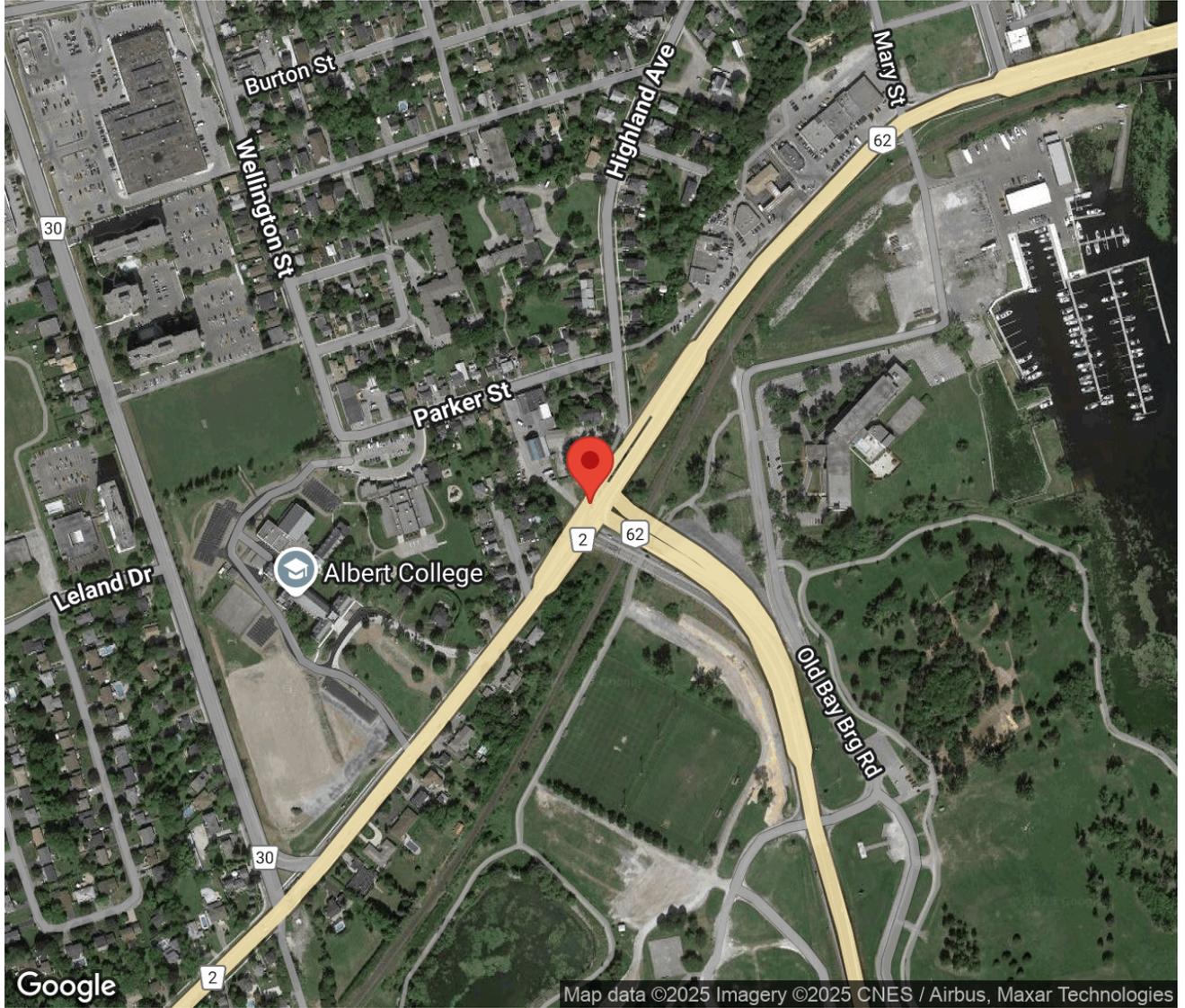
Project #25-124 - Jewell Engineering

Intersection Count Report

Intersection: Bay Ridge Rd (Hwy 62) & Dundas St W
Municipality: Belleville
Count Date: Friday, May 30, 2025
Site Code: 2512400001
Count Categories: Cars, Trucks, Bicycles, Pedestrians
Count Period: 07:00-19:00
Weather: Clear
Comments:

Traffic Count Map

Intersection: Bay Ridge Rd (Hwy 62) & Dundas St W
Site Code: 2512400001
Municipality: Belleville
Count Date: May 30, 2025





Traffic Count Summary

Intersection: Bay Ridge Rd (Hwy 62) & Dundas St W
 Site Code: 2512400001
 Municipality: Belleville
 Count Date: May 30, 2025

Bay Ridge Rd (Hwy 62) - Traffic Summary

Hour	North Approach Totals						South Approach Totals						Total
	Includes Cars, Trucks, Bicycles						Includes Cars, Trucks, Bicycles						
	Left	Thru	Right	U-Turn	Total	Peds	Left	Thru	Right	U-Turn	Total	Peds	
07:00 - 08:00	0	0	0	0	0	0	142	0	447	0	589	7	589
08:00 - 09:00	0	0	0	0	0	1	180	0	577	0	757	4	757
09:00 - 10:00	0	0	0	0	0	0	160	0	628	0	788	4	788
10:00 - 11:00	0	0	0	0	0	0	172	0	572	0	744	2	744
11:00 - 12:00	0	0	0	0	0	4	158	0	511	1	670	14	670
12:00 - 13:00	0	0	0	0	0	1	172	0	529	0	701	18	701
13:00 - 14:00	0	0	0	0	0	1	248	0	555	0	803	14	803
14:00 - 15:00	0	0	0	0	0	0	221	0	566	3	790	9	790
15:00 - 16:00	0	0	0	0	0	0	285	0	537	0	822	7	822
16:00 - 17:00	0	0	0	0	0	0	249	0	560	0	809	2	809
17:00 - 18:00	0	0	0	0	0	0	213	0	507	0	720	6	720
18:00 - 19:00	0	0	0	0	0	1	170	0	471	1	642	4	642
GRAND TOTAL	0	0	0	0	0	8	2370	0	6460	5	8835	91	8835

Traffic Count Summary

Intersection: Bay Ridge Rd (Hwy 62) & Dundas St W
 Site Code: 2512400001
 Municipality: Belleville
 Count Date: May 30, 2025

Dundas St W - Traffic Summary

Hour	East Approach Totals						West Approach Totals						Total
	Includes Cars, Trucks, Bicycles						Includes Cars, Trucks, Bicycles						
	Left	Thru	Right	U-Turn	Total	Peds	Left	Thru	Right	U-Turn	Total	Peds	
07:00 - 08:00	355	363	0	0	718	2	0	457	148	2	607	7	1325
08:00 - 09:00	400	425	0	0	825	5	0	564	232	0	796	1	1621
09:00 - 10:00	411	406	0	0	817	2	0	497	182	3	682	1	1499
10:00 - 11:00	393	439	0	0	832	0	0	533	182	1	716	0	1548
11:00 - 12:00	447	479	0	0	926	5	0	569	242	0	811	5	1737
12:00 - 13:00	465	517	0	0	982	4	0	608	266	2	876	4	1858
13:00 - 14:00	501	600	0	0	1101	2	0	581	301	0	882	0	1983
14:00 - 15:00	515	566	0	0	1081	7	0	619	263	1	883	0	1964
15:00 - 16:00	647	650	0	0	1297	3	0	643	290	1	934	0	2231
16:00 - 17:00	629	645	0	0	1274	3	0	665	303	2	970	6	2244
17:00 - 18:00	535	529	0	0	1064	9	0	573	273	2	848	4	1912
18:00 - 19:00	486	387	0	0	873	8	0	451	199	0	650	11	1523
GRAND TOTAL	5784	6006	0	0	11790	50	0	6760	2881	14	9655	39	21445

Traffic Count Data

Intersection: Bay Ridge Rd (Hwy 62) & Dundas St W
 Site Code: 2512400001
 Municipality: Belleville
 Count Date: May 30, 2025

South Approach - Bay Ridge Rd (Hwy 62)

Start Time	Cars					Trucks					Bicycles					Total Peds
	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	
07:00	22	0	69	0	91	1	0	4	0	5	0	0	0	0	0	2
07:15	37	0	96	0	133	0	0	3	0	3	1	0	1	0	2	3
07:30	38	0	122	0	160	1	0	2	0	3	0	0	0	0	0	2
07:45	40	0	147	0	187	2	0	1	0	3	0	0	2	0	2	0
08:00	48	0	139	0	187	1	0	1	0	2	0	0	0	0	0	2
08:15	47	0	153	0	200	2	0	1	0	3	0	0	1	0	1	1
08:30	43	0	138	0	181	2	0	2	0	4	0	0	1	0	1	0
08:45	36	0	138	0	174	1	0	3	0	4	0	0	0	0	0	1
09:00	40	0	148	0	188	4	0	4	0	8	0	0	0	0	0	1
09:15	46	0	139	0	185	1	0	7	0	8	0	0	1	0	1	0
09:30	35	0	137	0	172	2	0	2	0	4	0	0	1	0	1	1
09:45	31	0	183	0	214	0	0	5	0	5	1	0	1	0	2	2
10:00	50	0	160	0	210	1	0	3	0	4	0	0	0	0	0	0
10:15	45	0	114	0	159	1	0	6	0	7	0	0	0	0	0	0
10:30	36	0	142	0	178	3	0	3	0	6	0	0	1	0	1	0
10:45	34	0	135	0	169	2	0	5	0	7	0	0	3	0	3	2
11:00	26	0	127	0	153	1	0	2	0	3	1	0	8	0	9	2
11:15	46	0	117	0	163	3	0	4	0	7	0	0	0	0	0	1
11:30	42	0	123	1	166	2	0	3	0	5	1	0	2	0	3	4
11:45	33	0	122	0	155	3	0	3	0	6	0	0	0	0	0	7

Start Time	Cars					Trucks					Bicycles					Total Peds
	↶	↑	↷	↶	Total	↶	↑	↷	↶	Total	↶	↑	↷	↶	Total	
12:00	43	0	116	0	159	2	0	3	0	5	0	0	0	0	0	5
12:15	38	0	125	0	163	0	0	3	0	3	0	0	2	0	2	5
12:30	38	0	128	0	166	4	0	6	0	10	0	0	2	0	2	4
12:45	45	0	142	0	187	2	0	2	0	4	0	0	0	0	0	4
13:00	54	0	144	0	198	4	0	5	0	9	0	0	0	0	0	2
13:15	56	0	115	0	171	3	0	3	0	6	0	0	2	0	2	3
13:30	62	0	144	0	206	4	0	3	0	7	0	0	0	0	0	7
13:45	61	0	130	0	191	3	0	6	0	9	1	0	3	0	4	2
14:00	50	0	126	0	176	3	0	3	0	6	0	0	3	0	3	2
14:15	42	0	131	0	173	2	0	8	2	12	0	0	1	0	1	3
14:30	58	0	140	1	199	3	0	7	0	10	0	0	0	0	0	2
14:45	59	0	140	0	199	4	0	4	0	8	0	0	3	0	3	2
15:00	68	0	129	0	197	4	0	3	0	7	0	0	1	0	1	3
15:15	73	0	134	0	207	5	0	2	0	7	0	0	0	0	0	2
15:30	62	0	119	0	181	2	0	3	0	5	0	0	3	0	3	2
15:45	65	0	137	0	202	5	0	4	0	9	1	0	2	0	3	0
16:00	58	0	135	0	193	0	0	2	0	2	0	0	1	0	1	0
16:15	58	0	169	0	227	3	0	3	0	6	0	0	2	0	2	0
16:30	62	0	118	0	180	5	0	2	0	7	0	0	2	0	2	1
16:45	62	0	123	0	185	1	0	1	0	2	0	0	2	0	2	1
17:00	49	0	129	0	178	1	0	1	0	2	0	0	0	0	0	1
17:15	56	0	133	0	189	0	0	1	0	1	1	0	3	0	4	4
17:30	57	0	137	0	194	0	0	4	0	4	0	0	3	0	3	1
17:45	49	0	92	0	141	0	0	0	0	0	0	0	4	0	4	0
18:00	45	0	121	1	167	0	0	0	0	0	1	0	4	0	5	0
18:15	41	0	122	0	163	1	0	0	0	1	0	0	3	0	3	1
18:30	42	0	110	0	152	1	0	0	0	1	1	0	2	0	3	0
18:45	38	0	105	0	143	0	0	0	0	0	0	0	4	0	4	3
SUBTOTAL	2266	0	6243	3	8512	95	0	143	2	240	9	0	74	0	83	91
GRAND TOTAL	2266	0	6243	3	8512	95	0	143	2	240	9	0	74	0	83	91



Traffic Count Data

Intersection: Bay Ridge Rd (Hwy 62) & Dundas St W
 Site Code: 2512400001
 Municipality: Belleville
 Count Date: May 30, 2025

East Approach - Dundas St W

Start Time	Cars					Trucks					Bicycles					Total Peds
	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	
07:00	72	61	0	0	133	4	3	0	0	7	0	3	0	0	3	2
07:15	85	77	0	0	162	3	5	0	0	8	1	5	0	0	6	0
07:30	85	101	0	0	186	5	8	0	0	13	1	2	0	0	3	0
07:45	95	89	0	0	184	3	5	0	0	8	1	4	0	0	5	0
08:00	69	107	0	0	176	6	6	0	0	12	1	2	0	0	3	0
08:15	81	86	0	0	167	3	4	0	0	7	1	2	0	0	3	1
08:30	117	104	0	0	221	11	7	0	0	18	1	6	0	0	7	1
08:45	106	95	0	0	201	4	3	0	0	7	0	3	0	0	3	3
09:00	95	79	0	0	174	6	7	0	0	13	0	4	0	0	4	0
09:15	110	101	0	0	211	6	5	0	0	11	1	3	0	0	4	0
09:30	86	94	0	0	180	5	8	0	0	13	2	4	0	0	6	1
09:45	98	90	0	0	188	2	10	0	0	12	0	1	0	0	1	1
10:00	100	89	0	0	189	7	4	0	0	11	0	1	0	0	1	0
10:15	87	101	0	0	188	4	6	0	0	10	0	2	0	0	2	0
10:30	88	106	0	0	194	1	8	0	0	9	1	4	0	0	5	0
10:45	100	103	0	0	203	4	8	0	0	12	1	7	0	0	8	0
11:00	91	107	0	0	198	4	5	0	0	9	4	7	0	0	11	3
11:15	105	106	0	0	211	5	9	0	0	14	0	3	0	0	3	1
11:30	121	112	0	0	233	3	6	0	0	9	0	3	0	0	3	1
11:45	105	114	0	0	219	7	6	0	0	13	2	1	0	0	3	0

Start Time	Cars					Trucks					Bicycles					Total Peds
	↶	↷	↷	↶	Total	↶	↷	↷	↶	Total	↶	↷	↷	↶	Total	
12:00	110	118	0	0	228	4	10	0	0	14	0	1	0	0	1	0
12:15	104	115	0	0	219	8	4	0	0	12	0	3	0	0	3	0
12:30	106	107	0	0	213	2	9	0	0	11	1	1	0	0	2	1
12:45	122	143	0	0	265	6	5	0	0	11	2	1	0	0	3	3
13:00	126	139	0	0	265	1	10	0	0	11	2	6	0	0	8	0
13:15	127	151	0	0	278	2	7	0	0	9	1	4	0	0	5	1
13:30	110	129	0	0	239	4	11	0	0	15	2	3	0	0	5	1
13:45	122	129	0	0	251	3	8	0	0	11	1	3	0	0	4	0
14:00	102	106	0	0	208	2	5	0	0	7	0	3	0	0	3	2
14:15	114	124	0	0	238	1	8	0	0	9	1	6	0	0	7	1
14:30	150	150	0	0	300	1	7	0	0	8	0	2	0	0	2	3
14:45	139	148	0	0	287	4	5	0	0	9	1	2	0	0	3	1
15:00	154	180	0	0	334	4	8	0	0	12	2	2	0	0	4	3
15:15	142	150	0	0	292	0	9	0	0	9	1	1	0	0	2	0
15:30	172	146	0	0	318	4	5	0	0	9	3	4	0	0	7	0
15:45	158	141	0	0	299	7	3	0	0	10	0	1	0	0	1	0
16:00	128	153	0	0	281	1	8	0	0	9	1	1	0	0	2	0
16:15	164	161	0	0	325	3	7	0	0	10	0	1	0	0	1	2
16:30	171	154	0	0	325	0	5	0	0	5	4	2	0	0	6	1
16:45	156	148	0	0	304	1	2	0	0	3	0	3	0	0	3	0
17:00	139	127	0	0	266	0	5	0	0	5	2	3	0	0	5	2
17:15	150	142	0	0	292	0	4	0	0	4	2	3	0	0	5	0
17:30	116	123	0	0	239	1	3	0	0	4	3	1	0	0	4	3
17:45	122	110	0	0	232	0	6	0	0	6	0	2	0	0	2	4
18:00	122	100	0	0	222	0	3	0	0	3	3	3	0	0	6	0
18:15	121	92	0	0	213	1	1	0	0	2	3	4	0	0	7	3
18:30	116	85	0	0	201	0	3	0	0	3	5	3	0	0	8	2
18:45	111	89	0	0	200	1	1	0	0	2	3	3	0	0	6	3
SUBTOTAL	5570	5582	0	0	11152	154	285	0	0	439	60	139	0	0	199	50
GRAND TOTAL	5570	5582	0	0	11152	154	285	0	0	439	60	139	0	0	199	50



Traffic Count Data

Intersection: Bay Ridge Rd (Hwy 62) & Dundas St W
 Site Code: 2512400001
 Municipality: Belleville
 Count Date: May 30, 2025

West Approach - Dundas St W

Start Time	Cars					Trucks					Bicycles					Total Peds
	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	
07:00	0	78	23	0	101	0	4	0	0	4	0	1	0	0	1	2
07:15	0	91	38	1	130	0	4	3	0	7	0	3	1	0	4	2
07:30	0	120	42	0	162	0	7	2	0	9	0	1	0	0	1	0
07:45	0	142	37	1	180	0	5	2	0	7	0	1	0	0	1	3
08:00	0	133	48	0	181	0	3	6	0	9	0	0	0	0	0	1
08:15	0	137	61	0	198	0	3	3	0	6	0	0	0	0	0	0
08:30	0	118	64	0	182	0	6	4	0	10	0	1	1	0	2	0
08:45	0	153	40	0	193	0	10	5	0	15	0	0	0	0	0	0
09:00	0	105	38	1	144	0	2	4	0	6	0	1	1	0	2	0
09:15	0	112	50	2	164	0	5	5	0	10	0	0	0	0	0	0
09:30	0	133	36	0	169	0	6	5	0	11	0	2	0	0	2	1
09:45	0	123	38	0	161	0	8	5	0	13	0	0	0	0	0	0
10:00	0	117	32	0	149	0	9	3	0	12	0	1	0	0	1	0
10:15	0	120	39	0	159	0	5	1	0	6	0	3	0	0	3	0
10:30	0	136	56	1	193	0	3	1	0	4	0	2	0	0	2	0
10:45	0	129	47	0	176	0	6	2	0	8	0	2	1	0	3	0
11:00	0	126	56	0	182	0	7	4	0	11	0	4	1	0	5	2
11:15	0	151	51	0	202	0	5	2	0	7	0	2	3	0	5	1
11:30	0	126	59	0	185	0	6	4	0	10	0	1	0	0	1	1
11:45	0	131	60	0	191	0	10	2	0	12	0	0	0	0	0	1

Start Time	Cars					Trucks					Bicycles					Total Peds
	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	
12:00	0	160	72	0	232	0	5	3	0	8	0	0	0	0	0	1
12:15	0	158	69	0	227	0	5	5	0	10	0	1	0	0	1	1
12:30	0	126	58	0	184	0	4	0	0	4	0	2	0	0	2	2
12:45	0	142	58	2	202	0	5	1	0	6	0	0	0	0	0	0
13:00	0	144	74	0	218	0	7	3	0	10	0	2	0	0	2	0
13:15	0	144	73	0	217	0	10	3	0	13	0	0	0	0	0	0
13:30	0	115	63	0	178	0	6	8	0	14	0	2	0	0	2	0
13:45	0	142	71	0	213	0	6	5	0	11	0	3	1	0	4	0
14:00	0	138	63	0	201	0	3	2	0	5	0	0	0	0	0	0
14:15	0	140	54	0	194	0	3	1	0	4	0	3	0	0	3	0
14:30	0	158	83	1	242	0	10	2	0	12	0	2	1	0	3	0
14:45	0	158	52	0	210	0	3	5	0	8	0	1	0	0	1	0
15:00	0	167	66	0	233	0	5	5	0	10	0	1	0	0	1	0
15:15	0	141	71	0	212	0	9	2	0	11	0	1	2	0	3	0
15:30	0	184	75	0	259	0	3	1	0	4	0	3	0	0	3	0
15:45	0	122	63	1	186	0	7	5	0	12	0	0	0	0	0	0
16:00	0	172	68	0	240	0	2	3	0	5	0	0	0	0	0	0
16:15	0	142	78	1	221	0	5	2	0	7	0	1	0	0	1	0
16:30	0	161	79	1	241	0	5	0	0	5	0	1	0	0	1	2
16:45	0	169	67	0	236	0	2	5	0	7	0	5	1	0	6	4
17:00	0	150	68	0	218	0	1	0	0	1	0	0	1	0	1	1
17:15	0	123	74	1	198	0	1	0	0	1	0	2	1	0	3	1
17:30	0	179	74	1	254	0	2	1	0	3	0	0	0	0	0	2
17:45	0	114	52	0	166	0	1	2	0	3	0	0	0	0	0	0
18:00	0	97	54	0	151	0	3	1	0	4	0	1	1	0	2	0
18:15	0	118	50	0	168	0	2	0	0	2	0	0	0	0	0	3
18:30	0	108	47	0	155	0	2	1	0	3	0	2	0	0	2	5
18:45	0	115	43	0	158	0	2	0	0	2	0	1	2	0	3	3
SUBTOTAL	0	6468	2734	14	9216	0	233	129	0	362	0	59	18	0	77	39
GRAND TOTAL	0	6468	2734	14	9216	0	233	129	0	362	0	59	18	0	77	39

Peak Hour Diagram

Specified Period

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

One Hour Peak

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

Intersection: Bay Ridge Rd (Hwy 62) & Dundas St W
Site Code: 2512400001
Count Date: May 30, 2025

Weather conditions: Clear

**** Signalized Intersection ****

Major Road: Dundas St W runs E/W

East Approach

	Out	In	Total
	765	1109	1874
	44	29	73
	16	3	19
	825	1141	1966

Dundas St W

			Totals
0	0	0	0
1	22	541	564
1	18	213	232

Peds: 1

Peds: 1



Peds: 5

Peds: 4

Dundas St W

Totals			
0	0	0	0
425	392	20	13
400	373	24	3

West Approach

	Out	In	Total
	754	566	1320
	40	26	66
	2	13	15
	796	605	1401

Totals			
180	577	0	
	174	568	0
	6	7	0
	0	2	0

Bay Ridge Rd (Hwy 62)

South Approach

	Out	In	Total
	742	586	1328
	13	42	55
	2	4	6
	757	632	1389

 - Cars

 - Trucks

 - Bicycles

Comments



Peak Hour Summary

Intersection: Bay Ridge Rd (Hwy 62) & Dundas St W
 Site Code: 2512400001
 Count Date: May 30, 2025
 Period: 07:00 - 10:00

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

Start Time	North Approach				South Approach Bay Ridge Rd (Hwy 62)				East Approach Dundas St W				West Approach Dundas St W				Total Vehicles										
	←	↑	→	↻	Peds	Total	←	↑	→	↻	Peds	Total	←	↑	→	↻		Peds	Total								
08:00					0		49		140	0	2	189	76	115			0	0	191			136	54	0	1	190	570
08:15					1		49		155	0	1	204	85	92			0	1	177			140	64	0	0	204	585
08:30					0		45		141	0	0	186	129	117			0	1	246			125	69	0	0	194	626
08:45					0		37		141	0	1	178	110	101			0	3	211			163	45	0	0	208	597
Grand Total					1	0	180		577	0	4	757	400	425			0	5	825			564	232	0	1	796	2378
Approach %					-		23.8		76.2	0	-	-	48.5	51.5			0	-	-			70.9	29.1	0	-	-	
Totals %					0		7.6		24.3	0		31.8	16.8	17.9			0		34.7			23.7	9.8	0		33.5	
PHF					0		0.92		0.93	0		0.93	0.78	0.91			0		0.84			0.87	0.84	0		0.96	0.95
Cars					0		174		568	0		742	373	392			0		765			541	213	0		754	2261
% Cars					0		96.7		98.4	0		98	93.3	92.2			0		92.7			95.9	91.8	0		94.7	95.1
Trucks					0		6		7	0		13	24	20			0		44			22	18	0		40	97
% Trucks					0		3.3		1.2	0		1.7	6	4.7			0		5.3			3.9	7.8	0		5	4.1
Bicycles					0		0		2	0		2	3	13			0		16			1	1	0		2	20
% Bicycles					0		0		0.3	0		0.3	0.8	3.1			0		1.9			0.2	0.4	0		0.3	0.8
Peds					1	-				4	-								5	-			1	-		11	
% Peds					9.1	-				36.4	-								45.5	-			9.1	-			

Peak Hour Diagram

Specified Period

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

One Hour Peak

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

Intersection: Bay Ridge Rd (Hwy 62) & Dundas St W
Site Code: 2512400001
Count Date: May 30, 2025

Weather conditions: Clear

**** Signalized Intersection ****

Major Road: Dundas St W runs E/W

East Approach

	Out	In	Total
	1033	1078	2111
	46	46	92
	22	12	34
	1101	1136	2237

Dundas St W

			Totals
0	0	0	0
7	29	545	581
1	19	281	301

Peds: 1

Peds: 0



Peds: 2

Dundas St W

Totals			
0	0	0	0
600	548	36	16
501	485	10	6

Peds: 14

West Approach

	Out	In	Total
	826	781	1607
	48	50	98
	8	17	25
	882	848	1730

Totals			
248	248	555	0
	233	533	0
	14	17	0
	1	5	0

Bay Ridge Rd (Hwy 62)

South Approach

	Out	In	Total
	766	766	1532
	31	29	60
	6	7	13
	803	802	1605

 - Cars

 - Trucks

 - Bicycles

Comments



Peak Hour Summary

Intersection: Bay Ridge Rd (Hwy 62) & Dundas St W
 Site Code: 2512400001
 Count Date: May 30, 2025
 Period: 10:00 - 14:00

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

Start Time	North Approach				South Approach Bay Ridge Rd (Hwy 62)				East Approach Dundas St W				West Approach Dundas St W				Total Vehicles										
	←	↑	→	↻	Peds	Total	←	↑	→	↻	Peds	Total	←	↑	→	↻		Peds	Total								
13:00					0		58		149	0	2	207	129	155			0	0	284			153	77	0	0	230	721
13:15					0		59		120	0	3	179	130	162			0	1	292			154	76	0	0	230	701
13:30					1		66		147	0	7	213	116	143			0	1	259			123	71	0	0	194	666
13:45					0		65		139	0	2	204	126	140			0	0	266			151	77	0	0	228	698
Grand Total					1	0	248		555	0	14	803	501	600			0	2	1101			581	301	0	0	882	2786
Approach %					-		30.9		69.1	0	-	-	45.5	54.5			0	-	-			65.9	34.1	0	-	-	
Totals %					0		8.9		19.9	0		28.8	18	21.5			0		39.5			20.9	10.8	0		31.7	
PHF					0		0.94		0.93	0		0.94	0.96	0.93			0		0.94			0.94	0.98	0		0.96	0.97
Cars					0		233		533	0		766	485	548			0		1033			545	281	0		826	2625
% Cars					0		94		96	0		95.4	96.8	91.3			0		93.8			93.8	93.4	0		93.7	94.2
Trucks					0		14		17	0		31	10	36			0		46			29	19	0		48	125
% Trucks					0		5.6		3.1	0		3.9	2	6			0		4.2			5	6.3	0		5.4	4.5
Bicycles					0		1		5	0		6	6	16			0		22			7	1	0		8	36
% Bicycles					0		0.4		0.9	0		0.7	1.2	2.7			0		2			1.2	0.3	0		0.9	1.3
Peds					1	-					14	-							2	-			0	-		17	
% Peds					5.9	-					82.4	-							11.8	-			0	-			

Peak Hour Diagram

Specified Period

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

One Hour Peak

From: 14:45:00
To: 15:45:00

Intersection: Bay Ridge Rd (Hwy 62) & Dundas St W
Site Code: 2512400001
Count Date: May 30, 2025

Weather conditions: Clear

**** Signalized Intersection ****

Major Road: Dundas St W runs E/W

East Approach

	Out	In	Total
	1231	1172	2403
	39	32	71
	16	13	29
	1286	1217	2503

Dundas St W

			Totals
0	0	0	0
6	20	650	676
2	13	264	279

Peds: 0

Peds: 0



Peds: 4

Peds: 9

Dundas St W

Totals			
0	0	0	0
660	624	27	9
626	607	12	7

West Approach

	Out	In	Total
	914	886	1800
	33	42	75
	8	9	17
	955	937	1892

Totals	277	541	0
	262	522	0
	15	12	0
	0	7	0

Bay Ridge Rd (Hwy 62)

South Approach

	Out	In	Total
	784	871	1655
	27	25	52
	7	9	16
	818	905	1723

- Cars

- Trucks

- Bicycles

Comments



Peak Hour Summary

Intersection: Bay Ridge Rd (Hwy 62) & Dundas St W
 Site Code: 2512400001
 Count Date: May 30, 2025
 Period: 14:00 - 19:00

Peak Hour Data (14:45 - 15:45)

Start Time	North Approach				South Approach Bay Ridge Rd (Hwy 62)				East Approach Dundas St W				West Approach Dundas St W				Total Vehicles										
	←	↑	→	↻	Peds	Total	←	↑	→	↻	Peds	Total	←	↑	→	↻		Peds	Total								
14:45					0		63		147	0	2	210	144	155			0	1	299			162	57	0	0	219	728
15:00					0		72		133	0	3	205	160	190			0	3	350			173	71	0	0	244	799
15:15					0		78		136	0	2	214	143	160			0	0	303			151	75	0	0	226	743
15:30					0		64		125	0	2	189	179	155			0	0	334			190	76	0	0	266	789
Grand Total					0	0	277		541	0	9	818	626	660			0	4	1286			676	279	0	0	955	3059
Approach %					-		33.9		66.1	0	-	-	48.7	51.3			0	-	-			70.8	29.2	0	-	-	
Totals %					0		9.1		17.7	0		26.7	20.5	21.6			0		42			22.1	9.1	0		31.2	
PHF					0		0.89		0.92	0		0.96	0.87	0.87			0		0.92			0.89	0.92	0		0.9	0.96
Cars					0		262		522	0		784	607	624			0		1231			650	264	0		914	2929
% Cars					0		94.6		96.5	0		95.8	97	94.5			0		95.7			96.2	94.6	0		95.7	95.8
Trucks					0		15		12	0		27	12	27			0		39			20	13	0		33	99
% Trucks					0		5.4		2.2	0		3.3	1.9	4.1			0		3			3	4.7	0		3.5	3.2
Bicycles					0		0		7	0		7	7	9			0		16			6	2	0		8	31
% Bicycles					0		0		1.3	0		0.9	1.1	1.4			0		1.2			0.9	0.7	0		0.8	1
Peds					0	-				9	-	-						4	-				0	-	-	13	
% Peds					0	-				69.2	-	-						30.8	-				0	-	-		



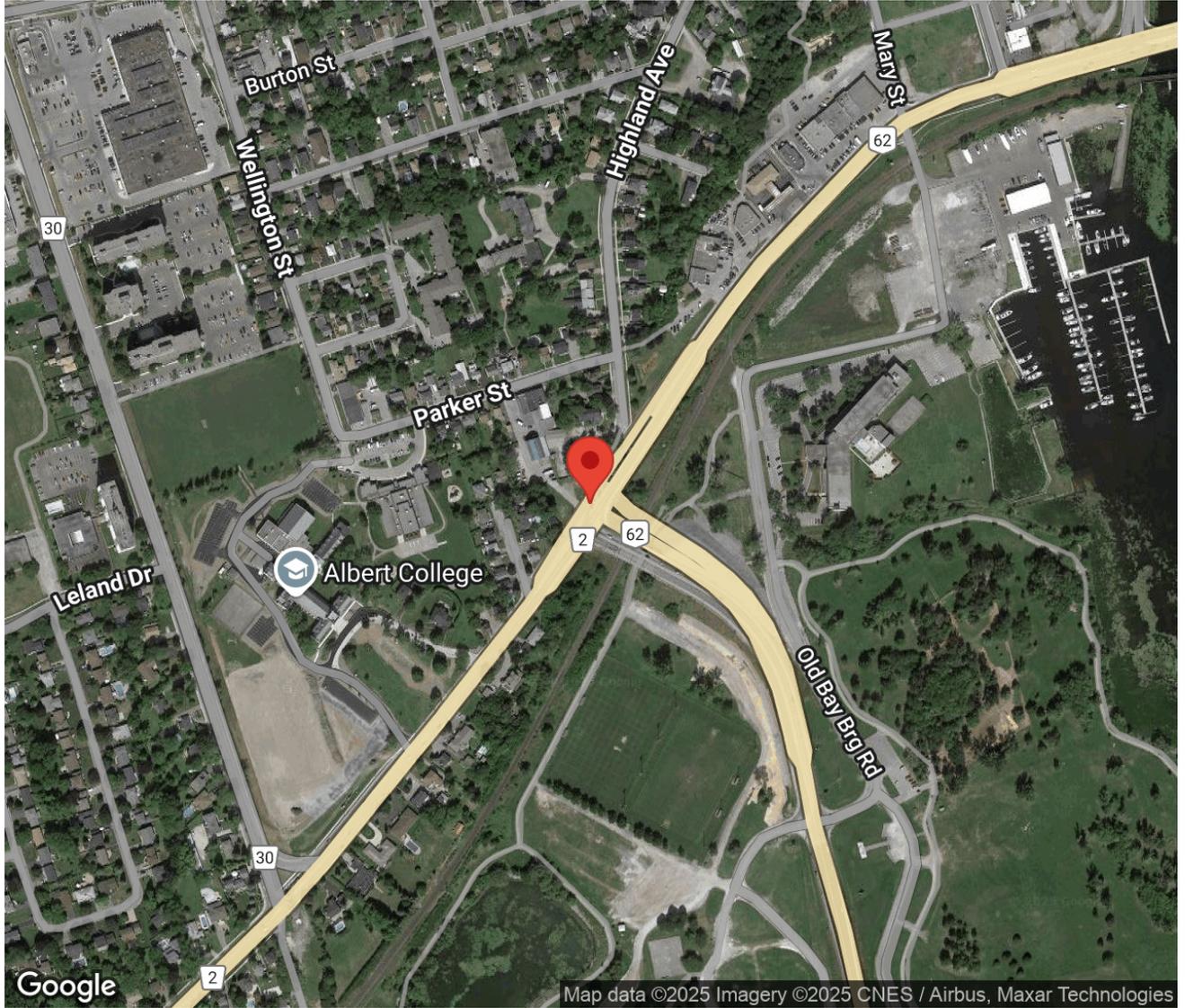
Project #25-124 - Jewell Engineering

Intersection Count Report

Intersection: Bay Bridge Rd (Hwy 62) & Dundas St W
Municipality: Belleville
Count Date: Saturday, May 31, 2025
Site Code: 2512400002
Count Categories: Cars, Trucks, Bicycles, Pedestrians
Count Period: 07:00-19:00
Weather: Clear
Comments:

Traffic Count Map

Intersection: Bay Bridge Rd (Hwy 62) & Dundas St W
Site Code: 2512400002
Municipality: Belleville
Count Date: May 31, 2025





Traffic Count Summary

Intersection: Bay Bridge Rd (Hwy 62) & Dundas St W
 Site Code: 2512400002
 Municipality: Belleville
 Count Date: May 31, 2025

Bay Bridge Rd (Hwy 62) - Traffic Summary

Hour	North Approach Totals						South Approach Totals						Total
	Includes Cars, Trucks, Bicycles						Includes Cars, Trucks, Bicycles						
	Left	Thru	Right	U-Turn	Total	Peds	Left	Thru	Right	U-Turn	Total	Peds	
07:00 - 08:00	0	0	0	0	0	1	61	0	184	0	245	1	245
08:00 - 09:00	0	0	0	0	0	0	79	0	293	0	372	2	372
09:00 - 10:00	0	0	0	0	0	0	88	0	359	0	447	3	447
10:00 - 11:00	0	0	0	0	0	0	115	0	438	1	554	4	554
11:00 - 12:00	0	0	0	0	0	0	135	0	448	0	583	2	583
12:00 - 13:00	0	0	0	0	0	0	138	0	457	0	595	1	595
13:00 - 14:00	0	0	0	0	0	0	142	0	453	0	595	3	595
14:00 - 15:00	0	0	0	0	0	0	128	0	459	0	587	3	587
15:00 - 16:00	0	0	0	0	0	0	145	0	407	1	553	2	553
16:00 - 17:00	0	0	0	0	0	0	120	0	464	0	584	3	584
17:00 - 18:00	0	0	0	0	0	0	117	0	426	0	543	2	543
18:00 - 19:00	0	0	0	0	0	0	93	0	372	0	465	2	465
GRAND TOTAL	0	0	0	0	0	1	1361	0	4760	2	6123	28	6123

Traffic Count Summary

Intersection: Bay Bridge Rd (Hwy 62) & Dundas St W
 Site Code: 2512400002
 Municipality: Belleville
 Count Date: May 31, 2025

Dundas St W - Traffic Summary

Hour	East Approach Totals						West Approach Totals						Total
	Includes Cars, Trucks, Bicycles						Includes Cars, Trucks, Bicycles						
	Left	Thru	Right	U-Turn	Total	Peds	Left	Thru	Right	U-Turn	Total	Peds	
07:00 - 08:00	144	185	0	0	329	4	0	173	76	0	249	3	578
08:00 - 09:00	230	208	0	0	438	2	0	240	102	0	342	35	780
09:00 - 10:00	319	315	0	0	634	1	0	318	155	1	474	27	1108
10:00 - 11:00	430	377	0	0	807	0	0	400	200	0	600	8	1407
11:00 - 12:00	472	421	0	0	893	0	0	460	225	0	685	14	1578
12:00 - 13:00	497	450	0	0	947	5	0	456	223	1	680	1	1627
13:00 - 14:00	511	413	0	0	924	4	0	442	217	0	659	8	1583
14:00 - 15:00	508	419	0	0	927	4	0	468	255	0	723	8	1650
15:00 - 16:00	466	441	0	0	907	5	0	456	240	0	696	6	1603
16:00 - 17:00	476	428	0	0	904	8	0	379	204	0	583	6	1487
17:00 - 18:00	409	307	0	0	716	3	0	357	204	1	562	2	1278
18:00 - 19:00	315	321	0	0	636	2	0	304	131	0	435	6	1071
GRAND TOTAL	4777	4285	0	0	9062	38	0	4453	2232	3	6688	124	15750

Traffic Count Data

Intersection: Bay Bridge Rd (Hwy 62) & Dundas St W
 Site Code: 2512400002
 Municipality: Belleville
 Count Date: May 31, 2025

South Approach - Bay Bridge Rd (Hwy 62)

Start Time	Cars					Trucks					Bicycles					Total Peds
	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	
07:00	12	0	29	0	41	0	0	1	0	1	0	0	0	0	0	0
07:15	13	0	44	0	57	0	0	1	0	1	0	0	0	0	0	1
07:30	19	0	56	0	75	1	0	2	0	3	0	0	0	0	0	0
07:45	15	0	48	0	63	1	0	3	0	4	0	0	0	0	0	0
08:00	14	0	49	0	63	0	0	4	0	4	0	0	0	0	0	0
08:15	19	0	70	0	89	0	0	2	0	2	0	0	0	0	0	1
08:30	21	0	85	0	106	1	0	1	0	2	0	0	0	0	0	0
08:45	24	0	81	0	105	0	0	1	0	1	0	0	0	0	0	1
09:00	17	0	68	0	85	0	0	1	0	1	0	0	1	0	1	1
09:15	27	0	95	0	122	1	0	1	0	2	0	0	2	0	2	0
09:30	26	0	83	0	109	0	0	5	0	5	0	0	0	0	0	1
09:45	17	0	101	0	118	0	0	2	0	2	0	0	0	0	0	1
10:00	27	0	101	0	128	0	0	1	0	1	1	0	1	0	2	0
10:15	22	0	121	0	143	2	0	2	0	4	0	0	0	0	0	3
10:30	29	0	101	0	130	0	0	1	0	1	1	0	0	0	1	0
10:45	30	0	110	1	141	1	0	0	0	1	2	0	0	0	2	1
11:00	33	0	89	0	122	0	0	6	0	6	0	0	0	0	0	1
11:15	44	0	93	0	137	1	0	3	0	4	0	0	0	0	0	1
11:30	15	0	122	0	137	1	0	2	0	3	0	0	0	0	0	0
11:45	40	0	128	0	168	1	0	1	0	2	0	0	4	0	4	0

Start Time	Cars					Trucks					Bicycles					Total Peds
	↶	↑	↷	↶	Total	↶	↑	↷	↶	Total	↶	↑	↷	↶	Total	
12:00	33	0	110	0	143	1	0	0	0	1	1	0	12	0	13	0
12:15	33	0	115	0	148	2	0	2	0	4	0	0	2	0	2	1
12:30	32	0	103	0	135	4	0	3	0	7	0	0	3	0	3	0
12:45	32	0	106	0	138	0	0	0	0	0	0	0	1	0	1	0
13:00	34	0	107	0	141	0	0	0	0	0	0	0	0	0	0	0
13:15	39	0	100	0	139	1	0	1	0	2	0	0	0	0	0	1
13:30	37	0	118	0	155	0	0	0	0	0	0	0	0	0	0	0
13:45	30	0	123	0	153	1	0	3	0	4	0	0	1	0	1	2
14:00	40	0	118	0	158	0	0	4	0	4	0	0	0	0	0	0
14:15	26	0	116	0	142	0	0	1	0	1	0	0	0	0	0	0
14:30	26	0	114	0	140	0	0	1	0	1	0	0	0	0	0	3
14:45	35	0	105	0	140	1	0	0	0	1	0	0	0	0	0	0
15:00	39	0	107	1	147	1	0	0	0	1	0	0	0	0	0	0
15:15	45	0	81	0	126	1	0	2	0	3	0	0	0	0	0	1
15:30	32	0	110	0	142	1	0	1	0	2	0	0	0	0	0	1
15:45	25	0	104	0	129	1	0	2	0	3	0	0	0	0	0	0
16:00	34	0	104	0	138	0	0	2	0	2	0	0	1	0	1	2
16:15	29	0	116	0	145	0	0	3	0	3	0	0	0	0	0	0
16:30	27	0	121	0	148	0	0	1	0	1	0	0	0	0	0	1
16:45	30	0	115	0	145	0	0	0	0	0	0	0	1	0	1	0
17:00	28	0	129	0	157	1	0	1	0	2	0	0	0	0	0	0
17:15	33	0	102	0	135	1	0	3	0	4	0	0	0	0	0	0
17:30	27	0	94	0	121	1	0	0	0	1	0	0	0	0	0	0
17:45	26	0	95	0	121	0	0	2	0	2	0	0	0	0	0	2
18:00	24	0	82	0	106	1	0	3	0	4	0	0	0	0	0	1
18:15	28	0	93	0	121	1	0	3	0	4	2	0	0	0	2	0
18:30	20	0	105	0	125	0	0	1	0	1	0	0	0	0	0	0
18:45	16	0	82	0	98	1	0	3	0	4	0	0	0	0	0	1
SUBTOTAL	1324	0	4649	2	5975	30	0	82	0	112	7	0	29	0	36	28
GRAND TOTAL	1324	0	4649	2	5975	30	0	82	0	112	7	0	29	0	36	28

Traffic Count Data

Intersection: Bay Bridge Rd (Hwy 62) & Dundas St W
 Site Code: 2512400002
 Municipality: Belleville
 Count Date: May 31, 2025

East Approach - Dundas St W

Start Time	Cars					Trucks					Bicycles					Total Peds
	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	
07:00	34	32	0	0	66	0	5	0	0	5	0	0	0	0	0	0
07:15	34	39	0	0	73	0	1	0	0	1	0	1	0	0	1	1
07:30	41	49	0	0	90	2	3	0	0	5	0	1	0	0	1	3
07:45	32	52	0	0	84	1	2	0	0	3	0	0	0	0	0	0
08:00	43	35	0	0	78	5	5	0	0	10	0	0	0	0	0	2
08:15	56	59	0	0	115	1	1	0	0	2	0	0	0	0	0	0
08:30	54	42	0	0	96	4	2	0	0	6	1	0	0	0	1	0
08:45	66	64	0	0	130	0	0	0	0	0	0	0	0	0	0	0
09:00	61	68	0	0	129	0	1	0	0	1	1	1	0	0	2	0
09:15	63	72	0	0	135	2	2	0	0	4	0	1	0	0	1	1
09:30	84	77	0	0	161	3	4	0	0	7	0	1	0	0	1	0
09:45	104	82	0	0	186	1	6	0	0	7	0	0	0	0	0	0
10:00	85	76	0	0	161	2	1	0	0	3	0	0	0	0	0	0
10:15	119	90	0	0	209	1	4	0	0	5	1	1	0	0	2	0
10:30	96	99	0	0	195	4	5	0	0	9	1	2	0	0	3	0
10:45	116	92	0	0	208	4	4	0	0	8	1	3	0	0	4	0
11:00	109	103	0	0	212	3	3	0	0	6	1	0	0	0	1	0
11:15	119	96	0	0	215	0	2	0	0	2	0	1	0	0	1	0
11:30	123	91	0	0	214	1	4	0	0	5	1	1	0	0	2	0
11:45	109	113	0	0	222	4	5	0	0	9	2	2	0	0	4	0

Start Time	Cars					Trucks					Bicycles					Total Peds
	↶	↷	↷	↶	Total	↶	↷	↷	↶	Total	↶	↷	↷	↶	Total	
12:00	119	106	0	0	225	1	5	0	0	6	0	2	0	0	2	0
12:15	127	107	0	0	234	4	6	0	0	10	2	2	0	0	4	2
12:30	122	113	0	0	235	3	4	0	0	7	1	1	0	0	2	2
12:45	112	97	0	0	209	2	5	0	0	7	4	2	0	0	6	1
13:00	151	107	0	0	258	4	4	0	0	8	2	0	0	0	2	1
13:15	112	84	0	0	196	0	1	0	0	1	2	1	0	0	3	0
13:30	113	107	0	0	220	3	5	0	0	8	2	3	0	0	5	3
13:45	119	97	0	0	216	3	3	0	0	6	0	1	0	0	1	0
14:00	116	91	0	0	207	1	5	0	0	6	0	0	0	0	0	0
14:15	142	104	0	0	246	2	3	0	0	5	1	3	0	0	4	2
14:30	117	101	0	0	218	2	3	0	0	5	0	1	0	0	1	2
14:45	122	105	0	0	227	3	3	0	0	6	2	0	0	0	2	0
15:00	125	97	0	0	222	4	3	0	0	7	1	1	0	0	2	3
15:15	97	99	0	0	196	6	3	0	0	9	0	1	0	0	1	0
15:30	109	126	0	0	235	3	3	0	0	6	1	3	0	0	4	0
15:45	117	101	0	0	218	3	3	0	0	6	0	1	0	0	1	2
16:00	119	119	0	0	238	1	2	0	0	3	0	1	0	0	1	3
16:15	119	111	0	0	230	1	1	0	0	2	1	1	0	0	2	1
16:30	133	91	0	0	224	2	3	0	0	5	1	0	0	0	1	0
16:45	93	91	0	0	184	3	3	0	0	6	3	5	0	0	8	4
17:00	103	82	0	0	185	0	3	0	0	3	0	2	0	0	2	2
17:15	105	79	0	0	184	1	2	0	0	3	1	2	0	0	3	0
17:30	109	69	0	0	178	1	1	0	0	2	0	0	0	0	0	1
17:45	87	63	0	0	150	1	2	0	0	3	1	2	0	0	3	0
18:00	75	76	0	0	151	0	2	0	0	2	0	0	0	0	0	0
18:15	88	77	0	0	165	3	3	0	0	6	2	1	0	0	3	0
18:30	74	70	0	0	144	0	1	0	0	1	0	2	0	0	2	1
18:45	69	87	0	0	156	3	1	0	0	4	1	1	0	0	2	1
SUBTOTAL	4642	4088	0	0	8730	98	143	0	0	241	37	54	0	0	91	38
GRAND TOTAL	4642	4088	0	0	8730	98	143	0	0	241	37	54	0	0	91	38

Traffic Count Data

Intersection: Bay Bridge Rd (Hwy 62) & Dundas St W
 Site Code: 2512400002
 Municipality: Belleville
 Count Date: May 31, 2025

West Approach - Dundas St W

Start Time	Cars					Trucks					Bicycles					Total Peds
	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	
07:00	0	31	12	0	43	0	1	1	0	2	0	0	0	0	0	1
07:15	0	40	20	0	60	0	1	2	0	3	0	0	0	0	0	0
07:30	0	44	15	0	59	0	2	1	0	3	0	0	0	0	0	2
07:45	0	54	25	0	79	0	0	0	0	0	0	0	0	0	0	0
08:00	0	41	16	0	57	0	0	1	0	1	0	0	0	0	0	5
08:15	0	62	30	0	92	0	1	0	0	1	0	0	0	0	0	7
08:30	0	71	28	0	99	0	1	0	0	1	0	0	0	0	0	11
08:45	0	64	27	0	91	0	0	0	0	0	0	0	0	0	0	12
09:00	0	65	31	0	96	0	2	1	0	3	0	1	1	0	2	8
09:15	0	67	35	0	102	0	0	0	0	0	0	0	0	0	0	8
09:30	0	76	42	0	118	0	0	1	0	1	0	0	1	0	1	4
09:45	0	104	41	1	146	0	3	2	0	5	0	0	0	0	0	7
10:00	0	94	44	0	138	0	1	2	0	3	0	0	0	0	0	2
10:15	0	92	45	0	137	0	5	5	0	10	0	0	0	0	0	1
10:30	0	108	59	0	167	0	0	1	0	1	0	1	1	0	2	2
10:45	0	99	42	0	141	0	0	0	0	0	0	0	1	0	1	3
11:00	0	129	56	0	185	0	2	1	0	3	0	0	0	0	0	5
11:15	0	106	62	0	168	0	0	0	0	0	0	0	0	0	0	4
11:30	0	112	50	0	162	0	2	2	0	4	0	0	0	0	0	3
11:45	0	107	51	0	158	0	1	2	0	3	0	1	1	0	2	2

Start Time	Cars					Trucks					Bicycles					Total Peds
	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	
12:00	0	128	61	0	189	0	1	1	0	2	0	1	1	0	2	0
12:15	0	98	46	0	144	0	1	2	0	3	0	0	0	0	0	0
12:30	0	118	60	1	179	0	1	1	0	2	0	0	0	0	0	1
12:45	0	106	51	0	157	0	1	0	0	1	0	1	0	0	1	0
13:00	0	110	51	0	161	0	5	2	0	7	0	0	0	0	0	3
13:15	0	115	56	0	171	0	2	0	0	2	0	0	0	0	0	1
13:30	0	101	48	0	149	0	1	4	0	5	0	0	0	0	0	3
13:45	0	107	53	0	160	0	1	3	0	4	0	0	0	0	0	1
14:00	0	108	51	0	159	0	3	1	0	4	0	0	0	0	0	1
14:15	0	106	70	0	176	0	2	2	0	4	0	1	2	0	3	2
14:30	0	127	57	0	184	0	5	2	0	7	0	1	0	0	1	3
14:45	0	113	67	0	180	0	1	3	0	4	0	1	0	0	1	2
15:00	0	100	60	0	160	0	6	3	0	9	0	0	0	0	0	5
15:15	0	130	50	0	180	0	0	1	0	1	0	0	0	0	0	0
15:30	0	121	71	0	192	0	1	1	0	2	0	0	0	0	0	0
15:45	0	96	52	0	148	0	1	2	0	3	0	1	0	0	1	1
16:00	0	95	45	0	140	0	4	1	0	5	0	0	0	0	0	1
16:15	0	89	41	0	130	0	3	3	0	6	0	0	0	0	0	3
16:30	0	95	45	0	140	0	3	1	0	4	0	1	0	0	1	2
16:45	0	88	66	0	154	0	0	1	0	1	0	1	1	0	2	0
17:00	0	102	58	0	160	0	3	1	0	4	0	1	0	0	1	1
17:15	0	96	62	1	159	0	2	2	0	4	0	0	0	0	0	1
17:30	0	67	40	0	107	0	0	0	0	0	0	0	0	0	0	0
17:45	0	83	41	0	124	0	3	0	0	3	0	0	0	0	0	0
18:00	0	86	31	0	117	0	0	0	0	0	0	1	0	0	1	0
18:15	0	63	42	0	105	0	1	1	0	2	0	1	0	0	1	0
18:30	0	73	28	0	101	0	0	0	0	0	0	0	0	0	0	1
18:45	0	79	28	0	107	0	0	1	0	1	0	0	0	0	0	5
SUBTOTAL	0	4366	2162	3	6531	0	73	61	0	134	0	14	9	0	23	124
GRAND TOTAL	0	4366	2162	3	6531	0	73	61	0	134	0	14	9	0	23	124

Peak Hour Diagram

Specified Period

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

One Hour Peak

From: 09:00:00
To: 10:00:00

Intersection: Bay Bridge Rd (Hwy 62) & Dundas St W
Site Code: 2512400002
Count Date: May 31, 2025

Weather conditions: Clear

**** Signalized Intersection ****

Major Road: Dundas St W runs E/W

East Approach

	Out	In	Total
	611	659	1270
	19	14	33
	4	4	8
	634	677	1311

Dundas St W

			Totals
0	0	1	1
1	5	312	318
2	4	149	155

Peds: 0

Peds: 27



Peds: 1

Peds: 3

Dundas St W

Totals			
0	0	0	0
315	299	13	3
319	312	6	1

West Approach

	Out	In	Total
	462	387	849
	9	14	23
	3	3	6
	474	404	878

Totals	88	359	0
	87	347	0
	1	9	0
	0	3	0

Bay Bridge Rd (Hwy 62)

South Approach

	Out	In	Total
	434	461	895
	10	10	20
	3	3	6
	447	474	921

- Cars

- Trucks

- Bicycles

Comments



Peak Hour Summary

Intersection: Bay Bridge Rd (Hwy 62) & Dundas St W
 Site Code: 2512400002
 Count Date: May 31, 2025
 Period: 07:00 - 10:00

Peak Hour Data (09:00 - 10:00)

Start Time	North Approach				South Approach Bay Bridge Rd (Hwy 62)				East Approach Dundas St W				West Approach Dundas St W				Total Vehicles									
	←	↑	→	↻	Peds	Total	←	↑	→	↻	Peds	Total	←	↑	→	↻		Peds	Total							
09:00					0		17		70	0	1	87	62	70			0	0	132		68	33	0	8	101	320
09:15					0		28		98	0	0	126	65	75			0	1	140		67	35	0	8	102	368
09:30					0		26		88	0	1	114	87	82			0	0	169		76	44	0	4	120	403
09:45					0		17		103	0	1	120	105	88			0	0	193		107	43	1	7	151	464
Grand Total					0	0	88		359	0	3	447	319	315			0	1	634		318	155	1	27	474	1555
Approach %					-		19.7		80.3	0	-	-	50.3	49.7			0	-	-		67.1	32.7	0.2	-	-	
Totals %					0		5.7		23.1	0	28.7		20.5	20.3			0	40.8			20.5	10	0.1	30.5		
PHF					0		0.79		0.87	0	0.89		0.76	0.89			0	0.82			0.74	0.88	0.25	0.78	0.84	
Cars					0		87		347	0	434		312	299			0	611			312	149	1	462	1507	
% Cars					0		98.9		96.7	0	97.1		97.8	94.9			0	96.4			98.1	96.1	100	97.5	96.9	
Trucks					0		1		9	0	10		6	13			0	19			5	4	0	9	38	
% Trucks					0		1.1		2.5	0	2.2		1.9	4.1			0	3			1.6	2.6	0	1.9	2.4	
Bicycles					0		0		3	0	3		1	3			0	4			1	2	0	3	10	
% Bicycles					0		0		0.8	0	0.7		0.3	1			0	0.6			0.3	1.3	0	0.6	0.6	
Peds					0	-				3	-							1	-				27	-	31	
% Peds					0	-				9.7	-							3.2	-				87.1	-		

Peak Hour Diagram

Specified Period

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

One Hour Peak

From: 11:45:00
To: 12:45:00

Intersection: Bay Bridge Rd (Hwy 62) & Dundas St W
Site Code: 2512400002
Count Date: May 31, 2025

Weather conditions: Clear

**** Signalized Intersection ****

Major Road: Dundas St W runs E/W

East Approach

	Out	In	Total
	916	907	1823
	32	10	42
	12	23	35
	960	940	1900

Dundas St W

			Totals
0	0	1	1
2	4	451	457
2	6	218	226

Peds: 0

Peds: 3



Peds: 4

Peds: 1

Dundas St W

Totals			
0	0	0	0
466	439	20	7
494	477	12	5

West Approach

	Out	In	Total
	670	578	1248
	10	28	38
	4	8	12
	684	614	1298

Totals	147	483	0
	138	456	0
	8	6	0
	1	21	0

Bay Bridge Rd (Hwy 62)

South Approach

	Out	In	Total
	594	695	1289
	14	18	32
	22	7	29
	630	720	1350

- Cars

- Trucks

- Bicycles

Comments



Peak Hour Summary

Intersection: Bay Bridge Rd (Hwy 62) & Dundas St W
 Site Code: 2512400002
 Count Date: May 31, 2025
 Period: 10:00 - 14:00

Peak Hour Data (11:45 - 12:45)

Start Time	North Approach				South Approach Bay Bridge Rd (Hwy 62)				East Approach Dundas St W				West Approach Dundas St W				Total Vehicles									
	←	↑	→	↻	Peds	Total	←	↑	→	↻	Peds	Total	←	↑	→	↻		Peds	Total							
11:45					0		41		133	0	0	174	115	120			0	0	235		109	54	0	2	163	572
12:00					0		35		122	0	0	157	120	113			0	0	233		130	63	0	0	193	583
12:15					0		35		119	0	1	154	133	115			0	2	248		99	48	0	0	147	549
12:30					0		36		109	0	0	145	126	118			0	2	244		119	61	1	1	181	570
Grand Total					0	0	147	483	0	1	630	494	466	0	4	960	457	226	1	3	684	2274				
Approach %					-		23.3	76.7	0	-		51.5	48.5	0	-		66.8	33	0.1	-						
Totals %					0		6.5	21.2	0	27.7		21.7	20.5	0	42.2		20.1	9.9	0	30.1						
PHF					0		0.9	0.91	0	0.91	0.93	0.97	0	0.97	0.88	0.9	0.25	0.89	0.98							
Cars					0		138	456	0	594	477	439	0	916	451	218	1	670	2180							
% Cars					0		93.9	94.4	0	94.3	96.6	94.2	0	95.4	98.7	96.5	100	98	95.9							
Trucks					0		8	6	0	14	12	20	0	32	4	6	0	10	56							
% Trucks					0		5.4	1.2	0	2.2	2.4	4.3	0	3.3	0.9	2.7	0	1.5	2.5							
Bicycles					0		1	21	0	22	5	7	0	12	2	2	0	4	38							
% Bicycles					0		0.7	4.3	0	3.5	1	1.5	0	1.3	0.4	0.9	0	0.6	1.7							
Peds					0	-			1	-			4	-			3	-	8							
% Peds					0	-			12.5	-			50	-			37.5	-								

Peak Hour Diagram

Specified Period

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

One Hour Peak

From: 14:15:00
To: 15:15:00

Intersection: Bay Bridge Rd (Hwy 62) & Dundas St W
Site Code: 2512400002
Count Date: May 31, 2025

Weather conditions: Clear

**** Signalized Intersection ****

Major Road: Dundas St W runs E/W

East Approach

	Out	In	Total
	913	888	1801
	23	16	39
	9	3	12
	945	907	1852

Dundas St W

			Totals
0	0	0	0
3	14	446	463
2	10	254	266

Peds: 0

Peds: 12



Peds: 7

Dundas St W

Totals			
0	0	0	0
424	407	12	5
521	506	11	4

Peds: 3

West Approach

	Out	In	Total
	700	533	1233
	24	14	38
	5	5	10
	729	552	1281

Totals			
128	444	1	
	126	442	1
	2	2	0
	0	0	0

Bay Bridge Rd (Hwy 62)

South Approach

	Out	In	Total
	569	761	1330
	4	21	25
	0	6	6
	573	788	1361

 - Cars

 - Trucks

 - Bicycles

Comments



Peak Hour Summary

Intersection: Bay Bridge Rd (Hwy 62) & Dundas St W
 Site Code: 2512400002
 Count Date: May 31, 2025
 Period: 14:00 - 19:00

Peak Hour Data (14:15 - 15:15)

Start Time	North Approach				South Approach Bay Bridge Rd (Hwy 62)				East Approach Dundas St W				West Approach Dundas St W				Total Vehicles										
	←	↑	→	↻	Peds	Total	←	↑	→	↻	Peds	Total	←	↑	→	↻		Peds	Total								
14:15					0		26		117	0	0	143	145	110			0	2	255			109	74	0	2	183	581
14:30					0		26		115	0	3	141	119	105			0	2	224			133	59	0	3	192	557
14:45					0		36		105	0	0	141	127	108			0	0	235			115	70	0	2	185	561
15:00					0		40		107	1	0	148	130	101			0	3	231			106	63	0	5	169	548
Grand Total					0	0	128		444	1	3	573	521	424			0	7	945			463	266	0	12	729	2247
Approach %					-		22.3		77.5	0.2		-	55.1	44.9			0	-	-			63.5	36.5	0		-	
Totals %					0		5.7		19.8	0		25.5	23.2	18.9			0	42.1				20.6	11.8	0		32.4	
PHF					0		0.8		0.95	0.25		0.97	0.9	0.96			0	0.93				0.87	0.9	0		0.95	0.97
Cars					0		126		442	1		569	506	407			0	913				446	254	0		700	2182
% Cars					0		98.4		99.5	100		99.3	97.1	96			0	96.6				96.3	95.5	0		96	97.1
Trucks					0		2		2	0		4	11	12			0	23				14	10	0		24	51
% Trucks					0		1.6		0.5	0		0.7	2.1	2.8			0	2.4				3	3.8	0		3.3	2.3
Bicycles					0		0		0	0		0	4	5			0	9				3	2	0		5	14
% Bicycles					0		0		0	0		0	0.8	1.2			0	1				0.6	0.8	0		0.7	0.6
Peds					0	-				3	-							7	-				12	-		22	
% Peds					0	-				13.6	-							31.8	-				54.5	-			



Project #25-124 - Jewell Engineering

Intersection Count Report

Intersection: Bay Ridge Rd (Hwy 62) & Old Bay Bridge Rd - Medigas Classic Pkwy (Swick's Park Main Entrance)

Municipality: Belleville

Count Date: Friday, May 30, 2025

Site Code: 2512400003

Count Categories: Cars, Trucks, Bicycles, Pedestrians

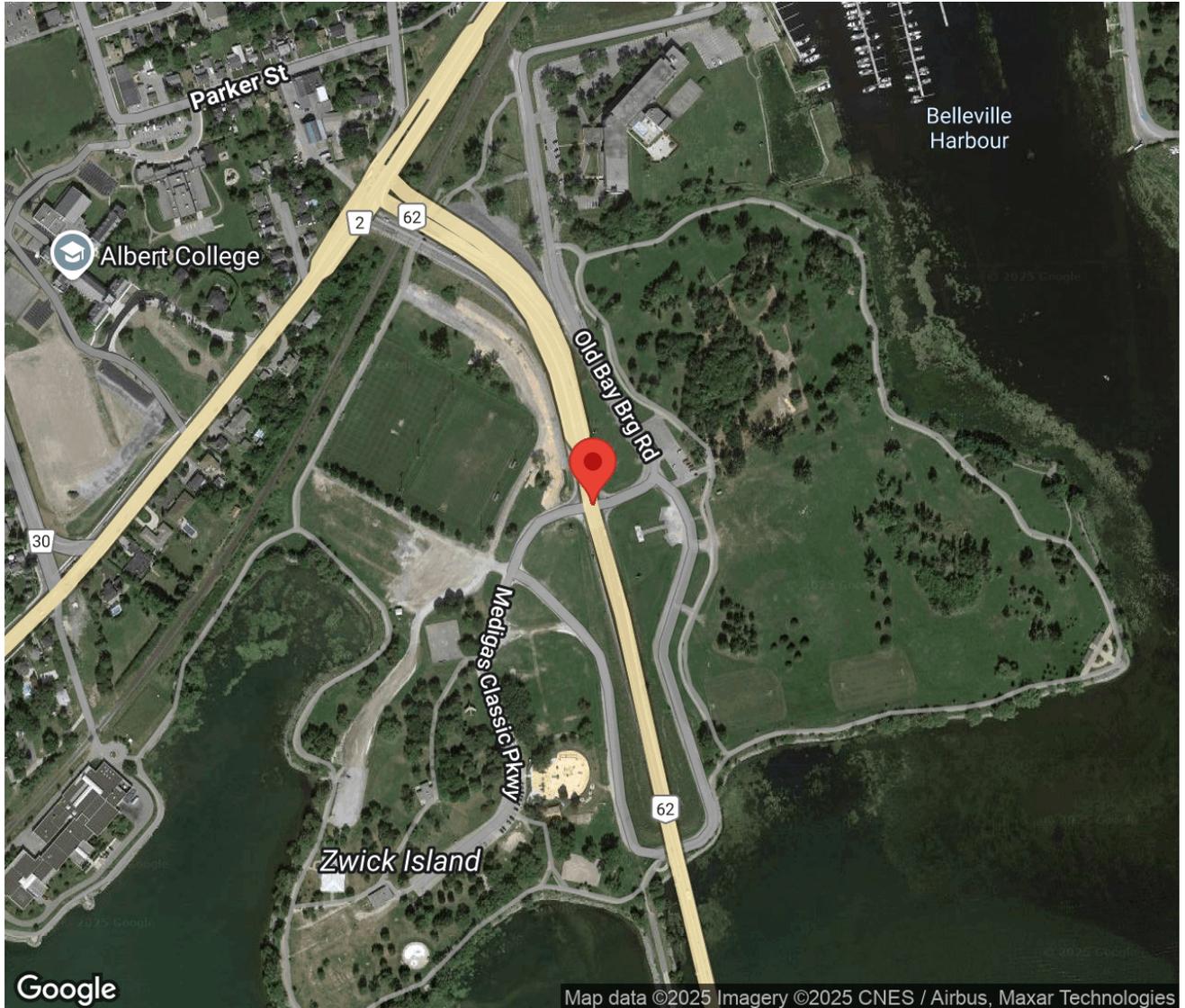
Count Period: 07:00-19:00

Weather: Clear

Comments:

Traffic Count Map

Intersection: Bay Ridge Rd (Hwy 62) & Old Bay Bridge Rd
- Medigas Classic Pkwy (Swick's Park Main Entrance)
Site Code: 2512400003
Municipality: Belleville
Count Date: May 30, 2025





Traffic Count Summary

Intersection: Bay Ridge Rd (Hwy 62) & Old Bay Bridge Rd
 - Medigas Classic Pkwy (Swick's Park Main Entrance)
 Site Code: 2512400003
 Municipality: Belleville
 Count Date: May 30, 2025

Bay Ridge Rd (Hwy 62) - Traffic Summary

Hour	North Approach Totals						South Approach Totals						Total
	Includes Cars, Trucks, Bicycles						Includes Cars, Trucks, Bicycles						
	Left	Thru	Right	U-Turn	Total	Peds	Left	Thru	Right	U-Turn	Total	Peds	
07:00 - 08:00	10	460	22	0	492	0	2	555	2	0	559	0	1051
08:00 - 09:00	74	503	35	0	612	1	2	694	13	0	709	0	1321
09:00 - 10:00	33	508	58	0	599	0	5	714	4	1	724	1	1323
10:00 - 11:00	18	490	55	2	565	0	8	673	10	0	691	0	1256
11:00 - 12:00	35	569	65	1	670	0	7	566	8	0	581	0	1251
12:00 - 13:00	30	630	100	0	760	0	8	627	7	0	642	0	1402
13:00 - 14:00	31	666	104	0	801	3	7	704	9	0	720	0	1521
14:00 - 15:00	64	654	90	1	809	1	7	625	11	1	644	1	1453
15:00 - 16:00	30	846	77	0	953	0	6	711	8	0	725	0	1678
16:00 - 17:00	25	843	86	0	954	0	12	694	16	0	722	0	1676
17:00 - 18:00	35	687	119	0	841	0	13	632	7	0	652	0	1493
18:00 - 19:00	26	535	117	0	678	0	7	519	5	0	531	1	1209
GRAND TOTAL	411	7391	928	4	8734	5	84	7714	100	2	7900	3	16634



Traffic Count Summary

Intersection: Bay Ridge Rd (Hwy 62) & Old Bay Bridge Rd
 - Medigas Classic Pkwy (Swick's Park Main Entrance)
 Site Code: 2512400003
 Municipality: Belleville
 Count Date: May 30, 2025

Old Bay Bridge Rd - Traffic Summary

Hour	East Approach Totals						West Approach Totals						Total
	Includes Cars, Trucks, Bicycles						Includes Cars, Trucks, Bicycles						
	Left	Thru	Right	U-Turn	Total	Peds	Left	Thru	Right	U-Turn	Total	Peds	
07:00 - 08:00	1	0	21	0	22	0	7	0	2	0	9	0	31
08:00 - 09:00	0	0	52	0	52	0	12	0	0	0	12	0	64
09:00 - 10:00	6	1	54	0	61	2	26	0	8	0	34	0	95
10:00 - 11:00	4	0	42	0	46	0	32	1	6	0	39	0	85
11:00 - 12:00	6	0	44	0	50	0	56	2	9	3	70	0	120
12:00 - 13:00	2	2	38	0	42	1	48	2	9	0	59	0	101
13:00 - 14:00	7	0	38	0	45	2	76	2	21	0	99	0	144
14:00 - 15:00	7	4	81	0	92	3	87	3	9	2	101	0	193
15:00 - 16:00	7	0	36	0	43	2	71	1	13	0	85	0	128
16:00 - 17:00	2	1	39	0	42	0	74	0	15	0	89	0	131
17:00 - 18:00	5	1	33	0	39	3	59	0	15	0	74	0	113
18:00 - 19:00	7	0	34	0	41	2	97	3	14	0	114	1	155
GRAND TOTAL	54	9	512	0	575	15	645	14	121	5	785	1	1360



Traffic Count Data

Intersection: Bay Ridge Rd (Hwy 62) & Old Bay Bridge Rd - Medigas Classic Pkwy (Swick's Park Main Entrance)
 Site Code: 2512400003
 Municipality: Belleville
 Count Date: May 30, 2025

North Approach - Bay Ridge Rd (Hwy 62)

Start Time	Cars					Trucks					Bicycles					Total Peds
	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	
07:00	2	85	4	0	91	0	4	0	0	4	0	0	0	0	0	0
07:15	0	119	6	0	125	0	4	0	0	4	0	0	0	0	0	0
07:30	2	115	6	0	123	0	4	0	0	4	1	0	0	0	1	0
07:45	5	122	6	0	133	0	6	0	0	6	0	1	0	0	1	0
08:00	8	99	5	0	112	0	13	0	0	13	0	2	1	0	3	0
08:15	10	122	6	0	138	0	11	0	0	11	0	0	0	0	0	0
08:30	30	133	8	0	171	1	9	0	0	10	0	1	0	0	1	0
08:45	25	106	14	0	145	0	7	0	0	7	0	0	1	0	1	1
09:00	8	103	14	0	125	0	10	0	0	10	0	2	0	0	2	0
09:15	7	130	15	0	152	0	7	0	0	7	0	1	0	0	1	0
09:30	4	111	8	0	123	1	11	0	0	12	0	2	0	0	2	0
09:45	13	126	20	0	159	0	5	0	0	5	0	0	1	0	1	0
10:00	5	107	17	1	130	0	11	0	0	11	0	0	0	0	0	0
10:15	4	107	9	0	120	0	4	0	0	4	0	1	0	0	1	0
10:30	4	120	17	0	141	0	3	0	0	3	0	0	0	0	0	0
10:45	5	125	12	0	142	0	10	0	1	11	0	2	0	0	2	0
11:00	12	113	15	0	140	0	8	0	0	8	0	1	2	0	3	0
11:15	6	130	7	1	144	0	7	0	0	7	0	2	2	0	4	0
11:30	6	153	20	0	179	0	8	0	0	8	0	0	0	0	0	0
11:45	11	138	19	0	168	0	7	0	0	7	0	2	0	0	2	0

Start Time	Cars					Trucks					Bicycles					Total Peds
	↶	↷	↸	↹	Total	↶	↷	↸	↹	Total	↶	↷	↸	↹	Total	
12:00	9	145	26	0	180	0	8	0	0	8	0	2	2	0	4	0
12:15	7	151	25	0	183	0	14	0	0	14	1	3	0	0	4	0
12:30	3	147	27	0	177	0	4	0	0	4	0	4	2	0	6	0
12:45	9	146	18	0	173	0	5	0	0	5	1	1	0	0	2	0
13:00	5	156	23	0	184	0	3	0	0	3	0	1	2	0	3	0
13:15	6	168	27	0	201	0	7	0	0	7	0	3	1	0	4	2
13:30	10	140	19	0	169	0	11	0	0	11	0	1	1	0	2	0
13:45	10	167	29	0	206	0	6	0	0	6	0	3	2	0	5	1
14:00	11	137	22	0	170	0	5	0	0	5	0	1	1	0	2	0
14:15	13	135	24	1	173	0	4	0	0	4	0	2	1	0	3	0
14:30	27	187	21	0	235	0	4	0	0	4	0	3	0	0	3	1
14:45	13	165	21	0	199	0	10	0	0	10	0	1	0	0	1	0
15:00	10	204	16	0	230	0	7	0	0	7	0	2	1	0	3	0
15:15	6	188	20	0	214	0	5	0	0	5	0	3	3	0	6	0
15:30	2	217	12	0	231	0	3	0	0	3	0	2	2	0	4	0
15:45	11	204	22	0	237	1	11	1	0	13	0	0	0	0	0	0
16:00	2	188	15	0	205	0	3	0	0	3	0	1	1	0	2	0
16:15	7	207	25	0	239	0	5	0	0	5	0	4	1	0	5	0
16:30	8	229	17	0	254	0	1	0	0	1	1	1	2	0	4	0
16:45	6	198	24	0	228	0	5	0	0	5	1	1	1	0	3	0
17:00	9	174	28	0	211	0	1	0	0	1	1	1	1	0	3	0
17:15	7	197	27	0	231	0	0	0	0	0	0	1	3	0	4	0
17:30	10	162	25	0	197	1	1	0	0	2	0	3	4	0	7	0
17:45	7	143	27	0	177	0	1	0	0	1	0	3	4	0	7	0
18:00	8	140	19	0	167	0	2	0	0	2	1	1	5	0	7	0
18:15	8	123	34	0	165	0	0	0	0	0	0	4	6	0	10	0
18:30	5	132	25	0	162	0	1	0	0	1	0	4	6	0	10	0
18:45	4	124	16	0	144	0	1	0	0	1	0	3	6	0	9	0
SUBTOTAL	400	7038	862	3	8303	4	277	1	1	283	7	76	65	0	148	5
GRAND TOTAL	400	7038	862	3	8303	4	277	1	1	283	7	76	65	0	148	5



Traffic Count Data

Intersection: Bay Ridge Rd (Hwy 62) & Old Bay Bridge Rd - Medigas Classic Pkwy (Swick's Park Main Entrance)
 Site Code: 2512400003
 Municipality: Belleville
 Count Date: May 30, 2025

South Approach - Bay Ridge Rd (Hwy 62)

Start Time	Cars					Trucks					Bicycles					Total Peds
	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	
07:00	0	90	0	0	90	0	4	0	0	4	0	0	0	0	0	0
07:15	0	119	0	0	119	0	3	0	0	3	0	0	0	0	0	0
07:30	0	151	0	0	151	0	2	0	0	2	0	1	0	0	1	0
07:45	2	181	2	0	185	0	3	0	0	3	0	1	0	0	1	0
08:00	0	177	2	0	179	0	2	0	0	2	0	1	0	0	1	0
08:15	0	194	2	0	196	0	2	0	0	2	0	2	0	0	2	0
08:30	0	169	3	0	172	0	4	0	0	4	0	1	0	0	1	0
08:45	2	137	6	0	145	0	5	0	0	5	0	0	0	0	0	0
09:00	1	153	3	0	157	0	9	0	0	9	0	5	0	0	5	0
09:15	1	173	0	0	174	0	9	0	0	9	0	2	0	0	2	1
09:30	1	151	1	1	154	0	5	0	0	5	0	2	0	0	2	0
09:45	2	201	0	0	203	0	3	0	0	3	0	1	0	0	1	0
10:00	2	180	4	0	186	0	3	1	0	4	0	1	0	0	1	0
10:15	3	153	1	0	157	0	9	0	0	9	0	2	0	0	2	0
10:30	1	156	2	0	159	0	6	0	0	6	0	1	0	0	1	0
10:45	2	154	2	0	158	0	5	0	0	5	0	3	0	0	3	0
11:00	5	121	2	0	128	0	5	0	0	5	0	3	0	0	3	0
11:15	0	139	1	0	140	0	5	0	0	5	0	2	0	0	2	0
11:30	0	140	3	0	143	0	8	0	0	8	0	1	0	0	1	0
11:45	2	133	1	0	136	0	8	0	0	8	0	1	1	0	2	0

Start Time	Cars					Trucks					Bicycles					Total Peds
	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	
12:00	2	150	1	0	153	0	5	0	0	5	0	1	0	0	1	0
12:15	1	148	1	0	150	0	2	0	0	2	0	2	0	0	2	0
12:30	3	147	4	0	154	0	8	0	0	8	0	2	0	0	2	0
12:45	2	156	1	0	159	0	3	0	0	3	0	3	0	0	3	0
13:00	1	172	5	0	178	0	7	0	0	7	1	2	0	0	3	0
13:15	4	142	2	0	148	0	8	0	0	8	0	2	0	0	2	0
13:30	0	174	1	0	175	0	5	0	0	5	0	3	0	0	3	0
13:45	1	174	1	0	176	0	10	0	0	10	0	5	0	0	5	0
14:00	1	145	1	0	147	0	5	0	0	5	0	3	0	0	3	1
14:15	1	149	1	0	151	0	10	0	0	10	0	1	0	0	1	0
14:30	4	144	2	0	150	0	12	0	0	12	0	3	0	0	3	0
14:45	1	145	6	1	153	0	7	1	0	8	0	1	0	0	1	0
15:00	0	159	1	0	160	0	7	1	0	8	0	3	0	0	3	0
15:15	5	184	2	0	191	0	5	0	0	5	0	3	0	0	3	0
15:30	1	160	2	0	163	0	6	0	0	6	0	1	0	0	1	0
15:45	0	174	2	0	176	0	6	0	0	6	0	3	0	0	3	0
16:00	1	159	2	0	162	0	1	0	0	1	0	3	0	0	3	0
16:15	5	194	6	0	205	0	9	0	0	9	0	3	0	0	3	0
16:30	3	155	1	0	159	0	3	0	0	3	0	3	0	0	3	0
16:45	3	159	7	0	169	0	3	0	0	3	0	2	0	0	2	0
17:00	1	156	3	0	160	0	3	0	0	3	0	1	0	0	1	0
17:15	7	173	0	0	180	0	1	0	0	1	0	2	0	0	2	0
17:30	0	161	3	0	164	0	2	0	0	2	0	3	0	0	3	0
17:45	4	126	1	0	131	0	0	0	0	0	1	4	0	0	5	0
18:00	1	144	0	0	145	0	0	0	0	0	0	2	0	0	2	0
18:15	2	134	2	0	138	0	1	0	0	1	0	3	0	0	3	1
18:30	1	123	2	0	126	0	0	0	0	0	1	3	0	0	4	0
18:45	2	106	1	0	109	0	0	0	0	0	0	3	0	0	3	0
SUBTOTAL	81	7385	96	2	7564	0	229	3	0	232	3	100	1	0	104	3
GRAND TOTAL	81	7385	96	2	7564	0	229	3	0	232	3	100	1	0	104	3

Start Time	Cars					Trucks					Bicycles					Total Peds
	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	
12:00	0	0	7	0	7	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	6	0	6	0	0	0	0	0	0	0	1	0	1	0
12:30	2	0	10	0	12	0	0	0	0	0	0	0	0	0	0	1
12:45	0	2	13	0	15	0	0	0	0	0	0	0	1	0	1	0
13:00	2	0	11	0	13	0	0	0	0	0	0	0	0	0	0	2
13:15	1	0	7	0	8	0	0	0	0	0	0	0	0	0	0	0
13:30	2	0	6	0	8	0	0	0	0	0	0	0	1	0	1	0
13:45	2	0	13	0	15	0	0	0	0	0	0	0	0	0	0	0
14:00	0	1	8	0	9	0	0	0	0	0	0	0	0	0	0	1
14:15	2	0	11	0	13	0	0	0	0	0	0	0	0	0	0	0
14:30	1	0	32	0	33	0	0	0	0	0	0	0	0	0	0	0
14:45	4	3	28	0	35	0	0	1	0	1	0	0	1	0	1	2
15:00	1	0	10	0	11	0	0	0	0	0	0	0	0	0	0	0
15:15	1	0	11	0	12	0	0	0	0	0	0	0	0	0	0	0
15:30	1	0	5	0	6	0	0	0	0	0	0	0	0	0	0	0
15:45	4	0	10	0	14	0	0	0	0	0	0	0	0	0	0	2
16:00	0	0	6	0	6	0	0	1	0	1	0	0	0	0	0	0
16:15	1	0	9	0	10	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	10	0	10	0	0	0	0	0	0	0	1	0	1	0
16:45	1	1	11	0	13	0	0	0	0	0	0	0	1	0	1	0
17:00	2	1	10	0	13	0	0	0	0	0	0	0	1	0	1	0
17:15	2	0	4	0	6	0	0	0	0	0	0	0	0	0	0	3
17:30	1	0	11	0	12	0	0	1	0	1	0	0	0	0	0	0
17:45	0	0	6	0	6	0	0	0	0	0	0	0	0	0	0	0
18:00	1	0	10	0	11	0	0	0	0	0	0	0	0	0	0	0
18:15	3	0	9	0	12	0	0	0	0	0	0	0	0	0	0	1
18:30	1	0	3	0	4	0	0	0	0	0	0	0	1	0	1	1
18:45	2	0	11	0	13	0	0	0	0	0	0	0	0	0	0	0
SUBTOTAL	54	9	497	0	560	0	0	4	0	4	0	0	11	0	11	15
GRAND TOTAL	54	9	497	0	560	0	0	4	0	4	0	0	11	0	11	15

Start Time	Cars					Trucks					Bicycles					Total Peds
	↶	↑	↷	↶	Total	↶	↑	↷	↶	Total	↶	↑	↷	↶	Total	
12:00	7	0	1	0	8	0	0	0	0	0	0	0	0	0	0	0
12:15	11	1	2	0	14	0	0	0	0	0	0	0	0	0	0	0
12:30	13	1	2	0	16	1	0	0	0	1	0	0	0	0	0	0
12:45	16	0	4	0	20	0	0	0	0	0	0	0	0	0	0	0
13:00	16	0	5	0	21	0	0	0	0	0	0	0	0	0	0	0
13:15	23	0	7	0	30	0	0	0	0	0	1	0	0	0	1	0
13:30	22	1	4	0	27	0	0	0	0	0	1	0	0	0	1	0
13:45	13	1	5	0	19	0	0	0	0	0	0	0	0	0	0	0
14:00	24	0	2	1	27	0	0	1	0	1	0	0	0	0	0	0
14:15	15	2	3	0	20	0	0	0	0	0	0	0	0	0	0	0
14:30	25	1	2	0	28	0	0	0	0	0	0	0	0	0	0	0
14:45	23	0	1	1	25	0	0	0	0	0	0	0	0	0	0	0
15:00	23	0	5	0	28	0	0	0	0	0	0	0	0	0	0	0
15:15	15	0	1	0	16	1	0	0	0	1	0	0	0	0	0	0
15:30	18	0	2	0	20	0	0	0	0	0	0	0	0	0	0	0
15:45	14	1	5	0	20	0	0	0	0	0	0	0	0	0	0	0
16:00	25	0	7	0	32	1	0	0	0	1	0	0	0	0	0	0
16:15	22	0	0	0	22	0	0	0	0	0	0	0	0	0	0	0
16:30	16	0	6	0	22	0	0	0	0	0	1	0	0	0	1	0
16:45	9	0	2	0	11	0	0	0	0	0	0	0	0	0	0	0
17:00	13	0	4	0	17	0	0	0	0	0	0	0	0	0	0	0
17:15	15	0	4	0	19	0	0	0	0	0	0	0	0	0	0	0
17:30	17	0	1	0	18	0	0	0	0	0	0	0	2	0	2	0
17:45	14	0	3	0	17	0	0	0	0	0	0	0	1	0	1	0
18:00	19	0	2	0	21	0	0	0	0	0	0	0	0	0	0	0
18:15	22	0	4	0	26	0	0	0	0	0	0	0	0	0	0	0
18:30	20	2	4	0	26	0	0	0	0	0	0	0	0	0	0	1
18:45	33	1	4	0	38	1	0	0	0	1	2	0	0	0	2	0
SUBTOTAL	632	14	117	5	768	8	0	1	0	9	5	0	3	0	8	1
GRAND TOTAL	632	14	117	5	768	8	0	1	0	9	5	0	3	0	8	1

Peak Hour Diagram

Specified Period

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

One Hour Peak

From: 08:30:00
To: 09:30:00

Intersection: Bay Ridge Rd (Hwy 62) & Old Bay Bridge Rd - Medigas Classic Pkwy (Swick's Park Main Entrance)
Site Code: 2512400003
Count Date: May 30, 2025

Weather conditions: Clear

**** Signalized Intersection ****

Major Road: Bay Ridge Rd (Hwy 62) runs N/S

North Approach

	Out	In	Total
	593	729	1322
	34	27	61
	5	8	13
Totals	632	764	1396

Bay Ridge Rd (Hwy 62)

	1	4	0	0
	0	33	1	0
	51	472	70	0
Totals	52	509	71	0

East Approach

	Out	In	Total
	89	82	171
	0	1	1
	0	0	0
Totals	89	83	172

Medigas Classic Pkwy (Swick's Park Main Entrance)

			Totals
0	0	0	0
0	0	13	13
0	0	0	0
0	0	4	4

Peds: 1

Peds: 0



Peds: 0

Peds: 1

Old Bay Bridge Rd

Totals			
0	0	0	0
84	84	0	0
1	1	0	0
4	4	0	0

West Approach

	Out	In	Total
	17	56	73
	0	0	0
	0	1	1
Totals	17	57	74

Totals				
4	667	12	0	
	4	632	12	0
	0	27	0	0
	0	8	0	0

Bay Ridge Rd (Hwy 62)

South Approach

	Out	In	Total
	648	480	1128
	27	33	60
	8	4	12
Totals	683	517	1200

- Cars

- Trucks

- Bicycles

Comments



Peak Hour Summary

Intersection: Bay Ridge Rd (Hwy 62) & Old Bay Bridge Rd - Medigas Classic Pkwy (Swick's Park Main Entrance)
 Site Code: 2512400003
 Count Date: May 30, 2025
 Period: 07:00 - 10:00

Peak Hour Data (08:30 - 09:30)

Start Time	North Approach Bay Ridge Rd (Hwy 62)						South Approach Bay Ridge Rd (Hwy 62)						East Approach Old Bay Bridge Rd						West Approach Medigas Classic Pkwy (Swick's Park Main Entrance)						Total Vehicles
	←	↑	→	↻	Peds	Total	←	↑	→	↻	Peds	Total	←	↑	→	↻	Peds	Total	←	↑	→	↻	Peds	Total	
08:30	31	143	8	0	0	182	0	174	3	0	0	177	0	0	12	0	0	12	2	0	0	0	0	2	373
08:45	25	113	15	0	1	153	2	142	6	0	0	150	0	0	35	0	0	35	3	0	0	0	0	3	341
09:00	8	115	14	0	0	137	1	167	3	0	0	171	2	1	27	0	0	30	5	0	3	0	0	8	346
09:15	7	138	15	0	0	160	1	184	0	0	1	185	2	0	10	0	0	12	3	0	1	0	0	4	361
Grand Total	71	509	52	0	1	632	4	667	12	0	1	683	4	1	84	0	0	89	13	0	4	0	0	17	1421
Approach %	11.2	80.5	8.2	0	-	-	0.6	97.7	1.8	0	-	-	4.5	1.1	94.4	0	-	-	76.5	0	23.5	0	-	-	-
Totals %	5	35.8	3.7	0	-	44.5	0.3	46.9	0.8	0	-	48.1	0.3	0.1	5.9	0	-	6.3	0.9	0	0.3	0	-	1.2	-
PHF	0.57	0.89	0.87	0	0.87	0.87	0.5	0.91	0.5	0	0.92	0.92	0.5	0.25	0.6	0	0.64	0.64	0.65	0	0.33	0	0.53	0.95	
Cars	70	472	51	0	-	593	4	632	12	0	-	648	4	1	84	0	-	89	13	0	4	0	-	17	1347
% Cars	98.6	92.7	98.1	0	-	93.8	100	94.8	100	0	-	94.9	100	100	100	0	-	100	100	0	100	0	-	100	94.8
Trucks	1	33	0	0	-	34	0	27	0	0	-	27	0	0	0	0	-	0	0	0	0	0	0	0	61
% Trucks	1.4	6.5	0	0	-	5.4	0	4	0	0	-	4	0	0	0	0	-	0	0	0	0	0	0	0	4.3
Bicycles	0	4	1	0	-	5	0	8	0	0	-	8	0	0	0	0	-	0	0	0	0	0	0	0	13
% Bicycles	0	0.8	1.9	0	-	0.8	0	1.2	0	0	-	1.2	0	0	0	0	-	0	0	0	0	0	0	0	0.9
Peds	-	-	-	-	1	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	-	2
% Peds	-	-	-	-	50	-	-	-	-	-	50	-	-	-	-	-	0	-	-	-	-	-	0	-	-

Peak Hour Diagram

Specified Period

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

One Hour Peak

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

Intersection: Bay Ridge Rd (Hwy 62) & Old Bay Bridge Rd - Medigas Classic Pkwy (Swick's Park Main Entrance)
Site Code: 2512400003
Count Date: May 30, 2025

Weather conditions: Clear

**** Signalized Intersection ****

Major Road: Bay Ridge Rd (Hwy 62) runs N/S

North Approach

	Out	In	Total
	760	773	1533
	27	30	57
	14	15	29
Totals	801	818	1619

Bay Ridge Rd (Hwy 62)

	6	8	0	0
	0	27	0	0
	98	631	31	0
Totals	104	666	31	0

East Approach

	Out	In	Total
	44	42	86
	0	0	0
	1	0	1
Totals	45	42	87

Medigas Classic Pkwy (Swick's Park Main Entrance)

			Totals	
0	0	0	0	
2	0	74	76	
0	0	2	2	
0	0	21	21	

Peds: 3

Peds: 0



Peds: 2

Peds: 0

Old Bay Bridge Rd

Totals			
0	0	0	0
38	37	0	1
0	0	0	0
7	7	0	0

West Approach

	Out	In	Total
	97	104	201
	0	0	0
	2	7	9
Totals	99	111	210

Totals				
7	704	9	0	
	6	662	9	0
	0	30	0	0
	1	12	0	0

Bay Ridge Rd (Hwy 62)

South Approach

	Out	In	Total
	677	659	1336
	30	27	57
	13	8	21
Totals	720	694	1414

- Cars

- Trucks

- Bicycles

Comments



Peak Hour Summary

Intersection: Bay Ridge Rd (Hwy 62) & Old Bay Bridge Rd - Medigas Classic Pkwy (Swick's Park Main Entrance)
 Site Code: 2512400003
 Count Date: May 30, 2025
 Period: 10:00 - 14:00

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

Start Time	North Approach Bay Ridge Rd (Hwy 62)						South Approach Bay Ridge Rd (Hwy 62)						East Approach Old Bay Bridge Rd						West Approach Medigas Classic Pkwy (Swick's Park Main Entrance)						Total Vehicles
	←	↑	→	↻	Peds	Total	←	↑	→	↻	Peds	Total	←	↑	→	↻	Peds	Total	←	↑	→	↻	Peds	Total	
13:00	5	160	25	0	0	190	2	181	5	0	0	188	2	0	11	0	2	13	16	0	5	0	0	21	412
13:15	6	178	28	0	2	212	4	152	2	0	0	158	1	0	7	0	0	8	24	0	7	0	0	31	409
13:30	10	152	20	0	0	182	0	182	1	0	0	183	2	0	7	0	0	9	23	1	4	0	0	28	402
13:45	10	176	31	0	1	217	1	189	1	0	0	191	2	0	13	0	0	15	13	1	5	0	0	19	442
Grand Total	31	666	104	0	3	801	7	704	9	0	0	720	7	0	38	0	2	45	76	2	21	0	0	99	1665
Approach %	3.9	83.1	13	0	-	-	1	97.8	1.3	0	-	-	15.6	0	84.4	0	-	-	76.8	2	21.2	0	-	-	-
Totals %	1.9	40	6.2	0	48.1	43.2	0.4	42.3	0.5	0	43.2	0.4	0	2.3	0	2.7	4.6	0.1	1.3	0	5.9	5.9	-		
PHF	0.78	0.94	0.84	0	0.92	0.94	0.44	0.93	0.45	0	0.94	0.88	0	0.73	0	0.75	0.79	0.5	0.75	0	0.8	0.94	0.94		
Cars	31	631	98	0	760	677	6	662	9	0	677	7	0	37	0	44	74	2	21	0	97	1578			
% Cars	100	94.7	94.2	0	94.9	94	85.7	94	100	0	94	100	0	97.4	0	97.8	97.4	100	100	0	98	94.8			
Trucks	0	27	0	0	27	30	0	30	0	0	30	0	0	0	0	0	0	0	0	0	0	57			
% Trucks	0	4.1	0	0	3.4	4.2	0	4.3	0	0	4.2	0	0	0	0	0	0	0	0	0	0	3.4			
Bicycles	0	8	6	0	14	13	1	12	0	0	13	0	0	1	0	1	2	0	0	0	2	30			
% Bicycles	0	1.2	5.8	0	1.7	1.8	14.3	1.7	0	0	1.8	0	0	2.6	0	2.2	2.6	0	0	0	2	1.8			
Peds					3	-					0	-					2	-					0	-	5
% Peds					60	-					0	-					40	-					0	-	-

Peak Hour Diagram

Specified Period

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

One Hour Peak

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

Intersection: Bay Ridge Rd (Hwy 62) & Old Bay Bridge Rd - Medigas Classic Pkwy (Swick's Park Main Entrance)
Site Code: 2512400003
Count Date: May 30, 2025

Weather conditions: Clear

**** Signalized Intersection ****

Major Road: Bay Ridge Rd (Hwy 62) runs N/S

North Approach

	Out	In	Total
	935	794	1729
	22	21	43
	11	14	25
Totals	968	829	1797

Bay Ridge Rd (Hwy 62)

	4	6	1	0
	1	20	1	0
	79	828	28	0
Totals	84	854	30	0

East Approach

	Out	In	Total
	40	40	80
	1	1	2
	1	1	2
Totals	42	42	84

Medigas Classic Pkwy (Swick's Park Main Entrance)

			Totals	
0	0	0	0	
1	1	77	79	
0	0	1	1	
0	0	18	18	

Peds: 0

Peds: 0



Peds: 2

Peds: 0

Old Bay Bridge Rd

Totals			
0	0	0	0
37	35	1	1
0	0	0	0
5	5	0	0

West Approach

	Out	In	Total
	96	88	184
	1	1	2
	1	4	5
Totals	98	93	191

Totals				
9	713	11	0	
	9	682	11	0
	0	19	0	0
	0	12	0	0

Bay Ridge Rd (Hwy 62)

South Approach

	Out	In	Total
	702	851	1553
	19	20	39
	12	6	18
Totals	733	877	1610

- Cars

- Trucks

- Bicycles

Comments



Peak Hour Summary

Intersection: Bay Ridge Rd (Hwy 62) & Old Bay Bridge Rd - Medigas Classic Pkwy (Swick's Park Main Entrance)
 Site Code: 2512400003
 Count Date: May 30, 2025
 Period: 14:00 - 19:00

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

Start Time	North Approach Bay Ridge Rd (Hwy 62)						South Approach Bay Ridge Rd (Hwy 62)						East Approach Old Bay Bridge Rd						West Approach Medigas Classic Pkwy (Swick's Park Main Entrance)						Total Vehicles
	←	↑	→	↻	Peds	Total	←	↑	→	↻	Peds	Total	←	↑	→	↻	Peds	Total	←	↑	→	↻	Peds	Total	
15:45	12	215	23	0	0	250	0	183	2	0	0	185	4	0	10	0	2	14	14	1	5	0	0	20	469
16:00	2	192	16	0	0	210	1	163	2	0	0	166	0	0	7	0	0	7	26	0	7	0	0	33	416
16:15	7	216	26	0	0	249	5	206	6	0	0	217	1	0	9	0	0	10	22	0	0	0	0	22	498
16:30	9	231	19	0	0	259	3	161	1	0	0	165	0	0	11	0	0	11	17	0	6	0	0	23	458
Grand Total	30	854	84	0	0	968	9	713	11	0	0	733	5	0	37	0	2	42	79	1	18	0	0	98	1841
Approach %	3.1	88.2	8.7	0	-	-	1.2	97.3	1.5	0	-	-	11.9	0	88.1	0	-	-	80.6	1	18.4	0	-	-	-
Totals %	1.6	46.4	4.6	0	-	52.6	0.5	38.7	0.6	0	-	39.8	0.3	0	2	0	-	2.3	4.3	0.1	1	0	-	5.3	-
PHF	0.63	0.92	0.81	0	0	0.93	0.45	0.87	0.46	0	0	0.84	0.31	0	0.84	0	0	0.75	0.76	0.25	0.64	0	0	0.74	0.92
Cars	28	828	79	0	-	935	9	682	11	0	-	702	5	0	35	0	-	40	77	1	18	0	-	96	1773
% Cars	93.3	97	94	0	-	96.6	100	95.7	100	0	-	95.8	100	0	94.6	0	-	95.2	97.5	100	100	0	-	98	96.3
Trucks	1	20	1	0	-	22	0	19	0	0	-	19	0	0	1	0	-	1	1	0	0	0	-	1	43
% Trucks	3.3	2.3	1.2	0	-	2.3	0	2.7	0	0	-	2.6	0	0	2.7	0	-	2.4	1.3	0	0	0	-	1	2.3
Bicycles	1	6	4	0	-	11	0	12	0	0	-	12	0	0	1	0	-	1	1	0	0	0	-	1	25
% Bicycles	3.3	0.7	4.8	0	-	1.1	0	1.7	0	0	-	1.6	0	0	2.7	0	-	2.4	1.3	0	0	0	-	1	1.4
Peds					0	-					0	-					2	-					0	-	2
% Peds					0	-					0	-					100	-					0	-	-



Project #25-124 - Jewell Engineering

Intersection Count Report

Intersection: Bay Bridge Rd (Hwy 62) & Old Bay Bridge Rd - Medigas Classic Pkwy (Zwick's Park Main Entrance)

Municipality: Belleville

Count Date: Saturday, May 31, 2025

Site Code: 2512400004

Count Categories: Cars, Trucks, Bicycles, Pedestrians

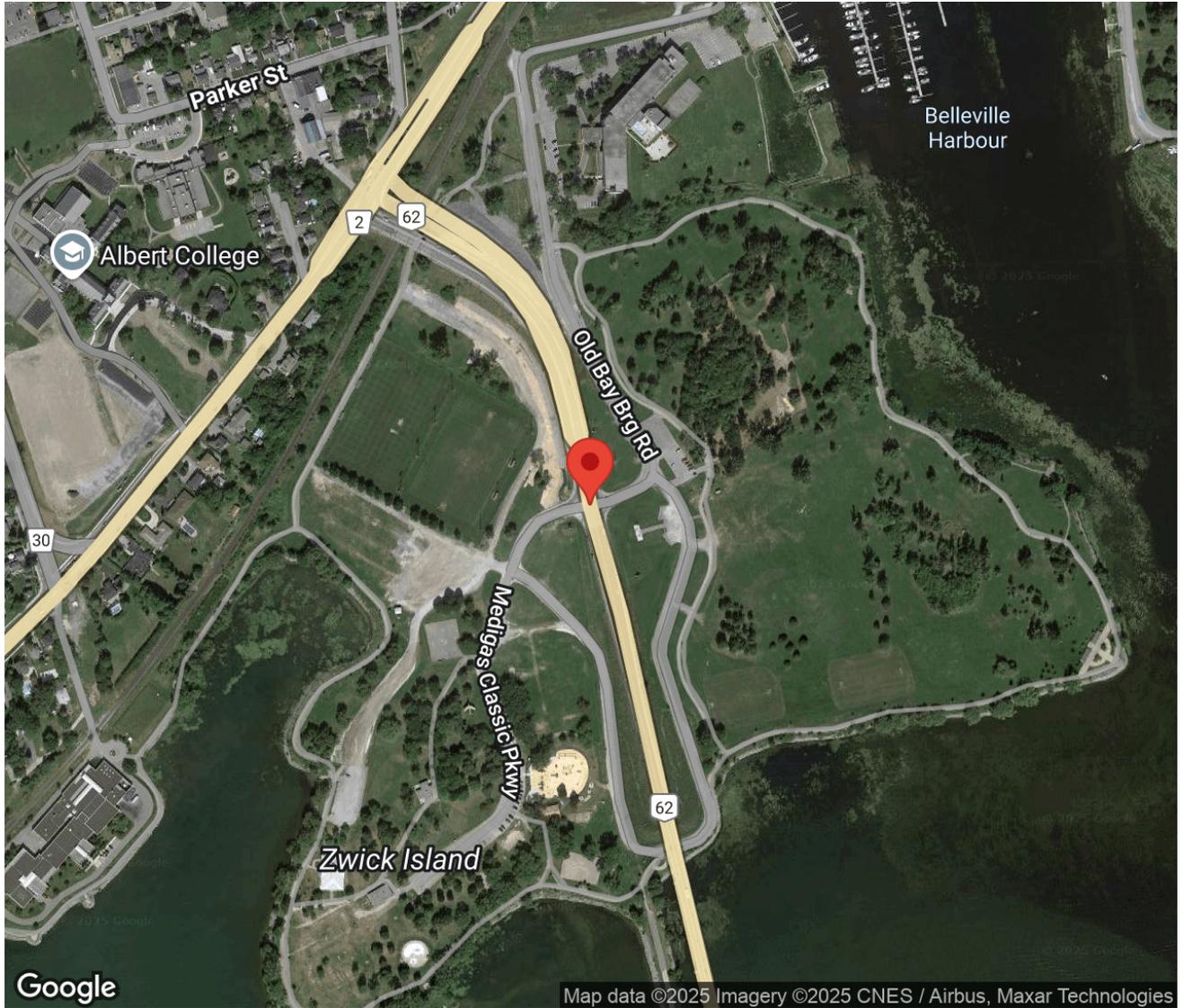
Count Period: 07:00-19:00

Weather: Clear

Comments:

Traffic Count Map

Intersection: Bay Bridge Rd (Hwy 62) & Old Bay Bridge Rd - Medigas Classic Pkwy (Zwick's Park Main Entrance)
Site Code: 2512400004
Municipality: Belleville
Count Date: May 31, 2025





Traffic Count Summary

Intersection: Bay Bridge Rd (Hwy 62) & Old Bay Bridge Rd - Medigas Classic Pkwy (Zwick's Park Main Entrance)
 Site Code: 2512400004
 Municipality: Belleville
 Count Date: May 31, 2025

Bay Bridge Rd (Hwy 62) - Traffic Summary

Hour	North Approach Totals						South Approach Totals						Total
	Includes Cars, Trucks, Bicycles						Includes Cars, Trucks, Bicycles						
	Left	Thru	Right	U-Turn	Total	Peds	Left	Thru	Right	U-Turn	Total	Peds	
07:00 - 08:00	11	199	11	0	221	0	2	223	0	0	225	0	446
08:00 - 09:00	11	314	10	0	335	1	1	339	1	0	341	0	676
09:00 - 10:00	22	426	32	0	480	0	5	407	6	0	418	0	898
10:00 - 11:00	16	547	55	0	618	0	5	530	3	0	538	0	1156
11:00 - 12:00	23	631	36	0	690	0	6	513	6	0	525	0	1215
12:00 - 13:00	23	639	60	0	722	0	1	501	8	0	510	1	1232
13:00 - 14:00	26	634	59	0	719	0	4	536	8	0	548	0	1267
14:00 - 15:00	24	697	59	0	780	1	3	520	10	0	533	0	1313
15:00 - 16:00	32	613	76	0	721	1	4	471	6	0	481	0	1202
16:00 - 17:00	22	604	54	1	681	0	3	488	14	0	505	1	1186
17:00 - 18:00	19	533	70	0	622	0	6	463	8	0	477	0	1099
18:00 - 19:00	17	385	43	0	445	0	5	386	3	0	394	0	839
GRAND TOTAL	246	6222	565	1	7034	3	45	5377	73	0	5495	2	12529



Traffic Count Summary

Intersection: Bay Bridge Rd (Hwy 62) & Old Bay Bridge Rd - Medigas Classic Pkwy (Zwick's Park Main Entrance)
 Site Code: 2512400004
 Municipality: Belleville
 Count Date: May 31, 2025

Old Bay Bridge Rd - Traffic Summary

Hour	East Approach Totals						West Approach Totals						Total
	Includes Cars, Trucks, Bicycles						Includes Cars, Trucks, Bicycles						
	Left	Thru	Right	U-Turn	Total	Peds	Left	Thru	Right	U-Turn	Total	Peds	
07:00 - 08:00	0	0	12	0	12	2	2	0	1	0	3	0	15
08:00 - 09:00	3	2	21	0	26	1	12	2	2	0	16	0	42
09:00 - 10:00	3	0	26	0	29	0	9	0	2	0	11	0	40
10:00 - 11:00	3	1	28	0	32	0	16	0	4	0	20	0	52
11:00 - 12:00	6	0	31	0	37	1	41	0	8	0	49	0	86
12:00 - 13:00	8	1	36	0	45	1	58	0	9	0	67	0	112
13:00 - 14:00	4	2	23	0	29	1	43	0	7	3	53	0	82
14:00 - 15:00	9	1	27	0	37	0	42	0	7	3	52	2	89
15:00 - 16:00	8	2	27	0	37	0	49	0	6	37	92	0	129
16:00 - 17:00	10	1	28	0	39	0	64	0	8	0	72	0	111
17:00 - 18:00	5	1	26	0	32	2	51	0	5	6	62	0	94
18:00 - 19:00	9	0	27	0	36	0	54	1	7	0	62	0	98
GRAND TOTAL	68	11	312	0	391	8	441	3	66	49	559	2	950



Traffic Count Data

Intersection: Bay Bridge Rd (Hwy 62) & Old Bay Bridge Rd - Medigas Classic Pkwy (Zwick's Park Main Entrance)
 Site Code: 2512400004
 Municipality: Belleville
 Count Date: May 31, 2025

North Approach - Bay Bridge Rd (Hwy 62)

Start Time	Cars					Trucks					Bicycles					Total Peds
	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	
07:00	2	46	1	0	49	0	0	0	0	0	0	0	0	0	0	0
07:15	3	52	0	0	55	0	2	0	0	2	0	0	0	0	0	0
07:30	1	49	4	0	54	0	4	0	0	4	0	1	1	0	2	0
07:45	5	43	5	0	53	0	2	0	0	2	0	0	0	0	0	0
08:00	3	50	2	0	55	0	7	0	0	7	0	0	0	0	0	0
08:15	5	83	1	0	89	0	1	0	0	1	0	1	0	0	1	0
08:30	2	78	2	0	82	0	3	0	0	3	0	0	0	0	0	1
08:45	1	89	5	0	95	0	2	0	0	2	0	0	0	0	0	0
09:00	3	88	3	0	94	0	1	0	0	1	0	0	0	0	0	0
09:15	7	86	3	0	96	0	1	0	0	1	1	0	0	0	1	0
09:30	7	112	8	0	127	0	6	0	0	6	0	1	0	0	1	0
09:45	4	126	18	0	148	0	4	0	0	4	0	1	0	0	1	0
10:00	3	108	15	0	126	0	3	0	0	3	0	0	0	0	0	0
10:15	3	143	17	0	163	0	2	1	0	3	0	1	0	0	1	0
10:30	2	141	11	0	154	0	6	0	0	6	0	2	0	0	2	0
10:45	8	140	9	0	157	0	1	0	0	1	0	0	2	0	2	0
11:00	5	151	8	0	164	0	2	1	0	3	0	1	0	0	1	0
11:15	7	159	8	0	174	0	0	0	0	0	0	1	1	0	2	0
11:30	4	162	9	0	175	0	4	0	0	4	0	0	1	0	1	0
11:45	6	142	7	0	155	0	6	0	0	6	1	3	1	0	5	0

Start Time	Cars					Trucks					Bicycles					Total Peds
	↶	↷	↸	↹	Total	↶	↷	↸	↹	Total	↶	↷	↸	↹	Total	
12:00	4	161	13	0	178	0	1	0	0	1	0	9	0	0	9	0
12:15	3	157	12	0	172	0	6	1	0	7	0	0	1	0	1	0
12:30	7	157	17	0	181	0	2	0	0	2	0	4	1	0	5	0
12:45	9	140	15	0	164	0	1	0	0	1	0	1	0	0	1	0
13:00	10	174	15	0	199	0	6	1	0	7	0	1	1	0	2	0
13:15	6	153	18	0	177	0	0	0	0	0	0	1	0	0	1	0
13:30	2	138	13	0	153	0	5	0	0	5	0	1	0	0	1	0
13:45	8	149	11	0	168	0	5	0	0	5	0	1	0	0	1	0
14:00	5	149	15	0	169	0	3	0	0	3	0	1	1	0	2	0
14:15	6	198	13	0	217	0	5	0	0	5	1	0	0	0	1	1
14:30	6	161	15	0	182	0	6	0	0	6	0	1	1	0	2	0
14:45	6	168	14	0	188	0	5	0	0	5	0	0	0	0	0	0
15:00	13	145	26	0	184	0	8	0	0	8	0	2	0	0	2	1
15:15	4	137	10	0	151	0	8	0	0	8	0	1	1	0	2	0
15:30	9	150	17	0	176	0	4	0	0	4	1	0	0	0	1	0
15:45	5	150	21	0	176	0	7	0	0	7	0	1	1	0	2	0
16:00	4	145	15	0	164	0	1	0	0	1	0	0	1	0	1	0
16:15	11	140	14	1	166	0	3	0	0	3	0	0	0	0	0	0
16:30	5	153	12	0	170	0	3	0	0	3	0	0	0	0	0	0
16:45	2	155	9	0	166	0	2	1	0	3	0	2	2	0	4	0
17:00	2	139	16	0	157	0	1	0	0	1	1	2	0	0	3	0
17:15	5	145	18	0	168	0	2	0	0	2	0	0	3	0	3	0
17:30	2	136	12	0	150	0	1	0	0	1	0	0	2	0	2	0
17:45	8	106	18	0	132	0	1	0	0	1	1	0	1	0	2	0
18:00	7	87	11	0	105	0	1	0	0	1	0	0	1	0	1	0
18:15	2	113	10	0	125	0	5	0	0	5	0	1	0	0	1	0
18:30	4	90	12	0	106	0	1	0	0	1	0	0	1	0	1	0
18:45	2	86	6	0	94	2	1	0	0	3	0	0	2	0	2	0
SUBTOTAL	238	6030	534	1	6803	2	151	5	0	158	6	41	26	0	73	3
GRAND TOTAL	238	6030	534	1	6803	2	151	5	0	158	6	41	26	0	73	3



Traffic Count Data

Intersection: Bay Bridge Rd (Hwy 62) & Old Bay Bridge Rd - Medigas Classic Pkwy (Zwick's Park Main Entrance)
 Site Code: 2512400004
 Municipality: Belleville
 Count Date: May 31, 2025

South Approach - Bay Bridge Rd (Hwy 62)

Start Time	Cars					Trucks					Bicycles					Total Peds
	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	
07:00	0	38	0	0	38	0	0	0	0	0	0	0	0	0	0	0
07:15	0	50	0	0	50	0	2	0	0	2	0	0	0	0	0	0
07:30	1	68	0	0	69	0	3	0	0	3	0	0	0	0	0	0
07:45	1	59	0	0	60	0	3	0	0	3	0	0	0	0	0	0
08:00	1	55	1	0	57	0	2	0	0	2	0	0	0	0	0	0
08:15	0	80	0	0	80	0	2	0	0	2	0	0	0	0	0	0
08:30	0	96	0	0	96	0	2	0	0	2	0	0	0	0	0	0
08:45	0	100	0	0	100	0	2	0	0	2	0	0	0	0	0	0
09:00	1	73	0	0	74	0	2	0	0	2	0	0	0	0	0	0
09:15	0	115	3	0	118	0	2	0	0	2	0	1	0	0	1	0
09:30	2	104	1	0	107	0	3	0	0	3	0	0	0	0	0	0
09:45	2	106	2	0	110	0	1	0	0	1	0	0	0	0	0	0
10:00	2	122	0	0	124	0	4	0	0	4	0	0	0	0	0	0
10:15	0	138	0	0	138	0	4	0	0	4	0	0	0	0	0	0
10:30	3	120	2	0	125	0	2	0	0	2	0	3	0	0	3	0
10:45	0	133	1	0	134	0	1	0	0	1	0	3	0	0	3	0
11:00	2	113	2	0	117	0	6	0	0	6	0	0	0	0	0	0
11:15	1	120	2	0	123	0	2	0	0	2	0	1	0	0	1	0
11:30	2	124	0	0	126	0	2	0	0	2	0	0	0	0	0	0
11:45	1	138	2	0	141	0	3	0	0	3	0	4	0	0	4	0

Start Time	Cars					Trucks					Bicycles					Total Peds
	↶	↷	↸	↹	Total	↶	↷	↸	↹	Total	↶	↷	↸	↹	Total	
12:00	0	118	2	0	120	0	0	0	0	0	0	12	0	0	12	0
12:15	0	119	1	0	120	0	3	0	0	3	0	3	0	0	3	0
12:30	1	115	2	0	118	0	5	0	0	5	0	2	0	0	2	0
12:45	0	123	3	0	126	0	0	0	0	0	0	1	0	0	1	1
13:00	1	127	1	0	129	0	1	0	0	1	0	0	0	0	0	0
13:15	0	121	3	0	124	0	1	0	0	1	0	0	0	0	0	0
13:30	2	139	2	0	143	0	1	0	0	1	0	0	1	0	1	0
13:45	1	140	1	0	142	0	5	0	0	5	0	1	0	0	1	0
14:00	2	148	1	0	151	0	3	0	0	3	0	0	0	0	0	0
14:15	0	117	3	0	120	0	3	0	0	3	0	0	0	0	0	0
14:30	0	128	2	0	130	0	2	0	0	2	0	0	0	0	0	0
14:45	1	117	4	0	122	0	2	0	0	2	0	0	0	0	0	0
15:00	0	124	1	0	125	0	1	0	0	1	0	1	0	0	1	0
15:15	3	115	3	0	121	0	2	0	0	2	0	0	0	0	0	0
15:30	1	118	1	0	120	0	1	0	0	1	0	0	0	0	0	0
15:45	0	108	1	0	109	0	1	0	0	1	0	0	0	0	0	0
16:00	2	112	3	0	117	0	2	0	0	2	0	1	1	0	2	0
16:15	0	127	5	0	132	0	3	0	0	3	0	0	0	0	0	0
16:30	0	118	3	0	121	0	1	0	0	1	0	0	0	0	0	1
16:45	1	123	2	0	126	0	0	0	0	0	0	1	0	0	1	0
17:00	0	123	1	0	124	0	2	0	0	2	0	0	0	0	0	0
17:15	0	120	3	0	123	0	2	0	0	2	0	0	0	0	0	0
17:30	1	112	3	0	116	0	1	0	0	1	0	0	0	0	0	0
17:45	5	101	0	0	106	0	2	1	0	3	0	0	0	0	0	0
18:00	3	94	1	0	98	0	2	0	0	2	0	0	0	0	0	0
18:15	0	104	1	0	105	0	2	0	0	2	0	2	0	0	2	0
18:30	1	101	0	0	102	0	2	0	0	2	0	0	0	0	0	0
18:45	1	76	1	0	78	0	3	0	0	3	0	0	0	0	0	0
SUBTOTAL	45	5240	70	0	5355	0	101	1	0	102	0	36	2	0	38	2
GRAND TOTAL	45	5240	70	0	5355	0	101	1	0	102	0	36	2	0	38	2

Start Time	Cars					Trucks					Bicycles					Total Peds
	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	
12:00	3	0	9	0	12	0	0	0	0	0	0	0	0	0	0	0
12:15	0	1	11	0	12	0	0	0	0	0	0	0	0	0	0	0
12:30	1	0	9	0	10	0	0	1	0	1	0	0	0	0	0	1
12:45	4	0	4	0	8	0	0	0	0	0	0	0	2	0	2	0
13:00	0	1	6	0	7	0	0	1	0	1	0	0	0	0	0	1
13:15	2	1	7	0	10	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0
13:45	2	0	7	0	9	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	6	0	6	0	0	0	0	0	0	0	0	0	0	0
14:15	2	0	7	0	9	0	0	0	0	0	0	0	0	0	0	0
14:30	2	0	6	0	8	0	0	0	0	0	0	0	0	0	0	0
14:45	5	1	8	0	14	0	0	0	0	0	0	0	0	0	0	0
15:00	1	0	9	0	10	0	0	0	0	0	0	0	0	0	0	0
15:15	2	0	6	0	8	0	0	0	0	0	0	0	0	0	0	0
15:30	2	0	7	0	9	0	0	0	0	0	0	0	0	0	0	0
15:45	3	2	5	0	10	0	0	0	0	0	0	0	0	0	0	0
16:00	2	0	9	0	11	0	0	0	0	0	1	0	0	0	1	0
16:15	1	1	8	0	10	0	0	0	0	0	0	0	0	0	0	0
16:30	2	0	7	0	9	0	0	0	0	0	1	0	0	0	1	0
16:45	3	0	4	0	7	0	0	0	0	0	0	0	0	0	0	0
17:00	1	1	11	0	13	0	0	1	0	1	0	0	0	0	0	0
17:15	1	0	4	0	5	0	0	0	0	0	0	0	0	0	0	0
17:30	2	0	5	0	7	0	0	0	0	0	0	0	0	0	0	1
17:45	1	0	5	0	6	0	0	0	0	0	0	0	0	0	0	1
18:00	1	0	5	0	6	0	0	0	0	0	0	0	0	0	0	0
18:15	3	0	7	0	10	0	0	1	0	1	0	0	0	0	0	0
18:30	3	0	7	0	10	0	0	0	0	0	0	0	0	0	0	0
18:45	1	0	7	0	8	0	0	0	0	0	1	0	0	0	1	0
SUBTOTAL	65	11	303	0	379	0	0	7	0	7	3	0	2	0	5	8
GRAND TOTAL	65	11	303	0	379	0	0	7	0	7	3	0	2	0	5	8

Start Time	Cars					Trucks					Bicycles					Total Peds
	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	
12:00	19	0	2	0	21	0	0	0	0	0	0	0	0	0	0	0
12:15	16	0	2	0	18	1	0	0	0	1	0	0	0	0	0	0
12:30	9	0	1	0	10	0	0	0	0	0	0	0	0	0	0	0
12:45	13	0	4	0	17	0	0	0	0	0	0	0	0	0	0	0
13:00	6	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0
13:15	14	0	2	0	16	0	0	0	0	0	0	0	0	0	0	0
13:30	13	0	2	0	15	0	0	0	0	0	0	0	0	0	0	0
13:45	10	0	3	3	16	0	0	0	0	0	0	0	0	0	0	0
14:00	6	0	4	0	10	0	0	0	0	0	0	0	0	0	0	0
14:15	13	0	2	3	18	0	0	0	0	0	0	0	0	0	0	0
14:30	11	0	1	0	12	0	0	0	0	0	0	0	0	0	0	0
14:45	12	0	0	0	12	0	0	0	0	0	0	0	0	0	0	2
15:00	9	0	5	37	51	0	0	0	0	0	0	0	0	0	0	0
15:15	10	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0
15:30	13	0	0	0	13	0	0	0	0	0	0	0	0	0	0	0
15:45	15	0	1	0	16	1	0	0	0	1	1	0	0	0	1	0
16:00	16	0	2	0	18	0	0	0	0	0	0	0	0	0	0	0
16:15	14	0	1	0	15	0	0	0	0	0	0	0	0	0	0	0
16:30	20	0	4	0	24	0	0	0	0	0	0	0	0	0	0	0
16:45	13	0	1	0	14	0	0	0	0	0	1	0	0	0	1	0
17:00	19	0	3	1	23	0	0	0	0	0	0	0	0	0	0	0
17:15	8	0	0	0	8	1	0	0	0	1	0	0	0	0	0	0
17:30	9	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0
17:45	13	0	2	5	20	1	0	0	0	1	0	0	0	0	0	0
18:00	10	0	2	0	12	1	0	0	0	1	0	0	0	0	0	0
18:15	13	1	2	0	16	0	0	0	0	0	0	0	0	0	0	0
18:30	15	0	2	0	17	0	0	0	0	0	0	0	0	0	0	0
18:45	15	0	1	0	16	0	0	0	0	0	0	0	0	0	0	0
SUBTOTAL	434	3	66	49	552	5	0	0	0	5	2	0	0	0	2	2
GRAND TOTAL	434	3	66	49	552	5	0	0	0	5	2	0	0	0	2	2

Peak Hour Diagram

Specified Period

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

One Hour Peak

From: 09:00:00
To: 10:00:00

Intersection: Bay Bridge Rd (Hwy 62) & Old Bay Bridge Rd - Medigas Classic Pkwy (Zwick's Park Main Entrance)
Site Code: 2512400004
Count Date: May 31, 2025

Weather conditions: Clear

** Signalized Intersection **

Major Road: Bay Bridge Rd (Hwy 62) runs N/S

North Approach

	Out	In	Total
	465	432	897
	12	9	21
	3	1	4
Totals	480	442	922

Bay Bridge Rd (Hwy 62)

	0	2	1	0
	0	12	0	0
	32	412	21	0
Totals	32	426	22	0

East Approach

	Out	In	Total
	28	27	55
	1	0	1
	0	1	1
Totals	29	28	57

Medigas Classic Pkwy (Zwick's Park Main Entrance)

			Totals	
0	0	0	0	
0	0	9	9	
0	0	0	0	
0	0	2	2	

Peds: 0



Peds: 0

Old Bay Bridge Rd

Totals			
0	0	0	0
26	25	1	0
0	0	0	0
3	3	0	0

West Approach

	Out	In	Total
	11	37	48
	0	0	0
	0	0	0
Totals	11	37	48

Totals				
5	407	6	0	
	5	398	6	0
	0	8	0	0
	0	1	0	0

Bay Bridge Rd (Hwy 62)

South Approach

	Out	In	Total
	409	417	826
	8	12	20
	1	2	3
Totals	418	431	849

- Cars

- Trucks

- Bicycles

Comments



Peak Hour Summary

Intersection: Bay Bridge Rd (Hwy 62) & Old Bay Bridge Rd - Medigas Classic Pkwy (Zwick's Park Main Entrance)
 Site Code: 2512400004
 Count Date: May 31, 2025
 Period: 07:00 - 10:00

Peak Hour Data (09:00 - 10:00)

Start Time	North Approach Bay Bridge Rd (Hwy 62)						South Approach Bay Bridge Rd (Hwy 62)						East Approach Old Bay Bridge Rd						West Approach Medigas Classic Pkwy (Zwick's Park Main Entrance)						Total Vehicles
	←	↑	→	↻	Peds	Total	←	↑	→	↻	Peds	Total	←	↑	→	↻	Peds	Total	←	↑	→	↻	Peds	Total	
09:00	3	89	3	0	0	95	1	75	0	0	0	76	0	0	7	0	0	7	0	0	0	0	0	0	178
09:15	8	87	3	0	0	98	0	118	3	0	0	121	1	0	8	0	0	9	2	0	0	0	0	2	230
09:30	7	119	8	0	0	134	2	107	1	0	0	110	1	0	6	0	0	7	3	0	1	0	0	4	255
09:45	4	131	18	0	0	153	2	107	2	0	0	111	1	0	5	0	0	6	4	0	1	0	0	5	275
Grand Total	22	426	32	0	0	480	5	407	6	0	0	418	3	0	26	0	0	29	9	0	2	0	0	11	938
Approach %	4.6	88.8	6.7	0	-	-	1.2	97.4	1.4	0	-	-	10.3	0	89.7	0	-	-	81.8	0	18.2	0	-	-	
Totals %	2.3	45.4	3.4	0	-	51.2	0.5	43.4	0.6	0	-	44.6	0.3	0	2.8	0	-	3.1	1	0	0.2	0	-	1.2	
PHF	0.69	0.81	0.44	0	0	0.78	0.63	0.86	0.5	0	0	0.86	0.75	0	0.81	0	0	0.81	0.56	0	0.5	0	0	0.55	0.85
Cars	21	412	32	0	-	465	5	398	6	0	-	409	3	0	25	0	-	28	9	0	2	0	-	11	913
% Cars	95.5	96.7	100	0	-	96.9	100	97.8	100	0	-	97.8	100	0	96.2	0	-	96.6	100	0	100	0	-	100	97.3
Trucks	0	12	0	0	-	12	0	8	0	0	-	8	0	0	1	0	-	1	0	0	0	0	-	0	21
% Trucks	0	2.8	0	0	-	2.5	0	2	0	0	-	1.9	0	0	3.8	0	-	3.4	0	0	0	0	-	0	2.2
Bicycles	1	2	0	0	-	3	0	1	0	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	4
% Bicycles	4.5	0.5	0	0	-	0.6	0	0.2	0	0	-	0.2	0	0	0	0	-	0	0	0	0	0	-	0	0.4
Peds					0	-					0	-					0	-					0	-	0
% Peds					0	-					0	-					0	-					0	-	

Peak Hour Diagram

Specified Period

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

One Hour Peak

From: 11:45:00
To: 12:45:00

Intersection: Bay Bridge Rd (Hwy 62) & Old Bay Bridge Rd - Medigas Classic Pkwy (Zwick's Park Main Entrance)
Site Code: 2512400004
Count Date: May 31, 2025

Weather conditions: Clear

**** Signalized Intersection ****

Major Road: Bay Bridge Rd (Hwy 62) runs N/S

North Approach

	Out	In	Total
	686	588	1274
	16	13	29
	20	21	41
Totals	722	622	1344

Bay Bridge Rd (Hwy 62)

	3	16	1	0
	1	15	0	0
	49	617	20	0
Totals	53	648	21	0

East Approach

	Out	In	Total
	42	27	69
	1	0	1
	0	1	1
Totals	43	28	71

Medigas Classic Pkwy (Zwick's Park Main Entrance)

			Totals	
0	0	0	0	
0	1	63	64	
0	0	0	0	
0	0	8	8	

Peds: 0

Peds: 0



Peds: 1

Peds: 0

Old Bay Bridge Rd

Totals			
0	0	0	0
36	35	1	0
1	1	0	0
6	6	0	0

West Approach

	Out	In	Total
	71	52	123
	1	1	2
	0	3	3
Totals	72	56	128

Totals				
2	522	7	0	
	2	490	7	0
	0	11	0	0
	0	21	0	0

Bay Bridge Rd (Hwy 62)

South Approach

	Out	In	Total
	499	631	1130
	11	15	26
	21	16	37
Totals	531	662	1193

- Cars

- Trucks

- Bicycles

Comments



Peak Hour Summary

Intersection: Bay Bridge Rd (Hwy 62) & Old Bay Bridge Rd - Medigas Classic Pkwy (Zwick's Park Main Entrance)
 Site Code: 2512400004
 Count Date: May 31, 2025
 Period: 10:00 - 14:00

Peak Hour Data (11:45 - 12:45)

Start Time	North Approach Bay Bridge Rd (Hwy 62)						South Approach Bay Bridge Rd (Hwy 62)						East Approach Old Bay Bridge Rd						West Approach Medigas Classic Pkwy (Zwick's Park Main Entrance)						Total Vehicles
	←	↑	→	↻	Peds	Total	←	↑	→	↻	Peds	Total	←	↑	→	↻	Peds	Total	←	↑	→	↻	Peds	Total	
11:45	7	151	8	0	0	166	1	145	2	0	0	148	2	0	6	0	0	8	19	0	3	0	0	22	344
12:00	4	171	13	0	0	188	0	130	2	0	0	132	3	0	9	0	0	12	19	0	2	0	0	21	353
12:15	3	163	14	0	0	180	0	125	1	0	0	126	0	1	11	0	0	12	17	0	2	0	0	19	337
12:30	7	163	18	0	0	188	1	122	2	0	0	125	1	0	10	0	1	11	9	0	1	0	0	10	334
Grand Total	21	648	53	0	0	722	2	522	7	0	0	531	6	1	36	0	1	43	64	0	8	0	0	72	1368
Approach %	2.9	89.8	7.3	0	-	-	0.4	98.3	1.3	0	-	-	14	2.3	83.7	0	-	-	88.9	0	11.1	0	-	-	
Totals %	1.5	47.4	3.9	0	-	52.8	0.1	38.2	0.5	0	-	38.8	0.4	0.1	2.6	0	-	3.1	4.7	0	0.6	0	-	5.3	
PHF	0.75	0.95	0.74	0	-	0.96	0.5	0.9	0.88	0	-	0.9	0.5	0.25	0.82	0	-	0.9	0.84	0	0.67	0	-	0.82	0.97
Cars	20	617	49	0	-	686	2	490	7	0	-	499	6	1	35	0	-	42	63	0	8	0	-	71	1298
% Cars	95.2	95.2	92.5	0	-	95	100	93.9	100	0	-	94	100	100	97.2	0	-	97.7	98.4	0	100	0	-	98.6	94.9
Trucks	0	15	1	0	-	16	0	11	0	0	-	11	0	0	1	0	-	1	1	0	0	0	-	1	29
% Trucks	0	2.3	1.9	0	-	2.2	0	2.1	0	0	-	2.1	0	0	2.8	0	-	2.3	1.6	0	0	0	-	1.4	2.1
Bicycles	1	16	3	0	-	20	0	21	0	0	-	21	0	0	0	0	-	0	0	0	0	0	-	0	41
% Bicycles	4.8	2.5	5.7	0	-	2.8	0	4	0	0	-	4	0	0	0	0	-	0	0	0	0	0	-	0	3
Peds					0	-					0	-					1	-					0	-	1
% Peds					0	-					0	-					100	-					0	-	

Peak Hour Diagram

Specified Period

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

One Hour Peak

From: 14:15:00
To: 15:15:00

Intersection: Bay Bridge Rd (Hwy 62) & Old Bay Bridge Rd - Medigas Classic Pkwy (Zwick's Park Main Entrance)
Site Code: 2512400004
Count Date: May 31, 2025

Weather conditions: Clear

**** Signalized Intersection ****

Major Road: Bay Bridge Rd (Hwy 62) runs N/S

North Approach

	Out	In	Total
	771	561	1332
	24	8	32
	5	1	6
Totals	800	570	1370

Bay Bridge Rd (Hwy 62)

	1	3	1	0
	0	24	0	0
	68	672	31	0
Totals	69	699	32	0

East Approach

	Out	In	Total
	41	41	82
	0	0	0
	0	1	1
Totals	41	42	83

Medigas Classic Pkwy (Zwick's Park Main Entrance)

			Totals
0	0	40	40
0	0	45	45
0	0	0	0
0	0	8	8

Peds: 2

Peds: 2



Peds: 0

Peds: 0

Old Bay Bridge Rd

Totals			
0	0	0	0
30	30	0	0
1	1	0	0
10	10	0	0

West Approach

	Out	In	Total
	93	110	203
	0	0	0
	0	1	1
Totals	93	111	204

Totals				
1	495	10	0	
	1	486	10	0
	0	8	0	0
	0	1	0	0

Bay Bridge Rd (Hwy 62)

South Approach

	Out	In	Total
	497	690	1187
	8	24	32
	1	3	4
Totals	506	717	1223

- Cars

- Trucks

- Bicycles

Comments



Peak Hour Summary

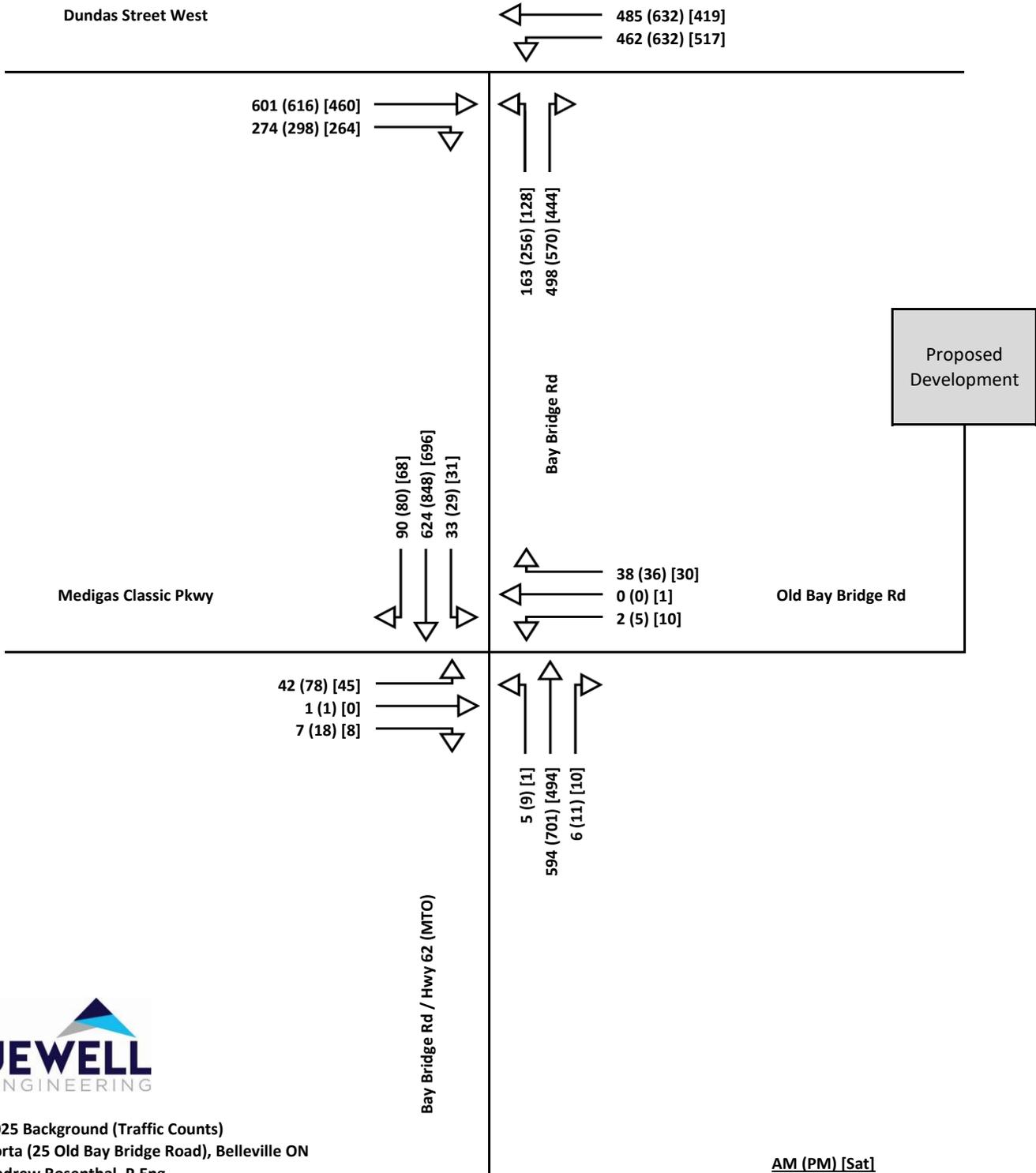
Intersection: Bay Bridge Rd (Hwy 62) & Old Bay Bridge Rd - Medigas Classic Pkwy (Zwick's Park Main Entrance)
 Site Code: 2512400004
 Count Date: May 31, 2025
 Period: 14:00 - 19:00

Peak Hour Data (14:15 - 15:15)

Start Time	North Approach Bay Bridge Rd (Hwy 62)						South Approach Bay Bridge Rd (Hwy 62)						East Approach Old Bay Bridge Rd						West Approach Medigas Classic Pkwy (Zwick's Park Main Entrance)						Total Vehicles
	←	↑	→	↻	Peds	Total	←	↑	→	↻	Peds	Total	←	↑	→	↻	Peds	Total	←	↑	→	↻	Peds	Total	
14:15	7	203	13	0	1	223	0	120	3	0	0	123	2	0	7	0	0	9	13	0	2	3	0	18	373
14:30	6	168	16	0	0	190	0	130	2	0	0	132	2	0	6	0	0	8	11	0	1	0	0	12	342
14:45	6	173	14	0	0	193	1	119	4	0	0	124	5	1	8	0	0	14	12	0	0	0	2	12	343
15:00	13	155	26	0	1	194	0	126	1	0	0	127	1	0	9	0	0	10	9	0	5	37	0	51	382
Grand Total	32	699	69	0	2	800	1	495	10	0	0	506	10	1	30	0	0	41	45	0	8	40	2	93	1440
Approach %	4	87.4	8.6	0	-	-	0.2	97.8	2	0	-	-	24.4	2.4	73.2	0	-	-	48.4	0	8.6	43	-	-	
Totals %	2.2	48.5	4.8	0	-	55.6	0.1	34.4	0.7	0	-	35.1	0.7	0.1	2.1	0	2.8	3.1	0	0.6	2.8	-	6.5		
PHF	0.62	0.86	0.66	0	0.9		0.25	0.95	0.63	0	0.96		0.5	0.25	0.83	0	0.73	0.87	0	0.4	0.27	0.46	0.94		
Cars	31	672	68	0	-	771	1	486	10	0	-	497	10	1	30	0	-	41	45	0	8	40	-	93	1402
% Cars	96.9	96.1	98.6	0	-	96.4	100	98.2	100	0	-	98.2	100	100	100	0	-	100	100	0	100	100	-	100	97.4
Trucks	0	24	0	0	-	24	0	8	0	0	-	8	0	0	0	0	-	0	0	0	0	0	-	0	32
% Trucks	0	3.4	0	0	-	3	0	1.6	0	0	-	1.6	0	0	0	0	-	0	0	0	0	0	-	0	2.2
Bicycles	1	3	1	0	-	5	0	1	0	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	6
% Bicycles	3.1	0.4	1.4	0	-	0.6	0	0.2	0	0	-	0.2	0	0	0	0	-	0	0	0	0	0	-	0	0.4
Peds					2	-					0	-					0	-					2	-	4
% Peds					50	-					0	-					0	-					50	-	

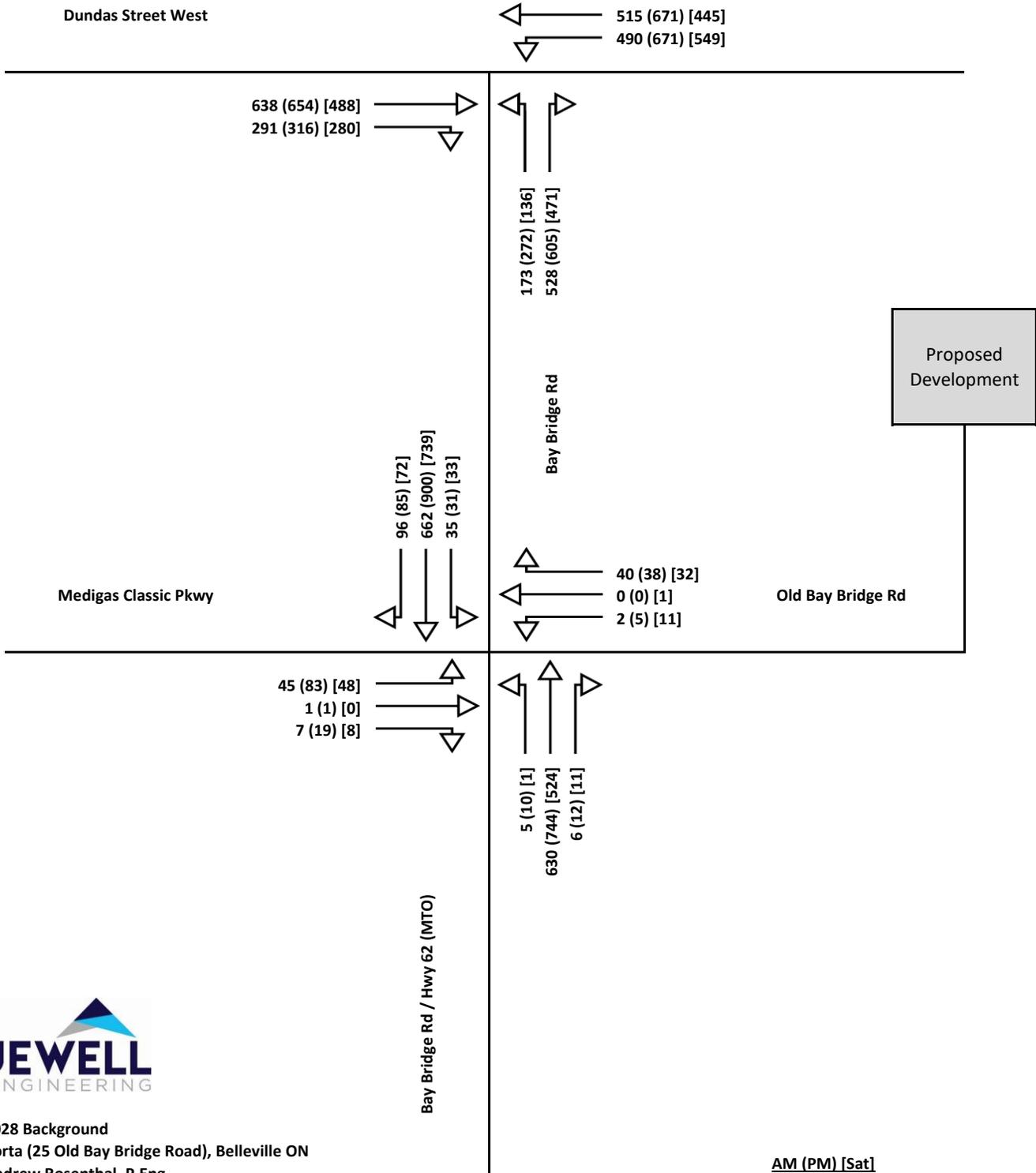
APPENDIX C

Traffic Volume Figures – Background, Development Traffic



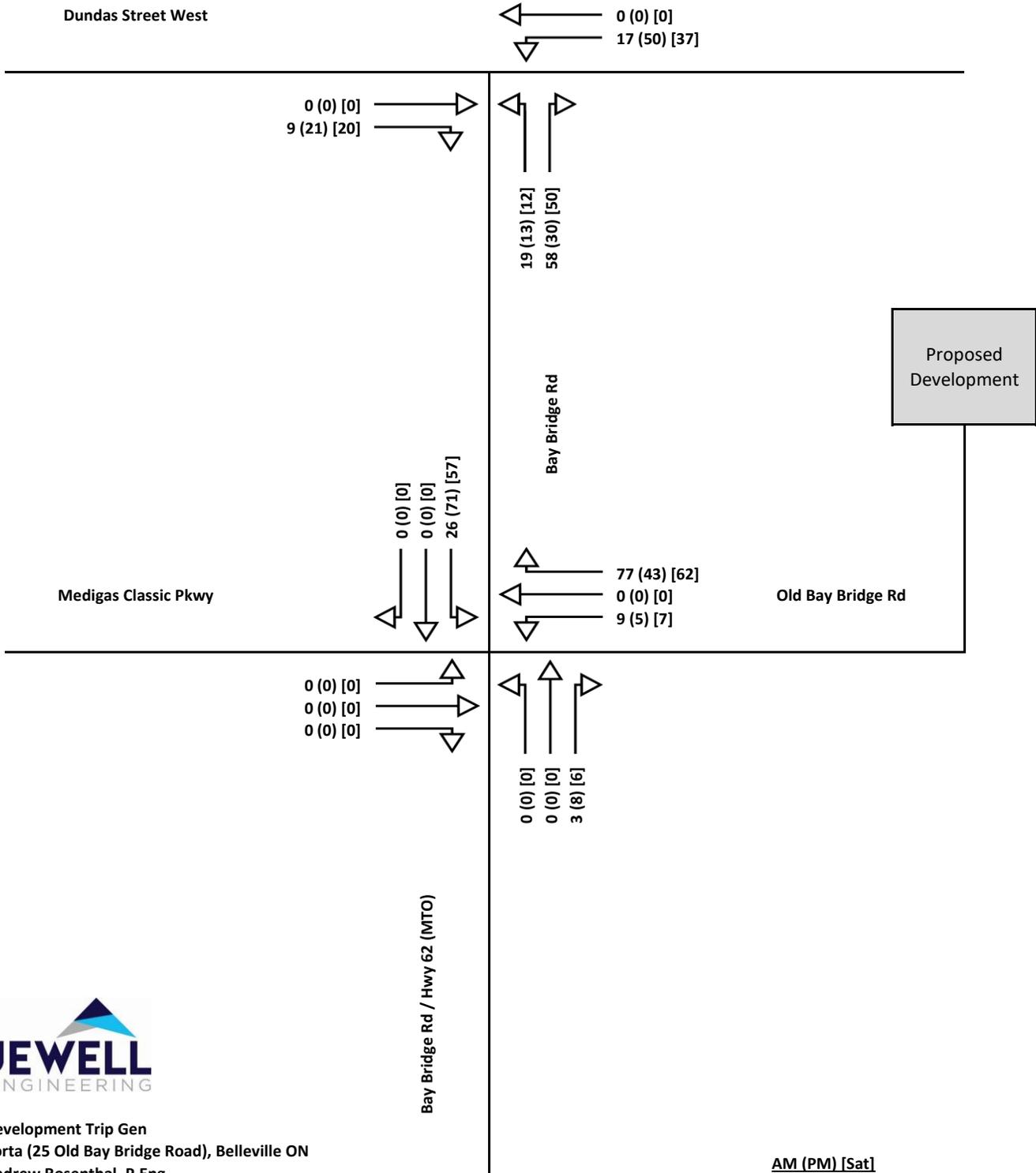
2025 Background (Traffic Counts)
 Porta (25 Old Bay Bridge Road), Belleville ON
 Andrew Rosenthal, P.Eng.
 July 2025

AM (PM) [Sat]



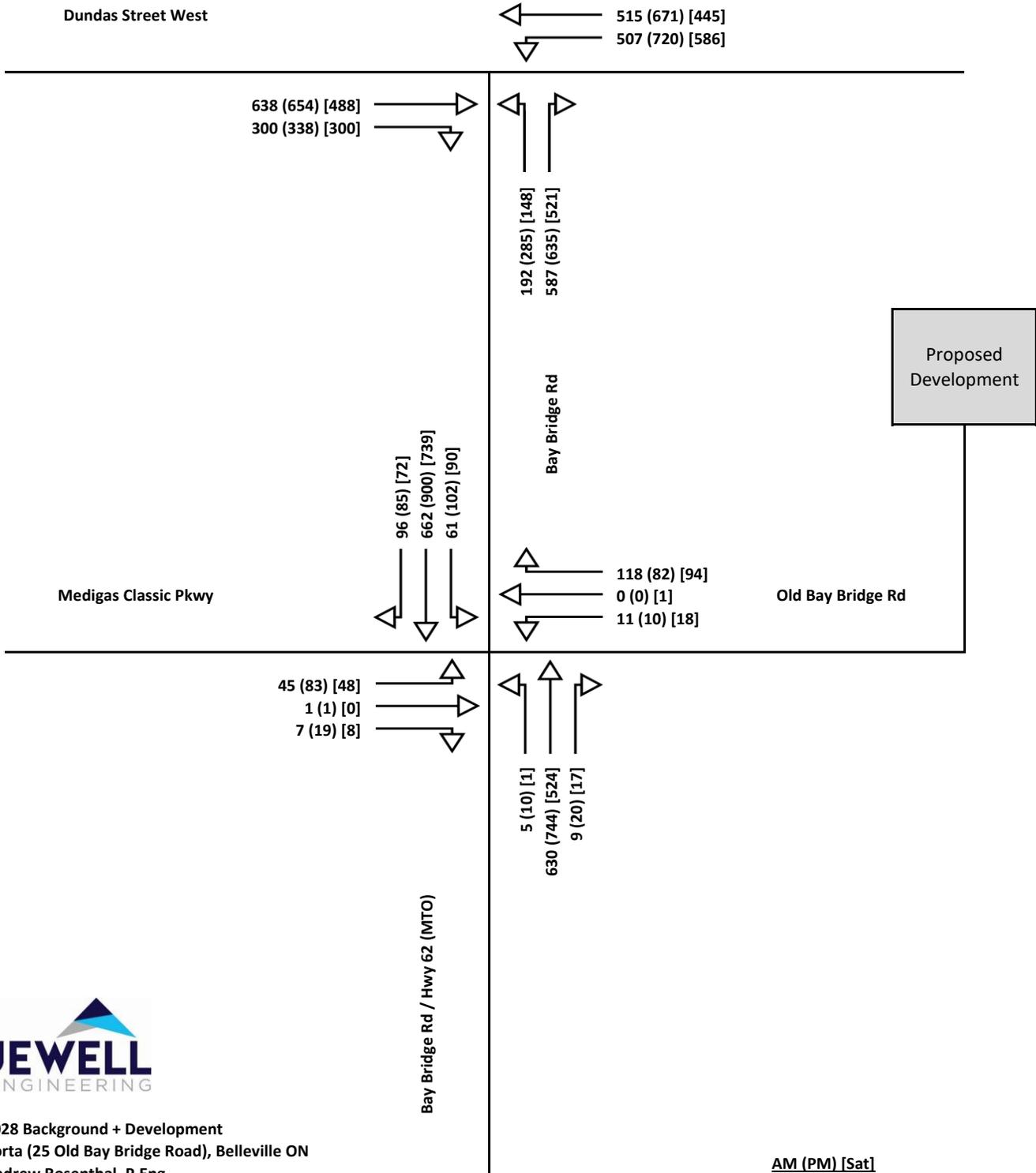
2028 Background
 Porta (25 Old Bay Bridge Road), Belleville ON
 Andrew Rosenthal, P.Eng.
 July 2025

AM (PM) [Sat]



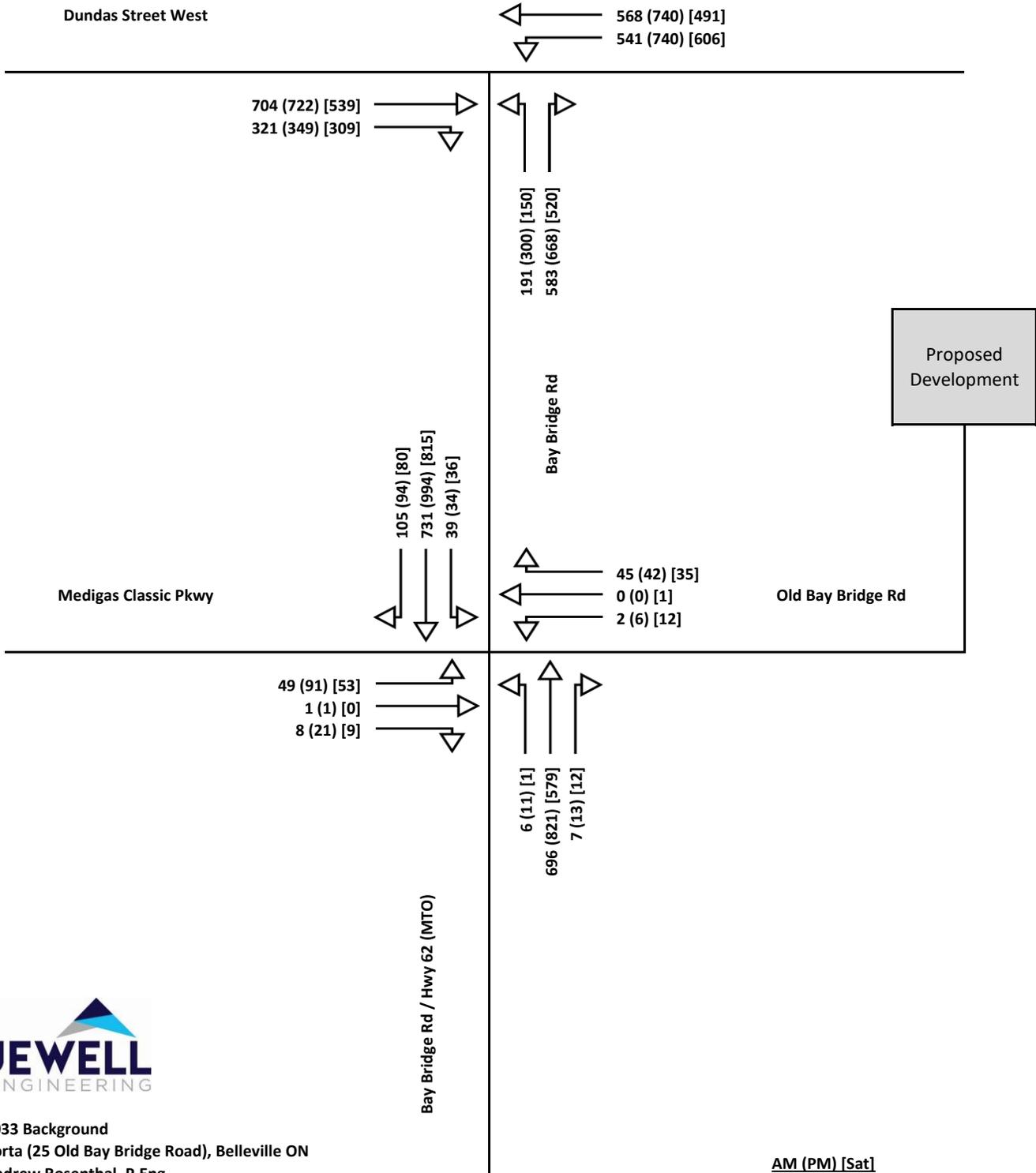
Development Trip Gen
 Porta (25 Old Bay Bridge Road), Belleville ON
 Andrew Rosenthal, P.Eng.
 July 2025

AM (PM) [Sat]



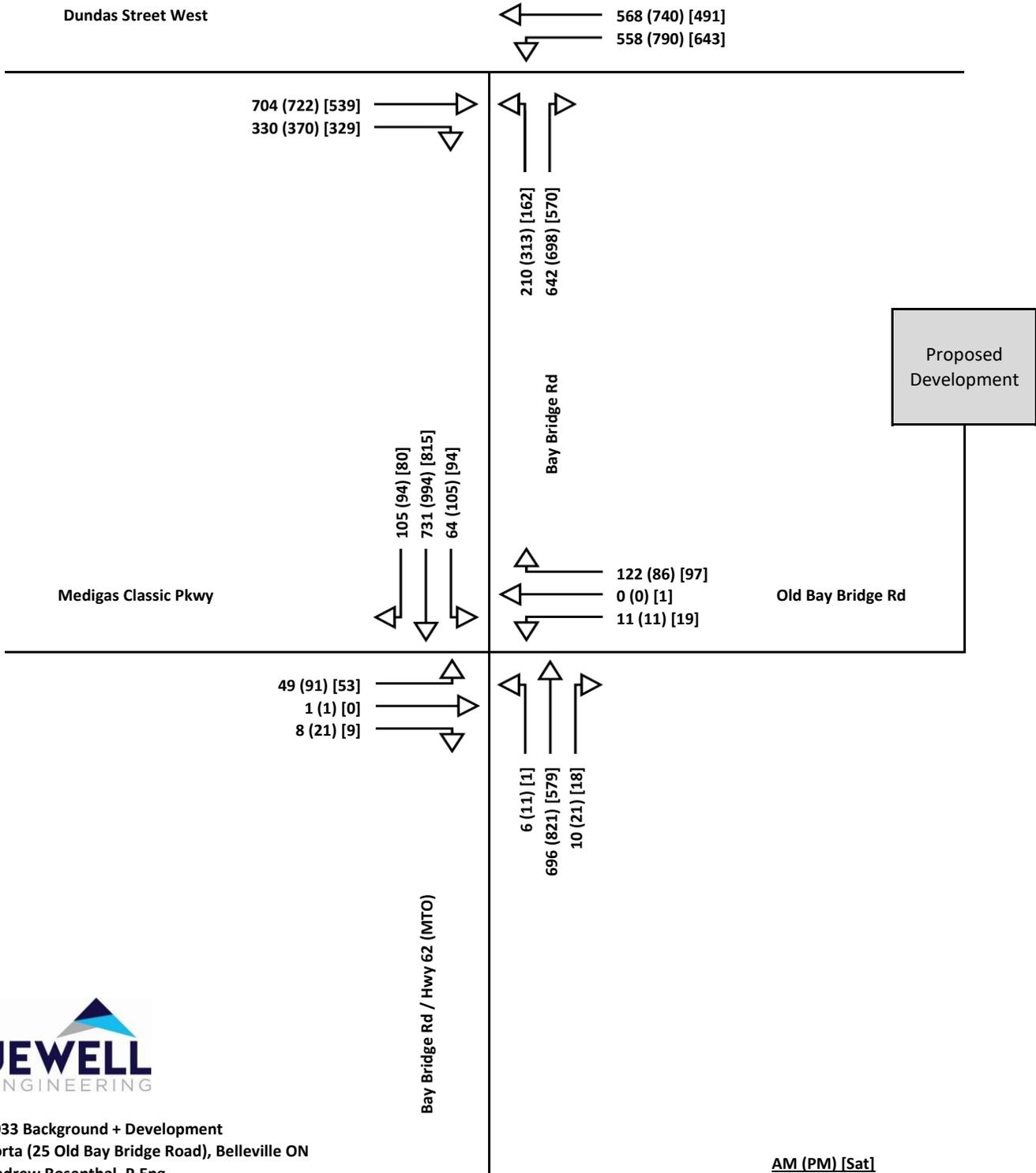
2028 Background + Development
 Porta (25 Old Bay Bridge Road), Belleville ON
 Andrew Rosenthal, P.Eng.
 July 2025

AM (PM) [Sat]



2033 Background
 Porta (25 Old Bay Bridge Road), Belleville ON
 Andrew Rosenthal, P.Eng.
 July 2025

AM (PM) [Sat]



2033 Background + Development
 Porta (25 Old Bay Bridge Road), Belleville ON
 Andrew Rosenthal, P.Eng.
 July 2025

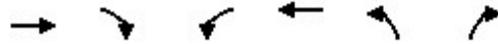
AM (PM) [Sat]

APPENDIX D

Synchro Reports



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø10
Lane Configurations	↑↑	↑	↔	↑↑	↔	↑	
Traffic Volume (vph)	601	274	462	485	163	498	
Future Volume (vph)	601	274	462	485	163	498	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Storage Length (m)		50.0	125.0		70.0	0.0	
Storage Lanes		1	2		1	1	
Taper Length (m)			30.0		7.5		
Lane Util. Factor	0.95	1.00	0.97	0.95	0.97	1.00	
Ped Bike Factor		0.97	0.99			0.99	
Frt		0.850				0.850	
Flt Protected			0.950		0.950		
Satd. Flow (prot)	3471	1538	3335	3438	3367	1583	
Flt Permitted			0.950		0.950		
Satd. Flow (perm)	3471	1498	3302	3438	3367	1562	
Right Turn on Red		Yes				Yes	
Satd. Flow (RTOR)		188				541	
Link Speed (k/h)	60			60	60		
Link Distance (m)	263.1			218.2	380.4		
Travel Time (s)	15.8			13.1	22.8		
Confl. Peds. (#/hr)		11	11			1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Heavy Vehicles (%)	4%	5%	5%	5%	4%	2%	
Adj. Flow (vph)	653	298	502	527	177	541	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	653	298	502	527	177	541	
Turn Type	NA	Perm	Prot	NA	Prot	Perm	
Protected Phases	4		3	8	2		10
Permitted Phases		4				2	
Detector Phase	4	4	3	8	2	2	
Switch Phase							
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	5.0
Minimum Split (s)	41.0	41.0	16.0	16.0	41.0	41.0	32.0
Total Split (s)	41.0	41.0	41.0	82.0	41.0	41.0	32.0
Total Split (%)	26.5%	26.5%	26.5%	52.9%	26.5%	26.5%	21%
Maximum Green (s)	35.0	35.0	35.0	76.0	35.0	35.0	30.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	2.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	0.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	
Lead/Lag	Lag	Lag	Lead				
Lead-Lag Optimize?							
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	Min	Min	Min	Min	None	None	None
Walk Time (s)	10.0	10.0			10.0	10.0	10.0
Flash Dont Walk (s)	25.0	25.0			25.0	25.0	20.0
Pedestrian Calls (#/hr)	11	11			1	1	2
Act Effct Green (s)	23.5	23.5	20.1	50.5	14.6	14.6	
Actuated g/C Ratio	0.29	0.29	0.24	0.61	0.18	0.18	
v/c Ratio	0.66	0.53	0.62	0.25	0.30	0.75	

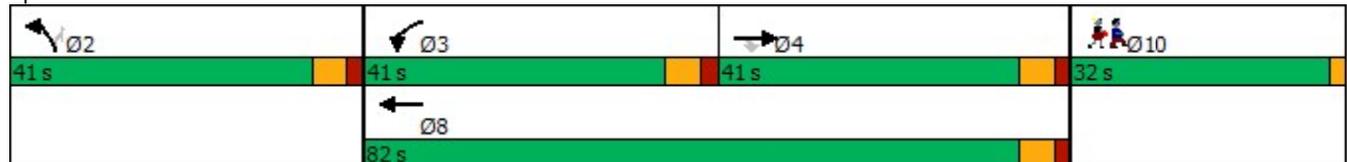


Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø10
Control Delay	33.0	16.2	34.5	10.3	34.2	10.9	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	33.0	16.2	34.5	10.3	34.2	10.9	
LOS	C	B	C	B	C	B	
Approach Delay	27.8			22.1	16.7		
Approach LOS	C			C	B		
Queue Length 50th (m)	37.1	10.4	28.9	11.6	10.7	0.0	
Queue Length 95th (m)	131.3	66.3	97.8	66.8	35.8	36.2	
Internal Link Dist (m)	239.1			194.2	356.4		
Turn Bay Length (m)		50.0	125.0		70.0		
Base Capacity (vph)	1690	825	1624	3089	1639	1038	
Starvation Cap Reductn	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	
Reduced v/c Ratio	0.39	0.36	0.31	0.17	0.11	0.52	

Intersection Summary

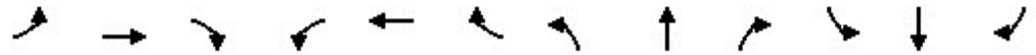
Area Type:	Other
Cycle Length:	155
Actuated Cycle Length:	82.3
Natural Cycle:	140
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.75
Intersection Signal Delay:	22.7
Intersection LOS:	C
Intersection Capacity Utilization:	59.0%
ICU Level of Service:	B
Analysis Period (min):	15

Splits and Phases: 6: BBR & Dundas St W





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	42	1	7	2	0	38	5	594	6	33	624	90
Future Volume (vph)	42	1	7	2	0	38	5	594	6	33	624	90
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	0.95	0.95	0.95	0.95	0.95	0.95
Fr _t		0.980			0.871			0.998			0.982	
Fl _t Protected		0.960			0.998						0.998	
Satd. Flow (prot)	0	1788	0	0	1652	0	0	3467	0	0	3369	0
Fl _t Permitted		0.731			0.979			0.950			0.906	
Satd. Flow (perm)	0	1361	0	0	1620	0	0	3293	0	0	3059	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		8			41			2			35	
Link Speed (k/h)		50			50			60			60	
Link Distance (m)		129.4			187.9			355.9			380.4	
Travel Time (s)		9.3			13.5			21.4			22.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%	6%	0%
Adj. Flow (vph)	46	1	8	2	0	41	5	646	7	36	678	98
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	55	0	0	43	0	0	658	0	0	812	0
Turn Type	Perm	NA										
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		45.0	45.0		45.0	45.0	
Minimum Split (s)	17.0	17.0		17.0	17.0		51.0	51.0		51.0	51.0	
Total Split (s)	25.0	25.0		25.0	25.0		61.0	61.0		61.0	61.0	
Total Split (%)	29.1%	29.1%		29.1%	29.1%		70.9%	70.9%		70.9%	70.9%	
Maximum Green (s)	18.0	18.0		18.0	18.0		55.0	55.0		55.0	55.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	3.0	3.0		3.0	3.0		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			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Min	Min		Min	Min	
Act Effct Green (s)		10.2			10.2			51.7			51.7	
Actuated g/C Ratio		0.16			0.16			0.80			0.80	
v/c Ratio		0.25			0.15			0.25			0.33	
Control Delay		25.7			11.2			3.9			4.2	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		25.7			11.2			3.9			4.2	
LOS		C			B			A			A	
Approach Delay		25.7			11.2			3.9			4.2	
Approach LOS		C			B			A			A	
Queue Length 50th (m)		5.6			0.3			16.3			20.7	
Queue Length 95th (m)		15.4			8.2			24.3			31.1	

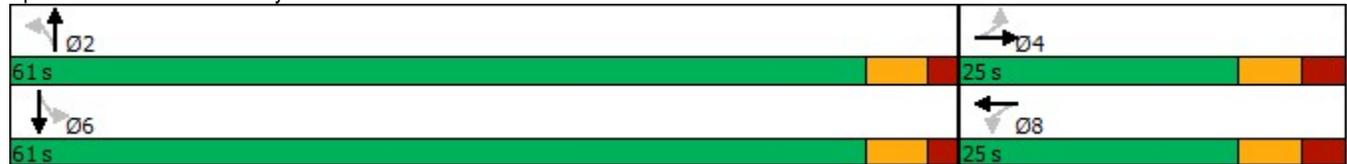


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (m)		105.4			163.9			331.9				356.4
Turn Bay Length (m)												
Base Capacity (vph)		385			481			2910				2707
Starvation Cap Reductn		0			0			0				0
Spillback Cap Reductn		0			0			0				0
Storage Cap Reductn		0			0			0				0
Reduced v/c Ratio		0.14			0.09			0.23				0.30

Intersection Summary

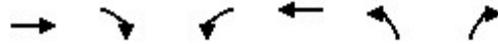
Area Type:	Other
Cycle Length:	86
Actuated Cycle Length:	65
Natural Cycle:	70
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.33
Intersection Signal Delay:	5.0
Intersection LOS:	A
Intersection Capacity Utilization	67.6%
ICU Level of Service	C
Analysis Period (min)	15

Splits and Phases: 7: Hwy 62/BBR & MCP/Old BBR





Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø10
Lane Configurations	↑↑	↑	↔	↑↑	↔	↑	
Traffic Volume (vph)	616	298	632	632	256	570	
Future Volume (vph)	616	298	632	632	256	570	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Storage Length (m)		50.0	125.0		70.0	0.0	
Storage Lanes		1	2		1	1	
Taper Length (m)			30.0		7.5		
Lane Util. Factor	0.95	1.00	0.97	0.95	0.97	1.00	
Ped Bike Factor		0.99	1.00			0.99	
Frt		0.850				0.850	
Flt Protected			0.950		0.950		
Satd. Flow (prot)	3505	1568	3433	3471	3335	1583	
Flt Permitted			0.950		0.950		
Satd. Flow (perm)	3505	1547	3430	3471	3335	1560	
Right Turn on Red		Yes				Yes	
Satd. Flow (RTOR)		200				620	
Link Speed (k/h)	60			60	60		
Link Distance (m)	263.1			218.2	380.4		
Travel Time (s)	15.8			13.1	22.8		
Confl. Peds. (#/hr)		1	1			2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Heavy Vehicles (%)	3%	3%	2%	4%	5%	2%	
Adj. Flow (vph)	670	324	687	687	278	620	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	670	324	687	687	278	620	
Turn Type	NA	Perm	Prot	NA	Prot	Perm	
Protected Phases	4		3	8	2		10
Permitted Phases		4					2
Detector Phase	4	4	3	8	2	2	
Switch Phase							
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	5.0
Minimum Split (s)	41.0	41.0	16.0	16.0	41.0	41.0	32.0
Total Split (s)	41.0	41.0	41.0	82.0	41.0	41.0	32.0
Total Split (%)	26.5%	26.5%	26.5%	52.9%	26.5%	26.5%	21%
Maximum Green (s)	35.0	35.0	35.0	76.0	35.0	35.0	30.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	2.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	0.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	
Lead/Lag	Lag	Lag	Lead				
Lead-Lag Optimize?							
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	Min	Min	Min	Min	None	None	None
Walk Time (s)	10.0	10.0			10.0	10.0	10.0
Flash Dont Walk (s)	25.0	25.0			25.0	25.0	20.0
Pedestrian Calls (#/hr)	11	11			1	1	2
Act Effct Green (s)	26.2	26.2	26.3	59.0	17.0	17.0	
Actuated g/C Ratio	0.28	0.28	0.28	0.63	0.18	0.18	
v/c Ratio	0.68	0.56	0.71	0.31	0.46	0.78	

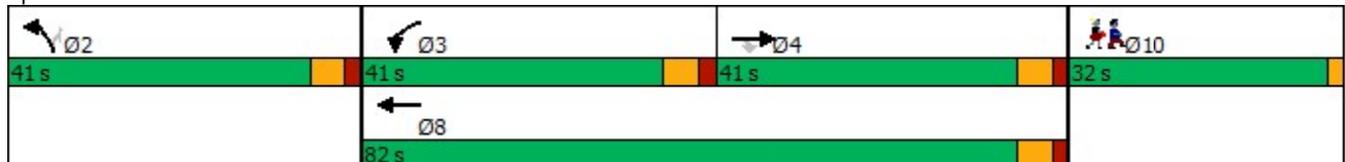


Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø10
Control Delay	37.0	17.9	37.7	11.0	38.9	11.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	37.0	17.9	37.7	11.0	38.9	11.4	
LOS	D	B	D	B	D	B	
Approach Delay	30.7			24.3	19.9		
Approach LOS	C			C	B		
Queue Length 50th (m)	49.8	15.5	51.1	20.7	21.5	0.0	
Queue Length 95th (m)	135.6	72.9	#144.7	89.6	54.2	39.6	
Internal Link Dist (m)	239.1			194.2	356.4		
Turn Bay Length (m)		50.0	125.0		70.0		
Base Capacity (vph)	1446	756	1417	2948	1376	1008	
Starvation Cap Reductn	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	
Reduced v/c Ratio	0.46	0.43	0.48	0.23	0.20	0.62	

Intersection Summary

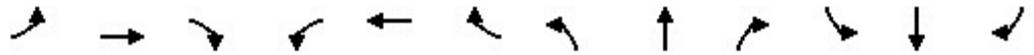
Area Type:	Other
Cycle Length:	155
Actuated Cycle Length:	93.1
Natural Cycle:	140
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.78
Intersection Signal Delay:	25.1
Intersection LOS:	C
Intersection Capacity Utilization:	61.4%
ICU Level of Service:	B
Analysis Period (min):	15
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

Splits and Phases: 6: BBR & Dundas St W





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	78	1	18	5	0	36	9	701	11	29	848	80
Future Volume (vph)	78	1	18	5	0	36	9	701	11	29	848	80
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	0.95	0.95	0.95	0.95	0.95	0.95
Fr _t		0.975			0.880			0.998			0.987	
Fl _t Protected		0.961			0.994			0.999			0.998	
Satd. Flow (prot)	0	1766	0	0	1619	0	0	3497	0	0	3488	0
Fl _t Permitted		0.739			0.946			0.940			0.913	
Satd. Flow (perm)	0	1358	0	0	1541	0	0	3291	0	0	3191	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		12			39			3			22	
Link Speed (k/h)		50			50			60			60	
Link Distance (m)		129.4			187.9			355.9			380.4	
Travel Time (s)		9.3			13.5			21.4			22.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	1%	0%	0%	0%	0%	3%	0%	3%	0%	3%	2%	1%
Adj. Flow (vph)	85	1	20	5	0	39	10	762	12	32	922	87
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	106	0	0	44	0	0	784	0	0	1041	0
Turn Type	Perm	NA										
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		45.0	45.0		45.0	45.0	
Minimum Split (s)	17.0	17.0		17.0	17.0		51.0	51.0		51.0	51.0	
Total Split (s)	25.0	25.0		25.0	25.0		61.0	61.0		61.0	61.0	
Total Split (%)	29.1%	29.1%		29.1%	29.1%		70.9%	70.9%		70.9%	70.9%	
Maximum Green (s)	18.0	18.0		18.0	18.0		55.0	55.0		55.0	55.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	3.0	3.0		3.0	3.0		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			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Min	Min		Min	Min	
Act Effct Green (s)		11.3			11.3			49.4			49.4	
Actuated g/C Ratio		0.16			0.16			0.72			0.72	
v/c Ratio		0.46			0.15			0.33			0.45	
Control Delay		30.1			11.4			5.7			6.5	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		30.1			11.4			5.7			6.5	
LOS		C			B			A			A	
Approach Delay		30.1			11.4			5.7			6.5	
Approach LOS		C			B			A			A	
Queue Length 50th (m)		11.7			0.6			20.4			29.8	
Queue Length 95th (m)		25.8			8.5			36.2			52.6	

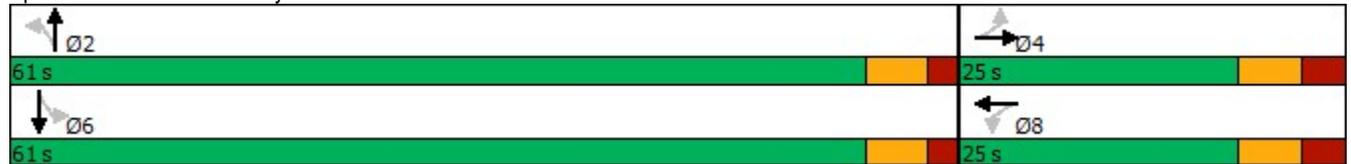


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (m)		105.4			163.9			331.9				356.4
Turn Bay Length (m)												
Base Capacity (vph)		364			431			2739				2659
Starvation Cap Reductn		0			0			0				0
Spillback Cap Reductn		0			0			0				0
Storage Cap Reductn		0			0			0				0
Reduced v/c Ratio		0.29			0.10			0.29				0.39

Intersection Summary

Area Type:	Other
Cycle Length:	86
Actuated Cycle Length:	68.9
Natural Cycle:	70
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.46
Intersection Signal Delay:	7.5
Intersection LOS:	A
Intersection Capacity Utilization	71.9%
ICU Level of Service	C
Analysis Period (min)	15

Splits and Phases: 7: Hwy 62/BBR & MCP/Old BBR





Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø10
Lane Configurations	↑↑	↑	↔	↑↑	↔	↑	
Traffic Volume (vph)	460	264	517	419	128	444	
Future Volume (vph)	460	264	517	419	128	444	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Storage Length (m)		50.0	125.0		70.0	0.0	
Storage Lanes		1	2		1	1	
Taper Length (m)			30.0		7.5		
Lane Util. Factor	0.95	1.00	0.97	0.95	0.97	1.00	
Ped Bike Factor		0.99	1.00			0.98	
Frt		0.850				0.850	
Flt Protected			0.950		0.950		
Satd. Flow (prot)	3505	1553	3433	3505	3433	1615	
Flt Permitted			0.950		0.950		
Satd. Flow (perm)	3505	1530	3425	3505	3433	1587	
Right Turn on Red		Yes				Yes	
Satd. Flow (RTOR)		237				483	
Link Speed (k/h)	60			60	60		
Link Distance (m)	263.1			218.2	380.4		
Travel Time (s)	15.8			13.1	22.8		
Confl. Peds. (#/hr)		2	2			4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Heavy Vehicles (%)	3%	4%	2%	3%	2%	0%	
Adj. Flow (vph)	500	287	562	455	139	483	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	500	287	562	455	139	483	
Turn Type	NA	Perm	Prot	NA	Prot	Perm	
Protected Phases	4		3	8	2		10
Permitted Phases		4				2	
Detector Phase	4	4	3	8	2	2	
Switch Phase							
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	5.0
Minimum Split (s)	41.0	41.0	16.0	16.0	41.0	41.0	32.0
Total Split (s)	41.0	41.0	41.0	82.0	41.0	41.0	32.0
Total Split (%)	26.5%	26.5%	26.5%	52.9%	26.5%	26.5%	21%
Maximum Green (s)	35.0	35.0	35.0	76.0	35.0	35.0	30.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	2.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	0.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	
Lead/Lag	Lag	Lag	Lead				
Lead-Lag Optimize?							
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	Min	Min	Min	Min	None	None	None
Walk Time (s)	10.0	10.0			10.0	10.0	10.0
Flash Dont Walk (s)	25.0	25.0			25.0	25.0	20.0
Pedestrian Calls (#/hr)	11	11			1	1	2
Act Effct Green (s)	19.4	19.4	20.4	46.8	14.3	14.3	
Actuated g/C Ratio	0.25	0.25	0.26	0.60	0.18	0.18	
v/c Ratio	0.58	0.52	0.63	0.22	0.22	0.71	

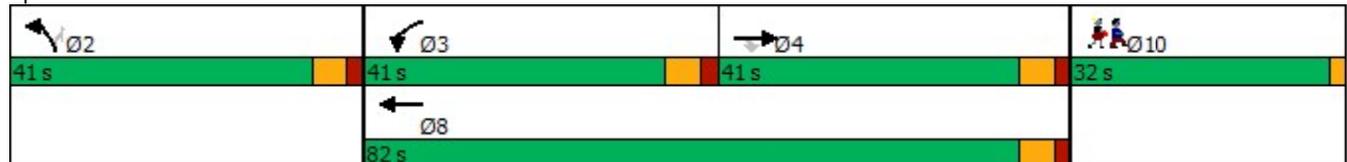


Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø10
Control Delay	32.0	11.7	32.6	10.1	32.6	10.1	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	32.0	11.7	32.6	10.1	32.6	10.1	
LOS	C	B	C	B	C	B	
Approach Delay	24.6			22.5	15.2		
Approach LOS	C			C	B		
Queue Length 50th (m)	26.4	4.5	29.6	9.7	7.5	0.0	
Queue Length 95th (m)	98.2	43.6	109.6	57.1	29.0	33.5	
Internal Link Dist (m)	239.1			194.2	356.4		
Turn Bay Length (m)		50.0	125.0		70.0		
Base Capacity (vph)	1831	912	1793	3148	1793	1059	
Starvation Cap Reductn	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	
Reduced v/c Ratio	0.27	0.31	0.31	0.14	0.08	0.46	

Intersection Summary

Area Type:	Other
Cycle Length:	155
Actuated Cycle Length:	78.4
Natural Cycle:	140
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.71
Intersection Signal Delay:	21.3
Intersection Capacity Utilization	51.0%
Analysis Period (min)	15
Intersection LOS:	C
ICU Level of Service	A

Splits and Phases: 6: BBR & Dundas St W

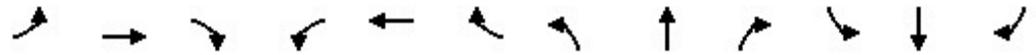


Porta (25 Dundas St W)
7: Hwy 62/BBR & MCP/Old BBR

2025 Bkgd Sat
Sat Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	45	0	8	10	1	30	1	494	10	31	696	68
Future Volume (vph)	45	0	8	10	1	30	1	494	10	31	696	68
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	0.95	0.95	0.95	0.95	0.95	0.95
Fr _t		0.979			0.901			0.997			0.987	
Fl _t Protected		0.959			0.988						0.998	
Satd. Flow (prot)	0	1784	0	0	1691	0	0	3530	0	0	3465	0
Fl _t Permitted		0.728			0.898			0.954			0.919	
Satd. Flow (perm)	0	1354	0	0	1537	0	0	3368	0	0	3191	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		38			33			5			23	
Link Speed (k/h)		50			50			60			60	
Link Distance (m)		129.4			187.9			355.9			380.4	
Travel Time (s)		9.3			13.5			21.4			22.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	3%	0%
Adj. Flow (vph)	49	0	9	11	1	33	1	537	11	34	757	74
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	58	0	0	45	0	0	549	0	0	865	0
Turn Type	Perm	NA										
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		45.0	45.0		45.0	45.0	
Minimum Split (s)	17.0	17.0		17.0	17.0		51.0	51.0		51.0	51.0	
Total Split (s)	25.0	25.0		25.0	25.0		61.0	61.0		61.0	61.0	
Total Split (%)	29.1%	29.1%		29.1%	29.1%		70.9%	70.9%		70.9%	70.9%	
Maximum Green (s)	18.0	18.0		18.0	18.0		55.0	55.0		55.0	55.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	3.0	3.0		3.0	3.0		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			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Min	Min		Min	Min	
Act Effct Green (s)		10.1			10.1			51.3			51.3	
Actuated g/C Ratio		0.16			0.16			0.80			0.80	
v/c Ratio		0.24			0.17			0.20			0.34	
Control Delay		16.2			14.7			3.6			4.2	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		16.2			14.7			3.6			4.2	
LOS		B			B			A			A	
Approach Delay		16.2			14.7			3.6			4.2	
Approach LOS		B			B			A			A	
Queue Length 50th (m)		2.3			1.4			12.9			22.7	
Queue Length 95th (m)		12.0			9.8			18.9			32.2	

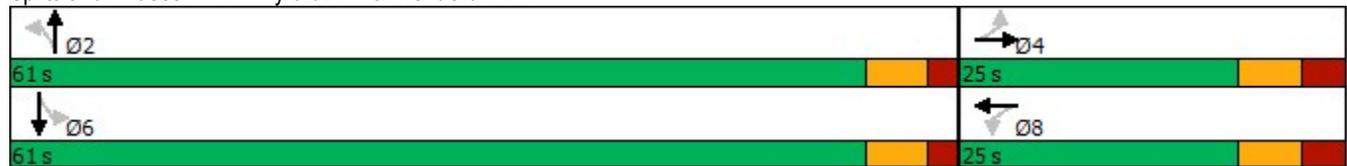


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (m)		105.4			163.9			331.9				356.4
Turn Bay Length (m)												
Base Capacity (vph)		410			459			2982				2827
Starvation Cap Reductn		0			0			0				0
Spillback Cap Reductn		0			0			0				0
Storage Cap Reductn		0			0			0				0
Reduced v/c Ratio		0.14			0.10			0.18				0.31

Intersection Summary

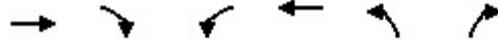
Area Type:	Other
Cycle Length:	86
Actuated Cycle Length:	64.3
Natural Cycle:	70
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.34
Intersection Signal Delay:	4.8
Intersection LOS:	A
Intersection Capacity Utilization	66.9%
ICU Level of Service	C
Analysis Period (min)	15

Splits and Phases: 7: Hwy 62/BBR & MCP/Old BBR





Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø10
Lane Configurations	↑↑	↑	↔	↑↑	↔	↑	
Traffic Volume (vph)	638	291	490	515	173	528	
Future Volume (vph)	638	291	490	515	173	528	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Storage Length (m)		50.0	125.0		70.0	0.0	
Storage Lanes		1	2		1	1	
Taper Length (m)			30.0		7.5		
Lane Util. Factor	0.95	1.00	0.97	0.95	0.97	1.00	
Ped Bike Factor		0.97	0.99			0.99	
Frt		0.850				0.850	
Flt Protected			0.950		0.950		
Satd. Flow (prot)	3471	1538	3335	3438	3367	1583	
Flt Permitted			0.950		0.950		
Satd. Flow (perm)	3471	1498	3304	3438	3367	1562	
Right Turn on Red		Yes				Yes	
Satd. Flow (RTOR)		188				574	
Link Speed (k/h)	60			60	60		
Link Distance (m)	263.1			218.2	380.4		
Travel Time (s)	15.8			13.1	22.8		
Confl. Peds. (#/hr)		11	11			1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Heavy Vehicles (%)	4%	5%	5%	5%	4%	2%	
Adj. Flow (vph)	693	316	533	560	188	574	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	693	316	533	560	188	574	
Turn Type	NA	Perm	Prot	NA	Prot	Perm	
Protected Phases	4		3	8	2		10
Permitted Phases		4				2	
Detector Phase	4	4	3	8	2	2	
Switch Phase							
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	5.0
Minimum Split (s)	41.0	41.0	16.0	16.0	41.0	41.0	32.0
Total Split (s)	41.0	41.0	41.0	82.0	41.0	41.0	32.0
Total Split (%)	26.5%	26.5%	26.5%	52.9%	26.5%	26.5%	21%
Maximum Green (s)	35.0	35.0	35.0	76.0	35.0	35.0	30.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	2.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	0.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	
Lead/Lag	Lag	Lag	Lead				
Lead-Lag Optimize?							
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	Min	Min	Min	Min	None	None	None
Walk Time (s)	10.0	10.0			10.0	10.0	10.0
Flash Dont Walk (s)	25.0	25.0			25.0	25.0	20.0
Pedestrian Calls (#/hr)	11	11			1	1	2
Act Effct Green (s)	25.9	25.9	21.1	53.7	14.9	14.9	
Actuated g/C Ratio	0.30	0.30	0.25	0.63	0.17	0.17	
v/c Ratio	0.66	0.54	0.65	0.26	0.32	0.77	

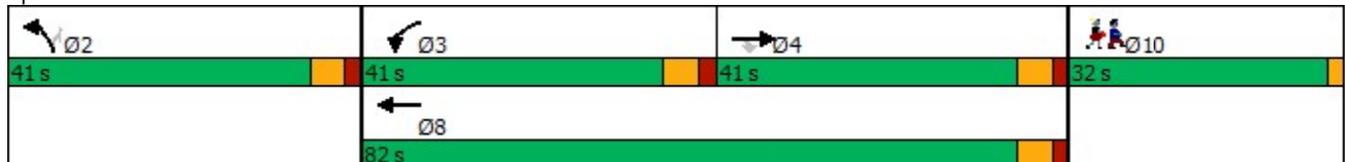


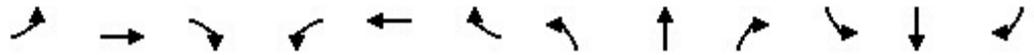
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø10
Control Delay	33.2	17.2	36.3	10.3	35.7	11.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	33.2	17.2	36.3	10.3	35.7	11.4	
LOS	C	B	D	B	D	B	
Approach Delay	28.2			23.0	17.4		
Approach LOS	C			C	B		
Queue Length 50th (m)	42.5	13.1	34.5	13.5	12.5	0.0	
Queue Length 95th (m)	#148.4	74.5	104.2	71.4	37.8	38.0	
Internal Link Dist (m)	239.1			194.2	356.4		
Turn Bay Length (m)		50.0	125.0		70.0		
Base Capacity (vph)	1596	790	1533	3064	1548	1028	
Starvation Cap Reductn	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	
Reduced v/c Ratio	0.43	0.40	0.35	0.18	0.12	0.56	

Intersection Summary

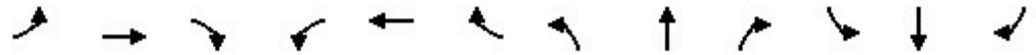
Area Type:	Other
Cycle Length:	155
Actuated Cycle Length:	85.7
Natural Cycle:	140
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.77
Intersection Signal Delay:	23.3
Intersection LOS:	C
Intersection Capacity Utilization:	61.6%
ICU Level of Service:	B
Analysis Period (min):	15
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

Splits and Phases: 6: BBR & Dundas St W





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	45	1	7	2	0	40	5	630	6	35	662	96
Future Volume (vph)	45	1	7	2	0	40	5	630	6	35	662	96
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	0.95	0.95	0.95	0.95	0.95	0.95
Fr _t		0.981			0.871			0.998			0.982	
Fl _t Protected		0.959			0.998						0.998	
Satd. Flow (prot)	0	1787	0	0	1652	0	0	3467	0	0	3369	0
Fl _t Permitted		0.728			0.980			0.950			0.902	
Satd. Flow (perm)	0	1357	0	0	1622	0	0	3293	0	0	3045	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		8			43			2			35	
Link Speed (k/h)		50			50			60			60	
Link Distance (m)		129.4			187.9			355.9			380.4	
Travel Time (s)		9.3			13.5			21.4			22.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%	6%	0%
Adj. Flow (vph)	49	1	8	2	0	43	5	685	7	38	720	104
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	58	0	0	45	0	0	697	0	0	862	0
Turn Type	Perm	NA										
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		45.0	45.0		45.0	45.0	
Minimum Split (s)	17.0	17.0		17.0	17.0		51.0	51.0		51.0	51.0	
Total Split (s)	25.0	25.0		25.0	25.0		61.0	61.0		61.0	61.0	
Total Split (%)	29.1%	29.1%		29.1%	29.1%		70.9%	70.9%		70.9%	70.9%	
Maximum Green (s)	18.0	18.0		18.0	18.0		55.0	55.0		55.0	55.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	3.0	3.0		3.0	3.0		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			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Min	Min		Min	Min	
Act Effct Green (s)		10.3			10.3			51.3			51.3	
Actuated g/C Ratio		0.16			0.16			0.80			0.80	
v/c Ratio		0.26			0.15			0.27			0.36	
Control Delay		25.8			11.0			4.0			4.4	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		25.8			11.0			4.0			4.4	
LOS		C			B			A			A	
Approach Delay		25.8			11.0			4.0			4.4	
Approach LOS		C			B			A			A	
Queue Length 50th (m)		6.0			0.3			17.5			22.6	
Queue Length 95th (m)		15.9			8.5			26.4			34.2	

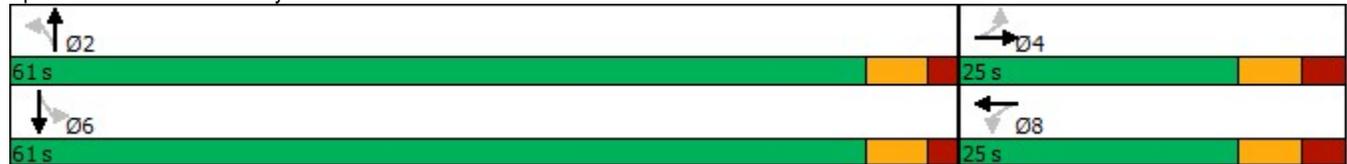


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (m)		105.4			163.9			331.9				356.4
Turn Bay Length (m)												
Base Capacity (vph)		388			488			2907				2692
Starvation Cap Reductn		0			0			0				0
Spillback Cap Reductn		0			0			0				0
Storage Cap Reductn		0			0			0				0
Reduced v/c Ratio		0.15			0.09			0.24				0.32

Intersection Summary

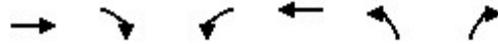
Area Type:	Other
Cycle Length:	86
Actuated Cycle Length:	64.5
Natural Cycle:	70
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.36
Intersection Signal Delay:	5.1
Intersection LOS:	A
Intersection Capacity Utilization	70.8%
ICU Level of Service	C
Analysis Period (min)	15

Splits and Phases: 7: Hwy 62/BBR & MCP/Old BBR





Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø10
Lane Configurations	↑↑	↑	↔	↑↑	↔	↑	
Traffic Volume (vph)	654	316	671	671	272	605	
Future Volume (vph)	654	316	671	671	272	605	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Storage Length (m)		50.0	125.0		70.0	0.0	
Storage Lanes		1	2		1	1	
Taper Length (m)			30.0		7.5		
Lane Util. Factor	0.95	1.00	0.97	0.95	0.97	1.00	
Ped Bike Factor		0.99	1.00			0.99	
Frt		0.850				0.850	
Flt Protected			0.950		0.950		
Satd. Flow (prot)	3505	1568	3433	3471	3335	1583	
Flt Permitted			0.950		0.950		
Satd. Flow (perm)	3505	1547	3430	3471	3335	1560	
Right Turn on Red		Yes				Yes	
Satd. Flow (RTOR)		199				658	
Link Speed (k/h)	60			60	60		
Link Distance (m)	263.1			218.2	380.4		
Travel Time (s)	15.8			13.1	22.8		
Confl. Peds. (#/hr)		1	1			2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Heavy Vehicles (%)	3%	3%	2%	4%	5%	2%	
Adj. Flow (vph)	711	343	729	729	296	658	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	711	343	729	729	296	658	
Turn Type	NA	Perm	Prot	NA	Prot	Perm	
Protected Phases	4		3	8	2		10
Permitted Phases		4				2	
Detector Phase	4	4	3	8	2	2	
Switch Phase							
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	5.0
Minimum Split (s)	41.0	41.0	16.0	16.0	41.0	41.0	32.0
Total Split (s)	41.0	41.0	41.0	82.0	41.0	41.0	32.0
Total Split (%)	26.5%	26.5%	26.5%	52.9%	26.5%	26.5%	21%
Maximum Green (s)	35.0	35.0	35.0	76.0	35.0	35.0	30.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	2.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	0.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	
Lead/Lag	Lag	Lag	Lead				
Lead-Lag Optimize?							
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	Min	Min	Min	Min	None	None	None
Walk Time (s)	10.0	10.0			10.0	10.0	10.0
Flash Dont Walk (s)	25.0	25.0			25.0	25.0	20.0
Pedestrian Calls (#/hr)	1	1			2	2	1
Act Effct Green (s)	28.2	28.2	29.0	63.6	17.7	17.7	
Actuated g/C Ratio	0.29	0.29	0.30	0.65	0.18	0.18	
v/c Ratio	0.71	0.59	0.72	0.32	0.49	0.80	

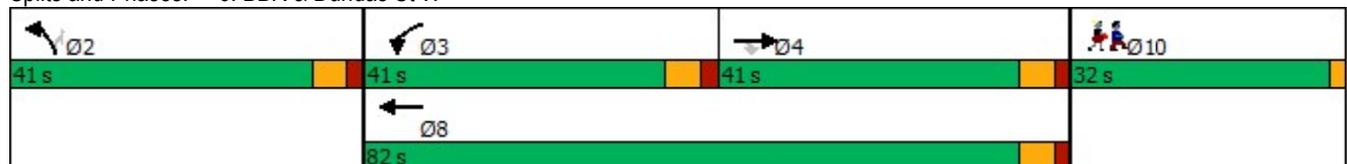


Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø10
Control Delay	38.7	19.7	38.6	11.1	41.3	11.9	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	38.7	19.7	38.6	11.1	41.3	11.9	
LOS	D	B	D	B	D	B	
Approach Delay	32.5			24.9	21.0		
Approach LOS	C			C	C		
Queue Length 50th (m)	57.8	19.6	58.2	23.0	25.2	0.0	
Queue Length 95th (m)	#153.4	82.0	#159.6	96.0	57.5	41.5	
Internal Link Dist (m)	239.1			194.2	356.4		
Turn Bay Length (m)		50.0	125.0		70.0		
Base Capacity (vph)	1344	715	1316	2817	1278	1003	
Starvation Cap Reductn	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	
Reduced v/c Ratio	0.53	0.48	0.55	0.26	0.23	0.66	

Intersection Summary

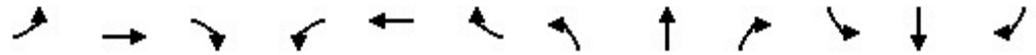
Area Type:	Other
Cycle Length:	155
Actuated Cycle Length:	98.3
Natural Cycle:	150
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.80
Intersection Signal Delay:	26.1
Intersection LOS:	C
Intersection Capacity Utilization:	64.6%
ICU Level of Service:	C
Analysis Period (min):	15
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

Splits and Phases: 6: BBR & Dundas St W





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	83	1	19	5	0	38	10	744	12	31	900	85
Future Volume (vph)	83	1	19	5	0	38	10	744	12	31	900	85
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	0.95	0.95	0.95	0.95	0.95	0.95
Fr _t		0.975			0.880			0.998			0.987	
Fl _t Protected		0.961			0.995			0.999			0.998	
Satd. Flow (prot)	0	1766	0	0	1620	0	0	3497	0	0	3488	0
Fl _t Permitted		0.737			0.949			0.938			0.909	
Satd. Flow (perm)	0	1354	0	0	1545	0	0	3284	0	0	3177	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		12			41			4			22	
Link Speed (k/h)		50			50			60			60	
Link Distance (m)		129.4			187.9			355.9			380.4	
Travel Time (s)		9.3			13.5			21.4			22.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	1%	0%	0%	0%	0%	3%	0%	3%	0%	3%	2%	1%
Adj. Flow (vph)	90	1	21	5	0	41	11	809	13	34	978	92
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	112	0	0	46	0	0	833	0	0	1104	0
Turn Type	Perm	NA										
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		45.0	45.0		45.0	45.0	
Minimum Split (s)	17.0	17.0		17.0	17.0		51.0	51.0		51.0	51.0	
Total Split (s)	25.0	25.0		25.0	25.0		61.0	61.0		61.0	61.0	
Total Split (%)	29.1%	29.1%		29.1%	29.1%		70.9%	70.9%		70.9%	70.9%	
Maximum Green (s)	18.0	18.0		18.0	18.0		55.0	55.0		55.0	55.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	3.0	3.0		3.0	3.0		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			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Min	Min		Min	Min	
Act Effct Green (s)		11.5			11.5			49.5			49.5	
Actuated g/C Ratio		0.17			0.17			0.72			0.72	
v/c Ratio		0.48			0.16			0.35			0.48	
Control Delay		30.5			11.1			5.9			6.9	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		30.5			11.1			5.9			6.9	
LOS		C			B			A			A	
Approach Delay		30.5			11.1			5.9			6.9	
Approach LOS		C			B			A			A	
Queue Length 50th (m)		12.5			0.6			22.4			33.4	
Queue Length 95th (m)		27.0			8.6			40.0			59.1	

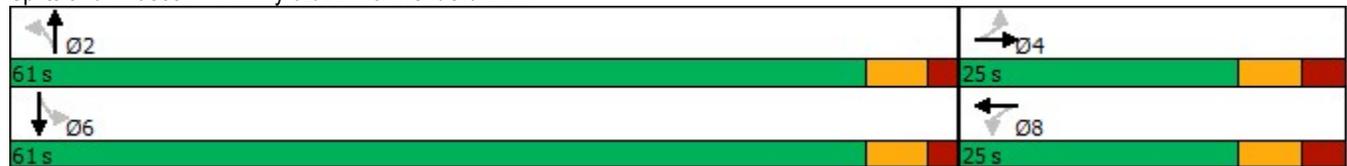


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (m)		105.4			163.9			331.9				356.4
Turn Bay Length (m)												
Base Capacity (vph)		361			433			2724				2638
Starvation Cap Reductn		0			0			0				0
Spillback Cap Reductn		0			0			0				0
Storage Cap Reductn		0			0			0				0
Reduced v/c Ratio		0.31			0.11			0.31				0.42

Intersection Summary

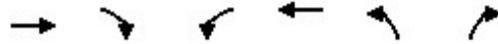
Area Type:	Other
Cycle Length:	86
Actuated Cycle Length:	69.2
Natural Cycle:	70
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.48
Intersection Signal Delay:	7.9
Intersection LOS:	A
Intersection Capacity Utilization	75.6%
ICU Level of Service	D
Analysis Period (min)	15

Splits and Phases: 7: Hwy 62/BBR & MCP/Old BBR





Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø10
Lane Configurations	↑↑	↑	↔	↑↑	↔	↑	
Traffic Volume (vph)	488	280	549	445	136	471	
Future Volume (vph)	488	280	549	445	136	471	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Storage Length (m)		50.0	125.0		70.0	0.0	
Storage Lanes		1	2		1	1	
Taper Length (m)			30.0		7.5		
Lane Util. Factor	0.95	1.00	0.97	0.95	0.97	1.00	
Ped Bike Factor		0.99	1.00			0.98	
Frt		0.850				0.850	
Flt Protected			0.950		0.950		
Satd. Flow (prot)	3505	1553	3433	3505	3433	1615	
Flt Permitted			0.950		0.950		
Satd. Flow (perm)	3505	1530	3426	3505	3433	1587	
Right Turn on Red		Yes				Yes	
Satd. Flow (RTOR)		237				512	
Link Speed (k/h)	60			60	60		
Link Distance (m)	263.1			218.2	380.4		
Travel Time (s)	15.8			13.1	22.8		
Confl. Peds. (#/hr)		2	2			4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Heavy Vehicles (%)	3%	4%	2%	3%	2%	0%	
Adj. Flow (vph)	530	304	597	484	148	512	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	530	304	597	484	148	512	
Turn Type	NA	Perm	Prot	NA	Prot	Perm	
Protected Phases	4		3	8	2		10
Permitted Phases		4				2	
Detector Phase	4	4	3	8	2	2	
Switch Phase							
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	5.0
Minimum Split (s)	41.0	41.0	16.0	16.0	41.0	41.0	32.0
Total Split (s)	41.0	41.0	41.0	82.0	41.0	41.0	32.0
Total Split (%)	26.5%	26.5%	26.5%	52.9%	26.5%	26.5%	21%
Maximum Green (s)	35.0	35.0	35.0	76.0	35.0	35.0	30.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	2.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	0.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	
Lead/Lag	Lag	Lag	Lead				
Lead-Lag Optimize?							
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	Min	Min	Min	Min	None	None	None
Walk Time (s)	10.0	10.0			10.0	10.0	10.0
Flash Dont Walk (s)	25.0	25.0			25.0	25.0	20.0
Pedestrian Calls (#/hr)	2	2			4	4	6
Act Effct Green (s)	20.6	20.6	21.2	48.7	14.4	14.4	
Actuated g/C Ratio	0.26	0.26	0.26	0.61	0.18	0.18	
v/c Ratio	0.59	0.54	0.66	0.23	0.24	0.73	

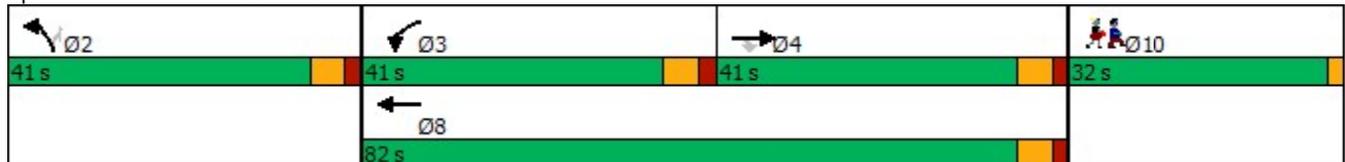


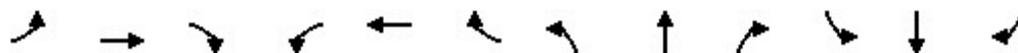
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø10
Control Delay	32.5	12.8	33.8	10.1	33.3	10.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	32.5	12.8	33.8	10.1	33.3	10.4	
LOS	C	B	C	B	C	B	
Approach Delay	25.3			23.2	15.5		
Approach LOS	C			C	B		
Queue Length 50th (m)	29.2	6.2	32.7	10.5	8.4	0.0	
Queue Length 95th (m)	104.8	50.9	117.3	60.8	30.7	34.7	
Internal Link Dist (m)	239.1			194.2	356.4		
Turn Bay Length (m)		50.0	125.0		70.0		
Base Capacity (vph)	1765	888	1729	3148	1729	1053	
Starvation Cap Reductn	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	
Reduced v/c Ratio	0.30	0.34	0.35	0.15	0.09	0.49	

Intersection Summary

Area Type:	Other
Cycle Length:	155
Actuated Cycle Length:	80.3
Natural Cycle:	140
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.73
Intersection Signal Delay:	21.9
Intersection LOS:	C
Intersection Capacity Utilization	52.6%
ICU Level of Service	A
Analysis Period (min)	15

Splits and Phases: 6: BBR & Dundas St W





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	48	0	8	11	1	32	1	524	11	33	739	72
Future Volume (vph)	48	0	8	11	1	32	1	524	11	33	739	72
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	0.95	0.95	0.95	0.95	0.95	0.95
Fr _t		0.980			0.902			0.997			0.987	
Fl _t Protected		0.959			0.988						0.998	
Satd. Flow (prot)	0	1751	0	0	1660	0	0	3529	0	0	3486	0
Fl _t Permitted		0.724			0.895			0.954			0.916	
Satd. Flow (perm)	0	1322	0	0	1504	0	0	3366	0	0	3200	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		38			35			5			22	
Link Speed (k/h)		50			50			60			60	
Link Distance (m)		129.4			187.9			355.9			380.4	
Travel Time (s)		9.3			13.5			21.4			22.8	
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	0	9	12	1	35	1	570	12	36	803	78
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	61	0	0	48	0	0	583	0	0	917	0
Turn Type	Perm	NA										
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		45.0	45.0		45.0	45.0	
Minimum Split (s)	17.0	17.0		17.0	17.0		51.0	51.0		51.0	51.0	
Total Split (s)	25.0	25.0		25.0	25.0		61.0	61.0		61.0	61.0	
Total Split (%)	29.1%	29.1%		29.1%	29.1%		70.9%	70.9%		70.9%	70.9%	
Maximum Green (s)	18.0	18.0		18.0	18.0		55.0	55.0		55.0	55.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	3.0	3.0		3.0	3.0		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			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Min	Min		Min	Min	
Act Effct Green (s)		10.1			10.1			51.2			51.2	
Actuated g/C Ratio		0.16			0.16			0.80			0.80	
v/c Ratio		0.25			0.18			0.22			0.36	
Control Delay		16.9			14.8			3.7			4.3	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		16.9			14.8			3.7			4.3	
LOS		B			B			A			A	
Approach Delay		16.9			14.8			3.7			4.3	
Approach LOS		B			B			A			A	
Queue Length 50th (m)		2.7			1.5			13.8			24.7	
Queue Length 95th (m)		12.7			10.2			20.2			34.8	
Internal Link Dist (m)		105.4			163.9			331.9			356.4	

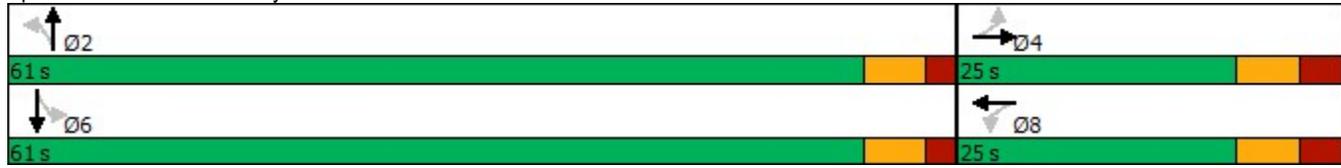


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Bay Length (m)												
Base Capacity (vph)		402			451			2980			2835	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.15			0.11			0.20			0.32	

Intersection Summary

Area Type:	Other
Cycle Length:	86
Actuated Cycle Length:	64.2
Natural Cycle:	70
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.36
Intersection Signal Delay:	4.9
Intersection LOS:	A
Intersection Capacity Utilization	70.2%
ICU Level of Service	C
Analysis Period (min)	15

Splits and Phases: 7: Hwy 62/BBR & MCP/Old BBR





Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø10
Lane Configurations	↑↑	↑	↔	↑↑	↔	↑	
Traffic Volume (vph)	638	300	507	515	192	587	
Future Volume (vph)	638	300	507	515	192	587	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Storage Length (m)		50.0	125.0		70.0	0.0	
Storage Lanes		1	2		1	1	
Taper Length (m)			30.0		7.5		
Lane Util. Factor	0.95	1.00	0.97	0.95	0.97	1.00	
Ped Bike Factor		0.97	0.99			0.99	
Frt		0.850				0.850	
Flt Protected			0.950		0.950		
Satd. Flow (prot)	3471	1538	3335	3438	3367	1583	
Flt Permitted			0.950		0.950		
Satd. Flow (perm)	3471	1498	3304	3438	3367	1562	
Right Turn on Red		Yes				Yes	
Satd. Flow (RTOR)		194				638	
Link Speed (k/h)	60			60	60		
Link Distance (m)	263.1			218.2	380.4		
Travel Time (s)	15.8			13.1	22.8		
Confl. Peds. (#/hr)		11	11			1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Heavy Vehicles (%)	4%	5%	5%	5%	4%	2%	
Adj. Flow (vph)	693	326	551	560	209	638	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	693	326	551	560	209	638	
Turn Type	NA	Perm	Prot	NA	Prot	Perm	
Protected Phases	4		3	8	2		10
Permitted Phases		4				2	
Detector Phase	4	4	3	8	2	2	
Switch Phase							
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	5.0
Minimum Split (s)	41.0	41.0	16.0	16.0	41.0	41.0	32.0
Total Split (s)	41.0	41.0	41.0	82.0	41.0	41.0	32.0
Total Split (%)	26.5%	26.5%	26.5%	52.9%	26.5%	26.5%	21%
Maximum Green (s)	35.0	35.0	35.0	76.0	35.0	35.0	30.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	2.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	0.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	
Lead/Lag	Lag	Lag	Lead				
Lead-Lag Optimize?							
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	Min	Min	Min	Min	None	None	None
Walk Time (s)	10.0	10.0			10.0	10.0	10.0
Flash Dont Walk (s)	25.0	25.0			25.0	25.0	20.0
Pedestrian Calls (#/hr)	11	11			1	1	2
Act Effct Green (s)	26.2	26.2	21.7	54.6	15.5	15.5	
Actuated g/C Ratio	0.30	0.30	0.25	0.63	0.18	0.18	
v/c Ratio	0.66	0.56	0.66	0.26	0.35	0.80	

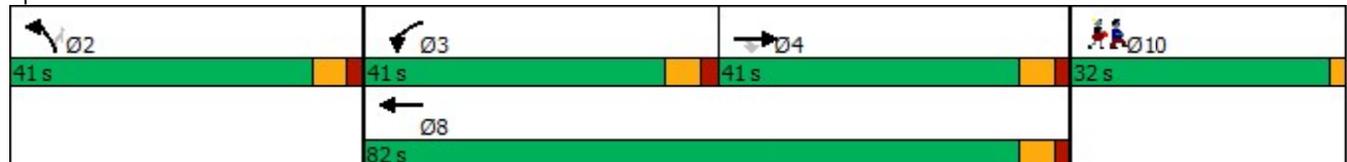


Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø10
Control Delay	33.7	17.5	36.9	10.4	36.1	11.8	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	33.7	17.5	36.9	10.4	36.1	11.8	
LOS	C	B	D	B	D	B	
Approach Delay	28.5			23.5	17.8		
Approach LOS	C			C	B		
Queue Length 50th (m)	43.9	14.0	36.8	14.2	14.2	0.0	
Queue Length 95th (m)	#148.4	76.9	108.0	71.4	41.7	40.6	
Internal Link Dist (m)	239.1			194.2	356.4		
Turn Bay Length (m)		50.0	125.0		70.0		
Base Capacity (vph)	1563	781	1502	3046	1516	1054	
Starvation Cap Reductn	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	
Reduced v/c Ratio	0.44	0.42	0.37	0.18	0.14	0.61	

Intersection Summary

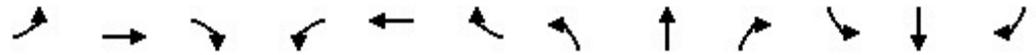
Area Type: Other
 Cycle Length: 155
 Actuated Cycle Length: 87.1
 Natural Cycle: 140
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.80
 Intersection Signal Delay: 23.6
 Intersection LOS: C
 Intersection Capacity Utilization 65.2%
 ICU Level of Service C
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 6: BBR & Dundas St W





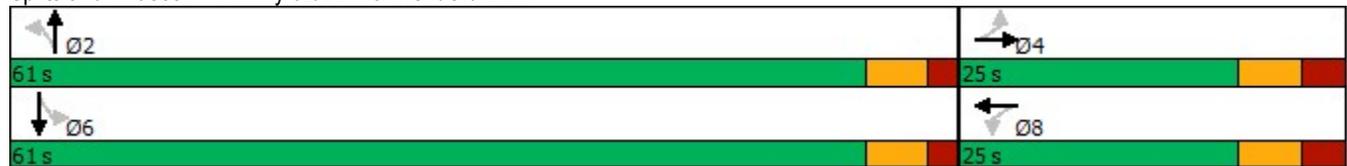
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	45	1	7	11	0	118	5	630	9	61	662	96
Future Volume (vph)	45	1	7	11	0	118	5	630	9	61	662	96
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Fr _t		0.981			0.877			0.998			0.982	
Fl _t Protected		0.959			0.996						0.996	
Satd. Flow (prot)	0	1787	0	0	1660	0	0	3467	0	0	3367	0
Fl _t Permitted		0.735			0.963			0.950			0.847	
Satd. Flow (perm)	0	1370	0	0	1605	0	0	3294	0	0	2864	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		8			128			3			33	
Link Speed (k/h)		50			50			60			60	
Link Distance (m)		129.4			187.9			355.9			380.4	
Travel Time (s)		9.3			13.5			21.4			22.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%	6%	0%
Adj. Flow (vph)	49	1	8	12	0	128	5	685	10	66	720	104
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	58	0	0	140	0	0	700	0	0	890	0
Turn Type	Perm	NA										
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		45.0	45.0		45.0	45.0	
Minimum Split (s)	17.0	17.0		17.0	17.0		51.0	51.0		51.0	51.0	
Total Split (s)	25.0	25.0		25.0	25.0		61.0	61.0		61.0	61.0	
Total Split (%)	29.1%	29.1%		29.1%	29.1%		70.9%	70.9%		70.9%	70.9%	
Maximum Green (s)	18.0	18.0		18.0	18.0		55.0	55.0		55.0	55.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	3.0	3.0		3.0	3.0		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			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Min	Min		Min	Min	
Act Effct Green (s)		10.3			10.3			46.3			46.3	
Actuated g/C Ratio		0.15			0.15			0.67			0.67	
v/c Ratio		0.28			0.40			0.32			0.46	
Control Delay		26.7			10.5			5.5			6.5	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		26.7			10.5			5.5			6.5	
LOS		C			B			A			A	
Approach Delay		26.7			10.5			5.5			6.5	
Approach LOS		C			B			A			A	
Queue Length 50th (m)		6.0			1.4			17.5			24.3	
Queue Length 95th (m)		15.9			15.5			27.0			38.0	



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (m)		105.4			163.9			331.9				356.4
Turn Bay Length (m)												
Base Capacity (vph)		360			510			2606				2272
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		0.16			0.27			0.27				0.39

Intersection Summary	
Area Type:	Other
Cycle Length:	86
Actuated Cycle Length:	69.6
Natural Cycle:	70
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.46
Intersection Signal Delay:	7.0
Intersection LOS:	A
Intersection Capacity Utilization	86.5%
ICU Level of Service	E
Analysis Period (min)	15

Splits and Phases: 7: Hwy 62/BBR & MCP/Old BBR





Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø10
Lane Configurations	↑↑	↑	↔	↑↑	↔	↑	
Traffic Volume (vph)	654	338	720	671	285	635	
Future Volume (vph)	654	338	720	671	285	635	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Storage Length (m)		50.0	125.0		70.0	0.0	
Storage Lanes		1	2		1	1	
Taper Length (m)			30.0		7.5		
Lane Util. Factor	0.95	1.00	0.97	0.95	0.97	1.00	
Ped Bike Factor		0.99	1.00			0.99	
Frt		0.850				0.850	
Flt Protected			0.950		0.950		
Satd. Flow (prot)	3505	1568	3433	3471	3335	1583	
Flt Permitted			0.950		0.950		
Satd. Flow (perm)	3505	1547	3430	3471	3335	1560	
Right Turn on Red		Yes				Yes	
Satd. Flow (RTOR)		213				690	
Link Speed (k/h)	60			60	60		
Link Distance (m)	263.1			218.2	380.4		
Travel Time (s)	15.8			13.1	22.8		
Confl. Peds. (#/hr)		1	1			2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Heavy Vehicles (%)	3%	3%	2%	4%	5%	2%	
Adj. Flow (vph)	711	367	783	729	310	690	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	711	367	783	729	310	690	
Turn Type	NA	Perm	Prot	NA	Prot	Perm	
Protected Phases	4		3	8	2		10
Permitted Phases		4				2	
Detector Phase	4	4	3	8	2	2	
Switch Phase							
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	5.0
Minimum Split (s)	41.0	41.0	16.0	16.0	41.0	41.0	32.0
Total Split (s)	41.0	41.0	41.0	82.0	41.0	41.0	32.0
Total Split (%)	26.5%	26.5%	26.5%	52.9%	26.5%	26.5%	21%
Maximum Green (s)	35.0	35.0	35.0	76.0	35.0	35.0	30.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	2.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	0.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	
Lead/Lag	Lag	Lag	Lead				
Lead-Lag Optimize?							
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	Min	Min	Min	Min	None	None	None
Walk Time (s)	10.0	10.0			10.0	10.0	10.0
Flash Dont Walk (s)	25.0	25.0			25.0	25.0	20.0
Pedestrian Calls (#/hr)	1	1			2	2	1
Act Effct Green (s)	28.4	28.4	34.6	69.4	18.1	18.1	
Actuated g/C Ratio	0.27	0.27	0.33	0.66	0.17	0.17	
v/c Ratio	0.74	0.64	0.69	0.32	0.54	0.82	

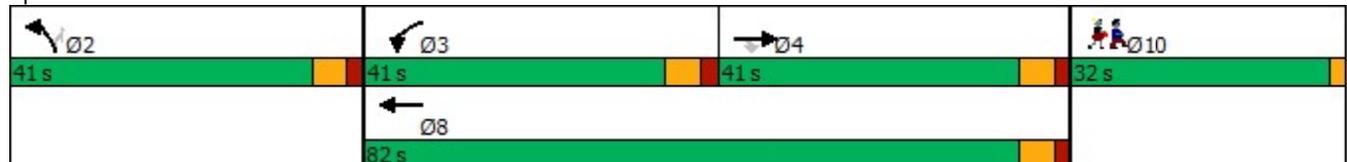


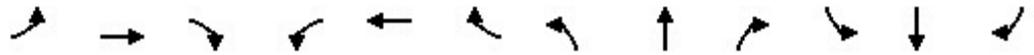
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø10
Control Delay	42.2	21.3	37.1	10.9	44.3	12.5	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	42.2	21.3	37.1	10.9	44.3	12.5	
LOS	D	C	D	B	D	B	
Approach Delay	35.1			24.5	22.4		
Approach LOS	D			C	C		
Queue Length 50th (m)	63.8	23.8	64.4	23.4	28.6	0.0	
Queue Length 95th (m)	#153.4	88.1	#179.0	96.0	60.2	43.2	
Internal Link Dist (m)	239.1			194.2	356.4		
Turn Bay Length (m)		50.0	125.0		70.0		
Base Capacity (vph)	1236	683	1210	2658	1176	996	
Starvation Cap Reductn	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	
Reduced v/c Ratio	0.58	0.54	0.65	0.27	0.26	0.69	

Intersection Summary

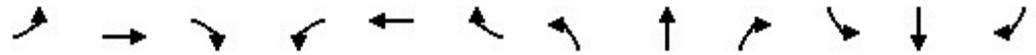
Area Type:	Other
Cycle Length:	155
Actuated Cycle Length:	104.4
Natural Cycle:	150
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.82
Intersection Signal Delay:	27.1
Intersection LOS:	C
Intersection Capacity Utilization:	66.5%
ICU Level of Service:	C
Analysis Period (min):	15
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

Splits and Phases: 6: BBR & Dundas St W





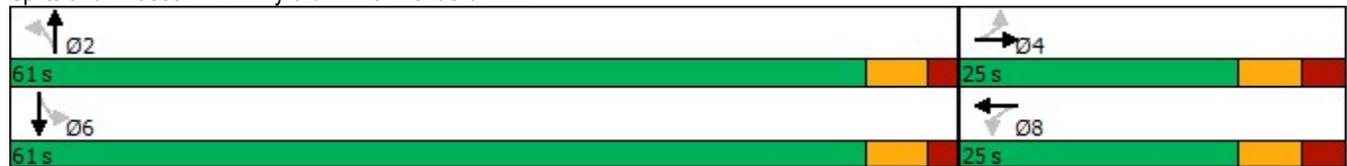
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	83	1	19	10	0	82	10	744	20	102	900	85
Future Volume (vph)	83	1	19	10	0	82	10	744	20	102	900	85
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Fr _t		0.975			0.880			0.996			0.988	
Fl _t Protected		0.961			0.995			0.999			0.995	
Satd. Flow (prot)	0	1766	0	0	1620	0	0	3491	0	0	3479	0
Fl _t Permitted		0.759			0.952			0.936			0.765	
Satd. Flow (perm)	0	1395	0	0	1550	0	0	3271	0	0	2675	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		12			89			6			20	
Link Speed (k/h)		50			50			60			60	
Link Distance (m)		129.4			187.9			355.9			380.4	
Travel Time (s)		9.3			13.5			21.4			22.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	1%	0%	0%	0%	0%	3%	0%	3%	0%	3%	2%	1%
Adj. Flow (vph)	90	1	21	11	0	89	11	809	22	111	978	92
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	112	0	0	100	0	0	842	0	0	1181	0
Turn Type	Perm	NA										
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		45.0	45.0		45.0	45.0	
Minimum Split (s)	17.0	17.0		17.0	17.0		51.0	51.0		51.0	51.0	
Total Split (s)	25.0	25.0		25.0	25.0		61.0	61.0		61.0	61.0	
Total Split (%)	29.1%	29.1%		29.1%	29.1%		70.9%	70.9%		70.9%	70.9%	
Maximum Green (s)	18.0	18.0		18.0	18.0		55.0	55.0		55.0	55.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	3.0	3.0		3.0	3.0		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			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Min	Min		Min	Min	
Act Effct Green (s)		11.6			11.6			50.5			50.5	
Actuated g/C Ratio		0.17			0.17			0.72			0.72	
v/c Ratio		0.47			0.30			0.36			0.61	
Control Delay		30.9			10.7			5.9			8.8	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		30.9			10.7			5.9			8.8	
LOS		C			B			A			A	
Approach Delay		30.9			10.7			5.9			8.8	
Approach LOS		C			B			A			A	
Queue Length 50th (m)		12.5			1.3			22.6			41.6	
Queue Length 95th (m)		28.8			13.6			41.4			78.8	



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (m)		105.4			163.9			331.9				356.4
Turn Bay Length (m)												
Base Capacity (vph)		368			464			2681				2195
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		0.30			0.22			0.31				0.54

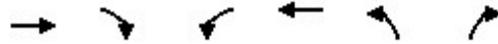
Intersection Summary	
Area Type:	Other
Cycle Length:	86
Actuated Cycle Length:	70.2
Natural Cycle:	70
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.61
Intersection Signal Delay:	8.9
Intersection LOS:	A
Intersection Capacity Utilization	89.4%
ICU Level of Service	E
Analysis Period (min)	15

Splits and Phases: 7: Hwy 62/BBR & MCP/Old BBR





Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø10
Lane Configurations	↑↑	↑	↔	↑↑	↔	↑	
Traffic Volume (vph)	488	300	586	445	148	521	
Future Volume (vph)	488	300	586	445	148	521	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Storage Length (m)		50.0	125.0		70.0	0.0	
Storage Lanes		1	2		1	1	
Taper Length (m)			30.0		7.5		
Lane Util. Factor	0.95	1.00	0.97	0.95	0.97	1.00	
Ped Bike Factor		0.99	1.00			0.98	
Frt		0.850				0.850	
Flt Protected			0.950		0.950		
Satd. Flow (prot)	3505	1553	3433	3505	3433	1615	
Flt Permitted			0.950		0.950		
Satd. Flow (perm)	3505	1530	3426	3505	3433	1587	
Right Turn on Red		Yes				Yes	
Satd. Flow (RTOR)		254				566	
Link Speed (k/h)	60			60	60		
Link Distance (m)	263.1			218.2	380.4		
Travel Time (s)	15.8			13.1	22.8		
Confl. Peds. (#/hr)		2	2			4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Heavy Vehicles (%)	3%	4%	2%	3%	2%	0%	
Adj. Flow (vph)	530	326	637	484	161	566	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	530	326	637	484	161	566	
Turn Type	NA	Perm	Prot	NA	Prot	Perm	
Protected Phases	4		3	8	2		10
Permitted Phases		4				2	
Detector Phase	4	4	3	8	2	2	
Switch Phase							
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	5.0
Minimum Split (s)	41.0	41.0	16.0	16.0	41.0	41.0	32.0
Total Split (s)	41.0	41.0	41.0	82.0	41.0	41.0	32.0
Total Split (%)	26.5%	26.5%	26.5%	52.9%	26.5%	26.5%	21%
Maximum Green (s)	35.0	35.0	35.0	76.0	35.0	35.0	30.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	2.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	0.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	
Lead/Lag	Lag	Lag	Lead				
Lead-Lag Optimize?							
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	Min	Min	Min	Min	None	None	None
Walk Time (s)	10.0	10.0			10.0	10.0	10.0
Flash Dont Walk (s)	25.0	25.0			25.0	25.0	20.0
Pedestrian Calls (#/hr)	2	2			4	4	6
Act Effct Green (s)	21.0	21.0	22.4	50.3	14.5	14.5	
Actuated g/C Ratio	0.26	0.26	0.27	0.61	0.18	0.18	
v/c Ratio	0.59	0.56	0.68	0.23	0.26	0.76	

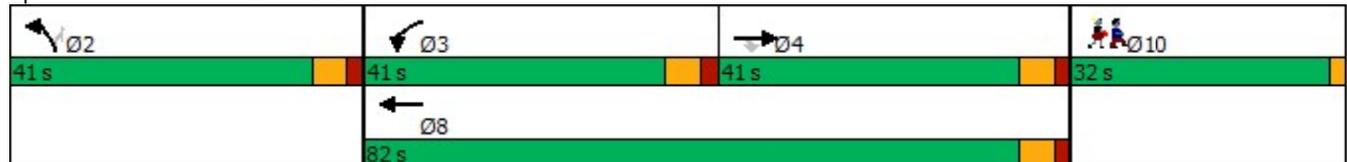


Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø10
Control Delay	33.0	13.1	34.3	10.1	34.0	10.9	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	33.0	13.1	34.3	10.1	34.0	10.9	
LOS	C	B	C	B	C	B	
Approach Delay	25.4			23.8	16.1		
Approach LOS	C			C	B		
Queue Length 50th (m)	30.2	7.0	35.9	10.5	9.5	0.0	
Queue Length 95th (m)	104.8	54.2	125.9	60.8	33.0	37.4	
Internal Link Dist (m)	239.1			194.2	356.4		
Turn Bay Length (m)		50.0	125.0		70.0		
Base Capacity (vph)	1717	879	1682	3148	1682	1066	
Starvation Cap Reductn	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	
Reduced v/c Ratio	0.31	0.37	0.38	0.15	0.10	0.53	

Intersection Summary

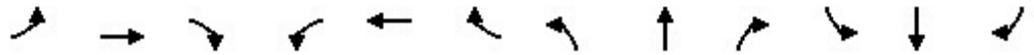
Area Type:	Other
Cycle Length:	155
Actuated Cycle Length:	82
Natural Cycle:	140
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.76
Intersection Signal Delay:	22.2
Intersection LOS:	C
Intersection Capacity Utilization	55.6%
ICU Level of Service	B
Analysis Period (min)	15

Splits and Phases: 6: BBR & Dundas St W





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	48	0	8	18	1	94	1	524	17	90	739	72
Future Volume (vph)	48	0	8	18	1	94	1	524	17	90	739	72
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	0.95	0.95	0.95	0.95	0.95	0.95
Fr _t		0.980			0.888			0.995			0.988	
Fl _t Protected		0.959			0.992						0.995	
Satd. Flow (prot)	0	1751	0	0	1641	0	0	3522	0	0	3479	0
Fl _t Permitted		0.789			0.929			0.954			0.820	
Satd. Flow (perm)	0	1440	0	0	1537	0	0	3360	0	0	2867	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		38			102			7			21	
Link Speed (k/h)		50			50			60			60	
Link Distance (m)		129.4			187.9			355.9			380.4	
Travel Time (s)		9.3			13.5			21.4			22.8	
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	0	9	20	1	102	1	570	18	98	803	78
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	61	0	0	123	0	0	589	0	0	979	0
Turn Type	Perm	NA										
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		45.0	45.0		45.0	45.0	
Minimum Split (s)	17.0	17.0		17.0	17.0		51.0	51.0		51.0	51.0	
Total Split (s)	25.0	25.0		25.0	25.0		61.0	61.0		61.0	61.0	
Total Split (%)	29.1%	29.1%		29.1%	29.1%		70.9%	70.9%		70.9%	70.9%	
Maximum Green (s)	18.0	18.0		18.0	18.0		55.0	55.0		55.0	55.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	3.0	3.0		3.0	3.0		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			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Min	Min		Min	Min	
Act Effct Green (s)		10.1			10.1			49.3			49.3	
Actuated g/C Ratio		0.15			0.15			0.73			0.73	
v/c Ratio		0.25			0.39			0.24			0.47	
Control Delay		16.5			12.5			4.5			6.1	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		16.5			12.5			4.5			6.1	
LOS		B			B			A			A	
Approach Delay		16.5			12.5			4.5			6.1	
Approach LOS		B			B			A			A	
Queue Length 50th (m)		2.7			2.5			14.0			28.6	
Queue Length 95th (m)		12.6			16.2			20.9			42.3	
Internal Link Dist (m)		105.4			163.9			331.9			356.4	

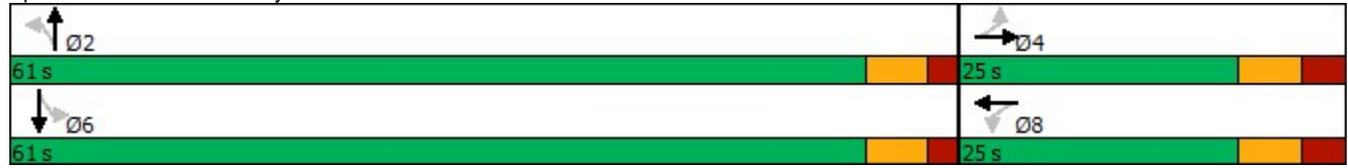


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Bay Length (m)												
Base Capacity (vph)		411			483			2843				2428
Starvation Cap Reductn		0			0			0				0
Spillback Cap Reductn		0			0			0				0
Storage Cap Reductn		0			0			0				0
Reduced v/c Ratio		0.15			0.25			0.21				0.40

Intersection Summary

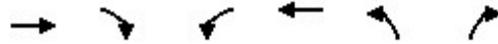
Area Type:	Other
Cycle Length:	86
Actuated Cycle Length:	67.7
Natural Cycle:	70
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.47
Intersection Signal Delay:	6.3
Intersection LOS:	A
Intersection Capacity Utilization	86.7%
ICU Level of Service	E
Analysis Period (min)	15

Splits and Phases: 7: Hwy 62/BBR & MCP/Old BBR





Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø10
Lane Configurations	↑↑	↑	↑↑	↑↑	↑↑	↑	
Traffic Volume (vph)	704	321	541	568	191	583	
Future Volume (vph)	704	321	541	568	191	583	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Storage Length (m)		50.0	125.0		70.0	0.0	
Storage Lanes		1	2		1	1	
Taper Length (m)			30.0		7.5		
Lane Util. Factor	0.95	1.00	0.97	0.95	0.97	1.00	
Ped Bike Factor		0.97	0.99			0.99	
Frt		0.850				0.850	
Flt Protected			0.950		0.950		
Satd. Flow (prot)	3471	1538	3335	3438	3367	1583	
Flt Permitted			0.950		0.950		
Satd. Flow (perm)	3471	1498	3307	3438	3367	1562	
Right Turn on Red		Yes				Yes	
Satd. Flow (RTOR)		188				634	
Link Speed (k/h)	60			60	60		
Link Distance (m)	263.1			218.2	380.4		
Travel Time (s)	15.8			13.1	22.8		
Confl. Peds. (#/hr)		11	11			1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Heavy Vehicles (%)	4%	5%	5%	5%	4%	2%	
Adj. Flow (vph)	765	349	588	617	208	634	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	765	349	588	617	208	634	
Turn Type	NA	Perm	Prot	NA	Prot	Perm	
Protected Phases	4		3	8	2		10
Permitted Phases		4				2	
Detector Phase	4	4	3	8	2	2	
Switch Phase							
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	5.0
Minimum Split (s)	41.0	41.0	16.0	16.0	41.0	41.0	32.0
Total Split (s)	41.0	41.0	41.0	82.0	41.0	41.0	32.0
Total Split (%)	26.5%	26.5%	26.5%	52.9%	26.5%	26.5%	21%
Maximum Green (s)	35.0	35.0	35.0	76.0	35.0	35.0	30.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	2.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	0.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	
Lead/Lag	Lag	Lag	Lead				
Lead-Lag Optimize?							
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	Min	Min	Min	Min	None	None	None
Walk Time (s)	10.0	10.0			10.0	10.0	10.0
Flash Dont Walk (s)	25.0	25.0			25.0	25.0	20.0
Pedestrian Calls (#/hr)	11	11			1	1	2
Act Effct Green (s)	31.6	31.6	22.5	60.7	15.4	15.4	
Actuated g/C Ratio	0.34	0.34	0.24	0.65	0.17	0.17	
v/c Ratio	0.65	0.55	0.73	0.28	0.37	0.81	

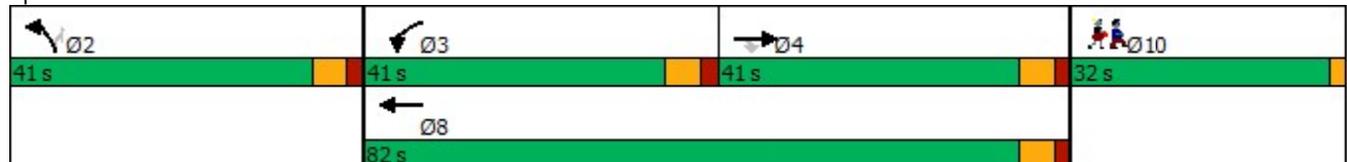


Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø10
Control Delay	32.6	18.4	41.0	10.2	38.8	12.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	32.6	18.4	41.0	10.2	38.8	12.4	
LOS	C	B	D	B	D	B	
Approach Delay	28.2			25.2	18.9		
Approach LOS	C			C	B		
Queue Length 50th (m)	51.2	17.9	44.4	16.0	15.9	0.0	
Queue Length 95th (m)	#174.5	90.0	116.0	79.6	41.4	41.0	
Internal Link Dist (m)	239.1			194.2	356.4		
Turn Bay Length (m)		50.0	125.0		70.0		
Base Capacity (vph)	1422	725	1367	2956	1380	1014	
Starvation Cap Reductn	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	
Reduced v/c Ratio	0.54	0.48	0.43	0.21	0.15	0.63	

Intersection Summary

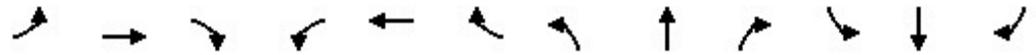
Area Type:	Other
Cycle Length:	155
Actuated Cycle Length:	93
Natural Cycle:	140
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.81
Intersection Signal Delay:	24.6
Intersection LOS:	C
Intersection Capacity Utilization:	66.2%
ICU Level of Service:	C
Analysis Period (min):	15
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

Splits and Phases: 6: BBR & Dundas St W





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	49	1	8	2	0	45	6	696	7	39	731	105
Future Volume (vph)	49	1	8	2	0	45	6	696	7	39	731	105
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	0.95	0.95	0.95	0.95	0.95	0.95
Fr _t		0.981			0.870			0.998			0.982	
Fl _t Protected		0.960			0.998						0.998	
Satd. Flow (prot)	0	1789	0	0	1650	0	0	3467	0	0	3369	0
Fl _t Permitted		0.724			0.982			0.947			0.893	
Satd. Flow (perm)	0	1349	0	0	1623	0	0	3283	0	0	3015	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		9			49			2			34	
Link Speed (k/h)		50			50			60			60	
Link Distance (m)		129.4			187.9			355.9			380.4	
Travel Time (s)		9.3			13.5			21.4			22.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%	6%	0%
Adj. Flow (vph)	53	1	9	2	0	49	7	757	8	42	795	114
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	63	0	0	51	0	0	772	0	0	951	0
Turn Type	Perm	NA										
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		45.0	45.0		45.0	45.0	
Minimum Split (s)	17.0	17.0		17.0	17.0		51.0	51.0		51.0	51.0	
Total Split (s)	25.0	25.0		25.0	25.0		61.0	61.0		61.0	61.0	
Total Split (%)	29.1%	29.1%		29.1%	29.1%		70.9%	70.9%		70.9%	70.9%	
Maximum Green (s)	18.0	18.0		18.0	18.0		55.0	55.0		55.0	55.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	3.0	3.0		3.0	3.0		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			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Min	Min		Min	Min	
Act Effct Green (s)		10.4			10.4			51.2			51.2	
Actuated g/C Ratio		0.16			0.16			0.79			0.79	
v/c Ratio		0.28			0.17			0.30			0.40	
Control Delay		26.0			10.6			4.2			4.7	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		26.0			10.6			4.2			4.7	
LOS		C			B			A			A	
Approach Delay		26.0			10.6			4.2			4.7	
Approach LOS		C			B			A			A	
Queue Length 50th (m)		6.5			0.3			20.0			26.4	
Queue Length 95th (m)		16.9			8.8			30.4			40.5	

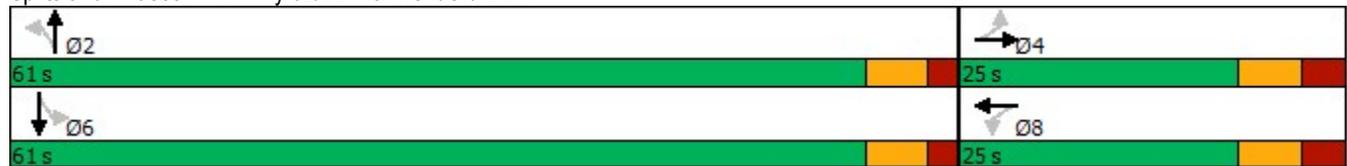


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (m)		105.4			163.9			331.9				356.4
Turn Bay Length (m)												
Base Capacity (vph)		387			494			2896				2663
Starvation Cap Reductn		0			0			0				0
Spillback Cap Reductn		0			0			0				0
Storage Cap Reductn		0			0			0				0
Reduced v/c Ratio		0.16			0.10			0.27				0.36

Intersection Summary

Area Type:	Other
Cycle Length:	86
Actuated Cycle Length:	64.5
Natural Cycle:	70
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.40
Intersection Signal Delay:	5.4
Intersection LOS:	A
Intersection Capacity Utilization	76.9%
ICU Level of Service	D
Analysis Period (min)	15

Splits and Phases: 7: Hwy 62/BBR & MCP/Old BBR





Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø10
Lane Configurations	↑↑	↑	↔	↑↑	↔	↑	
Traffic Volume (vph)	722	349	740	740	300	668	
Future Volume (vph)	722	349	740	740	300	668	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Storage Length (m)		50.0	125.0		70.0	0.0	
Storage Lanes		1	2		1	1	
Taper Length (m)			30.0		7.5		
Lane Util. Factor	0.95	1.00	0.97	0.95	0.97	1.00	
Ped Bike Factor		0.99	1.00			0.99	
Fr _t		0.850				0.850	
Fl _t Protected			0.950		0.950		
Satd. Flow (prot)	3505	1568	3433	3471	3335	1583	
Fl _t Permitted			0.950		0.950		
Satd. Flow (perm)	3505	1547	3430	3471	3335	1560	
Right Turn on Red		Yes				Yes	
Satd. Flow (RTOR)		200				712	
Link Speed (k/h)	60			60	60		
Link Distance (m)	263.1			218.2	380.4		
Travel Time (s)	15.8			13.1	22.8		
Confl. Peds. (#/hr)		1	1			2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Heavy Vehicles (%)	3%	3%	2%	4%	5%	2%	
Adj. Flow (vph)	785	379	804	804	326	726	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	785	379	804	804	326	726	
Turn Type	NA	Perm	Prot	NA	Prot	Perm	
Protected Phases	4		3	8	2		10
Permitted Phases		4					2
Detector Phase	4	4	3	8	2	2	
Switch Phase							
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	5.0
Minimum Split (s)	41.0	41.0	16.0	16.0	41.0	41.0	32.0
Total Split (s)	41.0	41.0	41.0	82.0	41.0	41.0	32.0
Total Split (%)	26.5%	26.5%	26.5%	52.9%	26.5%	26.5%	21%
Maximum Green (s)	35.0	35.0	35.0	76.0	35.0	35.0	30.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	2.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	0.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	
Lead/Lag	Lag	Lag	Lead				
Lead-Lag Optimize?							
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	Min	Min	Min	Min	None	None	None
Walk Time (s)	10.0	10.0			10.0	10.0	10.0
Flash Dont Walk (s)	25.0	25.0			25.0	25.0	20.0
Pedestrian Calls (#/hr)	1	1			2	2	1
Act Effct Green (s)	33.9	33.9	36.1	76.2	19.0	19.0	
Actuated g/C Ratio	0.30	0.30	0.32	0.68	0.17	0.17	
v/c Ratio	0.74	0.62	0.73	0.34	0.58	0.85	

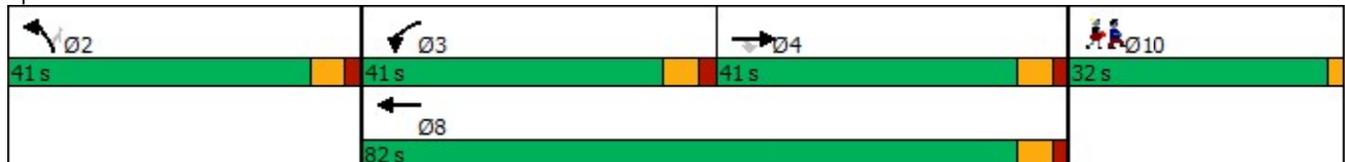


Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø10
Control Delay	42.0	22.7	40.6	11.1	47.8	14.5	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	42.0	22.7	40.6	11.1	47.8	14.5	
LOS	D	C	D	B	D	B	
Approach Delay	35.7			25.8	24.8		
Approach LOS	D			C	C		
Queue Length 50th (m)	76.0	30.4	75.9	28.5	33.5	2.6	
Queue Length 95th (m)	#180.3	98.9	#186.3	107.8	63.0	53.7	
Internal Link Dist (m)	239.1			194.2	356.4		
Turn Bay Length (m)	50.0		125.0	70.0			
Base Capacity (vph)	1126	633	1103	2423	1072	984	
Starvation Cap Reductn	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	
Reduced v/c Ratio	0.70	0.60	0.73	0.33	0.30	0.74	

Intersection Summary

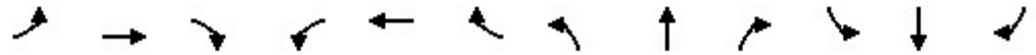
Area Type:	Other
Cycle Length:	155
Actuated Cycle Length:	112.2
Natural Cycle:	150
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.85
Intersection Signal Delay:	28.6
Intersection LOS:	C
Intersection Capacity Utilization:	70.3%
ICU Level of Service:	C
Analysis Period (min):	15
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

Splits and Phases: 6: BBR & Dundas St W





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	91	1	21	6	0	42	11	821	13	34	994	94
Future Volume (vph)	91	1	21	6	0	42	11	821	13	34	994	94
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	0.95	0.95	0.95	0.95	0.95	0.95
Fr _t		0.975			0.883			0.998			0.987	
Fl _t Protected		0.961			0.993			0.999			0.998	
Satd. Flow (prot)	0	1766	0	0	1624	0	0	3497	0	0	3488	0
Fl _t Permitted		0.732			0.944			0.934			0.901	
Satd. Flow (perm)	0	1345	0	0	1544	0	0	3270	0	0	3149	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		12			46			3			22	
Link Speed (k/h)		50			50			60			60	
Link Distance (m)		129.4			187.9			355.9			380.4	
Travel Time (s)		9.3			13.5			21.4			22.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	1%	0%	0%	0%	0%	3%	0%	3%	0%	3%	2%	1%
Adj. Flow (vph)	99	1	23	7	0	46	12	892	14	37	1080	102
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	123	0	0	53	0	0	918	0	0	1219	0
Turn Type	Perm	NA										
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		45.0	45.0		45.0	45.0	
Minimum Split (s)	17.0	17.0		17.0	17.0		51.0	51.0		51.0	51.0	
Total Split (s)	25.0	25.0		25.0	25.0		61.0	61.0		61.0	61.0	
Total Split (%)	29.1%	29.1%		29.1%	29.1%		70.9%	70.9%		70.9%	70.9%	
Maximum Green (s)	18.0	18.0		18.0	18.0		55.0	55.0		55.0	55.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	3.0	3.0		3.0	3.0		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			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Min	Min		Min	Min	
Act Effct Green (s)		12.0			12.0			49.5			49.5	
Actuated g/C Ratio		0.17			0.17			0.71			0.71	
v/c Ratio		0.51			0.17			0.40			0.54	
Control Delay		31.5			11.0			6.5			7.9	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		31.5			11.0			6.5			7.9	
LOS		C			B			A			A	
Approach Delay		31.5			11.0			6.5			7.9	
Approach LOS		C			B			A			A	
Queue Length 50th (m)		14.0			0.8			26.5			40.7	
Queue Length 95th (m)		29.4			9.2			47.5			72.6	

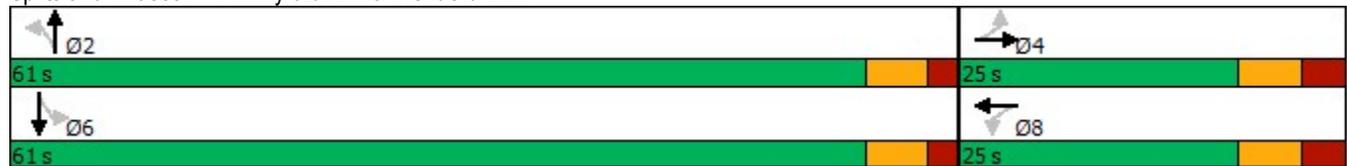


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (m)		105.4			163.9			331.9			356.4	
Turn Bay Length (m)												
Base Capacity (vph)		356			433			2695			2599	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.35			0.12			0.34			0.47	

Intersection Summary

Area Type:	Other
Cycle Length:	86
Actuated Cycle Length:	69.7
Natural Cycle:	70
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.54
Intersection Signal Delay:	8.7
Intersection LOS:	A
Intersection Capacity Utilization	81.7%
ICU Level of Service	D
Analysis Period (min)	15

Splits and Phases: 7: Hwy 62/BBR & MCP/Old BBR





Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø10
Lane Configurations	↑↑	↑	↔	↑↑	↔	↑	
Traffic Volume (vph)	539	309	606	491	150	520	
Future Volume (vph)	539	309	606	491	150	520	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Storage Length (m)		50.0	125.0		70.0	0.0	
Storage Lanes		1	2		1	1	
Taper Length (m)			30.0		7.5		
Lane Util. Factor	0.95	1.00	0.97	0.95	0.97	1.00	
Ped Bike Factor		0.99	1.00			0.98	
Frt		0.850				0.850	
Flt Protected			0.950		0.950		
Satd. Flow (prot)	3505	1553	3433	3505	3433	1615	
Flt Permitted			0.950		0.950		
Satd. Flow (perm)	3505	1530	3426	3505	3433	1587	
Right Turn on Red		Yes				Yes	
Satd. Flow (RTOR)		237				565	
Link Speed (k/h)	60			60	60		
Link Distance (m)	263.1			218.2	380.4		
Travel Time (s)	15.8			13.1	22.8		
Confl. Peds. (#/hr)		2	2			4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Heavy Vehicles (%)	3%	4%	2%	3%	2%	0%	
Adj. Flow (vph)	586	336	659	534	163	565	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	586	336	659	534	163	565	
Turn Type	NA	Perm	Prot	NA	Prot	Perm	
Protected Phases	4		3	8	2		10
Permitted Phases		4				2	
Detector Phase	4	4	3	8	2	2	
Switch Phase							
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	5.0
Minimum Split (s)	41.0	41.0	16.0	16.0	41.0	41.0	32.0
Total Split (s)	41.0	41.0	41.0	82.0	41.0	41.0	32.0
Total Split (%)	26.5%	26.5%	26.5%	52.9%	26.5%	26.5%	21%
Maximum Green (s)	35.0	35.0	35.0	76.0	35.0	35.0	30.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	2.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	0.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	
Lead/Lag	Lag	Lag	Lead				
Lead-Lag Optimize?							
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	Min	Min	Min	Min	None	None	None
Walk Time (s)	10.0	10.0			10.0	10.0	10.0
Flash Dont Walk (s)	25.0	25.0			25.0	25.0	20.0
Pedestrian Calls (#/hr)	2	2			4	4	6
Act Effct Green (s)	22.4	22.4	23.7	52.9	14.5	14.5	
Actuated g/C Ratio	0.27	0.27	0.28	0.63	0.17	0.17	
v/c Ratio	0.63	0.58	0.69	0.24	0.28	0.76	

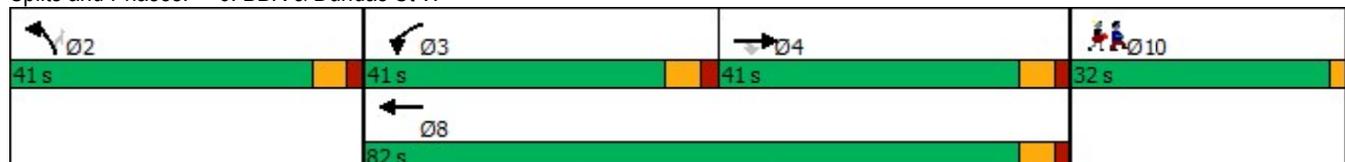


Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø10
Control Delay	34.1	15.3	34.7	10.1	35.2	11.2	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	34.1	15.3	34.7	10.1	35.2	11.2	
LOS	C	B	C	B	D	B	
Approach Delay	27.3			23.7	16.6		
Approach LOS	C			C	B		
Queue Length 50th (m)	35.4	10.1	39.1	11.7	10.3	0.0	
Queue Length 95th (m)	116.6	64.9	#131.6	67.5	33.4	37.0	
Internal Link Dist (m)	239.1			194.2	356.4		
Turn Bay Length (m)		50.0	125.0		70.0		
Base Capacity (vph)	1646	844	1612	3130	1612	1044	
Starvation Cap Reductn	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	
Reduced v/c Ratio	0.36	0.40	0.41	0.17	0.10	0.54	

Intersection Summary

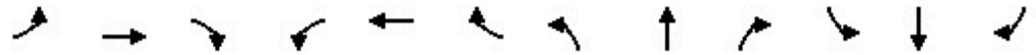
Area Type:	Other
Cycle Length:	155
Actuated Cycle Length:	84.5
Natural Cycle:	140
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.76
Intersection Signal Delay:	23.0
Intersection LOS:	C
Intersection Capacity Utilization:	56.9%
ICU Level of Service:	B
Analysis Period (min):	15
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

Splits and Phases: 6: BBR & Dundas St W





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	53	0	9	12	1	35	1	579	12	36	815	80
Future Volume (vph)	53	0	9	12	1	35	1	579	12	36	815	80
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	0.95	0.95	0.95	0.95	0.95	0.95
Fr _t		0.980			0.901			0.997			0.987	
Fl _t Protected		0.959			0.988						0.998	
Satd. Flow (prot)	0	1751	0	0	1658	0	0	3529	0	0	3486	0
Fl _t Permitted		0.721			0.893			0.954			0.911	
Satd. Flow (perm)	0	1316	0	0	1499	0	0	3366	0	0	3182	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		38			38			5			23	
Link Speed (k/h)		50			50			60			60	
Link Distance (m)		129.4			187.9			355.9			380.4	
Travel Time (s)		9.3			13.5			21.4			22.8	
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)	58	0	10	13	1	38	1	629	13	39	886	87
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	68	0	0	52	0	0	643	0	0	1012	0
Turn Type	Perm	NA										
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		45.0	45.0		45.0	45.0	
Minimum Split (s)	17.0	17.0		17.0	17.0		51.0	51.0		51.0	51.0	
Total Split (s)	25.0	25.0		25.0	25.0		61.0	61.0		61.0	61.0	
Total Split (%)	29.1%	29.1%		29.1%	29.1%		70.9%	70.9%		70.9%	70.9%	
Maximum Green (s)	18.0	18.0		18.0	18.0		55.0	55.0		55.0	55.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	3.0	3.0		3.0	3.0		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			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Min	Min		Min	Min	
Act Effct Green (s)		10.2			10.2			51.2			51.2	
Actuated g/C Ratio		0.16			0.16			0.80			0.80	
v/c Ratio		0.28			0.19			0.24			0.40	
Control Delay		18.1			14.6			3.8			4.6	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		18.1			14.6			3.8			4.6	
LOS		B			B			A			A	
Approach Delay		18.1			14.6			3.8			4.6	
Approach LOS		B			B			A			A	
Queue Length 50th (m)		3.6			1.6			15.6			28.5	
Queue Length 95th (m)		14.0			10.5			23.2			41.3	
Internal Link Dist (m)		105.4			163.9			331.9			356.4	

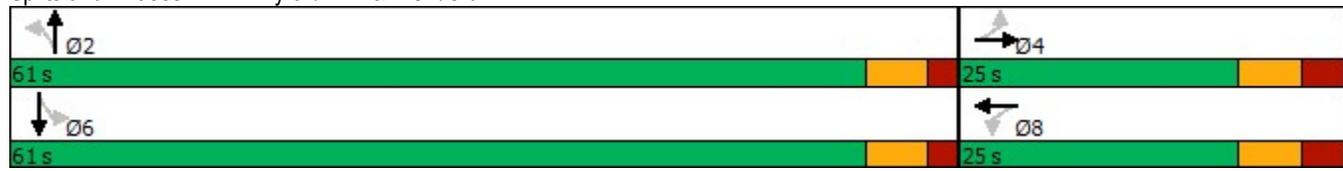


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Bay Length (m)												
Base Capacity (vph)		400			452			2976			2816	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.17			0.12			0.22			0.36	

Intersection Summary

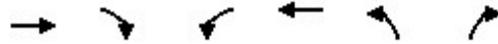
Area Type:	Other
Cycle Length:	86
Actuated Cycle Length:	64.3
Natural Cycle:	70
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.40
Intersection Signal Delay:	5.1
Intersection LOS:	A
Intersection Capacity Utilization	75.5%
ICU Level of Service	D
Analysis Period (min)	15

Splits and Phases: 7: Hwy 62/BBR & MCP/Old BBR





Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø10
Lane Configurations	↑↑	↑	↔	↑↑	↔	↑	
Traffic Volume (vph)	704	330	558	568	210	642	
Future Volume (vph)	704	330	558	568	210	642	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Storage Length (m)		50.0	125.0		70.0	0.0	
Storage Lanes		1	2		1	1	
Taper Length (m)			30.0		7.5		
Lane Util. Factor	0.95	1.00	0.97	0.95	0.97	1.00	
Ped Bike Factor		0.97	0.99			0.99	
Frt		0.850				0.850	
Flt Protected			0.950		0.950		
Satd. Flow (prot)	3471	1538	3335	3438	3367	1583	
Flt Permitted			0.950		0.950		
Satd. Flow (perm)	3471	1498	3307	3438	3367	1562	
Right Turn on Red		Yes				Yes	
Satd. Flow (RTOR)		194				698	
Link Speed (k/h)	60			60	60		
Link Distance (m)	263.1			218.2	380.4		
Travel Time (s)	15.8			13.1	22.8		
Confl. Peds. (#/hr)		11	11			1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Heavy Vehicles (%)	4%	5%	5%	5%	4%	2%	
Adj. Flow (vph)	765	359	607	617	228	698	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	765	359	607	617	228	698	
Turn Type	NA	Perm	Prot	NA	Prot	Perm	
Protected Phases	4		3	8	2		10
Permitted Phases		4				2	
Detector Phase	4	4	3	8	2	2	
Switch Phase							
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	5.0
Minimum Split (s)	41.0	41.0	16.0	16.0	41.0	41.0	32.0
Total Split (s)	41.0	41.0	41.0	82.0	41.0	41.0	32.0
Total Split (%)	26.5%	26.5%	26.5%	52.9%	26.5%	26.5%	21%
Maximum Green (s)	35.0	35.0	35.0	76.0	35.0	35.0	30.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	2.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	0.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	
Lead/Lag	Lag	Lag	Lead				
Lead-Lag Optimize?							
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	Min	Min	Min	Min	None	None	None
Walk Time (s)	10.0	10.0			10.0	10.0	10.0
Flash Dont Walk (s)	25.0	25.0			25.0	25.0	20.0
Pedestrian Calls (#/hr)	11	11			1	1	2
Act Effct Green (s)	31.9	31.9	23.3	61.8	16.0	16.0	
Actuated g/C Ratio	0.34	0.34	0.25	0.65	0.17	0.17	
v/c Ratio	0.65	0.57	0.74	0.28	0.40	0.83	

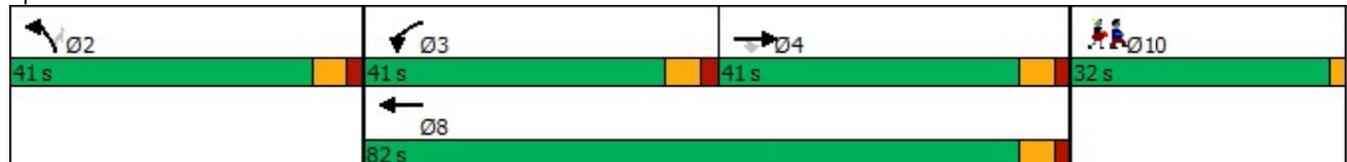


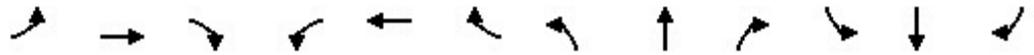
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø10
Control Delay	33.3	18.9	41.8	10.3	39.4	12.8	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	33.3	18.9	41.8	10.3	39.4	12.8	
LOS	C	B	D	B	D	B	
Approach Delay	28.7			25.9	19.3		
Approach LOS	C			C	B		
Queue Length 50th (m)	53.0	19.1	47.3	16.6	17.9	0.0	
Queue Length 95th (m)	#174.5	92.7	120.3	79.6	45.0	43.2	
Internal Link Dist (m)	239.1			194.2	356.4		
Turn Bay Length (m)		50.0	125.0		70.0		
Base Capacity (vph)	1391	716	1337	2904	1350	1044	
Starvation Cap Reductn	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	
Reduced v/c Ratio	0.55	0.50	0.45	0.21	0.17	0.67	

Intersection Summary

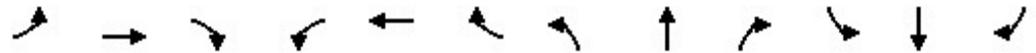
Area Type:	Other
Cycle Length:	155
Actuated Cycle Length:	94.7
Natural Cycle:	140
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.83
Intersection Signal Delay:	25.0
Intersection LOS:	C
Intersection Capacity Utilization:	69.8%
ICU Level of Service:	C
Analysis Period (min):	15
# 95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.	

Splits and Phases: 6: BBR & Dundas St W





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	49	1	8	11	0	122	6	696	10	64	731	105
Future Volume (vph)	49	1	8	11	0	122	6	696	10	64	731	105
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	0.95	0.95	0.95	0.95	0.95	0.95
Fr _t		0.981			0.876			0.998			0.983	
Fl _t Protected		0.960			0.996						0.996	
Satd. Flow (prot)	0	1789	0	0	1658	0	0	3467	0	0	3370	0
Fl _t Permitted		0.725			0.964			0.947			0.836	
Satd. Flow (perm)	0	1351	0	0	1604	0	0	3284	0	0	2829	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		9			133			3			33	
Link Speed (k/h)		50			50			60			60	
Link Distance (m)		129.4			187.9			355.9			380.4	
Travel Time (s)		9.3			13.5			21.4			22.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%	6%	0%
Adj. Flow (vph)	53	1	9	12	0	133	7	757	11	70	795	114
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	63	0	0	145	0	0	775	0	0	979	0
Turn Type	Perm	NA										
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		45.0	45.0		45.0	45.0	
Minimum Split (s)	17.0	17.0		17.0	17.0		51.0	51.0		51.0	51.0	
Total Split (s)	25.0	25.0		25.0	25.0		61.0	61.0		61.0	61.0	
Total Split (%)	29.1%	29.1%		29.1%	29.1%		70.9%	70.9%		70.9%	70.9%	
Maximum Green (s)	18.0	18.0		18.0	18.0		55.0	55.0		55.0	55.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	3.0	3.0		3.0	3.0		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			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Min	Min		Min	Min	
Act Effct Green (s)		10.4			10.4			45.5			45.5	
Actuated g/C Ratio		0.15			0.15			0.66			0.66	
v/c Ratio		0.30			0.41			0.36			0.52	
Control Delay		26.9			10.4			5.8			7.1	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		26.9			10.4			5.8			7.1	
LOS		C			B			A			A	
Approach Delay		26.9			10.4			5.8			7.1	
Approach LOS		C			B			A			A	
Queue Length 50th (m)		6.5			1.4			20.1			28.4	
Queue Length 95th (m)		16.9			15.7			31.4			45.3	

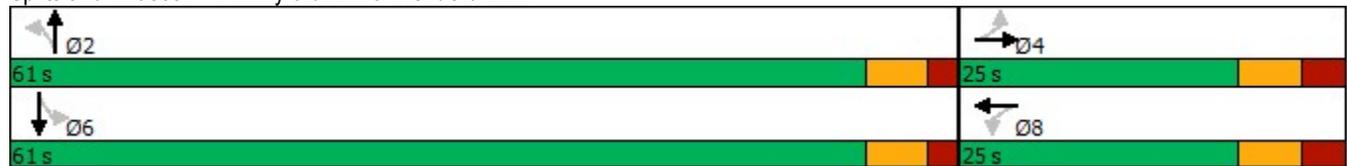


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (m)		105.4			163.9			331.9				356.4
Turn Bay Length (m)												
Base Capacity (vph)		359			517			2621				2264
Starvation Cap Reductn		0			0			0				0
Spillback Cap Reductn		0			0			0				0
Storage Cap Reductn		0			0			0				0
Reduced v/c Ratio		0.18			0.28			0.30				0.43

Intersection Summary

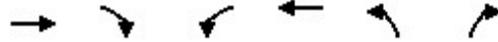
Area Type:	Other
Cycle Length:	86
Actuated Cycle Length:	68.9
Natural Cycle:	70
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.52
Intersection Signal Delay:	7.5
Intersection LOS:	A
Intersection Capacity Utilization	97.9%
ICU Level of Service	F
Analysis Period (min)	15

Splits and Phases: 7: Hwy 62/BBR & MCP/Old BBR





Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø10
Lane Configurations	↑↑	↑	↔	↑↑	↔	↑	
Traffic Volume (vph)	722	370	790	740	313	698	
Future Volume (vph)	722	370	790	740	313	698	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Storage Length (m)		50.0	125.0		70.0	0.0	
Storage Lanes		1	2		1	1	
Taper Length (m)			30.0		7.5		
Lane Util. Factor	0.95	1.00	0.97	0.95	0.97	1.00	
Ped Bike Factor		0.99	1.00			0.99	
Frt		0.850				0.850	
Flt Protected			0.950		0.950		
Satd. Flow (prot)	3505	1568	3433	3471	3335	1583	
Flt Permitted			0.950		0.950		
Satd. Flow (perm)	3505	1547	3430	3471	3335	1560	
Right Turn on Red		Yes				Yes	
Satd. Flow (RTOR)		212				712	
Link Speed (k/h)	60			60	60		
Link Distance (m)	263.1			218.2	380.4		
Travel Time (s)	15.8			13.1	22.8		
Confl. Peds. (#/hr)		1	1			2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Heavy Vehicles (%)	3%	3%	2%	4%	5%	2%	
Adj. Flow (vph)	785	402	859	804	340	759	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	785	402	859	804	340	759	
Turn Type	NA	Perm	Prot	NA	Prot	Perm	
Protected Phases	4		3	8	2		10
Permitted Phases		4				2	
Detector Phase	4	4	3	8	2	2	
Switch Phase							
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	5.0
Minimum Split (s)	41.0	41.0	16.0	16.0	41.0	41.0	32.0
Total Split (s)	41.0	41.0	41.0	82.0	41.0	41.0	32.0
Total Split (%)	26.5%	26.5%	26.5%	52.9%	26.5%	26.5%	21%
Maximum Green (s)	35.0	35.0	35.0	76.0	35.0	35.0	30.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	2.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	0.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	
Lead/Lag	Lag	Lag	Lead				
Lead-Lag Optimize?							
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	Min	Min	None	Min	None	None	None
Walk Time (s)	10.0	10.0			10.0	10.0	10.0
Flash Dont Walk (s)	25.0	25.0			25.0	25.0	20.0
Pedestrian Calls (#/hr)	1	1			2	2	1
Act Effct Green (s)	34.1	34.1	36.0	76.3	20.2	20.2	
Actuated g/C Ratio	0.30	0.30	0.32	0.67	0.18	0.18	
v/c Ratio	0.75	0.66	0.79	0.34	0.57	0.88	

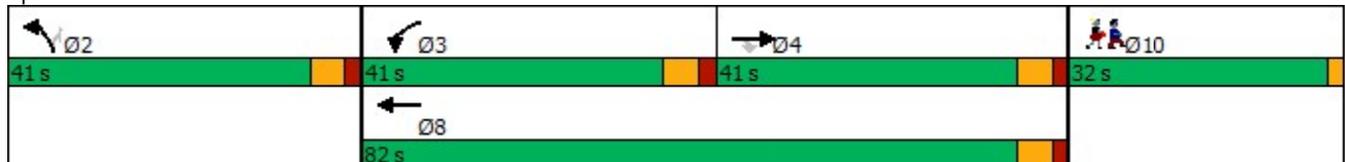


Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø10
Control Delay	42.7	23.7	43.5	11.5	47.5	17.8	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	42.7	23.7	43.5	11.5	47.5	17.8	
LOS	D	C	D	B	D	B	
Approach Delay	36.3			28.0	27.0		
Approach LOS	D			C	C		
Queue Length 50th (m)	76.6	33.1	84.8	29.0	35.5	8.8	
Queue Length 95th (m)	#180.3	106.0	#205.7	107.8	65.6	75.3	
Internal Link Dist (m)	239.1			194.2	356.4		
Turn Bay Length (m)	50.0		125.0	70.0			
Base Capacity (vph)	1111	635	1088	2390	1057	980	
Starvation Cap Reductn	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	
Reduced v/c Ratio	0.71	0.63	0.79	0.34	0.32	0.77	

Intersection Summary

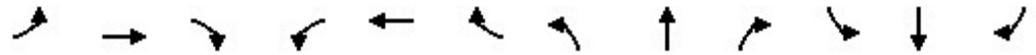
Area Type:	Other
Cycle Length:	155
Actuated Cycle Length:	113.6
Natural Cycle:	150
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.88
Intersection Signal Delay:	30.2
Intersection LOS:	C
Intersection Capacity Utilization:	72.2%
ICU Level of Service:	C
Analysis Period (min):	15
# 95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.	

Splits and Phases: 6: BBR & Dundas St W





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	91	1	21	11	0	86	11	821	21	105	994	94
Future Volume (vph)	91	1	21	11	0	86	11	821	21	105	994	94
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	0.95	0.95	0.95	0.95	0.95	0.95
Fr _t		0.975			0.880			0.996			0.988	
Fl _t Protected		0.961			0.994			0.999			0.996	
Satd. Flow (prot)	0	1766	0	0	1619	0	0	3491	0	0	3482	0
Fl _t Permitted		0.782			0.950			0.933			0.753	
Satd. Flow (perm)	0	1437	0	0	1547	0	0	3261	0	0	2633	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		12			93			6			20	
Link Speed (k/h)		50			50			60			60	
Link Distance (m)		129.4			187.9			355.9			380.4	
Travel Time (s)		9.3			13.5			21.4			22.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	1%	0%	0%	0%	0%	3%	0%	3%	0%	3%	2%	1%
Adj. Flow (vph)	99	1	23	12	0	93	12	892	23	114	1080	102
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	123	0	0	105	0	0	927	0	0	1296	0
Turn Type	Perm	NA										
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		45.0	45.0		45.0	45.0	
Minimum Split (s)	17.0	17.0		17.0	17.0		51.0	51.0		51.0	51.0	
Total Split (s)	25.0	25.0		25.0	25.0		61.0	61.0		61.0	61.0	
Total Split (%)	29.1%	29.1%		29.1%	29.1%		70.9%	70.9%		70.9%	70.9%	
Maximum Green (s)	18.0	18.0		18.0	18.0		55.0	55.0		55.0	55.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	3.0	3.0		3.0	3.0		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			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Min	Min		Min	Min	
Act Effct Green (s)		12.3			12.3			50.3			50.3	
Actuated g/C Ratio		0.18			0.18			0.72			0.72	
v/c Ratio		0.47			0.30			0.40			0.68	
Control Delay		31.7			10.8			6.4			10.6	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		31.7			10.8			6.4			10.6	
LOS		C			B			A			B	
Approach Delay		31.7			10.8			6.4			10.6	
Approach LOS		C			B			A			B	
Queue Length 50th (m)		13.9			1.4			26.7			52.1	
Queue Length 95th (m)		33.1			14.7			49.5			101.0	

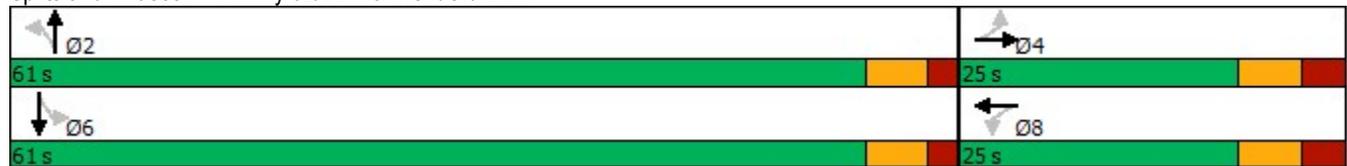


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (m)		105.4			163.9			331.9				356.4
Turn Bay Length (m)												
Base Capacity (vph)		386			475			2612				2112
Starvation Cap Reductn		0			0			0				0
Spillback Cap Reductn		0			0			0				0
Storage Cap Reductn		0			0			0				0
Reduced v/c Ratio		0.32			0.22			0.35				0.61

Intersection Summary

Area Type:	Other
Cycle Length:	86
Actuated Cycle Length:	70
Natural Cycle:	70
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.68
Intersection Signal Delay:	10.1
Intersection LOS:	B
Intersection Capacity Utilization	91.3%
ICU Level of Service	F
Analysis Period (min)	15

Splits and Phases: 7: Hwy 62/BBR & MCP/Old BBR





Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø10
Lane Configurations	↑↑	↑	↔	↑↑	↔	↑	
Traffic Volume (vph)	539	329	643	491	162	570	
Future Volume (vph)	539	329	643	491	162	570	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Storage Length (m)		50.0	125.0		70.0	0.0	
Storage Lanes		1	2		1	1	
Taper Length (m)			30.0		7.5		
Lane Util. Factor	0.95	1.00	0.97	0.95	0.97	1.00	
Ped Bike Factor		0.99	1.00			0.98	
Frt		0.850				0.850	
Flt Protected			0.950		0.950		
Satd. Flow (prot)	3505	1553	3433	3505	3433	1615	
Flt Permitted			0.950		0.950		
Satd. Flow (perm)	3505	1530	3426	3505	3433	1587	
Right Turn on Red		Yes				Yes	
Satd. Flow (RTOR)		253				620	
Link Speed (k/h)	60			60	60		
Link Distance (m)	263.1			218.2	380.4		
Travel Time (s)	15.8			13.1	22.8		
Confl. Peds. (#/hr)		2	2			4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Heavy Vehicles (%)	3%	4%	2%	3%	2%	0%	
Adj. Flow (vph)	586	358	699	534	176	620	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	586	358	699	534	176	620	
Turn Type	NA	Perm	Prot	NA	Prot	Perm	
Protected Phases	4		3	8	2		10
Permitted Phases		4				2	
Detector Phase	4	4	3	8	2	2	
Switch Phase							
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	5.0
Minimum Split (s)	41.0	41.0	16.0	16.0	41.0	41.0	32.0
Total Split (s)	41.0	41.0	41.0	82.0	41.0	41.0	32.0
Total Split (%)	26.5%	26.5%	26.5%	52.9%	26.5%	26.5%	21%
Maximum Green (s)	35.0	35.0	35.0	76.0	35.0	35.0	30.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	2.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	0.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	
Lead/Lag	Lag	Lag	Lead				
Lead-Lag Optimize?							
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	Min	Min	Min	Min	None	None	None
Walk Time (s)	10.0	10.0			10.0	10.0	10.0
Flash Dont Walk (s)	25.0	25.0			25.0	25.0	20.0
Pedestrian Calls (#/hr)	2	2			4	4	6
Act Effct Green (s)	22.6	22.6	25.7	55.0	14.9	14.9	
Actuated g/C Ratio	0.26	0.26	0.30	0.63	0.17	0.17	
v/c Ratio	0.64	0.61	0.69	0.24	0.30	0.79	

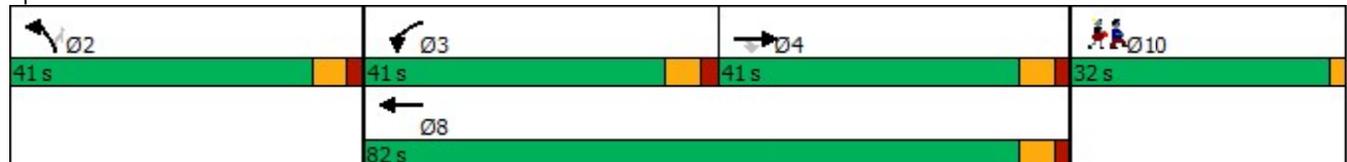


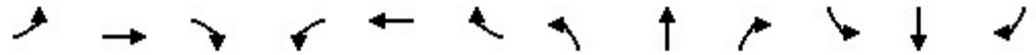
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø10
Control Delay	35.5	16.1	34.5	10.1	36.1	11.7	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	35.5	16.1	34.5	10.1	36.1	11.7	
LOS	D	B	C	B	D	B	
Approach Delay	28.1			23.9	17.1		
Approach LOS	C			C	B		
Queue Length 50th (m)	38.3	11.7	43.6	12.5	11.8	0.0	
Queue Length 95th (m)	116.6	69.0	#148.9	67.5	35.6	38.9	
Internal Link Dist (m)	239.1			194.2	356.4		
Turn Bay Length (m)		50.0	125.0		70.0		
Base Capacity (vph)	1582	829	1550	3095	1550	1056	
Starvation Cap Reductn	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	
Reduced v/c Ratio	0.37	0.43	0.45	0.17	0.11	0.59	

Intersection Summary

Area Type: Other
 Cycle Length: 155
 Actuated Cycle Length: 87
 Natural Cycle: 140
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.79
 Intersection Signal Delay: 23.4
 Intersection LOS: C
 Intersection Capacity Utilization 60.0%
 ICU Level of Service B
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 6: BBR & Dundas St W





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	53	0	9	19	1	97	1	579	18	94	815	80
Future Volume (vph)	53	0	9	19	1	97	1	579	18	94	815	80
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	0.95	0.95	0.95	0.95	0.95	0.95
Fr _t		0.980			0.888			0.995			0.988	
Fl _t Protected		0.959			0.992						0.995	
Satd. Flow (prot)	0	1751	0	0	1641	0	0	3522	0	0	3479	0
Fl _t Permitted		0.776			0.927			0.954			0.811	
Satd. Flow (perm)	0	1417	0	0	1533	0	0	3360	0	0	2836	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		38			105			7			21	
Link Speed (k/h)		50			50			60			60	
Link Distance (m)		129.4			187.9			355.9			380.4	
Travel Time (s)		9.3			13.5			21.4			22.8	
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)	58	0	10	21	1	105	1	629	20	102	886	87
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	68	0	0	127	0	0	650	0	0	1075	0
Turn Type	Perm	NA										
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		45.0	45.0		45.0	45.0	
Minimum Split (s)	17.0	17.0		17.0	17.0		51.0	51.0		51.0	51.0	
Total Split (s)	25.0	25.0		25.0	25.0		61.0	61.0		61.0	61.0	
Total Split (%)	29.1%	29.1%		29.1%	29.1%		70.9%	70.9%		70.9%	70.9%	
Maximum Green (s)	18.0	18.0		18.0	18.0		55.0	55.0		55.0	55.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	3.0	3.0		3.0	3.0		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			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Min	Min		Min	Min	
Act Effct Green (s)		10.1			10.1			49.3			49.3	
Actuated g/C Ratio		0.15			0.15			0.73			0.73	
v/c Ratio		0.28			0.40			0.27			0.52	
Control Delay		17.7			12.6			4.6			6.6	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		17.7			12.6			4.6			6.6	
LOS		B			B			A			A	
Approach Delay		17.7			12.6			4.6			6.6	
Approach LOS		B			B			A			A	
Queue Length 50th (m)		3.6			2.6			15.8			33.5	
Queue Length 95th (m)		13.9			16.4			23.6			50.1	
Internal Link Dist (m)		105.4			163.9			331.9			356.4	

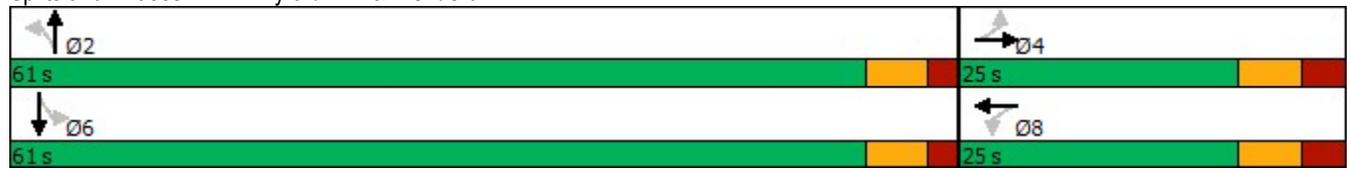


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Bay Length (m)												
Base Capacity (vph)		404			484			2841			2400	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.17			0.26			0.23			0.45	

Intersection Summary

Area Type:	Other
Cycle Length:	86
Actuated Cycle Length:	67.7
Natural Cycle:	70
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.52
Intersection Signal Delay:	6.7
Intersection LOS:	A
Intersection Capacity Utilization	87.1%
ICU Level of Service	E
Analysis Period (min)	15

Splits and Phases: 7: Hwy 62/BBR & MCP/Old BBR



APPENDIX E

City of Belleville – Terms of Reference

Re: Terms of Reference - Porta TIS

From Gliddon, Jarrod <JGliddon@belleville.ca>
Date Mon 4/14/2025 3:03 PM
To Andrew Rosenthal <arosenthal@jewelleng.ca>
Cc Amanda Redden <reddena@jewelleng.ca>

Hi Andrew,

Thanks for following up.

Your below scope of work seems reasonable for the site.

We do not have any recent traffic counts for the nearby intersections so please conduct your own.

I recommend waiting until the summer to conduct the counts as I assume that there is an increase in typical daily traffic to/from the County during the summer.

Thanks,
Jarrod

From: Andrew Rosenthal
Sent: Friday, April 11, 2025 11:56 AM
To: Gliddon, Jarrod
Cc: Amanda Redden
Subject: Terms of Reference - Porta TIS

CAUTION: This email is from an external source. Do **NOT** click links or open attachments unless you recognize the sender and know the content is safe!

Hi Jarrod,

One of our clients is completing a site plan application to construct a residential development at 25 Dundas St W, north of the Ramada in Belleville. The development is estimated to have ~200 to 240 residential units (townhouses) and small commercial building, which will generate an estimated 145 (PM) Peak hour trips. Traffic will route via Old Bay Bridge Rd and Hwy 62 – the existing CPKC Rail crossing will be used as our emergency access only. We're accordingly looking to confirm our proposed scope of work:

- Description of existing road network (geometry, posted speed, etc.)
- Level-of-service analysis at the following intersections:
 - Bay Bridge Road (Hwy 62) at Old Bay Bridge Rd / Medigas Classic Pkwy (Zwick's Park main entrance)
 - Bay Bridge Road (Hwy 62) at Dundas St W
- Weekday AM, PM, and Saturday peak hour analysis
- Development year (2028) and 5-Yr projection
- 2% annual background growth rate (consistent with Belleville's 1.7% population growth rate)
- Turning lane warrants based on TAC (capacity analysis)
- Review of on-site circulation

- Are there any proposed road network upgrades or nearby developments that we should consider? We plan to review Hwy 62 as both a two-lane and four-lane configuration to account for the planned twinning of the Bay Bridge.

Please let us know if you have traffic counts or signal timing sheets available at or near the two study intersections that we can use for reference. If counts are not available, we plan to collect counts shortly – the counts will represent a typical traffic period, i.e. not during Canada Day, Waterfront Festival, etc. at Zwick's.

Thanks,

Andrew Rosenthal, P.Eng.
Traffic/Stormwater Engineer



Jewell Engineering Inc.
1-71 Millennium Pkwy,
Belleville, ON K8N 4Z5
Phone 613-969-1111 x 246

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