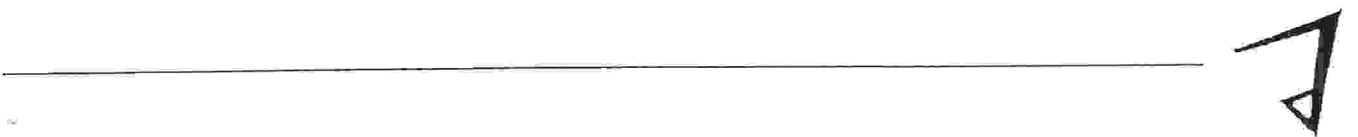


**APPENDIX A**  
**TRAFFIC COUNTS**



# Glendon Dr @ Elmhurst St

## Morning Peak Diagram

### Specified Period

**From:** 7:00:00

**To:** 9:00:00

### One Hour Peak

**From:** 7:30:00

**To:** 8:30:00

**Municipality:** Kilworth  
**Site #:** 0000000001  
**Intersection:** Glendon Dr & Elmhurst St  
**TFR File #:** 1  
**Count date:** 2-Nov-2022

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

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

**Major Road:** Glendon Dr runs W/E

East Leg Total: 1286  
 East Entering: 528  
 East Peds: 0  
 Peds Cross: 8

Heavys	Trucks	Cars	Totals
14	10	509	533



Glendon Dr (CR 14)

Heavys	Trucks	Cars	Totals
18	17	713	748
0	0	3	3
18	17	716	



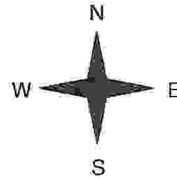
Cars	Trucks	Heavys	Totals
505	10	13	528
0	0	0	0
505	10	13	



Glendon Dr (CR 14)

Cars	Trucks	Heavys	Totals
723	17	18	758

Elmhurst St



Peds Cross: 8  
 West Peds: 0  
 West Entering: 751  
 West Leg Total: 1284

Cars	Trucks	Heavys	Totals
3	0	0	3



Cars	Trucks	Heavys	Totals
4	0	1	5
10	0	0	10
14	0	1	

Peds Cross: 8  
 South Peds: 1  
 South Entering: 15  
 South Leg Total: 18

## Comments

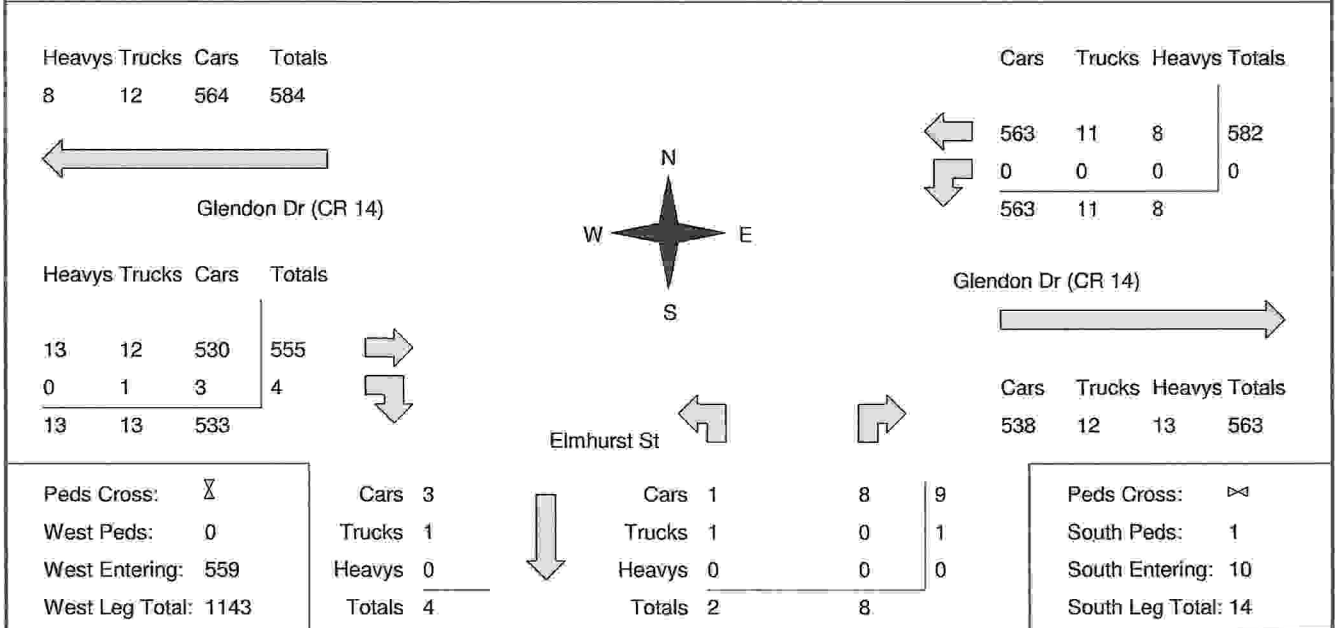
# Glendon Dr @ Elmhurst St

<b>Mid-day Peak Diagram</b>	<b>Specified Period</b>	<b>One Hour Peak</b>
	<b>From:</b> 11:00:00	<b>From:</b> 12:00:00
	<b>To:</b> 14:00:00	<b>To:</b> 13:00:00

<b>Municipality:</b> Kilworth <b>Site #:</b> 0000000001 <b>Intersection:</b> Glendon Dr & Elmhurst St <b>TFR File #:</b> 1 <b>Count date:</b> 2-Nov-2022	<b>Weather conditions:</b> Clear/Dry <b>Person(s) who counted:</b> Cam
--	---

<b>** Non-Signalized Intersection **</b>	<b>Major Road:</b> Glendon Dr runs W/E
--	--

	East Leg Total: 1145 East Entering: 582 East Peds: 0 Peds Cross: 8
--	---



## Comments

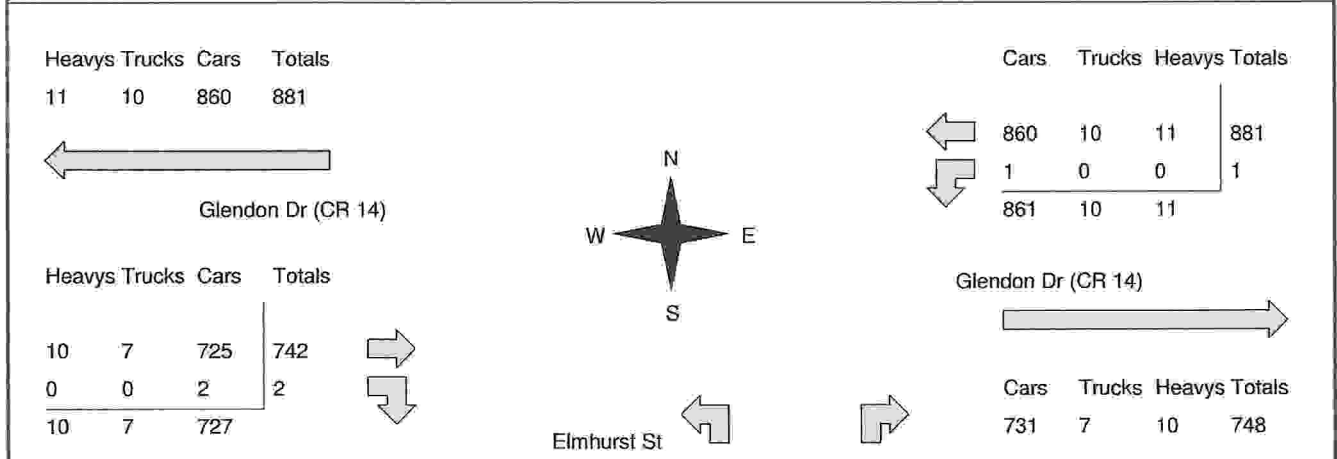
# Glendon Dr @ Elmhurst St

<b>Afternoon Peak Diagram</b>	<b>Specified Period</b>	<b>One Hour Peak</b>
	<b>From:</b> 15:00:00	<b>From:</b> 16:30:00
	<b>To:</b> 18:00:00	<b>To:</b> 17:30:00

<b>Municipality:</b> Kilworth <b>Site #:</b> 0000000001 <b>Intersection:</b> Glendon Dr & Elmhurst St <b>TFR File #:</b> 1 <b>Count date:</b> 2-Nov-2022	<b>Weather conditions:</b> Clear/Dry <b>Person(s) who counted:</b> Cam
--	---

**\*\* Non-Signalized Intersection \*\***      **Major Road:** Glendon Dr runs W/E

	East Leg Total: 1630 East Entering: 882 East Peds: 0 Peds Cross: 8
--	---



Peds Cross: 8 West Peds: 0 West Entering: 744 West Leg Total: 1625	<table style="width: 100%;"> <tr><td>Cars</td><td>3</td></tr> <tr><td>Trucks</td><td>0</td></tr> <tr><td>Heavys</td><td>0</td></tr> <tr><td><b>Totals</b></td><td><b>3</b></td></tr> </table>	Cars	3	Trucks	0	Heavys	0	<b>Totals</b>	<b>3</b>	<table style="width: 100%;"> <tr><td>Cars</td><td>0</td><td>6</td><td>6</td></tr> <tr><td>Trucks</td><td>0</td><td>0</td><td>0</td></tr> <tr><td>Heavys</td><td>0</td><td>0</td><td>0</td></tr> <tr><td><b>Totals</b></td><td><b>0</b></td><td><b>6</b></td><td><b>6</b></td></tr> </table>	Cars	0	6	6	Trucks	0	0	0	Heavys	0	0	0	<b>Totals</b>	<b>0</b>	<b>6</b>	<b>6</b>	Peds Cross: 1 South Peds: 1 South Entering: 6 South Leg Total: 9
Cars	3																										
Trucks	0																										
Heavys	0																										
<b>Totals</b>	<b>3</b>																										
Cars	0	6	6																								
Trucks	0	0	0																								
Heavys	0	0	0																								
<b>Totals</b>	<b>0</b>	<b>6</b>	<b>6</b>																								

**Comments**

# Glendon Dr @ Elmhurst St

## Total Count Diagram

**Municipality:** Kilworth  
**Site #:** 0000000001  
**Intersection:** Glendon Dr & Elmhurst St  
**TFR File #:** 1  
**Count date:** 2-Nov-2022

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

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

**Major Road:** Glendon Dr runs W/E

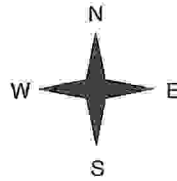
East Leg Total: 9975  
 East Entering: 4901  
 East Peds: 0  
 Peds Cross: 8

Heavys	Trucks	Cars	Totals
97	68	4759	4924



Glendon Dr (CR 14)

Heavys	Trucks	Cars	Totals
100	77	4833	5010
0	1	27	28
100	78	4860	



Elmhurst St



Cars	Trucks	Heavys	Totals
4737	67	95	4899
2	0	0	2
4739	67	95	



Glendon Dr (CR 14)



Cars	Trucks	Heavys	Totals
4897	77	100	5074

Peds Cross: 8  
 West Peds: 1  
 West Entering: 5038  
 West Leg Total: 9962

Cars	29
Trucks	1
Heavys	0
Totals	30

Cars	22	64	86
Trucks	1	0	1
Heavys	2	0	2
Totals	25	64	

Peds Cross: 3  
 South Peds: 3  
 South Entering: 89  
 South Leg Total: 119

### Comments

## Glendon Dr @ Elmhurst St

Municipality: Kilworth  
 Major Road: Glendon Dr  
 Minor Road: Elmhurst St

Date: Nov 2, 2022

Major Road Runs: East/West  
 Weather Conditions: Clear/Dry  
 Person No. 1 Cam  
 Person No. 2

Period Ending	North Approach							East Approach							South Approach							West Approach							Veh. Summary	
	Cars			Trucks			Ped. Cross.	Cars			Trucks			Ped. Cross.	Cars			Trucks			Ped. Cross.	15	60							
	Left	Thru	Right	Left	Thru	Right		Left	Thru	Right	Left	Thru	Right		Left	Thru	Right	Left	Thru	Right										
7:15	0	0	0	0	0	0	0	0	73	0	0	4	0	0	2	0	3	0	0	0	0	0	138	0	0	4	0	0	224	
7:30	0	0	0	0	0	0	0	0	108	0	0	6	0	0	3	0	2	0	0	0	0	0	169	2	0	5	0	0	295	
7:45	0	0	0	0	0	0	0	0	129	0	0	2	0	0	0	0	4	1	0	0	0	0	192	0	0	12	0	0	340	
8:00	0	0	0	0	0	0	0	0	138	0	0	3	0	0	1	0	4	0	0	0	0	0	193	0	0	6	0	0	345	1204
8:15	0	0	0	0	0	0	0	0	111	0	0	9	0	0	2	0	0	0	0	0	0	0	153	1	0	10	0	0	286	1266
8:30	0	0	0	0	0	0	0	0	127	0	0	9	0	0	1	0	2	0	0	0	1	0	175	2	0	7	0	0	323	1294
8:45	0	0	0	0	0	0	0	0	100	0	0	4	0	0	3	0	3	0	0	0	0	0	166	1	0	5	0	0	282	1236
9:00	0	0	0	0	0	0	0	0	104	0	0	9	0	0	0	0	4	0	0	0	0	0	148	3	0	8	0	0	274	1165
11:15	0	0	0	0	0	0	0	0	98	0	0	7	0	0	0	0	0	0	0	0	0	0	127	0	0	5	0	0	237	
11:30	0	0	0	0	0	0	0	0	123	0	0	2	0	0	0	0	1	0	0	0	0	0	132	0	0	9	0	0	267	
11:45	0	0	0	0	0	0	0	0	103	0	0	3	0	0	1	0	4	0	0	0	0	0	143	1	0	5	0	0	260	
12:00	0	0	0	0	0	0	0	0	132	0	0	4	0	0	0	0	1	0	0	0	0	0	105	0	0	4	0	0	246	1010
12:15	0	0	0	0	0	0	0	0	128	0	0	7	0	0	0	0	3	0	0	0	0	0	147	0	0	3	1	0	289	1062
12:30	0	0	0	0	0	0	0	0	141	0	0	1	0	0	0	0	2	1	0	0	0	0	137	1	0	9	0	0	292	1087
12:45	0	0	0	0	0	0	0	0	144	0	0	6	0	0	1	0	3	0	0	0	0	0	131	1	0	5	0	0	291	1118
13:00	0	0	0	0	0	0	0	0	150	0	0	6	0	0	0	0	0	0	0	1	0	0	115	1	0	8	0	0	279	1151
13:15	0	0	0	0	0	0	0	0	130	0	0	0	0	0	0	0	1	0	0	0	0	0	120	1	0	2	0	0	254	1116
13:30	0	0	0	0	0	0	0	0	124	0	0	5	0	0	0	0	4	0	0	0	0	0	117	0	0	6	0	0	256	1080
13:45	0	0	0	0	0	0	0	1	145	0	0	5	0	0	1	0	4	0	0	0	0	0	104	0	0	2	0	0	262	1051
14:00	0	0	0	0	0	0	0	0	119	0	0	12	0	0	1	0	2	0	0	0	0	0	119	0	0	7	0	0	260	1032
15:15	0	0	0	0	0	0	0	0	165	0	0	3	0	0	0	0	1	0	0	0	0	0	143	1	0	10	0	0	323	
15:30	0	0	0	0	0	0	0	0	164	0	0	5	0	0	1	0	1	0	0	0	0	0	152	1	0	3	0	0	327	
15:45	0	0	0	0	0	0	0	0	173	0	0	5	0	0	3	0	0	0	0	0	0	0	150	4	0	6	0	0	341	
16:00	0	0	0	0	0	0	0	0	186	0	0	11	0	0	0	0	1	0	0	0	0	0	194	2	0	6	0	1	400	1391
16:15	0	0	0	0	0	0	0	0	203	0	0	6	0	0	1	0	2	0	0	0	0	0	170	2	0	5	0	0	389	1457
16:30	0	0	0	0	0	0	0	0	216	0	0	6	0	0	1	0	1	1	0	0	0	0	182	1	0	3	0	0	411	1541
16:45	0	0	0	0	0	0	0	0	210	0	0	6	0	0	0	0	1	0	0	0	1	0	175	0	0	7	0	0	399	1599
17:00	0	0	0	0	0	0	0	0	210	0	0	6	0	0	0	0	1	0	0	0	1	0	179	1	0	4	0	0	401	1600
17:15	0	0	0	0	0	0	0	1	222	0	0	5	0	0	0	0	3	0	0	0	0	0	185	1	0	3	0	0	420	1631
17:30	0	0	0	0	0	0	0	0	218	0	0	4	0	0	0	0	1	0	0	0	0	0	186	0	0	3	0	0	412	1632
17:45	0	0	0	0	0	0	0	0	183	0	0	0	0	0	0	0	3	0	0	0	0	0	143	0	0	0	0	0	329	1562
18:00	0	0	0	0	0	0	0	0	160	0	0	2	0	0	0	0	2	0	0	0	0	0	145	0	0	5	0	0	314	1475



**APPENDIX B**  
**TRAFFIC COUNTS AND PROJECTIONS**  
**GLENDON DRIVE EA STUDY**

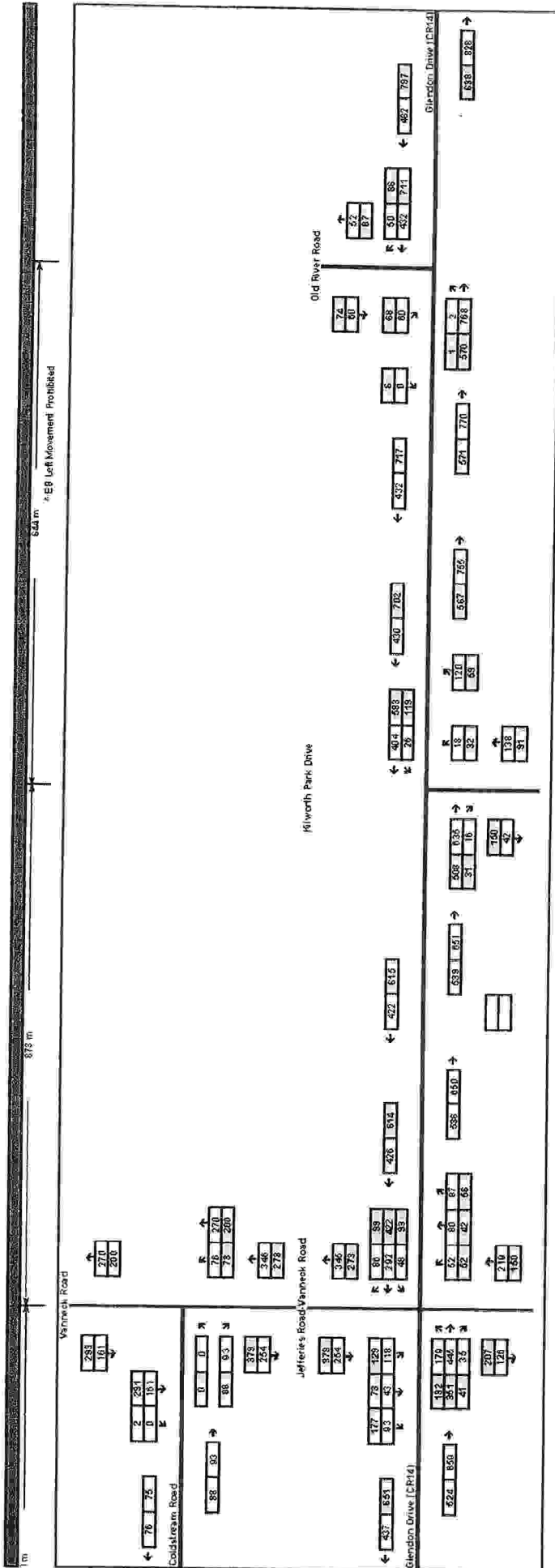


Figure 2  
2015 Existing Peak Hour Traffic Volumes  
3/3



AM Peak Hour 122  
PM Peak Hour 123  
N.T.S.





**APPENDIX C**  
**LEVEL OF SERVICE ANALYSIS**



**Intersection**

Int Delay, s/veh 0.8

**Movement** EBT EBR WBL WBT NBL NBR

Lane Configurations	↔			↕	↕	
Traffic Vol, veh/h	965	7	3	560	13	25
Future Vol, veh/h	965	7	3	560	13	25
Conflicting Peds. #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	4	0	0	4	0	0
Mvmt Flow	1049	8	3	609	14	27

**Major/Minor** Major1 Major2 Minor1

Conflicting Flow All	0	0	1057	0	1668	1053
Stage 1	-	-	-	-	1053	-
Stage 2	-	-	-	-	615	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	667	-	107	277
Stage 1	-	-	-	-	339	-
Stage 2	-	-	-	-	543	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	667	-	106	277
Mov Cap-2 Maneuver	-	-	-	-	106	-
Stage 1	-	-	-	-	339	-
Stage 2	-	-	-	-	539	-

**Approach** EB WB NB

HCM Control Delay, s	0	0.1	31.2
HCM LOS			D

**Minor Lane/Major Mvmt** NBLn1 EBT EBR WBL WBT

Capacity (veh/h)	178	-	-	667	-
HCM Lane V/C Ratio	0.232	-	-	0.005	-
HCM Control Delay (s)	31.2	-	-	10.4	0
HCM Lane LOS	D	-	-	B	A
HCM 95th %tile Q(veh)	0.9	-	-	0	-

**Intersection**

Int Delay, s/veh 0.4

**Movement** EBT EBR WBL WBT NBL NBR

Lane Configurations	↖			↗	↘	
Traffic Vol, veh/h	787	13	13	934	7	12
Future Vol, veh/h	787	13	13	934	7	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	0	0	2	0	0
Mvmt Flow	855	14	14	1015	8	13

**Major/Minor** Major1 Major2 Minor1

Conflicting Flow All	0	0	869	0	1905	862
Stage 1	-	-	-	-	862	-
Stage 2	-	-	-	-	1043	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	784	-	76	358
Stage 1	-	-	-	-	417	-
Stage 2	-	-	-	-	342	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	784	-	73	358
Mov Cap-2 Maneuver	-	-	-	-	73	-
Stage 1	-	-	-	-	417	-
Stage 2	-	-	-	-	328	-

**Approach** EB WB NB

HCM Control Delay, s	0	0.1	33.5
HCM LOS			D

**Minor Lane/Major Mvmt** NBLn1 EBT EBR WBL WBT

Capacity (veh/h)	147	-	-	784	-
HCM Lane V/C Ratio	0.14	-	-	0.018	-
HCM Control Delay (s)	33.5	-	-	9.7	0
HCM Lane LOS	D	-	-	A	A
HCM 95th %ile Q(veh)	0.5	-	-	0.1	-

Intersection						
Int Delay, s/veh	0.8					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔		↔	↔	↔	↔
Traffic Vol, veh/h	965	7	3	560	13	25
Future Vol, veh/h	965	7	3	560	13	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	15	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	4	0	0	4	0	0
Mvmt Flow	1049	8	3	609	14	27

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	1057	0	1668 1053
Stage 1	-	-	-	-	1053 -
Stage 2	-	-	-	-	615 -
Critical Hdwy	-	-	4.1	-	6.4 6.2
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	-	-	2.2	-	3.5 3.3
Pot Cap-1 Maneuver	-	-	667	-	107 277
Stage 1	-	-	-	-	339 -
Stage 2	-	-	-	-	543 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	667	-	107 277
Mov Cap-2 Maneuver	-	-	-	-	107 -
Stage 1	-	-	-	-	339 -
Stage 2	-	-	-	-	541 -

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	31
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	179	-	-	667	-
HCM Lane V/C Ratio	0.231	-	-	0.005	-
HCM Control Delay (s)	31	-	-	10.4	-
HCM Lane LOS	D	-	-	B	-
HCM 95th %tile Q(veh)	0.9	-	-	0	-

**Intersection**

Int Delay, s/veh 0.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↖		↖	↖	↖	
Traffic Vol, veh/h	787	13	13	934	7	12
Future Vol, veh/h	787	13	13	934	7	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	15	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	0	0	2	0	0
Mvmt Flow	855	14	14	1015	8	13

Major/Minor	Major1	Major2	Minor1	Minor2		
Conflicting Flow All	0	0	869	0	1905	862
Stage 1	-	-	-	-	862	-
Stage 2	-	-	-	-	1043	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	784	-	76	358
Stage 1	-	-	-	-	417	-
Stage 2	-	-	-	-	342	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	784	-	75	358
Mov Cap-2 Maneuver	-	-	-	-	75	-
Stage 1	-	-	-	-	417	-
Stage 2	-	-	-	-	336	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	32.8
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	150	-	-	784	-
HCM Lane V/C Ratio	0.138	-	-	0.018	-
HCM Control Delay (s)	32.8	-	-	9.7	-
HCM Lane LOS	D	-	-	A	-
HCM 95th %tile Q(veh)	0.5	-	-	0.1	-

Glendon Drive at Elmhurst Street  
Kilworth, Ontario

Total Traffic 2035 AM Peak  
2 Through Lanes + WB Left Turn Lane Configuration

**Intersection**

Int Delay, s/veh 0.8

**Movement** EBT EBR WBL WBT NBL NBR

Lane Configurations	↑↑		↑	↑↑	↑	
Traffic Vol, veh/h	1419	7	3	820	13	25
Future Vol, veh/h	1419	7	3	820	13	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	15	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	4	0	0	4	0	0
Mvmt Flow	1542	8	3	891	14	27

**Major/Minor** Major1 Major2 Minor1

Conflicting Flow All	0	0	1550	0	1998	775
Stage 1	-	-	-	-	1546	-
Stage 2	-	-	-	-	452	-
Critical Hdwy	-	-	4.1	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	433	-	54	345
Stage 1	-	-	-	-	165	-
Stage 2	-	-	-	-	614	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	433	-	54	345
Mov Cap-2 Maneuver	-	-	-	-	54	-
Stage 1	-	-	-	-	165	-
Stage 2	-	-	-	-	610	-

**Approach** EB WB NB

HCM Control Delay, s	0	0	49.4
HCM LOS			E

**Minor Lane/Major Mvmt** NBLn1 EBT EBR WBL WBT

Capacity (veh/h)	121	-	-	433	-
HCM Lane V/C Ratio	0.341	-	-	0.008	-
HCM Control Delay (s)	49.4	-	-	13.4	-
HCM Lane LOS	E	-	-	B	-
HCM 95th %tile Q(veh)	1.4	-	-	0	-



Glendon Drive at Elmhurst Street  
Kilworth, Ontario

Total Traffic 2035 PM Peak  
2 Through Lanes + WB Left Turn Lane Configuration

**Intersection**

Int Delay, s/veh	0.5					
<b>Movement</b>	<b>EBT</b>	<b>EBR</b>	<b>WBL</b>	<b>WBT</b>	<b>NBL</b>	<b>NBR</b>
Lane Configurations	↑↑		↑	↑↑	↑	
Traffic Vol, veh/h	1230	13	13	1543	7	12
Future Vol, veh/h	1230	13	13	1543	7	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	15	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	0	0	2	0	0
Mvmt Flow	1337	14	14	1677	8	13

**Major/Minor**

	<b>Major1</b>	<b>Major2</b>	<b>Minor1</b>		
Conflicting Flow All	0	0	1351	0	2211
Stage 1	-	-	-	-	1344
Stage 2	-	-	-	-	867
Critical Hdwy	-	-	4.1	-	6.8
Critical Hdwy Stg 1	-	-	-	-	5.8
Critical Hdwy Stg 2	-	-	-	-	5.8
Follow-up Hdwy	-	-	2.2	-	3.5
Pot Cap-1 Maneuver	-	-	516	-	38
Stage 1	-	-	-	-	211
Stage 2	-	-	-	-	377
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	516	-	37
Mov Cap-2 Maneuver	-	-	-	-	37
Stage 1	-	-	-	-	211
Stage 2	-	-	-	-	367

**Approach**

	<b>EB</b>	<b>WB</b>	<b>NB</b>
HCM Control Delay, s	0	0.1	58.8
HCM LOS			F

**Minor Lane/Major Mvmt**

	<b>NBLn1</b>	<b>EBT</b>	<b>EBR</b>	<b>WBL</b>	<b>WBT</b>
Capacity (veh/h)	87	-	-	516	-
HCM Lane V/C Ratio	0.237	-	-	0.027	-
HCM Control Delay (s)	58.8	-	-	12.2	-
HCM Lane LOS	F	-	-	B	-
HCM 95th %tile Q(veh)	0.8	-	-	0.1	-