



Safe Roads
ENGINEERING

CENTRE ROAD CORRIDOR STUDY

FINAL REPORT

J23R132

CENTRE ROAD, UXBRIDGE

Township of Uxbridge, Ontario

Prepared For:

Township of Uxbridge

Revised

July 5, 2024

Unit B – 124 Wellington Street East
Aurora, ON
L4G 1J1

TABLE OF CONTENTS

1.	Introduction	1
2.	Existing Conditions	2
2.1	Roadway	2
2.2	Active Transportation	4
2.2.1	Pedestrian Facilities	4
2.2.2	Cycling Facilities	5
2.3	Transit	6
3.	Analysis	6
3.1	Vehicular Analysis	6
3.2	Sightline Analysis.....	8
3.3	Pedestrian Analysis	8
3.3.1	Pedestrian Volumes	8
3.3.2	Crossing Locations.....	11
3.3.3	Pedestrian Treatment	12
3.3.4	Illumination	13
3.3.5	Community Safety Zone.....	14
4.	Speed Data	14
5.	Conclusions & Recommendations	16

LIST OF TABLES

Table 1 Existing Level of Service Analysis Summary	8
Table 2 8-Hour Pedestrian Crossings of Centre Road	10
Table 3 Centre Road Crossing Locations	11

LIST OF FIGURES

Figure 1: Subject Area Corridor.....	1
Figure 2: Lane Configurations and Intersection Controls	3
Figure 3 Pedestrian Crossing at Symes Street / Young Street	4
Figure 4: Active Transportation Facilities.....	5
Figure 5: DRT Transit for Uxbridge.....	6
Figure 6: Existing Traffic Volumes	7
Figure 7: Existing Pedestrian Volumes.....	9
Figure 8 Recommended Crossing Locations	12
Figure 9 Pedestrian Crossover Level 2 Type C (Left) and D (right) – Intersection (2-way)	13
Figure 10 Daily Weekend Vehicle Speeds on Centre Road	14
Figure 11 Daily Weekday Vehicle Speeds on Centre Road	15

LIST OF APPENDICES

Appendix A – Traffic Data
Appendix B – Level of Service Calculations
Appendix C – Centre Road Plan & Profile
Appendix D – Pedestrian Crossover Selection Matrix

1. INTRODUCTION

Safe Roads Engineering (SRE) was retained by the Township of Uxbridge (the “Township”) to complete a Corridor analysis study for a 750m segment of Centre Road between Brock Street West and Bolton/North Street in the Township of Uxbridge. The purpose of this road safety review is to identify potential safety issues along the segment and recommend remediation measures for the Township to implement.

Through the Corridor Analysis study, Safe Roads will focus on the following items:

- ◆ A review of background traffic data (volume and speed);
- ◆ Review the pedestrian crossing locations in conjunction with the *Ontario Traffic Manual (OTM) Book 15 Pedestrian Crossing Treatments*;
- ◆ Conduct a preliminary sight line review confirming that there is adequate sight distance along the corridor; and
- ◆ An assessment of the background information and field collected data to identify potential safety issues.

Figure 1 below shows the location of the study corridor.

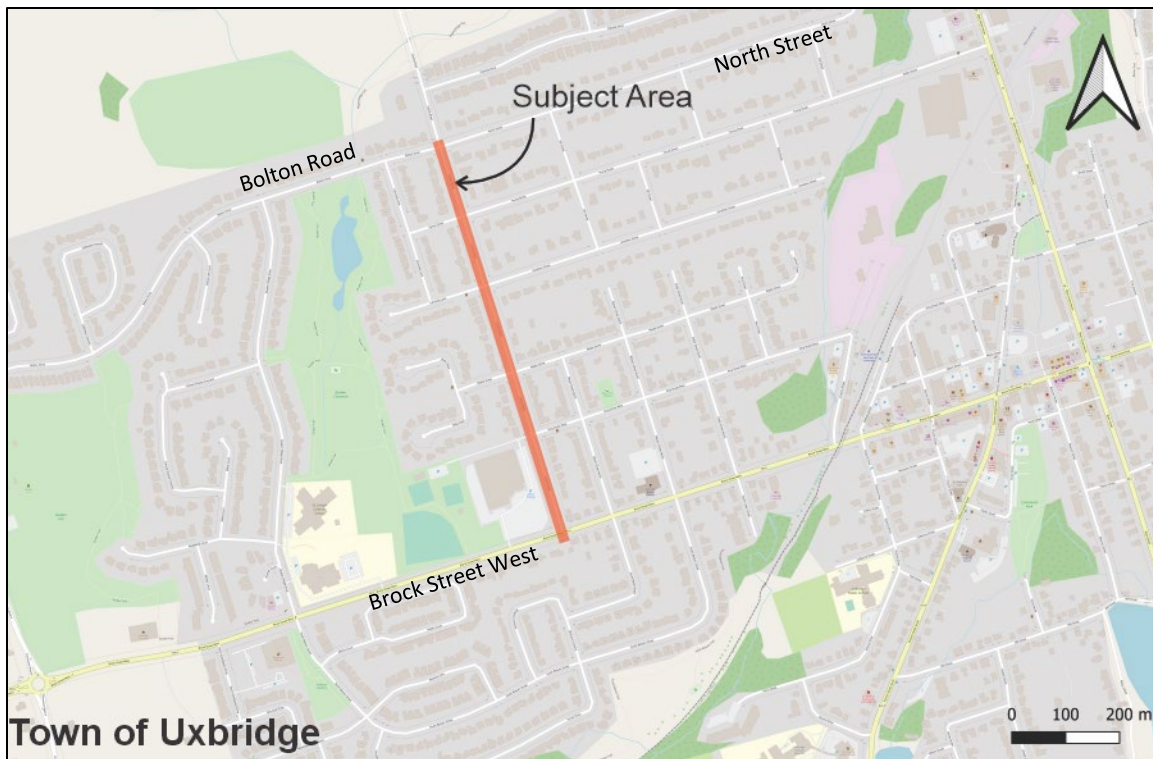


Figure 1: Subject Area Corridor

2. EXISTING CONDITIONS

2.1 ROADWAY

The study area roadway is described as follows:

Centre Road (collector) is a municipal north/south road under the jurisdiction of the Township of Uxbridge. It has an urban two-lane cross section with a posted 40 km/h speed limit. The lane widths are approximately 3m within the study area and a 1m urban shoulders to accommodate cyclists. Centre Road also has barrier curb and a 2 m grass boulevard between the curb and sidewalk north of King Street and no grass boulevard south of King Street.

The roadways within the corridor are:

Bolton Drive/North Street is a municipal east/west collector road under the jurisdiction of the Township of Uxbridge. It has an undivided two-way two-lane cross section. There is a posted speed limit of 40km/h.

Symes Street/Young Street is a municipal east/west local road under the jurisdiction of the Township of Uxbridge. It has an undivided two-way two-lane cross section. There is a posted speed limit of 40 km/h.

Carmody Lane/Jonathan Street is a municipal east/west local road under the jurisdiction of the Township of Uxbridge. It has an undivided two-way two-lane cross section. There is a posted 40 km/h speed limit on this roadway.

Maple Street / Centre Road is a municipal east/west local road under the jurisdiction of the Township of Uxbridge. It has an undivided two-way two-lane cross section. There is a posted speed limit of 40 km/h.

King Street West / Centre Road is a municipal east/west local road under the jurisdiction of the Township of Uxbridge. It has an undivided two-way two-lane cross section. There is a posted speed limit of 40 km/h.

Brock Street West is an arterial road under the jurisdiction of Durham Region. It has an undivided two-way two-lane cross section. There is a posted 50 km/h speed limit on this roadway.

Figure 2 below indicates the existing lane configurations, intersection controls and pedestrian crossings on the roadways within the study area.

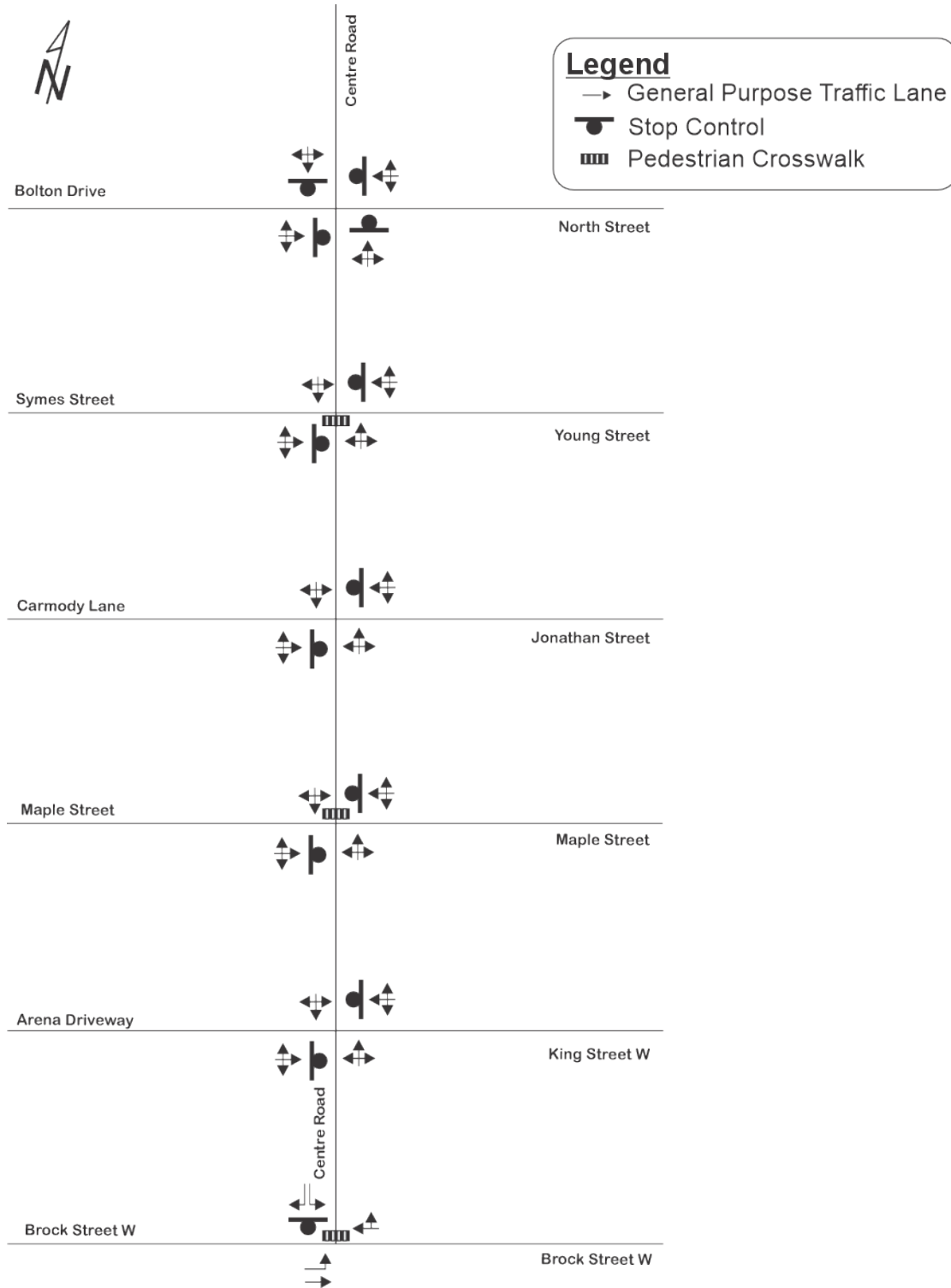


Figure 2: Lane Configurations and Intersection Controls

2.2 ACTIVE TRANSPORTATION

The Township of Uxbridge *Active Transportation Plan*, which was completed in June 2021, is the guiding document for the Town and builds upon the existing active transportation within the Township developing and expanding the active transportation network.

2.2.1 PEDESTRIAN FACILITIES

Centre Road has a sidewalk on the west side of the street. The streets on the west side of Centre Road have a sidewalk on at least one side including Bolton Drive, Symes Street, Carmody Lane and Maple Street. Furthermore, these streets provide pedestrian connectivity to Quaker Village Park.

There are modified Level 2 Type D pedestrian crossings on Centre Road located on the:

- ◆ South side of Symes Street/Young Street;
- ◆ North side of Maple Street; and
- ◆ North side of Brock Street West.

An example of the typical crossing treatment is shown in **Figure 3**.



Figure 3 Pedestrian Crossing at Symes Street / Young Street

2.2.2 CYCLING FACILITIES

Centre Road is identified in the *Active Transportation Plan* as having:

- ◆ Signed bike route from Brock Street West to approximately the Arena access; and,
- ◆ Urban shoulder from approximately the Arena access to north of Bolton Drive / North Street.

Figure 4 displays the existing active transportation facilities along the study area corridor and any facilities that provide connectivity to sites in the area including St. Joseph Catholic School, Quaker Village Public School, Uxbridge Arena and Recreational Centre and Quaker Common Park.



Figure 4: Active Transportation Facilities

2.3 TRANSIT

Centre Road, and Uxbridge, is primarily served by an on-demand transit service by Durham Region Transit (DRT) available at all times with additional service during peak times connecting to local GO Transit rail stations. The areas served by the on-demand service are illustrated in **Figure 5**.

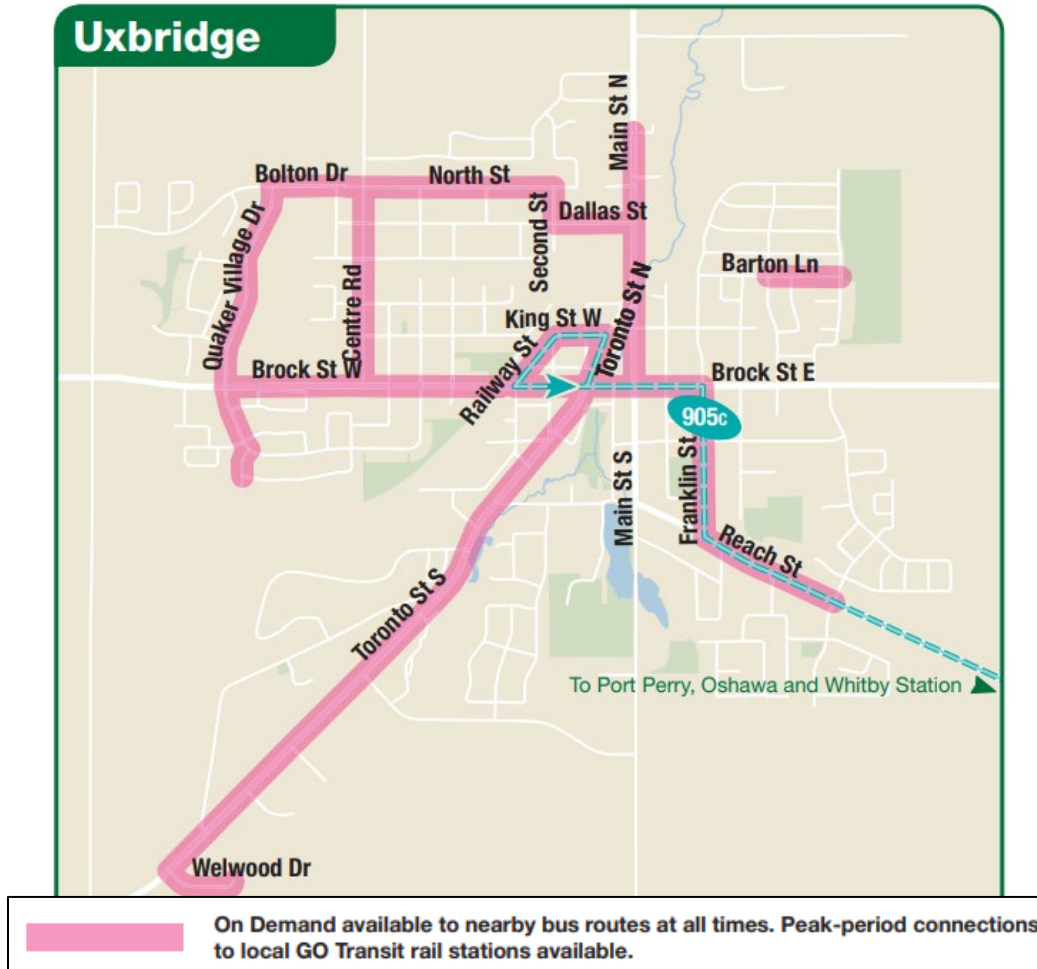


Figure 5: DRT Transit for Uxbridge

3. ANALYSIS

3.1 VEHICULAR ANALYSIS

The traffic volumes along the Centre Road corridor were counted by Accu-Traffic Inc. on September 12, 2023. The traffic volumes are provided in **Appendix A** and illustrated in **Figure 6**.

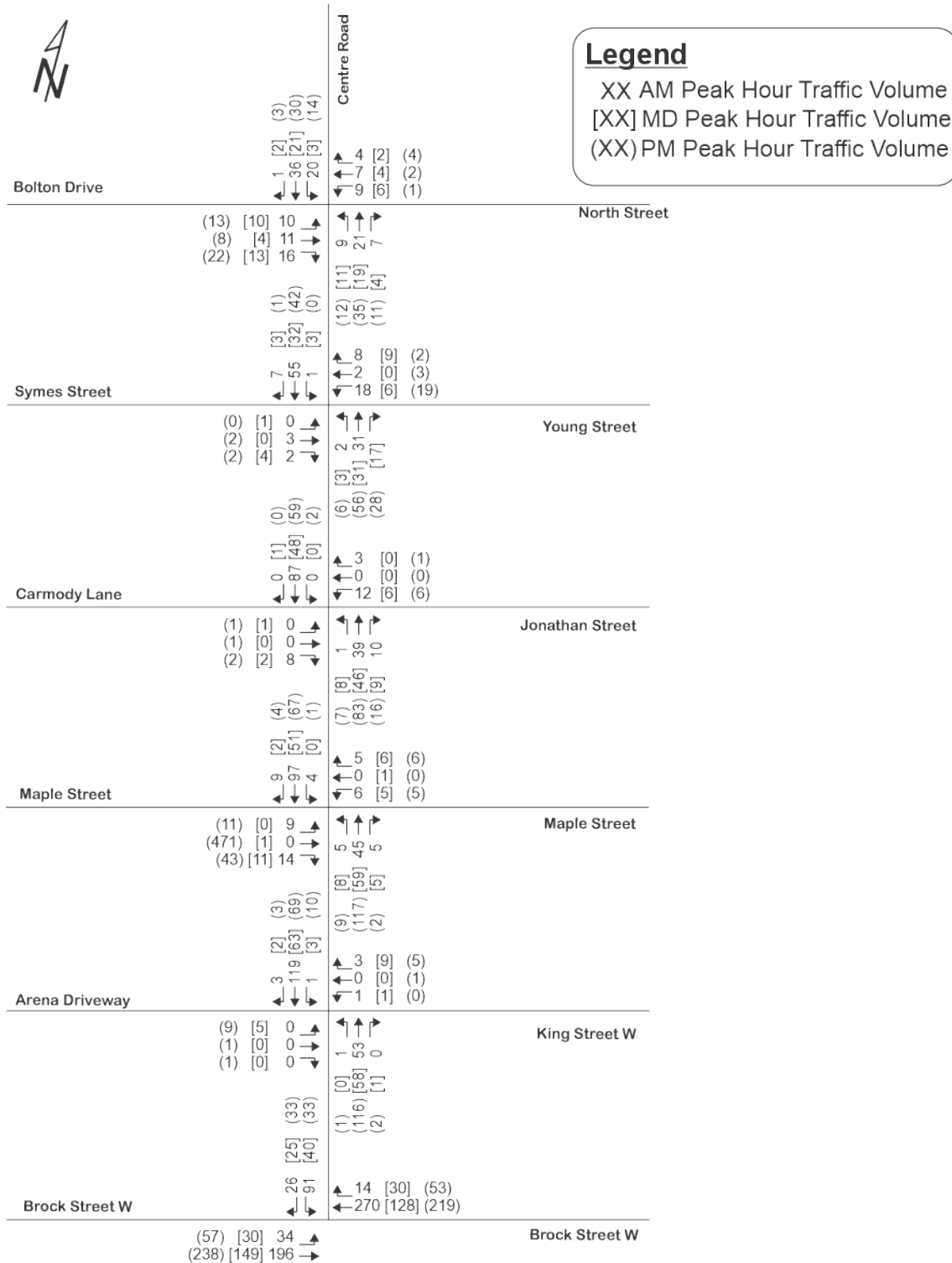


Figure 6: Existing Traffic Volumes

These traffic volumes were assessed by Synchro 11 software using the *Highway Capacity Manual, Sixth Edition* published by the Transportation Research Board. The results of the analysis are summarized in **Table 1** and the detailed calculations are provided in **Appendix B**.

Table 1 Existing Level of Service Analysis Summary

Intersection	Movement	AM Peak		Midday Peak		PM Peak	
		LOS	v/c	LOS	v/c	LOS	v/c
Centre Road / Bolton Drive	NB left-through-right	A	0.067	A	0.05	A	0.087
	EB left-through-right	A	0.063	A	0.038	A	0.063
	WB left-through-right	A	0.037	A	0.018	A	0.01
	SB left-through-right	A	0.101	A	0.049	A	0.073
Centre Road / Symes Street/Young Street	NB left-through-right	A	0.002	A	0.003	A	0.004
	EB left-through-right	A	0.009	A	0.008	A	0.005
	WB left-through-right	A	0.05	A	0.023	A	0.03
	SB left-through-right	A	0.001	A	0.003	A	--
Centre Road / Carmody Lane/Jonathan Street	NB left-through-right	A	0.001	A	0.007	A	0.005
	EB left-through-right	A	0.013	A	0.005	A	0.005
	WB left-through-right	A	0.03	A	0.011	A	0.01
	SB left-through-right	A	--	A	--	A	0.002
Centre Road / Maple Street	NB left-through-right	A	0.005	A	0.007	A	0.007
	EB left-through-right	A	0.029	A	0.016	A	0.009
	WB left-through-right	A	0.022	A	0.018	A	0.015
	SB left-through-right	A	0.004	A	--	A	0.001
Centre Road / Arena Driveway/King Street West	NB left-through-right	A	0.001	A	--	A	0.001
	EB left-through-right	A	--	A	0.008	B	0.019
	WB left-through-right	A	0.007	A	0.013	A	0.009
	SB left-through-right	A	0.001	A	0.003	A	0.008
Brock Street West / Centre Road	EB left	A	0.043	A	0.024	A	0.049
	SB left	C	0.387	B	0.075	B	0.084
	SB right	B	0.059	A	0.031	A	0.045

Based on the analysis, there are no capacity constraints for the Centre Road corridor, with the majority of traffic movements operating at level of service A and only the southbound left turn movement at the Brock Street West / Centre Road operating at level of service C during the AM peak period.

3.2 SIGHTLINE ANALYSIS

A sightline review was conducted for the Centre Road corridor and it was found that the minimum stopping sight distance of 65 meters (for a design speed of 50km/h) was achieved in both directions along the entirety of the studied portion of the roadway.

3.3 PEDESTRIAN ANALYSIS

3.3.1 PEDESTRIAN VOLUMES

The peak hour pedestrian volumes were also counted by Accu-Traffic Inc. on September 12, 2023, and are illustrated in **Figure 7**.

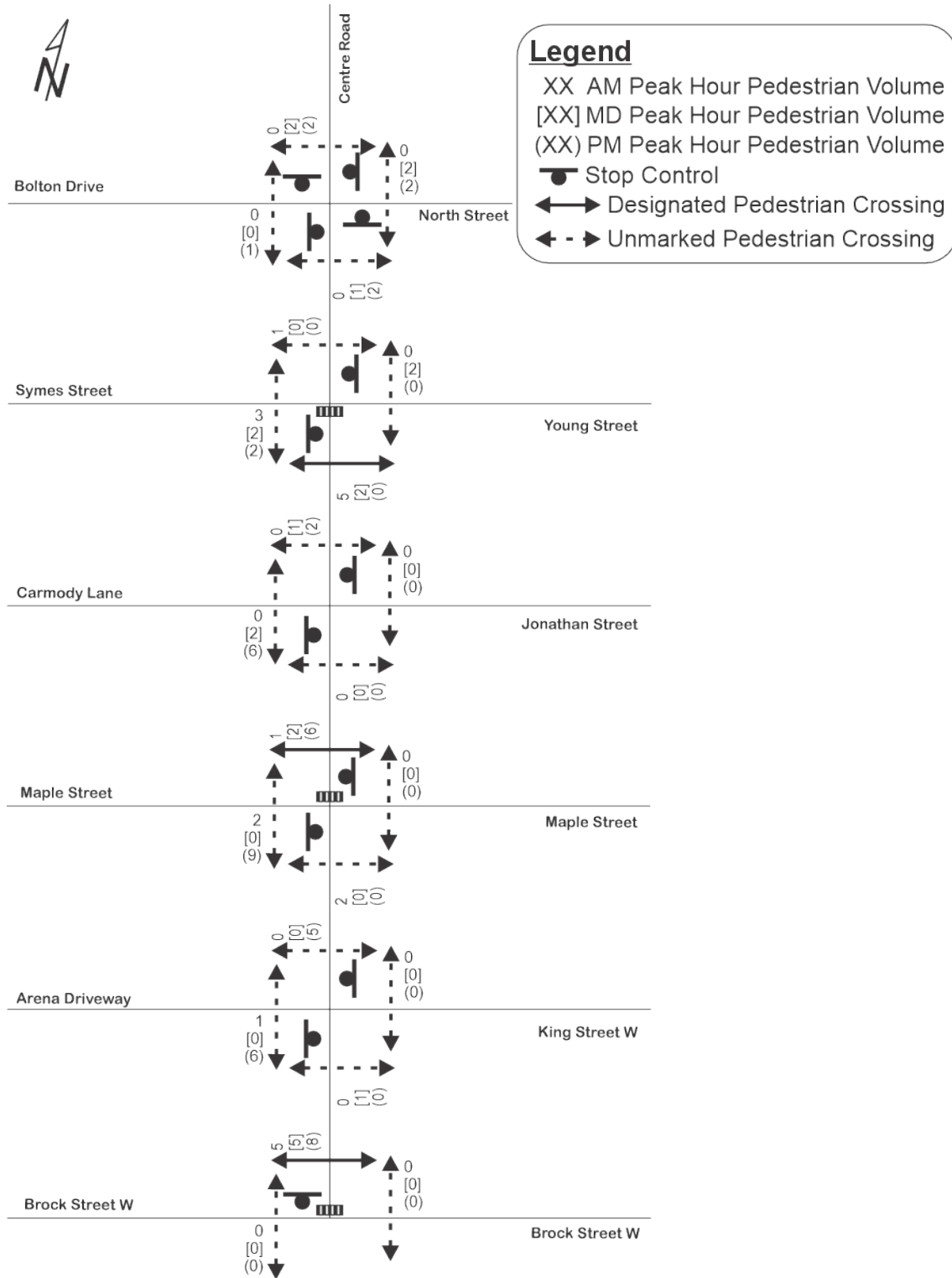


Figure 7: Existing Pedestrian Volumes

During each peak hour, there are a total of 17 pedestrian crossings during the a.m. peak hour, 22 pedestrians during the midday peak hour and 51 pedestrians during the p.m. peak hour. It has been observed that more than 50% of east-west pedestrian crossings are occurring at designated pedestrian crossings. Additionally, it appears that most pedestrians only cross an intersection once, meaning they cross from one side of the street to the other, and then continue on the same side of the street that they were originally walking on.

The total 8-hour pedestrian counts are summarized by location in **Table 2**.

Table 2 8-Hour Pedestrian Crossings of Centre Road

Intersection	Approach Leg				Total
	North (East-West)	East (North-South)	South (East-West)	West (North-South)	
Brock Street West	70	2	0	3	75
Arena Access / King Street West	10	1	5	40	56
Maple Street	36	3	8	39	86
Carmody Lane / Jonathan Street	9	6	5	37	57
Symes Street / Young Street	5	9	12	27	53
Bolton Drive/North Street	22	18	17	15	72
Total crossing at crosswalk	106	--	12	--	118
Total not crossing at crosswalk	46	39	35	161	281
Total crossings	152	39	47	161	399

Note: Green cells are a designated crossing location.

In the north-south direction, pedestrians seem to be walking to / from Brock Street West on the west side of the roadway, as the pedestrian volumes are consistent along the whole corridor. It also shows that all pedestrians are using the sidewalk along the west side of the roadway and not using the east side of the roadway where there is no sidewalk present.

3.3.2 CROSSING LOCATIONS

The spacing between crossing treatments are summarized in **Table 3**.

Table 3 Centre Road Crossing Locations

Crossing Locations	Direction	Crossing Treatment	Distance to Previous Crossing
North leg of Brock Street West	East-West	Stop controlled crosswalk	--
North leg of Maple Street	East-West	Pedestrian crosswalk	310 meters
South leg of Symes Street/Young Street	East-West	Pedestrian crosswalk	290 meters
Bolton Drive / North Street	--	Stop controlled intersection without crosswalks	140 meters

Based on information in the *OTM Book 15 Pedestrian Crossing Treatments*, traffic control treatments are *generally* discouraged when less than 200 meters apart due to a reduction in pedestrian and vehicular compliance. Based on the 200 m minimum crossing spacing, additional east-west crossings along Centre Road are not recommended.

It is believed that pedestrian compliance will increase if a sidewalk is constructed along the east side of Centre Road permitting pedestrians to walk along the east side of Centre Road to a designated crossing location. Should this be pursued, additional information, including property boundaries will need to be reviewed to confirm whether sufficient space is available within the Township right-of-way to accommodate sidewalk construction.

Additionally, it is recommended that the pedestrian crosswalks be added to the west and north legs of the Centre Road / Bolton Drive/North Street intersection to connect the existing sidewalk infrastructure. These connection locations are illustrated in **Figure 8**.



Figure 8 Recommended Crossing Locations

3.3.3 PEDESTRIAN TREATMENT

The *OTM Book 15 Pedestrian Crossing Treatment Table 7: Pedestrian Crossover Selection Matrix*, which is provided in **Appendix D** for reference, recommends that Level 2 Type D pedestrian crossover which is illustrated in **Figure 8**. Therefore, it is recommended that the pedestrian crossings are upgraded to at least Level 2 Type D crossing types with the potential to further upgrade one of the crossings to a Level 2 Type C crossing (has active flashing beacons on top) to attract pedestrians to a specific crossing location.

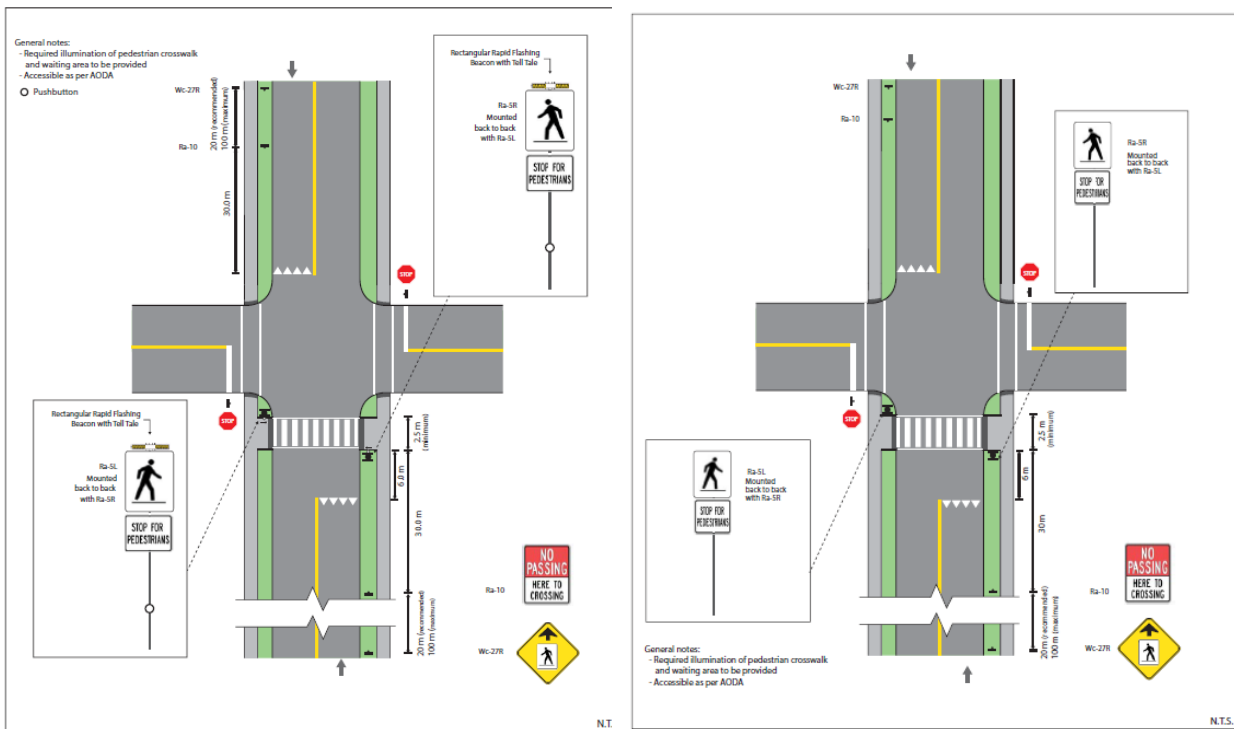


Figure 9 Pedestrian Crossover Level 2 Type C (Left) and D (right) – Intersection (2-way)

3.3.4 ILLUMINATION

Centre Street is illuminated along the entirety of this study area with light standards at existing crossing locations. An illumination study was not part of this review and further investigation with a qualified professional would be required to confirm the adequacy of the current illumination levels; however, based on the layout of the crosswalks, the OTM Book 15 states:

For unsignalized intersections the need for illumination (full illumination, partial illumination, or no illumination) should be determined using warrants provided in TAC's Roadway Lighting Guide. The warrants are based on the following criteria:

- ◆ *Traffic Volumes (particularly on the cross street)*
- ◆ *The presence of crosswalks*
- ◆ *Nighttime collisions that may be attributed to the lack of illumination*
- ◆ *The extent of raised medians*

It is recommended that the crosswalks be illuminated to appropriate intersection levels.

3.3.5 COMMUNITY SAFETY ZONE

Community safety zones play a crucial role in encouraging better driving habits, like slowing down and paying more attention, which makes certain roads safer, especially where public safety is a big concern.

In these zones, drivers are alerted that they're entering an area where fines are higher under special rules in the Highway Traffic Act. Penalties for things like speeding and running red lights are doubled. Signs mark the start and end of these zones and show the speed limit.

It's worth noting that the basic road rules stay the same in these zones; it's just that the fines for breaking them are higher and are only effective with police enforcement.

4. SPEED DATA

Speed data was collected on Centre Road in March 2024, with a summary of the results provided in **Figure 9** and **Figure 10**.

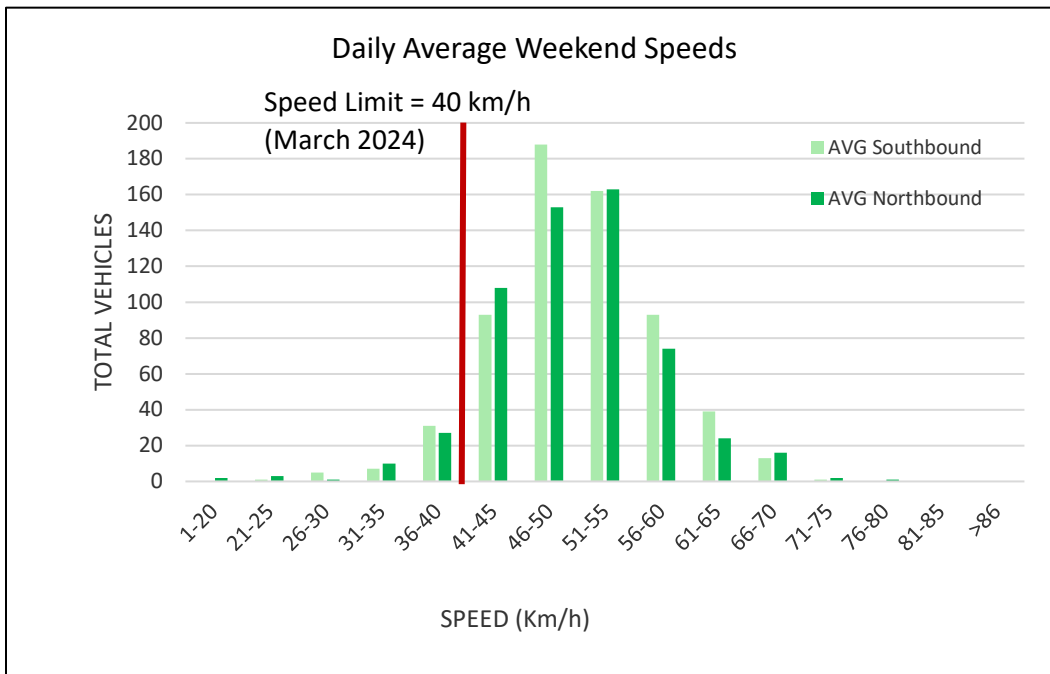


Figure 10 Daily Weekend Vehicle Speeds on Centre Road

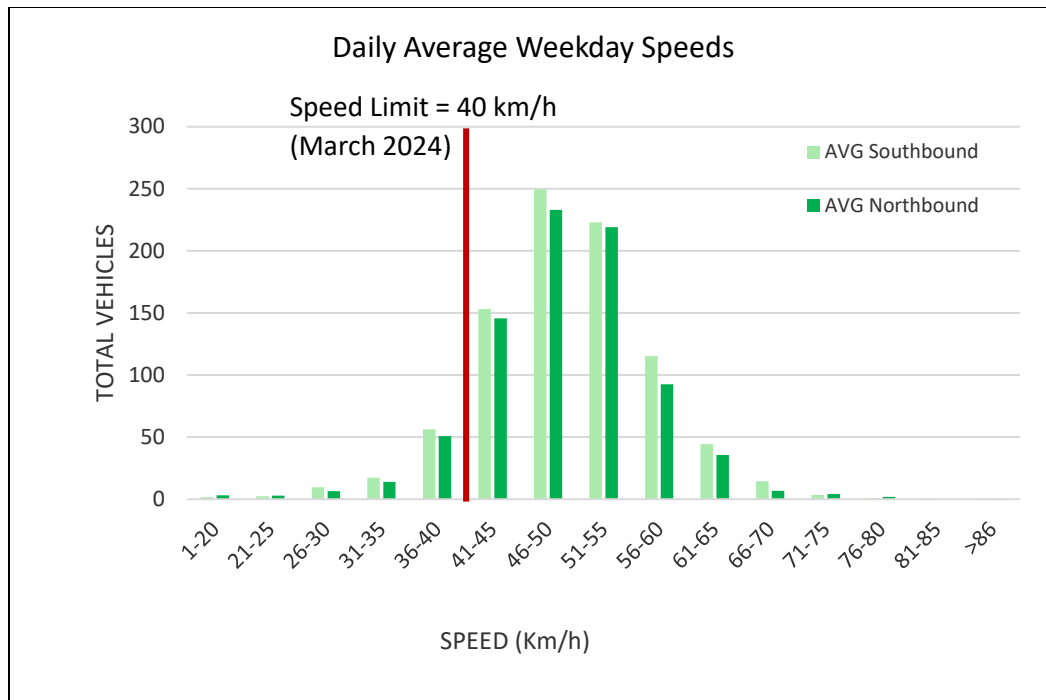


Figure 11 Daily Weekday Vehicle Speeds on Centre Road

Generally, driver's continue to speed along Centre Road and will continue to speed along Centre Road until other measures are implemented.

The introduction of traffic calming measures, such as radar-speed boards, particularly around the designated crossing areas, or approximately 150 meters downstream of intersections, could be used to potentially reduce the overall speed on the street. Additional temporary measures could also be investigated before committing to permanent measures such as bump outs, chicanes, and speed tables / raised crosswalks.


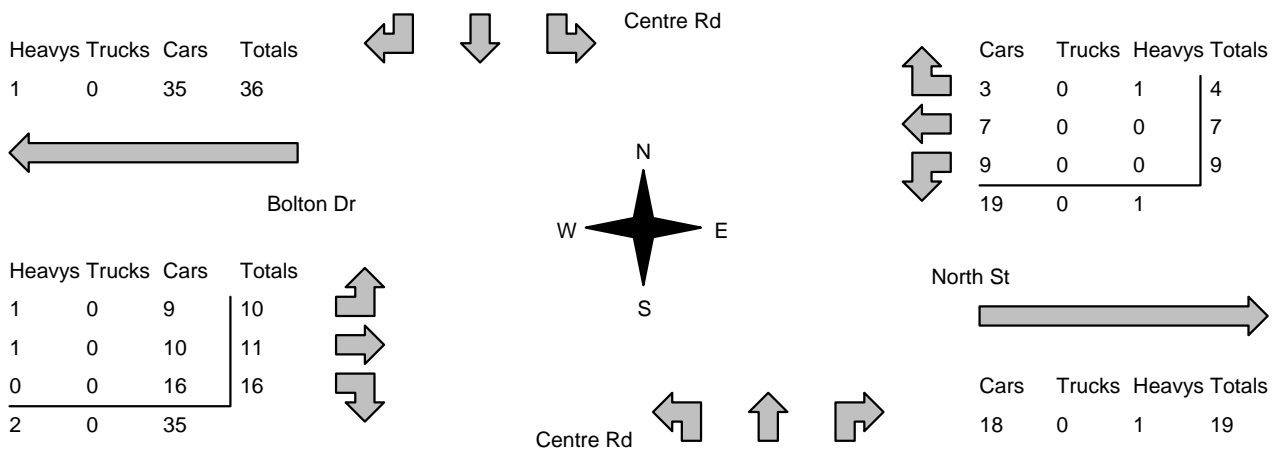

It is recommended that another speed study be conducted in one year to determine whether there have been any changes in speed trends and further traffic calming measures be reviewed/implemented if speeds consistently remain high.








5. CONCLUSIONS & RECOMMENDATIONS

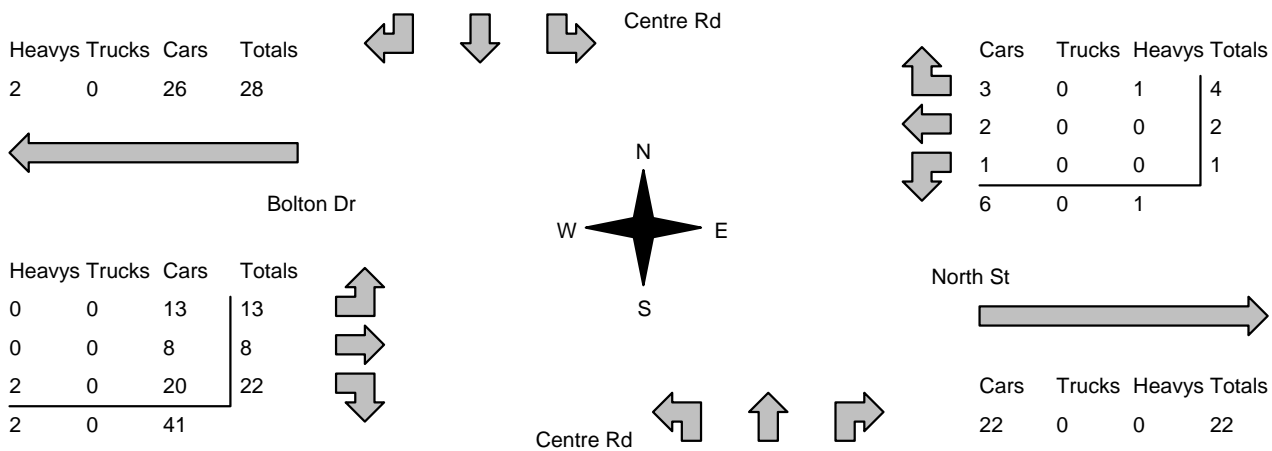
Based on the analysis, the conclusions and recommendations are as follows:

- ◆ The Centre Road study area corridor spans from Brock Street West to Bolton Drive/North Street and consists of an urban two-lane cross-section with urban shoulders and a sidewalk on the west side of Centre Road;
- ◆ Centre Road has a posted speed limit of 40 km/h;
- ◆ Centre Road operated at good vehicular levels of service during the study period with no traffic movements operating near capacity;
- ◆ There are three designated crossover locations:
 - > South side of Symes Street/Young Street;
 - > North side of Maple Street; and
 - > North side of Brock Street West.
- ◆ Approximately 50% of the east-west pedestrian crossings use designated pedestrian crossing locations;
- ◆ Based on pedestrian data, pedestrians tend to only cross an intersection once (i.e., they stay on the same side of the street once crossing Centre Road);
- ◆ Based on existing spacing recommendations, additional pedestrian crossings should not be installed along Centre Road;
- ◆ Constructing a sidewalk along the east side of Centre Road may reduce the number of non-compliant pedestrian crossings on Centre Road although it is not clear what the property implications may be;
- ◆ There is sufficient stopping sight distance for vehicles in all areas within the study area on Centre Road;
- ◆ It is recommended that the existing pedestrian crossings be converted to Level 2 Type D pedestrian crossings at Symes Street/Young Street and at Maple Street, while one of these may be considered to be further upgraded to Level 2 Type C pedestrian crossing;
- ◆ It is recommended that crosswalks be painted on the north and west legs of the Centre Road / Bolton Lane/North Street intersection;
- ◆ It is recommended that the crosswalks be illuminated to appropriate intersection levels.
- ◆ There are a number of drivers that continue to travel faster than the 40 km/hr speed limit;
- ◆ Traffic calming on Centre Road should be considered, such as radar-speed boards particularly around the designated crossing areas could be used to potentially reduce the overall speed on the street.
- ◆ It is recommended that another speed study be conducted in one year to determine whether there have been any changes in speed trends and further traffic calming measures be reviewed/implemented if speeds consistently remain high.

APPENDIX A – TRAFFIC DATA

Morning Peak Diagram		Specified Period From: 7:00:00 To: 9:00:00	One Hour Peak From: 7:45:00 To: 8:45:00																													
Municipality: Uxbridge Site #: 2319900001 Intersection: Centre Rd & Bolton Dr TFR File #: 1 Count date: 12-Sep-23		Weather conditions: Person counted: Person prepared: Person checked:																														
** Non-Signalized Intersection **		Major Road: Centre Rd runs N/S																														
North Leg Total: 92 North Entering: 57 North Peds: 0 Peds Cross: ☒	<table style="width:100%; border-collapse: collapse;"> <tr><td>Heavys</td><td>0</td><td>0</td><td>0</td><td>0</td></tr> <tr><td>Trucks</td><td>0</td><td>0</td><td>0</td><td>0</td></tr> <tr><td>Cars</td><td>20</td><td>36</td><td>1</td><td>57</td></tr> <tr><td>Totals</td><td>20</td><td>36</td><td>1</td><td></td></tr> </table>	Heavys	0	0	0	0	Trucks	0	0	0	0	Cars	20	36	1	57	Totals	20	36	1			<table style="width:100%; border-collapse: collapse;"> <tr><td>Heavys</td><td>2</td></tr> <tr><td>Trucks</td><td>0</td></tr> <tr><td>Cars</td><td>33</td></tr> <tr><td>Totals</td><td>35</td></tr> </table>	Heavys	2	Trucks	0	Cars	33	Totals	35	East Leg Total: 39 East Entering: 20 East Peds: 0 Peds Cross: ☒
Heavys	0	0	0	0																												
Trucks	0	0	0	0																												
Cars	20	36	1	57																												
Totals	20	36	1																													
Heavys	2																															
Trucks	0																															
Cars	33																															
Totals	35																															
																																
<table style="width:100%; border-collapse: collapse;"> <tr><td>Heavys</td><td>Trucks</td><td>Cars</td><td>Totals</td></tr> <tr><td>1</td><td>0</td><td>35</td><td>36</td></tr> </table>	Heavys	Trucks	Cars	Totals	1	0	35	36			<table style="width:100%; border-collapse: collapse;"> <tr><td>Cars</td><td>Trucks</td><td>Heavys</td><td>Totals</td></tr> <tr><td>3</td><td>0</td><td>1</td><td>4</td></tr> <tr><td>7</td><td>0</td><td>0</td><td>7</td></tr> <tr><td>9</td><td>0</td><td>0</td><td>9</td></tr> <tr><td>19</td><td>0</td><td>1</td><td></td></tr> </table>	Cars	Trucks	Heavys	Totals	3	0	1	4	7	0	0	7	9	0	0	9	19	0	1		
Heavys	Trucks	Cars	Totals																													
1	0	35	36																													
Cars	Trucks	Heavys	Totals																													
3	0	1	4																													
7	0	0	7																													
9	0	0	9																													
19	0	1																														
<table style="width:100%; border-collapse: collapse;"> <tr><td>Heavys</td><td>Trucks</td><td>Cars</td><td>Totals</td></tr> <tr><td>1</td><td>0</td><td>9</td><td>10</td></tr> <tr><td>1</td><td>0</td><td>10</td><td>11</td></tr> <tr><td>0</td><td>0</td><td>16</td><td>16</td></tr> <tr><td>2</td><td>0</td><td>35</td><td></td></tr> </table>	Heavys	Trucks	Cars	Totals	1	0	9	10	1	0	10	11	0	0	16	16	2	0	35				<table style="width:100%; border-collapse: collapse;"> <tr><td>Cars</td><td>Trucks</td><td>Heavys</td><td>Totals</td></tr> <tr><td>18</td><td>0</td><td>1</td><td>19</td></tr> </table>	Cars	Trucks	Heavys	Totals	18	0	1	19	
Heavys	Trucks	Cars	Totals																													
1	0	9	10																													
1	0	10	11																													
0	0	16	16																													
2	0	35																														
Cars	Trucks	Heavys	Totals																													
18	0	1	19																													
Peds Cross: ☒ West Peds: 0 West Entering: 37 West Leg Total: 73	<table style="width:100%; border-collapse: collapse;"> <tr><td>Cars</td><td>61</td></tr> <tr><td>Trucks</td><td>0</td></tr> <tr><td>Heavys</td><td>0</td></tr> <tr><td>Totals</td><td>61</td></tr> </table>	Cars	61	Trucks	0	Heavys	0	Totals	61		<table style="width:100%; border-collapse: collapse;"> <tr><td>Cars</td><td>8</td><td>21</td><td>7</td><td>36</td></tr> <tr><td>Trucks</td><td>0</td><td>0</td><td>0</td><td>0</td></tr> <tr><td>Heavys</td><td>1</td><td>0</td><td>0</td><td>1</td></tr> <tr><td>Totals</td><td>9</td><td>21</td><td>7</td><td></td></tr> </table>	Cars	8	21	7	36	Trucks	0	0	0	0	Heavys	1	0	0	1	Totals	9	21	7		Peds Cross: ☒ South Peds: 0 South Entering: 37 South Leg Total: 98
Cars	61																															
Trucks	0																															
Heavys	0																															
Totals	61																															
Cars	8	21	7	36																												
Trucks	0	0	0	0																												
Heavys	1	0	0	1																												
Totals	9	21	7																													
Comments																																

<h2>Mid-day Peak Diagram</h2>	Specified Period From: 11:00:00 To: 13:00:00	One Hour Peak From: 11:30:00 To: 12:30:00																																																	
Municipality: Uxbridge Site #: 2319900001 Intersection: Centre Rd & Bolton Dr TFR File #: 1 Count date: 12-Sep-23	Weather conditions: Person counted: Person prepared: Person checked:																																																		
** Non-Signalized Intersection **		Major Road: Centre Rd runs N/S																																																	
North Leg Total: 57 North Entering: 26 North Peds: 2 Peds Cross: ☒	<table style="border-collapse: collapse; margin: auto;"> <tr><td>Heavys</td><td>2</td><td>0</td><td>0</td><td style="border-left: 1px solid black;">2</td></tr> <tr><td>Trucks</td><td>0</td><td>0</td><td>0</td><td style="border-left: 1px solid black;">0</td></tr> <tr><td>Cars</td><td>1</td><td>21</td><td>2</td><td style="border-left: 1px solid black;">24</td></tr> <tr><td>Totals</td><td>3</td><td>21</td><td>2</td><td style="border-left: 1px solid black;"></td></tr> </table>	Heavys	2	0	0	2	Trucks	0	0	0	0	Cars	1	21	2	24	Totals	3	21	2		 <table style="border-collapse: collapse; margin: auto;"> <tr><td>Heavys</td><td>2</td></tr> <tr><td>Trucks</td><td>1</td></tr> <tr><td>Cars</td><td>28</td></tr> <tr><td>Totals</td><td>31</td></tr> </table>	Heavys	2	Trucks	1	Cars	28	Totals	31	East Leg Total: 22 East Entering: 12 East Peds: 2 Peds Cross: ☒																				
Heavys	2	0	0	2																																															
Trucks	0	0	0	0																																															
Cars	1	21	2	24																																															
Totals	3	21	2																																																
Heavys	2																																																		
Trucks	1																																																		
Cars	28																																																		
Totals	31																																																		
<table style="border-collapse: collapse; margin: auto;"> <tr><td>Heavys</td><td>Trucks</td><td>Cars</td><td>Totals</td></tr> <tr><td>2</td><td>0</td><td>16</td><td>18</td></tr> </table>	Heavys	Trucks	Cars	Totals	2	0	16	18	 <p style="text-align: center;">Centre Rd</p>	 <table style="border-collapse: collapse; margin: auto;"> <tr><td>Cars</td><td>Trucks</td><td>Heavys</td><td style="border-left: 1px solid black;">Totals</td></tr> <tr><td>0</td><td>0</td><td>2</td><td style="border-left: 1px solid black;">2</td></tr> <tr><td>4</td><td>0</td><td>0</td><td style="border-left: 1px solid black;">4</td></tr> <tr><td>6</td><td>0</td><td>0</td><td style="border-left: 1px solid black;">6</td></tr> <tr><td>10</td><td>0</td><td>2</td><td style="border-left: 1px solid black;"></td></tr> </table>	Cars	Trucks	Heavys	Totals	0	0	2	2	4	0	0	4	6	0	0	6	10	0	2		<table style="border-collapse: collapse; margin: auto;"> <tr><td>Heavys</td><td>Trucks</td><td>Cars</td><td>Totals</td></tr> <tr><td>0</td><td>0</td><td>10</td><td>10</td></tr> <tr><td>0</td><td>0</td><td>4</td><td>4</td></tr> <tr><td>0</td><td>0</td><td>13</td><td>13</td></tr> <tr><td>0</td><td>0</td><td>27</td><td></td></tr> </table>	Heavys	Trucks	Cars	Totals	0	0	10	10	0	0	4	4	0	0	13	13	0	0	27	
Heavys	Trucks	Cars	Totals																																																
2	0	16	18																																																
Cars	Trucks	Heavys	Totals																																																
0	0	2	2																																																
4	0	0	4																																																
6	0	0	6																																																
10	0	2																																																	
Heavys	Trucks	Cars	Totals																																																
0	0	10	10																																																
0	0	4	4																																																
0	0	13	13																																																
0	0	27																																																	
Peds Cross: ☒ West Peds: 0 West Entering: 27 West Leg Total: 45	 <table style="border-collapse: collapse; margin: auto;"> <tr><td>Cars</td><td>40</td></tr> <tr><td>Trucks</td><td>0</td></tr> <tr><td>Heavys</td><td>0</td></tr> <tr><td>Totals</td><td>40</td></tr> </table>	Cars	40	Trucks	0	Heavys	0	Totals	40	 <p style="text-align: center;">Centre Rd</p>	<table style="border-collapse: collapse; margin: auto;"> <tr><td>Cars</td><td>11</td><td>18</td><td>3</td><td style="border-left: 1px solid black;">32</td></tr> <tr><td>Trucks</td><td>0</td><td>1</td><td>0</td><td style="border-left: 1px solid black;">1</td></tr> <tr><td>Heavys</td><td>0</td><td>0</td><td>1</td><td style="border-left: 1px solid black;">1</td></tr> <tr><td>Totals</td><td>11</td><td>19</td><td>4</td><td style="border-left: 1px solid black;"></td></tr> </table>	Cars	11	18	3	32	Trucks	0	1	0	1	Heavys	0	0	1	1	Totals	11	19	4		North St  <table style="border-collapse: collapse; margin: auto;"> <tr><td>Cars</td><td>Trucks</td><td>Heavys</td><td>Totals</td></tr> <tr><td>9</td><td>0</td><td>1</td><td>10</td></tr> </table>	Cars	Trucks	Heavys	Totals	9	0	1	10											
Cars	40																																																		
Trucks	0																																																		
Heavys	0																																																		
Totals	40																																																		
Cars	11	18	3	32																																															
Trucks	0	1	0	1																																															
Heavys	0	0	1	1																																															
Totals	11	19	4																																																
Cars	Trucks	Heavys	Totals																																																
9	0	1	10																																																
Peds Cross: ☒ South Peds: 1 South Entering: 34 South Leg Total: 74			Peds Cross: ☒ South Peds: 1 South Entering: 34 South Leg Total: 74																																																
<h3>Comments</h3>																																																			

Afternoon Peak Diagram		Specified Period From: 14:00:00 To: 18:00:00	One Hour Peak From: 15:45:00 To: 16:45:00																												
Municipality: Uxbridge Site #: 2319900001 Intersection: Centre Rd & Bolton Dr TFR File #: 1 Count date: 12-Sep-23		Weather conditions: Person counted: Person prepared: Person checked:																													
** Non-Signalized Intersection **		Major Road: Centre Rd runs N/S																													
North Leg Total: 99 North Entering: 47 North Peds: 2 Peds Cross: ☒	<table style="width:100%; border-collapse: collapse;"> <tr><td>Heavys</td><td>1</td><td>0</td><td>0</td><td style="border-left: 1px solid black;">1</td></tr> <tr><td>Trucks</td><td>0</td><td>1</td><td>0</td><td style="border-left: 1px solid black;">1</td></tr> <tr><td>Cars</td><td>13</td><td>29</td><td>3</td><td style="border-left: 1px solid black;">45</td></tr> <tr><td>Totals</td><td>14</td><td>30</td><td>3</td><td style="border-left: 1px solid black;"></td></tr> </table>	Heavys	1	0	0	1	Trucks	0	1	0	1	Cars	13	29	3	45	Totals	14	30	3		<table style="width:100%; border-collapse: collapse;"> <tr><td>Heavys</td><td>1</td></tr> <tr><td>Trucks</td><td>0</td></tr> <tr><td>Cars</td><td>51</td></tr> <tr><td>Totals</td><td>52</td></tr> </table>	Heavys	1	Trucks	0	Cars	51	Totals	52	East Leg Total: 29 East Entering: 7 East Peds: 2 Peds Cross: ☒
Heavys	1	0	0	1																											
Trucks	0	1	0	1																											
Cars	13	29	3	45																											
Totals	14	30	3																												
Heavys	1																														
Trucks	0																														
Cars	51																														
Totals	52																														
 <p style="text-align: center;">Centre Rd</p> <p style="text-align: center;">Bolton Dr</p> <p style="text-align: center;">North St</p> <p style="text-align: center;">Centre Rd</p>																															
Peds Cross: ☒ West Peds: 1 West Entering: 43 West Leg Total: 71	<table style="width:100%; border-collapse: collapse;"> <tr><td>Cars</td><td>50</td></tr> <tr><td>Trucks</td><td>1</td></tr> <tr><td>Heavys</td><td>2</td></tr> <tr><td>Totals</td><td>53</td></tr> </table>	Cars	50	Trucks	1	Heavys	2	Totals	53	<table style="width:100%; border-collapse: collapse;"> <tr><td>Cars</td><td>11</td><td>35</td><td>11</td><td style="border-left: 1px solid black;">57</td></tr> <tr><td>Trucks</td><td>0</td><td>0</td><td>0</td><td style="border-left: 1px solid black;">0</td></tr> <tr><td>Heavys</td><td>1</td><td>0</td><td>0</td><td style="border-left: 1px solid black;">1</td></tr> <tr><td>Totals</td><td>12</td><td>35</td><td>11</td><td style="border-left: 1px solid black;"></td></tr> </table>	Cars	11	35	11	57	Trucks	0	0	0	0	Heavys	1	0	0	1	Totals	12	35	11		Peds Cross: ☒ South Peds: 2 South Entering: 58 South Leg Total: 111
Cars	50																														
Trucks	1																														
Heavys	2																														
Totals	53																														
Cars	11	35	11	57																											
Trucks	0	0	0	0																											
Heavys	1	0	0	1																											
Totals	12	35	11																												
Comments																															

Total Count Diagram

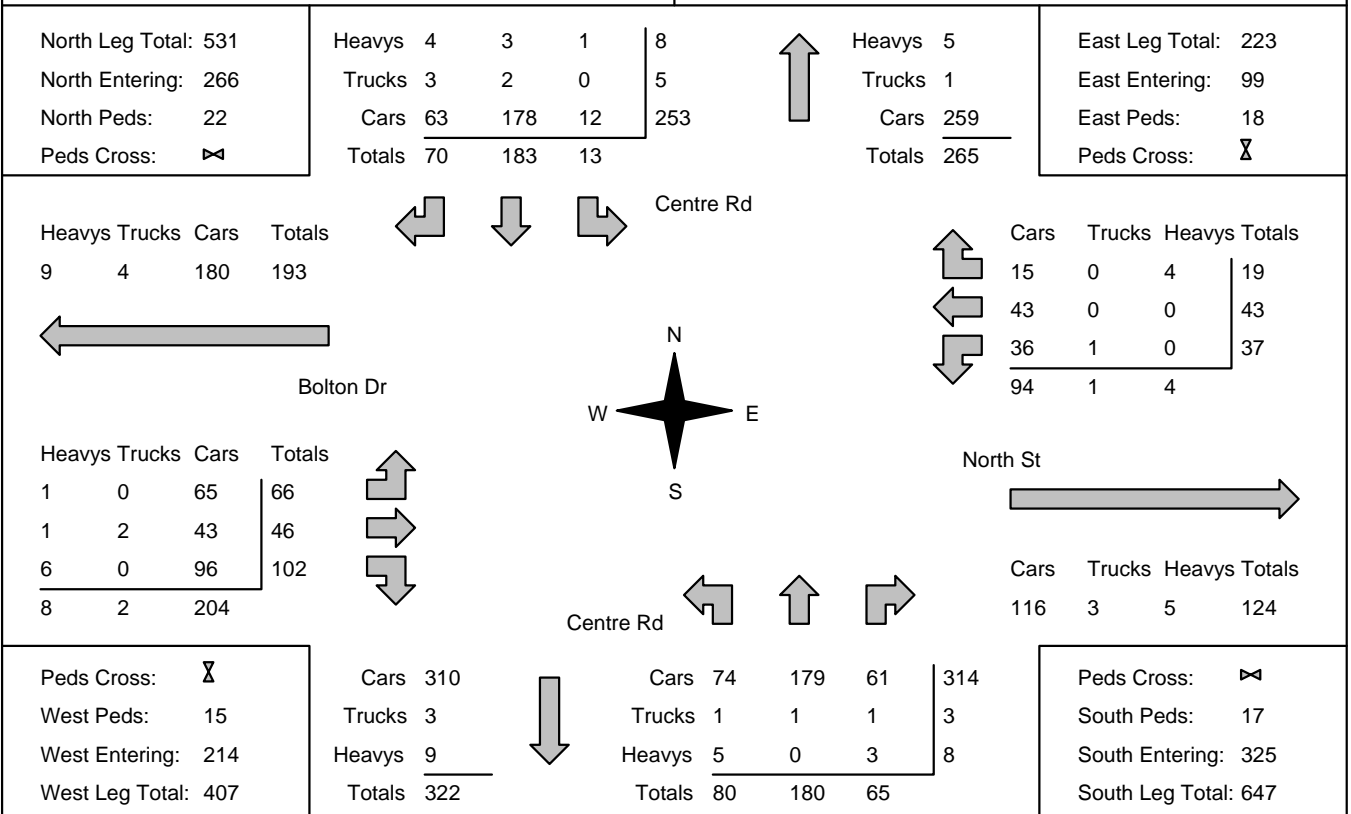
Municipality: Uxbridge
Site #: 2319900001
Intersection: Centre Rd & Bolton Dr
TFR File #: 1
Count date: 12-Sep-23

Weather conditions:

Person counted:
Person prepared:
Person checked:

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

Major Road: Centre Rd runs N/S



Comments

Traffic Count Summary

Intersection: Centre Rd & Bolton Dr

Count Date: 12-Sep-23

Municipality: Uxbridge

North Approach Totals						North/South Total Approaches	South Approach Totals					
Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds		Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total				Left	Thru	Right	Grand Total	
7:00:00	0	0	0	0	0	0	7:00:00	0	0	0	0	0
8:00:00	0	15	9	24	4	43	8:00:00	5	11	3	19	0
9:00:00	1	42	17	60	1	91	9:00:00	8	17	6	31	0
11:00:00	0	0	0	0	0	0	11:00:00	0	0	0	0	0
12:00:00	2	16	5	23	2	51	12:00:00	7	16	5	28	3
13:00:00	2	15	2	19	2	58	13:00:00	15	22	2	39	0
14:00:00	0	0	0	0	0	0	14:00:00	0	0	0	0	0
15:00:00	3	18	9	30	2	81	15:00:00	11	24	16	51	4
16:00:00	3	21	12	36	4	81	16:00:00	14	20	11	45	4
17:00:00	1	31	14	46	2	99	17:00:00	11	30	12	53	4
18:00:00	1	25	2	28	5	87	18:00:00	9	40	10	59	2
Totals:	13	183	70	266	22	591	S Totals:	80	180	65	325	17
East Approach Totals						East/West Total Approaches	West Approach Totals					
Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds		Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total				Left	Thru	Right	Grand Total	
7:00:00	0	0	0	0	0	0	7:00:00	0	0	0	0	0
8:00:00	4	7	0	11	1	37	8:00:00	3	12	11	26	1
9:00:00	9	5	4	18	0	48	9:00:00	11	7	12	30	1
11:00:00	0	0	0	0	0	0	11:00:00	0	0	0	0	0
12:00:00	1	6	4	11	3	29	12:00:00	6	4	8	18	0
13:00:00	6	5	1	12	1	36	13:00:00	8	3	13	24	3
14:00:00	0	0	0	0	0	0	14:00:00	0	0	0	0	0
15:00:00	6	5	1	12	4	32	15:00:00	5	3	12	20	1
16:00:00	4	5	4	13	3	52	16:00:00	11	8	20	39	4
17:00:00	1	3	3	7	4	39	17:00:00	11	6	15	32	1
18:00:00	6	7	2	15	2	40	18:00:00	11	3	11	25	4
Totals:	37	43	19	99	18	313	W Totals:	66	46	102	214	15
Calculated Values for Traffic Crossing Major Street												
Hours Ending:	8:00	9:00	12:00	13:00			15:00	16:00	17:00	18:00		
Crossing Values:	23	28	18	21			22	31	24	31		



Count Date: 12-Sep-23 Site #: 2319900001

Interval Time	Passenger Cars - North Approach						Trucks - North Approach						Heavys - North Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		North Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15:00	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
7:30:00	0	0	8	3	2	2	0	0	0	0	0	0	0	0	0	0	0	0	2	1
7:45:00	0	0	12	4	4	2	0	0	0	0	0	0	0	0	0	0	0	0	4	2
8:00:00	0	0	15	3	9	5	0	0	0	0	0	0	0	0	0	0	0	0	4	0
8:15:00	0	0	32	17	16	7	0	0	0	0	0	0	0	0	0	0	0	0	4	0
8:30:00	0	0	40	8	19	3	0	0	0	0	0	0	0	0	0	0	0	0	4	0
8:45:00	1	1	48	8	24	5	0	0	0	0	0	0	0	0	0	0	0	0	4	0
9:00:00	1	0	55	7	26	2	0	0	0	0	0	0	0	0	2	2	0	0	5	1
9:15:00	1	0	55	0	26	0	0	0	0	0	0	0	0	0	2	0	0	0	5	0
11:00:00	1	0	55	0	26	0	0	0	0	0	0	0	0	0	2	0	0	0	5	0
11:15:00	2	1	56	1	28	2	0	0	0	0	1	1	0	0	2	0	0	0	5	0
11:30:00	2	0	60	4	28	0	0	0	0	0	1	0	1	1	2	0	0	0	5	0
11:45:00	2	0	65	5	29	1	0	0	0	0	1	0	1	0	2	0	0	0	5	0
12:00:00	2	0	71	6	29	0	0	0	0	0	1	0	1	0	2	0	1	1	7	2
12:15:00	2	0	76	5	29	0	0	0	0	0	1	0	1	0	2	0	1	0	7	0
12:30:00	4	2	81	5	29	0	0	0	0	0	1	0	1	0	2	0	2	1	7	0
12:45:00	4	0	83	2	29	0	0	0	0	0	1	0	1	0	2	0	2	0	7	0
13:00:00	4	0	85	2	30	1	0	0	0	0	1	0	1	0	3	1	2	0	9	2
13:15:00	4	0	85	0	30	0	0	0	0	0	1	0	1	0	3	0	2	0	9	0
14:00:00	4	0	85	0	30	0	0	0	0	0	1	0	1	0	3	0	2	0	9	0
14:15:00	4	0	91	6	32	2	0	0	0	0	1	0	1	0	3	0	2	0	10	1
14:30:00	5	1	97	6	33	1	0	0	0	0	1	0	1	0	3	0	2	0	10	0
14:45:00	6	1	98	1	38	5	0	0	0	0	1	0	1	0	3	0	2	0	11	1
15:00:00	7	1	103	5	39	1	0	0	0	0	1	0	1	0	3	0	2	0	11	0
15:15:00	7	0	105	2	39	0	0	0	0	0	1	0	1	0	3	0	2	0	14	3
15:30:00	7	0	112	7	41	2	0	0	0	0	2	1	1	0	3	0	2	0	14	0
15:45:00	8	1	118	6	43	2	0	0	1	1	3	1	1	0	3	0	3	1	15	1
16:00:00	10	2	123	5	48	5	0	0	1	0	3	0	1	0	3	0	3	0	15	0
16:15:00	10	0	134	11	49	1	0	0	2	1	3	0	1	0	3	0	3	0	17	2
16:30:00	11	1	142	8	52	3	0	0	2	0	3	0	1	0	3	0	4	1	17	0
16:45:00	11	0	147	5	56	4	0	0	2	0	3	0	1	0	3	0	4	0	17	0
17:00:00	11	0	153	6	61	5	0	0	2	0	3	0	1	0	3	0	4	0	17	0
17:15:00	11	0	159	6	63	2	0	0	2	0	3	0	1	0	3	0	4	0	17	0
17:30:00	11	0	161	2	63	0	0	0	2	0	3	0	1	0	3	0	4	0	17	0
17:45:00	11	0	170	9	63	0	0	0	2	0	3	0	1	0	3	0	4	0	18	1
18:00:00	12	1	178	8	63	0	0	0	2	0	3	0	1	0	3	0	4	0	22	4
18:15:00	12	0	178	0	63	0	0	0	2	0	3	0	1	0	3	0	4	0	22	0
18:15:15	12	0	178	0	63	0	0	0	2	0	3	0	1	0	3	0	4	0	22	0

Count Date: 12-Sep-23 Site #: 2319900001

Interval Time	Passenger Cars - East Approach						Trucks - East Approach						Heavys - East Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		East Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15:00	1	1	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30:00	1	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45:00	1	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
8:00:00	4	3	7	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
8:15:00	7	3	9	2	1	1	0	0	0	0	0	0	0	0	0	1	1	1	1	0
8:30:00	10	3	10	1	2	1	0	0	0	0	0	0	0	0	0	1	0	1	1	0
8:45:00	10	0	11	1	3	1	0	0	0	0	0	0	0	0	0	1	0	1	1	0
9:00:00	13	3	12	1	3	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0
9:15:00	13	0	12	0	3	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0
11:00:00	13	0	12	0	3	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0
11:15:00	13	0	13	1	6	3	0	0	0	0	0	0	0	0	0	1	0	1	1	0
11:30:00	13	0	16	3	6	0	0	0	0	0	0	0	0	0	0	1	0	3	1	2
11:45:00	13	0	17	1	6	0	0	0	0	0	0	0	0	0	0	1	0	3	1	0
12:00:00	14	1	18	1	6	0	0	0	0	0	0	0	0	0	0	2	1	4	1	1
12:15:00	17	3	19	1	6	0	0	0	0	0	0	0	0	0	0	3	1	5	1	1
12:30:00	19	2	20	1	6	0	0	0	0	0	0	0	0	0	0	3	0	5	1	0
12:45:00	19	0	21	1	6	0	0	0	0	0	0	0	0	0	0	3	0	5	1	0
13:00:00	19	0	23	2	6	0	1	1	0	0	0	0	0	0	0	3	0	5	1	0
13:15:00	19	0	23	0	6	0	1	0	0	0	0	0	0	0	0	3	0	5	1	0
14:00:00	19	0	23	0	6	0	1	0	0	0	0	0	0	0	0	3	0	5	1	0
14:15:00	19	0	26	3	7	1	1	0	0	0	0	0	0	0	0	3	0	5	1	0
14:30:00	22	3	28	2	7	0	1	0	0	0	0	0	0	0	0	3	0	5	1	0
14:45:00	25	3	28	0	7	0	1	0	0	0	0	0	0	0	0	3	0	9	1	4
15:00:00	25	0	28	0	7	0	1	0	0	0	0	0	0	0	0	3	0	9	1	0
15:15:00	28	3	30	2	8	1	1	0	0	0	0	0	0	0	0	3	0	11	1	2
15:30:00	28	0	32	2	9	1	1	0	0	0	0	0	0	0	0	3	0	11	1	0
15:45:00	28	0	33	1	10	1	1	0	0	0	0	0	0	0	0	3	0	12	1	1
16:00:00	29	1	33	0	11	1	1	0	0	0	0	0	0	0	0	3	0	12	1	0
16:15:00	29	0	35	2	11	0	1	0	0	0	0	0	0	0	0	3	0	12	1	0
16:30:00	29	0	35	0	12	1	1	0	0	0	0	0	0	0	0	4	1	12	1	0
16:45:00	29	0	35	0	13	1	1	0	0	0	0	0	0	0	0	4	0	14	1	2
17:00:00	30	1	36	1	13	0	1	0	0	0	0	0	0	0	0	4	0	16	1	2
17:15:00	32	2	37	1	14	1	1	0	0	0	0	0	0	0	0	4	0	17	1	1
17:30:00	35	3	39	2	14	0	1	0	0	0	0	0	0	0	0	4	0	17	1	0
17:45:00	35	0	43	4	14	0	1	0	0	0	0	0	0	0	0	4	0	17	1	0
18:00:00	36	1	43	0	15	1	1	0	0	0	0	0	0	0	0	4	0	18	1	1
18:15:00	36	0	43	0	15	0	1	0	0	0	0	0	0	0	0	4	0	18	1	0
18:15:15	36	0	43	0	15	0	1	0	0	0	0	0	0	0	0	4	0	18	1	0




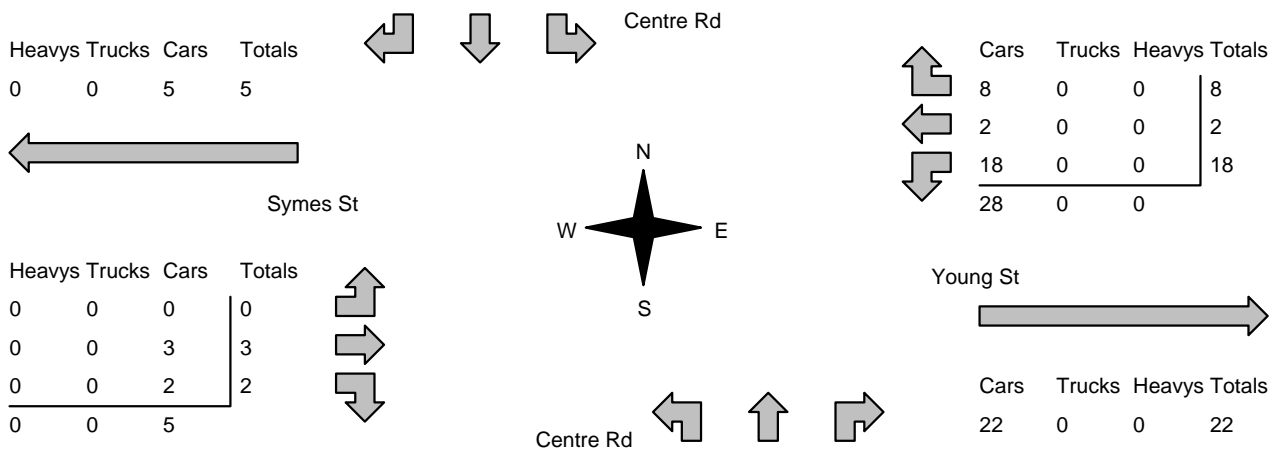
Count Date: 12-Sep-23 Site #: 2319900001

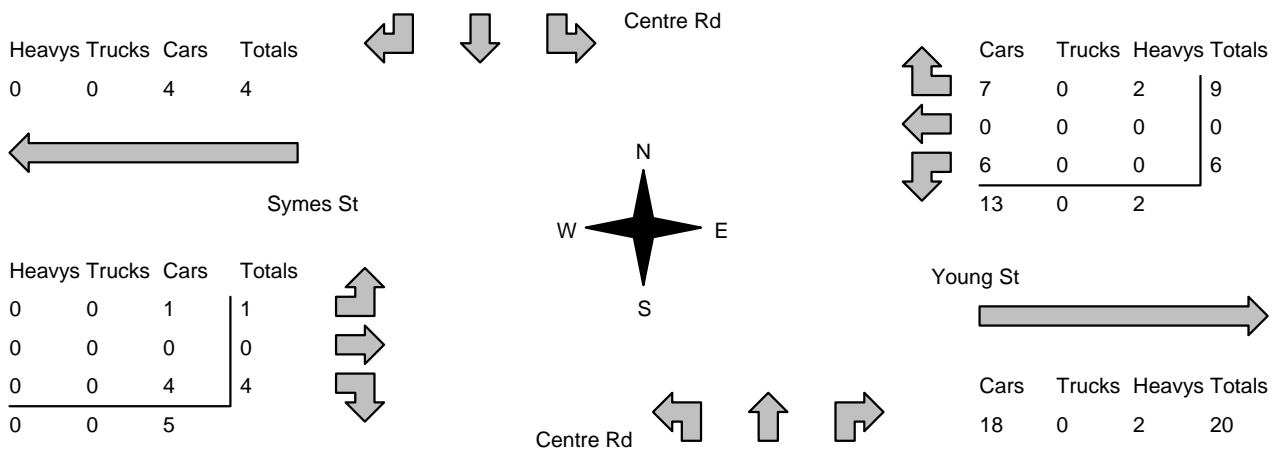
Interval Time	Passenger Cars - South Approach						Trucks - South Approach						Heavys - South Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		South Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15:00	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30:00	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45:00	2	2	6	3	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00:00	5	3	11	5	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15:00	9	4	18	7	7	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30:00	9	0	24	6	9	2	0	0	0	0	0	0	1	1	0	0	0	0	0	0
8:45:00	10	1	27	3	9	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
9:00:00	12	2	28	1	9	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
9:15:00	12	0	28	0	9	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
11:00:00	12	0	28	0	9	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
11:15:00	15	3	30	2	10	1	0	0	0	0	0	0	1	0	0	0	1	1	0	0
11:30:00	16	1	36	6	11	1	0	0	0	0	0	0	1	0	0	0	1	0	2	2
11:45:00	18	2	40	4	12	1	0	0	1	1	0	0	1	0	0	0	1	0	2	0
12:00:00	19	1	43	3	13	1	0	0	1	0	0	0	1	0	0	0	1	0	3	1
12:15:00	24	5	50	7	14	1	0	0	1	0	0	0	1	0	0	0	2	1	3	0
12:30:00	27	3	54	4	14	0	0	0	1	0	0	0	1	0	0	0	2	0	3	0
12:45:00	30	3	58	4	14	0	1	1	1	0	0	0	2	1	0	0	2	0	3	0
13:00:00	32	2	65	7	14	0	1	0	1	0	0	0	2	0	0	0	2	0	3	0
13:15:00	32	0	65	0	14	0	1	0	1	0	0	0	2	0	0	0	2	0	3	0
14:00:00	32	0	65	0	14	0	1	0	1	0	0	0	2	0	0	0	2	0	3	0
14:15:00	32	0	71	6	19	5	1	0	1	0	0	0	2	0	0	0	2	0	3	0
14:30:00	38	6	77	6	21	2	1	0	1	0	0	0	3	1	0	0	2	0	3	0
14:45:00	41	3	81	4	24	3	1	0	1	0	0	0	3	0	0	0	2	0	7	4
15:00:00	42	1	89	8	29	5	1	0	1	0	0	0	3	0	0	0	3	1	7	0
15:15:00	47	5	92	3	30	1	1	0	1	0	0	0	3	0	0	0	3	0	9	2
15:30:00	51	4	92	0	33	3	1	0	1	0	1	1	3	0	0	0	3	0	10	1
15:45:00	51	0	98	6	35	2	1	0	1	0	1	0	4	1	0	0	3	0	11	1
16:00:00	54	3	109	11	39	4	1	0	1	0	1	0	5	1	0	0	3	0	11	0
16:15:00	58	4	114	5	41	2	1	0	1	0	1	0	5	0	0	0	3	0	11	0
16:30:00	61	3	123	9	43	2	1	0	1	0	1	0	5	0	0	0	3	0	11	0
16:45:00	62	1	133	10	46	3	1	0	1	0	1	0	5	0	0	0	3	0	13	2
17:00:00	65	3	139	6	51	5	1	0	1	0	1	0	5	0	0	0	3	0	15	2
17:15:00	69	4	155	16	56	5	1	0	1	0	1	0	5	0	0	0	3	0	16	1
17:30:00	71	2	163	8	58	2	1	0	1	0	1	0	5	0	0	0	3	0	16	0
17:45:00	72	1	170	7	59	1	1	0	1	0	1	0	5	0	0	0	3	0	16	0
18:00:00	74	2	179	9	61	2	1	0	1	0	1	0	5	0	0	0	3	0	17	1
18:15:00	74	0	179	0	61	0	1	0	1	0	1	0	5	0	0	0	3	0	17	0
18:15:15	74	0	179	0	61	0	1	0	1	0	1	0	5	0	0	0	3	0	17	0

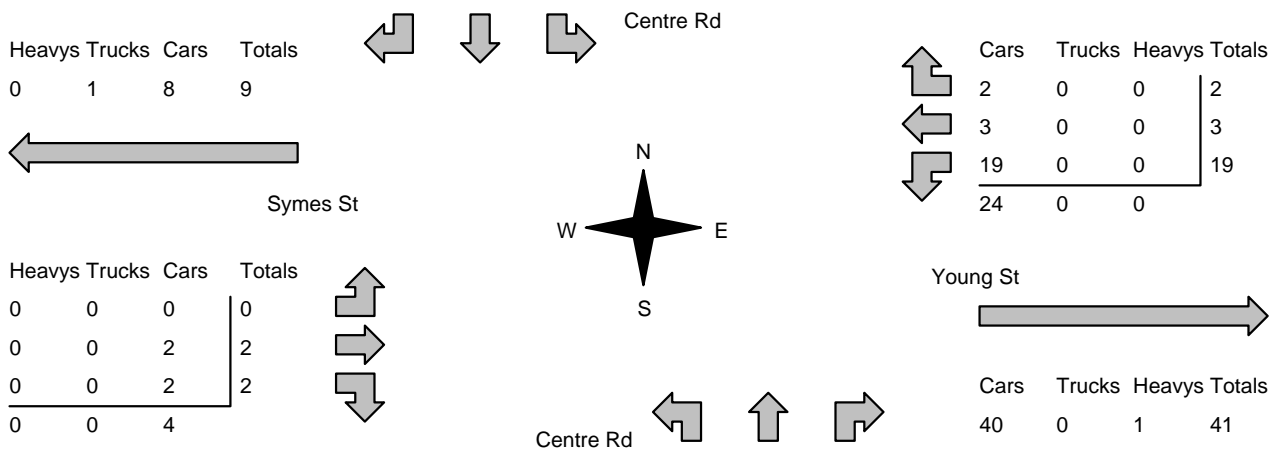


Count Date: 12-Sep-23 Site #: 2319900001

Interval Time	Passenger Cars - West Approach						Trucks - West Approach						Heavys - West Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		West Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15:00	1	1	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1
7:30:00	2	1	1	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0
7:45:00	2	0	5	4	4	2	0	0	0	0	0	0	0	0	0	0	1	1	1	0
8:00:00	3	1	11	6	10	6	0	0	0	0	0	0	0	0	1	1	1	0	1	0
8:15:00	6	3	13	2	15	5	0	0	0	0	0	0	1	1	1	0	1	0	1	0
8:30:00	10	4	14	1	17	2	0	0	0	0	0	0	1	0	1	0	1	0	1	0
8:45:00	11	1	15	1	20	3	0	0	0	0	0	0	1	0	1	0	1	0	1	0
9:00:00	13	2	18	3	22	2	0	0	0	0	0	0	1	0	1	0	1	0	2	1
9:15:00	13	0	18	0	22	0	0	0	0	0	0	0	1	0	1	0	1	0	2	0
11:00:00	13	0	18	0	22	0	0	0	0	0	0	0	1	0	1	0	1	0	2	0
11:15:00	13	0	19	1	24	2	0	0	0	0	0	0	1	0	1	0	1	0	2	0
11:30:00	14	1	19	0	25	1	0	0	1	1	0	0	1	0	1	0	1	0	2	0
11:45:00	17	3	19	0	28	3	0	0	1	0	0	0	1	0	1	0	1	0	2	0
12:00:00	19	2	21	2	30	2	0	0	1	0	0	0	1	0	1	0	1	0	2	0
12:15:00	21	2	23	2	34	4	0	0	1	0	0	0	1	0	1	0	1	0	2	0
12:30:00	24	3	23	0	38	4	0	0	1	0	0	0	1	0	1	0	1	0	2	0
12:45:00	25	1	23	0	40	2	0	0	1	0	0	0	1	0	1	0	2	1	5	3
13:00:00	27	2	24	1	42	2	0	0	1	0	0	0	1	0	1	0	2	0	5	0
13:15:00	27	0	24	0	42	0	0	0	1	0	0	0	1	0	1	0	2	0	5	0
14:00:00	27	0	24	0	42	0	0	0	1	0	0	0	1	0	1	0	2	0	5	0
14:15:00	28	1	26	2	46	4	0	0	1	0	0	0	1	0	1	0	2	0	5	0
14:30:00	29	1	26	0	47	1	0	0	1	0	0	0	1	0	1	0	2	0	5	0
14:45:00	30	1	26	0	49	2	0	0	1	0	0	0	1	0	1	0	2	0	6	1
15:00:00	32	2	27	1	54	5	0	0	1	0	0	0	1	0	1	0	2	0	6	0
15:15:00	34	2	27	0	58	4	0	0	2	1	0	0	1	0	1	0	4	2	9	3
15:30:00	36	2	27	0	61	3	0	0	2	0	0	0	1	0	1	0	4	0	9	0
15:45:00	37	1	29	2	64	3	0	0	2	0	0	0	1	0	1	0	4	0	10	1
16:00:00	43	6	34	5	71	7	0	0	2	0	0	0	1	0	1	0	5	1	10	0
16:15:00	44	1	35	1	74	3	0	0	2	0	0	0	1	0	1	0	5	0	11	1
16:30:00	47	3	36	1	78	4	0	0	2	0	0	0	1	0	1	0	6	1	11	0
16:45:00	50	3	37	1	84	6	0	0	2	0	0	0	1	0	1	0	6	0	11	0
17:00:00	54	4	40	3	85	1	0	0	2	0	0	0	1	0	1	0	6	0	11	0
17:15:00	57	3	41	1	90	5	0	0	2	0	0	0	1	0	1	0	6	0	12	1
17:30:00	59	2	42	1	92	2	0	0	2	0	0	0	1	0	1	0	6	0	12	0
17:45:00	64	5	43	1	94	2	0	0	2	0	0	0	1	0	1	0	6	0	12	0
18:00:00	65	1	43	0	96	2	0	0	2	0	0	0	1	0	1	0	6	0	15	3
18:15:00	65	0	43	0	96	0	0	0	2	0	0	0	1	0	1	0	6	0	15	0
18:15:15	65	0	43	0	96	0	0	0	2	0	0	0	1	0	1	0	6	0	15	0

<h1>Morning Peak Diagram</h1>	Specified Period From: 7:00:00 To: 9:00:00	One Hour Peak From: 7:45:00 To: 8:45:00																																																																											
Municipality: Uxbridge Site #: 2319900002 Intersection: Centre Rd & Symes St TFR File #: 1 Count date: 12-Sep-23	Weather conditions: Person counted: Person prepared: Person checked:																																																																												
** Non-Signalized Intersection **		Major Road: Centre Rd runs N/S																																																																											
North Leg Total: 102 North Entering: 63 North Peds: 1 Peds Cross: \boxtimes	<table style="border-collapse: collapse; margin: auto;"> <tr><td>Heavys</td><td>0</td><td>0</td><td>0</td><td>0</td></tr> <tr><td>Trucks</td><td>0</td><td>0</td><td>0</td><td>0</td></tr> <tr><td>Cars</td><td>1</td><td>55</td><td>7</td><td>63</td></tr> <tr style="border-top: 1px solid black;"><td>Totals</td><td>1</td><td>55</td><td>7</td><td></td></tr> </table>	Heavys	0	0	0	0	Trucks	0	0	0	0	Cars	1	55	7	63	Totals	1	55	7		 <table style="border-collapse: collapse; margin: auto;"> <tr><td>Heavys</td><td>1</td></tr> <tr><td>Trucks</td><td>0</td></tr> <tr><td>Cars</td><td>38</td></tr> <tr style="border-top: 1px solid black;"><td>Totals</td><td>39</td></tr> </table>	Heavys	1	Trucks	0	Cars	38	Totals	39	East Leg Total: 50 East Entering: 28 East Peds: 0 Peds Cross: \boxtimes																																														
Heavys	0	0	0	0																																																																									
Trucks	0	0	0	0																																																																									
Cars	1	55	7	63																																																																									
Totals	1	55	7																																																																										
Heavys	1																																																																												
Trucks	0																																																																												
Cars	38																																																																												
Totals	39																																																																												
																																																																													
<table style="border-collapse: collapse; margin: auto;"> <tr><td>Heavys</td><td>0</td><td>0</td><td>0</td><td>0</td></tr> <tr><td>Trucks</td><td>0</td><td>0</td><td>0</td><td>0</td></tr> <tr><td>Cars</td><td>0</td><td>0</td><td>5</td><td>5</td></tr> <tr style="border-top: 1px solid black;"><td>Totals</td><td></td><td></td><td>5</td><td></td></tr> </table>	Heavys	0	0	0	0	Trucks	0	0	0	0	Cars	0	0	5	5	Totals			5		<table style="border-collapse: collapse; margin: auto;"> <tr><td>Cars</td><td>8</td><td>0</td><td>0</td><td>8</td></tr> <tr><td>Trucks</td><td>2</td><td>0</td><td>0</td><td>2</td></tr> <tr><td>Heavys</td><td>18</td><td>0</td><td>0</td><td>18</td></tr> <tr style="border-top: 1px solid black;"><td>Totals</td><td>28</td><td>0</td><td>0</td><td></td></tr> </table>	Cars	8	0	0	8	Trucks	2	0	0	2	Heavys	18	0	0	18	Totals	28	0	0		<table style="border-collapse: collapse; margin: auto;"> <tr><td>Cars</td><td>22</td><td>0</td><td>0</td><td>22</td></tr> <tr style="border-top: 1px solid black;"><td>Totals</td><td>22</td><td></td><td></td><td></td></tr> </table>	Cars	22	0	0	22	Totals	22				<table style="border-collapse: collapse; margin: auto;"> <tr><td>Cars</td><td>75</td><td>2</td><td>30</td><td>12</td><td>44</td></tr> <tr><td>Trucks</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td></tr> <tr><td>Heavys</td><td>0</td><td>0</td><td>1</td><td>0</td><td>1</td></tr> <tr style="border-top: 1px solid black;"><td>Totals</td><td>75</td><td>2</td><td>31</td><td>12</td><td></td></tr> </table>	Cars	75	2	30	12	44	Trucks	0	0	0	0	0	Heavys	0	0	1	0	1	Totals	75	2	31	12	
Heavys	0	0	0	0																																																																									
Trucks	0	0	0	0																																																																									
Cars	0	0	5	5																																																																									
Totals			5																																																																										
Cars	8	0	0	8																																																																									
Trucks	2	0	0	2																																																																									
Heavys	18	0	0	18																																																																									
Totals	28	0	0																																																																										
Cars	22	0	0	22																																																																									
Totals	22																																																																												
Cars	75	2	30	12	44																																																																								
Trucks	0	0	0	0	0																																																																								
Heavys	0	0	1	0	1																																																																								
Totals	75	2	31	12																																																																									
Peds Cross: \boxtimes West Peds: 3 West Entering: 5 West Leg Total: 10	<table style="border-collapse: collapse; margin: auto;"> <tr><td>Cars</td><td>75</td><td>2</td><td>30</td><td>12</td><td>44</td></tr> <tr><td>Trucks</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td></tr> <tr><td>Heavys</td><td>0</td><td>0</td><td>1</td><td>0</td><td>1</td></tr> <tr style="border-top: 1px solid black;"><td>Totals</td><td>75</td><td>2</td><td>31</td><td>12</td><td></td></tr> </table>		Cars	75	2	30	12	44	Trucks	0	0	0	0	0	Heavys	0	0	1	0	1	Totals	75	2	31	12		Peds Cross: \boxtimes South Peds: 2 South Entering: 45 South Leg Total: 120																																																		
Cars	75	2	30	12	44																																																																								
Trucks	0	0	0	0	0																																																																								
Heavys	0	0	1	0	1																																																																								
Totals	75	2	31	12																																																																									
<h2>Comments</h2>																																																																													

Mid-day Peak Diagram		Specified Period From: 11:00:00 To: 13:00:00	One Hour Peak From: 12:00:00 To: 13:00:00																																																																																				
Municipality: Uxbridge Site #: 2319900002 Intersection: Centre Rd & Symes St TFR File #: 1 Count date: 12-Sep-23		Weather conditions: Person counted: Person prepared: Person checked:																																																																																					
** Non-Signalized Intersection **		Major Road: Centre Rd runs N/S																																																																																					
North Leg Total: 77 North Entering: 36 North Peds: 0 Peds Cross: ☒	<table style="border-collapse: collapse;"> <tr><td>Heavys</td><td>0</td><td>1</td><td>0</td><td>1</td></tr> <tr><td>Trucks</td><td>0</td><td>1</td><td>0</td><td>1</td></tr> <tr><td>Cars</td><td>1</td><td>30</td><td>3</td><td>34</td></tr> <tr style="border-top: 1px solid black;"><td>Totals</td><td>1</td><td>32</td><td>3</td><td></td></tr> </table>	Heavys	0	1	0	1	Trucks	0	1	0	1	Cars	1	30	3	34	Totals	1	32	3		<table style="border-collapse: collapse;"> <tr><td>Heavys</td><td>2</td></tr> <tr><td>Trucks</td><td>2</td></tr> <tr><td>Cars</td><td>37</td></tr> <tr style="border-top: 1px solid black;"><td>Totals</td><td>41</td></tr> </table>	Heavys	2	Trucks	2	Cars	37	Totals	41	East Leg Total: 35 East Entering: 15 East Peds: 2 Peds Cross: ☒																																																								
Heavys	0	1	0	1																																																																																			
Trucks	0	1	0	1																																																																																			
Cars	1	30	3	34																																																																																			
Totals	1	32	3																																																																																				
Heavys	2																																																																																						
Trucks	2																																																																																						
Cars	37																																																																																						
Totals	41																																																																																						
																																																																																							
<table style="border-collapse: collapse;"> <tr><td>Heavys</td><td>0</td><td>0</td><td>4</td><td>4</td></tr> <tr><td>Trucks</td><td>0</td><td>0</td><td>0</td><td>0</td></tr> <tr><td>Cars</td><td>0</td><td>0</td><td>4</td><td>4</td></tr> <tr style="border-top: 1px solid black;"><td>Totals</td><td>0</td><td>0</td><td>5</td><td></td></tr> </table>	Heavys	0	0	4	4	Trucks	0	0	0	0	Cars	0	0	4	4	Totals	0	0	5		<table style="border-collapse: collapse;"> <tr><td>Cars</td><td>7</td><td>0</td><td>2</td><td>9</td></tr> <tr><td>Trucks</td><td>0</td><td>0</td><td>0</td><td>0</td></tr> <tr><td>Heavys</td><td>6</td><td>0</td><td>0</td><td>6</td></tr> <tr style="border-top: 1px solid black;"><td>Totals</td><td>13</td><td>0</td><td>2</td><td></td></tr> </table>	Cars	7	0	2	9	Trucks	0	0	0	0	Heavys	6	0	0	6	Totals	13	0	2		<table style="border-collapse: collapse;"> <tr><td>Cars</td><td>18</td><td>0</td><td>2</td><td>20</td></tr> <tr><td>Trucks</td><td>0</td><td>0</td><td>0</td><td>0</td></tr> <tr><td>Heavys</td><td>0</td><td>0</td><td>0</td><td>0</td></tr> <tr style="border-top: 1px solid black;"><td>Totals</td><td>18</td><td>0</td><td>2</td><td></td></tr> </table>	Cars	18	0	2	20	Trucks	0	0	0	0	Heavys	0	0	0	0	Totals	18	0	2		<table style="border-collapse: collapse;"> <tr><td>Cars</td><td>40</td><td>3</td><td>29</td><td>15</td><td>47</td></tr> <tr><td>Trucks</td><td>1</td><td>0</td><td>2</td><td>0</td><td>2</td></tr> <tr><td>Heavys</td><td>1</td><td>0</td><td>0</td><td>2</td><td>2</td></tr> <tr style="border-top: 1px solid black;"><td>Totals</td><td>42</td><td>3</td><td>31</td><td>17</td><td></td></tr> </table>	Cars	40	3	29	15	47	Trucks	1	0	2	0	2	Heavys	1	0	0	2	2	Totals	42	3	31	17	
Heavys	0	0	4	4																																																																																			
Trucks	0	0	0	0																																																																																			
Cars	0	0	4	4																																																																																			
Totals	0	0	5																																																																																				
Cars	7	0	2	9																																																																																			
Trucks	0	0	0	0																																																																																			
Heavys	6	0	0	6																																																																																			
Totals	13	0	2																																																																																				
Cars	18	0	2	20																																																																																			
Trucks	0	0	0	0																																																																																			
Heavys	0	0	0	0																																																																																			
Totals	18	0	2																																																																																				
Cars	40	3	29	15	47																																																																																		
Trucks	1	0	2	0	2																																																																																		
Heavys	1	0	0	2	2																																																																																		
Totals	42	3	31	17																																																																																			
Peds Cross: ☒ West Peds: 2 West Entering: 5 West Leg Total: 9	<table style="border-collapse: collapse;"> <tr><td>Cars</td><td>3</td><td>29</td><td>15</td><td>47</td></tr> <tr><td>Trucks</td><td>0</td><td>2</td><td>0</td><td>2</td></tr> <tr><td>Heavys</td><td>0</td><td>0</td><td>2</td><td>2</td></tr> <tr style="border-top: 1px solid black;"><td>Totals</td><td>3</td><td>31</td><td>17</td><td></td></tr> </table>	Cars	3	29	15	47	Trucks	0	2	0	2	Heavys	0	0	2	2	Totals	3	31	17		Peds Cross: ☒ South Peds: 2 South Entering: 51 South Leg Total: 93																																																																	
Cars	3	29	15	47																																																																																			
Trucks	0	2	0	2																																																																																			
Heavys	0	0	2	2																																																																																			
Totals	3	31	17																																																																																				
Comments																																																																																							

Afternoon Peak Diagram		Specified Period From: 14:00:00 To: 18:00:00	One Hour Peak From: 15:45:00 To: 16:45:00																																																												
Municipality: Uxbridge Site #: 2319900002 Intersection: Centre Rd & Symes St TFR File #: 1 Count date: 12-Sep-23		Weather conditions: Person counted: Person prepared: Person checked:																																																													
** Non-Signalized Intersection **		Major Road: Centre Rd runs N/S																																																													
North Leg Total: 111 North Entering: 53 North Peds: 0 Peds Cross: \boxtimes	<table style="border-collapse: collapse;"> <tr><td>Heavys</td><td>0</td><td>1</td><td>1</td><td style="border-left: 1px solid black;">2</td></tr> <tr><td>Trucks</td><td>0</td><td>1</td><td>0</td><td style="border-left: 1px solid black;">1</td></tr> <tr><td>Cars</td><td>0</td><td>40</td><td>10</td><td style="border-left: 1px solid black;">50</td></tr> <tr><td>Totals</td><td>0</td><td>42</td><td>11</td><td style="border-left: 1px solid black;"></td></tr> </table>	Heavys	0	1	1	2	Trucks	0	1	0	1	Cars	0	40	10	50	Totals	0	42	11		<table style="border-collapse: collapse;"> <tr><td>Heavys</td><td>1</td></tr> <tr><td>Trucks</td><td>0</td></tr> <tr><td>Cars</td><td>57</td></tr> <tr><td>Totals</td><td>58</td></tr> </table>	Heavys	1	Trucks	0	Cars	57	Totals	58	East Leg Total: 65 East Entering: 24 East Peds: 0 Peds Cross: \boxtimes																																
Heavys	0	1	1	2																																																											
Trucks	0	1	0	1																																																											
Cars	0	40	10	50																																																											
Totals	0	42	11																																																												
Heavys	1																																																														
Trucks	0																																																														
Cars	57																																																														
Totals	58																																																														
																																																															
<table style="border-collapse: collapse;"> <tr><td>Heavys</td><td>0</td><td>0</td><td>0</td><td style="border-left: 1px solid black;">0</td></tr> <tr><td>Trucks</td><td>0</td><td>0</td><td>2</td><td style="border-left: 1px solid black;">2</td></tr> <tr><td>Cars</td><td>0</td><td>0</td><td>2</td><td style="border-left: 1px solid black;">2</td></tr> <tr><td>Totals</td><td>0</td><td>0</td><td>4</td><td style="border-left: 1px solid black;"></td></tr> </table>	Heavys	0	0	0	0	Trucks	0	0	2	2	Cars	0	0	2	2	Totals	0	0	4		<table style="border-collapse: collapse;"> <tr><td>Cars</td><td>2</td><td>0</td><td>0</td><td style="border-left: 1px solid black;">2</td></tr> <tr><td>Trucks</td><td>3</td><td>0</td><td>0</td><td style="border-left: 1px solid black;">3</td></tr> <tr><td>Heavys</td><td>19</td><td>0</td><td>0</td><td style="border-left: 1px solid black;">19</td></tr> <tr><td>Totals</td><td>24</td><td>0</td><td>0</td><td style="border-left: 1px solid black;"></td></tr> </table>	Cars	2	0	0	2	Trucks	3	0	0	3	Heavys	19	0	0	19	Totals	24	0	0		<table style="border-collapse: collapse;"> <tr><td>Cars</td><td>40</td><td>0</td><td>1</td><td style="border-left: 1px solid black;">41</td></tr> <tr><td>Trucks</td><td>0</td><td>0</td><td>0</td><td style="border-left: 1px solid black;">0</td></tr> <tr><td>Heavys</td><td>0</td><td>1</td><td>0</td><td style="border-left: 1px solid black;">1</td></tr> <tr><td>Totals</td><td>40</td><td>1</td><td>1</td><td style="border-left: 1px solid black;">42</td></tr> </table>	Cars	40	0	1	41	Trucks	0	0	0	0	Heavys	0	1	0	1	Totals	40	1	1	42	Young St Cars 40 Trucks 0 Heavys 1 Totals 41
Heavys	0	0	0	0																																																											
Trucks	0	0	2	2																																																											
Cars	0	0	2	2																																																											
Totals	0	0	4																																																												
Cars	2	0	0	2																																																											
Trucks	3	0	0	3																																																											
Heavys	19	0	0	19																																																											
Totals	24	0	0																																																												
Cars	40	0	1	41																																																											
Trucks	0	0	0	0																																																											
Heavys	0	1	0	1																																																											
Totals	40	1	1	42																																																											
Peds Cross: \boxtimes West Peds: 2 West Entering: 4 West Leg Total: 13	<table style="border-collapse: collapse;"> <tr><td>Cars</td><td>61</td></tr> <tr><td>Trucks</td><td>1</td></tr> <tr><td>Heavys</td><td>1</td></tr> <tr><td>Totals</td><td>63</td></tr> </table>	Cars	61	Trucks	1	Heavys	1	Totals	63	<table style="border-collapse: collapse;"> <tr><td>Cars</td><td>5</td><td>55</td><td>28</td><td style="border-left: 1px solid black;">88</td></tr> <tr><td>Trucks</td><td>1</td><td>0</td><td>0</td><td style="border-left: 1px solid black;">1</td></tr> <tr><td>Heavys</td><td>0</td><td>1</td><td>0</td><td style="border-left: 1px solid black;">1</td></tr> <tr><td>Totals</td><td>6</td><td>56</td><td>28</td><td style="border-left: 1px solid black;"></td></tr> </table>	Cars	5	55	28	88	Trucks	1	0	0	1	Heavys	0	1	0	1	Totals	6	56	28		Peds Cross: \boxtimes South Peds: 0 South Entering: 90 South Leg Total: 153																																
Cars	61																																																														
Trucks	1																																																														
Heavys	1																																																														
Totals	63																																																														
Cars	5	55	28	88																																																											
Trucks	1	0	0	1																																																											
Heavys	0	1	0	1																																																											
Totals	6	56	28																																																												
Comments																																																															

Total Count Diagram

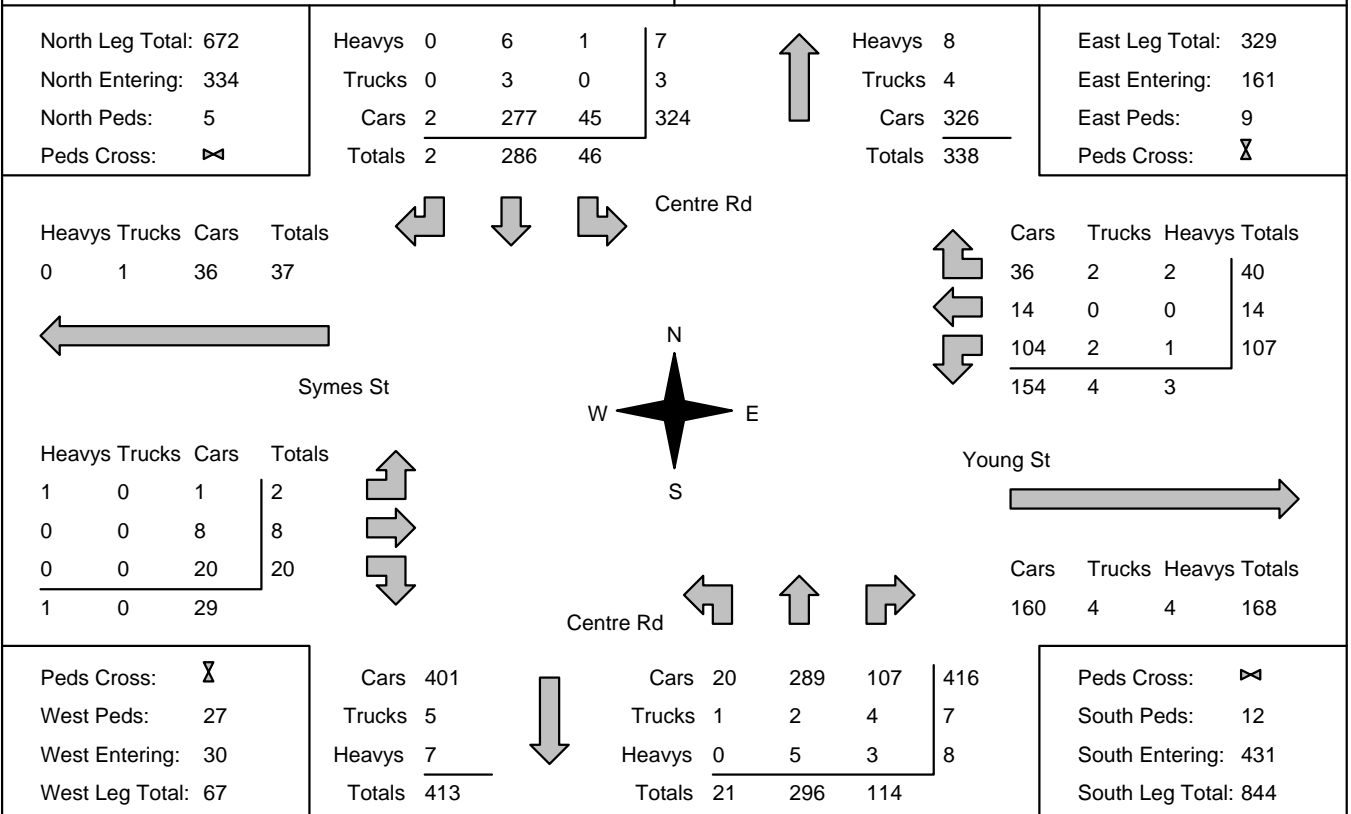
Municipality: Uxbridge
Site #: 2319900002
Intersection: Centre Rd & Symes St
TFR File #: 1
Count date: 12-Sep-23

Weather conditions:

Person counted:
Person prepared:
Person checked:

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

Major Road: Centre Rd runs N/S



Comments

Traffic Count Summary

Intersection: Centre Rd & Symes St

Count Date: 12-Sep-23

Municipality: Uxbridge

North Approach Totals						North/South Total Approaches	South Approach Totals					
Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds		Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total				Left	Thru	Right	Grand Total	
7:00:00	0	0	0	0	0	0	7:00:00	0	0	0	0	0
8:00:00	8	23	1	32	2	55	8:00:00	0	16	7	23	2
9:00:00	3	60	0	63	1	104	9:00:00	2	27	12	41	2
11:00:00	0	0	0	0	0	0	11:00:00	0	0	0	0	0
12:00:00	1	25	0	26	0	57	12:00:00	0	25	6	31	0
13:00:00	3	32	1	36	0	87	13:00:00	3	31	17	51	2
14:00:00	0	0	0	0	0	0	14:00:00	0	0	0	0	0
15:00:00	5	37	0	42	0	110	15:00:00	3	46	19	68	4
16:00:00	12	33	0	45	0	108	16:00:00	4	40	19	63	1
17:00:00	7	42	0	49	1	130	17:00:00	4	53	24	81	0
18:00:00	7	34	0	41	1	114	18:00:00	5	58	10	73	1
Totals:	46	286	2	334	5	765	S Totals:	21	296	114	431	12
East Approach Totals						East/West Total Approaches	West Approach Totals					
Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds		Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total				Left	Thru	Right	Grand Total	
7:00:00	0	0	0	0	0	0	7:00:00	0	0	0	0	0
8:00:00	10	2	3	15	3	22	8:00:00	0	3	4	7	3
9:00:00	16	1	6	23	0	29	9:00:00	0	0	6	6	3
11:00:00	0	0	0	0	0	0	11:00:00	0	0	0	0	0
12:00:00	12	0	3	15	0	17	12:00:00	1	1	0	2	0
13:00:00	6	0	9	15	2	20	13:00:00	1	0	4	5	2
14:00:00	0	0	0	0	0	0	14:00:00	0	0	0	0	0
15:00:00	18	3	8	29	3	30	15:00:00	0	0	1	1	5
16:00:00	12	2	6	20	0	22	16:00:00	0	0	2	2	3
17:00:00	19	3	3	25	0	30	17:00:00	0	3	2	5	3
18:00:00	14	3	2	19	1	21	18:00:00	0	1	1	2	8
Totals:	107	14	40	161	9	191	W Totals:	2	8	20	30	27
Calculated Values for Traffic Crossing Major Street												
Hours Ending:	8:00	9:00	12:00	13:00			15:00	16:00	17:00	18:00		
Crossing Values:	17	20	14	9			25	15	23	19		



Count Date: 12-Sep-23 Site #: 231990002

Interval Time	Passenger Cars - North Approach						Trucks - North Approach						Heavys - North Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		North Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15:00	2	2	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30:00	2	0	10	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45:00	4	2	15	5	0	0	0	0	0	0	0	0	0	0	1	1	0	0	1	1
8:00:00	8	4	22	7	1	1	0	0	0	0	0	0	0	0	1	0	0	0	2	1
8:15:00	8	0	49	27	1	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0
8:30:00	9	1	61	12	1	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0
8:45:00	11	2	70	9	1	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0
9:00:00	11	0	81	11	1	0	0	0	0	0	0	0	0	0	2	1	0	0	3	1
9:15:00	11	0	81	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	3	0
11:00:00	11	0	81	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	3	0
11:15:00	12	1	84	3	1	0	0	0	0	0	0	0	0	0	2	0	0	0	3	0
11:30:00	12	0	89	5	1	0	0	0	0	0	0	0	0	0	2	0	0	0	3	0
11:45:00	12	0	96	7	1	0	0	0	0	0	0	0	0	0	2	0	0	0	3	0
12:00:00	12	0	106	10	1	0	0	0	0	0	0	0	0	0	2	0	0	0	3	0
12:15:00	13	1	118	12	2	1	0	0	0	0	0	0	0	0	2	0	0	0	3	0
12:30:00	15	2	127	9	2	0	0	0	0	0	0	0	0	0	2	0	0	0	3	0
12:45:00	15	0	132	5	2	0	0	0	0	0	0	0	0	0	3	1	0	0	3	0
13:00:00	15	0	136	4	2	0	0	0	1	1	0	0	0	0	3	0	0	0	3	0
13:15:00	15	0	136	0	2	0	0	0	1	0	0	0	0	0	3	0	0	0	3	0
14:00:00	15	0	136	0	2	0	0	0	1	0	0	0	0	0	3	0	0	0	3	0
14:15:00	19	4	145	9	2	0	0	0	1	0	0	0	0	0	3	0	0	0	3	0
14:30:00	19	0	157	12	2	0	0	0	1	0	0	0	0	0	3	0	0	0	3	0
14:45:00	19	0	163	6	2	0	0	0	1	0	0	0	0	0	3	0	0	0	3	0
15:00:00	20	1	173	10	2	0	0	0	1	0	0	0	0	0	3	0	0	0	3	0
15:15:00	21	1	181	8	2	0	0	0	1	0	0	0	0	0	5	2	0	0	3	0
15:30:00	24	3	188	7	2	0	0	0	1	0	0	0	0	0	5	0	0	0	3	0
15:45:00	27	3	196	8	2	0	0	0	2	1	0	0	0	0	5	0	0	0	3	0
16:00:00	32	5	203	7	2	0	0	0	2	0	0	0	0	0	5	0	0	0	3	0
16:15:00	34	2	215	12	2	0	0	0	3	1	0	0	1	1	5	0	0	0	3	0
16:30:00	35	1	226	11	2	0	0	0	3	0	0	0	1	0	6	1	0	0	3	0
16:45:00	37	2	236	10	2	0	0	0	3	0	0	0	1	0	6	0	0	0	3	0
17:00:00	38	1	243	7	2	0	0	0	3	0	0	0	1	0	6	0	0	0	4	1
17:15:00	40	2	253	10	2	0	0	0	3	0	0	0	1	0	6	0	0	0	4	0
17:30:00	42	2	258	5	2	0	0	0	3	0	0	0	1	0	6	0	0	0	4	0
17:45:00	44	2	268	10	2	0	0	0	3	0	0	0	1	0	6	0	0	0	4	0
18:00:00	45	1	277	9	2	0	0	0	3	0	0	0	1	0	6	0	0	0	5	1
18:15:00	45	0	277	0	2	0	0	0	3	0	0	0	1	0	6	0	0	0	5	0
18:15:15	45	0	277	0	2	0	0	0	3	0	0	0	1	0	6	0	0	0	5	0



Count Date: 12-Sep-23 Site #: 2319900002

Interval Time	Passenger Cars - East Approach						Trucks - East Approach						Heavys - East Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		East Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15:00	3	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30:00	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
7:45:00	4	1	1	0	1	1	0	0	0	0	0	0	1	1	0	0	0	0	3	1
8:00:00	9	5	2	1	3	2	0	0	0	0	0	0	1	0	0	0	0	0	3	0
8:15:00	16	7	2	0	7	4	0	0	0	0	0	0	1	0	0	0	0	0	3	0
8:30:00	21	5	2	0	9	2	0	0	0	0	0	0	1	0	0	0	0	0	3	0
8:45:00	22	1	3	1	9	0	0	0	0	0	0	0	1	0	0	0	0	0	3	0
9:00:00	25	3	3	0	9	0	0	0	0	0	0	0	1	0	0	0	0	0	3	0
9:15:00	25	0	3	0	9	0	0	0	0	0	0	0	1	0	0	0	0	0	3	0
11:00:00	25	0	3	0	9	0	0	0	0	0	0	0	1	0	0	0	0	0	3	0
11:15:00	28	3	3	0	9	0	0	0	0	0	0	0	1	0	0	0	0	0	3	0
11:30:00	32	4	3	0	9	0	0	0	0	0	0	0	1	0	0	0	0	0	3	0
11:45:00	32	0	3	0	10	1	0	0	0	0	1	1	1	0	0	0	0	0	3	0
12:00:00	37	5	3	0	11	1	0	0	0	0	1	0	1	0	0	0	0	0	3	0
12:15:00	38	1	3	0	13	2	0	0	0	0	1	0	1	0	0	0	1	1	4	1
12:30:00	41	3	3	0	16	3	0	0	0	0	1	0	1	0	0	0	1	0	4	0
12:45:00	41	0	3	0	18	2	0	0	0	0	1	0	1	0	0	0	2	1	4	0
13:00:00	43	2	3	0	18	0	0	0	0	0	1	0	1	0	0	0	2	0	5	1
13:15:00	43	0	3	0	18	0	0	0	0	0	1	0	1	0	0	0	2	0	5	0
14:00:00	43	0	3	0	18	0	0	0	0	0	1	0	1	0	0	0	2	0	5	0
14:15:00	44	1	4	1	19	1	0	0	0	0	1	0	1	0	0	0	2	0	5	0
14:30:00	47	3	5	1	23	4	0	0	0	0	1	0	1	0	0	0	2	0	5	0
14:45:00	54	7	5	0	25	2	0	0	0	0	1	0	1	0	0	0	2	0	5	0
15:00:00	60	6	6	1	26	1	1	1	0	0	1	0	1	0	0	0	2	0	8	3
15:15:00	63	3	6	0	28	2	1	0	0	0	1	0	1	0	0	0	2	0	8	0
15:30:00	65	2	8	2	30	2	1	0	0	0	2	1	1	0	0	0	2	0	8	0
15:45:00	67	2	8	0	30	0	2	1	0	0	2	0	1	0	0	0	2	0	8	0
16:00:00	71	4	8	0	31	1	2	0	0	0	2	0	1	0	0	0	2	0	8	0
16:15:00	77	6	8	0	31	0	2	0	0	0	2	0	1	0	0	0	2	0	8	0
16:30:00	81	4	8	0	32	1	2	0	0	0	2	0	1	0	0	0	2	0	8	0
16:45:00	86	5	11	3	32	0	2	0	0	0	2	0	1	0	0	0	2	0	8	0
17:00:00	90	4	11	0	34	2	2	0	0	0	2	0	1	0	0	0	2	0	8	0
17:15:00	96	6	11	0	35	1	2	0	0	0	2	0	1	0	0	0	2	0	8	0
17:30:00	100	4	12	1	35	0	2	0	0	0	2	0	1	0	0	0	2	0	8	0
17:45:00	102	2	13	1	35	0	2	0	0	0	2	0	1	0	0	0	2	0	8	0
18:00:00	104	2	14	1	36	1	2	0	0	0	2	0	1	0	0	0	2	0	9	1
18:15:00	104	0	14	0	36	0	2	0	0	0	2	0	1	0	0	0	2	0	9	0
18:15:15	104	0	14	0	36	0	2	0	0	0	2	0	1	0	0	0	2	0	9	0







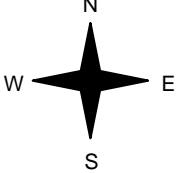

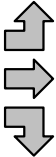


Count Date: 12-Sep-23 Site #: 2319900002


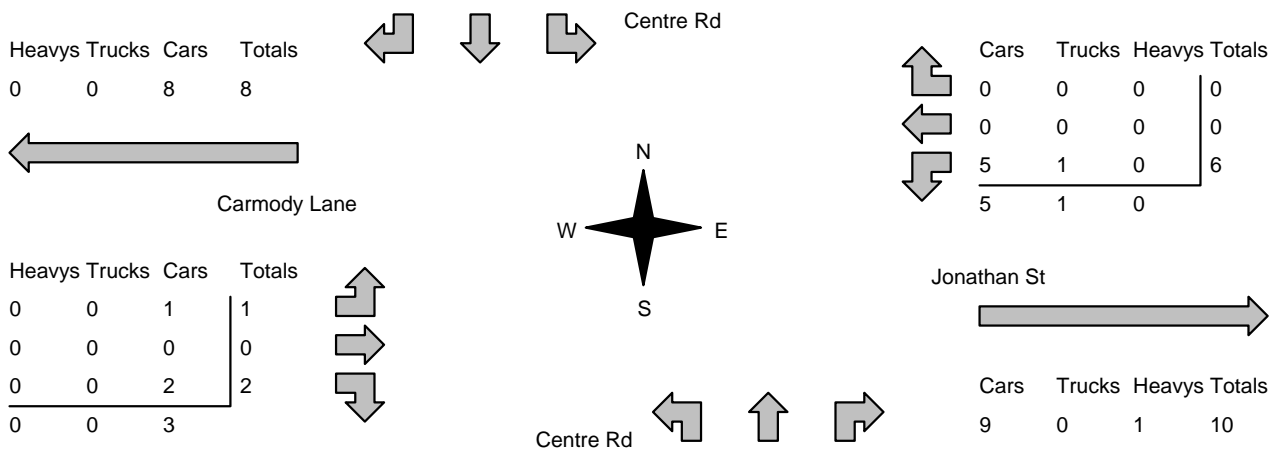

Interval Time	Passenger Cars - South Approach						Trucks - South Approach						Heavys - South Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		South Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15:00	0	0	2	2	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30:00	0	0	4	2	4	2	0	0	0	0	0	0	0	0	0	0	0	0	1	1
7:45:00	0	0	9	5	5	1	0	0	0	0	0	0	0	0	0	0	0	0	2	1
8:00:00	0	0	16	7	7	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0
8:15:00	1	1	28	12	8	1	0	0	0	0	0	0	0	0	0	0	0	0	4	2
8:30:00	2	1	35	7	15	7	0	0	0	0	0	0	0	0	1	1	0	0	4	0
8:45:00	2	0	39	4	17	2	0	0	0	0	0	0	0	0	1	0	0	0	4	0
9:00:00	2	0	42	3	19	2	0	0	0	0	0	0	0	0	1	0	0	0	4	0
9:15:00	2	0	42	0	19	0	0	0	0	0	0	0	0	0	1	0	0	0	4	0
11:00:00	2	0	42	0	19	0	0	0	0	0	0	0	0	0	1	0	0	0	4	0
11:15:00	2	0	48	6	21	2	0	0	0	0	0	0	0	0	1	0	0	0	4	0
11:30:00	2	0	57	9	21	0	0	0	0	0	0	0	0	0	1	0	0	0	4	0
11:45:00	2	0	63	6	22	1	0	0	0	0	1	1	0	0	1	0	0	0	4	0
12:00:00	2	0	67	4	24	2	0	0	0	0	1	0	0	0	1	0	0	0	4	0
12:15:00	3	1	78	11	29	5	0	0	1	1	1	0	0	0	1	0	0	0	6	2
12:30:00	4	1	82	4	32	3	0	0	1	0	1	0	0	0	1	0	0	0	6	0
12:45:00	4	0	87	5	34	2	0	0	2	1	1	0	0	0	1	0	1	1	6	0
13:00:00	5	1	96	9	39	5	0	0	2	0	1	0	0	0	1	0	2	1	6	0
13:15:00	5	0	96	0	39	0	0	0	2	0	1	0	0	0	1	0	2	0	6	0
14:00:00	5	0	96	0	39	0	0	0	2	0	1	0	0	0	1	0	2	0	6	0
14:15:00	6	1	107	11	42	3	0	0	2	0	2	1	0	0	1	0	2	0	6	0
14:30:00	7	1	119	12	45	3	0	0	2	0	2	0	0	0	2	1	2	0	6	0
14:45:00	7	0	127	8	53	8	0	0	2	0	2	0	0	0	2	0	2	0	7	1
15:00:00	8	1	140	13	57	4	0	0	2	0	2	0	0	0	3	1	2	0	10	3
15:15:00	8	0	150	10	61	4	0	0	2	0	2	0	0	0	3	0	2	0	11	1
15:30:00	9	1	155	5	64	3	0	0	2	0	3	1	0	0	3	0	2	0	11	0
15:45:00	10	1	163	8	67	3	0	0	2	0	4	1	0	0	4	1	3	1	11	0
16:00:00	12	2	178	15	73	6	0	0	2	0	4	0	0	0	5	1	3	0	11	0
16:15:00	14	2	190	12	78	5	1	1	2	0	4	0	0	0	5	0	3	0	11	0
16:30:00	14	0	204	14	87	9	1	0	2	0	4	0	0	0	5	0	3	0	11	0
16:45:00	15	1	218	14	95	8	1	0	2	0	4	0	0	0	5	0	3	0	11	0
17:00:00	15	0	231	13	97	2	1	0	2	0	4	0	0	0	5	0	3	0	11	0
17:15:00	17	2	255	24	99	2	1	0	2	0	4	0	0	0	5	0	3	0	12	1
17:30:00	18	1	266	11	100	1	1	0	2	0	4	0	0	0	5	0	3	0	12	0
17:45:00	18	0	275	9	102	2	1	0	2	0	4	0	0	0	5	0	3	0	12	0
18:00:00	20	2	289	14	107	5	1	0	2	0	4	0	0	0	5	0	3	0	12	0
18:15:00	20	0	289	0	107	0	1	0	2	0	4	0	0	0	5	0	3	0	12	0
18:15:15	20	0	289	0	107	0	1	0	2	0	4	0	0	0	5	0	3	0	12	0

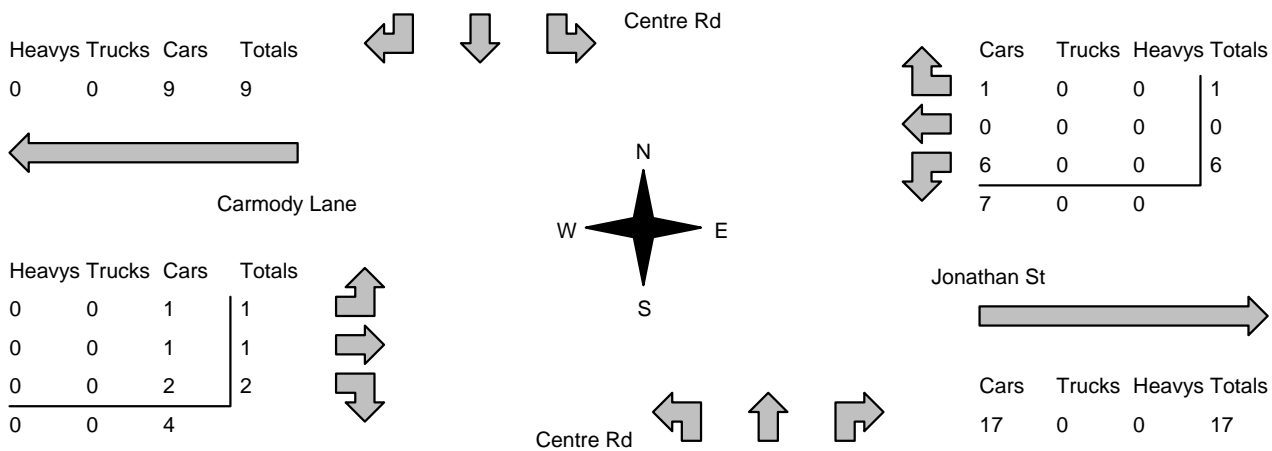


Count Date: 12-Sep-23 Site #: 231990002

Interval Time	Passenger Cars - West Approach						Trucks - West Approach						Heavys - West Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		West Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15:00	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	1	1
7:30:00	0	0	0	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0
7:45:00	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1
8:00:00	0	0	3	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1
8:15:00	0	0	3	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	3	0
8:30:00	0	0	3	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	4	1
8:45:00	0	0	3	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	5	1
9:00:00	0	0	3	0	10	4	0	0	0	0	0	0	0	0	0	0	0	0	6	1
9:15:00	0	0	3	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
11:00:00	0	0	3	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
11:15:00	0	0	3	0	10	0	0	0	0	0	0	0	1	1	0	0	0	0	6	0
11:30:00	0	0	3	0	10	0	0	0	0	0	0	0	1	0	0	0	0	0	6	0
11:45:00	0	0	4	1	10	0	0	0	0	0	0	0	1	0	0	0	0	0	6	0
12:00:00	0	0	4	0	10	0	0	0	0	0	0	0	1	0	0	0	0	0	6	0
12:15:00	0	0	4	0	12	2	0	0	0	0	0	0	1	0	0	0	0	0	6	0
12:30:00	1	1	4	0	12	0	0	0	0	0	0	0	1	0	0	0	0	0	6	0
12:45:00	1	0	4	0	14	2	0	0	0	0	0	0	1	0	0	0	0	0	8	2
13:00:00	1	0	4	0	14	0	0	0	0	0	0	0	1	0	0	0	0	0	8	0
13:15:00	1	0	4	0	14	0	0	0	0	0	0	0	1	0	0	0	0	0	8	0
14:00:00	1	0	4	0	14	0	0	0	0	0	0	0	1	0	0	0	0	0	8	0
14:15:00	1	0	4	0	14	0	0	0	0	0	0	0	1	0	0	0	0	0	8	0
14:30:00	1	0	4	0	14	0	0	0	0	0	0	0	1	0	0	0	0	0	11	3
14:45:00	1	0	4	0	15	1	0	0	0	0	0	0	1	0	0	0	0	0	13	2
15:00:00	1	0	4	0	15	0	0	0	0	0	0	0	1	0	0	0	0	0	13	0
15:15:00	1	0	4	0	15	0	0	0	0	0	0	0	1	0	0	0	0	0	14	1
15:30:00	1	0	4	0	16	1	0	0	0	0	0	0	1	0	0	0	0	0	15	1
15:45:00	1	0	4	0	17	1	0	0	0	0	0	0	1	0	0	0	0	0	16	1
16:00:00	1	0	4	0	17	0	0	0	0	0	0	0	1	0	0	0	0	0	16	0
16:15:00	1	0	4	0	18	1	0	0	0	0	0	0	1	0	0	0	0	0	17	1
16:30:00	1	0	5	1	18	0	0	0	0	0	0	0	1	0	0	0	0	0	17	0
16:45:00	1	0	6	1	19	1	0	0	0	0	0	0	1	0	0	0	0	0	18	1
17:00:00	1	0	7	1	19	0	0	0	0	0	0	0	1	0	0	0	0	0	19	1
17:15:00	1	0	7	0	19	0	0	0	0	0	0	0	1	0	0	0	0	0	21	2
17:30:00	1	0	7	0	19	0	0	0	0	0	0	0	1	0	0	0	0	0	24	3
17:45:00	1	0	7	0	20	1	0	0	0	0	0	0	1	0	0	0	0	0	24	0
18:00:00	1	0	8	1	20	0	0	0	0	0	0	0	1	0	0	0	0	0	27	3
18:15:00	1	0	8	0	20	0	0	0	0	0	0	0	1	0	0	0	0	0	27	0
18:15:15	1	0	8	0	20	0	0	0	0	0	0	0	1	0	0	0	0	0	27	0

<h2>Morning Peak Diagram</h2>	Specified Period From: 7:00:00 To: 9:00:00	One Hour Peak From: 8:00:00 To: 9:00:00																													
Municipality: Uxbridge Site #: 2319900003 Intersection: Centre Rd & Carmody Lane TFR File #: 1 Count date: 12-Sep-23	Weather conditions: Person counted: Person prepared: Person checked:																														
** Non-Signalized Intersection **		Major Road: Centre Rd runs N/S																													
North Leg Total: 129 North Entering: 87 North Peds: 0 Peds Cross: ☒	<table style="margin: auto;"> <tr><td>Heavys</td><td>0</td><td>1</td><td>0</td><td>1</td></tr> <tr><td>Trucks</td><td>0</td><td>0</td><td>0</td><td>0</td></tr> <tr><td>Cars</td><td>0</td><td>86</td><td>0</td><td>86</td></tr> <tr style="border-top: 1px solid black;"><td>Totals</td><td>0</td><td>87</td><td>0</td><td></td></tr> </table>	Heavys	0	1	0	1	Trucks	0	0	0	0	Cars	0	86	0	86	Totals	0	87	0		 <table style="margin: auto;"> <tr><td>Heavys</td><td>1</td></tr> <tr><td>Trucks</td><td>0</td></tr> <tr><td>Cars</td><td>41</td></tr> <tr style="border-top: 1px solid black;"><td>Totals</td><td>42</td></tr> </table>	Heavys	1	Trucks	0	Cars	41	Totals	42	East Leg Total: 25 East Entering: 15 East Peds: 0 Peds Cross: ☒
Heavys	0	1	0	1																											
Trucks	0	0	0	0																											
Cars	0	86	0	86																											
Totals	0	87	0																												
Heavys	1																														
Trucks	0																														
Cars	41																														
Totals	42																														
<table style="margin: auto;"> <tr><td>Heavys</td><td>Trucks</td><td>Cars</td><td>Totals</td></tr> <tr><td>0</td><td>0</td><td>1</td><td>1</td></tr> </table>	Heavys	Trucks	Cars	Totals	0	0	1	1	 <p style="text-align: center;">Centre Rd</p>	 <table style="margin: auto;"> <tr><td>Cars</td><td>Trucks</td><td>Heavys</td><td>Totals</td></tr> <tr><td>3</td><td>0</td><td>0</td><td>3</td></tr> <tr><td>0</td><td>0</td><td>0</td><td>0</td></tr> <tr><td>12</td><td>0</td><td>0</td><td>12</td></tr> <tr style="border-top: 1px solid black;"><td>15</td><td>0</td><td>0</td><td></td></tr> </table>	Cars	Trucks	Heavys	Totals	3	0	0	3	0	0	0	0	12	0	0	12	15	0	0		
Heavys	Trucks	Cars	Totals																												
0	0	1	1																												
Cars	Trucks	Heavys	Totals																												
3	0	0	3																												
0	0	0	0																												
12	0	0	12																												
15	0	0																													
 <p style="text-align: center;">Carmody Lane</p>		<p style="text-align: center;">Jonathan St</p> 																													
Heavys Trucks Cars Totals 0 0 0 0 0 0 0 0 0 0 8 8 0 0 8		<p style="text-align: center;">Centre Rd</p> 	<table style="margin: auto;"> <tr><td>Cars</td><td>Trucks</td><td>Heavys</td><td>Totals</td></tr> <tr><td>10</td><td>0</td><td>0</td><td>10</td></tr> </table>	Cars	Trucks	Heavys	Totals	10	0	0	10																				
Cars	Trucks	Heavys	Totals																												
10	0	0	10																												
Peds Cross: ☒ West Peds: 0 West Entering: 8 West Leg Total: 9	 <table style="margin: auto;"> <tr><td>Cars</td><td>106</td></tr> <tr><td>Trucks</td><td>0</td></tr> <tr><td>Heavys</td><td>1</td></tr> <tr style="border-top: 1px solid black;"><td>Totals</td><td>107</td></tr> </table>	Cars	106	Trucks	0	Heavys	1	Totals	107	<table style="margin: auto;"> <tr><td>Cars</td><td>1</td><td>38</td><td>10</td><td>49</td></tr> <tr><td>Trucks</td><td>0</td><td>0</td><td>0</td><td>0</td></tr> <tr><td>Heavys</td><td>0</td><td>1</td><td>0</td><td>1</td></tr> <tr style="border-top: 1px solid black;"><td>Totals</td><td>1</td><td>39</td><td>10</td><td></td></tr> </table>	Cars	1	38	10	49	Trucks	0	0	0	0	Heavys	0	1	0	1	Totals	1	39	10		Peds Cross: ☒ South Peds: 0 South Entering: 50 South Leg Total: 157
Cars	106																														
Trucks	0																														
Heavys	1																														
Totals	107																														
Cars	1	38	10	49																											
Trucks	0	0	0	0																											
Heavys	0	1	0	1																											
Totals	1	39	10																												
<h3>Comments</h3>																															

Mid-day Peak Diagram		Specified Period From: 11:00:00 To: 13:00:00	One Hour Peak From: 11:15:00 To: 12:15:00																																									
Municipality: Uxbridge Site #: 2319900003 Intersection: Centre Rd & Carmody Lane TFR File #: 1 Count date: 12-Sep-23		Weather conditions: Person counted: Person prepared: Person checked:																																										
** Non-Signalized Intersection **		Major Road: Centre Rd runs N/S																																										
North Leg Total: 96 North Entering: 49 North Peds: 1 Peds Cross: \boxtimes	<table style="border-collapse: collapse;"> <tr><td>Heavys</td><td>0</td><td>0</td><td>0</td><td>0</td></tr> <tr><td>Trucks</td><td>0</td><td>0</td><td>0</td><td>0</td></tr> <tr><td>Cars</td><td>0</td><td>48</td><td>1</td><td>49</td></tr> <tr style="border-top: 1px solid black;"><td>Totals</td><td>0</td><td>48</td><td>1</td><td></td></tr> </table>	Heavys	0	0	0	0	Trucks	0	0	0	0	Cars	0	48	1	49	Totals	0	48	1			<table style="border-collapse: collapse;"> <tr><td>Heavys</td><td>0</td></tr> <tr><td>Trucks</td><td>3</td></tr> <tr><td>Cars</td><td>44</td></tr> <tr style="border-top: 1px solid black;"><td>Totals</td><td>47</td></tr> </table>	Heavys	0	Trucks	3	Cars	44	Totals	47	East Leg Total: 16 East Entering: 6 East Peds: 0 Peds Cross: \boxtimes												
Heavys	0	0	0	0																																								
Trucks	0	0	0	0																																								
Cars	0	48	1	49																																								
Totals	0	48	1																																									
Heavys	0																																											
Trucks	3																																											
Cars	44																																											
Totals	47																																											
																																												
<table style="border-collapse: collapse;"> <tr><td>Heavys</td><td>0</td><td>0</td><td>8</td><td>8</td></tr> <tr><td>Trucks</td><td>0</td><td>0</td><td></td><td></td></tr> <tr><td>Cars</td><td></td><td></td><td></td><td></td></tr> <tr style="border-top: 1px solid black;"><td>Totals</td><td></td><td></td><td></td><td></td></tr> </table>	Heavys	0	0	8	8	Trucks	0	0			Cars					Totals							<table style="border-collapse: collapse;"> <tr><td>Cars</td><td>0</td><td>0</td><td>0</td><td>0</td></tr> <tr><td>Trucks</td><td>0</td><td>0</td><td>0</td><td>0</td></tr> <tr><td>Heavys</td><td>5</td><td>1</td><td>0</td><td>6</td></tr> <tr style="border-top: 1px solid black;"><td>Totals</td><td>5</td><td>1</td><td>0</td><td></td></tr> </table>	Cars	0	0	0	0	Trucks	0	0	0	0	Heavys	5	1	0	6	Totals	5	1	0		
Heavys	0	0	8	8																																								
Trucks	0	0																																										
Cars																																												
Totals																																												
Cars	0	0	0	0																																								
Trucks	0	0	0	0																																								
Heavys	5	1	0	6																																								
Totals	5	1	0																																									
<table style="border-collapse: collapse;"> <tr><td>Heavys</td><td>0</td><td>0</td><td>1</td><td>1</td></tr> <tr><td>Trucks</td><td>0</td><td>0</td><td>0</td><td>0</td></tr> <tr><td>Cars</td><td>0</td><td>0</td><td>2</td><td>2</td></tr> <tr style="border-top: 1px solid black;"><td>Totals</td><td>0</td><td>0</td><td>3</td><td></td></tr> </table>	Heavys	0	0	1	1	Trucks	0	0	0	0	Cars	0	0	2	2	Totals	0	0	3				<table style="border-collapse: collapse;"> <tr><td>Cars</td><td>9</td><td>0</td><td>1</td><td>10</td></tr> <tr><td>Trucks</td><td></td><td></td><td></td><td></td></tr> <tr><td>Heavys</td><td></td><td></td><td></td><td></td></tr> <tr style="border-top: 1px solid black;"><td>Totals</td><td></td><td></td><td></td><td></td></tr> </table>	Cars	9	0	1	10	Trucks					Heavys					Totals					
Heavys	0	0	1	1																																								
Trucks	0	0	0	0																																								
Cars	0	0	2	2																																								
Totals	0	0	3																																									
Cars	9	0	1	10																																								
Trucks																																												
Heavys																																												
Totals																																												
Peds Cross: \boxtimes West Peds: 2 West Entering: 3 West Leg Total: 11	<table style="border-collapse: collapse;"> <tr><td>Cars</td><td>55</td></tr> <tr><td>Trucks</td><td>1</td></tr> <tr><td>Heavys</td><td>0</td></tr> <tr style="border-top: 1px solid black;"><td>Totals</td><td>56</td></tr> </table>	Cars	55	Trucks	1	Heavys	0	Totals	56		<table style="border-collapse: collapse;"> <tr><td>Cars</td><td>8</td><td>43</td><td>8</td><td>59</td></tr> <tr><td>Trucks</td><td>0</td><td>3</td><td>0</td><td>3</td></tr> <tr><td>Heavys</td><td>0</td><td>0</td><td>1</td><td>1</td></tr> <tr style="border-top: 1px solid black;"><td>Totals</td><td>8</td><td>46</td><td>9</td><td></td></tr> </table>	Cars	8	43	8	59	Trucks	0	3	0	3	Heavys	0	0	1	1	Totals	8	46	9		Peds Cross: \boxtimes South Peds: 0 South Entering: 63 South Leg Total: 119												
Cars	55																																											
Trucks	1																																											
Heavys	0																																											
Totals	56																																											
Cars	8	43	8	59																																								
Trucks	0	3	0	3																																								
Heavys	0	0	1	1																																								
Totals	8	46	9																																									
Comments																																												

Afternoon Peak Diagram		Specified Period From: 14:00:00 To: 18:00:00	One Hour Peak From: 16:15:00 To: 17:15:00																																																																																				
Municipality: Uxbridge Site #: 2319900003 Intersection: Centre Rd & Carmody Lane TFR File #: 1 Count date: 12-Sep-23		Weather conditions: Person counted: Person prepared: Person checked:																																																																																					
** Non-Signalized Intersection **		Major Road: Centre Rd runs N/S																																																																																					
North Leg Total: 156 North Entering: 61 North Peds: 2 Peds Cross: ☒	<table style="border-collapse: collapse;"> <tr><td>Heavys</td><td>0</td><td>1</td><td>0</td><td style="border-left: 1px solid black;">1</td></tr> <tr><td>Trucks</td><td>0</td><td>0</td><td>0</td><td style="border-left: 1px solid black;">0</td></tr> <tr><td>Cars</td><td>2</td><td>58</td><td>0</td><td style="border-left: 1px solid black;">60</td></tr> <tr><td>Totals</td><td>2</td><td>59</td><td>0</td><td style="border-left: 1px solid black;"></td></tr> </table>	Heavys	0	1	0	1	Trucks	0	0	0	0	Cars	2	58	0	60	Totals	2	59	0		<table style="border-collapse: collapse;"> <tr><td>Heavys</td><td>0</td></tr> <tr><td>Trucks</td><td>0</td></tr> <tr><td>Cars</td><td style="border-bottom: 1px solid black;">95</td></tr> <tr><td>Totals</td><td>95</td></tr> </table>	Heavys	0	Trucks	0	Cars	95	Totals	95	East Leg Total: 24 East Entering: 7 East Peds: 0 Peds Cross: ☒																																																								
Heavys	0	1	0	1																																																																																			
Trucks	0	0	0	0																																																																																			
Cars	2	58	0	60																																																																																			
Totals	2	59	0																																																																																				
Heavys	0																																																																																						
Trucks	0																																																																																						
Cars	95																																																																																						
Totals	95																																																																																						
																																																																																							
<table style="border-collapse: collapse;"> <tr><td>Heavys</td><td>0</td><td>0</td><td>9</td><td style="border-left: 1px solid black;">9</td></tr> <tr><td>Trucks</td><td>0</td><td>0</td><td>0</td><td style="border-left: 1px solid black;">0</td></tr> <tr><td>Cars</td><td>0</td><td>0</td><td>9</td><td style="border-left: 1px solid black;">9</td></tr> <tr><td>Totals</td><td>0</td><td>0</td><td>9</td><td style="border-left: 1px solid black;">9</td></tr> </table>	Heavys	0	0	9	9	Trucks	0	0	0	0	Cars	0	0	9	9	Totals	0	0	9	9	<table style="border-collapse: collapse;"> <tr><td>Cars</td><td>1</td><td>0</td><td>0</td><td style="border-left: 1px solid black;">1</td></tr> <tr><td>Trucks</td><td>0</td><td>0</td><td>0</td><td style="border-left: 1px solid black;">0</td></tr> <tr><td>Heavys</td><td>6</td><td>0</td><td>0</td><td style="border-left: 1px solid black;">6</td></tr> <tr><td>Totals</td><td>7</td><td>0</td><td>0</td><td style="border-left: 1px solid black;">7</td></tr> </table>	Cars	1	0	0	1	Trucks	0	0	0	0	Heavys	6	0	0	6	Totals	7	0	0	7	<table style="border-collapse: collapse;"> <tr><td>Cars</td><td>17</td><td>0</td><td>0</td><td style="border-left: 1px solid black;">17</td></tr> <tr><td>Trucks</td><td>0</td><td>0</td><td>0</td><td style="border-left: 1px solid black;">0</td></tr> <tr><td>Heavys</td><td>0</td><td>0</td><td>0</td><td style="border-left: 1px solid black;">0</td></tr> <tr><td>Totals</td><td>17</td><td>0</td><td>0</td><td style="border-left: 1px solid black;">17</td></tr> </table>	Cars	17	0	0	17	Trucks	0	0	0	0	Heavys	0	0	0	0	Totals	17	0	0	17	<table style="border-collapse: collapse;"> <tr><td>Cars</td><td>66</td><td>7</td><td>93</td><td>16</td><td style="border-left: 1px solid black;">116</td></tr> <tr><td>Trucks</td><td>0</td><td>0</td><td>0</td><td>0</td><td style="border-left: 1px solid black;">0</td></tr> <tr><td>Heavys</td><td>1</td><td>0</td><td>0</td><td>0</td><td style="border-left: 1px solid black;">1</td></tr> <tr><td>Totals</td><td>67</td><td>7</td><td>93</td><td>16</td><td style="border-left: 1px solid black;">116</td></tr> </table>	Cars	66	7	93	16	116	Trucks	0	0	0	0	0	Heavys	1	0	0	0	1	Totals	67	7	93	16	116
Heavys	0	0	9	9																																																																																			
Trucks	0	0	0	0																																																																																			
Cars	0	0	9	9																																																																																			
Totals	0	0	9	9																																																																																			
Cars	1	0	0	1																																																																																			
Trucks	0	0	0	0																																																																																			
Heavys	6	0	0	6																																																																																			
Totals	7	0	0	7																																																																																			
Cars	17	0	0	17																																																																																			
Trucks	0	0	0	0																																																																																			
Heavys	0	0	0	0																																																																																			
Totals	17	0	0	17																																																																																			
Cars	66	7	93	16	116																																																																																		
Trucks	0	0	0	0	0																																																																																		
Heavys	1	0	0	0	1																																																																																		
Totals	67	7	93	16	116																																																																																		
Peds Cross: ☒ West Peds: 6 West Entering: 4 West Leg Total: 13	<table style="border-collapse: collapse;"> <tr><td>Cars</td><td>66</td><td>7</td><td>93</td><td>16</td><td style="border-left: 1px solid black;">116</td></tr> <tr><td>Trucks</td><td>0</td><td>0</td><td>0</td><td>0</td><td style="border-left: 1px solid black;">0</td></tr> <tr><td>Heavys</td><td>1</td><td>0</td><td>0</td><td>0</td><td style="border-left: 1px solid black;">1</td></tr> <tr><td>Totals</td><td>67</td><td>7</td><td>93</td><td>16</td><td style="border-left: 1px solid black;">116</td></tr> </table>	Cars	66	7	93	16	116	Trucks	0	0	0	0	0	Heavys	1	0	0	0	1	Totals	67	7	93	16	116	Peds Cross: ☒ South Peds: 0 South Entering: 116 South Leg Total: 183	<table style="border-collapse: collapse;"> <tr><td>Cars</td><td>7</td><td>93</td><td>16</td><td style="border-left: 1px solid black;">116</td></tr> <tr><td>Trucks</td><td>0</td><td>0</td><td>0</td><td style="border-left: 1px solid black;">0</td></tr> <tr><td>Heavys</td><td>0</td><td>0</td><td>0</td><td style="border-left: 1px solid black;">0</td></tr> <tr><td>Totals</td><td>7</td><td>93</td><td>16</td><td style="border-left: 1px solid black;">116</td></tr> </table>	Cars	7	93	16	116	Trucks	0	0	0	0	Heavys	0	0	0	0	Totals	7	93	16	116																																								
Cars	66	7	93	16	116																																																																																		
Trucks	0	0	0	0	0																																																																																		
Heavys	1	0	0	0	1																																																																																		
Totals	67	7	93	16	116																																																																																		
Cars	7	93	16	116																																																																																			
Trucks	0	0	0	0																																																																																			
Heavys	0	0	0	0																																																																																			
Totals	7	93	16	116																																																																																			
Comments																																																																																							

Total Count Diagram

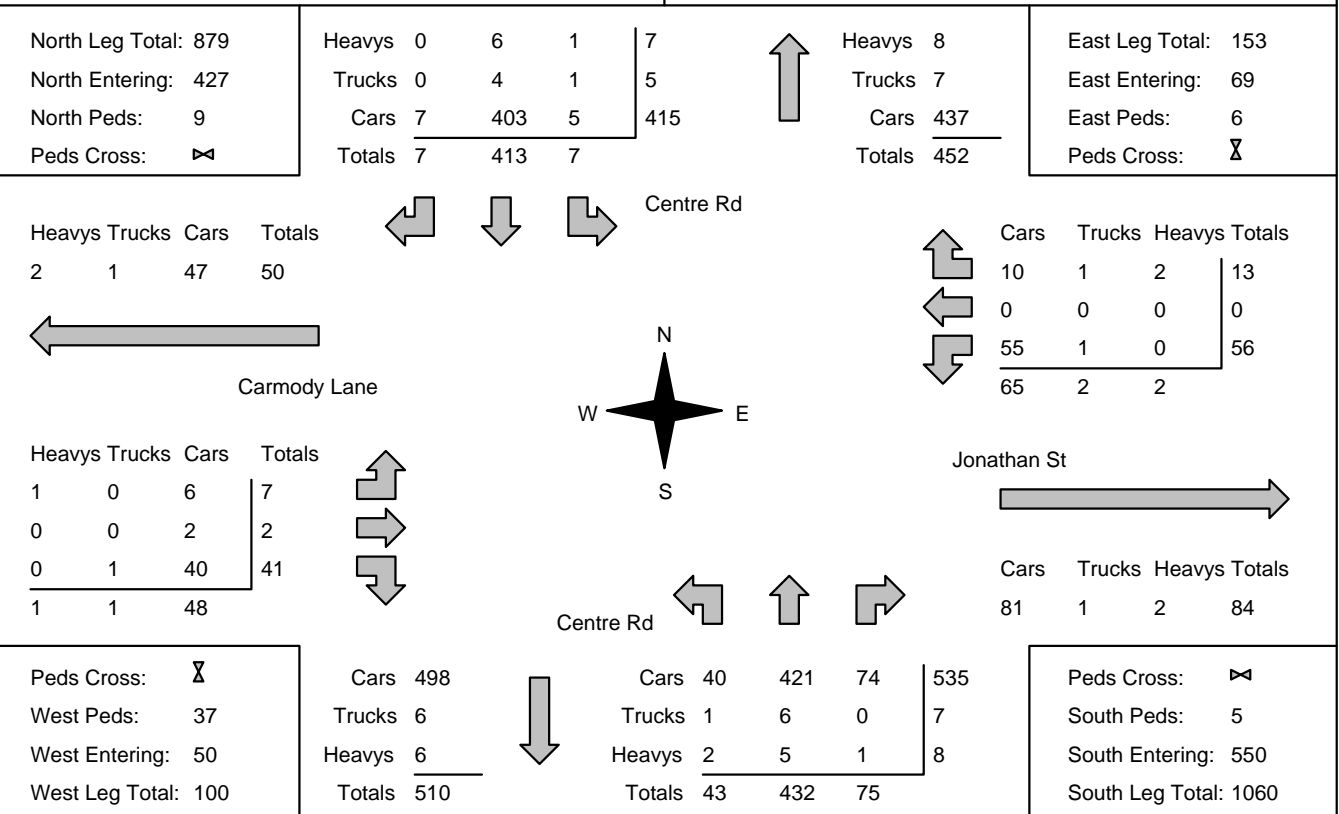
Municipality: Uxbridge
Site #: 2319900003
Intersection: Centre Rd & Carmody Lane
TFR File #: 1
Count date: 12-Sep-23

Weather conditions:

Person counted:
Person prepared:
Person checked:

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

Major Road: Centre Rd runs N/S



Comments

Traffic Count Summary

Intersection: Centre Rd & Carmody Lane

Count Date: 12-Sep-23

Municipality: Uxbridge

North Approach Totals						North/South Total Approaches	South Approach Totals					
Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds		Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total				Left	Thru	Right	Grand Total	
7:00:00	0	0	0	0	0	0	7:00:00	0	0	0	0	0
8:00:00	1	39	0	40	0	65	8:00:00	1	22	2	25	0
9:00:00	0	87	0	87	0	137	9:00:00	1	39	10	50	0
11:00:00	0	0	0	0	0	0	11:00:00	0	0	0	0	0
12:00:00	1	37	0	38	2	89	12:00:00	8	34	9	51	2
13:00:00	1	39	1	41	1	105	13:00:00	5	51	8	64	1
14:00:00	0	0	0	0	0	0	14:00:00	0	0	0	0	0
15:00:00	0	57	3	60	1	142	15:00:00	9	67	6	82	2
16:00:00	1	45	1	47	0	127	16:00:00	3	64	13	80	0
17:00:00	2	61	2	65	1	166	17:00:00	6	84	11	101	0
18:00:00	1	48	0	49	4	146	18:00:00	10	71	16	97	0
Totals:	7	413	7	427	9	977	S Totals:	43	432	75	550	5
East Approach Totals						East/West Total Approaches	West Approach Totals					
Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds		Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total				Left	Thru	Right	Grand Total	
7:00:00	0	0	0	0	0	0	7:00:00	0	0	0	0	0
8:00:00	8	0	0	8	1	16	8:00:00	1	0	7	8	4
9:00:00	12	0	3	15	0	23	9:00:00	0	0	8	8	0
11:00:00	0	0	0	0	0	0	11:00:00	0	0	0	0	0
12:00:00	7	0	0	7	1	10	12:00:00	1	0	2	3	2
13:00:00	2	0	2	4	0	10	13:00:00	1	0	5	6	5
14:00:00	0	0	0	0	0	0	14:00:00	0	0	0	0	0
15:00:00	10	0	2	12	0	22	15:00:00	1	0	9	10	7
16:00:00	9	0	2	11	2	16	16:00:00	1	1	3	5	5
17:00:00	5	0	1	6	0	12	17:00:00	1	1	4	6	4
18:00:00	3	0	3	6	2	10	18:00:00	1	0	3	4	10
Totals:	56	0	13	69	6	119	W Totals:	7	2	41	50	37
Calculated Values for Traffic Crossing Major Street												
Hours Ending:	8:00	9:00	12:00	13:00			15:00	16:00	17:00	18:00		
Crossing Values:	9	12	12	5			14	11	8	8		



Count Date: 12-Sep-23 Site #: 2319900003

Interval Time	Passenger Cars - North Approach						Trucks - North Approach						Heavys - North Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		North Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15:00	0	0	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30:00	0	0	17	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45:00	1	1	22	5	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0
8:00:00	1	0	37	15	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0
8:15:00	1	0	72	35	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0
8:30:00	1	0	90	18	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0
8:45:00	1	0	104	14	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0
9:00:00	1	0	123	19	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	0
9:15:00	1	0	123	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0
11:00:00	1	0	123	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0
11:15:00	1	0	129	6	0	0	0	0	0	0	0	0	0	0	3	0	0	0	1	1
11:30:00	2	1	138	9	0	0	0	0	0	0	0	0	0	0	3	0	0	0	1	0
11:45:00	2	0	145	7	0	0	0	0	0	0	0	0	0	0	3	0	0	0	1	0
12:00:00	2	0	160	15	0	0	0	0	0	0	0	0	0	0	3	0	0	0	2	1
12:15:00	2	0	177	17	0	0	0	0	0	0	0	0	0	0	3	0	0	0	2	0
12:30:00	2	0	186	9	1	1	0	0	0	0	0	0	0	0	3	0	0	0	2	0
12:45:00	2	0	192	6	1	0	0	0	0	0	0	0	1	1	3	0	0	0	2	0
13:00:00	2	0	198	6	1	0	0	0	1	1	0	0	1	0	3	0	0	0	3	1
13:15:00	2	0	198	0	1	0	0	0	1	0	0	0	1	0	3	0	0	0	3	0
14:00:00	2	0	198	0	1	0	0	0	1	0	0	0	1	0	3	0	0	0	3	0
14:15:00	2	0	209	11	2	1	0	0	1	0	0	0	1	0	3	0	0	0	3	0
14:30:00	2	0	225	16	2	0	0	0	1	0	0	0	1	0	3	0	0	0	3	0
14:45:00	2	0	238	13	3	1	0	0	2	1	0	0	1	0	3	0	0	0	3	0
15:00:00	2	0	254	16	4	1	0	0	2	0	0	0	1	0	3	0	0	0	4	1
15:15:00	2	0	262	8	5	1	0	0	2	0	0	0	1	0	5	2	0	0	4	0
15:30:00	2	0	274	12	5	0	0	0	2	0	0	0	1	0	5	0	0	0	4	0
15:45:00	2	0	285	11	5	0	1	1	3	1	0	0	1	0	5	0	0	0	4	0
16:00:00	2	0	296	11	5	0	1	0	3	0	0	0	1	0	5	0	0	0	4	0
16:15:00	4	2	313	17	5	0	1	0	4	1	0	0	1	0	5	0	0	0	4	0
16:30:00	4	0	328	15	6	1	1	0	4	0	0	0	1	0	6	1	0	0	4	0
16:45:00	4	0	344	16	6	0	1	0	4	0	0	0	1	0	6	0	0	0	4	0
17:00:00	4	0	355	11	7	1	1	0	4	0	0	0	1	0	6	0	0	0	5	1
17:15:00	4	0	371	16	7	0	1	0	4	0	0	0	1	0	6	0	0	0	6	1
17:30:00	4	0	380	9	7	0	1	0	4	0	0	0	1	0	6	0	0	0	6	0
17:45:00	4	0	393	13	7	0	1	0	4	0	0	0	1	0	6	0	0	0	8	2
18:00:00	5	1	403	10	7	0	1	0	4	0	0	0	1	0	6	0	0	0	9	1
18:15:00	5	0	403	0	7	0	1	0	4	0	0	0	1	0	6	0	0	0	9	0
18:15:15	5	0	403	0	7	0	1	0	4	0	0	0	1	0	6	0	0	0	9	0



Count Date: 12-Sep-23 Site #: 2319900003

Interval Time	Passenger Cars - East Approach						Trucks - East Approach						Heavys - East Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		East Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15:00	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30:00	6	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45:00	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
8:00:00	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
8:15:00	15	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
8:30:00	16	1	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0
8:45:00	17	1	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0
9:00:00	20	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
9:15:00	20	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
11:00:00	20	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
11:15:00	21	1	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1
11:30:00	22	1	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
11:45:00	23	1	0	0	3	0	1	1	0	0	0	0	0	0	0	0	0	0	2	0
12:00:00	26	3	0	0	3	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0
12:15:00	26	0	0	0	3	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0
12:30:00	27	1	0	0	3	0	1	0	0	0	0	0	0	0	0	0	1	1	2	0
12:45:00	27	0	0	0	3	0	1	0	0	0	0	0	0	0	0	0	1	0	2	0
13:00:00	28	1	0	0	3	0	1	0	0	0	0	0	0	0	0	0	2	1	2	0
13:15:00	28	0	0	0	3	0	1	0	0	0	0	0	0	0	0	0	2	0	2	0
14:00:00	28	0	0	0	3	0	1	0	0	0	0	0	0	0	0	0	2	0	2	0
14:15:00	29	1	0	0	3	0	1	0	0	0	0	0	0	0	0	0	2	0	2	0
14:30:00	34	5	0	0	4	1	1	0	0	0	0	0	0	0	0	0	2	0	2	0
14:45:00	35	1	0	0	5	1	1	0	0	0	0	0	0	0	0	0	2	0	2	0
15:00:00	38	3	0	0	5	0	1	0	0	0	0	0	0	0	0	0	2	0	2	0
15:15:00	39	1	0	0	5	0	1	0	0	0	0	0	0	0	0	0	2	0	3	1
15:30:00	42	3	0	0	5	0	1	0	0	0	0	0	0	0	0	0	2	0	3	0
15:45:00	43	1	0	0	6	1	1	0	0	0	1	1	0	0	0	0	2	0	3	0
16:00:00	47	4	0	0	6	0	1	0	0	0	1	0	0	0	0	0	2	0	4	1
16:15:00	47	0	0	0	7	1	1	0	0	0	1	0	0	0	0	0	2	0	4	0
16:30:00	49	2	0	0	7	0	1	0	0	0	1	0	0	0	0	0	2	0	4	0
16:45:00	51	2	0	0	7	0	1	0	0	0	1	0	0	0	0	0	2	0	4	0
17:00:00	52	1	0	0	7	0	1	0	0	0	1	0	0	0	0	0	2	0	4	0
17:15:00	53	1	0	0	8	1	1	0	0	0	1	0	0	0	0	0	2	0	4	0
17:30:00	54	1	0	0	8	0	1	0	0	0	1	0	0	0	0	0	2	0	4	0
17:45:00	54	0	0	0	9	1	1	0	0	0	1	0	0	0	0	0	2	0	4	0
18:00:00	55	1	0	0	10	1	1	0	0	0	1	0	0	0	0	0	2	0	6	2
18:15:00	55	0	0	0	10	0	1	0	0	0	1	0	0	0	0	0	2	0	6	0
18:15:15	55	0	0	0	10	0	1	0	0	0	1	0	0	0	0	0	2	0	6	0






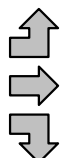
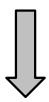
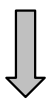
Count Date: 12-Sep-23 Site #: 2319900003


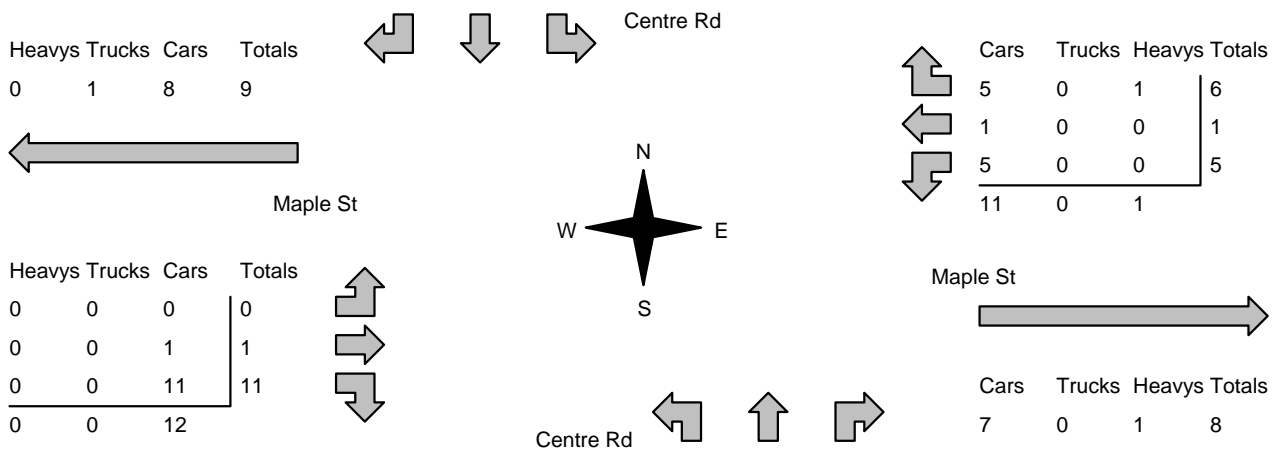

Interval Time	Passenger Cars - South Approach						Trucks - South Approach						Heavys - South Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		South Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15:00	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30:00	1	1	7	4	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45:00	1	0	13	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00:00	1	0	22	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15:00	1	0	35	13	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30:00	1	0	48	13	8	3	0	0	0	0	0	0	0	0	1	1	0	0	0	0
8:45:00	2	1	54	6	9	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0
9:00:00	2	0	60	6	12	3	0	0	0	0	0	0	0	1	0	0	0	0	0	0
9:15:00	2	0	60	0	12	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
11:00:00	2	0	60	0	12	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
11:15:00	2	0	70	10	14	2	0	0	0	0	0	1	1	1	0	0	0	0	2	2
11:30:00	4	2	79	9	18	4	0	0	1	1	0	0	1	0	1	0	0	0	2	0
11:45:00	6	2	85	6	20	2	0	0	2	1	0	0	1	0	1	0	0	0	2	0
12:00:00	9	3	92	7	21	1	0	0	2	0	0	0	1	0	1	0	0	0	2	0
12:15:00	10	1	113	21	22	1	0	0	3	1	0	0	1	0	1	0	1	1	2	0
12:30:00	12	2	119	6	24	2	0	0	3	0	0	0	1	0	1	0	1	0	2	0
12:45:00	14	2	127	8	27	3	0	0	4	1	0	0	1	0	1	0	1	0	3	1
13:00:00	14	0	141	14	28	1	0	0	4	0	0	0	1	0	1	0	1	0	3	0
13:15:00	14	0	141	0	28	0	0	0	4	0	0	0	1	0	1	0	1	0	3	0
14:00:00	14	0	141	0	28	0	0	0	4	0	0	0	1	0	1	0	1	0	3	0
14:15:00	15	1	159	18	28	0	0	0	4	0	0	0	1	0	1	0	1	0	3	0
14:30:00	18	3	174	15	28	0	0	0	4	0	0	0	1	0	2	1	1	0	3	0
14:45:00	22	4	188	14	28	0	0	0	4	0	0	0	2	1	2	0	1	0	3	0
15:00:00	22	0	206	18	34	6	0	0	4	0	0	0	2	0	3	1	1	0	5	2
15:15:00	22	0	220	14	36	2	1	1	4	0	0	0	2	0	3	0	1	0	5	0
15:30:00	22	0	229	9	41	5	1	0	5	1	0	0	2	0	3	0	1	0	5	0
15:45:00	23	1	245	16	44	3	1	0	5	0	0	0	2	0	4	1	1	0	5	0
16:00:00	24	1	266	21	47	3	1	0	6	1	0	0	2	0	5	1	1	0	5	0
16:15:00	25	1	284	18	48	1	1	0	6	0	0	0	2	0	5	0	1	0	5	0
16:30:00	27	2	309	25	53	5	1	0	6	0	0	0	2	0	5	0	1	0	5	0
16:45:00	27	0	332	23	57	4	1	0	6	0	0	0	2	0	5	0	1	0	5	0
17:00:00	30	3	350	18	58	1	1	0	6	0	0	0	2	0	5	0	1	0	5	0
17:15:00	32	2	377	27	64	6	1	0	6	0	0	0	2	0	5	0	1	0	5	0
17:30:00	34	2	390	13	68	4	1	0	6	0	0	0	2	0	5	0	1	0	5	0
17:45:00	36	2	400	10	72	4	1	0	6	0	0	0	2	0	5	0	1	0	5	0
18:00:00	40	4	421	21	74	2	1	0	6	0	0	0	2	0	5	0	1	0	5	0
18:15:00	40	0	421	0	74	0	1	0	6	0	0	0	2	0	5	0	1	0	5	0
18:15:15	40	0	421	0	74	0	1	0	6	0	0	0	2	0	5	0	1	0	5	0

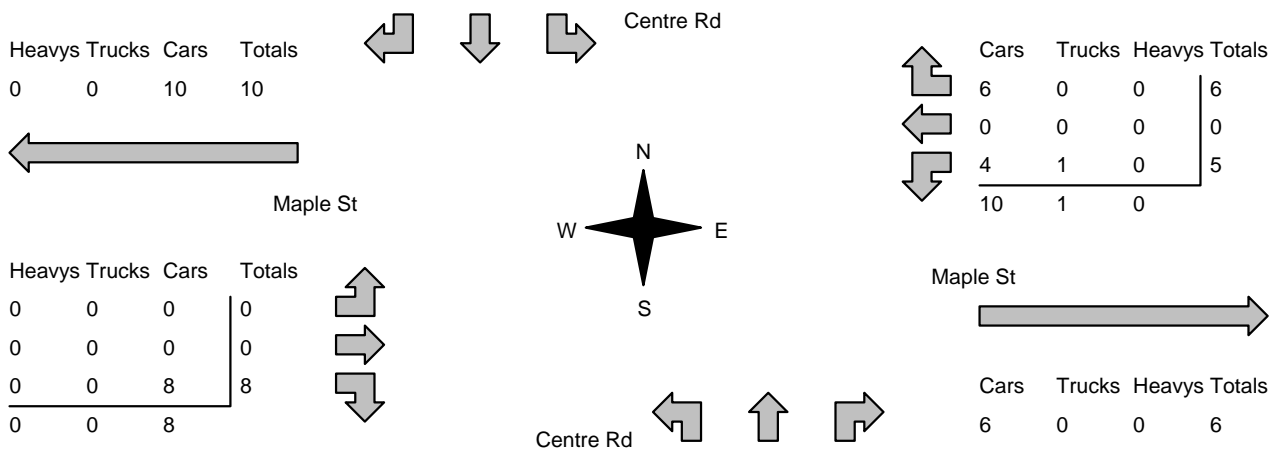


Count Date: 12-Sep-23 Site #: 2319900003

Interval Time	Passenger Cars - West Approach						Trucks - West Approach						Heavys - West Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		West Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
7:30:00	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0
7:45:00	1	0	0	0	6	5	0	0	0	0	0	0	0	0	0	0	0	0	4	2
8:00:00	1	0	0	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	4	0
8:15:00	1	0	0	0	11	4	0	0	0	0	0	0	0	0	0	0	0	0	4	0
8:30:00	1	0	0	0	13	2	0	0	0	0	0	0	0	0	0	0	0	0	4	0
8:45:00	1	0	0	0	15	2	0	0	0	0	0	0	0	0	0	0	0	0	4	0
9:00:00	1	0	0	0	15	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0
9:15:00	1	0	0	0	15	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0
11:00:00	1	0	0	0	15	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0
11:15:00	1	0	0	0	16	1	0	0	0	0	0	0	0	0	0	0	0	0	4	0
11:30:00	1	0	0	0	16	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0
11:45:00	2	1	0	0	16	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0
12:00:00	2	0	0	0	17	1	0	0	0	0	0	0	0	0	0	0	0	0	6	2
12:15:00	2	0	0	0	18	1	0	0	0	0	0	0	0	0	0	0	0	0	6	0
12:30:00	2	0	0	0	19	1	0	0	0	0	0	0	0	0	0	0	0	0	8	2
12:45:00	2	0	0	0	20	1	0	0	0	0	0	0	0	0	0	0	0	0	10	2
13:00:00	3	1	0	0	22	2	0	0	0	0	0	0	0	0	0	0	0	0	11	1
13:15:00	3	0	0	0	22	0	0	0	0	0	0	0	0	0	0	0	0	0	11	0
14:00:00	3	0	0	0	22	0	0	0	0	0	0	0	0	0	0	0	0	0	11	0
14:15:00	3	0	0	0	23	1	0	0	0	0	0	0	0	0	0	0	0	0	11	0
14:30:00	3	0	0	0	25	2	0	0	0	0	0	0	0	0	0	0	0	0	14	3
14:45:00	4	1	0	0	28	3	0	0	0	0	0	0	0	0	0	0	0	0	16	2
15:00:00	4	0	0	0	31	3	0	0	0	0	0	0	0	0	0	0	0	0	18	2
15:15:00	4	0	0	0	32	1	0	0	0	0	0	0	0	0	0	0	0	0	19	1
15:30:00	4	0	0	0	32	0	0	0	0	0	0	0	0	0	0	0	0	0	20	1
15:45:00	4	0	1	1	33	1	0	0	0	0	0	0	1	1	0	0	0	0	21	1
16:00:00	4	0	1	0	33	0	0	0	0	1	1	1	1	0	0	0	0	0	23	2
16:15:00	4	0	1	0	35	2	0	0	0	0	1	0	1	0	0	0	0	0	24	1
16:30:00	4	0	1	0	35	0	0	0	0	1	0	1	0	0	0	0	0	0	24	0
16:45:00	5	1	1	0	36	1	0	0	0	0	1	0	1	0	0	0	0	0	27	3
17:00:00	5	0	2	1	37	1	0	0	0	0	1	0	1	0	0	0	0	0	27	0
17:15:00	5	0	2	0	37	0	0	0	0	1	0	1	0	0	0	0	0	0	30	3
17:30:00	5	0	2	0	38	1	0	0	0	0	1	0	1	0	0	0	0	0	33	3
17:45:00	6	1	2	0	39	1	0	0	0	0	1	0	1	0	0	0	0	0	35	2
18:00:00	6	0	2	0	40	1	0	0	0	0	1	0	1	0	0	0	0	0	37	2
18:15:00	6	0	2	0	40	0	0	0	0	0	1	0	1	0	0	0	0	0	37	0
18:15:15	6	0	2	0	40	0	0	0	0	0	1	0	1	0	0	0	0	0	37	0

<h1>Morning Peak Diagram</h1>	Specified Period From: 7:00:00 To: 9:00:00	One Hour Peak From: 8:00:00 To: 9:00:00																														
Municipality: Uxbridge Site #: 2319900004 Intersection: Centre Rd & Maple St TFR File #: 1 Count date: 12-Sep-23	Weather conditions: Person counted: Person prepared: Person checked:																															
** Non-Signalized Intersection **		Major Road: Centre Rd runs N/S																														
North Leg Total: 162 North Entering: 110 North Peds: 1 Peds Cross: ☒	<table style="margin: auto;"> <tr><td>Heavys</td><td>0</td><td>1</td><td>0</td><td>1</td></tr> <tr><td>Trucks</td><td>0</td><td>0</td><td>0</td><td>0</td></tr> <tr><td>Cars</td><td>4</td><td>96</td><td>9</td><td>109</td></tr> <tr><td>Totals</td><td>4</td><td>97</td><td>9</td><td></td></tr> </table>	Heavys	0	1	0	1	Trucks	0	0	0	0	Cars	4	96	9	109	Totals	4	97	9		<table style="margin: auto;"> <tr><td>Heavys</td><td>1</td></tr> <tr><td>Trucks</td><td>0</td></tr> <tr><td>Cars</td><td>51</td></tr> <tr><td>Totals</td><td>52</td></tr> </table>	Heavys	1	Trucks	0	Cars	51	Totals	52	East Leg Total: 25 East Entering: 11 East Peds: 0 Peds Cross: ☒	
Heavys	0	1	0	1																												
Trucks	0	0	0	0																												
Cars	4	96	9	109																												
Totals	4	97	9																													
Heavys	1																															
Trucks	0																															
Cars	51																															
Totals	52																															
<table style="margin: auto;"> <tr><td>Heavys</td><td>Trucks</td><td>Cars</td><td>Totals</td></tr> <tr><td>0</td><td>0</td><td>9</td><td>9</td></tr> </table>	Heavys	Trucks	Cars	Totals	0	0	9	9	 Maple St	 Centre Rd	 Maple St	<table style="margin: auto;"> <tr><td>Cars</td><td>Trucks</td><td>Heavys</td><td>Totals</td></tr> <tr><td>5</td><td>0</td><td>0</td><td>5</td></tr> <tr><td>0</td><td>0</td><td>0</td><td>0</td></tr> <tr><td>6</td><td>0</td><td>0</td><td>6</td></tr> <tr><td>11</td><td>0</td><td>0</td><td></td></tr> </table>	Cars	Trucks	Heavys	Totals	5	0	0	5	0	0	0	0	6	0	0	6	11	0	0	
Heavys	Trucks	Cars	Totals																													
0	0	9	9																													
Cars	Trucks	Heavys	Totals																													
5	0	0	5																													
0	0	0	0																													
6	0	0	6																													
11	0	0																														
<table style="margin: auto;"> <tr><td>Heavys</td><td>Trucks</td><td>Cars</td><td>Totals</td></tr> <tr><td>0</td><td>0</td><td>2</td><td>2</td></tr> <tr><td>0</td><td>0</td><td>0</td><td>0</td></tr> <tr><td>0</td><td>0</td><td>14</td><td>14</td></tr> <tr><td>0</td><td>0</td><td>16</td><td></td></tr> </table>	Heavys	Trucks	Cars	Totals	0	0	2	2	0	0	0	0	0	0	14	14	0	0	16		 Maple St	 Centre Rd	<table style="margin: auto;"> <tr><td>Cars</td><td>Trucks</td><td>Heavys</td><td>Totals</td></tr> <tr><td>13</td><td>0</td><td>1</td><td>14</td></tr> </table>	Cars	Trucks	Heavys	Totals	13	0	1	14	
Heavys	Trucks	Cars	Totals																													
0	0	2	2																													
0	0	0	0																													
0	0	14	14																													
0	0	16																														
Cars	Trucks	Heavys	Totals																													
13	0	1	14																													
Peds Cross: ☒ West Peds: 2 West Entering: 16 West Leg Total: 25	<table style="margin: auto;"> <tr><td>Cars</td><td>116</td></tr> <tr><td>Trucks</td><td>0</td></tr> <tr><td>Heavys</td><td>1</td></tr> <tr><td>Totals</td><td>117</td></tr> </table>	Cars	116	Trucks	0	Heavys	1	Totals	117	 Centre Rd	<table style="margin: auto;"> <tr><td>Cars</td><td>5</td><td>44</td><td>4</td><td>53</td></tr> <tr><td>Trucks</td><td>0</td><td>0</td><td>0</td><td>0</td></tr> <tr><td>Heavys</td><td>0</td><td>1</td><td>1</td><td>2</td></tr> <tr><td>Totals</td><td>5</td><td>45</td><td>5</td><td></td></tr> </table>	Cars	5	44	4	53	Trucks	0	0	0	0	Heavys	0	1	1	2	Totals	5	45	5		Peds Cross: ☒ South Peds: 2 South Entering: 55 South Leg Total: 172
Cars	116																															
Trucks	0																															
Heavys	1																															
Totals	117																															
Cars	5	44	4	53																												
Trucks	0	0	0	0																												
Heavys	0	1	1	2																												
Totals	5	45	5																													
<h2>Comments</h2>																																

<h2>Mid-day Peak Diagram</h2>	Specified Period From: 11:00:00 To: 13:00:00	One Hour Peak From: 11:45:00 To: 12:45:00																													
Municipality: Uxbridge Site #: 2319900004 Intersection: Centre Rd & Maple St TFR File #: 1 Count date: 12-Sep-23	Weather conditions: Person counted: Person prepared: Person checked:																														
** Non-Signalized Intersection **		Major Road: Centre Rd runs N/S																													
North Leg Total: 118 North Entering: 53 North Peds: 2 Peds Cross: \boxtimes	<table style="margin: auto;"> <tr><td>Heavys</td><td>0</td><td>0</td><td>0</td><td>0</td></tr> <tr><td>Trucks</td><td>0</td><td>0</td><td>0</td><td>0</td></tr> <tr><td>Cars</td><td>0</td><td>51</td><td>2</td><td>53</td></tr> <tr style="border-top: 1px solid black;"><td>Totals</td><td>0</td><td>51</td><td>2</td><td></td></tr> </table>	Heavys	0	0	0	0	Trucks	0	0	0	0	Cars	0	51	2	53	Totals	0	51	2		 <table style="margin: auto;"> <tr><td>Heavys</td><td>1</td></tr> <tr><td>Trucks</td><td>1</td></tr> <tr><td>Cars</td><td>63</td></tr> <tr style="border-top: 1px solid black;"><td>Totals</td><td>65</td></tr> </table>	Heavys	1	Trucks	1	Cars	63	Totals	65	East Leg Total: 20 East Entering: 12 East Peds: 0 Peds Cross: \boxtimes
Heavys	0	0	0	0																											
Trucks	0	0	0	0																											
Cars	0	51	2	53																											
Totals	0	51	2																												
Heavys	1																														
Trucks	1																														
Cars	63																														
Totals	65																														
																															
Peds Cross: \boxtimes West Peds: 0 West Entering: 12 West Leg Total: 21	<table style="margin: auto;"> <tr><td>Cars</td><td>67</td></tr> <tr><td>Trucks</td><td>0</td></tr> <tr><td>Heavys</td><td>0</td></tr> <tr style="border-top: 1px solid black;"><td>Totals</td><td>67</td></tr> </table>	Cars	67	Trucks	0	Heavys	0	Totals	67	 <table style="margin: auto;"> <tr><td>Cars</td><td>7</td><td>58</td><td>4</td><td>69</td></tr> <tr><td>Trucks</td><td>1</td><td>1</td><td>0</td><td>2</td></tr> <tr><td>Heavys</td><td>0</td><td>0</td><td>1</td><td>1</td></tr> <tr style="border-top: 1px solid black;"><td>Totals</td><td>8</td><td>59</td><td>5</td><td></td></tr> </table>	Cars	7	58	4	69	Trucks	1	1	0	2	Heavys	0	0	1	1	Totals	8	59	5		Peds Cross: \boxtimes South Peds: 0 South Entering: 72 South Leg Total: 139
Cars	67																														
Trucks	0																														
Heavys	0																														
Totals	67																														
Cars	7	58	4	69																											
Trucks	1	1	0	2																											
Heavys	0	0	1	1																											
Totals	8	59	5																												
<h3>Comments</h3>																															

Afternoon Peak Diagram		Specified Period From: 14:00:00 To: 18:00:00	One Hour Peak From: 16:15:00 To: 17:15:00																																																												
Municipality: Uxbridge Site #: 2319900004 Intersection: Centre Rd & Maple St TFR File #: 1 Count date: 12-Sep-23		Weather conditions: Person counted: Person prepared: Person checked:																																																													
** Non-Signalized Intersection **		Major Road: Centre Rd runs N/S																																																													
North Leg Total: 195 North Entering: 72 North Peds: 6 Peds Cross: ☒	<table style="border-collapse: collapse;"> <tr><td>Heavys</td><td>0</td><td>1</td><td>0</td><td style="border-left: 1px solid black;">1</td></tr> <tr><td>Trucks</td><td>0</td><td>0</td><td>0</td><td style="border-left: 1px solid black;">0</td></tr> <tr><td>Cars</td><td>1</td><td>66</td><td>4</td><td style="border-left: 1px solid black;">71</td></tr> <tr><td>Totals</td><td>1</td><td>67</td><td>4</td><td style="border-left: 1px solid black;"></td></tr> </table>	Heavys	0	1	0	1	Trucks	0	0	0	0	Cars	1	66	4	71	Totals	1	67	4		<table style="border-collapse: collapse;"> <tr><td>Heavys</td><td>0</td></tr> <tr><td>Trucks</td><td>0</td></tr> <tr><td>Cars</td><td style="border-bottom: 1px solid black;">123</td></tr> <tr><td>Totals</td><td>123</td></tr> </table>	Heavys	0	Trucks	0	Cars	123	Totals	123	East Leg Total: 17 East Entering: 11 East Peds: 0 Peds Cross: ☒																																
Heavys	0	1	0	1																																																											
Trucks	0	0	0	0																																																											
Cars	1	66	4	71																																																											
Totals	1	67	4																																																												
Heavys	0																																																														
Trucks	0																																																														
Cars	123																																																														
Totals	123																																																														
																																																															
<table style="border-collapse: collapse;"> <tr><td>Heavys</td><td>0</td><td>0</td><td>0</td><td style="border-left: 1px solid black;">0</td></tr> <tr><td>Trucks</td><td>0</td><td>0</td><td>0</td><td style="border-left: 1px solid black;">0</td></tr> <tr><td>Cars</td><td>0</td><td>0</td><td>8</td><td style="border-left: 1px solid black;">8</td></tr> <tr><td>Totals</td><td>0</td><td>0</td><td>8</td><td style="border-left: 1px solid black;"></td></tr> </table>	Heavys	0	0	0	0	Trucks	0	0	0	0	Cars	0	0	8	8	Totals	0	0	8		<table style="border-collapse: collapse;"> <tr><td>Cars</td><td>6</td><td>0</td><td>0</td><td style="border-left: 1px solid black;">6</td></tr> <tr><td>Trucks</td><td>0</td><td>0</td><td>0</td><td style="border-left: 1px solid black;">0</td></tr> <tr><td>Heavys</td><td>4</td><td>1</td><td>0</td><td style="border-left: 1px solid black;">5</td></tr> <tr><td>Totals</td><td>10</td><td>1</td><td>0</td><td style="border-left: 1px solid black;"></td></tr> </table>	Cars	6	0	0	6	Trucks	0	0	0	0	Heavys	4	1	0	5	Totals	10	1	0		<table style="border-collapse: collapse;"> <tr><td>Cars</td><td>6</td><td>0</td><td>0</td><td style="border-left: 1px solid black;">6</td></tr> <tr><td>Trucks</td><td>0</td><td>0</td><td>0</td><td style="border-left: 1px solid black;">0</td></tr> <tr><td>Heavys</td><td>0</td><td>0</td><td>0</td><td style="border-left: 1px solid black;">0</td></tr> <tr><td>Totals</td><td>6</td><td>0</td><td>0</td><td style="border-left: 1px solid black;"></td></tr> </table>	Cars	6	0	0	6	Trucks	0	0	0	0	Heavys	0	0	0	0	Totals	6	0	0		Peds Cross: ☒ West Peds: 9 West Entering: 8 West Leg Total: 18
Heavys	0	0	0	0																																																											
Trucks	0	0	0	0																																																											
Cars	0	0	8	8																																																											
Totals	0	0	8																																																												
Cars	6	0	0	6																																																											
Trucks	0	0	0	0																																																											
Heavys	4	1	0	5																																																											
Totals	10	1	0																																																												
Cars	6	0	0	6																																																											
Trucks	0	0	0	0																																																											
Heavys	0	0	0	0																																																											
Totals	6	0	0																																																												
<table style="border-collapse: collapse;"> <tr><td>Cars</td><td>78</td><td>0</td><td>0</td><td style="border-left: 1px solid black;">78</td></tr> <tr><td>Trucks</td><td>1</td><td>0</td><td>0</td><td style="border-left: 1px solid black;">1</td></tr> <tr><td>Heavys</td><td>1</td><td>0</td><td>0</td><td style="border-left: 1px solid black;">1</td></tr> <tr><td>Totals</td><td>80</td><td>0</td><td>0</td><td style="border-left: 1px solid black;"></td></tr> </table>	Cars	78	0	0	78	Trucks	1	0	0	1	Heavys	1	0	0	1	Totals	80	0	0		<table style="border-collapse: collapse;"> <tr><td>Cars</td><td>9</td><td>117</td><td>2</td><td style="border-left: 1px solid black;">128</td></tr> <tr><td>Trucks</td><td>0</td><td>0</td><td>0</td><td style="border-left: 1px solid black;">0</td></tr> <tr><td>Heavys</td><td>0</td><td>0</td><td>0</td><td style="border-left: 1px solid black;">0</td></tr> <tr><td>Totals</td><td>9</td><td>117</td><td>2</td><td style="border-left: 1px solid black;"></td></tr> </table>	Cars	9	117	2	128	Trucks	0	0	0	0	Heavys	0	0	0	0	Totals	9	117	2		Peds Cross: ☒ South Peds: 0 South Entering: 128 South Leg Total: 208																					
Cars	78	0	0	78																																																											
Trucks	1	0	0	1																																																											
Heavys	1	0	0	1																																																											
Totals	80	0	0																																																												
Cars	9	117	2	128																																																											
Trucks	0	0	0	0																																																											
Heavys	0	0	0	0																																																											
Totals	9	117	2																																																												
Comments																																																															

Total Count Diagram

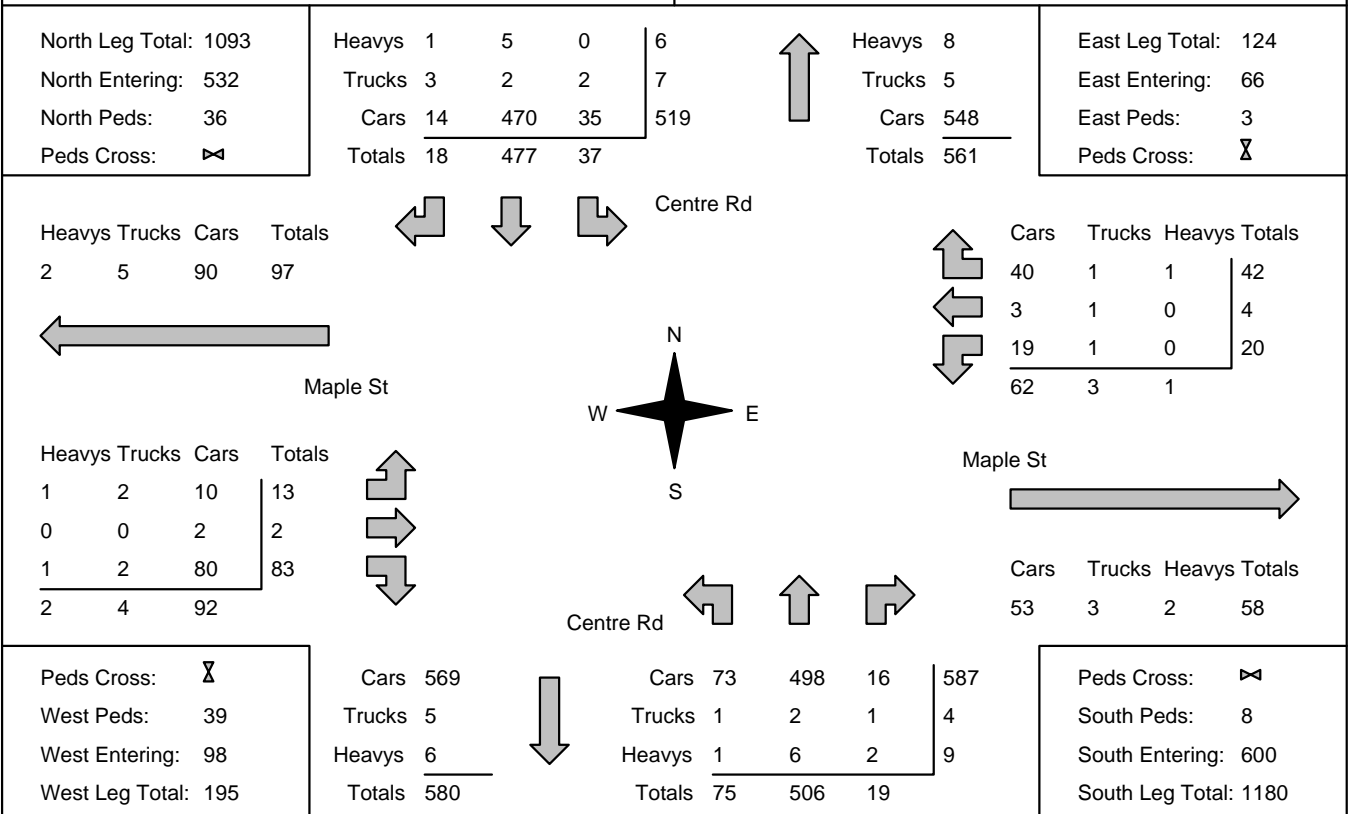
Municipality: Uxbridge
Site #: 2319900004
Intersection: Centre Rd & Maple St
TFR File #: 1
Count date: 12-Sep-23

Weather conditions:

Person counted:
Person prepared:
Person checked:

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

Major Road: Centre Rd runs N/S



Comments

Traffic Count Summary

Intersection: Centre Rd & Maple St

Count Date: 12-Sep-23

Municipality: Uxbridge

North Approach Totals						North/South Total Approaches	South Approach Totals					
Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds		Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total				Left	Thru	Right	Grand Total	
7:00:00	0	0	0	0	0	0	7:00:00	0	0	0	0	0
8:00:00	4	54	1	59	5	88	8:00:00	6	22	1	29	1
9:00:00	9	97	4	110	1	165	9:00:00	5	45	5	55	2
11:00:00	0	0	0	0	0	0	11:00:00	0	0	0	0	0
12:00:00	0	42	6	48	1	100	12:00:00	5	44	3	52	0
13:00:00	4	41	1	46	3	115	13:00:00	9	57	3	69	0
14:00:00	0	0	0	0	0	0	14:00:00	0	0	0	0	0
15:00:00	6	72	2	80	6	167	15:00:00	15	70	2	87	0
16:00:00	2	56	3	61	4	150	16:00:00	14	74	1	89	0
17:00:00	6	67	1	74	3	185	17:00:00	8	101	2	111	1
18:00:00	6	48	0	54	13	162	18:00:00	13	93	2	108	4
Totals:	37	477	18	532	36	1132	S Totals:	75	506	19	600	8
East Approach Totals						East/West Total Approaches	West Approach Totals					
Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds		Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total				Left	Thru	Right	Grand Total	
7:00:00	0	0	0	0	0	0	7:00:00	0	0	0	0	0
8:00:00	2	0	4	6	2	24	8:00:00	1	0	17	18	2
9:00:00	6	0	5	11	0	27	9:00:00	2	0	14	16	2
11:00:00	0	0	0	0	0	0	11:00:00	0	0	0	0	0
12:00:00	1	1	4	6	0	20	12:00:00	6	1	7	14	0
13:00:00	5	0	6	11	0	21	13:00:00	0	0	10	10	2
14:00:00	0	0	0	0	0	0	14:00:00	0	0	0	0	0
15:00:00	1	3	8	12	0	26	15:00:00	3	0	11	14	7
16:00:00	0	0	4	4	0	11	16:00:00	0	1	6	7	8
17:00:00	3	0	5	8	0	16	17:00:00	0	0	8	8	9
18:00:00	2	0	6	8	1	19	18:00:00	1	0	10	11	9
Totals:	20	4	42	66	3	164	W Totals:	13	2	83	98	39
Calculated Values for Traffic Crossing Major Street												
Hours Ending:	8:00	9:00	12:00	13:00			15:00	16:00	17:00	18:00		
Crossing Values:	9	11	9	8			13	5	7	20		



Count Date: 12-Sep-23 Site #: 2319900004

Interval Time	Passenger Cars - North Approach						Trucks - North Approach						Heavys - North Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		North Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15:00	0	0	14	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
7:30:00	1	1	24	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	2
7:45:00	3	2	35	11	0	0	0	0	0	0	0	0	0	0	2	2	0	0	5	2
8:00:00	4	1	52	17	1	1	0	0	0	0	0	0	0	0	2	0	0	0	5	0
8:15:00	6	2	96	44	3	2	0	0	0	0	0	0	0	0	2	0	0	0	6	1
8:30:00	9	3	113	17	5	2	0	0	0	0	0	0	0	0	2	0	0	0	6	0
8:45:00	10	1	129	16	5	0	0	0	0	0	0	0	0	0	2	0	0	0	6	0
9:00:00	13	3	148	19	5	0	0	0	0	0	0	0	0	0	3	1	0	0	6	0
9:15:00	13	0	148	0	5	0	0	0	0	0	0	0	0	0	3	0	0	0	6	0
11:00:00	13	0	148	0	5	0	0	0	0	0	0	0	0	0	3	0	0	0	6	0
11:15:00	13	0	154	6	7	2	0	0	0	0	0	0	0	0	3	0	0	0	6	0
11:30:00	13	0	163	9	8	1	0	0	0	0	0	0	0	0	3	0	0	0	7	1
11:45:00	13	0	171	8	10	2	0	0	0	0	1	1	0	0	3	0	0	0	7	0
12:00:00	13	0	190	19	10	0	0	0	0	0	1	0	0	0	3	0	0	0	7	0
12:15:00	13	0	209	19	10	0	0	0	0	0	1	0	0	0	3	0	0	0	7	0
12:30:00	15	2	215	6	10	0	0	0	0	0	1	0	0	0	3	0	0	0	8	1
12:45:00	15	0	222	7	10	0	0	0	0	0	1	0	0	0	3	0	0	0	9	1
13:00:00	16	1	231	9	11	1	1	1	0	0	1	0	0	0	3	0	0	0	10	1
13:15:00	16	0	231	0	11	0	1	0	0	0	1	0	0	0	3	0	0	0	10	0
14:00:00	16	0	231	0	11	0	1	0	0	0	1	0	0	0	3	0	0	0	10	0
14:15:00	17	1	244	13	12	1	1	0	0	0	1	0	0	0	3	0	0	0	10	0
14:30:00	19	2	265	21	12	0	1	0	0	0	1	0	0	0	3	0	0	0	12	2
14:45:00	19	0	282	17	12	0	1	0	0	0	2	1	0	0	3	0	0	0	13	1
15:00:00	22	3	303	21	12	0	1	0	0	0	2	0	0	0	3	0	0	0	16	3
15:15:00	23	1	312	9	12	0	1	0	0	0	2	0	0	0	4	1	1	1	17	1
15:30:00	24	1	327	15	12	0	1	0	0	0	2	0	0	0	4	0	1	0	20	3
15:45:00	24	0	340	13	12	0	1	0	1	1	2	0	0	0	4	0	1	0	20	0
16:00:00	24	0	357	17	13	1	1	0	1	0	3	1	0	0	4	0	1	0	20	0
16:15:00	26	2	374	17	13	0	2	1	2	1	3	0	0	0	4	0	1	0	20	0
16:30:00	27	1	393	19	13	0	2	0	2	0	3	0	0	0	5	1	1	0	20	0
16:45:00	27	0	410	17	14	1	2	0	2	0	3	0	0	0	5	0	1	0	20	0
17:00:00	29	2	422	12	14	0	2	0	2	0	3	0	0	0	5	0	1	0	23	3
17:15:00	30	1	440	18	14	0	2	0	2	0	3	0	0	0	5	0	1	0	26	3
17:30:00	31	1	449	9	14	0	2	0	2	0	3	0	0	0	5	0	1	0	26	0
17:45:00	33	2	459	10	14	0	2	0	2	0	3	0	0	0	5	0	1	0	30	4
18:00:00	35	2	470	11	14	0	2	0	2	0	3	0	0	0	5	0	1	0	36	6
18:15:00	35	0	470	0	14	0	2	0	2	0	3	0	0	0	5	0	1	0	36	0
18:15:15	35	0	470	0	14	0	2	0	2	0	3	0	0	0	5	0	1	0	36	0



Count Date: 12-Sep-23 Site #: 2319900004

Interval Time	Passenger Cars - East Approach						Trucks - East Approach						Heavys - East Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		East Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
7:30:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
7:45:00	2	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2	1
8:00:00	2	0	0	0	4	3	0	0	0	0	0	0	0	0	0	0	0	0	2	0
8:15:00	5	3	0	0	7	3	0	0	0	0	0	0	0	0	0	0	0	0	2	0
8:30:00	7	2	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
8:45:00	7	0	0	0	8	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0
9:00:00	8	1	0	0	9	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0
9:15:00	8	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
11:00:00	8	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
11:15:00	8	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
11:30:00	9	1	0	0	10	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0
11:45:00	9	0	0	0	11	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0
12:00:00	9	0	1	1	13	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0
12:15:00	10	1	1	0	15	2	0	0	0	0	0	0	0	0	0	0	1	1	2	0
12:30:00	12	2	1	0	15	0	0	0	0	0	0	0	0	0	0	0	1	0	2	0
12:45:00	14	2	1	0	16	1	0	0	0	0	0	0	0	0	0	0	1	0	2	0
13:00:00	14	0	1	0	18	2	0	0	0	0	0	0	0	0	0	0	1	0	2	0
13:15:00	14	0	1	0	18	0	0	0	0	0	0	0	0	0	0	0	1	0	2	0
14:00:00	14	0	1	0	18	0	0	0	0	0	0	0	0	0	0	0	1	0	2	0
14:15:00	14	0	1	0	19	1	0	0	0	0	0	0	0	0	0	0	1	0	2	0
14:30:00	15	1	1	0	22	3	0	0	0	0	0	0	0	0	0	0	1	0	2	0
14:45:00	15	0	1	0	23	1	0	0	0	0	0	0	0	0	0	0	1	0	2	0
15:00:00	15	0	3	2	26	3	0	0	1	1	0	0	0	0	0	0	1	0	2	0
15:15:00	15	0	3	0	28	2	0	0	1	0	0	0	0	0	0	0	1	0	2	0
15:30:00	15	0	3	0	28	0	0	0	1	0	1	1	0	0	0	0	1	0	2	0
15:45:00	15	0	3	0	28	0	0	0	1	0	1	0	0	0	0	0	1	0	2	0
16:00:00	15	0	3	0	29	1	0	0	1	0	1	0	0	0	0	0	1	0	2	0
16:15:00	15	0	3	0	31	2	0	0	1	0	1	0	0	0	0	0	1	0	2	0
16:30:00	16	1	3	0	32	1	0	0	1	0	1	0	0	0	0	0	1	0	2	0
16:45:00	18	2	3	0	32	0	0	0	1	0	1	0	0	0	0	0	1	0	2	0
17:00:00	18	0	3	0	34	2	0	0	1	0	1	0	0	0	0	0	1	0	2	0
17:15:00	19	1	3	0	37	3	1	1	1	0	1	0	0	0	0	0	1	0	2	0
17:30:00	19	0	3	0	38	1	1	0	1	0	1	0	0	0	0	0	1	0	3	1
17:45:00	19	0	3	0	39	1	1	0	1	0	1	0	0	0	0	0	1	0	3	0
18:00:00	19	0	3	0	40	1	1	0	1	0	1	0	0	0	0	0	1	0	3	0
18:15:00	19	0	3	0	40	0	1	0	1	0	1	0	0	0	0	0	1	0	3	0
18:15:15	19	0	3	0	40	0	1	0	1	0	1	0	0	0	0	0	1	0	3	0




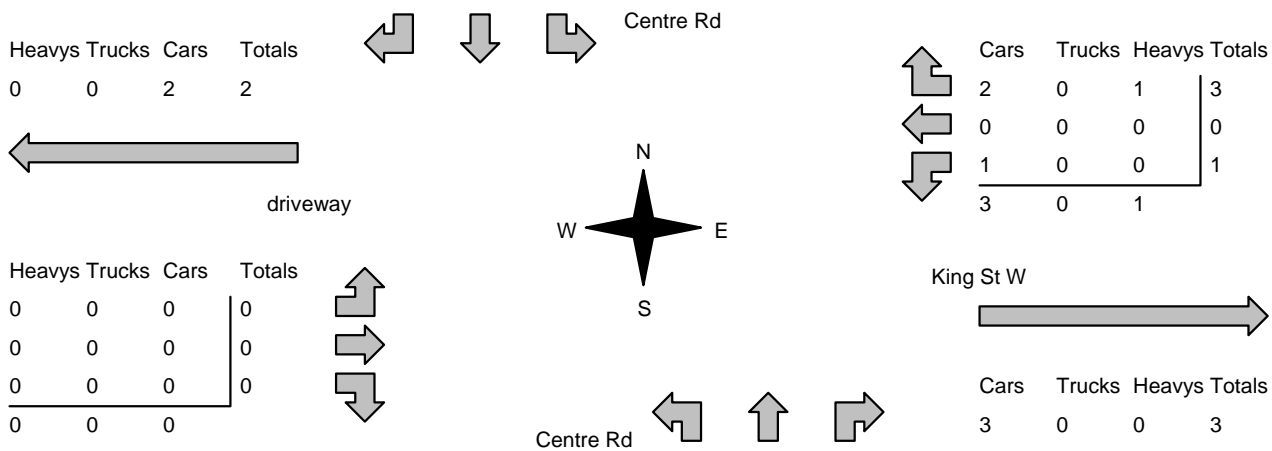

Count Date: 12-Sep-23 Site #: 2319900004

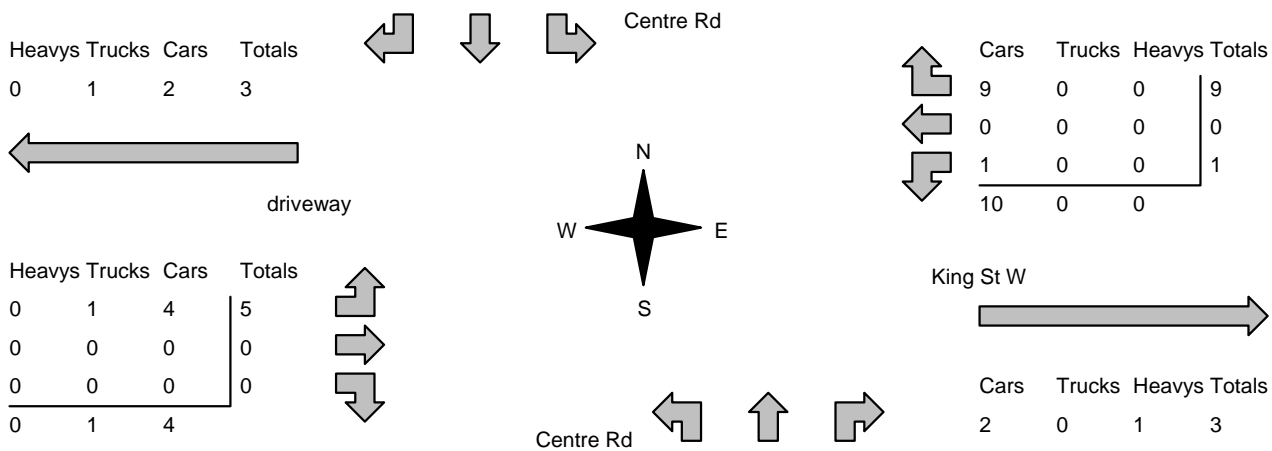
Interval Time	Passenger Cars - South Approach						Trucks - South Approach						Heavys - South Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		South Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15:00	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
7:30:00	1	1	11	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
7:45:00	2	1	16	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
8:00:00	6	4	22	6	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0
8:15:00	7	1	34	12	3	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0
8:30:00	8	1	50	16	5	2	0	0	0	0	0	0	0	0	1	1	0	0	1	0
8:45:00	10	2	58	8	5	0	0	0	0	0	0	0	0	0	1	0	0	0	2	1
9:00:00	11	1	66	8	5	0	0	0	0	0	0	0	0	0	1	0	1	1	3	1
9:15:00	11	0	66	0	5	0	0	0	0	0	0	0	0	0	1	0	1	0	3	0
11:00:00	11	0	66	0	5	0	0	0	0	0	0	0	0	0	1	0	1	0	3	0
11:15:00	12	1	77	11	5	0	0	0	0	0	0	0	0	0	2	1	1	0	3	0
11:30:00	14	2	88	11	5	0	0	0	0	0	0	0	0	0	2	0	1	0	3	0
11:45:00	15	1	96	8	6	1	0	0	0	0	0	0	0	0	2	0	1	0	3	0
12:00:00	16	1	109	13	7	1	0	0	0	0	0	0	0	0	2	0	2	1	3	0
12:15:00	17	1	129	20	8	1	0	0	1	1	0	0	0	0	2	0	2	0	3	0
12:30:00	20	3	140	11	8	0	0	0	1	0	0	0	0	0	2	0	2	0	3	0
12:45:00	22	2	154	14	10	2	1	1	1	0	0	0	0	0	2	0	2	0	3	0
13:00:00	24	2	165	11	10	0	1	0	1	0	0	0	0	0	2	0	2	0	3	0
13:15:00	24	0	165	0	10	0	1	0	1	0	0	0	0	0	2	0	2	0	3	0
14:00:00	24	0	165	0	10	0	1	0	1	0	0	0	0	0	2	0	2	0	3	0
14:15:00	25	1	183	18	10	0	1	0	1	0	0	0	0	0	2	0	2	0	3	0
14:30:00	30	5	196	13	10	0	1	0	1	0	0	0	0	0	3	1	2	0	3	0
14:45:00	34	4	213	17	10	0	1	0	1	0	0	0	1	1	3	0	2	0	3	0
15:00:00	38	4	233	20	11	1	1	0	1	0	1	1	1	0	4	1	2	0	3	0
15:15:00	40	2	248	15	12	1	1	0	1	0	1	0	1	0	4	0	2	0	3	0
15:30:00	44	4	262	14	12	0	1	0	1	0	1	0	1	0	4	0	2	0	3	0
15:45:00	48	4	282	20	12	0	1	0	1	0	1	0	1	0	5	1	2	0	3	0
16:00:00	52	4	304	22	12	0	1	0	2	1	1	0	1	0	6	1	2	0	3	0
16:15:00	54	2	322	18	12	0	1	0	2	0	1	0	1	0	6	0	2	0	4	1
16:30:00	55	1	355	33	12	0	1	0	2	0	1	0	1	0	6	0	2	0	4	0
16:45:00	57	2	381	26	12	0	1	0	2	0	1	0	1	0	6	0	2	0	4	0
17:00:00	60	3	405	24	14	2	1	0	2	0	1	0	1	0	6	0	2	0	4	0
17:15:00	63	3	439	34	14	0	1	0	2	0	1	0	1	0	6	0	2	0	4	0
17:30:00	69	6	456	17	14	0	1	0	2	0	1	0	1	0	6	0	2	0	4	0
17:45:00	69	0	472	16	15	1	1	0	2	0	1	0	1	0	6	0	2	0	8	4
18:00:00	73	4	498	26	16	1	1	0	2	0	1	0	1	0	6	0	2	0	8	0
18:15:00	73	0	498	0	16	0	1	0	2	0	1	0	1	0	6	0	2	0	8	0
18:15:15	73	0	498	0	16	0	1	0	2	0	1	0	1	0	6	0	2	0	8	0

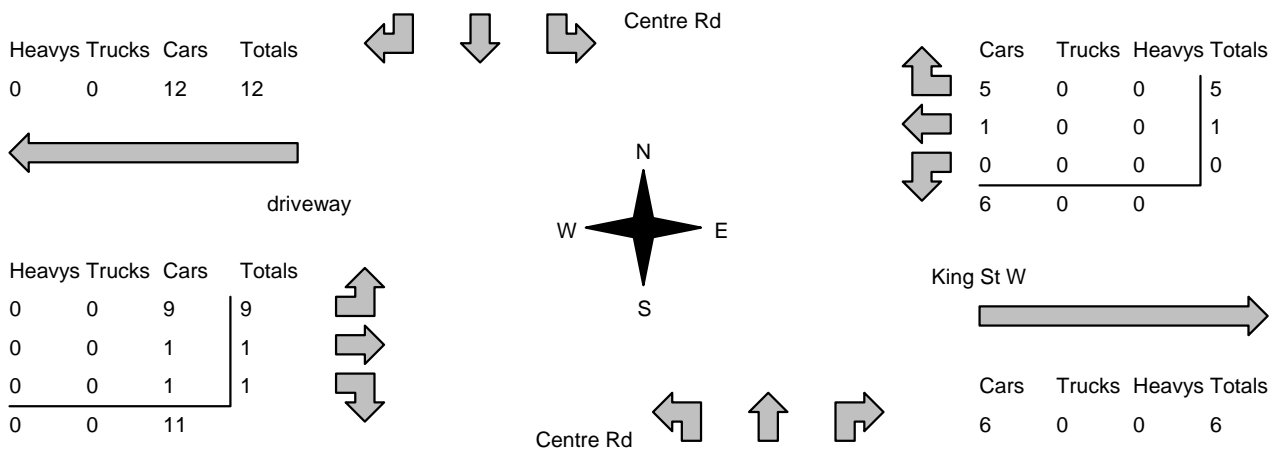


Count Date: 12-Sep-23 Site #: 2319900004

Interval Time	Passenger Cars - West Approach						Trucks - West Approach						Heavys - West Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		West Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15:00	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	1	1
7:30:00	1	1	0	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0
7:45:00	1	0	0	0	10	5	0	0	0	0	0	0	0	0	0	0	0	0	2	1
8:00:00	1	0	0	0	17	7	0	0	0	0	0	0	0	0	0	0	0	0	2	0
8:15:00	2	1	0	0	21	4	0	0	0	0	0	0	0	0	0	0	0	0	4	2
8:30:00	2	0	0	0	22	1	0	0	0	0	0	0	0	0	0	0	0	0	4	0
8:45:00	2	0	0	0	26	4	0	0	0	0	0	0	0	0	0	0	0	0	4	0
9:00:00	3	1	0	0	31	5	0	0	0	0	0	0	0	0	0	0	0	0	4	0
9:15:00	3	0	0	0	31	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0
11:00:00	3	0	0	0	31	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0
11:15:00	4	1	0	0	31	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0
11:30:00	6	2	0	0	32	1	0	0	0	0	0	0	0	0	0	0	0	0	4	0
11:45:00	8	2	0	0	34	2	1	1	0	0	0	0	0	0	0	0	0	0	4	0
12:00:00	8	0	1	1	38	4	1	0	0	0	0	0	0	0	0	0	0	0	4	0
12:15:00	8	0	1	0	39	1	1	0	0	0	0	0	0	0	0	0	0	0	4	0
12:30:00	8	0	1	0	43	4	1	0	0	0	0	0	0	0	0	0	0	0	4	0
12:45:00	8	0	1	0	45	2	1	0	0	0	0	0	0	0	0	0	0	0	4	0
13:00:00	8	0	1	0	48	3	1	0	0	0	0	0	0	0	0	0	0	0	6	2
13:15:00	8	0	1	0	48	0	1	0	0	0	0	0	0	0	0	0	0	0	6	0
14:00:00	8	0	1	0	48	0	1	0	0	0	0	0	0	0	0	0	0	0	6	0
14:15:00	9	1	1	0	50	2	1	0	0	0	0	0	0	0	0	0	0	0	6	0
14:30:00	9	0	1	0	52	2	1	0	0	0	0	0	0	0	0	0	0	0	7	1
14:45:00	9	0	1	0	53	1	1	0	0	0	0	0	1	1	0	0	0	0	9	2
15:00:00	9	0	1	0	58	5	2	1	0	0	1	1	1	0	0	0	0	0	13	4
15:15:00	9	0	2	1	60	2	2	0	0	0	1	0	1	0	0	0	0	0	13	0
15:30:00	9	0	2	0	61	1	2	0	0	0	1	0	1	0	0	0	1	1	17	4
15:45:00	9	0	2	0	62	1	2	0	0	0	1	0	1	0	0	0	1	0	18	1
16:00:00	9	0	2	0	63	1	2	0	0	0	1	0	1	0	0	0	1	0	21	3
16:15:00	9	0	2	0	65	2	2	0	0	0	2	1	1	0	0	0	1	0	23	2
16:30:00	9	0	2	0	65	0	2	0	0	0	2	0	1	0	0	0	1	0	26	3
16:45:00	9	0	2	0	68	3	2	0	0	0	2	0	1	0	0	0	1	0	28	2
17:00:00	9	0	2	0	70	2	2	0	0	0	2	0	1	0	0	0	1	0	30	2
17:15:00	9	0	2	0	73	3	2	0	0	0	2	0	1	0	0	0	1	0	32	2
17:30:00	10	1	2	0	76	3	2	0	0	0	2	0	1	0	0	0	1	0	35	3
17:45:00	10	0	2	0	77	1	2	0	0	0	2	0	1	0	0	0	1	0	38	3
18:00:00	10	0	2	0	80	3	2	0	0	0	2	0	1	0	0	0	1	0	39	1
18:15:00	10	0	2	0	80	0	2	0	0	0	2	0	1	0	0	0	1	0	39	0
18:15:15	10	0	2	0	80	0	2	0	0	0	2	0	1	0	0	0	1	0	39	0

Morning Peak Diagram		Specified Period From: 7:00:00 To: 9:00:00	One Hour Peak From: 8:00:00 To: 9:00:00																																									
Municipality: Uxbridge Site #: 2319900005 Intersection: Centre Rd & King St W TFR File #: 1 Count date: 12-Sep-23		Weather conditions: Person counted: Person prepared: Person checked:																																										
** Non-Signalized Intersection **		Major Road: Centre Rd runs N/S																																										
North Leg Total: 179 North Entering: 123 North Peds: 0 Peds Cross: ☒	<table style="border-collapse: collapse;"> <tr><td>Heavys</td><td>0</td><td>1</td><td>0</td><td>1</td></tr> <tr><td>Trucks</td><td>0</td><td>0</td><td>0</td><td>0</td></tr> <tr><td>Cars</td><td>1</td><td>118</td><td>3</td><td>122</td></tr> <tr><td>Totals</td><td>1</td><td>119</td><td>3</td><td></td></tr> </table>	Heavys	0	1	0	1	Trucks	0	0	0	0	Cars	1	118	3	122	Totals	1	119	3			<table style="border-collapse: collapse;"> <tr><td>Heavys</td><td>2</td></tr> <tr><td>Trucks</td><td>0</td></tr> <tr><td>Cars</td><td>54</td></tr> <tr><td>Totals</td><td>56</td></tr> </table>	Heavys	2	Trucks	0	Cars	54	Totals	56	East Leg Total: 7 East Entering: 4 East Peds: 0 Peds Cross: ☒												
Heavys	0	1	0	1																																								
Trucks	0	0	0	0																																								
Cars	1	118	3	122																																								
Totals	1	119	3																																									
Heavys	2																																											
Trucks	0																																											
Cars	54																																											
Totals	56																																											
																																												
<table style="border-collapse: collapse;"> <tr><td>Heavys</td><td>0</td><td>0</td><td>2</td><td>2</td></tr> <tr><td>Trucks</td><td>0</td><td>0</td><td>0</td><td>0</td></tr> <tr><td>Cars</td><td>0</td><td>0</td><td>0</td><td>0</td></tr> <tr><td>Totals</td><td>0</td><td>0</td><td>0</td><td>0</td></tr> </table>	Heavys	0	0	2	2	Trucks	0	0	0	0	Cars	0	0	0	0	Totals	0	0	0	0				<table style="border-collapse: collapse;"> <tr><td>Cars</td><td>2</td><td>0</td><td>1</td><td>3</td></tr> <tr><td>Trucks</td><td>0</td><td>0</td><td>0</td><td>0</td></tr> <tr><td>Heavys</td><td>1</td><td>0</td><td>0</td><td>1</td></tr> <tr><td>Totals</td><td>3</td><td>0</td><td>1</td><td></td></tr> </table>	Cars	2	0	1	3	Trucks	0	0	0	0	Heavys	1	0	0	1	Totals	3	0	1	
Heavys	0	0	2	2																																								
Trucks	0	0	0	0																																								
Cars	0	0	0	0																																								
Totals	0	0	0	0																																								
Cars	2	0	1	3																																								
Trucks	0	0	0	0																																								
Heavys	1	0	0	1																																								
Totals	3	0	1																																									
Peds Cross: ☒ West Peds: 1 West Entering: 0 West Leg Total: 2	<table style="border-collapse: collapse;"> <tr><td>Cars</td><td>119</td></tr> <tr><td>Trucks</td><td>0</td></tr> <tr><td>Heavys</td><td>1</td></tr> <tr><td>Totals</td><td>120</td></tr> </table>	Cars	119	Trucks	0	Heavys	1	Totals	120		<table style="border-collapse: collapse;"> <tr><td>Cars</td><td>1</td><td>52</td><td>0</td><td>53</td></tr> <tr><td>Trucks</td><td>0</td><td>0</td><td>0</td><td>0</td></tr> <tr><td>Heavys</td><td>0</td><td>1</td><td>0</td><td>1</td></tr> <tr><td>Totals</td><td>1</td><td>53</td><td>0</td><td></td></tr> </table>	Cars	1	52	0	53	Trucks	0	0	0	0	Heavys	0	1	0	1	Totals	1	53	0		Peds Cross: ☒ South Peds: 0 South Entering: 54 South Leg Total: 174												
Cars	119																																											
Trucks	0																																											
Heavys	1																																											
Totals	120																																											
Cars	1	52	0	53																																								
Trucks	0	0	0	0																																								
Heavys	0	1	0	1																																								
Totals	1	53	0																																									
Comments																																												

Mid-day Peak Diagram		Specified Period From: 11:00:00 To: 13:00:00	One Hour Peak From: 11:45:00 To: 12:45:00																												
Municipality: Uxbridge Site #: 2319900005 Intersection: Centre Rd & King St W TFR File #: 1 Count date: 12-Sep-23		Weather conditions: Person counted: Person prepared: Person checked:																													
** Non-Signalized Intersection **		Major Road: Centre Rd runs N/S																													
North Leg Total: 140 North Entering: 68 North Peds: 0 Peds Cross: ☒	<table style="width:100%; border-collapse: collapse;"> <tr><td>Heavys</td><td>0</td><td>0</td><td>0</td><td>0</td></tr> <tr><td>Trucks</td><td>1</td><td>0</td><td>0</td><td>1</td></tr> <tr><td>Cars</td><td>2</td><td>63</td><td>2</td><td>67</td></tr> <tr style="border-top: 1px solid black;"><td>Totals</td><td>3</td><td>63</td><td>2</td><td></td></tr> </table>	Heavys	0	0	0	0	Trucks	1	0	0	1	Cars	2	63	2	67	Totals	3	63	2		<table style="width:100%; border-collapse: collapse;"> <tr><td>Heavys</td><td>0</td></tr> <tr><td>Trucks</td><td>3</td></tr> <tr><td>Cars</td><td>69</td></tr> <tr style="border-top: 1px solid black;"><td>Totals</td><td>72</td></tr> </table>	Heavys	0	Trucks	3	Cars	69	Totals	72	East Leg Total: 13 East Entering: 10 East Peds: 0 Peds Cross: ☒
Heavys	0	0	0	0																											
Trucks	1	0	0	1																											
Cars	2	63	2	67																											
Totals	3	63	2																												
Heavys	0																														
Trucks	3																														
Cars	69																														
Totals	72																														
 <p style="text-align: center;">Centre Rd</p> <p style="text-align: center;">King St W</p> <p style="text-align: center;">Centre Rd</p>																															
Peds Cross: ☒ West Peds: 0 West Entering: 5 West Leg Total: 8	<table style="width:100%; border-collapse: collapse;"> <tr><td>Cars</td><td>64</td></tr> <tr><td>Trucks</td><td>0</td></tr> <tr><td>Heavys</td><td>0</td></tr> <tr style="border-top: 1px solid black;"><td>Totals</td><td>64</td></tr> </table>	Cars	64	Trucks	0	Heavys	0	Totals	64	<table style="width:100%; border-collapse: collapse;"> <tr><td>Cars</td><td>0</td><td>56</td><td>0</td><td>56</td></tr> <tr><td>Trucks</td><td>0</td><td>2</td><td>0</td><td>2</td></tr> <tr><td>Heavys</td><td>0</td><td>0</td><td>1</td><td>1</td></tr> <tr style="border-top: 1px solid black;"><td>Totals</td><td>0</td><td>58</td><td>1</td><td></td></tr> </table>	Cars	0	56	0	56	Trucks	0	2	0	2	Heavys	0	0	1	1	Totals	0	58	1		Peds Cross: ☒ South Peds: 1 South Entering: 59 South Leg Total: 123
Cars	64																														
Trucks	0																														
Heavys	0																														
Totals	64																														
Cars	0	56	0	56																											
Trucks	0	2	0	2																											
Heavys	0	0	1	1																											
Totals	0	58	1																												
Comments																															

Afternoon Peak Diagram		Specified Period From: 14:00:00 To: 18:00:00	One Hour Peak From: 16:15:00 To: 17:15:00																												
Municipality: Uxbridge Site #: 2319900005 Intersection: Centre Rd & King St W TFR File #: 1 Count date: 12-Sep-23		Weather conditions: Person counted: Person prepared: Person checked:																													
** Non-Signalized Intersection **		Major Road: Centre Rd runs N/S																													
North Leg Total: 212 North Entering: 82 North Peds: 5 Peds Cross: ☒	<table style="border-collapse: collapse;"> <tr><td>Heavys</td><td>0</td><td>1</td><td>0</td><td style="border-left: 1px solid black;">1</td></tr> <tr><td>Trucks</td><td>0</td><td>1</td><td>0</td><td style="border-left: 1px solid black;">1</td></tr> <tr><td>Cars</td><td>10</td><td>67</td><td>3</td><td style="border-left: 1px solid black;">80</td></tr> <tr><td>Totals</td><td>10</td><td>69</td><td>3</td><td style="border-left: 1px solid black;"></td></tr> </table>	Heavys	0	1	0	1	Trucks	0	1	0	1	Cars	10	67	3	80	Totals	10	69	3		<table style="border-collapse: collapse;"> <tr><td>Heavys</td><td>0</td></tr> <tr><td>Trucks</td><td>0</td></tr> <tr><td>Cars</td><td>130</td></tr> <tr><td>Totals</td><td>130</td></tr> </table>	Heavys	0	Trucks	0	Cars	130	Totals	130	East Leg Total: 12 East Entering: 6 East Peds: 0 Peds Cross: ☒
Heavys	0	1	0	1																											
Trucks	0	1	0	1																											
Cars	10	67	3	80																											
Totals	10	69	3																												
Heavys	0																														
Trucks	0																														
Cars	130																														
Totals	130																														
 <p style="text-align: center;">Centre Rd</p> <p style="text-align: center;">driveway</p> <p style="text-align: center;">King St W</p> <p style="text-align: center;">Centre Rd</p>																															
Peds Cross: ☒ West Peds: 6 West Entering: 11 West Leg Total: 23	<table style="border-collapse: collapse;"> <tr><td>Cars</td><td>68</td></tr> <tr><td>Trucks</td><td>1</td></tr> <tr><td>Heavys</td><td>1</td></tr> <tr><td>Totals</td><td>70</td></tr> </table>	Cars	68	Trucks	1	Heavys	1	Totals	70	<table style="border-collapse: collapse;"> <tr><td>Cars</td><td>1</td><td>116</td><td>2</td><td style="border-left: 1px solid black;">119</td></tr> <tr><td>Trucks</td><td>0</td><td>0</td><td>0</td><td style="border-left: 1px solid black;">0</td></tr> <tr><td>Heavys</td><td>0</td><td>0</td><td>0</td><td style="border-left: 1px solid black;">0</td></tr> <tr><td>Totals</td><td>1</td><td>116</td><td>2</td><td style="border-left: 1px solid black;"></td></tr> </table>	Cars	1	116	2	119	Trucks	0	0	0	0	Heavys	0	0	0	0	Totals	1	116	2		Peds Cross: ☒ South Peds: 0 South Entering: 119 South Leg Total: 189
Cars	68																														
Trucks	1																														
Heavys	1																														
Totals	70																														
Cars	1	116	2	119																											
Trucks	0	0	0	0																											
Heavys	0	0	0	0																											
Totals	1	116	2																												
Comments																															

Total Count Diagram

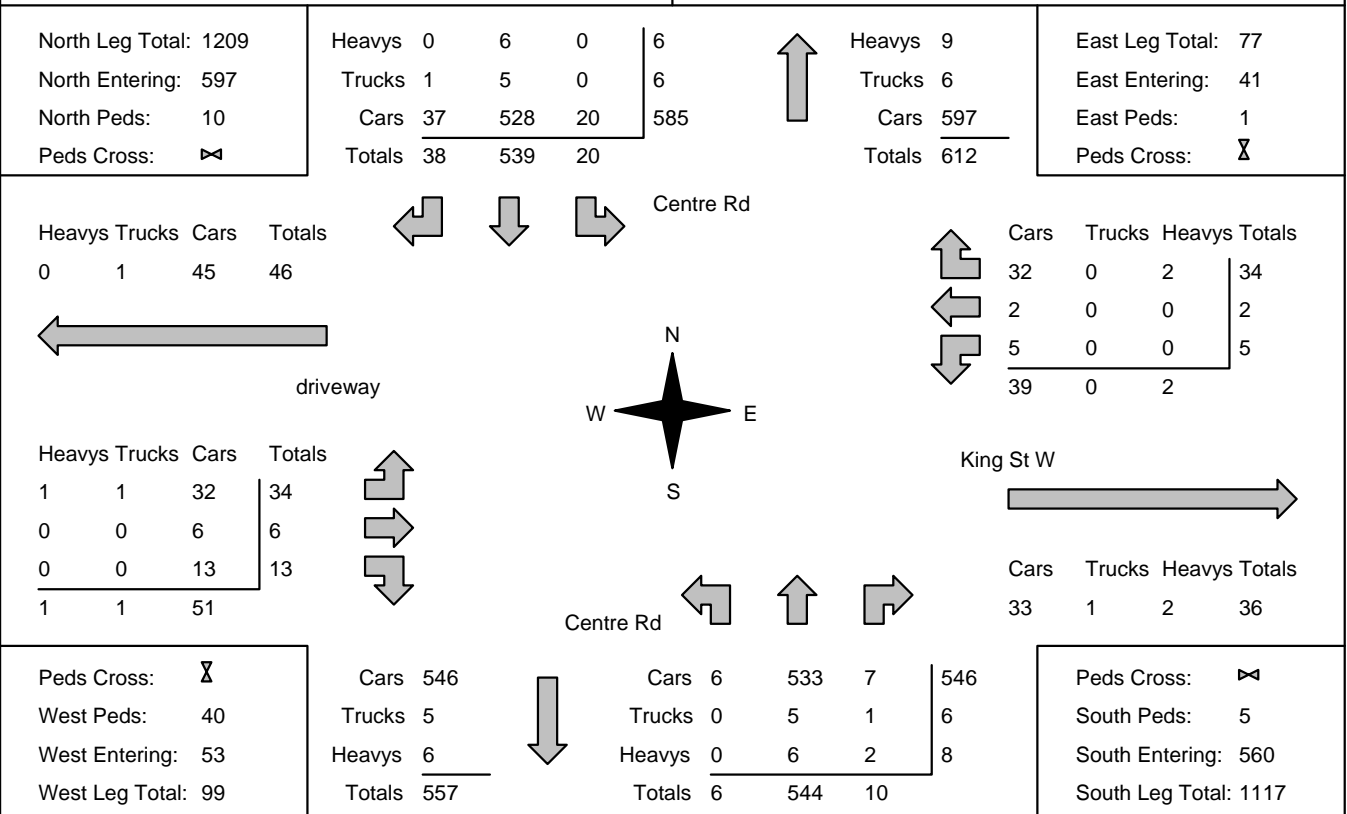
Municipality: Uxbridge
Site #: 2319900005
Intersection: Centre Rd & King St W
TFR File #: 1
Count date: 12-Sep-23

Weather conditions:

Person counted:
Person prepared:
Person checked:

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

Major Road: Centre Rd runs N/S



Comments

Traffic Count Summary

Intersection: Centre Rd & King St W Count Date: 12-Sep-23 Municipality: Uxbridge

North Approach Totals						North/South Total Approaches	South Approach Totals					
Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds		Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total				Left	Thru	Right	Grand Total	
7:00:00	0	0	0	0	0	0	7:00:00	0	0	0	0	0
8:00:00	1	71	4	76	1	100	8:00:00	0	24	0	24	0
9:00:00	3	119	1	123	0	177	9:00:00	1	53	0	54	0
11:00:00	0	0	0	0	0	0	11:00:00	0	0	0	0	0
12:00:00	2	48	2	52	3	102	12:00:00	0	48	2	50	0
13:00:00	2	54	2	58	1	113	13:00:00	0	55	0	55	1
14:00:00	0	0	0	0	0	0	14:00:00	0	0	0	0	0
15:00:00	3	72	10	85	0	171	15:00:00	1	84	1	86	0
16:00:00	2	56	4	62	0	147	16:00:00	1	80	4	85	0
17:00:00	5	64	9	78	5	187	17:00:00	1	108	0	109	2
18:00:00	2	55	6	63	0	160	18:00:00	2	92	3	97	2
Totals:	20	539	38	597	10	1157	S Totals:	6	544	10	560	5
East Approach Totals						East/West Total Approaches	West Approach Totals					
Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds		Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total				Left	Thru	Right	Grand Total	
7:00:00	0	0	0	0	0	0	7:00:00	0	0	0	0	0
8:00:00	0	0	3	3	1	4	8:00:00	1	0	0	1	3
9:00:00	1	0	3	4	0	4	9:00:00	0	0	0	0	1
11:00:00	0	0	0	0	0	0	11:00:00	0	0	0	0	0
12:00:00	0	0	2	2	0	6	12:00:00	4	0	0	4	0
13:00:00	1	0	9	10	0	14	13:00:00	4	0	0	4	1
14:00:00	0	0	0	0	0	0	14:00:00	0	0	0	0	0
15:00:00	0	1	1	2	0	13	15:00:00	5	3	3	11	7
16:00:00	0	0	4	4	0	17	16:00:00	6	0	7	13	8
17:00:00	1	1	3	5	0	15	17:00:00	7	2	1	10	12
18:00:00	2	0	9	11	0	21	18:00:00	7	1	2	10	8
Totals:	5	2	34	41	1	94	W Totals:	34	6	13	53	40
Calculated Values for Traffic Crossing Major Street												
Hours Ending:	8:00	9:00	12:00	13:00			15:00	16:00	17:00	18:00		
Crossing Values:	2	1	7	7			8	6	17	12		



Count Date: 12-Sep-23 Site #: 2319900005

Interval Time	Passenger Cars - North Approach						Trucks - North Approach						Heavys - North Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		North Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15:00	0	0	19	19	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30:00	1	1	29	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
7:45:00	1	0	46	17	3	2	0	0	0	0	0	0	0	0	2	2	0	0	1	0
8:00:00	1	0	69	23	4	1	0	0	0	0	0	0	0	0	2	0	0	0	1	0
8:15:00	2	1	120	51	4	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0
8:30:00	2	0	142	22	4	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0
8:45:00	3	1	160	18	5	1	0	0	0	0	0	0	0	0	2	0	0	0	1	0
9:00:00	4	1	187	27	5	0	0	0	0	0	0	0	0	0	3	1	0	0	1	0
9:15:00	4	0	187	0	5	0	0	0	0	0	0	0	0	0	3	0	0	0	1	0
11:00:00	4	0	187	0	5	0	0	0	0	0	0	0	0	0	3	0	0	0	1	0
11:15:00	5	1	192	5	5	0	0	0	0	0	0	0	0	0	3	0	0	0	4	3
11:30:00	5	0	203	11	5	0	0	0	0	0	0	0	0	0	3	0	0	0	4	0
11:45:00	6	1	213	10	6	1	0	0	0	0	0	0	0	0	3	0	0	0	4	0
12:00:00	6	0	235	22	6	0	0	0	0	1	1	0	0	0	3	0	0	0	4	0
12:15:00	7	1	255	20	7	1	0	0	0	0	0	1	0	0	3	0	0	0	4	0
12:30:00	7	0	267	12	8	1	0	0	0	0	0	1	0	0	3	0	0	0	4	0
12:45:00	8	1	276	9	8	0	0	0	0	0	0	1	0	0	3	0	0	0	4	0
13:00:00	8	0	289	13	8	0	0	0	0	0	0	1	0	0	3	0	0	0	5	1
13:15:00	8	0	289	0	8	0	0	0	0	0	0	1	0	0	3	0	0	0	5	0
14:00:00	8	0	289	0	8	0	0	0	0	0	0	1	0	0	3	0	0	0	5	0
14:15:00	8	0	304	15	8	0	0	0	0	0	0	1	0	0	3	0	0	0	5	0
14:30:00	8	0	327	23	9	1	0	0	0	0	0	1	0	0	3	0	0	0	5	0
14:45:00	8	0	342	15	13	4	0	0	0	0	0	1	0	0	3	0	0	0	5	0
15:00:00	11	3	360	18	18	5	0	0	1	1	1	0	0	0	3	0	0	0	5	0
15:15:00	11	0	371	11	18	0	0	0	1	0	0	1	0	0	4	1	0	0	5	0
15:30:00	11	0	385	14	20	2	0	0	1	0	0	1	0	0	5	1	0	0	5	0
15:45:00	12	1	398	13	20	0	0	0	2	1	1	0	0	0	5	0	0	0	5	0
16:00:00	13	1	413	15	22	2	0	0	2	0	1	0	0	0	5	0	0	0	5	0
16:15:00	15	2	428	15	24	2	0	0	4	2	1	0	0	0	5	0	0	0	5	0
16:30:00	17	2	443	15	27	3	0	0	4	0	1	0	0	0	6	1	0	0	6	1
16:45:00	18	1	461	18	30	3	0	0	4	0	1	0	0	0	6	0	0	0	10	4
17:00:00	18	0	474	13	31	1	0	0	4	0	1	0	0	0	6	0	0	0	10	0
17:15:00	18	0	495	21	34	3	0	0	5	1	1	0	0	0	6	0	0	0	10	0
17:30:00	19	1	505	10	35	1	0	0	5	0	1	0	0	0	6	0	0	0	10	0
17:45:00	20	1	515	10	36	1	0	0	5	0	1	0	0	0	6	0	0	0	10	0
18:00:00	20	0	528	13	37	1	0	0	5	0	1	0	0	0	6	0	0	0	10	0
18:15:00	20	0	528	0	37	0	0	0	5	0	1	0	0	0	6	0	0	0	10	0
18:15:15	20	0	528	0	37	0	0	0	5	0	1	0	0	0	6	0	0	0	10	0



Count Date: 12-Sep-23 Site #: 2319900005

Interval Time	Passenger Cars - East Approach						Trucks - East Approach						Heavys - East Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		East Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15:00	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45:00	0	0	0	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	1	1
8:00:00	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
8:15:00	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
8:30:00	0	0	0	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0
8:45:00	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
9:00:00	1	1	0	0	5	1	0	0	0	0	0	0	0	0	0	0	1	1	1	0
9:15:00	1	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0
11:00:00	1	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0
11:15:00	1	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0
11:30:00	1	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0
11:45:00	1	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	2	1	1	0
12:00:00	1	0	0	0	6	1	0	0	0	0	0	0	0	0	0	0	2	0	1	0
12:15:00	1	0	0	0	11	5	0	0	0	0	0	0	0	0	0	0	2	0	1	0
12:30:00	1	0	0	0	12	1	0	0	0	0	0	0	0	0	0	0	2	0	1	0
12:45:00	2	1	0	0	14	2	0	0	0	0	0	0	0	0	0	0	2	0	1	0
13:00:00	2	0	0	0	15	1	0	0	0	0	0	0	0	0	0	0	2	0	1	0
13:15:00	2	0	0	0	15	0	0	0	0	0	0	0	0	0	0	0	2	0	1	0
14:00:00	2	0	0	0	15	0	0	0	0	0	0	0	0	0	0	0	2	0	1	0
14:15:00	2	0	0	0	16	1	0	0	0	0	0	0	0	0	0	0	2	0	1	0
14:30:00	2	0	1	1	16	0	0	0	0	0	0	0	0	0	0	0	2	0	1	0
14:45:00	2	0	1	0	16	0	0	0	0	0	0	0	0	0	0	0	2	0	1	0
15:00:00	2	0	1	0	16	0	0	0	0	0	0	0	0	0	0	0	2	0	1	0
15:15:00	2	0	1	0	17	1	0	0	0	0	0	0	0	0	0	0	2	0	1	0
15:30:00	2	0	1	0	17	0	0	0	0	0	0	0	0	0	0	0	2	0	1	0
15:45:00	2	0	1	0	19	2	0	0	0	0	0	0	0	0	0	0	2	0	1	0
16:00:00	2	0	1	0	20	1	0	0	0	0	0	0	0	0	0	0	2	0	1	0
16:15:00	3	1	1	0	23	3	0	0	0	0	0	0	0	0	0	0	2	0	1	0
16:30:00	3	0	1	0	23	0	0	0	0	0	0	0	0	0	0	0	2	0	1	0
16:45:00	3	0	2	1	23	0	0	0	0	0	0	0	0	0	0	0	2	0	1	0
17:00:00	3	0	2	0	23	0	0	0	0	0	0	0	0	0	0	0	2	0	1	0
17:15:00	3	0	2	0	28	5	0	0	0	0	0	0	0	0	0	0	2	0	1	0
17:30:00	3	0	2	0	29	1	0	0	0	0	0	0	0	0	0	0	2	0	1	0
17:45:00	5	2	2	0	31	2	0	0	0	0	0	0	0	0	0	0	2	0	1	0
18:00:00	5	0	2	0	32	1	0	0	0	0	0	0	0	0	0	0	2	0	1	0
18:15:00	5	0	2	0	32	0	0	0	0	0	0	0	0	0	0	0	2	0	1	0
18:15:15	5	0	2	0	32	0	0	0	0	0	0	0	0	0	0	0	2	0	1	0

Count Date: 12-Sep-23 Site #: 2319900005

Interval Time	Passenger Cars - South Approach						Trucks - South Approach						Heavys - South Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		South Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15:00	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30:00	0	0	10	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45:00	0	0	13	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00:00	0	0	24	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15:00	1	1	40	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30:00	1	0	58	18	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0
8:45:00	1	0	68	10	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
9:00:00	1	0	76	8	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
9:15:00	1	0	76	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
11:00:00	1	0	76	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
11:15:00	1	0	90	14	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
11:30:00	1	0	100	10	1	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0
11:45:00	1	0	110	10	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
12:00:00	1	0	124	14	1	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0
12:15:00	1	0	139	15	1	0	0	0	1	1	0	0	0	0	1	0	1	0	0	0
12:30:00	1	0	150	11	1	0	0	0	1	0	0	0	0	0	1	0	1	0	0	0
12:45:00	1	0	166	16	1	0	0	0	2	1	0	0	0	0	1	0	1	0	1	1
13:00:00	1	0	177	11	1	0	0	0	2	0	0	0	0	0	1	0	1	0	1	0
13:15:00	1	0	177	0	1	0	0	0	2	0	0	0	0	0	1	0	1	0	1	0
14:00:00	1	0	177	0	1	0	0	0	2	0	0	0	0	0	1	0	1	0	1	0
14:15:00	1	0	195	18	1	0	0	0	3	1	0	0	0	0	1	0	1	0	1	0
14:30:00	1	0	216	21	1	0	0	0	3	0	0	0	0	0	2	1	2	1	1	0
14:45:00	2	1	237	21	1	0	0	0	3	0	0	0	0	0	3	1	2	0	1	0
15:00:00	2	0	256	19	1	0	0	0	4	1	0	0	0	0	4	1	2	0	1	0
15:15:00	3	1	273	17	1	0	0	0	4	0	0	0	0	0	4	0	2	0	1	0
15:30:00	3	0	292	19	3	2	0	0	4	0	0	0	0	0	4	0	2	0	1	0
15:45:00	3	0	312	20	4	1	0	0	4	0	0	0	0	0	5	1	2	0	1	0
16:00:00	3	0	333	21	4	0	0	0	5	1	1	1	0	0	6	1	2	0	1	0
16:15:00	3	0	355	22	4	0	0	0	5	0	1	0	0	0	6	0	2	0	3	2
16:30:00	3	0	388	33	4	0	0	0	5	0	1	0	0	0	6	0	2	0	3	0
16:45:00	3	0	409	21	4	0	0	0	5	0	1	0	0	0	6	0	2	0	3	0
17:00:00	4	1	441	32	4	0	0	0	5	0	1	0	0	0	6	0	2	0	3	0
17:15:00	4	0	471	30	6	2	0	0	5	0	1	0	0	0	6	0	2	0	3	0
17:30:00	5	1	490	19	7	1	0	0	5	0	1	0	0	0	6	0	2	0	5	2
17:45:00	6	1	504	14	7	0	0	0	5	0	1	0	0	0	6	0	2	0	5	0
18:00:00	6	0	533	29	7	0	0	0	5	0	1	0	0	0	6	0	2	0	5	0
18:15:00	6	0	533	0	7	0	0	0	5	0	1	0	0	0	6	0	2	0	5	0
18:15:15	6	0	533	0	7	0	0	0	5	0	1	0	0	0	6	0	2	0	5	0



Count Date: 12-Sep-23 Site #: 2319900005

Interval Time	Passenger Cars - West Approach						Trucks - West Approach						Heavys - West Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		West Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
8:00:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0
8:15:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0
8:30:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0
8:45:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0
9:00:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	1
9:15:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0
11:00:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0
11:15:00	1	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	4	0
11:30:00	2	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	4	0
11:45:00	3	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	4	0
12:00:00	4	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	4	0
12:15:00	6	2	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	4	0
12:30:00	7	1	0	0	0	0	1	1	0	0	0	0	1	0	0	0	0	0	4	0
12:45:00	7	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	4	0
13:00:00	7	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	5	1
13:15:00	7	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	5	0
14:00:00	7	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	5	0
14:15:00	7	0	0	0	1	1	1	0	0	0	0	0	1	0	0	0	0	0	5	0
14:30:00	7	0	0	0	1	0	1	0	0	0	0	0	1	0	0	0	0	0	6	1
14:45:00	7	0	1	1	1	0	1	0	0	0	0	0	1	0	0	0	0	0	8	2
15:00:00	12	5	3	2	3	2	1	0	0	0	0	0	1	0	0	0	0	0	12	4
15:15:00	12	0	3	0	4	1	1	0	0	0	0	0	1	0	0	0	0	0	12	0
15:30:00	12	0	3	0	5	1	1	0	0	0	0	0	1	0	0	0	0	0	16	4
15:45:00	14	2	3	0	7	2	1	0	0	0	0	0	1	0	0	0	0	0	19	3
16:00:00	18	4	3	0	10	3	1	0	0	0	0	0	1	0	0	0	0	0	20	1
16:15:00	19	1	4	1	10	0	1	0	0	0	0	0	1	0	0	0	0	0	26	6
16:30:00	20	1	5	1	10	0	1	0	0	0	0	0	1	0	0	0	0	0	27	1
16:45:00	25	5	5	0	11	1	1	0	0	0	0	0	1	0	0	0	0	0	30	3
17:00:00	25	0	5	0	11	0	1	0	0	0	0	0	1	0	0	0	0	0	32	2
17:15:00	28	3	5	0	11	0	1	0	0	0	0	0	1	0	0	0	0	0	32	0
17:30:00	29	1	5	0	12	1	1	0	0	0	0	0	1	0	0	0	0	0	37	5
17:45:00	31	2	6	1	13	1	1	0	0	0	0	0	1	0	0	0	0	0	39	2
18:00:00	32	1	6	0	13	0	1	0	0	0	0	0	1	0	0	0	0	0	40	1
18:15:00	32	0	6	0	13	0	1	0	0	0	0	0	1	0	0	0	0	0	40	0
18:15:15	32	0	6	0	13	0	1	0	0	0	0	0	1	0	0	0	0	0	40	0

APPENDIX B – LEVEL OF SERVICE CALCULATIONS

Intersection	
Intersection Delay, s/veh	7.6
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	10	11	16	9	7	4	9	21	7	20	36	1
Future Vol, veh/h	10	11	16	9	7	4	9	21	7	20	36	1
Peak Hour Factor	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66	0.66
Heavy Vehicles, %	2	2	25	10	9	2	11	2	2	2	2	2
Mvmt Flow	15	17	24	14	11	6	14	32	11	30	55	2
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.4	7.6	7.6	7.7
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	24%	27%	45%	35%
Vol Thru, %	57%	30%	35%	63%
Vol Right, %	19%	43%	20%	2%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	37	37	20	57
LT Vol	9	10	9	20
Through Vol	21	11	7	36
RT Vol	7	16	4	1
Lane Flow Rate	56	56	30	86
Geometry Grp	1	1	1	1
Degree of Util (X)	0.066	0.062	0.036	0.1
Departure Headway (Hd)	4.239	3.998	4.331	4.187
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	838	883	815	850
Service Time	2.301	2.082	2.418	2.242
HCM Lane V/C Ratio	0.067	0.063	0.037	0.101
HCM Control Delay	7.6	7.4	7.6	7.7
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.2	0.2	0.1	0.3

Intersection												
Int Delay, s/veh	2.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	3	2	18	2	8	2	31	12	1	55	7
Future Vol, veh/h	0	3	2	18	2	8	2	31	12	1	55	7
Conflicting Peds, #/hr	1	0	2	2	0	1	0	0	0	0	0	3
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	67	67	67	67	67	67	67	67	67	67	67	67
Heavy Vehicles, %	2	2	2	2	2	2	2	3	2	2	2	2
Mvmt Flow	0	4	3	27	3	12	3	46	18	1	82	10

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	162	162	92	156	158	56	95	0	0	64	0	0
Stage 1	92	92	-	61	61	-	-	-	-	-	-	-
Stage 2	70	70	-	95	97	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	803	730	965	810	734	1011	1499	-	-	1538	-	-
Stage 1	915	819	-	950	844	-	-	-	-	-	-	-
Stage 2	940	837	-	912	815	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	786	726	960	800	730	1010	1495	-	-	1538	-	-
Mov Cap-2 Maneuver	786	726	-	800	730	-	-	-	-	-	-	-
Stage 1	910	816	-	948	842	-	-	-	-	-	-	-
Stage 2	923	835	-	902	812	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	9.5		9.5		0.3		0.1	
HCM LOS	A		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1495	-	-	804	844	1538	-	-
HCM Lane V/C Ratio	0.002	-	-	0.009	0.05	0.001	-	-
HCM Control Delay (s)	7.4	0	-	9.5	9.5	7.3	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.2	0	-	-

Intersection												
Int Delay, s/veh	1.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	8	12	0	3	1	39	10	0	87	0
Future Vol, veh/h	0	0	8	12	0	3	1	39	10	0	87	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	65	65	65	65	65	65	65	65	65	65	65	65
Heavy Vehicles, %	2	2	2	2	2	2	2	3	2	2	2	2
Mvmt Flow	0	0	12	18	0	5	2	60	15	0	134	0

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	208	213	134	212	206	68	134	0	0	75	0	0
Stage 1	134	134	-	72	72	-	-	-	-	-	-	-
Stage 2	74	79	-	140	134	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	749	684	915	745	691	995	1451	-	-	1524	-	-
Stage 1	869	785	-	938	835	-	-	-	-	-	-	-
Stage 2	935	829	-	863	785	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	745	683	915	735	690	995	1451	-	-	1524	-	-
Mov Cap-2 Maneuver	745	683	-	735	690	-	-	-	-	-	-	-
Stage 1	868	785	-	937	834	-	-	-	-	-	-	-
Stage 2	930	828	-	851	785	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	9		9.8		0.1		0	
HCM LOS	A		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1451	-	-	915	776	1524	-	-
HCM Lane V/C Ratio	0.001	-	-	0.013	0.03	-	-	-
HCM Control Delay (s)	7.5	0	-	9	9.8	0	-	-
HCM Lane LOS	A	A	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0.1	0	-	-

Intersection												
Int Delay, s/veh	1.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	2	0	14	6	0	5	5	45	5	4	97	9
Future Vol, veh/h	2	0	14	6	0	5	5	45	5	4	97	9
Conflicting Peds, #/hr	1	0	2	2	0	1	0	0	0	0	0	2
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	65	65	65	65	65	65	65	65	65	65	65	65
Heavy Vehicles, %	2	2	2	2	2	2	2	2	20	2	2	2
Mvmt Flow	3	0	22	9	0	8	8	69	8	6	149	14

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	264	263	160	270	266	74	165	0	0	77	0	0
Stage 1	170	170	-	89	89	-	-	-	-	-	-	-
Stage 2	94	93	-	181	177	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	689	642	885	683	640	988	1413	-	-	1522	-	-
Stage 1	832	758	-	918	821	-	-	-	-	-	-	-
Stage 2	913	818	-	821	753	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	677	634	882	660	632	987	1410	-	-	1522	-	-
Mov Cap-2 Maneuver	677	634	-	660	632	-	-	-	-	-	-	-
Stage 1	825	753	-	912	816	-	-	-	-	-	-	-
Stage 2	900	813	-	796	748	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	9.4		9.7		0.7		0.3	
HCM LOS	A		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1410	-	-	850	777	1522	-	-
HCM Lane V/C Ratio	0.005	-	-	0.029	0.022	0.004	-	-
HCM Control Delay (s)	7.6	0	-	9.4	9.7	7.4	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0	-	-

Intersection												
Int Delay, s/veh	0.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	0	1	0	3	1	53	0	1	119	3
Future Vol, veh/h	0	0	0	1	0	3	1	53	0	1	119	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	66	66	66	66	66	66	66	66	66	66	66	66
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	2	0	5	2	80	0	2	180	5

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	275	272	184	271	274	80	186	0	0	80	0	0
Stage 1	188	188	-	84	84	-	-	-	-	-	-	-
Stage 2	87	84	-	187	190	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	677	635	858	682	633	980	1388	-	-	1518	-	-
Stage 1	814	745	-	924	825	-	-	-	-	-	-	-
Stage 2	921	825	-	815	743	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	672	632	857	681	630	980	1387	-	-	1518	-	-
Mov Cap-2 Maneuver	672	632	-	681	630	-	-	-	-	-	-	-
Stage 1	812	744	-	922	823	-	-	-	-	-	-	-
Stage 2	915	823	-	814	742	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	0		9.1		0.1		0.1	
HCM LOS	A		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1387	-	-	-	883	1518	-	-
HCM Lane V/C Ratio	0.001	-	-	-	0.007	0.001	-	-
HCM Control Delay (s)	7.6	0	-	0	9.1	7.4	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	-	0	0	-	-

Intersection						
Int Delay, s/veh	4.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↖	↑	↗		↖	↗
Traffic Vol, veh/h	34	196	270	14	91	26
Future Vol, veh/h	34	196	270	14	91	26
Conflicting Peds, #/hr	5	0	0	5	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	50	-	-	-	40	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	69	69	69	69	69	69
Heavy Vehicles, %	2	3	6	2	2	4
Mvmt Flow	49	284	391	20	132	38

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	416	0	-	0	788 406
Stage 1	-	-	-	-	406 -
Stage 2	-	-	-	-	382 -
Critical Hdwy	4.12	-	-	-	6.42 6.24
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.336
Pot Cap-1 Maneuver	1143	-	-	-	360 641
Stage 1	-	-	-	-	673 -
Stage 2	-	-	-	-	690 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1137	-	-	-	341 638
Mov Cap-2 Maneuver	-	-	-	-	341 -
Stage 1	-	-	-	-	641 -
Stage 2	-	-	-	-	687 -

Approach	EB	WB	SB
HCM Control Delay, s	1.2	0	19.6
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1137	-	-	-	341	638
HCM Lane V/C Ratio	0.043	-	-	-	0.387	0.059
HCM Control Delay (s)	8.3	-	-	-	22.1	11
HCM Lane LOS	A	-	-	-	C	B
HCM 95th %tile Q(veh)	0.1	-	-	-	1.8	0.2

Intersection	
Intersection Delay, s/veh	7.5
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	10	4	13	6	4	2	11	19	4	3	21	2
Future Vol, veh/h	10	4	13	6	4	2	11	19	4	3	21	2
Peak Hour Factor	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
Heavy Vehicles, %	2	2	100	2	2	2	2	2	25	67	2	2
Mvmt Flow	13	5	17	8	5	3	14	25	5	4	27	3
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.1	7.2	7.3	8.4
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	32%	37%	50%	12%
Vol Thru, %	56%	15%	33%	81%
Vol Right, %	12%	48%	17%	8%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	34	27	12	26
LT Vol	11	10	6	3
Through Vol	19	4	4	21
RT Vol	4	13	2	2
Lane Flow Rate	44	35	16	34
Geometry Grp	1	1	1	1
Degree of Util (X)	0.05	0.038	0.018	0.048
Departure Headway (Hd)	4.042	3.865	4.095	5.138
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	883	918	866	697
Service Time	2.079	1.925	2.158	3.17
HCM Lane V/C Ratio	0.05	0.038	0.018	0.049
HCM Control Delay	7.3	7.1	7.2	8.4
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.2	0.1	0.1	0.2

Intersection												
Int Delay, s/veh	2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	0	4	6	0	9	3	31	17	3	32	3
Future Vol, veh/h	1	0	4	6	0	9	3	31	17	3	32	3
Conflicting Peds, #/hr	0	0	2	2	0	0	2	0	2	2	0	2
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	70	70	70	70	70	70	70	70	70	70	70	70
Heavy Vehicles, %	2	2	22	2	2	2	2	6	12	2	6	2
Mvmt Flow	1	0	6	9	0	13	4	44	24	4	46	4

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	129	136	52	127	126	58	52	0	0	70	0	0
Stage 1	58	58	-	66	66	-	-	-	-	-	-	-
Stage 2	71	78	-	61	60	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.42	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.498	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	844	755	962	846	764	1008	1554	-	-	1531	-	-
Stage 1	954	847	-	945	840	-	-	-	-	-	-	-
Stage 2	939	830	-	950	845	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	828	747	958	834	756	1006	1551	-	-	1528	-	-
Mov Cap-2 Maneuver	828	747	-	834	756	-	-	-	-	-	-	-
Stage 1	949	843	-	940	836	-	-	-	-	-	-	-
Stage 2	924	826	-	940	841	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	8.9	9	0.4	0.6
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1551	-	-	929	929	1528	-	-
HCM Lane V/C Ratio	0.003	-	-	0.008	0.023	0.003	-	-
HCM Control Delay (s)	7.3	0	-	8.9	9	7.4	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.1	0	-	-

Intersection												
Int Delay, s/veh	1.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	0	2	6	0	0	8	46	9	0	48	1
Future Vol, veh/h	1	0	2	6	0	0	8	46	9	0	48	1
Conflicting Peds, #/hr	1	0	0	0	0	1	2	0	0	0	0	2
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	70	70	70	70	70	70	70	70	70	70	70	70
Heavy Vehicles, %	17	2	2	2	2	2	2	7	11	2	2	2
Mvmt Flow	1	0	3	9	0	0	11	66	13	0	69	1

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	168	173	72	166	167	74	72	0	0	79	0	0
Stage 1	72	72	-	95	95	-	-	-	-	-	-	-
Stage 2	96	101	-	71	72	-	-	-	-	-	-	-
Critical Hdwy	7.27	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.27	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.27	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.653	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	763	720	990	798	726	988	1528	-	-	1519	-	-
Stage 1	901	835	-	912	816	-	-	-	-	-	-	-
Stage 2	875	811	-	939	835	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	756	713	988	791	719	987	1525	-	-	1519	-	-
Mov Cap-2 Maneuver	756	713	-	791	719	-	-	-	-	-	-	-
Stage 1	892	833	-	905	809	-	-	-	-	-	-	-
Stage 2	867	805	-	936	833	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	9		9.6		0.9		0	
HCM LOS	A		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1525	-	-	896	791	1519	-	-
HCM Lane V/C Ratio	0.007	-	-	0.005	0.011	-	-	-
HCM Control Delay (s)	7.4	0	-	9	9.6	0	-	-
HCM Lane LOS	A	A	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-

Intersection												
Int Delay, s/veh	1.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	1	11	5	1	6	8	59	5	0	51	2
Future Vol, veh/h	0	1	11	5	1	6	8	59	5	0	51	2
Conflicting Peds, #/hr	2	0	0	0	0	2	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	79	79	79	79	79	79	79	79	79	79	79	79
Heavy Vehicles, %	2	2	17	2	2	2	13	2	20	2	2	2
Mvmt Flow	0	1	14	6	1	8	10	75	6	0	65	3

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	172	168	67	172	166	80	68	0	0	81	0	0
Stage 1	67	67	-	98	98	-	-	-	-	-	-	-
Stage 2	105	101	-	74	68	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.37	7.12	6.52	6.22	4.23	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.453	3.518	4.018	3.318	2.317	-	-	2.218	-	-
Pot Cap-1 Maneuver	791	725	956	791	727	980	1466	-	-	1517	-	-
Stage 1	943	839	-	908	814	-	-	-	-	-	-	-
Stage 2	901	811	-	935	838	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	778	720	956	774	722	978	1466	-	-	1517	-	-
Mov Cap-2 Maneuver	778	720	-	774	722	-	-	-	-	-	-	-
Stage 1	936	839	-	902	808	-	-	-	-	-	-	-
Stage 2	885	805	-	920	838	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	8.9		9.3		0.8		0	
HCM LOS	A		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1466	-	-	931	858	1517	-	-
HCM Lane V/C Ratio	0.007	-	-	0.016	0.018	-	-	-
HCM Control Delay (s)	7.5	0	-	8.9	9.3	0	-	-
HCM Lane LOS	A	A	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0	-	-

Intersection												
Int Delay, s/veh	1.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	0	0	1	0	9	0	58	1	3	63	2
Future Vol, veh/h	5	0	0	1	0	9	0	58	1	3	63	2
Conflicting Peds, #/hr	0	0	1	1	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	79	79	79	79	79	79	79	79	79	79	79	79
Heavy Vehicles, %	2	2	2	20	2	2	2	3	2	33	2	2
Mvmt Flow	6	0	0	1	0	11	0	73	1	4	80	3

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	169	164	83	165	165	74	83	0	0	74	0	0
Stage 1	90	90	-	74	74	-	-	-	-	-	-	-
Stage 2	79	74	-	91	91	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.3	6.52	6.22	4.12	-	-	4.43	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.3	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.3	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.68	4.018	3.318	2.218	-	-	2.497	-	-
Pot Cap-1 Maneuver	795	729	976	761	728	988	1514	-	-	1350	-	-
Stage 1	917	820	-	892	833	-	-	-	-	-	-	-
Stage 2	930	833	-	874	820	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	784	727	975	759	726	988	1514	-	-	1350	-	-
Mov Cap-2 Maneuver	784	727	-	759	726	-	-	-	-	-	-	-
Stage 1	917	818	-	892	833	-	-	-	-	-	-	-
Stage 2	919	833	-	871	818	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	9.6		8.8		0		0.3	
HCM LOS	A		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1514	-	-	784	959	1350	-	-
HCM Lane V/C Ratio	-	-	-	0.008	0.013	0.003	-	-
HCM Control Delay (s)	0	-	-	9.6	8.8	7.7	0	-
HCM Lane LOS	A	-	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-

Intersection

Int Delay, s/veh 2.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↘	↑	↗		↘	↗
Traffic Vol, veh/h	30	149	128	30	40	25
Future Vol, veh/h	30	149	128	30	40	25
Conflicting Peds, #/hr	5	0	0	5	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	50	-	-	-	40	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	8	7	2	2	2
Mvmt Flow	33	164	141	33	44	27

Major/Minor

	Major1	Major2	Minor2		
Conflicting Flow All	179	0	0	393	163
Stage 1	-	-	-	163	-
Stage 2	-	-	-	230	-
Critical Hdwy	4.12	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	3.518	3.318
Pot Cap-1 Maneuver	1397	-	-	611	882
Stage 1	-	-	-	866	-
Stage 2	-	-	-	808	-
Platoon blocked, %		-	-		
Mov Cap-1 Maneuver	1390	-	-	590	878
Mov Cap-2 Maneuver	-	-	-	590	-
Stage 1	-	-	-	841	-
Stage 2	-	-	-	804	-

Approach

	EB	WB	SB
HCM Control Delay, s	1.3	0	10.7
HCM LOS			B

Minor Lane/Major Mvmt

	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1390	-	-	-	590	878
HCM Lane V/C Ratio	0.024	-	-	-	0.075	0.031
HCM Control Delay (s)	7.7	-	-	-	11.6	9.2
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.2	0.1

Intersection	
Intersection Delay, s/veh	7.4
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	13	8	22	1	2	4	12	35	11	14	30	3
Future Vol, veh/h	13	8	22	1	2	4	12	35	11	14	30	3
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
Heavy Vehicles, %	2	0	2	2	0	2	1	0	2	2	0	1
Mvmt Flow	17	11	29	1	3	5	16	47	15	19	40	4
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.3	7	7.4	7.5
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	21%	30%	14%	30%
Vol Thru, %	60%	19%	29%	64%
Vol Right, %	19%	51%	57%	6%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	58	43	7	47
LT Vol	12	13	1	14
Through Vol	35	8	2	30
RT Vol	11	22	4	3
Lane Flow Rate	77	57	9	63
Geometry Grp	1	1	1	1
Degree of Util (X)	0.086	0.063	0.01	0.072
Departure Headway (Hd)	4.008	3.936	3.907	4.13
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	890	901	904	864
Service Time	2.049	2.001	1.981	2.172
HCM Lane V/C Ratio	0.087	0.063	0.01	0.073
HCM Control Delay	7.4	7.3	7	7.5
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.3	0.2	0	0.2

Intersection												
Int Delay, s/veh	1.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	2	2	19	3	2	6	56	28	0	42	1
Future Vol, veh/h	0	2	2	19	3	2	6	56	28	0	42	1
Conflicting Peds, #/hr	0	0	0	0	0	0	2	0	0	0	0	2
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	2	0	0	0	0	2
Mvmt Flow	0	2	2	20	3	2	6	59	29	0	44	1

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	135	147	47	133	133	74	47	0	0	88	0	0
Stage 1	47	47	-	86	86	-	-	-	-	-	-	-
Stage 2	88	100	-	47	47	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.12	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.218	-	-	2.2	-	-
Pot Cap-1 Maneuver	841	748	1028	844	761	993	1560	-	-	1520	-	-
Stage 1	972	860	-	927	827	-	-	-	-	-	-	-
Stage 2	925	816	-	972	860	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	833	744	1026	838	756	993	1557	-	-	1520	-	-
Mov Cap-2 Maneuver	833	744	-	838	756	-	-	-	-	-	-	-
Stage 1	966	858	-	923	824	-	-	-	-	-	-	-
Stage 2	916	813	-	968	858	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	9.2		9.4		0.5		0	
HCM LOS	A		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1557	-	-	863	838	1520	-	-
HCM Lane V/C Ratio	0.004	-	-	0.005	0.03	-	-	-
HCM Control Delay (s)	7.3	0	-	9.2	9.4	0	-	-
HCM Lane LOS	A	A	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0.1	0	-	-

Intersection												
Int Delay, s/veh	1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	1	2	6	0	1	7	83	16	2	59	0
Future Vol, veh/h	1	1	2	6	0	1	7	83	16	2	59	0
Conflicting Peds, #/hr	2	0	0	0	0	2	6	0	0	0	0	6
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	2	0	0	0	0	2	6	0	0	0	0	6
Mvmt Flow	1	1	2	7	0	1	8	93	18	2	66	0

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	197	203	72	190	194	104	72	0	0	111	0	0
Stage 1	76	76	-	118	118	-	-	-	-	-	-	-
Stage 2	121	127	-	72	76	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.5	6.2	7.1	6.5	6.22	4.16	-	-	4.1	-	-
Critical Hdwy Stg 1	6.12	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4	3.3	3.5	4	3.318	2.254	-	-	2.2	-	-
Pot Cap-1 Maneuver	762	697	996	774	705	951	1503	-	-	1492	-	-
Stage 1	933	836	-	891	802	-	-	-	-	-	-	-
Stage 2	883	795	-	943	836	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	751	688	990	767	696	949	1494	-	-	1492	-	-
Mov Cap-2 Maneuver	751	688	-	767	696	-	-	-	-	-	-	-
Stage 1	922	830	-	886	797	-	-	-	-	-	-	-
Stage 2	875	790	-	939	830	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	9.4		9.6		0.5		0.2	
HCM LOS	A		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1494	-	-	832	789	1492	-	-
HCM Lane V/C Ratio	0.005	-	-	0.005	0.01	0.002	-	-
HCM Control Delay (s)	7.4	0	-	9.4	9.6	7.4	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-

Intersection												
Int Delay, s/veh	1.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	8	5	0	6	9	117	2	1	67	4
Future Vol, veh/h	0	0	8	5	0	6	9	117	2	1	67	4
Conflicting Peds, #/hr	6	0	0	0	0	6	9	0	0	0	0	9
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	6	0	0	0	0	6	9	0	0	0	0	9
Mvmt Flow	0	0	9	6	0	7	10	131	2	1	75	4

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	250	241	86	236	242	138	88	0	0	133	0	0
Stage 1	88	88	-	152	152	-	-	-	-	-	-	-
Stage 2	162	153	-	84	90	-	-	-	-	-	-	-
Critical Hdwy	7.16	6.5	6.2	7.1	6.5	6.26	4.19	-	-	4.1	-	-
Critical Hdwy Stg 1	6.16	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.16	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.554	4	3.3	3.5	4	3.354	2.281	-	-	2.2	-	-
Pot Cap-1 Maneuver	695	664	978	723	663	900	1465	-	-	1464	-	-
Stage 1	910	826	-	855	775	-	-	-	-	-	-	-
Stage 2	831	775	-	929	824	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	676	653	969	712	652	895	1452	-	-	1464	-	-
Mov Cap-2 Maneuver	676	653	-	712	652	-	-	-	-	-	-	-
Stage 1	895	818	-	849	770	-	-	-	-	-	-	-
Stage 2	814	770	-	919	816	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	8.8		9.6		0.5		0.1	
HCM LOS	A		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1452	-	-	969	801	1464	-	-
HCM Lane V/C Ratio	0.007	-	-	0.009	0.015	0.001	-	-
HCM Control Delay (s)	7.5	0	-	8.8	9.6	7.5	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-

Intersection												
Int Delay, s/veh	1.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	9	1	1	0	1	5	1	116	2	10	69	3
Future Vol, veh/h	9	1	1	0	1	5	1	116	2	10	69	3
Conflicting Peds, #/hr	5	0	0	0	0	5	6	0	0	0	0	6
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	84	84	84	84	84	84	84	84	84	84	84	84
Heavy Vehicles, %	5	0	0	0	0	5	6	0	0	0	0	6
Mvmt Flow	11	1	1	0	1	6	1	138	2	12	82	4

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	264	256	90	250	257	144	92	0	0	140	0	0
Stage 1	114	114	-	141	141	-	-	-	-	-	-	-
Stage 2	150	142	-	109	116	-	-	-	-	-	-	-
Critical Hdwy	7.15	6.5	6.2	7.1	6.5	6.25	4.16	-	-	4.1	-	-
Critical Hdwy Stg 1	6.15	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.15	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.545	4	3.3	3.5	4	3.345	2.254	-	-	2.2	-	-
Pot Cap-1 Maneuver	683	651	973	708	651	895	1478	-	-	1456	-	-
Stage 1	884	805	-	867	784	-	-	-	-	-	-	-
Stage 2	845	783	-	901	803	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	665	641	967	701	641	891	1469	-	-	1456	-	-
Mov Cap-2 Maneuver	665	641	-	701	641	-	-	-	-	-	-	-
Stage 1	878	793	-	866	783	-	-	-	-	-	-	-
Stage 2	833	782	-	890	791	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	10.4		9.3		0.1		0.9	
HCM LOS	B		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1469	-	-	682	837	1456	-	-
HCM Lane V/C Ratio	0.001	-	-	0.019	0.009	0.008	-	-
HCM Control Delay (s)	7.5	0	-	10.4	9.3	7.5	0	-
HCM Lane LOS	A	A	-	B	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0	0	-	-

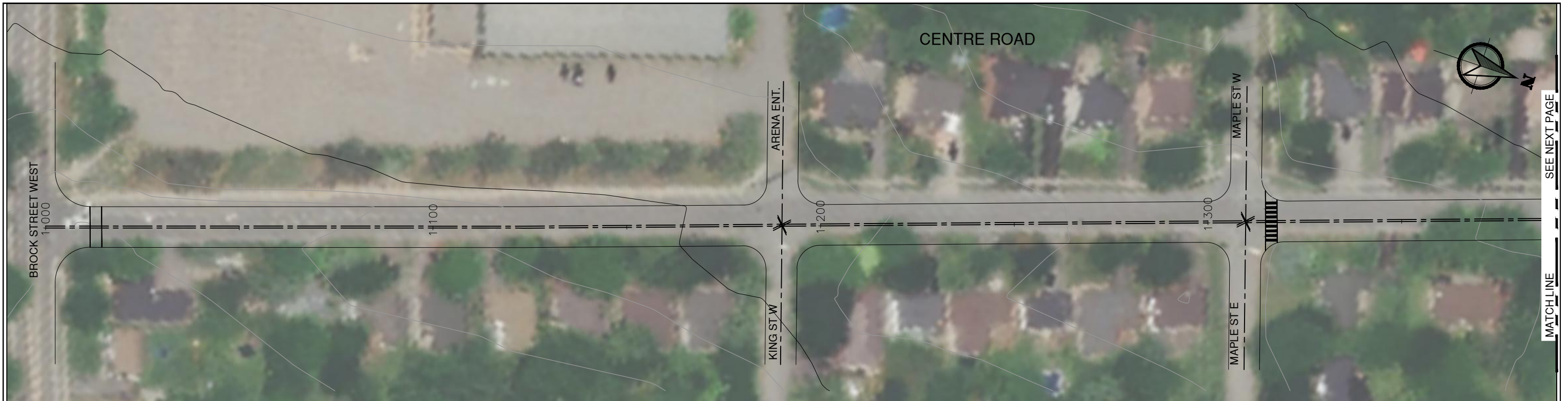
Intersection						
Int Delay, s/veh	2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↘	↑	↗		↘	↗
Traffic Vol, veh/h	57	238	219	53	33	33
Future Vol, veh/h	57	238	219	53	33	33
Conflicting Peds, #/hr	8	0	0	8	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	50	-	-	-	40	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	8	0	0	8	0	0
Mvmt Flow	60	251	231	56	35	35

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	295	0	-	0	638
Stage 1	-	-	-	-	267
Stage 2	-	-	-	-	371
Critical Hdwy	4.18	-	-	-	6.4
Critical Hdwy Stg 1	-	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	-	5.4
Follow-up Hdwy	2.272	-	-	-	3.5
Pot Cap-1 Maneuver	1233	-	-	-	444
Stage 1	-	-	-	-	782
Stage 2	-	-	-	-	702
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1223	-	-	-	416
Mov Cap-2 Maneuver	-	-	-	-	416
Stage 1	-	-	-	-	737
Stage 2	-	-	-	-	696

Approach	EB	WB	SB
HCM Control Delay, s	1.6	0	12.2
HCM LOS			B

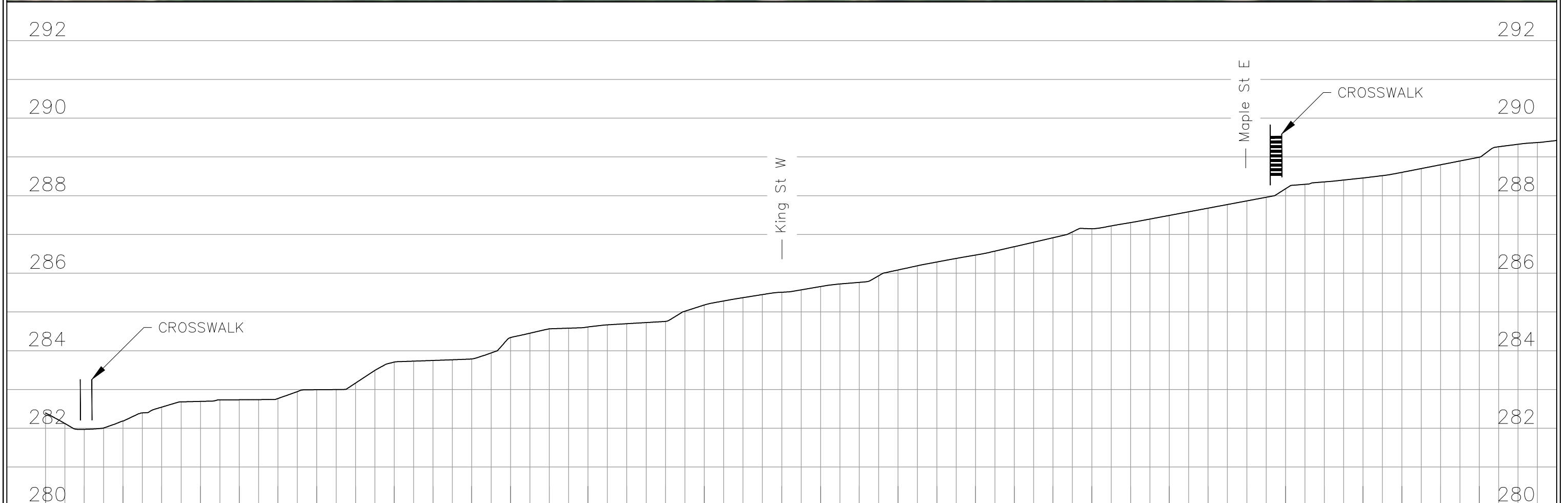
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1223	-	-	-	416	771
HCM Lane V/C Ratio	0.049	-	-	-	0.084	0.045
HCM Control Delay (s)	8.1	-	-	-	14.4	9.9
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0.2	-	-	-	0.3	0.1

APPENDIX C – CENTRE ROAD PLAN & PROFILE



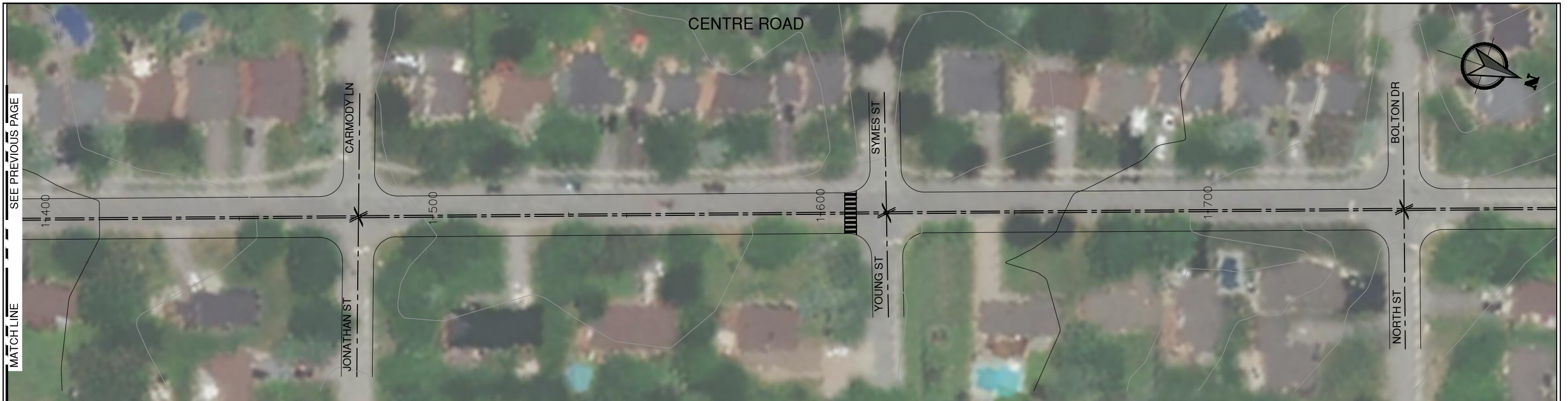
SEE NEXT PAGE

MATCHLINE



LEGEND:	REV.:	DESCRIPTION:	DATE:	BY:	REVIEW:	P.ENG.STAMP	CLIENT:	TOWNSHIP OF UXBRIDGE					
		ISSUED FOR REPORT					SITE LOCATION:	CENTRE ROAD					
							DWG TITLE:	PLAN AND PROFILE					
							DESIGN BY:	JG	PROJECT No.:	J23T163	DATE:	27/10/2023	REV.
							DRAWN BY:	LS	CONTRACT No.:	-	SHEET No.:	1 OF 2	-
							REVIEWED BY:	JG	DRAWING No.:	PP-1	SCALE:	1:1000	-





<p>LEGEND:</p>	<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>REV.:</th> <th>DESCRIPTION:</th> <th>DATE:</th> <th>BY:</th> <th>REVIEW:</th> <th>P.ENG.STAMP</th> </tr> </thead> <tbody> <tr> <td> </td> <td>ISSUED FOR REPORT</td> <td> </td> <td> </td> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> </tr> </tbody> </table>	REV.:	DESCRIPTION:	DATE:	BY:	REVIEW:	P.ENG.STAMP		ISSUED FOR REPORT																							<p>CLIENT: TOWNSHIP OF UXBRIDGE</p> <p>SITE LOCATION: CENTRE ROAD</p> <p>DWG TITLE: PLAN AND PROFILE</p>	<p>Safe Roads ENGINEERING</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td>DESIGN BY: JG</td> <td>PROJECT No.: J23T163</td> <td>DATE: 27/10/2023</td> <td>REV.</td> </tr> <tr> <td>DRAWN BY: LS</td> <td>CONTRACT No.: -</td> <td>SHEET No.: 2 OF 2</td> <td>-</td> </tr> <tr> <td>REVIEWED BY: JG</td> <td>DRAWING No.: PP-2</td> <td>SCALE: 1:1000</td> <td>-</td> </tr> </table>	DESIGN BY: JG	PROJECT No.: J23T163	DATE: 27/10/2023	REV.	DRAWN BY: LS	CONTRACT No.: -	SHEET No.: 2 OF 2	-	REVIEWED BY: JG	DRAWING No.: PP-2	SCALE: 1:1000	-
REV.:	DESCRIPTION:	DATE:	BY:	REVIEW:	P.ENG.STAMP																																								
	ISSUED FOR REPORT																																												
DESIGN BY: JG	PROJECT No.: J23T163	DATE: 27/10/2023	REV.																																										
DRAWN BY: LS	CONTRACT No.: -	SHEET No.: 2 OF 2	-																																										
REVIEWED BY: JG	DRAWING No.: PP-2	SCALE: 1:1000	-																																										

APPENDIX D – PEDESTRIAN CROSSOVER SELECTION MATRIX

Table 7: Pedestrian Crossover Selection Matrix

Two-way Vehicular Volume			Posted Speed Limit (km/h)	Total Number of Lanes for the Roadway Cross Section ¹			
Time Period	Lower Bound	Upper Bound		1 or 2 Lanes	3 lanes	4 lanes w/raised refuge	4 lanes w/o raised refuge
8 Hour	750	2,250	≤50	Level 2 Type D	Level 2 Type C ³	Level 2 Type D ²	Level 2 Type B
4 Hour	395	1,185					
8 Hour	750	2,250	60	Level 2 Type C	Level 2 Type B	Level 2 Type C ²	Level 2 Type B
4 Hour	395	1,185					
8 Hour	2,250	4,500	≤50	Level 2 Type D	Level 2 Type B	Level 2 Type D ²	Level 2 Type B
4 Hour	1,185	2,370					
8 Hour	2,250	4,500	60	Level 2 Type C	Level 2 Type B	Level 2 Type C ²	Level 2 Type B
4 Hour	1,185	2,370					
8 Hour	4,500	6,000	≤50	Level 2 Type C	Level 2 Type B	Level 2 Type C ²	Level 2 Type B
4 Hour	2,370	3,155					
8 Hour	4,500	6,000	60	Level 2 Type B	Level 2 Type B	Level 2 Type C ²	Level 2 Type B
4 Hour	2,370	3,155					
8 Hour	6,000	7,500	≤50	Level 2 Type B	Level 2 Type B	Level 2 Type C ²	Level 1 Type A
4 Hour	3,155	3,950					
8 Hour	6,000	7,500	60	Level 2 Type B	Level 2 Type B		
4 Hour	3,155	3,950					
8 Hour	7,500	17,500	≤50	Level 2 Type B	Level 2 Type B		
4 Hour	3,950	9,215					
8 Hour	7,500	17,500	60	Level 2 Type B			
4 Hour	3,950	9,215					

Type A
 Type B
 Type C
 Type D

Approaches to roundabouts should be considered a separate roadways.

¹The total number of lanes is representative of crossing distance. The width of these lanes is assumed to be between 3.0 m and 3.75 m according to MTO Geometric Design Standards for Ontario Highways (Chapter D.2). A cross sectional feature (e.g. bike lane or on-street parking) may extend the average crossing distance beyond this range of lane widths.

²Use of two sets of side mounted signs for each direction (one on the right side and one on the median)

³Use Level 2 Type B PXO up to 3 lanes total, cross section one-way.

The hatched cells in this table show that a PXO is not recommended for sites with these traffic and geometric conditions. Generally a traffic signal is warranted for such conditions.