



## **New Minas Transportation Study Phase 1 Existing Conditions**

Prepared for:

The Municipality of the County of Kings

Status: Final Report

Date: May 13, 2021

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## 1 Introduction

### 1.1 Study Context

The Growth Centre of New Minas is strategically located along Highway 1 between the population centres of Wolfville and Kentville. The Growth Centre is located within the Municipality of the County of Kings (“Municipality”) and the Village of New Minas (“Village”). Over the years, the Growth Centre of New Minas has experienced significant commercial, residential and industrial growth. Continued growth and substantial investment in community infrastructure has made New Minas an attractive place to live and work within the Municipality.

As a major population and service centre, New Minas is an important regional destination leading to the construction of the Granite Drive interchange on Highway 101. The opening of the Granite Drive interchange in 2018 has shifted travel patterns and enabled the opportunity for the potential development of a large area of undeveloped lands south of Highway 101.

The Municipal Planning Strategy adopted by the Municipality of the Country of Kings provides a shared vision and approach to development within the Municipality. Recognizing that the Municipality encompasses a wide range of urban and rural communities, the Municipal Planning Strategy provides policy direction for the development of secondary planning strategies for communities where community-specific policy direction is required to address the unique aspects and context of the community.

The Municipality has partnered with the Village to engage UPLAND Planning and Design (“UPLAND”) to develop a Secondary Planning Strategy for the Growth Centre of New Minas. The Secondary Planning Strategy, amongst other things, will set the vision and policy direction for development in the lands south of Highway 101. Growth in the area south of Highway 101 will have an impact on the New Minas transportation network as well as the regional network, a thorough understanding of land use planning considerations will be important to ensure the transportation network is developed to meet future capacity needs.

Recognizing the two-way relationship between land use planning and transportation, the Municipality has initiated this technical transportation study to ensure that the Secondary Planning Strategy considers transportation infrastructure planning alongside land use planning. The objective of transportation study is to evaluate the impacts of potential development scenarios on the transportation network and inform the preferred development scenario for the Secondary Planning Strategy.

### 1.2 Study Objectives

The transportation study will be developed through two phases:

- Phase 1 Existing Conditions: The first phase is expected to build the understanding of existing conditions necessary to develop models and recommendations for the future
- Phase 2 Scenarios and Recommendations: The second phase will evaluate the potential development scenarios for New Minas developed by UPLAND for their effect on the transportation network

This report summarizes the outcomes of Phase 1. Phase 1 includes the following scope of work:

- Compile an inventory of existing infrastructure, its role in the hierarchy of the transportation network, and its general condition.
- Review available traffic data, if any.



- Collect additional traffic data as necessary to adequately understand current travel patterns and develop an effective traffic model.
- Develop a traffic model of New Minas.
- Identify existing mobility and safety deficiencies in the New Minas transportation network.
- Identify any hard limitations for transportation options on the expansion lands south of Highway 101 that could affect the scope of the three proposed development scenarios.

## 2 Background Documents

Various documents were reviewed for background information. Relevant documents include:

- Addendum Granite Drive/Highbury Collector Road Conceptual Design (April 2015)
- Granite Drive/Highbury Collector Road Conceptual Design (September 2007)
- Traffic Impact Study - Proposed Commercial/Residential Development, Prospect Street, New Minas, NS (July 2013)
- Granite Drive/Highway 101 Traffic Study (September 2011)
- Traffic Impact Study - Proposed Retail Development, Commercial Street, New Minas, NS (January 2007)
- Commercial Street Traffic Operations Study (December 2006)
- Aalders Avenue Traffic Calming Study (December 2006)

### 2.1 Granite/Highbury Collector Road Conceptual Design

The conceptual design study was completed in September 2007 to identify available transportation options which will facilitate and support future development south of Highway 101. The study reviewed the available information on topography and related infrastructure, and developed conceptual designs for a new collector roadway to connect Highbury Road and Granite Drive and connecting roadways to Forsythe Road and Highbury School Road.

An addendum to the study was completed in April 2015 by Amec Foster Wheeler Americas Ltd. as a summary of an additional study to review and adjust the proposed collector roadway alignments to accommodate changes to the alignment of Granite Drive and the Highway 101 interchange.

The study identified a number of constraints and recommendations including:

- **Topography:** The proposed roadway alignments and Right-of-Way limits should be reviewed in more detail using field topographic survey data and geotechnical test data prior to finalizing the concept plan.
- **Significant Species and Habitats:** Areas of concern have been identified within the study area. A detailed botanical survey should be carried out over the extent of the proposed roadways in order to determine whether any rare or endangered plants may be affected by the proposed roadways.
- **Surface Drainage:** The proposed collector road will cross several major drainage water courses, and will include sections of roadway with relatively steep gradients. The design of roadways within the study area should incorporate the recommendations of the 1998 Storm Water Management Study with respect to storm water runoff control and management. The recommended storm water management option was to provide on-site management of storm water where post-development peak flows would have to be no greater than pre-development flows.



- Watercourses: The proposed Granite/Highbury collector road will cross several watercourses, some of which have been identified in previous reports as having potential for fish habitat. Further study should be undertaken to identify the presence of fish habitat. The design of watercourse crossings should take into account fish passage considerations where warranted. A detailed heritage resource study should be undertaken for the study area prior to finalizing roadway designs or construction.

## **2.2 Traffic Impact Study – Proposed Commercial/Residential Development, Prospect Street, New Minas, NS**

The traffic impact study was completed in July 2013 by Genivar Inc. to evaluate the impacts of a 52,800 square foot building supply store (Kent), a 34,725 square foot commercial building, a coffee shop and a residential development with approximately 160 units.

The commercial development was proposed to be served by a driveway on the north side of Prospect Road, approximately 70 metres west of the stop bar for the New Minas Connector traffic signals. The residential was proposed to be served by a new street access on the north side of Prospect Road, approximately 300 metres west of the commercial driveway. Site build-out of the development was expected by 2019.

The traffic impact study recommended the following infrastructure improvements:

- Monitor traffic volumes at the New Minas Connector/Highway 101 Eastbound Ramps intersection, pending construction of the Granite Drive interchange on Highway 101, to determine if intersection improvements such as the installation of traffic signals is required to mitigate the existing operational issues.
- Construct an eastbound right turn lane on Prospect Road approach to the signalized New Minas Connector intersection to accommodate right turning volumes generated by the proposed development.
- Ensure that appropriate stopping sight distances are included in designs for the Commercial driveway and new residential street intersections that are planned on Prospect Road to serve the development.

To date, only the Kent building supply store has been constructed.

## **2.3 Granite Drive/Highway 101 Traffic Study**

The traffic study was completed in September 2011 by Hatch Mott MacDonald to evaluate the traffic operations associated with the new Granite Drive interchange on Highway 101 and determine the lane requirements and intersection configurations for the new interchange.

The traffic study considered a background traffic growth rate of 2.0 percent per year, future traffic diversions caused by the new interchange and a number of future developments in New Minas:

- Canaan Heights: 117 residential units, site build-out expected by 2024.
- 101 Properties: 135 residential units, site build-out expected by 2024.
- Silver Fox Area: 110 residential units, site build-out expected by 2024.
- Area south of Highway 101: 2630 residential units, gas station (12 vehicle fueling positions) and 5,000 square foot fast-food restaurant with drive-through window. Site build-out expected after 2024.



The traffic study recommended the following short term infrastructure improvements (2014) to improve existing deficiencies:

- Advance eastbound and westbound left turn phases at the Trunk 1 and Greenwich Connector/Highway 358 intersection.
- Eastbound right turn lane at the Highway 101 Eastbound and Greenwich Connector intersection.
- Eastbound left turn lane at the Highway 101 Eastbound and New Minas Connector intersection.

The traffic study recommended the following medium term infrastructure improvements (2024) to accommodate the Canaan Heights, 101 Properties and Silver Fox Area residential developments:

- Roundabouts at both Highway 101 and Granite Drive intersections
- Southbound left turn lane, northbound right turn lane, advance SB/NB left turn phases, and westbound right turn lane at the Trunk 1 and Silver Fox Avenue intersection.
- Roundabout or traffic signals at the Highway 101 Eastbound and Greenwich Connector intersection.

The traffic study recommended the following long term infrastructure improvements (2024+) to accommodate the full build-out of the area south of Highway 101:

- Multi-lane roundabout with northbound right turn by-pass at Granite Drive and County Fair Mall intersection.
- Roundabouts of traffic signals at both Highway 101 and New Minas Connector intersections.
- Widening to two eastbound and two westbound through lanes at the Trunk 1 and Greenwich Connector/Highway 358 intersection.

#### **2.4 Traffic Impact Study – Proposed Retail Development, Commercial Street, New Minas, NS**

The traffic impact study was completed in January 2007 by Atlantic Road & Traffic Management to evaluate the impacts of a commercial development on a 30.8-acre site on the southeast corner of Commercial Street and Granite Drive. Site build-out with a total of approximately 225,000 square feet of commercial space was expected by 2012.

The traffic impact study recommended the following infrastructure improvements:

- The design for the Road 'A' (now Silver Fox Avenue) intersection on Commercial Street should include: an eastbound right turn lane, a westbound left turn lane, fully actuated traffic signals and a minimum 60 metre clear throat distance on Road 'A'.
- The future the Road 'A' intersection with Granite Drive, or the Highway 101 connector, should be designed to meet the Department of Transportation and Public Works requirements.
- If site build-out occurs before the Highway 101 connector is completed, traffic signals should be installed at the Commercial Street and Granite Drive intersection until such a time as the Highway 101 connector is constructed and signals are installed at the Commercial Street and Highway 101 connector intersection.

#### **2.5 Commercial Street Traffic Operations Study**

The traffic operations study was completed in December 2006 to review options to improve traffic flow on Commercial Street. The traffic operations study recommended the following infrastructure improvements:





1. The North Collector Roadway may serve a complementary role to the Granite Drive Extension and the ability to construct it should be preserved, the right of way should be protected until the traffic plan for the Village is finalized after the Highway 101 improvements/interchanges are completed.
2. The eastbound right turn lane at the Highbury Connector intersection should be lengthened by 80 metres.
3. An additional eastbound lane at the intersection of Commercial Street with the Highbury Connector is recommended.
4. An additional eastbound lane at the intersection of Commercial Street with Prospect Road is recommended.
5. Several commercial parking lots on the north side of Commercial Street are interconnected so that traffic can move from one to another without entering Commercial Street. This is an efficient way to accommodate such traffic and should be encouraged.
6. A number of small items were noted during the field review and should be rectified.
  - a. Widen the throat on the north leg of Cornwallis Avenue enough to paint left and right turn lanes and relocate the detector loop.
  - b. Paint short wide skip lines in the intersection of Commercial Street and Cornwallis Avenue to guide left turn traffic.
  - c. Paint left and right turn lanes on the north leg of Jones Road.
  - d. Revise the lane use on Prospect Road at the intersection, at present there is a 'head-on' conflict.

## 2.6 Aalders Avenue Traffic Calming Study

The traffic calming study was completed in December 2006 as a supplementary analysis to the *Commercial Street Traffic Operations Study* to consider shortcutting traffic using residential streets north of Commercial Street and recommend potential mitigation measures. Two potential shortcutting routes were reviewed:

1. Crescent Avenue to Barron Drive to Aalders Avenue Extension to Jones Road
2. Crescent Avenue to Barron Drive to Aalders Avenue Extension to Aalders Avenue to Lockhart Drive

The study concluded that the portion of Aalders Avenue of concern did not carry a significant volume of traffic, whether shortcutting or otherwise. However, very high speeds were recorded on Aalders Avenue repeatedly during a 12-day counting period. The traffic calming study recommended the following infrastructure improvements:

1. Signage
  - a. No left turn at the intersection of Alders Avenue and Aalders Avenue North
  - b. No right turn at the intersection of Aalders Avenue North and Jones Road
2. Make a portion of Alders Avenue a dead-end street
3. Construct a sidewalk on the south side of Aalders Avenue North



### 3 Stakeholder Consultation

A number of stakeholders were consulted in order to discuss each of their perspective on safety, operations and activity in New Minas. The stakeholders included:

- Nova Scotia Department of Transportation and Active Transit
- The Village of New Minas
- The Municipality of the County of Kings - Department of Engineering and Public Works
- Kings Transit Authority
- Royal Canadian Mounted Police
- New Minas Business Association

The stakeholder discussions are summarized in the following sections.

#### 3.1 Nova Scotia Department of Transportation and Active Transit

A meeting was held with the Nova Scotia Department of Transportation and Active Transit (NSTAT) on March 30<sup>th</sup>, 2021. Representatives from TAT included: Richard Lloyd, the Area Manager for Kings County, Michael Croft, Manager, Traffic Engineering and Road Safety and Carly Davis, a Traffic Studies Engineer.



The following items were noted:

- There are stormwater drainage issues with developing on south side of Highway 101.
- All roadways in New Minas are owned by the province, roadways in the new development will be owned by the municipality.
- There is a desire from the Village and the business commission to create walkable environment on Commercial Street.
- Access management on Commercial Street is a big issue, however, it is not an easy problem to tackle.
- The collision data for Commercial Street indicates very high numbers of collisions.
- The roundabout at Commercial Street and Granite Drive has a smaller ICD than typical TAT roundabouts. There is no signage and pavement markings arrows.
- There is the impression that the Granite Drive interchange is not heavily used.
- Access to the new development on the south side of the Granite Drive interchange will need to meet TAT guidelines for distance from the roundabout.
- There has been a lot of capital investment in the area in recent years (Highway 101, Granite Drive).
- There are no major infrastructure improvements planned for the area.
- There were previous plans for a roundabout at the intersection of the New Minas Connector Road and Prospect Road when the Kent store was constructed. The Kent has not generated as much traffic as expected, so other parties (Irving) stopped pushing for the improvement.



### 3.2 The Village of New Minas

An interview was conducted with the Village of New Minas' clerk, Ian Morrison, on February 22<sup>nd</sup>, 2021.

The following items were noted:

- Commercial Street is a busy corridor.
- Turning out on Commercial Street is difficult.
- Commercial Street is not pedestrian friendly.
- The Granite Drive interchange has not made a big difference. However, NSTAT has been working on the highway since its opening.
- The interchange may have reduced traffic at Greenwich.
- Most trips are by car, even between stores. Need to make sure that does not happen in the new development.
- People will shortcut via Lockhart Drive and Alders Avenue to avoid congestion on Commercial Street.
- Access management is a concern.
- There are no concerns with parking.
- The Growth Centre is under four levels of government (Federal, Provincial, Municipal and Village). It can be very difficult to get things done.
- The Village is responsible for sidewalks, the Province is responsible for most roads and the Municipality is responsible for some roads.
- The Village also looks after street lighting.
- TAT is looking at roundabouts at the intersection of the New Minas Connector Road and Prospect Road (Irving Big Stop), and at the intersection of the New Minas Connector Road and Commercial Street (Shell Gas Station).
- The development area needs to be planned properly so that it can be shared by cars, transit, pedestrians and cyclists.
- The trail from Grand Pré to Annapolis Royal needs more trailheads.
- There are no bike lanes.
- Milne Avenue has sidewalk.
- There is no way to walk or cycle to Horton High.
- New residential is cut off from the other side of Highway 101.
- County Fair Mall has a number of vacant spaces, rents have increased.
- Transit links to the Halifax International Airport and Halifax Regional Municipality would be desirable.



### 3.3 The Municipality of the County of Kings

An interview was conducted with the Municipality of the County of Kings' Director, Engineering & Public Works, Land and Parks, Scott Quinn, on February 28<sup>th</sup>, 2021. The following items were noted:

- Developers have expressed interest in development area south of Highway 101. A good plan is needed for this area.
- Granite/Highbury Collector Road:
  - The Municipality would like a connection to Forsythe Road.



MUNICIPALITY OF THE  
**COUNTY OF KINGS**  
NOVA SCOTIA, CANADA



- There is a lot of rock in the area, the collector road will need to be built in stages starting with a two-lane road and eventually expanding to three or four lanes.
- There may be species at risk considerations within the ROW for the collector.
- There are issues with stormwater management north of Highway 101 and in the Milne Avenue/Maple Drive Area where old watercourses have not been dealt with. Flood insurance is being cancelled.
- There are sleeves are under Highway 101 for servicing.
- Studies have indicated the need for water and sewer upgrades in New Minas for Highbury Road and Home Depot. There are water pressure issues in west end.
- Look at mixed residential and commercial development on Commercial Street
- There are congestion and safety concerns on Commercial Street. There is a desire for better pedestrian facilities and more pedestrian facilities.
- There are concerns with the Big Stop intersection.
- Trying to sell the land east of Big Stop with little interest.
- Land is being cleared for potential residential (single family and duplexes) development on Douglas Street.
- There is demand for multi-unit buildings.

### 3.4 Kings Transit Authority

An interview was conducted with Rick Ramsay, General Manager, John Saunders, Shift Supervisor and Pat Meagher, Shift Supervisor for the King Transit Authority, on February 25, 2021. The following items were noted:



- Micro-transit may be considered for the development area, if required depending on density.
- Operations on Commercial Street have improved since the construction of the Granite Drive interchange.
- A collision on Highway 101 or Commercial Street can be very problematic.
- There are problems with accessing the Kings Transit Authority Depot on Crescent Drive, the roadways in the area are narrow.
- The Saunders Tartans and Gift Store (9027 Commercial Street) parking lot at the intersection of Commercial Street and Crescent Drive is a safety concern.

### 3.5 Royal Canadian Mounted Police

An interview was conducted with Sgt Ryan Kelly of the New Minas Royal Canadian Mounted Police (RCMP) detachment, on February 19, 2021. The following items were noted:



**Royal Canadian  
Mounted Police**

- The roundabouts, in particular the Commercial Street and Granite Drive roundabout, appear to create driver confusion and frequently experience collisions. Potential contributing factors include poor pavement markings and lack of signage.
- The two-way left turn lane on Commercial Street is frequently used as a by-pass lane for motorist when turning out.
- Not a lot of shortcutting has been observed.
- The RCMP has not received a lot of speeding complaints.



### 3.6 Business Commission

An interview was conducted with Tammy Matthews of the New Minas Business Association, on March 29, 2021. The following items were noted:

- Development near the highway is a concern for the association, the association wants traffic coming into New Minas.
- There are concerns with mobile vendors parking anywhere. They can cause congestion and safety issues.
- There is congestion coming into New Minas from Kentville.
- Signage is different on both sides.
- The association may be open to access management.
- It is important to note that approximately 50 percent of population are seniors.
- The walkability of the Commercial Street area needs to be improved.
- More sidewalks and more green spaces are needed.

## 4 Existing Transportation Infrastructure

The study area, shown in Figure 1, encompasses the entire Growth Centre of New Minas.

### 4.1 Road Network

The road network is comprised of various types of road, each of which performs various functions from access to mobility. The Transportation Association of Canada (TAC) uses the following hierarchy to classify roadways:

- **Arterial Road:** A road whose primary function is the movement of traffic. Land access is a secondary consideration, accesses onto these roads are often limited. An arterial road normally connects to other arterial roads and collector roads.
- **Collector Road:** A road on which traffic movement and access have similar importance. Accesses to abutting properties on collectors are not restricted but require proper planning. A collector road can connect to arterial roads, other collector roads and local roads.
- **Local Road:** A road with the primary function of providing land access. Traffic movement is a secondary consideration, a local road typically carries lower traffic volumes (<1000 vehicles per day) over shorter distances. A local road normally connects to collector roads and other local roads.

The existing roadway classification for roadway in the Growth Centre of New Minas is summarized in Table 1. Roadways were classified based on a number of characteristics including: traffic service function, land service/access, flow characteristics, average daily traffic volumes, posted speed limits, transit service, accommodation of cyclists, accommodation of pedestrians and parking. A detailed inventory of the road network can be found in Appendix A.

Table 1: Road classification

Arterial Roads		Collector Roads	Local Roads
Major	Minor		
Highway 101 Commercial Street (NS Trunk 1)	New Minas Connector Road Granite Drive	Prospect Road New Canaan Road Highbury Road Jones Road	All other roadways

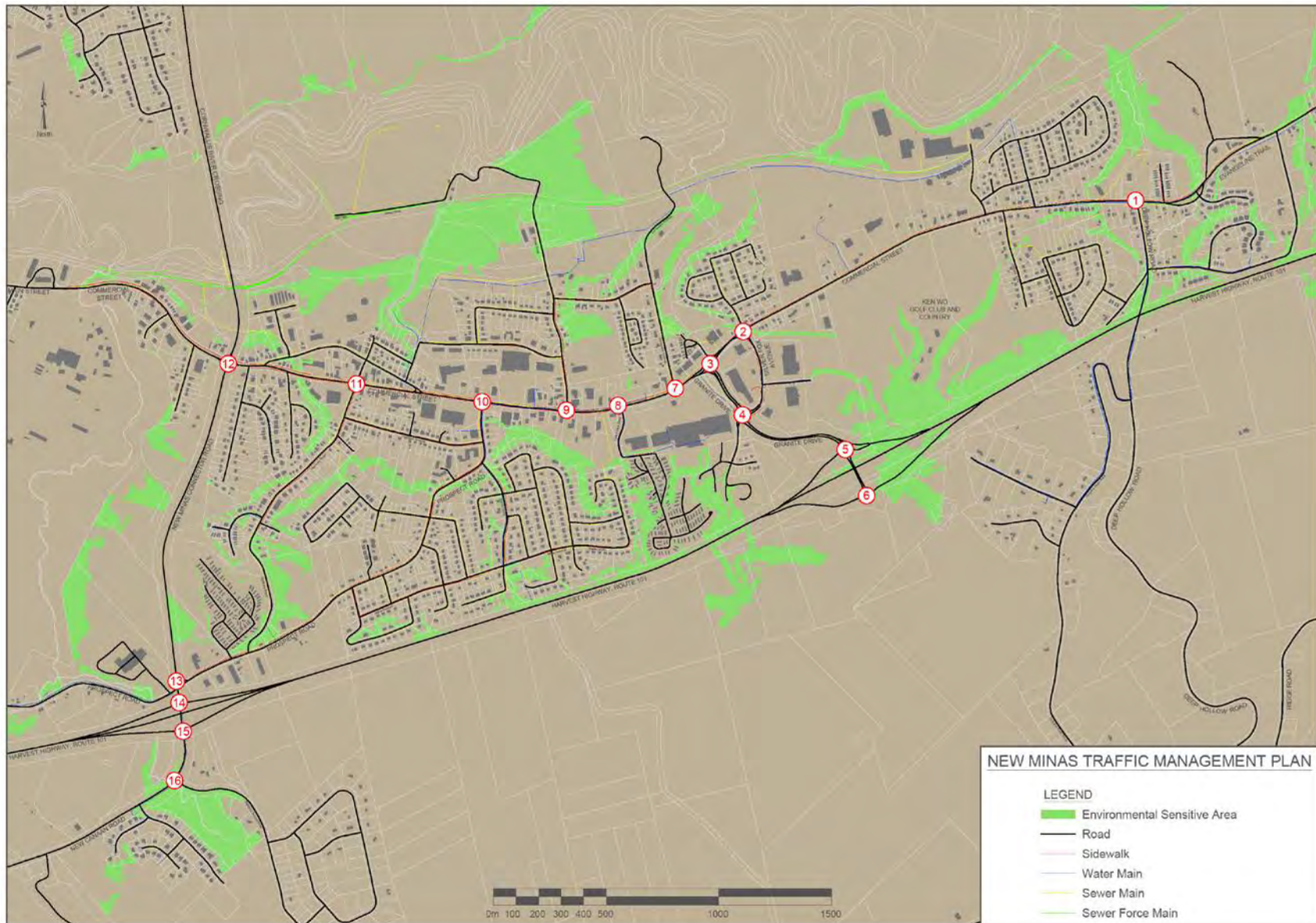


Figure 1: Study area



New Minas stretches in a linear fashion from east to west over approximately five kilometers, two major arterial roads link New Minas from east to west: Highway 101 and Nova Scotia Trunk 1.

Highway 101 is a provincial highway located just south of New Minas. Highway 101 is an access-controlled highway with two exits to New Minas: Exit 11A to Granite Drive and Exit 12 to the New Minas Connector Road

Nova Scotia Trunk 1, known as Commercial Street is a Provincial road that runs through the centre of New Minas connecting to the communities of Wolfville to the east and Kentville to the west. While Commercial Street serves an important function as an arterial corridor through New Minas; Commercial Street is also the Growth Centre's commercial main street.

Between Granite Drive and the New Minas Connector Road, Commercial Street has a three-lane cross section with one lane in each direction and a two-way left-turn lane. Commercial Street has a posted speed limit of 50 km/h.



Figure 2: Commercial Street

The two major arterial corridors are linked by two north-south minor arterial roads: Granite Drive and the New Minas Connector Road.

Granite Drive is a Provincial road that runs from Highway 101 to Commercial Street. Granite Drive currently terminates at the interchange with Highway 101 but will eventually extend south of Highway 101 into the development area. Granite Drive is a roundabout corridor with a cross section ranging from a four-lane divided cross section in the commercial area near Commercial Street to a three-lane undivided cross section with one northbound lane and two southbound lanes near the interchange. Granite Drive has a posted speed limit of 50 km/h.



Figure 3: Granite Drive

The New Minas Connector Road is Provincial roadway that runs from Highway 101 to Commercial Street. The New Minas Connector Road connects to New Canaan Road south of Highway 101 and extends across the Cornwallis River to connect to Middle Dyke Road north of Commercial Street.

The majority of the New Minas Connector Road has a three-lane undivided cross section with one northbound lane and two southbound lanes. The cross-section changes to one lane in each direction with auxiliary turning lanes at intersections near the Highway 101 interchange. The New Minas Connector Road has a posted speed limit of 80 km/h.





Figure 4: New Minas Connector Road

#### 4.2 Intersections

There are sixteen major intersections located throughout New Minas, including seven signalized intersections, four roundabouts and five unsignalized intersections. The study intersections are summarized in Table 2 and identified on Figure 1.

Table 2: Study intersections

ID	Location	Control Type
1	Commercial Street (Route 1) & Deep Hollow Road	Unsignalized
2	Commercial Street & Silver Fox Avenue/Bonavista Avenue	Signalized
3	Commercial Street & Granite Drive	Roundabout
4	Granite Drive & Silver Fox Avenue	Roundabout
5	Granite Drive & Highway 101 Westbound Ramps	Roundabout
6	Granite Drive & Highway 101 Eastbound Ramps	Roundabout
7	Commercial Street & Cornwallis Avenue	Signalized
8	Commercial Street & Valley View Drive	Signalized
9	Commercial Street & Jones Road	Unsignalized
10	Commercial Street & Prospect Road	Signalized
11	Commercial Street & Highbury Road	Signalized
12	Commercial Street & New Minas Connector Road/Cornwallis River Crossing	Signalized
13	New Minas Connector Road & Prospect Road	Signalized
14	New Minas Connector Road & Highway 101 Westbound Ramps	Unsignalized
15	New Minas Connector Road & Highway 101 Eastbound Ramps	Unsignalized
16	New Canaan Road & Highbury School Road	Unsignalized



## 5 Traffic Data Collection

### 5.1 Intersection Turning Movement Counts

Weekday traffic data were collected at the sixteen intersections using Miovision 'Scout' video data collection devices. The location and date of each traffic count are summarized in Table 3; the detailed traffic count data can be found in Appendix B.

Traffic data were collected during the morning (7:00am to 9:00am) and afternoon (4:00pm to 6:00pm) peak periods of traffic on a typical weekday in January, 2021. At unsignalized intersections, additional data were collected during the midday (11:00am to 1:00pm) peak periods of traffic. Traffic volumes (categorized as 'light' and 'other' vehicles) and pedestrians were recorded in 15-minute intervals.

Table 3: Summary of intersection turning movement counts

Intersection	Date
Commercial Street (Route 1) & Deep Hollow Road	Tuesday January 26, 2021
Commercial Street & Silver Fox Avenue/Bonavista Avenue	Thursday February 4, 2021
Commercial Street & Granite Drive	Wednesday February 3, 2021
Granite Drive & Silver Fox Avenue	Tuesday February 2, 2021 Wednesday February 3, 2021
Granite Drive & Highway 101 Westbound Ramps	Tuesday January 26, 2021
Granite Drive & Highway 101 Eastbound Ramps	Tuesday January 26, 2021
Commercial Street & Cornwallis Avenue	Thursday February 4, 2021 Thursday February 25, 2021
Commercial Street & Valley View Drive	Thursday January 28, 2021
Commercial Street & Jones Road	Thursday February 4, 2021
Commercial Street & Prospect Road	Thursday January 28, 2021
Commercial Street & Highbury Road	Thursday January 28, 2021
Commercial Street & New Minas Connector Road/Cornwallis River Crossing	Thursday January 28, 2021
New Minas Connector Road & Prospect Road	Wednesday January 27, 2021
New Minas Connector Road & Highway 101 Westbound Ramps	Wednesday January 27, 2021
New Minas Connector Road & Highway 101 Eastbound Ramps	Wednesday January 27, 2021
New Canaan Road & Highbury School Road	Wednesday January 27, 2021

### 5.2 Roadway Volume and Speed Counts

Roadway volume and speed data were collected at six roadway locations using radar data collection devices. The location and date of each traffic count are summarized in Table 4; the detailed traffic count data can be found in Appendix C. Traffic data were collected for ten or more consecutive 24-hour periods in January and February, 2021.

Table 4: Summary of roadway volume and speed counts

Roadway	Start Date	End Date
Alders Avenue	Monday February 1, 2021	Wednesday February 10, 2021
Commercial Street - East	Monday February 1, 2021	Thursday February 11, 2021
Commercial Street - West	Monday February 1, 2021	Thursday February 11, 2021
Highbury Road	Monday February 1, 2021	Thursday February 11, 2021
Jones Road	Monday February 1, 2021	Thursday February 11, 2021
Prospect Road	Monday January 25, 2021	Friday February 5, 2021



## 6 Collision Data

Collision data from 2007 to 2020 for collisions occurring on Commercial Street and the New Minas Connector Road were provided by NSTAT. A total of 824 collisions were recorded in NSTAT’s collision database during this time period. The severity of the collisions included one fatal collision, 256 injury collisions and 567 property damage only (PDO) collisions<sup>1</sup>.

While insufficient data was provided to develop collision diagrams for intersections, a high-level review of the type of collision at each intersection was performed to identify potential trends.

### 6.1 Commercial Street and Deep Hollow Road

Seven collisions were recorded at the intersection of Commercial Street and Deep Hollow Road. The severity of the collisions included four injury collisions and three PDO collisions. The collision history is summarized in Table 5.

Three types of collisions occurred, the most common collision types were rear-end collision (57 percent) and one vehicle crossing path of other to the left (29 percent). The collision data does not indicate any significant safety concerns at the intersection.

Table 5: Commercial Street and Deep Hollow Road collision summary

Collision Type	No. of Collisions	Injury	PDO
Ran off road to left	1	1	-
Rear-end collision	4	3	1
One vehicle crossing path of other to the left	2	-	2
Total Collisions	7	4	3

### 6.2 Commercial Street and Silver Fox Avenue/Bonavista Avenue

Ten collisions were recorded at the intersection of Commercial Street and Silver Fox Avenue/Bonavista Avenue. The severity of the collisions included three injury collisions and seven PDO collisions. The collision history is summarized in Table 6.

Seven types of collisions occurred, the most common collision types were rear-end collision (30 percent) and one vehicle crossing path of other to the left (20 percent). The collision data does not indicate any significant safety concerns at the intersection.

Table 6: Commercial Street and Silver Fox Avenue/Bonavista Avenue collision summary

Collision Type	No. of Collisions	Injury	PDO
Hit moving or stationary object on road surface	1	1	-
Ran off road to left	1	-	1
Rear-end collision	3	1	2
One vehicle crossing path of other to the left	2	-	2
One vehicle crossing path of other to the right	1	-	1
Right turn, including turning conflicts	1	-	1
Right angle collision	1	1	-
Total Collisions	10	3	7

<sup>1</sup> Disclaimer: All data contained in this report reflects information contained in NSTAT’s collision database at the time of report creation and is subject to change without notice.



### 6.3 Commercial Street and Granite Drive

Thirty-five collisions were recorded at the intersection of Commercial Street and Granite Drive. The severity of the collisions included six injury collisions and twenty-nine PDO collisions. The collision history is summarized in Table 7.

Nine types of collisions occurred, the most common collision types were same direction sideswipe (23 percent), right angle collision (20 percent) and one vehicle crossing path of other to the left (17 percent). While there was insufficient information in the collision reports to determine on which approach the collisions occurred, potential contributing factors contributing to these collisions could include the lack of lane designation signage and pavement markings.

Table 7: Commercial Street and Granite Drive collision summary

Collision Type	No. of Collisions	Injury	PDO
Hit moving or stationary object on road surface	1	-	1
Rollover on roadway	1	-	1
Rear-end collision	2	-	2
Same direction sideswipe	8	1	7
One vehicle crossing path of other to the left	6	1	5
One vehicle crossing path of other to the right	5	-	5
Approaching sideswipe	2	-	2
Right angle collision	7	4	3
Other than listed values/Not applicable	3	-	3
Total Collisions	35	6	29

### 6.4 Commercial Street and Cornwallis Avenue

Thirteen collisions were recorded at the intersection of Commercial Street and Cornwallis Avenue. The severity of the collisions included six injury collisions and seven PDO collisions. The collision history is summarized in Table 8.

Seven types of collisions occurred; the most common collision type was the rear-end collision (46 percent). The collision data does not indicate any significant safety concerns at the intersection.

Table 8: Commercial Street and Cornwallis Avenue collision summary

Collision Type	No. of Collisions	Injury	PDO
Ran off road to left	1	-	1
Rear-end collision	6	4	2
Same direction sideswipe	1	-	1
One vehicle crossing path of other to the left	1	-	1
One vehicle crossing path of other to the right	1	-	1
Right angle collision	2	1	1
Other than listed values//Not applicable	1	1	-
Total Collisions	13	6	7

### 6.5 Commercial Street and Valley View Drive

Eight collisions were recorded at the intersection of Commercial Street and Valley View Drive. The severity of the collisions included three injury collisions and five PDO collisions. The collision history is summarized in Table 9.

Four types of collisions occurred; the most common collision type was the rear-end collision (38 percent). The collision data does not indicate any significant safety concerns at the intersection.



Table 9: Commercial Street and Valley View Drive collision summary

Collision Type	No. of Collisions	Injury	PDO
Rear-end collision	3	1	2
Left turn across opposing traffic	2	1	1
Right angle collision	1	-	1
Other than listed values/Not applicable	2	1	1
Total Collisions	8	3	5

## 6.6 Commercial Street and Jones Road

Seventeen collisions were recorded at the intersection of Commercial Street and Jones Road. The severity of the collisions included five injury collisions and twelve PDO collisions. The collision history is summarized in Table 10.

Eight types of collisions occurred, the most common collision types were the rear-end collision (53 percent) and hit moving or stationary object on road surface (12 percent). While there was insufficient information in the collision reports to determine on which approach the rear-end collisions occurred, at least one of the rear-end collisions occurred at the crosswalk on Commercial Street.

Table 10: Commercial Street and Jones Road collision summary

Collision Type	No. of Collisions	Injury	PDO
Hit moving or stationary object on road surface	2	2	-
Rear-end collision	9	2	7
Same direction sideswipe	1	-	1
One vehicle crossing path of other to the left	1	-	1
One vehicle crossing path of other to the right	1	1	-
Head-on collision	1	-	1
Left turn across opposing traffic	1	-	1
Right turn, including turning conflicts	1	-	1
Total Collisions	17	5	12

## 6.7 Commercial Street and Prospect Road

Thirty-three collisions were recorded at the intersection of Commercial Street and Prospect Road. The severity of the collisions included thirteen injury collisions and twenty PDO collisions. The collision history is summarized in Table 11.

Nine types of collisions occurred, the most common collision types were the rear-end collision (27 percent) and one vehicle crossing path of other to the left (18 percent). The collision data does not indicate any significant safety concerns at the intersection.

Table 11: Commercial Street and Prospect Road collision summary

Collision Type	No. of Collisions	Injury	PDO
Hit moving or stationary object on road surface	4	4	-
Rear-end collision	9	4	5
Same direction sideswipe	2	1	1
One vehicle crossing path of other to the left	6	1	5
One vehicle crossing path of other to the right	1	-	1
Approaching sideswipe	1	-	1
Left turn across opposing traffic	4	1	3
Left turn into traffic	2	1	1
Right angle collision	4	1	3
Total Collisions	33	13	20



## 6.8 Commercial Street and Highbury Road

Thirty-one collisions were recorded at the intersection of Commercial Street and Highbury Road. The severity of the collisions included ten injury collisions and twenty-one PDO collisions. The collision history is summarized in Table 12.

Ten types of collisions occurred, the most common collision types were the rear-end collision (52 percent) and right-angle collision (19 percent). There was insufficient information in the collision reports to determine on which approach the rear-end collisions occurred.

Table 12: Commercial Street and Highbury Road collision summary

Collision Type	No. of Collisions	Injury	PDO
Hit moving or stationary object on road surface	1	1	-
Rear-end collision	16	5	11
Same direction sideswipe	1	-	1
One vehicle crossing path of other to the left	1	-	1
One vehicle crossing path of other to the right	1	1	-
Head-on collision	1	1	-
Left turn across opposing traffic	1	-	1
Left turn into traffic	1	-	1
Right angle collision	6	1	5
Other than listed values/Not applicable	2	1	1
Total Collisions	31	10	21

## 6.9 Commercial Street and New Minas Connector Road

Ninety-six collisions were recorded at the intersection of Commercial Street and the New Minas Connector Road. The severity of the collisions included thirty-eight injury collisions and fifty-eight PDO collisions. The collision history is summarized in Table 13.

Fourteen types of collisions occurred, the most common collision types were the rear-end collision (25 percent), one vehicle crossing path of other to the left (24 percent) and left turn across opposing traffic (16 percent). While there was insufficient information in the collision reports to determine on which approach the collisions occurred, potential contributing factors could include the higher speeds on the New Minas Connector Road and the close proximity of a number of commercial accesses.

Table 13: Commercial Street and New Minas Connector Road collision summary

Collision Type	No. of Collisions	Injury	PDO
Hit moving or stationary object on road surface	1	0	1
Ran off road to right	3	0	3
Rear-end collision	24	7	17
Same direction sideswipe	1	0	1
One vehicle crossing path of other to the left	23	12	11
One vehicle crossing path of other to the right	5	1	4
Head-on collision	5	4	1
Approaching sideswipe	1	0	1
Left turn across opposing traffic	15	5	10
Left turn into traffic	1	1	0
Left turn against traffic	5	3	2
Right turn, including turning conflicts	3	1	2
Right angle collision	7	3	4
Other than listed values/Not applicable	2	1	1
Total Collisions	96	38	58



### 6.10 New Minas Connector Road and Prospect Road

Fifteen collisions were recorded at the intersection of the New Minas Connector Road and Prospect Road. The severity of the collisions included six injury collisions and nine PDO collisions. The collision history is summarized in Table 14.

Nine types of collisions occurred; the most common collision type was left turn across opposing traffic (33 percent). While there was insufficient information in the collision reports to determine on which approach the left turn across opposing traffic collisions occurred, potential contributing factors could include the higher speeds on the New Minas Connector Road. There are no left turn signal indications at the intersection.

Table 14: New Minas Connector Road and Prospect Road collision summary

Collision Type	No. of Collisions	Injury	PDO
Hit moving or stationary object on road surface	1	-	1
Rear-end collision	2	1	1
Same direction sideswipe	1	-	1
One vehicle crossing path of other to the left	2	1	1
Head-on collision	1	1	-
Left turn across opposing traffic	5	2	3
Left turn against traffic	1	-	1
Right angle collision	2	1	1
Total Collisions	15	6	9

### 6.11 New Minas Connector Road and Highway 101

Eight collisions were recorded at the intersections of the New Minas Connector Road and the Highway 101 Ramps. The severity of the collisions included one injury collisions and seven PDO collisions. The collision history is summarized in Table 15.

Six types of collisions occurred; the most common collision type was the rear-end collision (38 percent). The collision data does not indicate any significant safety concerns at the intersection.

Table 15: New Minas Connector Road and Highway 101 Off-Ramps collision summary

Collision Type	No. of Collisions	Injury	PDO
Ran off road to left	1	-	1
Rear-end collision	3	-	3
Same direction sideswipe	1	-	1
One vehicle crossing path of other to the left	1	1	-
Left turn into traffic	1	-	1
Right turn, including turning conflicts	1	-	1
Total Collisions	8	1	7

### 6.12 Commercial Street – Other Intersections and Driveways

551 collisions were recorded at other intersection and driveway locations along Commercial Street. The severity of the collisions included one fatal collision, 161 injury collisions and 389 PDO collisions. The collision history is summarized in Table 16. Of the 518 collisions, 172 collisions did not have a specific location reported.

15 types of collisions occurred; the most common collision type was the rear-end collision (50 percent). Driveways/areas where higher numbers of collisions were observed include:

- Superstore/Former Kent Building Supply/Tim Hortons
- Movie Theatre



- Walmart/Cleve’s
- Shell Gas Station

The fatal collision occurred at the intersection of Commercial Street and the New Minas Warehouse Road. There were only six other collisions reported at the intersection including five rear-end collisions and one same direction sideswipe collision. The collision data does not indicate any significant safety concerns at the intersection.

Table 16: Commercial Street - driveways and other locations collision summary

Collision Type	No. of Collisions	Fatal	Injury	PDO
Hit moving or stationary object on road surface	19	-	7	12
Ran off road to left	21	-	10	11
Ran off road to right	11	-	1	10
Rear-end collision	274	1	105	168
Same direction sideswipe	38	-	4	34
One vehicle crossing path of other to the left	37	-	7	30
One vehicle crossing path of other to the right	14	-	-	14
Head-on collision	11	-	4	7
Approaching sideswipe	7	-	1	6
Left turn across opposing traffic	21	-	5	16
Left turn into traffic	15	-	1	14
Left turn against traffic	8	-	1	7
Right turn, including turning conflicts	2	-	-	2
Right angle collision	20	-	2	18
Hit parked motor vehicle	11	-	1	10
Other than listed values/Not applicable	42	-	12	30
Total Collisions	551	1	161	389

## 7 Existing Traffic Operations

### 7.1 Traffic Models

Traffic models were developed for the sixteen (16) study intersections. The models reflect existing lane configurations, current traffic signal timing and phasing data (provided by NSTAT) and the 2021 traffic volumes.

The Synchro Studio (Version 11) software package was used to develop models of signalized and unsignalized (two-way and all-way stop control) intersections. Synchro, the analysis and optimization component of the software package, was used to analyze network intersections based on the methodology of the *Highway Capacity Manual* (6<sup>th</sup> edition) published by the Transportation Research Board. SimTraffic, the micro-simulation component of the software package, was also used in the course of the analysis to check delay, illustrate and identify interactions between individual driver types and to illustrate the effects of adjacent or closely spaced intersections. The combination of the two components within the software allows the analyst to review the intersections using two different approaches. Synchro models each intersection in isolation, while SimTraffic analyzes the network as a whole. SimTraffic will identify external influences on intersections such as spillbacks from upstream and/or downstream intersections included in the model.

The Junctions 9 Arcady software package was used to develop models of the roundabouts. Arcady was used to analyze network intersections using an empirical model based on the application of statistical regression of a large data set of observed roundabout operations in the United Kingdom.





## 7.2 Measures of Performance

The performance of an intersection can be evaluated using a number of measures of effectiveness (MOEs), including level of service (LOS), delay, volume-to-capacity ratio (v/c) and vehicle queuing.

Level of service is a qualitative measure used to describe the level of performance of an intersection in terms of traffic movement. Level of service for intersections is defined in terms of delay, which is a measure of driver discomfort, frustration and increased travel time. The quality of traffic movement is divided into six levels ranging from A to F. Level of service A represents the best quality of traffic where there are essentially free flow conditions, and level of service F represents the worst quality of traffic where the level of congestion is considered unacceptable to most drivers. The level of service criteria for intersections (Table 17) are stated in terms of average control delay per vehicle, where control delay is additional travel time experienced by a motor vehicle attributable to the presence of traffic control (unsignalized or signalized intersection) and conflicting traffic.

Table 17: Level of service criteria

Level of Service	Description	Signalized Delay	Unsignalized Delay
A	No congestion; most vehicles do not stop. (Excellent)	≤ 10 sec/veh	≤ 10 sec/veh
B	Very light congestion; some vehicles stop. (Very Good)	10-20 sec/veh	10-15 sec/veh
C	Light congestion; most vehicles stop. (Good)	20-35 sec/veh	15-25 sec/veh
D	Noticeable congestion; vehicles must sometimes wait through more than one red light. No long-standing queues. (Satisfactory)	35-55 sec/veh	25-35 sec/veh
E	Congestion; vehicles must sometimes wait through more than one red light. Long-standing queues are formed. (Unsatisfactory)	55-80 sec/veh	35-50 sec/veh
F	Severe congestion; demand exceeds the capacity of the approach/intersection. (Unacceptable)	≥ 80 sec/veh	≥ 50 sec/veh

The volume-to-capacity (v/c) ratio is a measure of how the peak hour traffic volume on an approach to an intersection compares to the theoretical maximum volume that could be accommodated on that intersection approach. As the v/c ratio approaches 1.0, the movement has reduced ability to accommodate any additional volume of traffic.

The 95<sup>th</sup> percentile queue (95<sup>th</sup>% queue) is the estimated length, in metres, of the vehicles queued on an intersection approach which is only exceeded five percent of the time. The average vehicle occupies approximately seven metres of queue length so, for example, a 95<sup>th</sup> percentile queue of 14 metres on any particular approach indicates that less than five times of out 100 there may be more than two vehicles stopped on that approach. The 95<sup>th</sup> percentile queue is typically used to determine if sufficient vehicle storage is available to maintain efficient traffic flow.

## 7.3 Existing Conditions (2021)

Existing traffic operations at the sixteen study intersections were evaluated during the weekday morning and afternoon peak one-hour period of traffic. The results of the analysis including delay, level of service, volume-to-capacity ratio and vehicle queuing are summarized in Table 18 for signalized and unsignalized intersections and Table 19 for roundabout intersections. The detailed Synchro and SimTraffic reports are included in Appendix D and the detailed Arcady reports are included in Appendix E.

Two of the study intersections experience operational deficiencies: Commercial Street and the New Minas Connector Road, and the New Minas Connector Road and Highway 101 Eastbound Ramps. While the overall performance of these intersections is considered acceptable (LOS D or better) during the



weekday morning and afternoon peak hours, one or more individual movements at these intersections experience longer delays and/or queues.

The operations at the two intersections with operational deficiencies are described below. All other intersections operate at acceptable levels of service during the weekday morning and afternoon peak hours.

**Commercial Street & New Minas Connector Road:** During the morning peak hour, the signalized intersection experiences noticeable congestion (LOS D). While the overall intersection operations are considered acceptable, the southbound left movement is over capacity and experiences severe congestion (LOS F). The 95<sup>th</sup> percentile queue lengths for the southbound left movement and the northbound left movement indicate that existing queues exceed the storage capacity of the left turn lanes.

During the afternoon peak hour, the signalized intersection experiences light congestion (LOS C). While the overall intersection operations are considered acceptable, the southbound left movement is over capacity and experiences severe congestion (LOS F).

**New Minas Connector Road & Highway 101 Eastbound Ramps:** During the morning peak hour, the unsignalized intersection experiences no congestion (LOS A); all movements operate at acceptable levels of service including the Highway 101 Eastbound Off-Ramp approach to the intersection which experiences light congestion (LOS C).

During the afternoon peak hour, the unsignalized intersection experiences light congestion (LOS C). While the overall intersection operations are considered acceptable, the Highway 101 Eastbound Off-Ramp approach to the intersection experiences severe congestion (LOS F). Operations on the Highway 101 Eastbound Off-Ramp are considered unacceptable.

Table 18: Synchro/SimTraffic results for signalized and unsignalized intersections

Scenario 1 Existing (2021)		AM Peak Hour							PM Peak Hour						
		Synchro				SimTraffic			Synchro				SimTraffic		
		Delay (s/veh)	LOS	v/c	95th% Queue (m)	Delay (s/veh)	LOS	95th% Queue (m)	Delay (s/veh)	LOS	v/c	95th% Queue (m)	Delay (s/veh)	LOS	95th% Queue (m)
<b>Commercial St &amp; Deep Hollow Rd</b>		<b>2.1</b>	<b>A</b>			<b>2.6</b>	<b>A</b>		<b>1.8</b>	<b>A</b>			<b>3.7</b>	<b>A</b>	
Commercial St	EB-T	0.0	A	-	-	3.0	A	0.9	0.0	A	-	-	4.7	A	1.9
	EB-R	0.0	A	-	-	3.0	A		0.0	A	-	-	4.1	A	
	WB-L	8.0	A	0.01	0.0	2.9	A	5.7	8.6	A	0.03	0.8	4.8	A	16.7
	WB-T	0.0	A	-	-	0.3	A		0.0	A	-	-	0.8	A	
Deep Hollow Rd	NB-L	13.4	B	0.18	5.3	7.4	A	19.7	18.8	C	0.24	6.8	11.1	B	17.3
	NB-R					4.0	A						4.6	A	
<b>Commercial St &amp; Silver Fox Ave</b>		<b>7.3</b>	<b>A</b>			<b>6.4</b>	<b>A</b>		<b>14.9</b>	<b>B</b>			<b>11.7</b>	<b>B</b>	
Commercial St	EB-L	6.2	A	0.01	1.5	8.3	A	4.9	10.9	B	0.02	3.8	16.0	B	9.0
	EB-T	7.1	A	0.26	39.9	4.7	A	38.1	13.3	B	0.38	71.5	8.9	A	60.0
	EB-R	2.0	A	0.05	4.1	2.7	A	0.0	2.4	A	0.13	8.2	3.1	A	0.0
	WB-L	2.3	A	0.07	4.1	7.8	A	15.5	5.4	A	0.12	9.2	11.0	B	19.0
	WB-T	3.0	A	0.27	26.3	5.7	A	36.3	6.9	A	0.32	46.1	8.8	A	47.2
	WB-R					4.1	A						8.4	A	
Silver Fox Ave	NB-L	44.1	D	0.30	15.6	32.3	C	19.2	54.7	D	0.72	56.4	37.1	D	51.5
	NB-T					35.2	D						36.1	D	
	NB-R	15.0	B	0.30	10.7	2.0	A	0.0	8.5	A	0.31	14.4	2.2	A	0.0
Bonavista Ave	SB-L	24.3	C	0.22	10.9	31.5	C	14.7	25.8	C	0.06	7.4	32.9	C	12.5
	SB-T					34.6	C						36.5	D	
	SB-R					6.4	A						9.1	A	
<b>Commercial St &amp; Cornwallis Ave</b>		<b>6.9</b>	<b>A</b>			<b>5.2</b>	<b>A</b>		<b>11.6</b>	<b>B</b>			<b>9.4</b>	<b>A</b>	
Commercial St	EB-L	6.6	A	0.02	2.8	10.2	B	7.9	10.1	B	0.05	5.4	14.6	B	14.6
	EB-T	5.3	A	0.17	23.4	4.1	A	21.0	10.4	B	0.32	40.6	9.0	A	43.0
	EB-R					3.1	A	20.3					6.1	A	36.4
	WB-L	3.7	A	0.03	2.4	4.6	A	6.2	4.6	A	0.15	8.0	7.7	A	12.4
	WB-T	4.7	A	0.35	36.4	3.6	A	31.5	6.3	A	0.46	57.8	6.0	A	47.2
	WB-R					1.6	A						3.6	A	
County Fair Mall	NB-L	26.1	C	0.10	7.8	20.2	C	8.5	36.2	D	0.43	24.3	25.5	C	23.2
	NB-T					27.2	C						24.7	C	
	NB-R	0.3	A	0.05	0.0	4.2	A	5.4	7.9	A	0.28	9.4	5.1	A	14.2
Cornwallis Ave	SB-L	28.7	C	0.37	19.1	21.3	C	21.3	35.7	D	0.52	27.8	24.8	C	28.6
	SB-T					16.9	B						25.4	C	
	SB-R					10.6	B						13.8	B	

Scenario 1 Existing (2021)		AM Peak Hour							PM Peak Hour						
Intersection		Synchro				SimTraffic			Synchro				SimTraffic		
		Delay (s/veh)	LOS	v/c	95th% Queue (m)	Delay (s/veh)	LOS	95th% Queue (m)	Delay (s/veh)	LOS	v/c	95th% Queue (m)	Delay (s/veh)	LOS	95th% Queue (m)
<b>Commercial St &amp; Valley View Dr</b>		<b>7.4</b>	<b>A</b>			<b>4.4</b>	<b>A</b>		<b>13.1</b>	<b>B</b>			<b>9.7</b>	<b>A</b>	
Commercial St	EB-T	7.1	A	0.35	61.9	3.2	A	36.0	12.0	B	0.52	104.7	7.7	A	63.3
	EB-R	2.4	A	0.05	4.7	2.0	A	9.9	3.3	A	0.17	12.9	4.3	A	33.7
	WB-L	3.4	A	0.01	1.0	7.0	A	4.2	5.7	A	0.02	2.2	12.7	B	9.9
	WB-T	5.1	A	0.37	40.2	4.2	A	38.6	10.2	B	0.57	86.4	8.8	A	65.5
Valley View Dr	NB-L	30.4	C	0.32	20.7	17.8	B	19.5	33.6	C	0.61	49.8	23.3	C	44.0
	NB-R	17.6	B	0.02	2.8	5.1	A	4.3	13.8	B	0.03	3.5	5.9	A	5.5
<b>Commercial St &amp; Jones Rd</b>		<b>2.5</b>	<b>A</b>			<b>3.8</b>	<b>A</b>		<b>1.2</b>	<b>A</b>			<b>3.9</b>	<b>A</b>	
Commercial St	EB-L	9.2	A	0.10	2.3	7.5	A	16.1	10.2	B	0.04	0.8	9.7	A	11.8
	EB-T	0.0	A	-	-	3.0	A	0.9	0.0	A	-	-	3.3	A	9.4
	WB-T	0.0	A	-	-	2.4	A	5.0	0.0	A	-	-	3.0	A	11.7
	WB-R	0.0	A	-	-	1.6	A		0.0	A	-	-	2.2	A	
Deep Hollow Rd	SB-L	20.2	C	0.37	12.9	16.3	C	28.1	25.9	D	0.33	10.6	26.6	D	24.8
	SB-R					8.2	A						14.8	B	
<b>Commercial St &amp; Prospect Rd</b>		<b>11.2</b>	<b>B</b>			<b>11.1</b>	<b>B</b>		<b>13.4</b>	<b>B</b>			<b>14.0</b>	<b>B</b>	
Commercial St	EB-L	8.9	A	0.04	4.2	14.6	B	15.2	11.6	B	0.02	2.9	21.1	C	10.1
	EB-T	12.3	B	0.49	77.5	12.5	B	65.2	17.7	B	0.62	104.5	13.2	B	82.2
	EB-R					8.1	A						12.0	B	
	WB-L	3.9	A	0.17	7.6	10.9	B	23.8	5.9	A	0.39	15.4	17.2	B	30.1
	WB-T	4.6	A	0.36	35.9	6.4	A	47.1	6.8	A	0.53	38.3	11.3	B	90.9
	WB-R					4.6	A						8.1	A	
Prospect Rd	NB-L	35.7	D	0.35	17.4	26.6	C	21.9	35.7	D	0.32	17.3	28.2	C	21.7
	NB-T	13.2	B	0.57	18.9	25.4	C	35.2	113.0	B	0.60	18.8	26.8	C	41.2
	NB-R					10.5	B						12.6	B	
Driveway	SB-L	40.6	D	0.37	13.3	28.5	C	16.9	53.1	D	0.55	18.0	33.3	C	21.2
	SB-T	22.5	C	0.20	11.7	21.9	C	16.7	23.0	C	0.21	12.8	23.5	C	18.4
	SB-R					7.1	A						9.6	A	

Scenario 1 Existing (2021)		AM Peak Hour							PM Peak Hour						
Intersection		Synchro				SimTraffic			Synchro				SimTraffic		
		Delay (s/veh)	LOS	v/c	95th% Queue (m)	Delay (s/veh)	LOS	95th% Queue (m)	Delay (s/veh)	LOS	v/c	95th% Queue (m)	Delay (s/veh)	LOS	95th% Queue (m)
<b>Commercial St &amp; Highbury Rd</b>		<b>9.4</b>	<b>A</b>			<b>8.6</b>	<b>A</b>		<b>14.4</b>	<b>B</b>			<b>12.5</b>	<b>B</b>	
Commercial St	EB-L	4.2	A	0.02	2.0	1.3	A	10.9	4.6	A	0.03	2.5	13.7	B	11.3
	EB-T	7.4	A	0.36	67.6	7.8	A	203.9	14.7	B	0.61	116.6	11.0	B	234.0
	EB-R					6.1	A						9.6	A	
	WB-L	4.1	A	0.03	2.3	11.3	B	9.9	4.5	A	0.08	4.4	15.8	B	19.9
	WB-T	6.6	A	0.28	48.9	6.1	A	40.4	10.5	B	0.56	124.3	11.8	B	82.1
	WB-R					7.3	A						8.5	A	
Highbury Rd	NB-L	23.1	C	0.40	19.9	26.3	C	27.2	29.1	C	0.43	22.1	24.6	C	25.1
	NB-T					23.2	C						22.7	C	
	NB-R					11.1	B						11.7	B	
	SB-L	19.8	C	0.36	17.4	24.9	C	23.2	29.1	C	0.52	26.4	24.9	C	29.2
	SB-T					22.5	C						22.9	C	
	SB-R					8.7	A						13.2	B	
<b>Commercial St &amp; New Minas Connector Rd</b>		<b>39.9</b>	<b>D</b>			<b>28.7</b>	<b>C</b>		<b>31.0</b>	<b>C</b>			<b>27.8</b>	<b>C</b>	
Commercial St	EB-L	11.2	B	0.03	4.6	10.7	B	10.1	10.0	B	0.07	8.3	16.3	B	30.1
	EB-T	19.2	B	0.27	55.3	13.8	B	45.3	21.8	C	0.45	92.0	21.0	C	97.1
	EB-R	0.2	A	0.09	0.0	3.4	A	24.4	4.3	A	0.21	13.9	9.2	A	38.5
	WB-L	11.2	B	0.12	13.7	14.2	B	22.3	10.5	B	0.27	22.9	19.0	B	36.0
	WB-T	16.0	B	0.26	57.8	13.8	B	45.7	17.3	B	0.38	83.0	18.1	B	71.0
	WB-R	3.4	A	0.19	12.0	5.3	A	10.1	3.5	A	0.41	19.4	8.3	A	34.5
New Minas Connector Rd	NB-L	37.5	D	0.61	59.7	31.9	C	49.8	34.8	C	0.41	36.8	34.1	C	41.6
	NB-T	30.5	C	0.41	26.6	40.6	D	48.3	28.6	C	0.48	24.5	46.2	D	46.0
	NB-R					6.0	A	28.3					5.6	A	30.8
Cornwallis River Crossing	SB-L	127.7	F	1.13	106.3	73.9	E	104.3	115.8	F	1.09	98.7	80.8	F	109.9
	SB-T	36.2	D	0.47	22.1	44.8	D	97.6	47.5	D	0.50	30.6	41.7	D	120.8
	SB-R					3.4	A	30.7					4.8	A	39.2

Scenario 1 Existing (2021)		AM Peak Hour							PM Peak Hour						
Intersection		Synchro				SimTraffic			Synchro				SimTraffic		
		Delay (s/veh)	LOS	v/c	95th% Queue (m)	Delay (s/veh)	LOS	95th% Queue (m)	Delay (s/veh)	LOS	v/c	95th% Queue (m)	Delay (s/veh)	LOS	95th% Queue (m)
<b>New Minas Connector Rd &amp; Prospect Rd</b>		<b>11.0</b>	<b>B</b>			<b>9.0</b>	<b>A</b>		<b>16.1</b>	<b>B</b>			<b>12.9</b>	<b>B</b>	
Prospect Rd	EB-L	18.2	B	0.27	14.4	21.7	C	24.4	12.2	B	0.19	14.6	19.2	B	20.4
	EB-T					20.0	B						18.6	B	
	EB-R					2.9	A						2.5	A	
	WB-L	30.3	C	0.54	26.0	24.4	C	30.8	34.7	C	0.75	53.7	27.2	C	55.5
	WB-T	10.4	B	0.24	10.7	19.7	B	12.3	9.3	A	0.21	13.4	19.4	B	32.3
	WB-R					3.3	A						3.8	A	
New Minas Connector Rd	NB-L	58.0	A	0.02	2.9	7.5	A	6.4	10.5	B	0.09	9.2	15.1	B	15.9
	NB-T	8.2	A	0.49	63.2	8.4	A	40.2	12.8	B	0.55	80.0	11.8	B	42.4
	NB-R					2.3	A						2.5	A	
	SB-L	6.4	A	0.09	6.0	10.8	B	10.6	12.1	B	0.19	14.9	15.4	B	18.4
	SB-T	5.8	A	0.18	19.7	5.4	A	16.9	12.0	B	0.40	60.8	10.8	B	41.2
	SB-R					1.4	A						5.4	A	
<b>New Minas Connector Rd &amp; Hwy 101 WB</b>		<b>3.5</b>	<b>A</b>			<b>3.7</b>	<b>A</b>		<b>2.8</b>	<b>A</b>			<b>4.4</b>	<b>A</b>	
Hwy 101 WB Off-Ramp	WB-L	13.3	B	0.35	12.2	12.3	B	25.7	14.4	B	0.39	13.7	16.2	C	33.3
	WB-R					7.2	A						8.7	A	
New Minas Connector Rd	NB-L	8.0	A	0.04	0.8	3.3	A	9.2	9.0	A	0.02	0.8	6.3	A	7.9
	NB-T	0.0	A	-	-	2.9	A	2.4	0.0	A	-	-	3.0	A	3.0
	SB-T	0.0	A	-	-	2.7	A	1.8	0.0	A	-	-	4.3	A	13.9
	SB-R	0.0	A	-	-	1.3	A		0.0	A	-	-	2.1	A	
<b>New Minas Connector Rd &amp; Highway 101 EB</b>		<b>8.5</b>	<b>A</b>			<b>4.3</b>	<b>A</b>		<b>20.3</b>	<b>C</b>			<b>5.7</b>	<b>A</b>	
Hwy 101 EB Off-Ramp	EB-L	18.0	C	0.45	17.5	8.8	A	28.2	53.8	F	0.84	55.5	11.9	B	35.5
	EB-R					4.6	A						8.4	A	
New Minas Connector Rd	NB-T	0.0	A	-	-	1.5	A	0.0	0.0	A	-	-	1.4	A	0.0
	NB-R	0.0	A	-	-	0.3	A		0.0	A	-	-	0.3	A	
	SB-L	7.9	A	0.09	2.3	2.6	A	14.1	7.9	A	0.17	4.6	3.4	A	14.8
	SB-T	0.0	A	-	-	1.6	A	0.0	0.0	A	-	-	2.6	A	0.0

Scenario 1 Existing (2021)		AM Peak Hour						PM Peak Hour							
Intersection		Synchro				SimTraffic			Synchro				SimTraffic		
		Delay (s/veh)	LOS	v/c	95th% Queue (m)	Delay (s/veh)	LOS	95th% Queue (m)	Delay (s/veh)	LOS	v/c	95th% Queue (m)	Delay (s/veh)	LOS	95th% Queue (m)
<b>New Canaan Rd &amp; Highbury School Rd</b>		<b>4.7</b>	<b>A</b>			<b>1.5</b>	<b>A</b>		<b>4.2</b>	<b>A</b>			<b>1.1</b>	<b>A</b>	
Highbury School Rd	WB-L	9.4	A	0.13	3.0	4.4	A	182.0	9.2	A	0.08	2.3	4.8	A	14.1
	WB-R					3.0	A						2.4	A	
New Minas Connector Rd	NB-T	0.0	A	-	-	0.5	A	0.0	0.0	A	-	-	0.4	A	0.0
	NB-R	0.0	A	-	-	0.1	A		0.0	A	-	-	0.0	A	
	SB-L	7.6	A	0.02	0.8	0.8	A	3.4	7.6	A	0.08	2.3	1.3	A	6.9
	SB-T	0.0	A	-	-	0.3	A	0.0	0.0	A	-	-	0.4	A	0.0

Table 19:Arcady results for signalized and unsignalized intersections

Scenario 1 Existing (2021)		AM Peak Hour				PM Peak Hour			
Intersection		Delay (s/veh)	LOS	v/c	95th% Queue (m)	Delay (s/veh)	LOS	v/c	95th% Queue (m)
<b>Commercial St &amp; Granite Dr</b>		<b>2.5</b>	<b>A</b>			<b>2.9</b>	<b>A</b>		
Commercial Street	EB	2.4	A	0.22	8.4	2.8	A	0.32	14.4
	WB	2.5	A	0.22	9.1	2.8	A	0.32	15.2
Granite Drive	NB	2.3	A	0.07	3.8	2.6	A	0.07	3.8
Old Dyke Road	SB	5.0	A	0.03	3.8	6.1	A	0.11	3.8
<b>Granite Dr &amp; Silver Fox Ave</b>		<b>3.0</b>	<b>A</b>			<b>3.5</b>	<b>A</b>		
County Fair Mall	EB	4.2	A	0.05	3.8	4.9	A	0.16	3.8
Silver Fox Avenue	WB	4.3	A	0.07	3.8	4.8	A	0.15	3.8
Old Granite Drive	NEB	4.1	A	0.03	3.8	4.5	A	0.03	3.8
Granite Drive	NB	2.7	A	0.14	3.8	2.7	A	0.16	3.8
	SB	2.1	A	0.05	3.8	2.2	A	0.09	3.8
<b>Granite Dr &amp; Hwy 101 WB</b>		<b>3.3</b>	<b>A</b>			<b>2.3</b>	<b>A</b>		
H101 WB Off-Ramp	WB	3.8	A	0.00	3.8	0.0	A	0.00	0.0
Granite Drive	NB	4.3	A	0.11	3.8	4.4	A	0.14	3.8
	SB	2.1	A	0.08	3.8	2.3	A	0.18	3.8
<b>Granite Dr &amp; Hwy101 EB</b>		<b>4.5</b>	<b>A</b>			<b>4.7</b>	<b>A</b>		
H101 EB Off-Ramp	EB	4.6	A	0.11	3.8	5.0	A	0.16	3.8
Granite Drive	NB	0.0	A	0.00	0.0	0.0	A	0.00	0.0
	SB	4.3	A	0.10	3.8	4.5	A	0.17	3.8



## 8 Traffic Signal Warrants

Traffic signal warrants were completed for the five unsignalized intersections. A traffic signal warrant analysis is completed to determine if the installation of traffic signals at an intersection will provide a positive impact on an intersection operation, meaning that the benefits of reduced delay and improved safety for the minor street vehicles will outweigh the impacts of increased delay and potential additional collisions for the major street vehicles.

The Transportation Association of Canada developed the Canadian Traffic Signal Warrant Matrix Procedure in 2005 to provide a basis for making rational, defensible decisions on the installation of traffic signals. The matrix uses a “cumulative factors methodology” to evaluate vehicle to vehicle and vehicle to pedestrian interactions while considering local factors such as demographics and roadway characteristics. The Canadian Traffic Signal Warrant Matrix Procedure considers 100 warrant points as an indication that traffic signals will provide a positive impact.

Traffic signal warrants were completed for the five unsignalized intersections to determine if traffic signals are warranted. The traffic signal warrant worksheets can be found in Appendix F. The scores generated by the signal warrants for each intersection are summarized in Table 20. Traffic signals are not warranted at any of the five unsignalized intersections based on current traffic volumes.

Table 20: Traffic signal warrant scores

Intersection	Warrant Points <sup>1</sup>
Commercial Street & Deep Hollow Road	23 points
Commercial Street & Jones Road	64 points
New Minas Connector Roadway & Highway 101 WB	24 points
New Minas Connector Roadway & Highway 101 EB	61 points
New Canaan Road & Highbury School Road	2 points

1. Traffic signals are warranted when an intersection scores a value  $\geq 100$  points.

## 9 Mobility and Safety Deficiencies

Existing mobility and safety deficiencies were identified based on: field investigations, speed data, collision data, traffic operations and stakeholder consultations. The mobility and safety deficiencies are summarized in Table 21. The deficiencies will be used to inform the development of improvements in Phase 2 of the Transportation Study.

No mobility or safety deficiencies were identified at the following five study intersections:

- Commercial Street (Route 1) and Deep Hollow Road
- Granite Drive and Silver Fox Avenue
- Granite Drive and Highway 101 Westbound Ramps
- Granite Drive and Highway 101 Eastbound Ramps
- New Minas Connector Road and Highway 101 Westbound Ramps





Table 21: Mobility and safety deficiencies

Location	Deficiency	Description
Commercial Street	Safety	Commercial Street experiences a high number of rear-end collisions.
	Pedestrian safety and accessibility	There is a lack of pedestrian facilities on Commercial Street. When pedestrian facilities are present, they are often substandard (ex. painted lines) and/or not accessible. Pedestrian are required to cross frequent and wide access points.
	Access management	There are frequent access points along Commercial Street. A number of access points are very wide. In some instances, there are parking spaces along property frontage that can impact operations/safety on Commercial Street.
	TWLTL	The two-way left turn lane is frequently used improperly as a way to enter traffic on Commercial Street when there is congestion.
	Speed	Operating speeds were measured at two locations along Commercial Street.  Commercial Street West (near boundary with Kentville): The operating speed exceeds the speed limit of the roadway by more than 10 km/h. An 85th percentile speed of 61 km/h was recorded on Commercial Street.  Commercial Street East (Near Evangeline Middle School): The operating speed exceeds the speed limit of the roadway by more than 20 km/h. An 85th percentile speed of 74 km/h was recorded on Commercial Street
Commercial Street & Silver Fox Avenue	Pedestrian accessibility	Some crosswalks connect to areas with no sidewalks on the south side of Commercial Street.  There are no pedestrian landings on the north side of the intersection.
Commercial Street & Granite Drive	Safety	The intersection experiences a high number of collisions.
	Pavement markings and signage	The roundabout does not have any lane designation signage or pavement markings.
Commercial Street & Cornwallis Avenue	Pedestrian accessibility	There are no pedestrian landings on most crosswalk approaches.  Pedestrian pushbuttons are not accessible
Commercial Street & Valley View Drive	Pedestrian accessibility	There are no pedestrian landings on the south side of the intersection. On the southwest corner a traffic pole and utility pole partially obstruct access to the crosswalk.  There are pedestrian signal heads along the Valley View Drive (South) approach but there is no marked crosswalk or connecting sidewalk.  Pedestrian pushbuttons are not accessible.
Commercial Street & Jones Road	Sight distance	Turning sight distance on the Jones Road approach is limited from the stop sign location.
Jones Road	Speed	The operating speed exceeds the speed limit of the roadway by more than 5 km/h. An 85th percentile speed of 58 km/h was recorded on Jones Road.



Location	Deficiency	Description
Commercial Street & Prospect Road	Pedestrian accessibility	There are no pedestrian landings on the north side of the intersection.  Pedestrian pushbuttons are not accessible.
Prospect Road	Speed	The operating speed exceeds the speed limit of the roadway by more than 25 km/h. An 85th percentile speed of 76 km/h was recorded on Prospect Road.
Commercial Street & Highbury Road	Crosswalk	There is an angled crosswalk along the Commercial Street (West) approach increasing the crossing distance and reducing pedestrian visibility.
	Pedestrian accessibility	There are no pedestrian landings or sidewalks on the north side of the intersection  There are utility poles on two crosswalk approaches partially obstructing access to the crosswalks.  Pedestrian pushbuttons are not accessible.
Highbury Road	Speed	The operating speed exceeds the speed limit of the roadway by more than 20 km/h. An 85th percentile speed of 71 km/h was recorded on Highbury Road.
Commercial Street & New Minas Connector Road	Safety	The intersection experiences a high number of collisions.
	Operations	The southbound left turn movement is over capacity and experiences severe congestion during the morning and afternoon peak hours.
	Pedestrian accessibility	Some crosswalks connect to areas with no sidewalks.  Concrete islands are in poor condition and/or of insufficient size to accommodate accessible pedestrian landings.  Pedestrian pushbuttons are not accessible
New Minas Connector Road & Prospect Road	Pedestrian accessibility	Some crosswalks connect to areas with no sidewalks.  Concrete islands are in poor condition and/or of insufficient size to accommodate accessible pedestrian landings.  Pedestrian pushbuttons are not accessible.
New Minas Connector Road & Highway 101 Eastbound Ramps	Lane configuration	There are two southbound lanes: a through lane and a left turn lane onto Highway 101. While there is only one through lane there are two receiving lanes on New Canaan Road.
	Operations	The Highway 101 Eastbound Off-Ramp experiences severe congestion the afternoon peak hour.
New Canaan Road & Highbury School Road	Sight distance	Turning sight distance on the Highbury School Road approach is limited from the stop sign location.
	Pavement markings	There are two southbound lanes, a through lane and a left turn lane onto Highbury School Road. The pavement markings for the left turn lane are incorrect, pavement marking configuration could indicate that the centre lane is also a through lane but there is no corresponding receiving lane.
Crescent Drive	Roadway width	Crescent is the main access to an industrial area. Crescent Drive is very narrow, with a width of less than 7.0 metres in some areas.



Location	Deficiency	Description
Commercial Street & Crescent Drive (East)	Parking	Parking spaces for Saunders Tartan and Gifts (9027 Commercial Street) require traffic to back up directly into the intersection and Commercial Street.
	Geometry	The Crescent Drive approach to the intersection is skewed.

## 10 Expansion Lands

Potential limitations for transportation options on the expansion lands south of Highway 101 that could affect the scope of the development scenarios are discussed in the following sections.

### 10.1 Collector Roadway

The Granite/Highbury Collector Road Conceptual Design study identified a number of constraints and recommendations for the collector road including:

- **Topography:** The proposed collector roadway and connecting roadway alignments and Right-of-Way limits should be reviewed in more detail using field topographic survey data and geotechnical test data prior to finalizing the concept plan.
- **Significant Species and Habitats:** Areas of concern have been identified within the expansion lands. A detailed botanical survey should be carried out over the extent of the proposed roadways in order to determine whether any rare or endangered plants may be affected by the proposed roadways.
- **Surface Drainage:** The proposed collector road will cross several major drainage water courses, and will include sections of roadway with relatively steep gradients. The design of roadways within the study area should incorporate the recommendations of the 1998 Storm Water Management Study with respect to storm water runoff control and management. The recommended storm water management option was to provide on-site management of storm water where post-development peak flows would have to be no greater than pre-development flows.
- **Watercourses:** The proposed collector road will cross several watercourses, some of which have been identified in previous reports as having potential for fish habitat. Further study should be undertaken to identify the presence of fish habitat. The design of watercourse crossings should take into account fish passage considerations where warranted. A detailed heritage resource study should be undertaken for the study area prior to finalizing roadway designs or construction.

These factors have the potential to impact the alignment and cross section of the collector roadway and the potential connections from existing roadways. The study recommended that the initial development of the collector roadway would include a two-lane cross section and the ultimate development of the collector roadway would include a four-lane cross section with curb and sidewalks.

The ultimate four-lane configuration could accommodate significant traffic volumes. From a capacity perspective, the design of the collector roadway is not expected to limit development density in the area. The collector roadway should be designed to have limited direct access and its primary role should be to move traffic and provide connections to secondary roadways from which land access can be provided. To increase capacity and safety along the corridor, roundabouts should be considered as intersection control treatments.



## 10.2 Commercial Development

While previous studies did not include significant levels of commercial development in the expansion lands, if significant commercial land uses are proposed in the development scenarios, the east end of the expansion lands near Granite Drive would be better suited for commercial development.

Commercial developments generate significantly higher traffic volumes than residential developments. Since the Growth Centre is a regional shopping destination, a high proportion of traffic would be expected to travel to/from Highway 101. The Granite Drive interchange has excess capacity to handle higher traffic volumes and the roundabouts have been designed to accommodate truck traffic. In addition, commercial developments near the Granite Drive interchange would be located within close proximity to other major commercial areas on Granite Drive and Commercial Street. This could encourage traffic to visit other commercial areas in the Growth Centre.

There are existing operational issues at the New Minas Connector Road interchange and major improvements would be required at the interchange to accommodate traffic volumes generated by significant levels of commercial development in the west end of the expansion lands. There would also be a greater distance between the commercial development south of Highway 101 and commercial areas on Commercial Street which could potentially reduce traffic to other commercial areas in the Growth Centre.



## **Appendix A: Road Network Inventory**

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Street Name	Classification	Traffic Service Function	Land Service/Access	Average Daily Traffic (ADT)	Flow Characteristics	Speed Limit	85th Percentile Speed	Accommodation of Cyclists	Accommodation of Pedestrians	Parking
Aalders Avenue	Local	Secondary Consideration	Primary Function	592 vpd	Interrupted Flow	50 km/h	54 km/h	No facilities	Sidewalk on one side	Permitted
Aalders Avenue Extension	Local	Secondary Consideration	Primary Function	-	Interrupted Flow	50 km/h	-	No facilities	No facilities	Permitted
Ashley Court	Local	Secondary Consideration	Primary Function	-	Interrupted Flow	50 km/h	-	No facilities	No facilities	Permitted
Barron Drive	Local	Secondary Consideration	Primary Function	-	Interrupted Flow	50 km/h	-	No facilities	No facilities	Permitted
Bendix Drive	Local	Secondary Consideration	Primary Function	-	Interrupted Flow	50 km/h	-	No facilities	No facilities	Permitted
Birch Street	Local	Secondary Consideration	Primary Function	-	Interrupted Flow	50 km/h	-	No facilities	No facilities	Permitted
Bishop Avenue	Local	Secondary Consideration	Primary Function	-	Interrupted Flow	50 km/h	-	No facilities	No facilities	Permitted
Bishop Avenue W	Local	Secondary Consideration	Primary Function	-	Interrupted Flow	50 km/h	-	No facilities	No facilities	Permitted
Bonavista Avenue	Local	Secondary Consideration	Primary Function	-	Interrupted Flow	50 km/h	-	No facilities	No facilities	Permitted
Busch Lane	Local	Secondary Consideration	Primary Function	-	Interrupted Flow	50 km/h	-	No facilities	No facilities	Permitted
Castle Loma Drive	Local	Secondary Consideration	Primary Function	-	Interrupted Flow	50 km/h	-	No facilities	No facilities	Permitted
Catherine Crescent	Local	Secondary Consideration	Primary Function	-	Interrupted Flow	50 km/h	-	No facilities	No facilities	Permitted
Cedarwood Crescent	Local	Secondary Consideration	Primary Function	-	Interrupted Flow	50 km/h	-	No facilities	No facilities	Permitted
Cloverleaf Drive	Local	Secondary Consideration	Primary Function	-	Interrupted Flow	50 km/h	-	No facilities	No facilities	Permitted
Club Crescent	Local	Secondary Consideration	Primary Function	-	Interrupted Flow	50 km/h	-	No facilities	No facilities	Permitted
Coldwell Court	Local	Secondary Consideration	Primary Function	-	Interrupted Flow	50 km/h	-	No facilities	No facilities	Permitted
Colonial Crescent	Local	Secondary Consideration	Primary Function	-	Interrupted Flow	50 km/h	-	No facilities	No facilities	Permitted
Commercial Street	Local	Secondary Consideration	Primary Function	9030 vpd / 9481 vpd	Interrupted Flow	50 km/h	74 km/h / 61 km/h	No facilities	Sidewalk on one side	Permitted
Commodore Court	Local	Secondary Consideration	Primary Function	-	Interrupted Flow	50 km/h	-	No facilities	No facilities	Permitted
Cornwallis Avenue	Local	Secondary Consideration	Primary Function	-	Interrupted Flow	50 km/h	-	No facilities	Sidewalk on one side	Permitted
Cornwallis River Crossing	Arterial	Primary Function	Secondary Consideration	-	Uninterrupted Flow Except at Signals	80 km/h	-	No facilities	No facilities	Prohibited
Country Club Boulevard	Local	Secondary Consideration	Primary Function	-	Interrupted Flow	50 km/h	-	No facilities	No facilities	Permitted
Country Walk	Local	Secondary Consideration	Primary Function	-	Interrupted Flow	50 km/h	-	No facilities	No facilities	Permitted
Crescent Drive	Local	Secondary Consideration	Primary Function	-	Interrupted Flow	50 km/h	-	No facilities	No facilities	Permitted
Crestwood Court	Local	Secondary Consideration	Primary Function	-	Interrupted Flow	50 km/h	-	No facilities	No facilities	Permitted
Crestwood Drive	Local	Secondary Consideration	Primary Function	-	Interrupted Flow	50 km/h	-	No facilities	Sidewalk on one side	Permitted
Danielle Drive N	Local	Secondary Consideration	Primary Function	-	Interrupted Flow	50 km/h	-	No facilities	No facilities	Permitted
Danielle Drive S	Local	Secondary Consideration	Primary Function	-	Interrupted Flow	50 km/h	-	No facilities	No facilities	Permitted
Deep Hollow Road	Local	Secondary Consideration	Primary Function	-	Interrupted Flow	70 km/h	-	No facilities	No facilities	Permitted
Dempsey Drive	Local	Secondary Consideration	Primary Function	-	Interrupted Flow	50 km/h	-	No facilities	No facilities	Permitted
Douglas Street	Local	Secondary Consideration	Primary Function	-	Interrupted Flow	50 km/h	-	No facilities	No facilities	Permitted
Elm Square	Local	Secondary Consideration	Primary Function	-	Interrupted Flow	50 km/h	-	No facilities	No facilities	Permitted
Emily Street	Local	Secondary Consideration	Primary Function	-	Interrupted Flow	50 km/h	-	No facilities	No facilities	Permitted
Evangeline Court	Local	Secondary Consideration	Primary Function	-	Interrupted Flow	50 km/h	-	No facilities	No facilities	Permitted
Evergreen Avenue	Local	Secondary Consideration	Primary Function	-	Interrupted Flow	50 km/h	-	No facilities	No facilities	Permitted
Forsythe Road N	Local	Secondary Consideration	Primary Function	-	Interrupted Flow	50 km/h	-	No facilities	No facilities	Permitted
Fowler Court	Local	Secondary Consideration	Primary Function	-	Interrupted Flow	50 km/h	-	No facilities	No facilities	Permitted
Frontier Drive	Local	Secondary Consideration	Primary Function	-	Interrupted Flow	50 km/h	-	No facilities	No facilities	Permitted
Garden Court	Local	Secondary Consideration	Primary Function	-	Interrupted Flow	50 km/h	-	No facilities	No facilities	Permitted
George Street	Local	Secondary Consideration	Primary Function	-	Interrupted Flow	50 km/h	-	No facilities	No facilities	Permitted
Glendale Drive	Local	Secondary Consideration	Primary Function	-	Interrupted Flow	50 km/h	-	No facilities	No facilities	Permitted
Granite Drive Connector	Arterial	Primary Function	Secondary Consideration	-	Uninterrupted Flow Except at Signals	50 km/h	-	No facilities	No facilities	Permitted
Green Acres Drive	Local	Secondary Consideration	Primary Function	-	Interrupted Flow	50 km/h	-	No facilities	No facilities	Permitted
Green Street	Local	Secondary Consideration	Primary Function	-	Interrupted Flow	50 km/h	-	No facilities	No facilities	Permitted
Highbury Road	Collector	Equal traffic and land access	Equal traffic and land access	1179 vpd	Interrupted Flow	50 km/h	71 km/h	No facilities	Sidewalk on one side	Permitted
Highland Avenue	Local	Secondary Consideration	Primary Function	-	Interrupted Flow	50 km/h	-	No facilities	Sidewalk on one side	Permitted
Highland Court	Local	Secondary Consideration	Primary Function	-	Interrupted Flow	50 km/h	-	No facilities	No facilities	Permitted
Homco Drive	Local	Secondary Consideration	Primary Function	-	Interrupted Flow	50 km/h	-	No facilities	No facilities	Permitted
Howe Avenue	Local	Secondary Consideration	Primary Function	-	Interrupted Flow	50 km/h	-	No facilities	No facilities	Permitted
Jenifer Court	Local	Secondary Consideration	Primary Function	-	Interrupted Flow	50 km/h	-	No facilities	No facilities	Permitted
Jill Street	Local	Secondary Consideration	Primary Function	-	Interrupted Flow	50 km/h	-	No facilities	No facilities	Permitted
Jill Street W	Local	Secondary Consideration	Primary Function	-	Interrupted Flow	50 km/h	-	No facilities	No facilities	Permitted
Jones Road	Collector	Secondary Consideration	Primary Function	1340 vpd	Interrupted Flow	50 km/h	58 km/h	No facilities	Sidewalk on one side	Some restrictions
Jordan Street	Local	Secondary Consideration	Primary Function	-	Interrupted Flow	50 km/h	-	No facilities	No facilities	Permitted
Kara Anne Court	Local	Secondary Consideration	Primary Function	-	Interrupted Flow	50 km/h	-	No facilities	No facilities	Permitted
Ken Wo Crescent	Local	Secondary Consideration	Primary Function	-	Interrupted Flow	50 km/h	-	No facilities	No facilities	Permitted
Kentucky Court	Local	Secondary Consideration	Primary Function	-	Interrupted Flow	50 km/h	-	No facilities	No facilities	Some Restrictions
Kings Crescent	Local	Secondary Consideration	Primary Function	-	Interrupted Flow	50 km/h	-	No facilities	No facilities	Permitted
Lockhart Drive	Local	Secondary Consideration	Primary Function	-	Interrupted Flow	50 km/h	-	No facilities	Sidewalk on one side	Permitted
Maple Drive	Local	Secondary Consideration	Primary Function	-	Interrupted Flow	50 km/h	-	No facilities	No facilities	Permitted
Maple Leaf Drive	Local	Secondary Consideration	Primary Function	-	Interrupted Flow	50 km/h	-	No facilities	No facilities	Permitted
Marina Drive	Local	Secondary Consideration	Primary Function	-	Interrupted Flow	50 km/h	-	No facilities	No facilities	Permitted
Memory Lane	Local	Secondary Consideration	Primary Function	-	Interrupted Flow	50 km/h	-	No facilities	No facilities	Permitted
Michael Street	Local	Secondary Consideration	Primary Function	-	Interrupted Flow	50 km/h	-	No facilities	No facilities	Permitted
Milbury Street	Local	Secondary Consideration	Primary Function	-	Interrupted Flow	50 km/h	-	No facilities	No facilities	Permitted
Mill Road	Local	Secondary Consideration	Primary Function	-	Interrupted Flow	50 km/h	-	No facilities	No facilities	Permitted
Millet Drive	Local	Secondary Consideration	Primary Function	-	Interrupted Flow	50 km/h	-	No facilities	Sidewalk on one side	Permitted

Street Name	Classification	Traffic Service Function	Land Service/Access	Average Daily Traffic (ADT)	Flow Characteristics	Speed Limit	85th Percentile Speed	Accommodation of Cyclists	Accommodation of Pedestrians	Parking
Milne Avenue	Local	Secondary Consideration	Primary Function	-	Interrupted Flow	50 km/h	-	No facilities	Sidewalk on one side	Permitted
Minas Crescent	Local	Secondary Consideration	Primary Function	-	Interrupted Flow	50 km/h	-	No facilities	No facilities	Permitted
Myrtle Drive	Local	Secondary Consideration	Primary Function	-	Interrupted Flow	50 km/h	-	No facilities	No facilities	Permitted
New Canaan Road	Collector	Equal traffic and land access	Equal traffic and land access	-	Interrupted Flow	80 km/h	-	No facilities	No facilities	Permitted
New Minas Connector Road	Arterial	Primary Function	Secondary Consideration	-	Uninterrupted Flow Except at Signals	80 km/h	-	No facilities	No facilities	Prohibited
New Minas Warehouse Road	Local	Secondary Consideration	Primary Function	-	Interrupted Flow	50 km/h	-	No facilities	No facilities	Permitted
Nova Drive	Local	Secondary Consideration	Primary Function	-	Interrupted Flow	50 km/h	-	No facilities	No facilities	Permitted
Old Dyke Road	Local	Secondary Consideration	Primary Function	-	Interrupted Flow	50 km/h	-	No facilities	No facilities	Permitted
Old Farm Lane	Local	Secondary Consideration	Primary Function	-	Interrupted Flow	50 km/h	-	No facilities	No facilities	Permitted
Old Granite Drive	Local	Secondary Consideration	Primary Function	-	Interrupted Flow	50 km/h	-	No facilities	No facilities	Permitted
Olympic Avenue	Local	Secondary Consideration	Primary Function	-	Interrupted Flow	30 km/h	-	No facilities	No facilities	Permitted
Orchard Drive	Local	Secondary Consideration	Primary Function	-	Interrupted Flow	50 km/h	-	No facilities	No facilities	Permitted
Parkway Drive	Local	Secondary Consideration	Primary Function	-	Interrupted Flow	50 km/h	-	No facilities	No facilities	Permitted
Parkwood Drive	Local	Secondary Consideration	Primary Function	-	Interrupted Flow	50 km/h	-	No facilities	No facilities	Permitted
Patricia Drive	Local	Secondary Consideration	Primary Function	-	Interrupted Flow	50 km/h	-	No facilities	No facilities	Permitted
Perrier Drive	Local	Secondary Consideration	Primary Function	-	Interrupted Flow	50 km/h	-	No facilities	Sidewalk on one side	Permitted
Peter Street	Local	Secondary Consideration	Primary Function	-	Interrupted Flow	50 km/h	-	No facilities	No facilities	Permitted
Pine Street	Local	Secondary Consideration	Primary Function	-	Interrupted Flow	50 km/h	-	No facilities	No facilities	Permitted
Pinecrest Drive	Local	Secondary Consideration	Primary Function	-	Interrupted Flow	50 km/h	-	No facilities	No facilities	Permitted
Prospect Road	Collector	Equal traffic and land access	Equal traffic and land access	3504 vpd	Interrupted Flow	50 km/h	76 km/h	No facilities	No facilities	Permitted
Redden Avenue	Local	Secondary Consideration	Primary Function	-	Interrupted Flow	50 km/h	-	No facilities	No facilities	Permitted
Redmond Place	Local	Secondary Consideration	Primary Function	-	Interrupted Flow	50 km/h	-	No facilities	No facilities	Permitted
Rembec Drive	Local	Secondary Consideration	Primary Function	-	Interrupted Flow	50 km/h	-	No facilities	No facilities	Permitted
Roy Avenue	Local	Secondary Consideration	Primary Function	-	Interrupted Flow	50 km/h	-	No facilities	No facilities	Permitted
Russet Street	Local	Secondary Consideration	Primary Function	-	Interrupted Flow	50 km/h	-	No facilities	No facilities	Permitted
Scotia Avenue	Local	Secondary Consideration	Primary Function	-	Interrupted Flow	50 km/h	-	No facilities	No facilities	Permitted
Shamrock Drive	Local	Secondary Consideration	Primary Function	-	Interrupted Flow	50 km/h	-	No facilities	No facilities	Permitted
Shelby Crescent	Local	Secondary Consideration	Primary Function	-	Interrupted Flow	50 km/h	-	No facilities	No facilities	Permitted
Silver Fox Avenue	Local	Secondary Consideration	Primary Function	-	Interrupted Flow	50 km/h	-	No facilities	Sidewalk on one side	Permitted
Sumac Avenue	Local	Secondary Consideration	Primary Function	-	Interrupted Flow	50 km/h	-	No facilities	No facilities	Permitted
Thistle Crescent	Local	Secondary Consideration	Primary Function	-	Interrupted Flow	50 km/h	-	No facilities	No facilities	Permitted
Valley View Drive	Local	Secondary Consideration	Primary Function	-	Interrupted Flow	50 km/h	-	No facilities	Sidewalk on one side	Permitted
West Street	Local	Secondary Consideration	Primary Function	-	Interrupted Flow	50 km/h	-	No facilities	No facilities	Permitted
William Drive	Local	Secondary Consideration	Primary Function	-	Interrupted Flow	50 km/h	-	No facilities	No facilities	Permitted
Woodvale Place	Local	Secondary Consideration	Primary Function	-	Interrupted Flow	50 km/h	-	No facilities	No facilities	Permitted

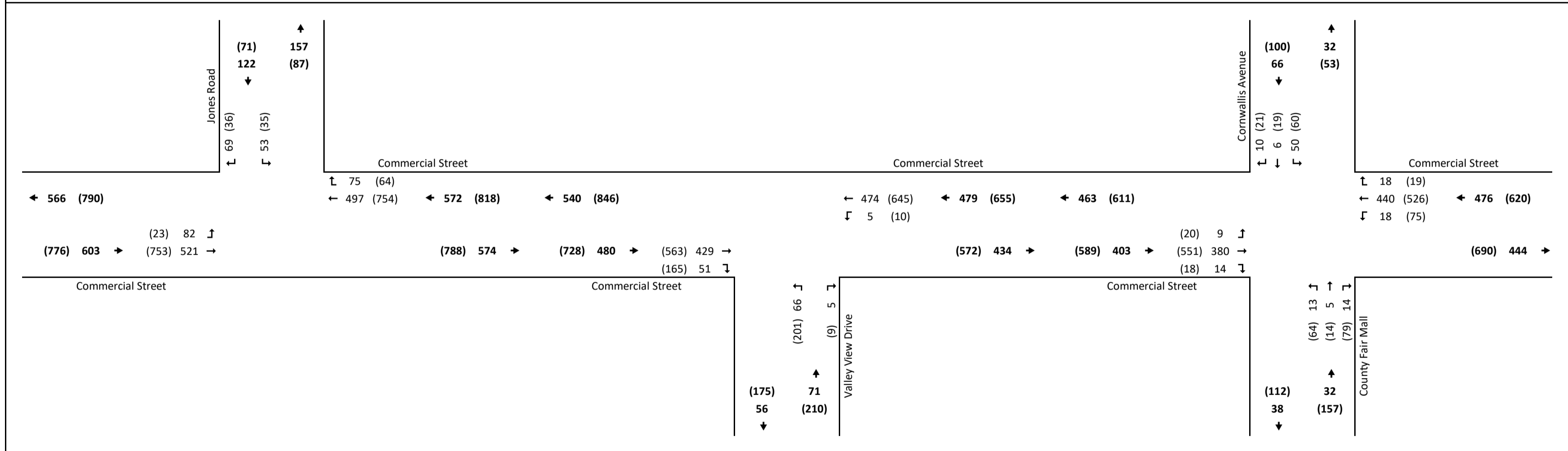
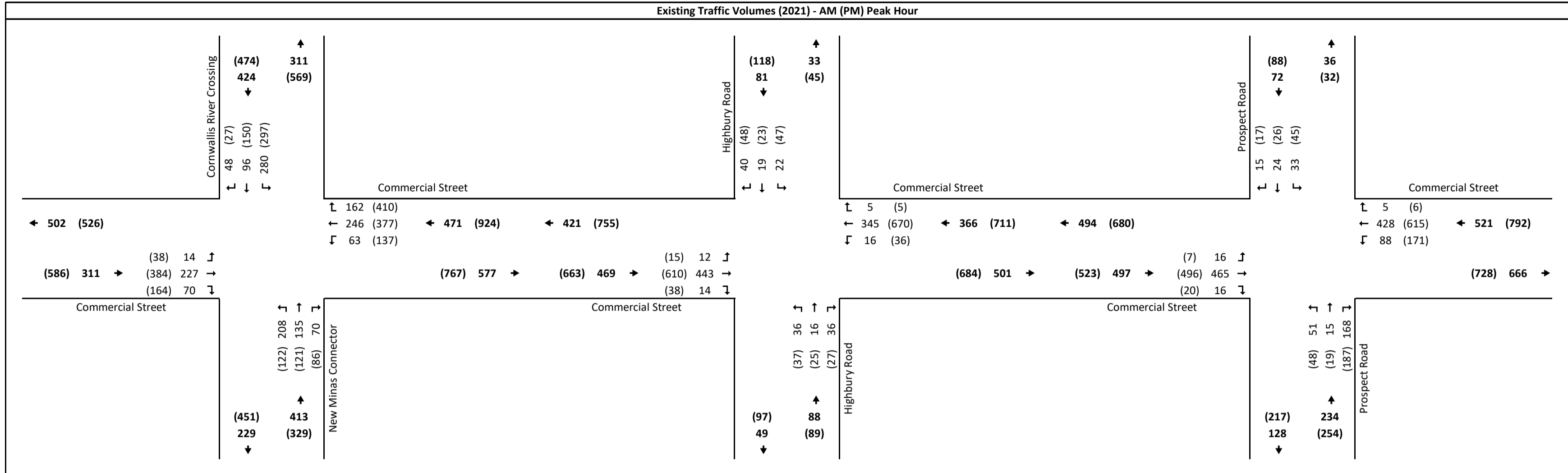


## **Appendix B: Intersection Turning Movement Counts**

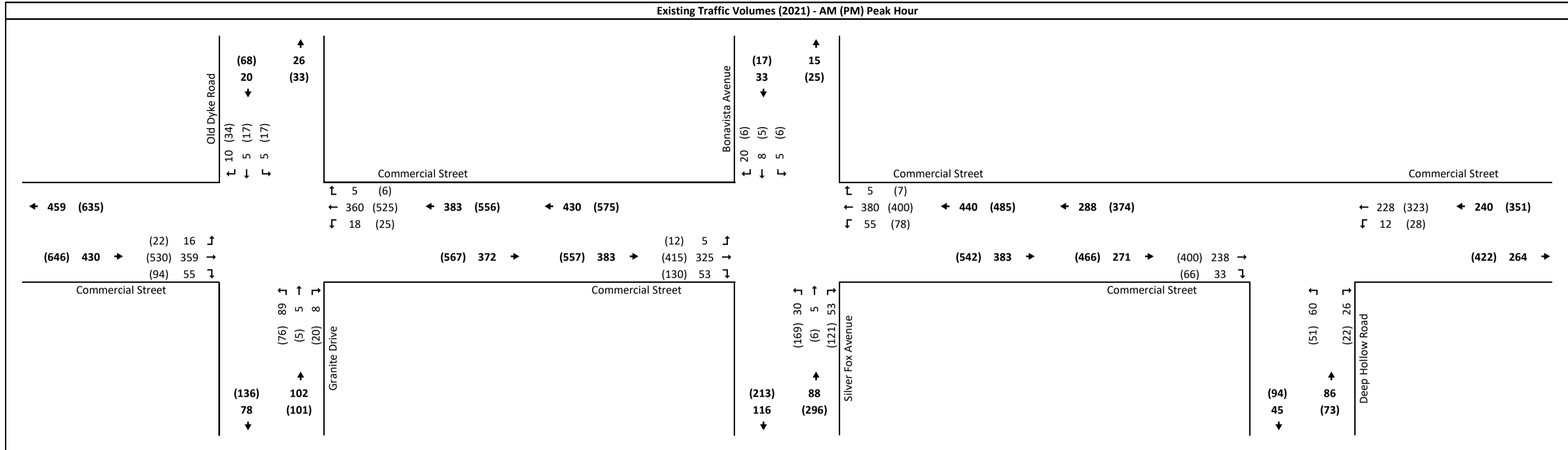
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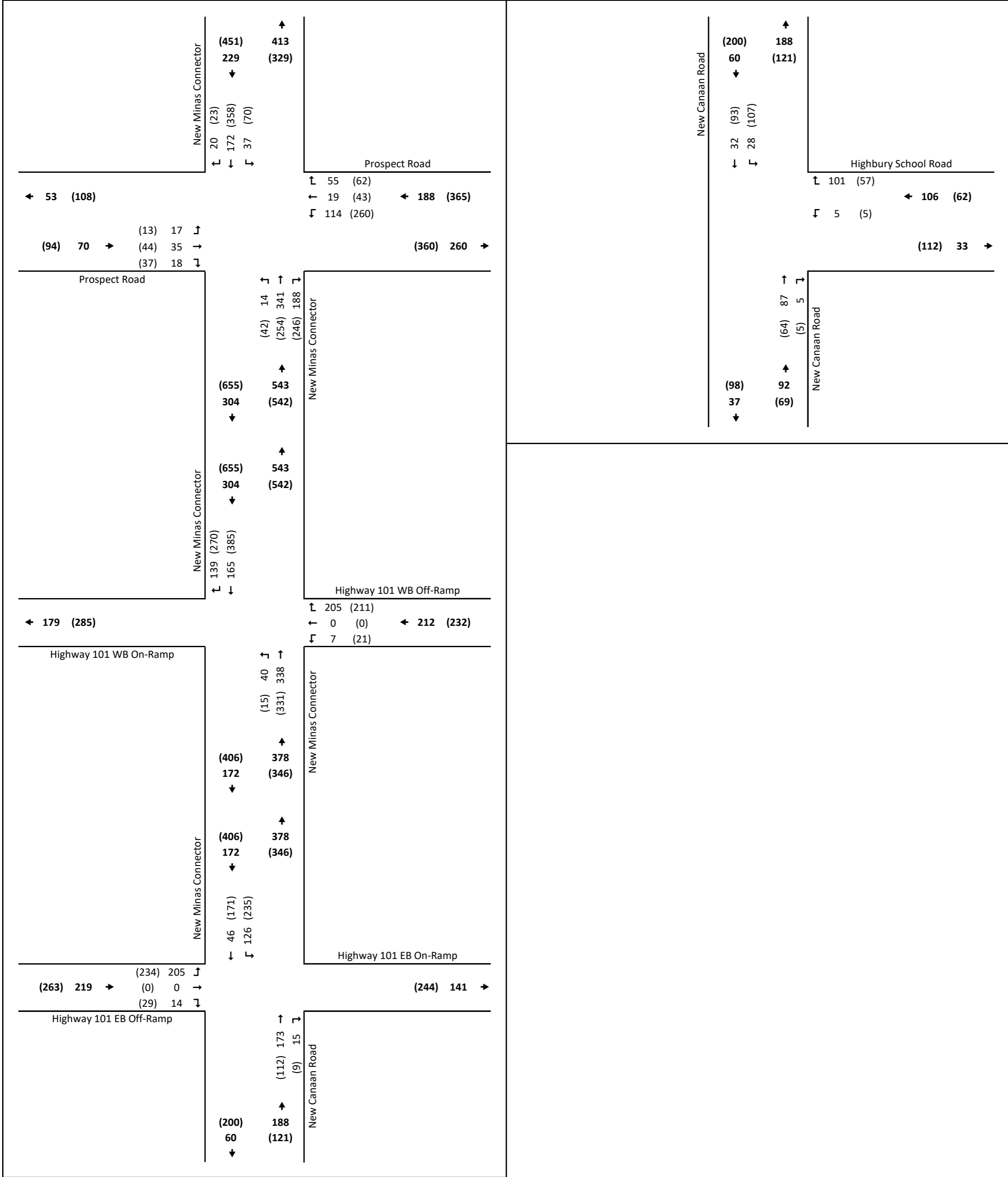
Existing Traffic Volumes (2021) - AM (PM) Peak Hour



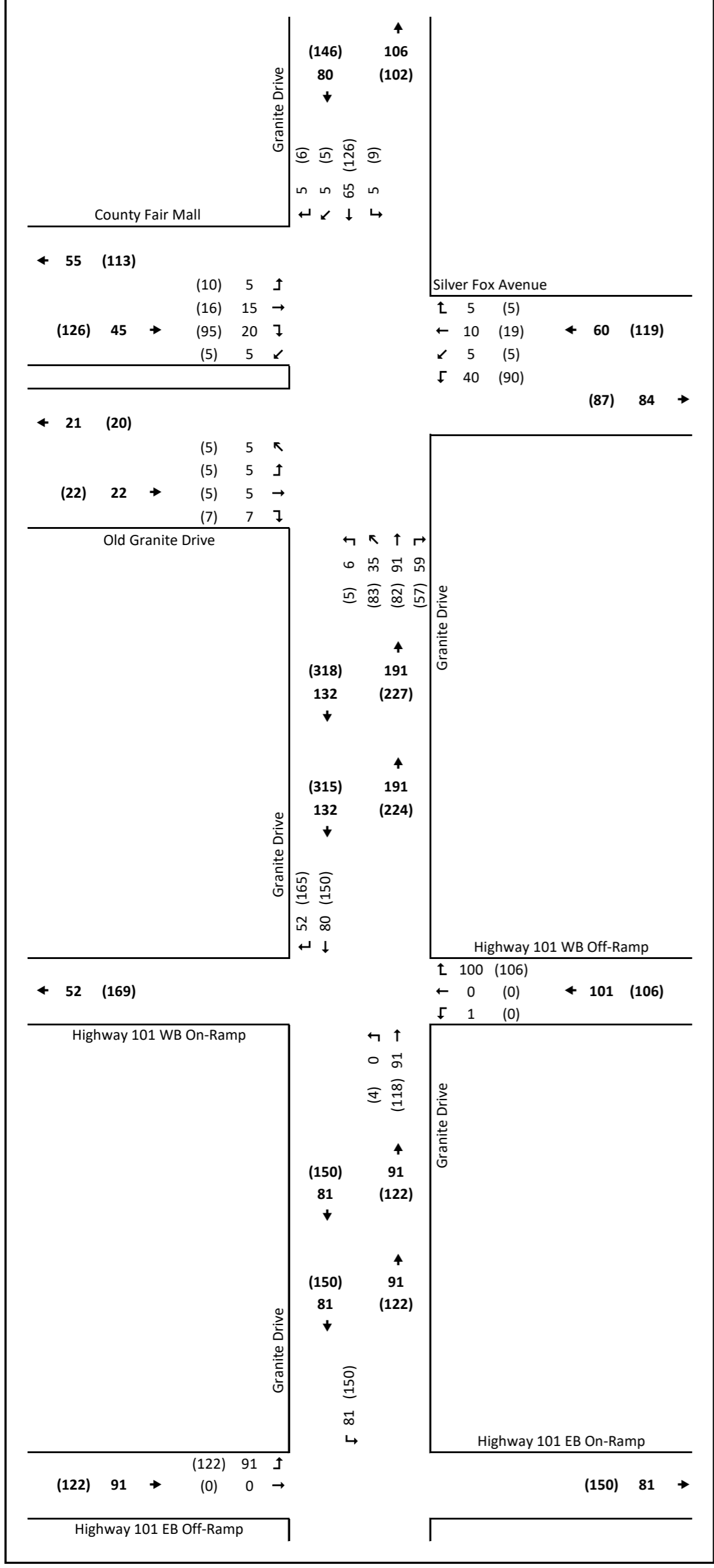
Existing Traffic Volumes (2021) - AM (PM) Peak Hour



Existing Traffic Volumes (2021) - AM (PM) Peak Hour



Existing Traffic Volumes (2021) - AM (PM) Peak Hour





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Count Name: Commercial Street & Deep Hollow Road  
 Site Code:  
 Start Date: 01-26-2021  
 Page No: 1

### Turning Movement Data

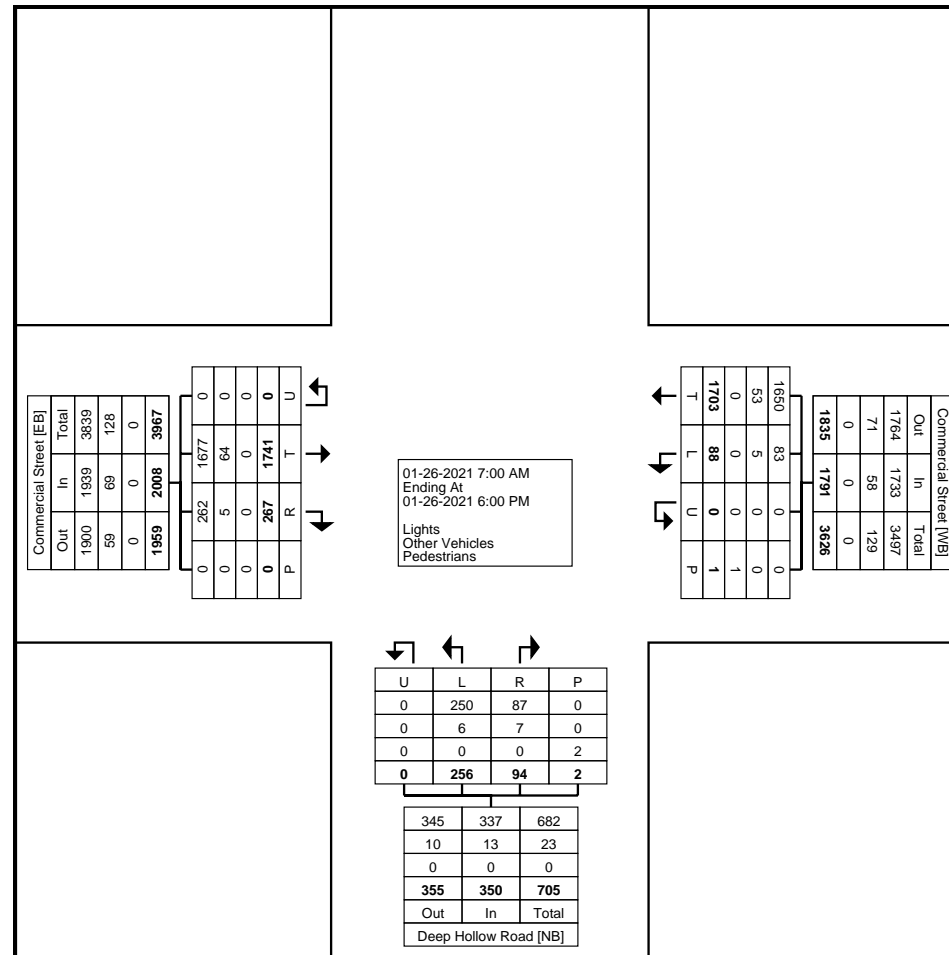
Start Time	Commercial Street Westbound					Deep Hollow Road Northbound					Commercial Street Eastbound					Int. Total
	Thru	Left	U-Turn	Peds	App. Total	Right	Left	U-Turn	Peds	App. Total	Right	Thru	U-Turn	Peds	App. Total	
7:00 AM	34	0	0	0	34	4	5	0	0	9	4	20	0	0	24	67
7:15 AM	28	1	0	0	29	2	7	0	0	9	3	26	0	0	29	67
7:30 AM	53	0	0	0	53	7	12	0	0	19	9	38	0	0	47	119
7:45 AM	67	2	0	1	69	7	21	0	1	28	10	61	0	0	71	168
Hourly Total	182	3	0	1	185	20	45	0	1	65	26	145	0	0	171	421
8:00 AM	56	3	0	0	59	6	14	0	0	20	6	45	0	0	51	130
8:15 AM	51	5	0	0	56	5	13	0	0	18	5	62	0	0	67	141
8:30 AM	54	2	0	0	56	8	12	0	0	20	12	70	0	0	82	158
8:45 AM	64	5	0	0	69	1	14	0	0	15	4	51	0	0	55	139
Hourly Total	225	15	0	0	240	20	53	0	0	73	27	228	0	0	255	568
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11:00 AM	75	1	0	0	76	4	9	0	0	13	8	70	0	0	78	167
11:15 AM	73	3	0	0	76	2	10	0	0	12	19	73	0	0	92	180
11:30 AM	87	1	0	0	88	2	11	0	0	13	13	74	0	0	87	188
11:45 AM	90	6	0	0	96	2	9	0	0	11	7	69	0	0	76	183
Hourly Total	325	11	0	0	336	10	39	0	0	49	47	286	0	0	333	718
12:00 PM	101	3	0	0	104	3	11	0	0	14	11	82	0	0	93	211
12:15 PM	103	2	0	0	105	1	7	0	1	8	10	86	0	0	96	209
12:30 PM	97	5	0	0	102	7	9	0	0	16	13	102	0	0	115	233
12:45 PM	97	2	0	0	99	3	10	0	0	13	5	90	0	0	95	207
Hourly Total	398	12	0	0	410	14	37	0	1	51	39	360	0	0	399	860
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	90	6	0	0	96	5	12	0	0	17	21	117	0	0	138	251
4:15 PM	81	6	0	0	87	8	18	0	0	26	17	82	0	0	99	212
4:30 PM	65	12	0	0	77	7	9	0	0	16	16	87	0	0	103	196
4:45 PM	87	4	0	0	91	2	12	0	0	14	12	114	0	0	126	231
Hourly Total	323	28	0	0	351	22	51	0	0	73	66	400	0	0	466	890
5:00 PM	77	7	0	0	84	4	7	0	0	11	25	95	0	0	120	215
5:15 PM	57	4	0	0	61	1	8	0	0	9	9	79	0	0	88	158
5:30 PM	56	2	0	0	58	1	10	0	0	11	20	66	0	0	86	155
5:45 PM	60	6	0	0	66	2	6	0	0	8	8	82	0	0	90	164
Hourly Total	250	19	0	0	269	8	31	0	0	39	62	322	0	0	384	692
Grand Total	1703	88	0	1	1791	94	256	0	2	350	267	1741	0	0	2008	4149
Approach %	95.1	4.9	0.0	-	-	26.9	73.1	0.0	-	-	13.3	86.7	0.0	-	-	-
Total %	41.0	2.1	0.0	-	43.2	2.3	6.2	0.0	-	8.4	6.4	42.0	0.0	-	48.4	-
Lights	1650	83	0	-	1733	87	250	0	-	337	262	1677	0	-	1939	4009

% Lights	96.9	94.3	-	-	96.8	92.6	97.7	-	-	96.3	98.1	96.3	-	-	96.6	96.6
Other Vehicles	53	5	0	-	58	7	6	0	-	13	5	64	0	-	69	140
% Other Vehicles	3.1	5.7	-	-	3.2	7.4	2.3	-	-	3.7	1.9	3.7	-	-	3.4	3.4
Pedestrians	-	-	-	1	-	-	-	-	2	-	-	-	-	0	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	-	-	-



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Count Name: Commercial Street & Deep Hollow Road  
 Road  
 Site Code:  
 Start Date: 01-26-2021  
 Page No: 3



Turning Movement Data Plot



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Count Name: Commercial Street & Deep Hollow Road  
 Site Code:  
 Start Date: 01-26-2021  
 Page No: 4

### Turning Movement Peak Hour Data (7:45 AM)

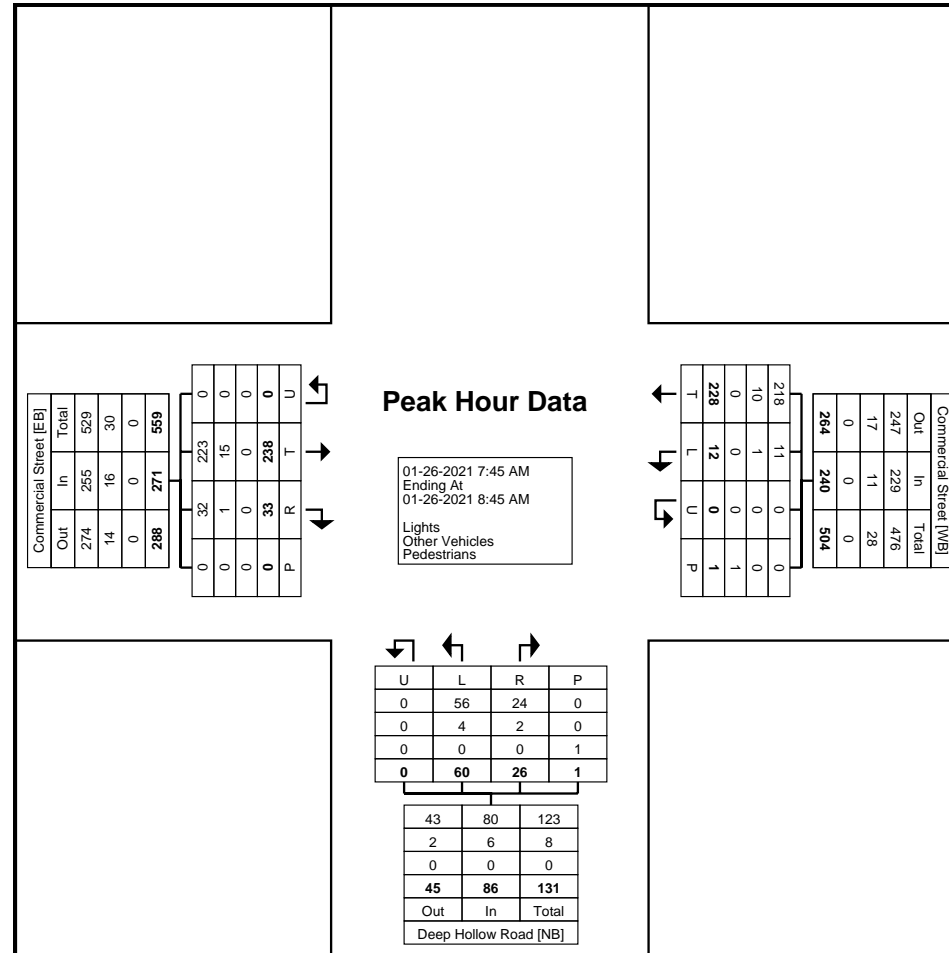
Start Time	Commercial Street Westbound					Deep Hollow Road Northbound					Commercial Street Eastbound					Int. Total
	Thru	Left	U-Turn	Peds	App. Total	Right	Left	U-Turn	Peds	App. Total	Right	Thru	U-Turn	Peds	App. Total	
7:45 AM	67	2	0	1	69	7	21	0	1	28	10	61	0	0	71	168
8:00 AM	56	3	0	0	59	6	14	0	0	20	6	45	0	0	51	130
8:15 AM	51	5	0	0	56	5	13	0	0	18	5	62	0	0	67	141
8:30 AM	54	2	0	0	56	8	12	0	0	20	12	70	0	0	82	158
Total	228	12	0	1	240	26	60	0	1	86	33	238	0	0	271	597
Approach %	95.0	5.0	0.0	-	-	30.2	69.8	0.0	-	-	12.2	87.8	0.0	-	-	-
Total %	38.2	2.0	0.0	-	40.2	4.4	10.1	0.0	-	14.4	5.5	39.9	0.0	-	45.4	-
PHF	0.851	0.600	0.000	-	0.870	0.813	0.714	0.000	-	0.768	0.688	0.850	0.000	-	0.826	0.888
Lights	218	11	0	-	229	24	56	0	-	80	32	223	0	-	255	564
% Lights	95.6	91.7	-	-	95.4	92.3	93.3	-	-	93.0	97.0	93.7	-	-	94.1	94.5
Other Vehicles	10	1	0	-	11	2	4	0	-	6	1	15	0	-	16	33
% Other Vehicles	4.4	8.3	-	-	4.6	7.7	6.7	-	-	7.0	3.0	6.3	-	-	5.9	5.5
Pedestrians	-	-	-	1	-	-	-	-	1	-	-	-	-	0	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	-	-	-





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Count Name: Commercial Street & Deep Hollow Road  
 Road  
 Site Code:  
 Start Date: 01-26-2021  
 Page No: 5



Turning Movement Peak Hour Data Plot (7:45 AM)



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Count Name: Commercial Street & Deep Hollow  
 Road  
 Site Code:  
 Start Date: 01-26-2021  
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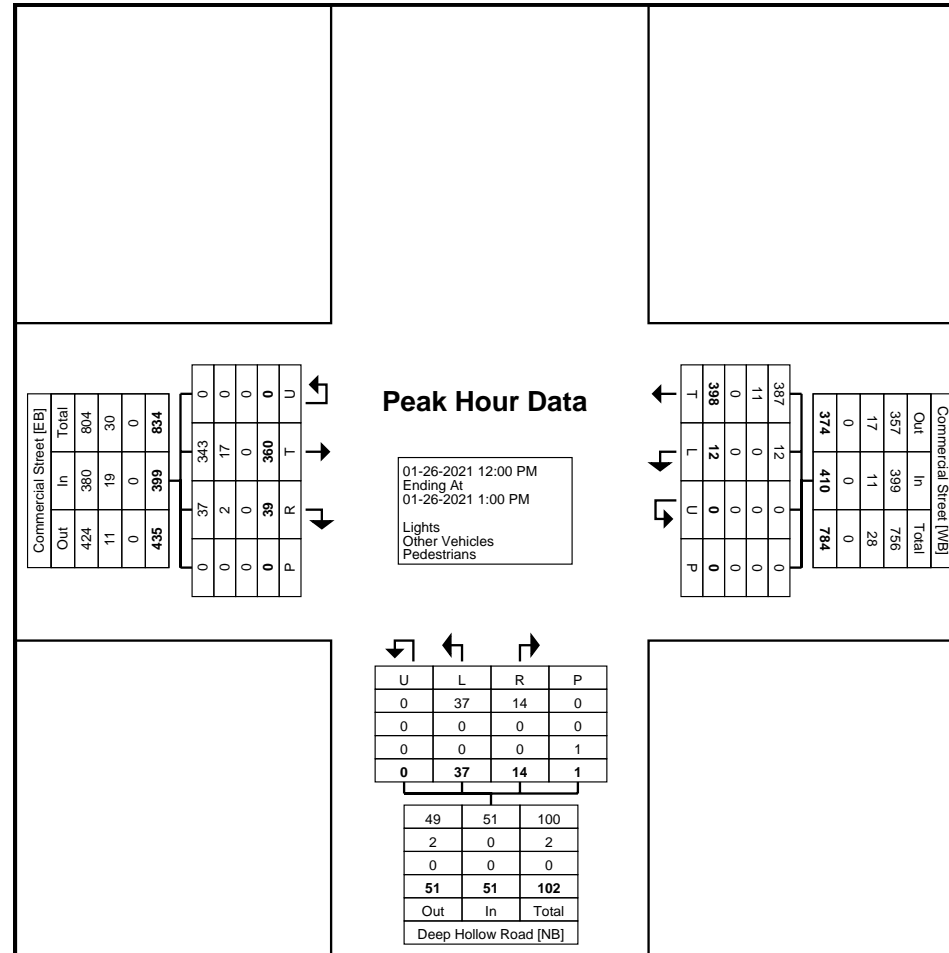
### Turning Movement Peak Hour Data (12:00 PM)

Start Time	Commercial Street Westbound					Deep Hollow Road Northbound					Commercial Street Eastbound					Int. Total
	Thru	Left	U-Turn	Peds	App. Total	Right	Left	U-Turn	Peds	App. Total	Right	Thru	U-Turn	Peds	App. Total	
12:00 PM	101	3	0	0	104	3	11	0	0	14	11	82	0	0	93	211
12:15 PM	103	2	0	0	105	1	7	0	1	8	10	86	0	0	96	209
12:30 PM	97	5	0	0	102	7	9	0	0	16	13	102	0	0	115	233
12:45 PM	97	2	0	0	99	3	10	0	0	13	5	90	0	0	95	207
Total	398	12	0	0	410	14	37	0	1	51	39	360	0	0	399	860
Approach %	97.1	2.9	0.0	-	-	27.5	72.5	0.0	-	-	9.8	90.2	0.0	-	-	-
Total %	46.3	1.4	0.0	-	47.7	1.6	4.3	0.0	-	5.9	4.5	41.9	0.0	-	46.4	-
PHF	0.966	0.600	0.000	-	0.976	0.500	0.841	0.000	-	0.797	0.750	0.882	0.000	-	0.867	0.923
Lights	387	12	0	-	399	14	37	0	-	51	37	343	0	-	380	830
% Lights	97.2	100.0	-	-	97.3	100.0	100.0	-	-	100.0	94.9	95.3	-	-	95.2	96.5
Other Vehicles	11	0	0	-	11	0	0	0	-	0	2	17	0	-	19	30
% Other Vehicles	2.8	0.0	-	-	2.7	0.0	0.0	-	-	0.0	5.1	4.7	-	-	4.8	3.5
Pedestrians	-	-	-	0	-	-	-	-	1	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-



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Count Name: Commercial Street & Deep Hollow Road  
 Site Code:  
 Start Date: 01-26-2021  
 Page No: 7



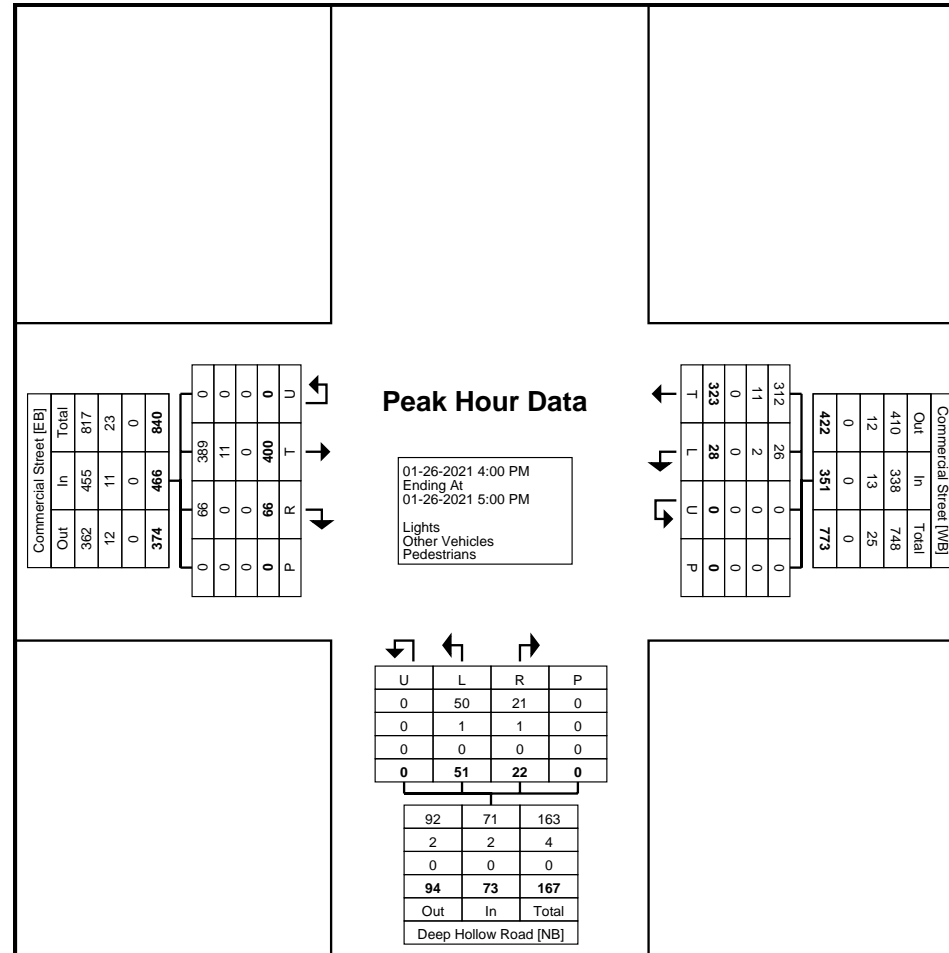
Turning Movement Peak Hour Data Plot (12:00 PM)





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Count Name: Commercial Street & Deep Hollow Road  
 Road  
 Site Code:  
 Start Date: 01-26-2021  
 Page No: 9



Turning Movement Peak Hour Data Plot (4:00 PM)



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Count Name: Commercial Street & Silver Fox Avenue  
 Site Code:  
 Start Date: 02-04-2021  
 Page No: 1

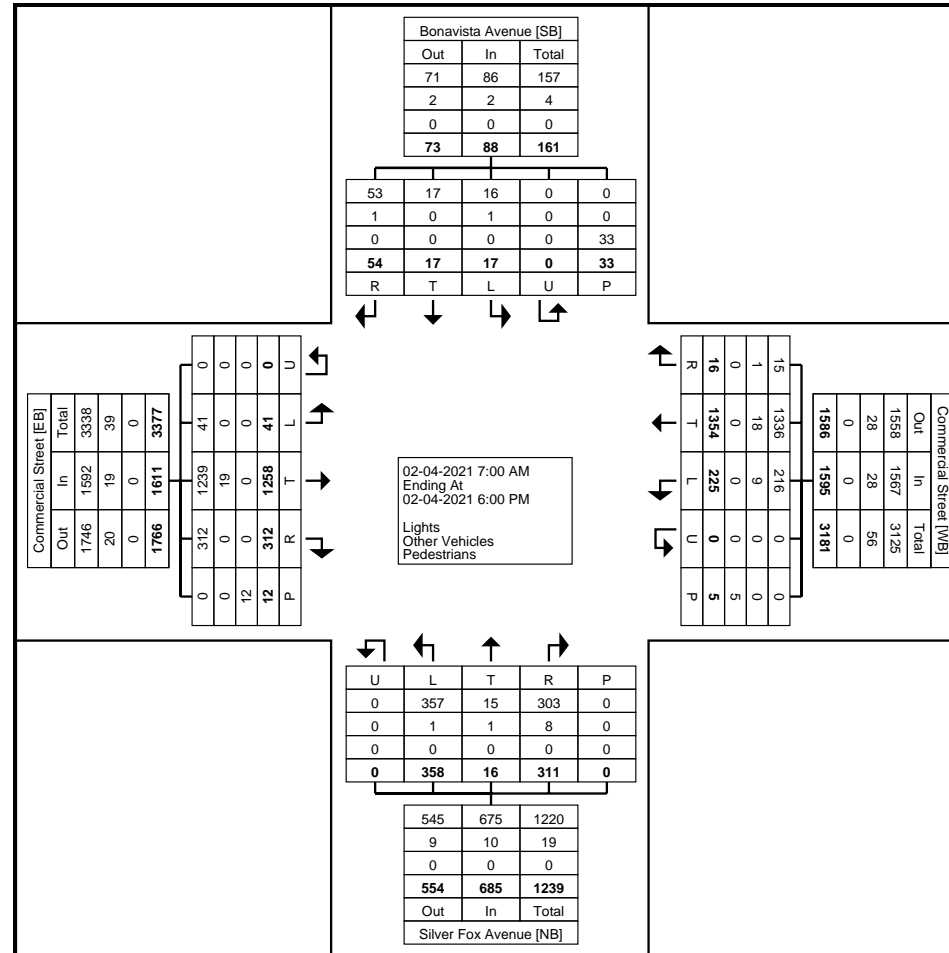
### Turning Movement Data

Start Time	Bonavista Avenue Southbound						Commercial Street Westbound						Silver Fox Avenue Northbound						Commercial Street Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
7:00 AM	2	0	1	0	0	3	0	34	4	0	0	38	6	0	4	0	0	10	4	30	0	0	1	34	85
7:15 AM	4	0	1	0	0	5	1	51	7	0	0	59	5	0	2	0	0	7	7	38	2	0	0	47	118
7:30 AM	3	1	3	0	0	7	1	68	8	0	0	77	12	0	2	0	0	14	6	65	2	0	0	73	171
7:45 AM	5	0	4	0	5	9	0	83	7	0	3	90	12	0	0	0	0	12	6	73	2	0	1	81	192
Hourly Total	14	1	9	0	5	24	2	236	26	0	3	264	35	0	8	0	0	43	23	206	6	0	2	235	566
8:00 AM	7	0	0	0	5	7	3	85	7	0	2	95	10	1	3	0	0	14	13	101	0	0	1	114	230
8:15 AM	5	2	0	0	4	7	0	108	16	0	0	124	13	0	4	0	0	17	10	96	1	0	0	107	255
8:30 AM	3	3	1	0	3	7	1	90	15	0	0	106	17	1	13	0	0	31	12	74	1	0	0	87	231
8:45 AM	5	3	0	0	1	8	0	97	17	0	0	114	13	0	10	0	0	23	18	54	3	0	0	75	220
Hourly Total	20	8	1	0	13	29	4	380	55	0	2	439	53	2	30	0	0	85	53	325	5	0	1	383	936
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	3	1	1	0	2	5	1	105	26	0	0	132	31	3	47	0	0	81	28	92	5	0	0	125	343
4:15 PM	0	2	3	0	4	5	1	104	26	0	0	131	35	0	37	0	0	72	32	91	2	0	4	125	333
4:30 PM	1	0	1	0	4	2	2	98	13	0	0	113	33	0	42	0	0	75	35	101	3	0	2	139	329
4:45 PM	3	2	0	0	0	5	1	100	23	0	0	124	26	4	36	0	0	66	36	116	1	0	1	153	348
Hourly Total	7	5	5	0	10	17	5	407	88	0	0	500	125	7	162	0	0	294	131	400	11	0	7	542	1353
5:00 PM	2	0	2	0	4	4	3	98	16	0	0	117	27	2	54	0	0	83	27	107	6	0	0	140	344
5:15 PM	2	0	0	0	1	2	1	89	18	0	0	108	27	5	35	0	0	67	31	87	6	0	2	124	301
5:30 PM	5	1	0	0	0	6	1	63	6	0	0	70	20	0	40	0	0	60	31	80	5	0	0	116	252
5:45 PM	4	2	0	0	0	6	0	81	16	0	0	97	24	0	29	0	0	53	16	53	2	0	0	71	227
Hourly Total	13	3	2	0	5	18	5	331	56	0	0	392	98	7	158	0	0	263	105	327	19	0	2	451	1124
Grand Total	54	17	17	0	33	88	16	1354	225	0	5	1595	311	16	358	0	0	685	312	1258	41	0	12	1611	3979
Approach %	61.4	19.3	19.3	0.0	-	-	1.0	84.9	14.1	0.0	-	-	45.4	2.3	52.3	0.0	-	-	19.4	78.1	2.5	0.0	-	-	-
Total %	1.4	0.4	0.4	0.0	-	2.2	0.4	34.0	5.7	0.0	-	40.1	7.8	0.4	9.0	0.0	-	17.2	7.8	31.6	1.0	0.0	-	40.5	-
Lights	53	17	16	0	-	86	15	1336	216	0	-	1567	303	15	357	0	-	675	312	1239	41	0	-	1592	3920
% Lights	98.1	100.0	94.1	-	-	97.7	93.8	98.7	96.0	-	-	98.2	97.4	93.8	99.7	-	-	98.5	100.0	98.5	100.0	-	-	98.8	98.5
Other Vehicles	1	0	1	0	-	2	1	18	9	0	-	28	8	1	1	0	-	10	0	19	0	0	-	19	59
% Other Vehicles	1.9	0.0	5.9	-	-	2.3	6.3	1.3	4.0	-	-	1.8	2.6	6.3	0.3	-	-	1.5	0.0	1.5	0.0	-	-	1.2	1.5
Pedestrians	-	-	-	-	-	33	-	-	-	-	-	5	-	-	-	-	0	-	-	-	-	-	12	-	
% Pedestrians	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	100.0	-	



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Count Name: Commercial Street & Silver Fox Avenue  
 Site Code:  
 Start Date: 02-04-2021  
 Page No: 2



Turning Movement Data Plot



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Count Name: Commercial Street & Silver Fox Avenue  
 Site Code:  
 Start Date: 02-04-2021  
 Page No: 3

### Turning Movement Peak Hour Data (8:00 AM)

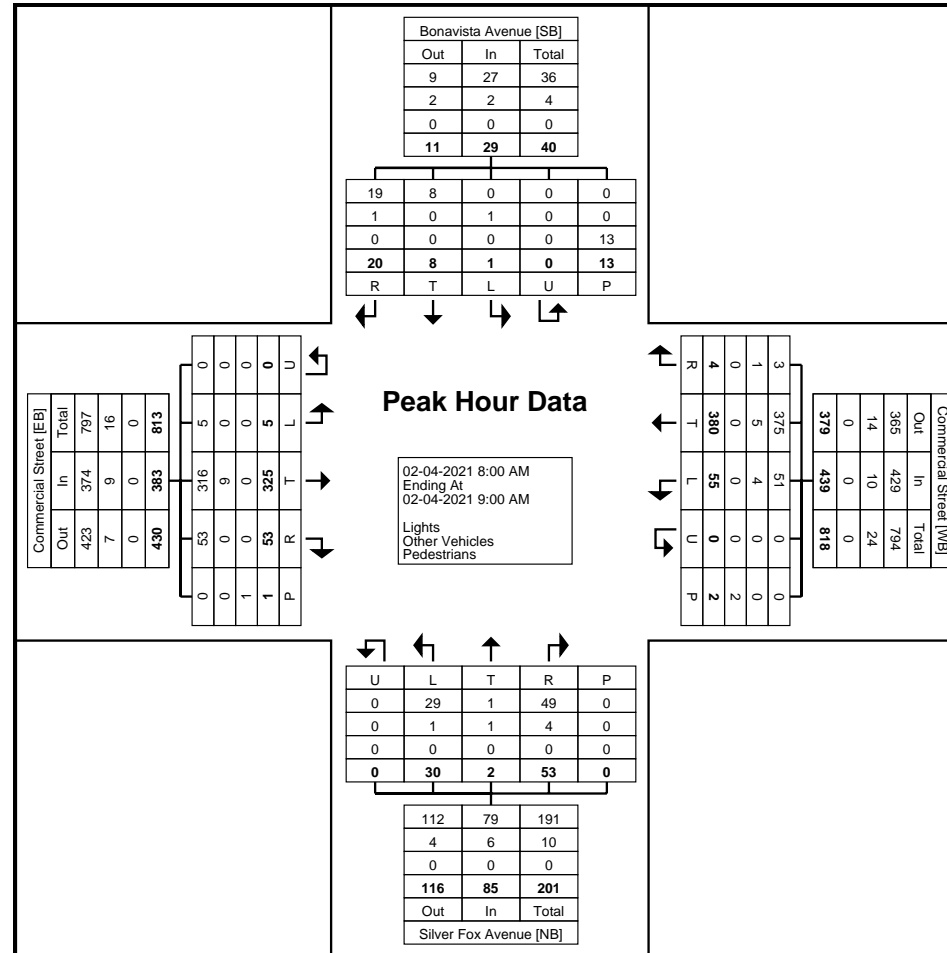
Start Time	Bonavista Avenue Southbound						Commercial Street Westbound						Silver Fox Avenue Northbound						Commercial Street Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
8:00 AM	7	0	0	0	5	7	3	85	7	0	2	95	10	1	3	0	0	14	13	101	0	0	1	114	230
8:15 AM	5	2	0	0	4	7	0	108	16	0	0	124	13	0	4	0	0	17	10	96	1	0	0	107	255
8:30 AM	3	3	1	0	3	7	1	90	15	0	0	106	17	1	13	0	0	31	12	74	1	0	0	87	231
8:45 AM	5	3	0	0	1	8	0	97	17	0	0	114	13	0	10	0	0	23	18	54	3	0	0	75	220
Total	20	8	1	0	13	29	4	380	55	0	2	439	53	2	30	0	0	85	53	325	5	0	1	383	936
Approach %	69.0	27.6	3.4	0.0	-	-	0.9	86.6	12.5	0.0	-	-	62.4	2.4	35.3	0.0	-	-	13.8	84.9	1.3	0.0	-	-	-
Total %	2.1	0.9	0.1	0.0	-	3.1	0.4	40.6	5.9	0.0	-	46.9	5.7	0.2	3.2	0.0	-	9.1	5.7	34.7	0.5	0.0	-	40.9	-
PHF	0.714	0.667	0.250	0.000	-	0.906	0.333	0.880	0.809	0.000	-	0.885	0.779	0.500	0.577	0.000	-	0.685	0.736	0.804	0.417	0.000	-	0.840	0.918
Lights	19	8	0	0	-	27	3	375	51	0	-	429	49	1	29	0	-	79	53	316	5	0	-	374	909
% Lights	95.0	100.0	0.0	-	-	93.1	75.0	98.7	92.7	-	-	97.7	92.5	50.0	96.7	-	-	92.9	100.0	97.2	100.0	-	-	-	97.7
Other Vehicles	1	0	1	0	-	2	1	5	4	0	-	10	4	1	1	0	-	6	0	9	0	0	-	9	27
% Other Vehicles	5.0	0.0	100.0	-	-	6.9	25.0	1.3	7.3	-	-	2.3	7.5	50.0	3.3	-	-	7.1	0.0	2.8	0.0	-	-	2.3	2.9
Pedestrians	-	-	-	-	13	-	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-





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Count Name: Commercial Street & Silver Fox Avenue  
 Site Code:  
 Start Date: 02-04-2021  
 Page No: 4



Turning Movement Peak Hour Data Plot (8:00 AM)



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Count Name: Commercial Street & Silver Fox Avenue  
 Site Code:  
 Start Date: 02-04-2021  
 Page No: 5

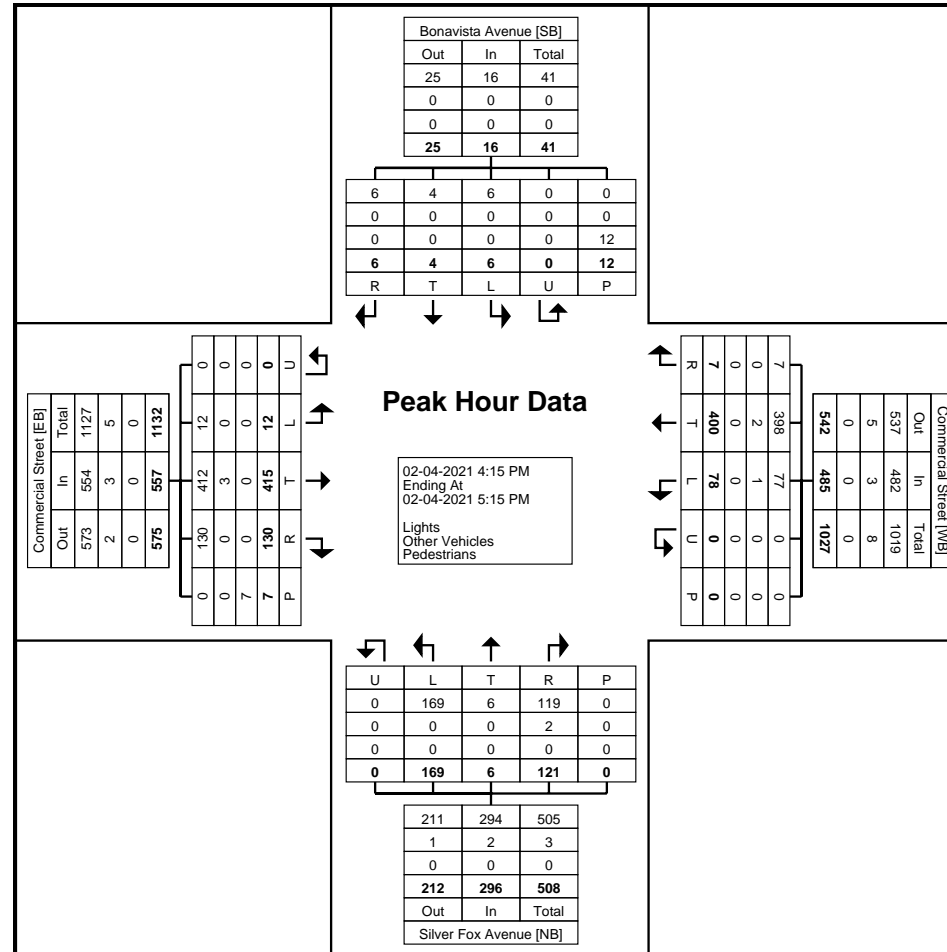
### Turning Movement Peak Hour Data (4:15 PM)

Start Time	Bonavista Avenue Southbound						Commercial Street Westbound						Silver Fox Avenue Northbound						Commercial Street Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
4:15 PM	0	2	3	0	4	5	1	104	26	0	0	131	35	0	37	0	0	72	32	91	2	0	4	125	333
4:30 PM	1	0	1	0	4	2	2	98	13	0	0	113	33	0	42	0	0	75	35	101	3	0	2	139	329
4:45 PM	3	2	0	0	0	5	1	100	23	0	0	124	26	4	36	0	0	66	36	116	1	0	1	153	348
5:00 PM	2	0	2	0	4	4	3	98	16	0	0	117	27	2	54	0	0	83	27	107	6	0	0	140	344
Total	6	4	6	0	12	16	7	400	78	0	0	485	121	6	169	0	0	296	130	415	12	0	7	557	1354
Approach %	37.5	25.0	37.5	0.0	-	-	1.4	82.5	16.1	0.0	-	-	40.9	2.0	57.1	0.0	-	-	23.3	74.5	2.2	0.0	-	-	-
Total %	0.4	0.3	0.4	0.0	-	1.2	0.5	29.5	5.8	0.0	-	35.8	8.9	0.4	12.5	0.0	-	21.9	9.6	30.6	0.9	0.0	-	41.1	-
PHF	0.500	0.500	0.500	0.000	-	0.800	0.583	0.962	0.750	0.000	-	0.926	0.864	0.375	0.782	0.000	-	0.892	0.903	0.894	0.500	0.000	-	0.910	0.973
Lights	6	4	6	0	-	16	7	398	77	0	-	482	119	6	169	0	-	294	130	412	12	0	-	554	1346
% Lights	100.0	100.0	100.0	-	-	100.0	100.0	99.5	98.7	-	-	99.4	98.3	100.0	100.0	-	-	99.3	100.0	99.3	100.0	-	-	99.5	99.4
Other Vehicles	0	0	0	0	-	0	0	2	1	0	-	3	2	0	0	0	-	2	0	3	0	0	-	3	8
% Other Vehicles	0.0	0.0	0.0	-	-	0.0	0.0	0.5	1.3	-	-	0.6	1.7	0.0	0.0	-	-	0.7	0.0	0.7	0.0	-	-	0.5	0.6
Pedestrians	-	-	-	-	12	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	7	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-



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Count Name: Commercial Street & Silver Fox Avenue  
 Site Code:  
 Start Date: 02-04-2021  
 Page No: 6



Turning Movement Peak Hour Data Plot (4:15 PM)



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Count Name: Commercial Street & Granite Drive  
 Site Code:  
 Start Date: 02-03-2021  
 Page No: 1

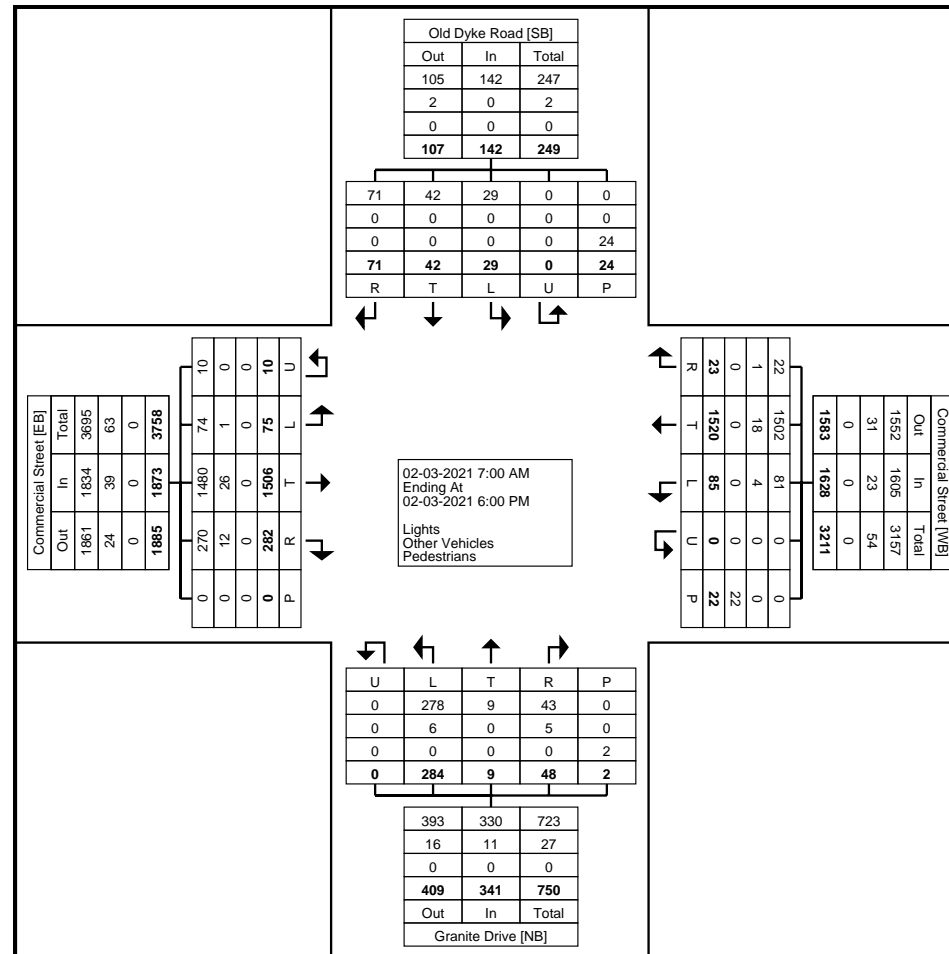
### Turning Movement Data

Start Time	Old Dyke Road Southbound						Commercial Street Westbound						Granite Drive Northbound						Commercial Street Eastbound						Int. Total	
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total		
7:00 AM	2	1	0	0	0	3	0	41	0	0	0	41	1	0	15	0	0	16	10	30	4	2	0	46	106	
7:15 AM	5	0	1	0	0	6	1	45	2	0	0	48	1	0	7	0	0	8	14	43	1	0	0	58	120	
7:30 AM	2	1	0	0	0	3	0	51	4	0	0	55	0	1	12	0	2	13	11	59	2	0	0	72	143	
7:45 AM	3	1	2	0	6	6	2	80	4	0	6	86	1	1	28	0	0	30	13	86	8	0	0	107	229	
Hourly Total	12	3	3	0	6	18	3	217	10	0	6	230	3	2	62	0	2	67	48	218	15	2	0	283	598	
8:00 AM	3	1	0	0	3	4	1	89	6	0	3	96	2	0	20	0	0	22	10	97	5	1	0	113	235	
8:15 AM	3	0	1	0	2	4	1	103	4	0	2	108	2	3	21	0	0	26	16	88	2	0	0	106	244	
8:30 AM	1	2	0	0	2	3	0	88	4	0	2	92	3	0	20	0	0	23	16	88	1	1	0	106	224	
8:45 AM	3	0	1	0	1	4	0	91	5	0	2	96	1	2	17	0	0	20	17	83	7	0	0	107	227	
Hourly Total	10	3	2	0	8	15	2	371	19	0	9	392	8	5	78	0	0	91	59	356	15	2	0	432	930	
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	12	1	6	0	1	19	2	145	3	0	1	150	5	1	23	0	0	29	22	120	6	0	0	148	346	
4:15 PM	9	5	5	0	1	19	1	143	8	0	1	152	4	0	18	0	0	22	29	136	6	1	0	172	365	
4:30 PM	8	6	1	0	2	15	2	128	7	0	1	137	2	1	20	0	0	23	23	124	4	0	0	151	326	
4:45 PM	5	5	5	0	0	15	1	109	7	0	0	117	9	0	15	0	0	24	20	150	6	0	0	176	332	
Hourly Total	34	17	17	0	4	68	6	525	25	0	3	556	20	2	76	0	0	98	94	530	22	1	0	647	1369	
5:00 PM	6	9	4	0	0	19	5	121	8	0	1	134	5	0	17	0	0	22	22	127	5	0	0	154	329	
5:15 PM	4	2	0	0	2	6	4	101	9	0	1	114	8	0	18	0	0	26	27	108	7	3	0	145	291	
5:30 PM	2	2	1	0	1	5	1	101	6	0	0	108	1	0	17	0	0	18	17	80	5	2	0	104	235	
5:45 PM	3	6	2	0	3	11	2	84	8	0	2	94	3	0	16	0	0	19	15	87	6	0	0	108	232	
Hourly Total	15	19	7	0	6	41	12	407	31	0	4	450	17	0	68	0	0	85	81	402	23	5	0	511	1087	
Grand Total	71	42	29	0	24	142	23	1520	85	0	22	1628	48	9	284	0	2	341	282	1506	75	10	0	1873	3984	
Approach %	50.0	29.6	20.4	0.0	-	-	1.4	93.4	5.2	0.0	-	-	14.1	2.6	83.3	0.0	-	-	15.1	80.4	4.0	0.5	-	-	-	
Total %	1.8	1.1	0.7	0.0	-	3.6	0.6	38.2	2.1	0.0	-	40.9	1.2	0.2	7.1	0.0	-	8.6	7.1	37.8	1.9	0.3	-	47.0	-	
Lights	71	42	29	0	-	142	22	1502	81	0	-	1605	43	9	278	0	-	330	270	1480	74	10	-	1834	3911	
% Lights	100.0	100.0	100.0	-	-	100.0	95.7	98.8	95.3	-	-	98.6	89.6	100.0	97.9	-	-	96.8	95.7	98.3	98.7	100.0	-	97.9	98.2	
Other Vehicles	0	0	0	0	-	0	1	18	4	0	-	23	5	0	6	0	-	11	12	26	1	0	-	39	73	
% Other Vehicles	0.0	0.0	0.0	-	-	0.0	4.3	1.2	4.7	-	-	1.4	10.4	0.0	2.1	-	-	3.2	4.3	1.7	1.3	0.0	-	2.1	1.8	
Pedestrians	-	-	-	-	24	-	-	-	-	-	22	-	-	-	-	-	2	-	-	-	-	-	0	-	-	
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	



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Count Name: Commercial Street & Granite Drive  
 Site Code:  
 Start Date: 02-03-2021  
 Page No: 2



Turning Movement Data Plot



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Count Name: Commercial Street & Granite Drive  
 Site Code:  
 Start Date: 02-03-2021  
 Page No: 3

### Approach Data

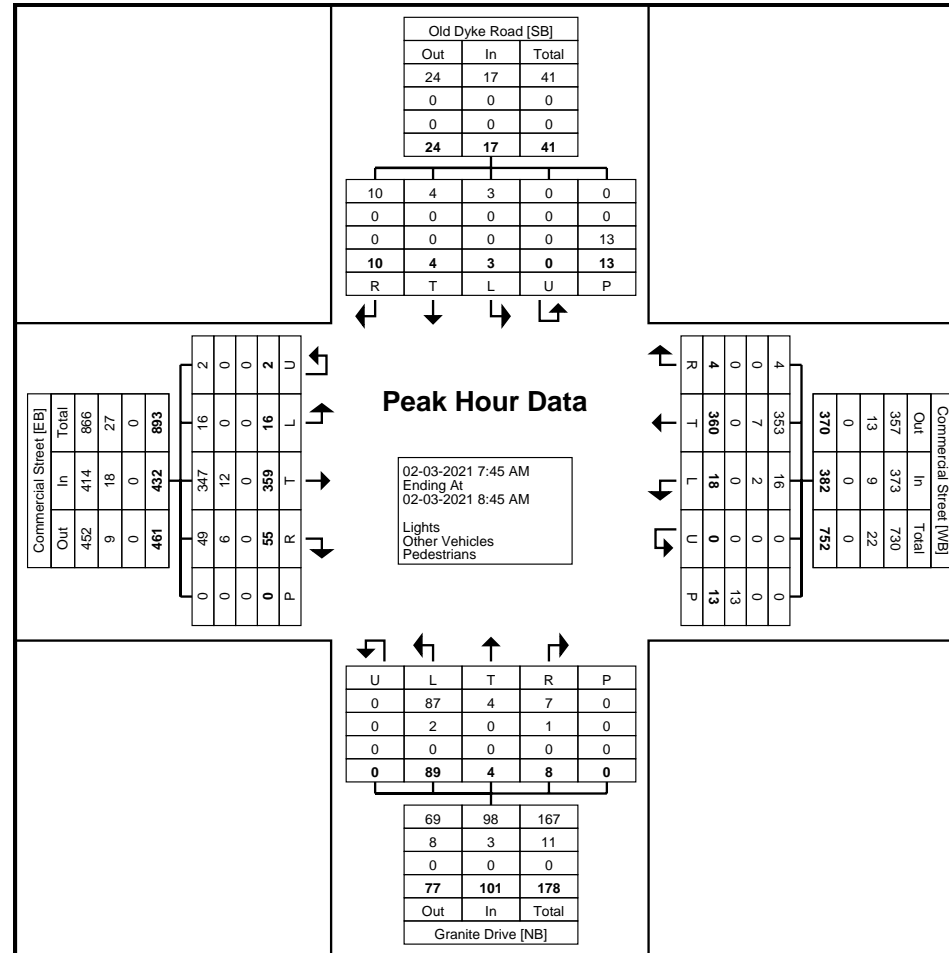
Start Time	Sb Street Southbound						Wb Street Westbound						Nb Street Northbound						Eb Street Eastbound					
	Peds CCW	Peds CW	Circulating	Out	In	Next	Peds CCW	Peds CW	Circulating	Out	In	Next	Peds CCW	Peds CW	Circulating	Out	In	Next	Peds CCW	Peds CW	Circulating	Out	In	Next
7:00 AM	0	0	58	3	3	2	0	0	20	31	42	0	0	0	36	11	16	1	0	0	1	59	46	10
7:15 AM	0	0	54	2	6	5	0	0	9	46	48	1	0	0	45	16	9	1	0	0	3	58	58	14
7:30 AM	0	0	68	2	4	2	0	0	15	57	56	0	1	1	64	16	14	0	0	0	6	65	74	11
7:45 AM	6	0	114	12	5	3	0	6	38	89	87	2	0	0	94	18	30	1	0	0	5	111	106	13
Hourly Total	6	0	294	19	18	12	0	6	82	223	233	3	1	1	239	61	69	3	0	0	15	293	284	48
8:00 AM	1	2	117	6	5	3	2	1	25	97	97	1	0	0	105	17	22	2	0	0	8	112	115	10
8:15 AM	0	2	129	6	4	3	2	0	26	93	109	1	0	0	89	20	25	2	0	0	6	126	105	16
8:30 AM	1	1	112	1	3	1	1	1	20	89	91	0	0	0	94	21	23	3	0	0	6	110	109	16
8:45 AM	1	0	113	8	5	3	1	1	25	85	96	0	0	0	93	22	20	1	0	0	7	111	108	17
Hourly Total	3	5	471	21	17	10	6	3	96	364	393	2	0	0	381	80	90	8	0	0	27	459	437	59
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	1	174	9	20	12	1	0	30	132	152	2	0	0	133	26	29	5	0	0	10	178	149	22
4:15 PM	1	0	173	7	19	9	0	1	26	145	154	1	0	0	148	43	22	4	0	0	17	170	172	29
4:30 PM	1	1	156	6	17	8	1	0	24	126	138	2	0	0	132	35	23	2	0	0	16	155	153	23
4:45 PM	0	0	133	6	16	5	0	0	21	162	118	1	0	0	164	32	25	9	0	0	18	128	178	20
Hourly Total	2	2	636	28	72	34	2	1	101	565	562	6	0	0	577	136	99	20	0	0	61	631	652	94
5:00 PM	0	0	146	9	19	6	0	1	25	137	134	5	0	0	136	38	23	5	0	0	20	144	154	22
5:15 PM	1	1	131	10	7	4	1	0	25	112	114	4	0	0	122	37	26	8	0	0	12	126	148	27
5:30 PM	0	1	126	5	6	2	0	0	24	80	109	1	0	0	93	25	19	1	0	0	10	121	107	17
5:45 PM	2	1	108	7	12	3	1	1	23	90	95	2	0	0	98	28	20	3	0	0	17	102	110	15
Hourly Total	3	3	511	31	44	15	2	2	97	419	452	12	0	0	449	128	88	17	0	0	59	493	519	81
Grand Total	14	10	1912	99	151	71	10	12	376	1571	1640	23	1	1	1646	405	346	48	0	0	162	1876	1892	282
Approach %	-	-	85.6	4.4	6.8	3.2	-	-	10.4	43.5	45.4	0.6	-	-	67.3	16.6	14.2	2.0	-	-	3.8	44.5	44.9	6.7
Total %	-	-	15.3	0.8	1.2	0.6	-	-	3.0	12.6	13.1	0.2	-	-	13.2	3.2	2.8	0.4	-	-	1.3	15.0	15.1	2.3
Lights	-	-	1883	97	151	71	-	-	369	1536	1616	22	-	-	1619	389	335	43	-	-	157	1849	1853	270
% Lights	-	-	98.5	98.0	100.0	100.0	-	-	98.1	97.8	98.5	95.7	-	-	98.4	96.0	96.8	89.6	-	-	96.9	98.6	97.9	95.7
Other Vehicles	-	-	29	2	0	0	-	-	7	35	24	1	-	-	27	16	11	5	-	-	5	27	39	12
% Other Vehicles	-	-	1.5	2.0	0.0	0.0	-	-	1.9	2.2	1.5	4.3	-	-	1.6	4.0	3.2	10.4	-	-	3.1	1.4	2.1	4.3
Pedestrians	14	10	-	-	-	-	10	12	-	-	-	-	1	1	-	-	-	-	0	0	-	-	-	-
% Pedestrians	100.0	100.0	-	-	-	-	100.0	100.0	-	-	-	-	100.0	100.0	-	-	-	-	-	-	-	-	-	-





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Count Name: Commercial Street & Granite Drive  
 Site Code:  
 Start Date: 02-03-2021  
 Page No: 5



Turning Movement Peak Hour Data Plot (7:45 AM)

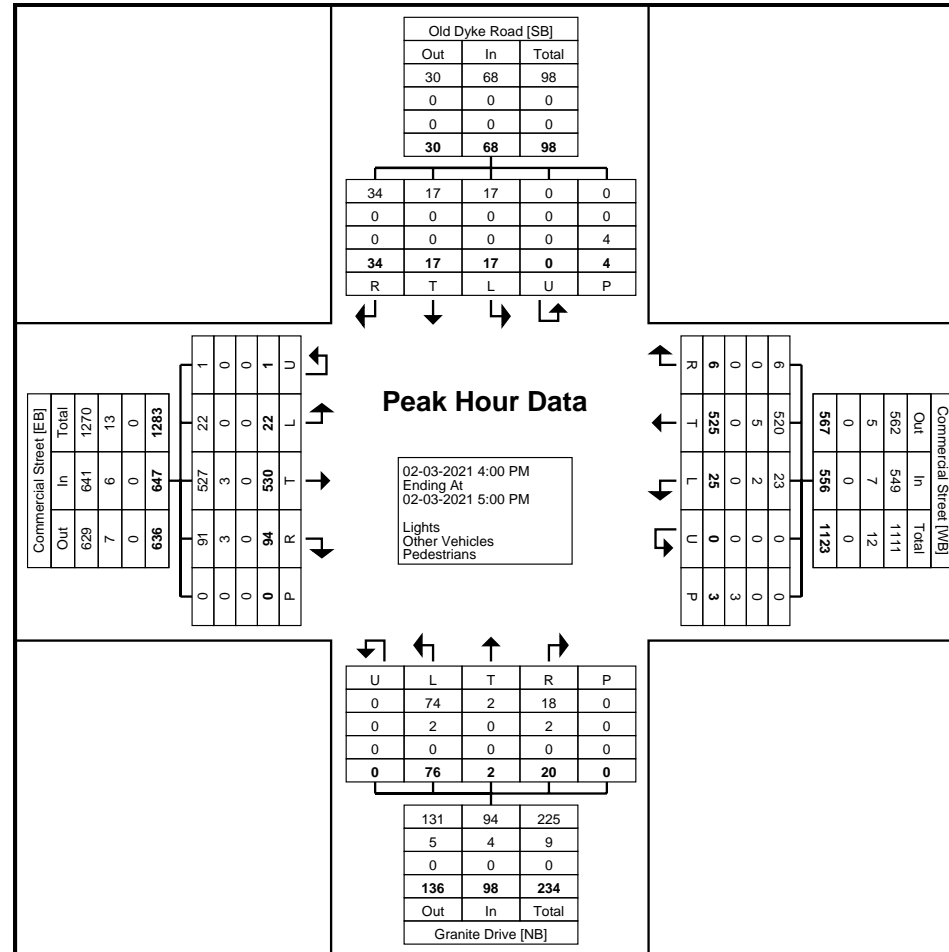






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Count Name: Commercial Street & Granite Drive  
 Site Code:  
 Start Date: 02-03-2021  
 Page No: 7



Turning Movement Peak Hour Data Plot (4:00 PM)



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Count Name: Commercial Street & Cornwallis Avenue  
 Site Code:  
 Start Date: 02-04-2021  
 Page No: 1

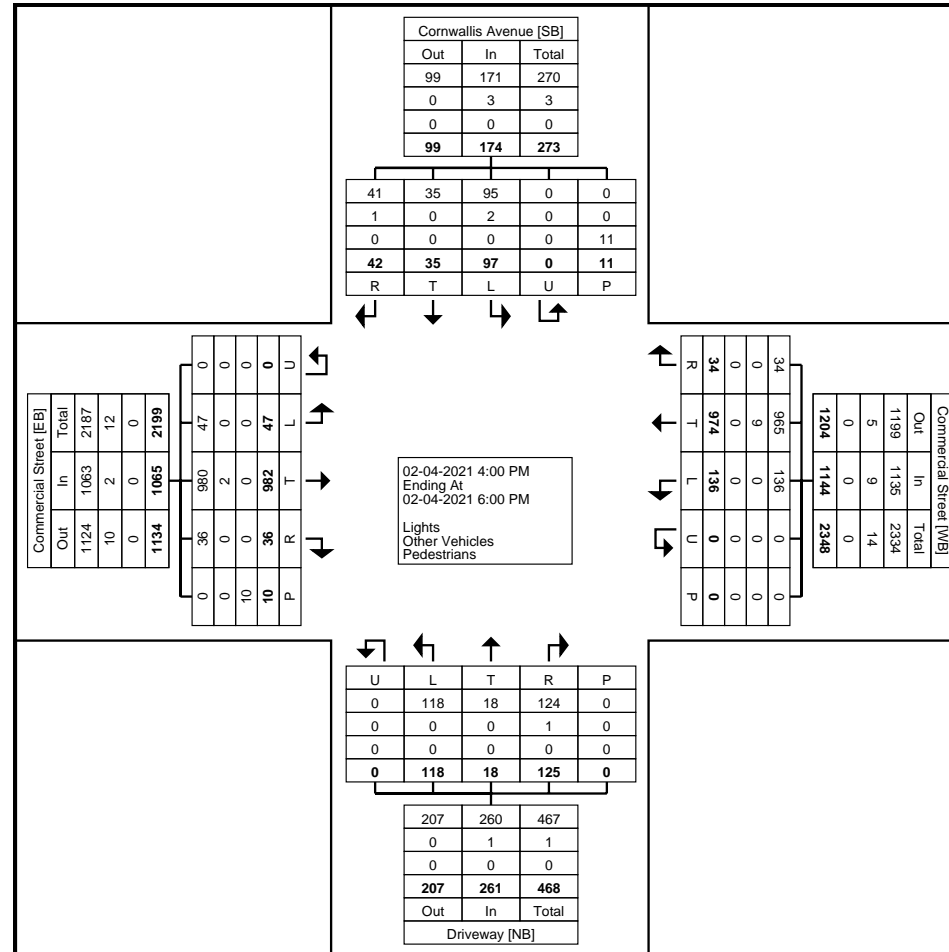
### Turning Movement Data

Start Time	Cornwallis Avenue Southbound						Commercial Street Westbound						Driveway Northbound						Commercial Street Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
4:00 PM	8	7	12	0	0	27	5	142	17	0	0	164	11	0	17	0	0	28	5	116	8	0	1	129	348
4:15 PM	5	4	15	0	1	24	7	118	23	0	0	148	19	3	14	0	0	36	4	129	7	0	2	140	348
4:30 PM	3	5	20	0	1	28	7	129	12	0	0	148	14	3	15	0	0	32	5	118	3	0	0	126	334
4:45 PM	6	1	9	0	1	16	2	123	20	0	0	145	25	4	18	0	0	47	5	159	6	0	4	170	378
Hourly Total	22	17	56	0	3	95	21	512	72	0	0	605	69	10	64	0	0	143	19	522	24	0	7	565	1408
5:00 PM	7	9	16	0	4	32	3	156	20	0	0	179	21	4	17	0	0	42	4	145	4	0	0	153	406
5:15 PM	4	4	15	0	4	23	7	115	17	0	0	139	9	0	10	0	0	19	3	126	9	0	2	138	319
5:30 PM	4	4	5	0	0	13	1	98	11	0	0	110	17	2	11	0	0	30	6	102	5	0	1	113	266
5:45 PM	5	1	5	0	0	11	2	93	16	0	0	111	9	2	16	0	0	27	4	87	5	0	0	96	245
Hourly Total	20	18	41	0	8	79	13	462	64	0	0	539	56	8	54	0	0	118	17	460	23	0	3	500	1236
Grand Total	42	35	97	0	11	174	34	974	136	0	0	1144	125	18	118	0	0	261	36	982	47	0	10	1065	2644
Approach %	24.1	20.1	55.7	0.0	-	-	3.0	85.1	11.9	0.0	-	-	47.9	6.9	45.2	0.0	-	-	3.4	92.2	4.4	0.0	-	-	-
Total %	1.6	1.3	3.7	0.0	-	6.6	1.3	36.8	5.1	0.0	-	43.3	4.7	0.7	4.5	0.0	-	9.9	1.4	37.1	1.8	0.0	-	40.3	-
Lights	41	35	95	0	-	171	34	965	136	0	-	1135	124	18	118	0	-	260	36	980	47	0	-	1063	2629
% Lights	97.6	100.0	97.9	-	-	98.3	100.0	99.1	100.0	-	-	99.2	99.2	100.0	100.0	-	-	99.6	100.0	99.8	100.0	-	-	99.8	99.4
Other Vehicles	1	0	2	0	-	3	0	9	0	0	-	9	1	0	0	0	-	1	0	2	0	0	-	2	15
% Other Vehicles	2.4	0.0	2.1	-	-	1.7	0.0	0.9	0.0	-	-	0.8	0.8	0.0	0.0	-	-	0.4	0.0	0.2	0.0	-	-	0.2	0.6
Pedestrians	-	-	-	-	11	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	10	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-



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Count Name: Commercial Street & Cornwallis Avenue  
 Site Code:  
 Start Date: 02-04-2021  
 Page No: 2



Turning Movement Data Plot



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Count Name: Commercial Street & Cornwallis Avenue  
 Site Code:  
 Start Date: 02-04-2021  
 Page No: 3

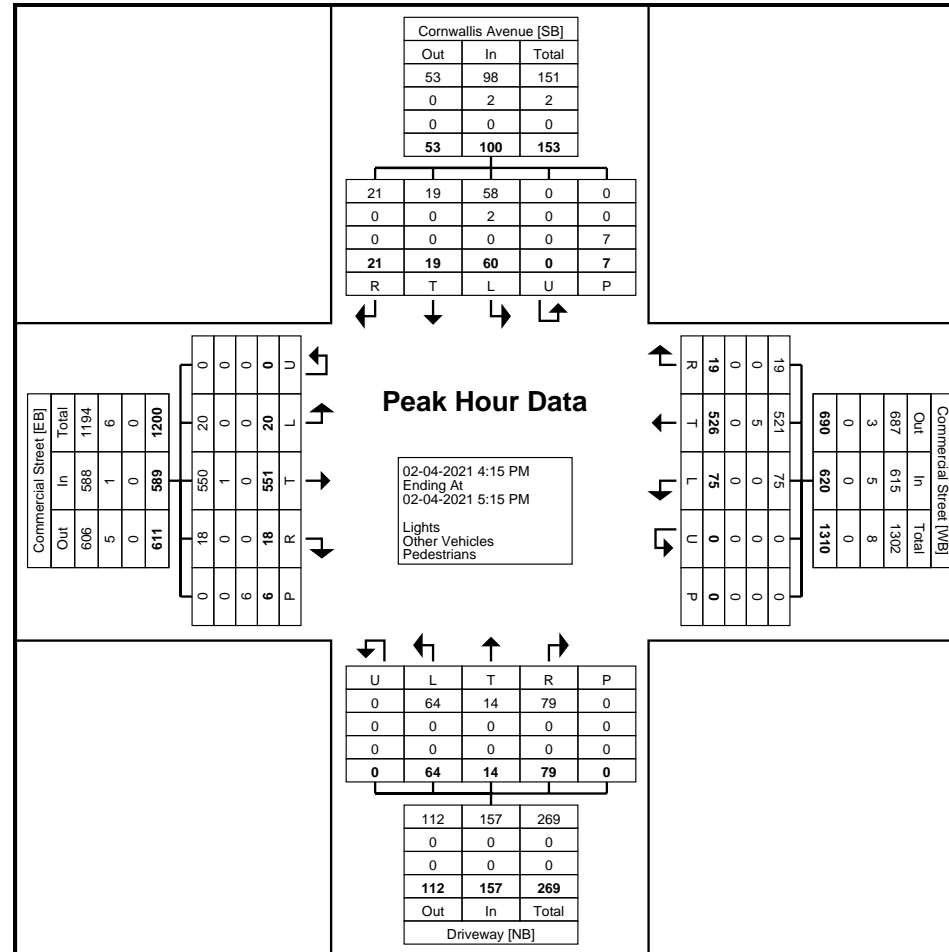
### Turning Movement Peak Hour Data (4:15 PM)

Start Time	Cornwallis Avenue Southbound						Commercial Street Westbound						Driveway Northbound						Commercial Street Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
4:15 PM	5	4	15	0	1	24	7	118	23	0	0	148	19	3	14	0	0	36	4	129	7	0	2	140	348
4:30 PM	3	5	20	0	1	28	7	129	12	0	0	148	14	3	15	0	0	32	5	118	3	0	0	126	334
4:45 PM	6	1	9	0	1	16	2	123	20	0	0	145	25	4	18	0	0	47	5	159	6	0	4	170	378
5:00 PM	7	9	16	0	4	32	3	156	20	0	0	179	21	4	17	0	0	42	4	145	4	0	0	153	406
Total	21	19	60	0	7	100	19	526	75	0	0	620	79	14	64	0	0	157	18	551	20	0	6	589	1466
Approach %	21.0	19.0	60.0	0.0	-	-	3.1	84.8	12.1	0.0	-	-	50.3	8.9	40.8	0.0	-	-	3.1	93.5	3.4	0.0	-	-	-
Total %	1.4	1.3	4.1	0.0	-	6.8	1.3	35.9	5.1	0.0	-	42.3	5.4	1.0	4.4	0.0	-	10.7	1.2	37.6	1.4	0.0	-	40.2	-
PHF	0.750	0.528	0.750	0.000	-	0.781	0.679	0.843	0.815	0.000	-	0.866	0.790	0.875	0.889	0.000	-	0.835	0.900	0.866	0.714	0.000	-	0.866	0.903
Lights	21	19	58	0	-	98	19	521	75	0	-	615	79	14	64	0	-	157	18	550	20	0	-	588	1458
% Lights	100.0	100.0	96.7	-	-	98.0	100.0	99.0	100.0	-	-	99.2	100.0	100.0	100.0	-	-	100.0	100.0	99.8	100.0	-	-	99.8	99.5
Other Vehicles	0	0	2	0	-	2	0	5	0	0	-	5	0	0	0	0	-	0	0	1	0	0	-	1	8
% Other Vehicles	0.0	0.0	3.3	-	-	2.0	0.0	1.0	0.0	-	-	0.8	0.0	0.0	0.0	-	-	0.0	0.0	0.2	0.0	-	-	0.2	0.5
Pedestrians	-	-	-	-	7	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	6	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-



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Count Name: Commercial Street & Cornwallis Avenue  
 Site Code:  
 Start Date: 02-04-2021  
 Page No: 4



Turning Movement Peak Hour Data Plot (4:15 PM)



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 219 Waverley Road, Suite 200  
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 905-405-4696

Count Name: Commercial Street & Cornwallis Avenue  
 Site Code:  
 Start Date: 02-25-2021  
 Page No: 1

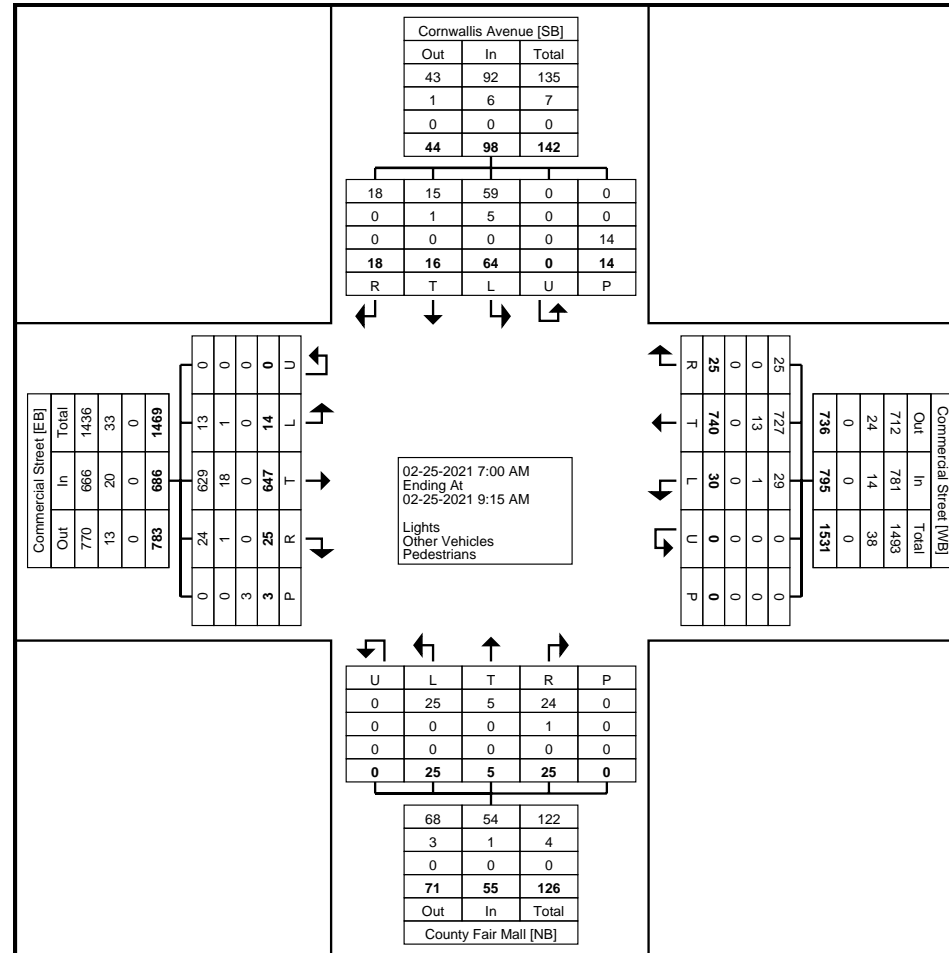
### Turning Movement Data

Start Time	Cornwallis Avenue Southbound						Commercial Street Westbound						County Fair Mall Northbound						Commercial Street Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
7:00 AM	2	0	4	0	0	6	0	62	1	0	0	63	1	0	3	0	0	4	1	39	2	0	0	42	115
7:15 AM	2	2	0	0	0	4	1	52	1	0	0	54	0	0	3	0	0	3	1	54	0	0	0	55	116
7:30 AM	1	3	3	0	0	7	4	99	4	0	0	107	4	1	5	0	0	10	2	86	2	0	0	90	214
7:45 AM	3	2	10	0	4	15	9	101	5	0	0	115	2	1	4	0	0	7	4	91	0	0	0	95	232
Hourly Total	8	7	17	0	4	32	14	314	11	0	0	339	7	2	15	0	0	24	8	270	4	0	0	282	677
8:00 AM	1	1	25	0	4	27	4	119	3	0	0	126	6	1	5	0	0	12	4	88	2	0	0	94	259
8:15 AM	2	1	7	0	1	10	4	110	8	0	0	122	0	0	1	0	0	1	2	102	3	0	1	107	240
8:30 AM	4	2	8	0	3	14	1	110	2	0	0	113	6	1	3	0	0	10	4	99	4	0	1	107	244
8:45 AM	3	5	7	0	2	15	2	87	6	0	0	95	6	1	1	0	0	8	7	88	1	0	1	96	214
Hourly Total	10	9	47	0	10	66	11	426	19	0	0	456	18	3	10	0	0	31	17	377	10	0	3	404	957
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	18	16	64	0	14	98	25	740	30	0	0	795	25	5	25	0	0	55	25	647	14	0	3	686	1634
Approach %	18.4	16.3	65.3	0.0	-	-	3.1	93.1	3.8	0.0	-	-	45.5	9.1	45.5	0.0	-	-	3.6	94.3	2.0	0.0	-	-	-
Total %	1.1	1.0	3.9	0.0	-	6.0	1.5	45.3	1.8	0.0	-	48.7	1.5	0.3	1.5	0.0	-	3.4	1.5	39.6	0.9	0.0	-	42.0	-
Lights	18	15	59	0	-	92	25	727	29	0	-	781	24	5	25	0	-	54	24	629	13	0	-	666	1593
% Lights	100.0	93.8	92.2	-	-	93.9	100.0	98.2	96.7	-	-	98.2	96.0	100.0	100.0	-	-	98.2	96.0	97.2	92.9	-	-	97.1	97.5
Other Vehicles	0	1	5	0	-	6	0	13	1	0	-	14	1	0	0	0	-	1	1	18	1	0	-	20	41
% Other Vehicles	0.0	6.3	7.8	-	-	6.1	0.0	1.8	3.3	-	-	1.8	4.0	0.0	0.0	-	-	1.8	4.0	2.8	7.1	-	-	2.9	2.5
Pedestrians	-	-	-	-	14	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	3	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-



Harbourside Transportation Consultants  
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Count Name: Commercial Street & Cornwallis Avenue  
 Site Code:  
 Start Date: 02-25-2021  
 Page No: 2



Turning Movement Data Plot





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 905-405-4696

Count Name: Commercial Street & Cornwallis Avenue  
 Site Code:  
 Start Date: 02-25-2021  
 Page No: 3

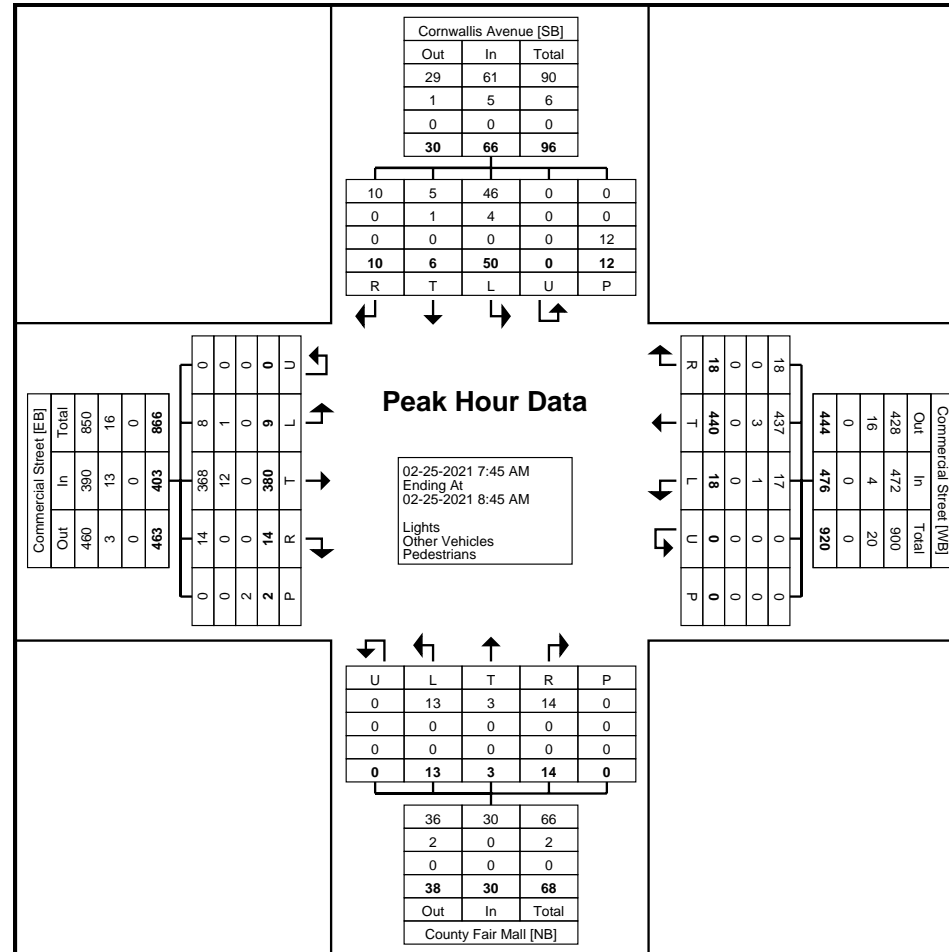
### Turning Movement Peak Hour Data (7:45 AM)

Start Time	Cornwallis Avenue Southbound						Commercial Street Westbound						County Fair Mall Northbound						Commercial Street Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
7:45 AM	3	2	10	0	4	15	9	101	5	0	0	115	2	1	4	0	0	7	4	91	0	0	0	95	232
8:00 AM	1	1	25	0	4	27	4	119	3	0	0	126	6	1	5	0	0	12	4	88	2	0	0	94	259
8:15 AM	2	1	7	0	1	10	4	110	8	0	0	122	0	0	1	0	0	1	2	102	3	0	1	107	240
8:30 AM	4	2	8	0	3	14	1	110	2	0	0	113	6	1	3	0	0	10	4	99	4	0	1	107	244
Total	10	6	50	0	12	66	18	440	18	0	0	476	14	3	13	0	0	30	14	380	9	0	2	403	975
Approach %	15.2	9.1	75.8	0.0	-	-	3.8	92.4	3.8	0.0	-	-	46.7	10.0	43.3	0.0	-	-	3.5	94.3	2.2	0.0	-	-	-
Total %	1.0	0.6	5.1	0.0	-	6.8	1.8	45.1	1.8	0.0	-	48.8	1.4	0.3	1.3	0.0	-	3.1	1.4	39.0	0.9	0.0	-	41.3	-
PHF	0.625	0.750	0.500	0.000	-	0.611	0.500	0.924	0.563	0.000	-	0.944	0.583	0.750	0.650	0.000	-	0.625	0.875	0.931	0.563	0.000	-	0.942	0.941
Lights	10	5	46	0	-	61	18	437	17	0	-	472	14	3	13	0	-	30	14	368	8	0	-	390	953
% Lights	100.0	83.3	92.0	-	-	92.4	100.0	99.3	94.4	-	-	99.2	100.0	100.0	100.0	-	-	100.0	100.0	96.8	88.9	-	-	96.8	97.7
Other Vehicles	0	1	4	0	-	5	0	3	1	0	-	4	0	0	0	0	-	0	0	12	1	0	-	13	22
% Other Vehicles	0.0	16.7	8.0	-	-	7.6	0.0	0.7	5.6	-	-	0.8	0.0	0.0	0.0	-	-	0.0	0.0	3.2	11.1	-	-	3.2	2.3
Pedestrians	-	-	-	-	12	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	2	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-



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Count Name: Commercial Street & Cornwallis Avenue  
 Site Code:  
 Start Date: 02-25-2021  
 Page No: 4



Turning Movement Peak Hour Data Plot (7:45 AM)



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 905-405-4696

Count Name: Commercial Street & Valley View Drive  
 Site Code:  
 Start Date: 01-28-2021  
 Page No: 1

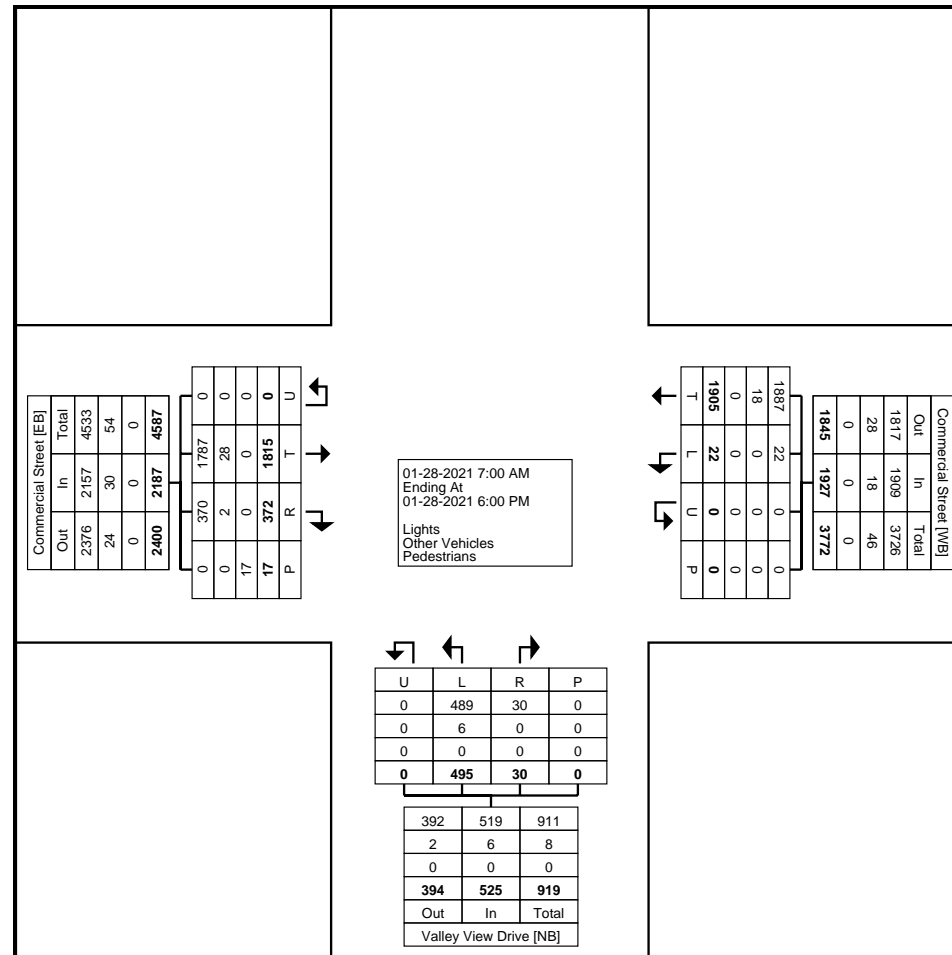
### Turning Movement Data

Start Time	Commercial Street Westbound					Valley View Drive Northbound					Commercial Street Eastbound					Int. Total
	Thru	Left	U-Turn	Peds	App. Total	Right	Left	U-Turn	Peds	App. Total	Right	Thru	U-Turn	Peds	App. Total	
7:00 AM	49	0	0	0	49	1	7	0	0	8	4	49	0	0	53	110
7:15 AM	54	0	0	0	54	2	15	0	0	17	10	55	0	1	65	136
7:30 AM	76	0	0	0	76	1	9	0	0	10	13	79	0	1	92	178
7:45 AM	90	0	0	0	90	1	16	0	0	17	12	98	0	2	110	217
Hourly Total	269	0	0	0	269	5	47	0	0	52	39	281	0	4	320	641
8:00 AM	117	1	0	0	118	0	19	0	0	19	12	90	0	3	102	239
8:15 AM	132	1	0	0	133	2	13	0	0	15	16	119	0	1	135	283
8:30 AM	104	1	0	0	105	2	14	0	0	16	14	113	0	0	127	248
8:45 AM	121	1	0	0	122	0	20	0	0	20	9	107	0	0	116	258
Hourly Total	474	4	0	0	478	4	66	0	0	70	51	429	0	4	480	1028
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	165	2	0	0	167	1	52	0	0	53	58	132	0	2	190	410
4:15 PM	178	3	0	0	181	4	56	0	0	60	31	145	0	2	176	417
4:30 PM	170	3	0	0	173	2	50	0	0	52	38	143	0	2	181	406
4:45 PM	132	2	0	0	134	2	43	0	0	45	38	143	0	3	181	360
Hourly Total	645	10	0	0	655	9	201	0	0	210	165	563	0	9	728	1593
5:00 PM	155	1	0	0	156	2	53	0	0	55	29	155	0	0	184	395
5:15 PM	136	4	0	0	140	5	56	0	0	61	35	151	0	0	186	387
5:30 PM	126	3	0	0	129	3	39	0	0	42	35	125	0	0	160	331
5:45 PM	100	0	0	0	100	2	33	0	0	35	18	111	0	0	129	264
Hourly Total	517	8	0	0	525	12	181	0	0	193	117	542	0	0	659	1377
Grand Total	1905	22	0	0	1927	30	495	0	0	525	372	1815	0	17	2187	4639
Approach %	98.9	1.1	0.0	-	-	5.7	94.3	0.0	-	-	17.0	83.0	0.0	-	-	-
Total %	41.1	0.5	0.0	-	41.5	0.6	10.7	0.0	-	11.3	8.0	39.1	0.0	-	47.1	-
Lights	1887	22	0	-	1909	30	489	0	-	519	370	1787	0	-	2157	4585
% Lights	99.1	100.0	-	-	99.1	100.0	98.8	-	-	98.9	99.5	98.5	-	-	98.6	98.8
Other Vehicles	18	0	0	-	18	0	6	0	-	6	2	28	0	-	30	54
% Other Vehicles	0.9	0.0	-	-	0.9	0.0	1.2	-	-	1.1	0.5	1.5	-	-	1.4	1.2
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	17	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-



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Count Name: Commercial Street & Valley View Drive  
 Site Code:  
 Start Date: 01-28-2021  
 Page No: 2



Turning Movement Data Plot



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 905-405-4696

Count Name: Commercial Street & Valley View Drive  
 Site Code:  
 Start Date: 01-28-2021  
 Page No: 3

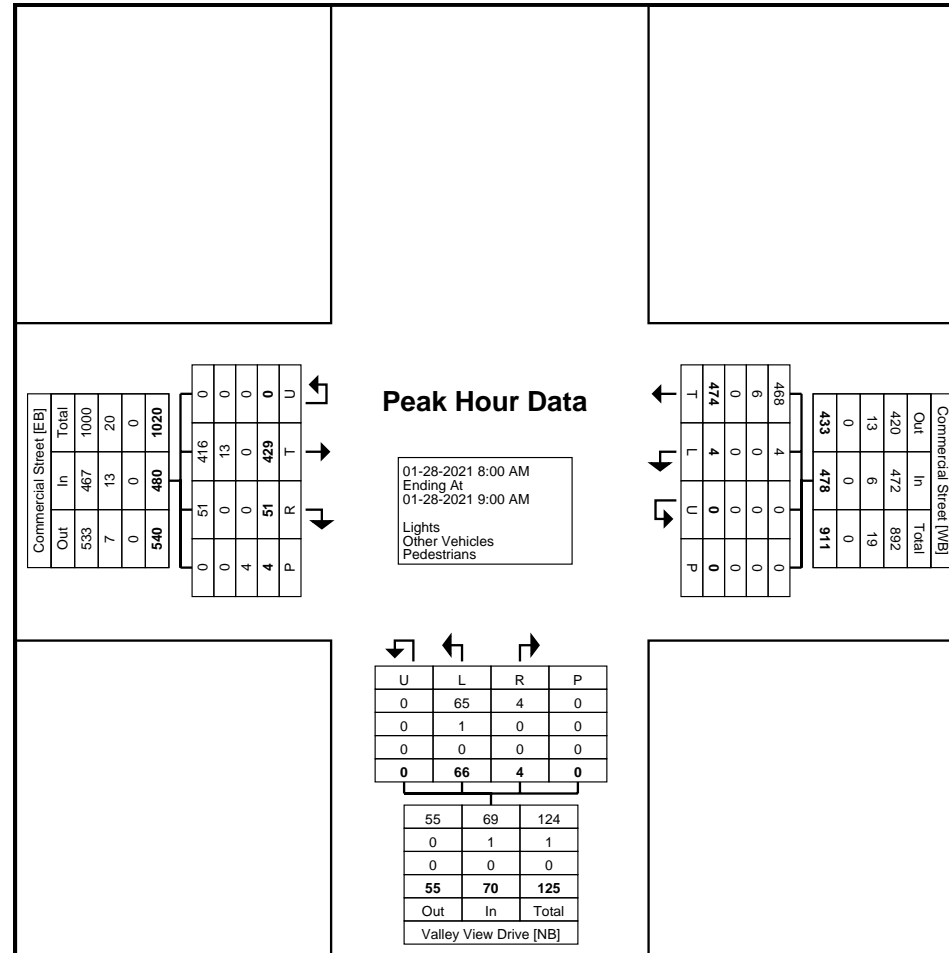
### Turning Movement Peak Hour Data (8:00 AM)

Start Time	Commercial Street Westbound					Valley View Drive Northbound					Commercial Street Eastbound					Int. Total
	Thru	Left	U-Turn	Peds	App. Total	Right	Left	U-Turn	Peds	App. Total	Right	Thru	U-Turn	Peds	App. Total	
8:00 AM	117	1	0	0	118	0	19	0	0	19	12	90	0	3	102	239
8:15 AM	132	1	0	0	133	2	13	0	0	15	16	119	0	1	135	283
8:30 AM	104	1	0	0	105	2	14	0	0	16	14	113	0	0	127	248
8:45 AM	121	1	0	0	122	0	20	0	0	20	9	107	0	0	116	258
Total	474	4	0	0	478	4	66	0	0	70	51	429	0	4	480	1028
Approach %	99.2	0.8	0.0	-	-	5.7	94.3	0.0	-	-	10.6	89.4	0.0	-	-	-
Total %	46.1	0.4	0.0	-	46.5	0.4	6.4	0.0	-	6.8	5.0	41.7	0.0	-	46.7	-
PHF	0.898	1.000	0.000	-	0.898	0.500	0.825	0.000	-	0.875	0.797	0.901	0.000	-	0.889	0.908
Lights	468	4	0	-	472	4	65	0	-	69	51	416	0	-	467	1008
% Lights	98.7	100.0	-	-	98.7	100.0	98.5	-	-	98.6	100.0	97.0	-	-	97.3	98.1
Other Vehicles	6	0	0	-	6	0	1	0	-	1	0	13	0	-	13	20
% Other Vehicles	1.3	0.0	-	-	1.3	0.0	1.5	-	-	1.4	0.0	3.0	-	-	2.7	1.9
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	4	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-



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Count Name: Commercial Street & Valley View Drive  
 Site Code:  
 Start Date: 01-28-2021  
 Page No: 4



Turning Movement Peak Hour Data Plot (8:00 AM)



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Count Name: Commercial Street & Valley View Drive  
 Site Code:  
 Start Date: 01-28-2021  
 Page No: 5

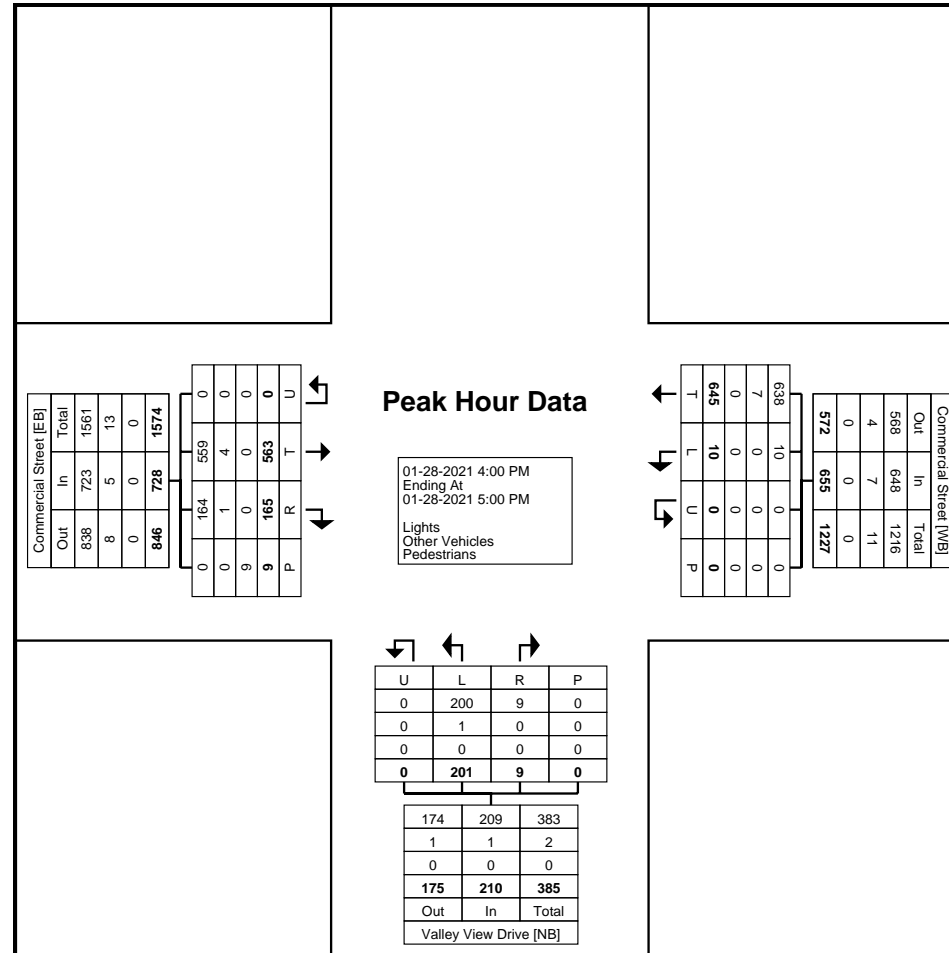
### Turning Movement Peak Hour Data (4:00 PM)

Start Time	Commercial Street Westbound					Valley View Drive Northbound					Commercial Street Eastbound					Int. Total
	Thru	Left	U-Turn	Peds	App. Total	Right	Left	U-Turn	Peds	App. Total	Right	Thru	U-Turn	Peds	App. Total	
4:00 PM	165	2	0	0	167	1	52	0	0	53	58	132	0	2	190	410
4:15 PM	178	3	0	0	181	4	56	0	0	60	31	145	0	2	176	417
4:30 PM	170	3	0	0	173	2	50	0	0	52	38	143	0	2	181	406
4:45 PM	132	2	0	0	134	2	43	0	0	45	38	143	0	3	181	360
Total	645	10	0	0	655	9	201	0	0	210	165	563	0	9	728	1593
Approach %	98.5	1.5	0.0	-	-	4.3	95.7	0.0	-	-	22.7	77.3	0.0	-	-	-
Total %	40.5	0.6	0.0	-	41.1	0.6	12.6	0.0	-	13.2	10.4	35.3	0.0	-	45.7	-
PHF	0.906	0.833	0.000	-	0.905	0.563	0.897	0.000	-	0.875	0.711	0.971	0.000	-	0.958	0.955
Lights	638	10	0	-	648	9	200	0	-	209	164	559	0	-	723	1580
% Lights	98.9	100.0	-	-	98.9	100.0	99.5	-	-	99.5	99.4	99.3	-	-	99.3	99.2
Other Vehicles	7	0	0	-	7	0	1	0	-	1	1	4	0	-	5	13
% Other Vehicles	1.1	0.0	-	-	1.1	0.0	0.5	-	-	0.5	0.6	0.7	-	-	0.7	0.8
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	9	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-



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Count Name: Commercial Street & Valley View Drive  
 Site Code:  
 Start Date: 01-28-2021  
 Page No: 6



Turning Movement Peak Hour Data Plot (4:00 PM)





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Count Name: Commercial Street & Jones Road  
 Site Code:  
 Start Date: 02-04-2021  
 Page No: 1

### Turning Movement Data

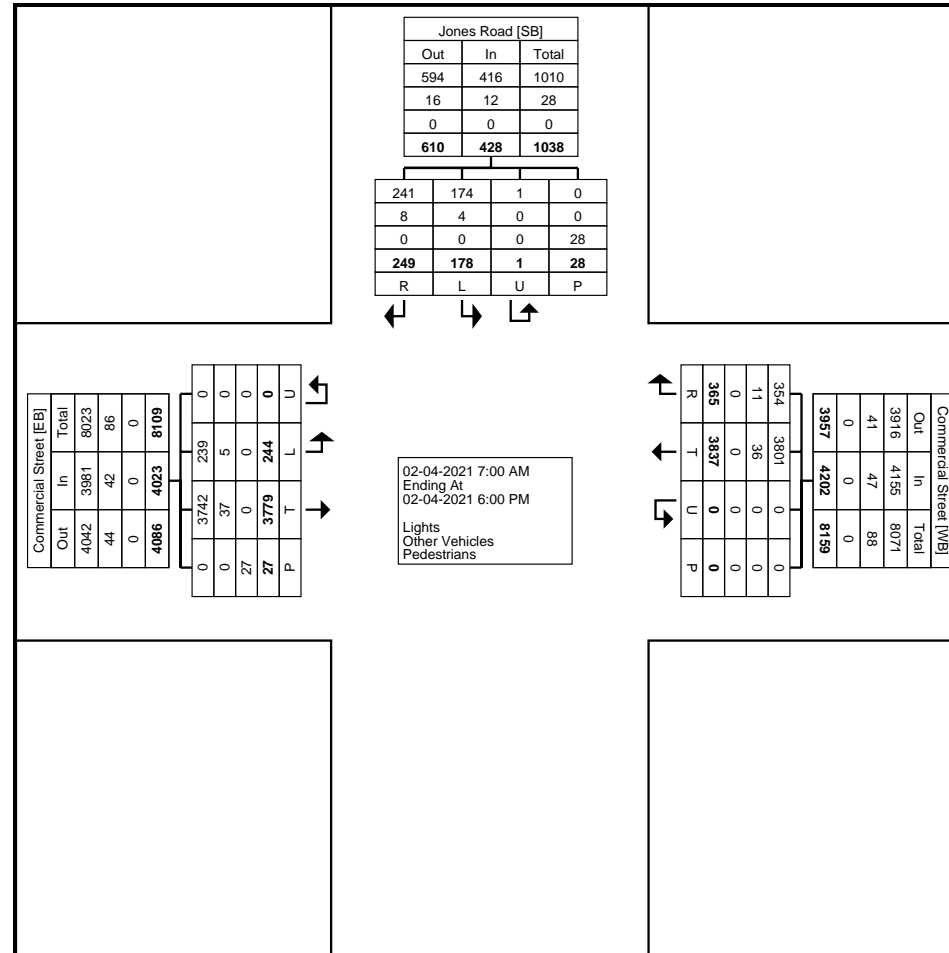
Start Time	Jones Road Southbound					Commercial Street Westbound					Commercial Street Eastbound					Int. Total
	Right	Left	U-Turn	Peds	App. Total	Right	Thru	U-Turn	Peds	App. Total	Thru	Left	U-Turn	Peds	App. Total	
7:00 AM	2	1	0	2	3	3	53	0	0	56	51	6	0	0	57	116
7:15 AM	4	5	0	1	9	11	60	0	0	71	77	5	0	0	82	162
7:30 AM	4	3	0	2	7	14	77	0	0	91	102	15	0	0	117	215
7:45 AM	23	7	0	0	30	23	94	0	0	117	114	31	0	0	145	292
Hourly Total	33	16	0	5	49	51	284	0	0	335	344	57	0	0	401	785
8:00 AM	29	23	0	0	52	30	94	0	0	124	130	57	0	1	187	363
8:15 AM	27	15	0	0	42	24	118	0	0	142	144	15	0	0	159	343
8:30 AM	6	9	0	0	15	15	136	0	0	151	122	5	0	0	127	293
8:45 AM	7	6	0	1	13	6	149	0	0	155	125	5	0	0	130	298
Hourly Total	69	53	0	1	122	75	497	0	0	572	521	82	0	1	603	1297
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11:00 AM	2	2	0	1	4	13	185	0	0	198	181	5	0	1	186	388
11:15 AM	7	9	0	7	16	16	191	0	0	207	205	3	0	3	208	431
11:30 AM	7	8	1	4	16	11	191	0	0	202	189	6	0	1	195	413
11:45 AM	8	6	0	0	14	19	203	0	0	222	188	12	0	4	200	436
Hourly Total	24	25	1	12	50	59	770	0	0	829	763	26	0	9	789	1668
12:00 PM	7	8	0	2	15	26	215	0	0	241	177	9	0	6	186	442
12:15 PM	15	11	0	0	26	17	196	0	0	213	208	10	0	1	218	457
12:30 PM	8	5	0	1	13	13	207	0	0	220	180	6	0	0	186	419
12:45 PM	15	3	0	1	18	12	206	0	0	218	204	9	0	0	213	449
Hourly Total	45	27	0	4	72	68	824	0	0	892	769	34	0	7	803	1767
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	9	5	0	0	14	20	213	0	0	233	178	8	0	3	186	433
4:15 PM	5	10	0	0	15	19	175	0	0	194	188	6	0	0	194	403
4:30 PM	11	10	0	0	21	14	178	0	0	192	172	2	0	1	174	387
4:45 PM	9	7	0	0	16	11	168	0	0	179	194	4	0	3	198	393
Hourly Total	34	32	0	0	66	64	734	0	0	798	732	20	0	7	752	1616
5:00 PM	11	8	0	2	19	20	233	0	0	253	199	11	0	2	210	482
5:15 PM	13	6	0	3	19	10	188	0	0	198	177	8	0	0	185	402
5:30 PM	10	6	0	0	16	9	161	0	0	170	151	4	0	1	155	341
5:45 PM	10	5	0	1	15	9	146	0	0	155	123	2	0	0	125	295
Hourly Total	44	25	0	6	69	48	728	0	0	776	650	25	0	3	675	1520
Grand Total	249	178	1	28	428	365	3837	0	0	4202	3779	244	0	27	4023	8653
Approach %	58.2	41.6	0.2	-	-	8.7	91.3	0.0	-	-	93.9	6.1	0.0	-	-	-
Total %	2.9	2.1	0.0	-	4.9	4.2	44.3	0.0	-	48.6	43.7	2.8	0.0	-	46.5	-
Lights	241	174	1	-	416	354	3801	0	-	4155	3742	239	0	-	3981	8552

% Lights	96.8	97.8	100.0	-	97.2	97.0	99.1	-	-	98.9	99.0	98.0	-	-	99.0	98.8
Other Vehicles	8	4	0	-	12	11	36	0	-	47	37	5	0	-	42	101
% Other Vehicles	3.2	2.2	0.0	-	2.8	3.0	0.9	-	-	1.1	1.0	2.0	-	-	1.0	1.2
Pedestrians	-	-	-	28	-	-	-	-	0	-	-	-	-	27	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	-	-	-	-	-	100.0	-	-



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Count Name: Commercial Street & Jones Road  
 Site Code:  
 Start Date: 02-04-2021  
 Page No: 3



Turning Movement Data Plot



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 905-405-4696

Count Name: Commercial Street & Jones Road  
 Site Code:  
 Start Date: 02-04-2021  
 Page No: 4

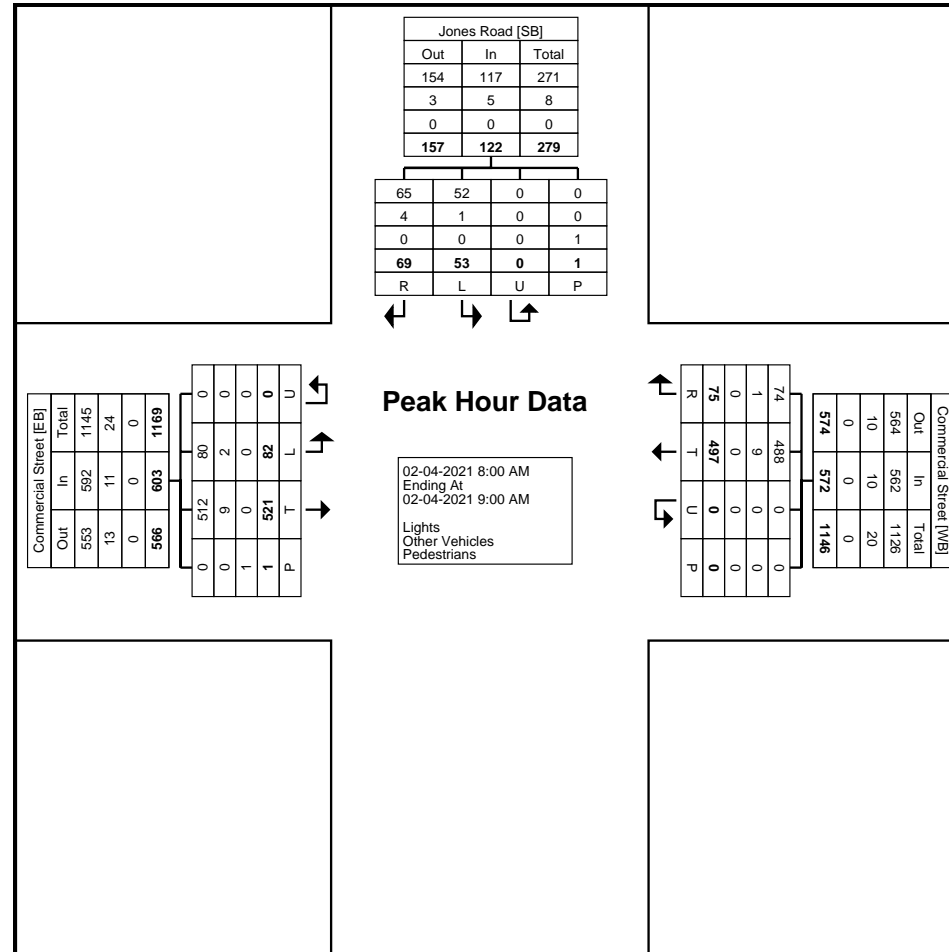
### Turning Movement Peak Hour Data (8:00 AM)

Start Time	Jones Road Southbound					Commercial Street Westbound					Commercial Street Eastbound					Int. Total
	Right	Left	U-Turn	Peds	App. Total	Right	Thru	U-Turn	Peds	App. Total	Thru	Left	U-Turn	Peds	App. Total	
8:00 AM	29	23	0	0	52	30	94	0	0	124	130	57	0	1	187	363
8:15 AM	27	15	0	0	42	24	118	0	0	142	144	15	0	0	159	343
8:30 AM	6	9	0	0	15	15	136	0	0	151	122	5	0	0	127	293
8:45 AM	7	6	0	1	13	6	149	0	0	155	125	5	0	0	130	298
Total	69	53	0	1	122	75	497	0	0	572	521	82	0	1	603	1297
Approach %	56.6	43.4	0.0	-	-	13.1	86.9	0.0	-	-	86.4	13.6	0.0	-	-	-
Total %	5.3	4.1	0.0	-	9.4	5.8	38.3	0.0	-	44.1	40.2	6.3	0.0	-	46.5	-
PHF	0.595	0.576	0.000	-	0.587	0.625	0.834	0.000	-	0.923	0.905	0.360	0.000	-	0.806	0.893
Lights	65	52	0	-	117	74	488	0	-	562	512	80	0	-	592	1271
% Lights	94.2	98.1	-	-	95.9	98.7	98.2	-	-	98.3	98.3	97.6	-	-	98.2	98.0
Other Vehicles	4	1	0	-	5	1	9	0	-	10	9	2	0	-	11	26
% Other Vehicles	5.8	1.9	-	-	4.1	1.3	1.8	-	-	1.7	1.7	2.4	-	-	1.8	2.0
Pedestrians	-	-	-	1	-	-	-	-	0	-	-	-	-	1	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	-	-	-	-	-	100.0	-	-



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Count Name: Commercial Street & Jones Road  
 Site Code:  
 Start Date: 02-04-2021  
 Page No: 5



Turning Movement Peak Hour Data Plot (8:00 AM)



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Count Name: Commercial Street & Jones Road  
 Site Code:  
 Start Date: 02-04-2021  
 Page No: 6

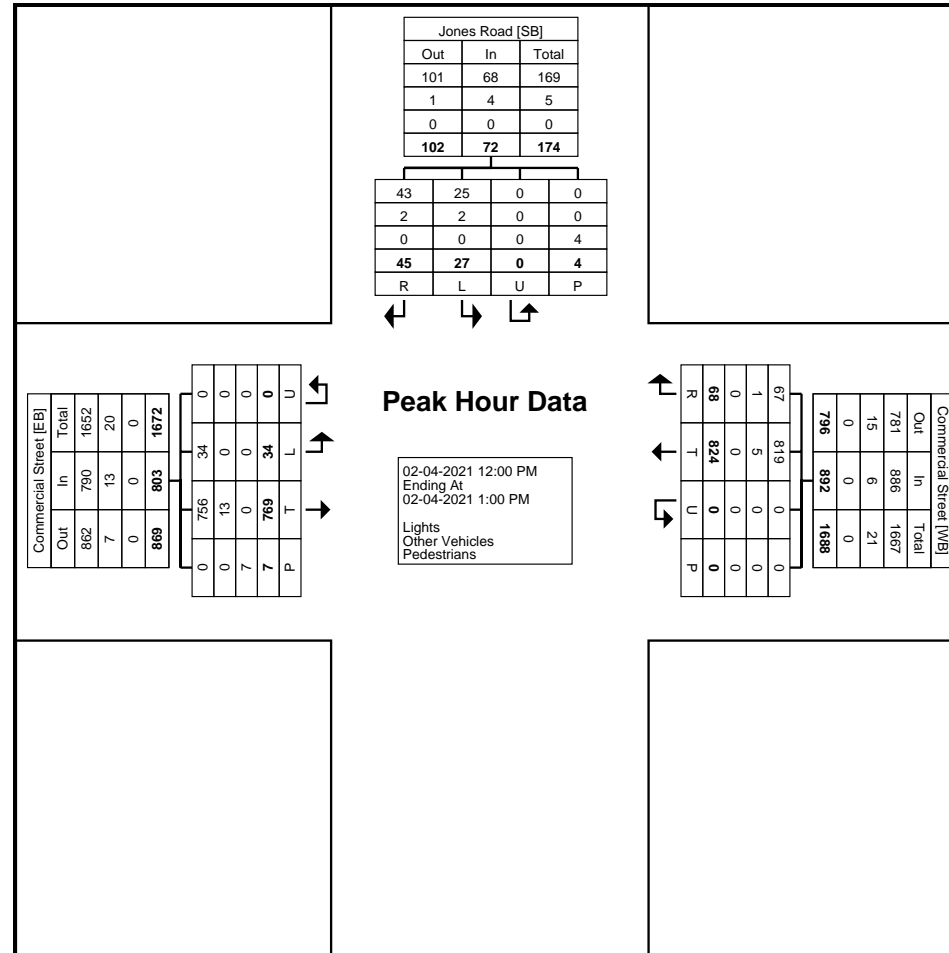
### Turning Movement Peak Hour Data (12:00 PM)

Start Time	Jones Road Southbound					Commercial Street Westbound					Commercial Street Eastbound					Int. Total
	Right	Left	U-Turn	Peds	App. Total	Right	Thru	U-Turn	Peds	App. Total	Thru	Left	U-Turn	Peds	App. Total	
12:00 PM	7	8	0	2	15	26	215	0	0	241	177	9	0	6	186	442
12:15 PM	15	11	0	0	26	17	196	0	0	213	208	10	0	1	218	457
12:30 PM	8	5	0	1	13	13	207	0	0	220	180	6	0	0	186	419
12:45 PM	15	3	0	1	18	12	206	0	0	218	204	9	0	0	213	449
Total	45	27	0	4	72	68	824	0	0	892	769	34	0	7	803	1767
Approach %	62.5	37.5	0.0	-	-	7.6	92.4	0.0	-	-	95.8	4.2	0.0	-	-	-
Total %	2.5	1.5	0.0	-	4.1	3.8	46.6	0.0	-	50.5	43.5	1.9	0.0	-	45.4	-
PHF	0.750	0.614	0.000	-	0.692	0.654	0.958	0.000	-	0.925	0.924	0.850	0.000	-	0.921	0.967
Lights	43	25	0	-	68	67	819	0	-	886	756	34	0	-	790	1744
% Lights	95.6	92.6	-	-	94.4	98.5	99.4	-	-	99.3	98.3	100.0	-	-	98.4	98.7
Other Vehicles	2	2	0	-	4	1	5	0	-	6	13	0	0	-	13	23
% Other Vehicles	4.4	7.4	-	-	5.6	1.5	0.6	-	-	0.7	1.7	0.0	-	-	1.6	1.3
Pedestrians	-	-	-	4	-	-	-	-	0	-	-	-	-	7	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	-	-	-	-	-	100.0	-	-



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Count Name: Commercial Street & Jones Road  
 Site Code:  
 Start Date: 02-04-2021  
 Page No: 7



Turning Movement Peak Hour Data Plot (12:00 PM)



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Count Name: Commercial Street & Jones Road  
 Site Code:  
 Start Date: 02-04-2021  
 Page No: 8

### Turning Movement Peak Hour Data (4:15 PM)

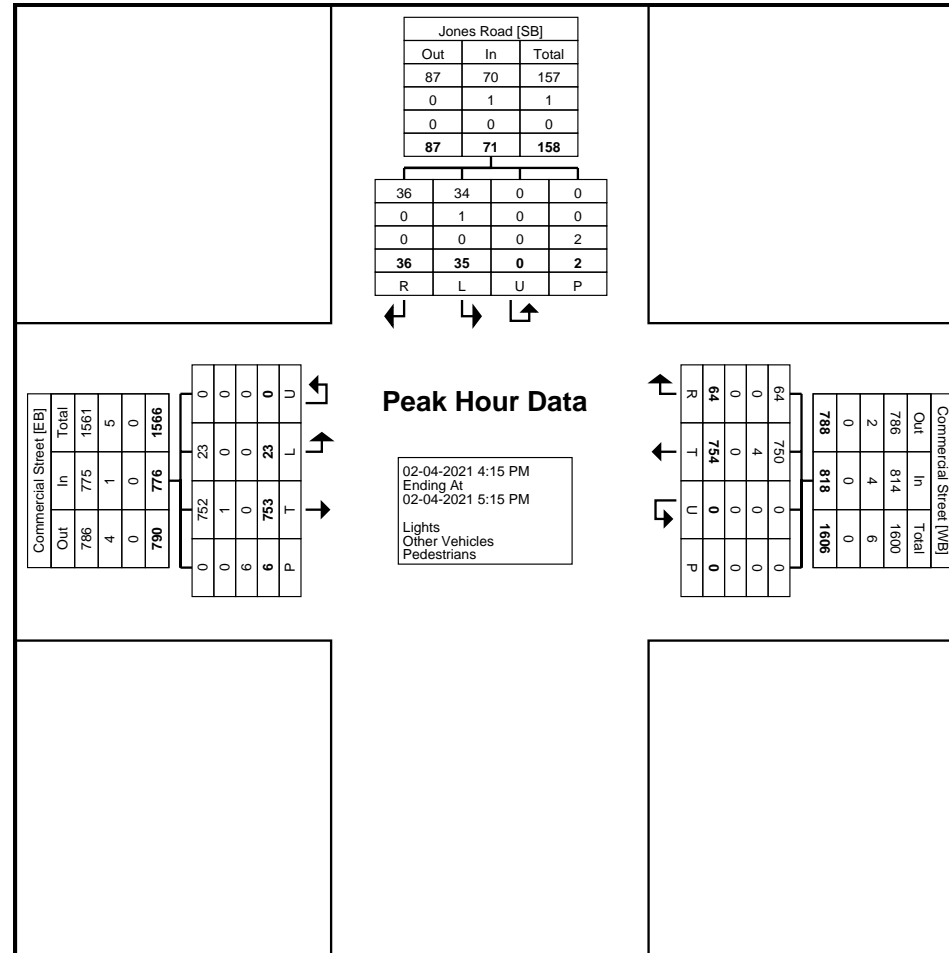
Start Time	Jones Road Southbound					Commercial Street Westbound					Commercial Street Eastbound					Int. Total
	Right	Left	U-Turn	Peds	App. Total	Right	Thru	U-Turn	Peds	App. Total	Thru	Left	U-Turn	Peds	App. Total	
4:15 PM	5	10	0	0	15	19	175	0	0	194	188	6	0	0	194	403
4:30 PM	11	10	0	0	21	14	178	0	0	192	172	2	0	1	174	387
4:45 PM	9	7	0	0	16	11	168	0	0	179	194	4	0	3	198	393
5:00 PM	11	8	0	2	19	20	233	0	0	253	199	11	0	2	210	482
Total	36	35	0	2	71	64	754	0	0	818	753	23	0	6	776	1665
Approach %	50.7	49.3	0.0	-	-	7.8	92.2	0.0	-	-	97.0	3.0	0.0	-	-	-
Total %	2.2	2.1	0.0	-	4.3	3.8	45.3	0.0	-	49.1	45.2	1.4	0.0	-	46.6	-
PHF	0.818	0.875	0.000	-	0.845	0.800	0.809	0.000	-	0.808	0.946	0.523	0.000	-	0.924	0.864
Lights	36	34	0	-	70	64	750	0	-	814	752	23	0	-	775	1659
% Lights	100.0	97.1	-	-	98.6	100.0	99.5	-	-	99.5	99.9	100.0	-	-	99.9	99.6
Other Vehicles	0	1	0	-	1	0	4	0	-	4	1	0	0	-	1	6
% Other Vehicles	0.0	2.9	-	-	1.4	0.0	0.5	-	-	0.5	0.1	0.0	-	-	0.1	0.4
Pedestrians	-	-	-	2	-	-	-	-	0	-	-	-	-	6	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	-	-	-	-	-	100.0	-	-





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Count Name: Commercial Street & Jones Road  
 Site Code:  
 Start Date: 02-04-2021  
 Page No: 9



Turning Movement Peak Hour Data Plot (4:15 PM)



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Count Name: Commercial Street & Prospect  
 Road  
 Site Code:  
 Start Date: 01-28-2021  
 Page No: 1

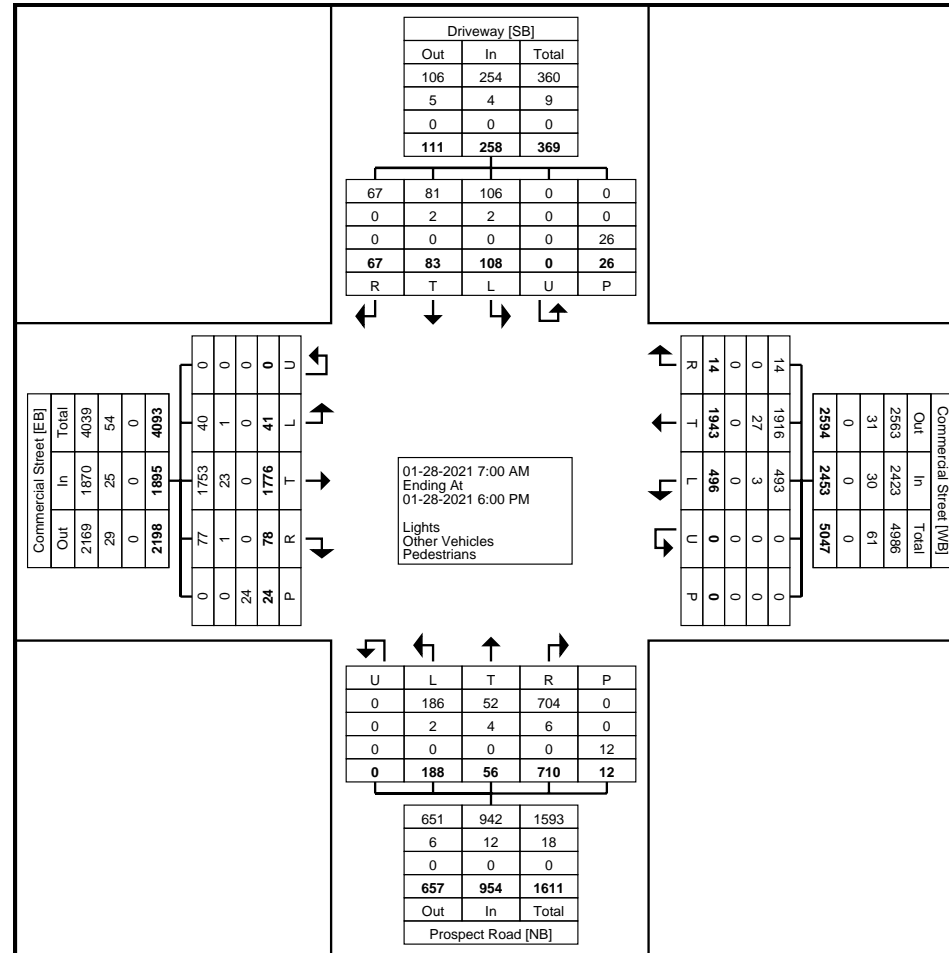
### Turning Movement Data

Start Time	Driveway Southbound						Commercial Street Westbound						Prospect Road Northbound						Commercial Street Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
7:00 AM	1	5	3	0	1	9	1	107	35	0	0	143	58	3	12	0	0	73	1	114	2	0	2	117	342
7:15 AM	1	3	5	0	2	9	0	102	33	0	0	135	44	2	7	0	0	53	8	95	1	0	2	104	301
7:30 AM	2	1	2	0	3	5	0	91	22	0	0	113	48	3	9	0	0	60	4	102	1	0	1	107	285
7:45 AM	4	3	1	0	1	8	1	103	33	0	0	137	49	5	15	0	1	69	2	92	3	0	1	97	311
Hourly Total	8	12	11	0	7	31	2	403	123	0	0	528	199	13	43	0	1	255	15	403	7	0	6	425	1239
8:00 AM	4	5	9	0	1	18	1	95	16	0	0	112	37	5	15	0	0	57	5	97	5	0	0	107	294
8:15 AM	2	7	5	0	3	14	0	106	22	0	0	128	40	3	14	0	0	57	6	113	1	0	2	120	319
8:30 AM	2	4	10	0	3	16	0	124	23	0	0	147	45	6	14	0	0	65	2	137	5	0	0	144	372
8:45 AM	7	8	9	0	2	24	0	103	27	0	0	130	46	1	8	0	0	55	3	118	5	0	4	126	335
Hourly Total	15	24	33	0	9	72	1	428	88	0	0	517	168	15	51	0	0	234	16	465	16	0	6	497	1320
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	7	10	12	0	0	29	1	183	49	0	0	233	66	8	11	0	2	85	3	138	0	0	3	141	488
4:15 PM	5	8	10	0	0	23	2	163	48	0	0	213	44	8	16	0	1	68	11	146	1	0	1	158	462
4:30 PM	3	5	17	0	1	25	3	141	41	0	0	185	44	1	10	0	2	55	1	112	3	0	2	116	381
4:45 PM	2	3	6	0	2	11	0	128	33	0	0	161	33	2	11	0	0	46	5	100	3	0	0	108	326
Hourly Total	17	26	45	0	3	88	6	615	171	0	0	792	187	19	48	0	5	254	20	496	7	0	6	523	1657
5:00 PM	5	3	3	0	2	11	2	114	29	0	0	145	38	2	10	0	1	50	6	114	2	0	1	122	328
5:15 PM	8	9	7	0	0	24	3	126	36	0	0	165	36	2	12	0	1	50	7	107	3	0	1	117	356
5:30 PM	7	7	4	0	1	18	0	140	29	0	0	169	36	5	9	0	3	50	7	104	2	0	1	113	350
5:45 PM	7	2	5	0	4	14	0	117	20	0	0	137	46	0	15	0	1	61	7	87	4	0	3	98	310
Hourly Total	27	21	19	0	7	67	5	497	114	0	0	616	156	9	46	0	6	211	27	412	11	0	6	450	1344
Grand Total	67	83	108	0	26	258	14	1943	496	0	0	2453	710	56	188	0	12	954	78	1776	41	0	24	1895	5560
Approach %	26.0	32.2	41.9	0.0	-	-	0.6	79.2	20.2	0.0	-	-	74.4	5.9	19.7	0.0	-	-	4.1	93.7	2.2	0.0	-	-	-
Total %	1.2	1.5	1.9	0.0	-	4.6	0.3	34.9	8.9	0.0	-	44.1	12.8	1.0	3.4	0.0	-	17.2	1.4	31.9	0.7	0.0	-	34.1	-
Lights	67	81	106	0	-	254	14	1916	493	0	-	2423	704	52	186	0	-	942	77	1753	40	0	-	1870	5489
% Lights	100.0	97.6	98.1	-	-	98.4	100.0	98.6	99.4	-	-	98.8	99.2	92.9	98.9	-	-	98.7	98.7	98.7	97.6	-	-	98.7	98.7
Other Vehicles	0	2	2	0	-	4	0	27	3	0	-	30	6	4	2	0	-	12	1	23	1	0	-	25	71
% Other Vehicles	0.0	2.4	1.9	-	-	1.6	0.0	1.4	0.6	-	-	1.2	0.8	7.1	1.1	-	-	1.3	1.3	1.3	2.4	-	-	1.3	1.3
Pedestrians	-	-	-	-	-	26	-	-	-	-	0	-	-	-	-	-	12	-	-	-	-	-	24	-	-
% Pedestrians	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-



Harbourside Transportation Consultants  
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Count Name: Commercial Street & Prospect  
 Road  
 Site Code:  
 Start Date: 01-28-2021  
 Page No: 2



Turning Movement Data Plot



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 905-405-4696

Count Name: Commercial Street & Prospect  
 Road  
 Site Code:  
 Start Date: 01-28-2021  
 Page No: 3

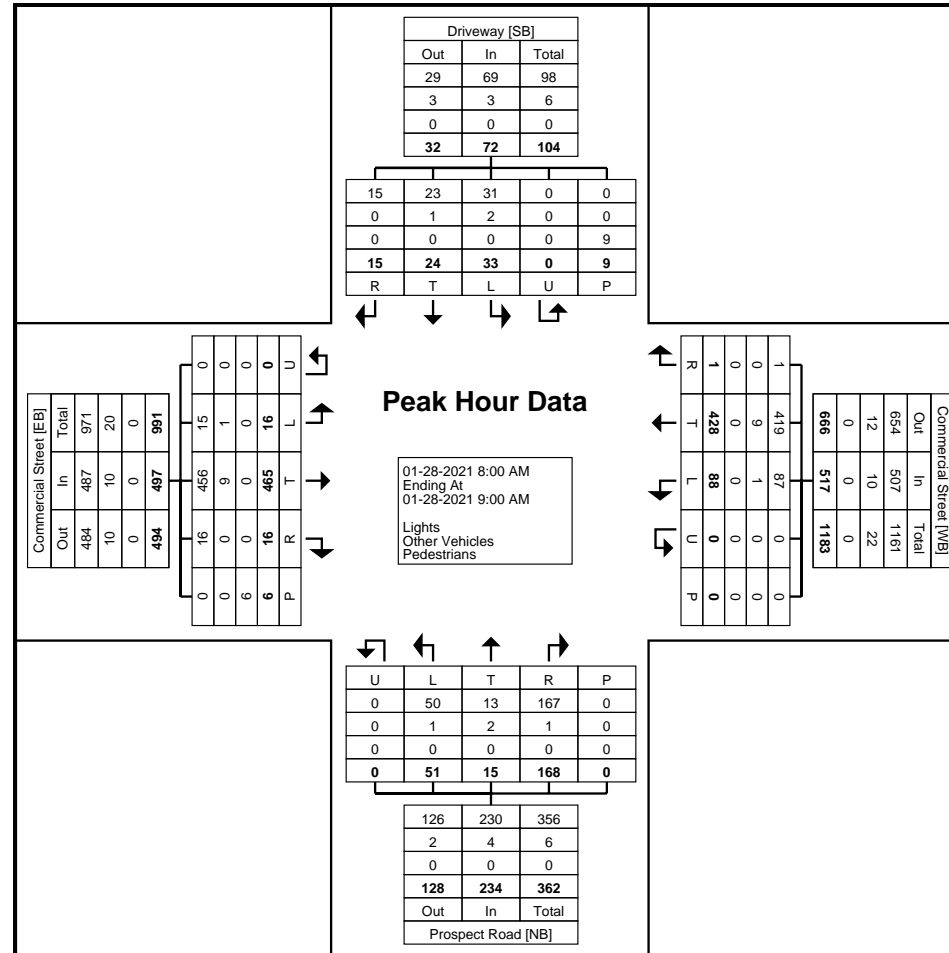
### Turning Movement Peak Hour Data (8:00 AM)

Start Time	Driveway Southbound						Commercial Street Westbound						Prospect Road Northbound						Commercial Street Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
8:00 AM	4	5	9	0	1	18	1	95	16	0	0	112	37	5	15	0	0	57	5	97	5	0	0	107	294
8:15 AM	2	7	5	0	3	14	0	106	22	0	0	128	40	3	14	0	0	57	6	113	1	0	2	120	319
8:30 AM	2	4	10	0	3	16	0	124	23	0	0	147	45	6	14	0	0	65	2	137	5	0	0	144	372
8:45 AM	7	8	9	0	2	24	0	103	27	0	0	130	46	1	8	0	0	55	3	118	5	0	4	126	335
Total	15	24	33	0	9	72	1	428	88	0	0	517	168	15	51	0	0	234	16	465	16	0	6	497	1320
Approach %	20.8	33.3	45.8	0.0	-	-	0.2	82.8	17.0	0.0	-	-	71.8	6.4	21.8	0.0	-	-	3.2	93.6	3.2	0.0	-	-	-
Total %	1.1	1.8	2.5	0.0	-	5.5	0.1	32.4	6.7	0.0	-	39.2	12.7	1.1	3.9	0.0	-	17.7	1.2	35.2	1.2	0.0	-	37.7	-
PHF	0.536	0.750	0.825	0.000	-	0.750	0.250	0.863	0.815	0.000	-	0.879	0.913	0.625	0.850	0.000	-	0.900	0.667	0.849	0.800	0.000	-	0.863	0.887
Lights	15	23	31	0	-	69	1	419	87	0	-	507	167	13	50	0	-	230	16	456	15	0	-	487	1293
% Lights	100.0	95.8	93.9	-	-	95.8	100.0	97.9	98.9	-	-	98.1	99.4	86.7	98.0	-	-	98.3	100.0	98.1	93.8	-	-	98.0	98.0
Other Vehicles	0	1	2	0	-	3	0	9	1	0	-	10	1	2	1	0	-	4	0	9	1	0	-	10	27
% Other Vehicles	0.0	4.2	6.1	-	-	4.2	0.0	2.1	1.1	-	-	1.9	0.6	13.3	2.0	-	-	1.7	0.0	1.9	6.3	-	-	2.0	2.0
Pedestrians	-	-	-	-	9	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	6	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-



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Count Name: Commercial Street & Prospect  
 Road  
 Site Code:  
 Start Date: 01-28-2021  
 Page No: 4



Turning Movement Peak Hour Data Plot (8:00 AM)



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Count Name: Commercial Street & Prospect  
 Road  
 Site Code:  
 Start Date: 01-28-2021  
 Page No: 5

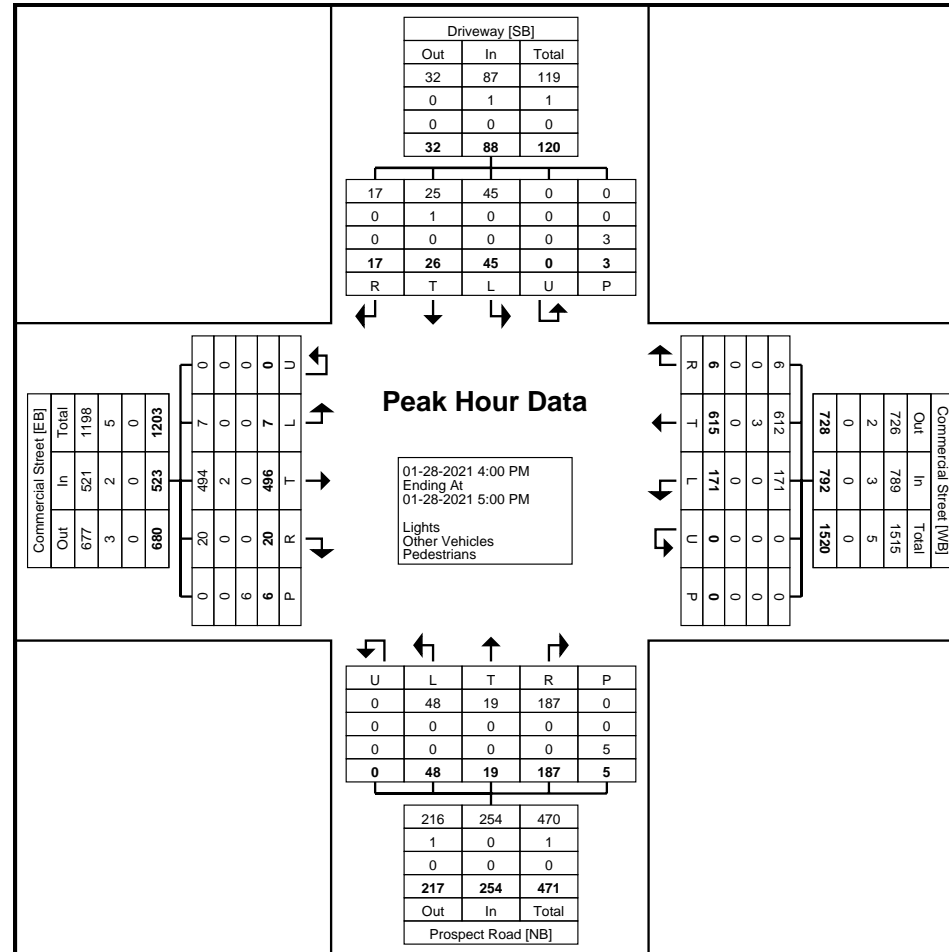
### Turning Movement Peak Hour Data (4:00 PM)

Start Time	Driveway Southbound						Commercial Street Westbound						Prospect Road Northbound						Commercial Street Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
4:00 PM	7	10	12	0	0	29	1	183	49	0	0	233	66	8	11	0	2	85	3	138	0	0	3	141	488
4:15 PM	5	8	10	0	0	23	2	163	48	0	0	213	44	8	16	0	1	68	11	146	1	0	1	158	462
4:30 PM	3	5	17	0	1	25	3	141	41	0	0	185	44	1	10	0	2	55	1	112	3	0	2	116	381
4:45 PM	2	3	6	0	2	11	0	128	33	0	0	161	33	2	11	0	0	46	5	100	3	0	0	108	326
Total	17	26	45	0	3	88	6	615	171	0	0	792	187	19	48	0	5	254	20	496	7	0	6	523	1657
Approach %	19.3	29.5	51.1	0.0	-	-	0.8	77.7	21.6	0.0	-	-	73.6	7.5	18.9	0.0	-	-	3.8	94.8	1.3	0.0	-	-	-
Total %	1.0	1.6	2.7	0.0	-	5.3	0.4	37.1	10.3	0.0	-	47.8	11.3	1.1	2.9	0.0	-	15.3	1.2	29.9	0.4	0.0	-	31.6	-
PHF	0.607	0.650	0.662	0.000	-	0.759	0.500	0.840	0.872	0.000	-	0.850	0.708	0.594	0.750	0.000	-	0.747	0.455	0.849	0.583	0.000	-	0.828	0.849
Lights	17	25	45	0	-	87	6	612	171	0	-	789	187	19	48	0	-	254	20	494	7	0	-	521	1651
% Lights	100.0	96.2	100.0	-	-	98.9	100.0	99.5	100.0	-	-	99.6	100.0	100.0	100.0	-	-	100.0	100.0	99.6	100.0	-	-	99.6	99.6
Other Vehicles	0	1	0	0	-	1	0	3	0	0	-	3	0	0	0	0	-	0	0	2	0	0	-	2	6
% Other Vehicles	0.0	3.8	0.0	-	-	1.1	0.0	0.5	0.0	-	-	0.4	0.0	0.0	0.0	-	-	0.0	0.0	0.4	0.0	-	-	0.4	0.4
Pedestrians	-	-	-	-	3	-	-	-	-	-	0	-	-	-	-	-	5	-	-	-	-	-	6	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-



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Count Name: Commercial Street & Prospect  
 Road  
 Site Code:  
 Start Date: 01-28-2021  
 Page No: 6



Turning Movement Peak Hour Data Plot (4:00 PM)



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Count Name: Commercial Street & Highbury Road  
 Site Code:  
 Start Date: 01-28-2021  
 Page No: 1

### Turning Movement Data

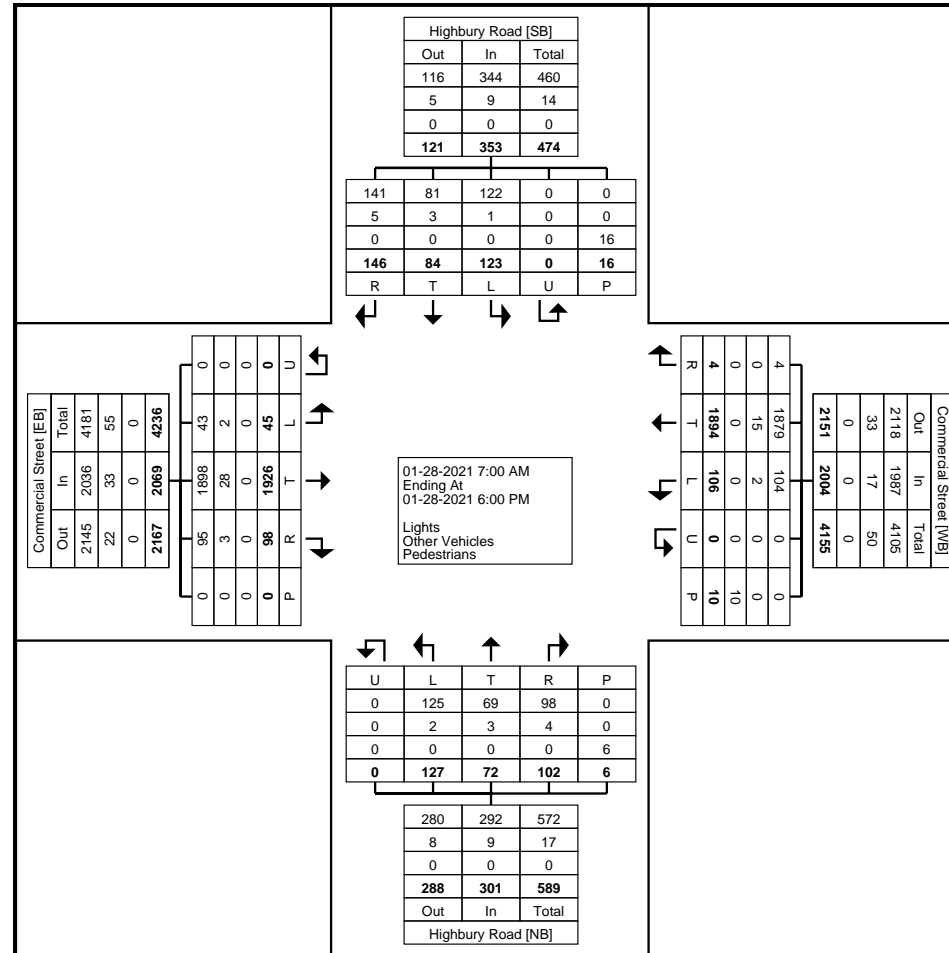
Start Time	Highbury Road Southbound						Commercial Street Westbound						Highbury Road Northbound						Commercial Street Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
7:00 AM	5	3	2	0	2	10	0	47	2	0	1	49	4	2	2	0	0	8	0	58	5	0	0	63	130
7:15 AM	9	3	5	0	0	17	0	52	1	0	0	53	6	5	3	0	0	14	4	72	2	0	0	78	162
7:30 AM	7	2	5	0	2	14	0	63	3	0	1	66	8	4	9	0	0	21	2	99	3	0	0	104	205
7:45 AM	13	4	3	0	1	20	0	87	3	0	1	90	13	4	7	0	0	24	4	122	3	0	0	129	263
Hourly Total	34	12	15	0	5	61	0	249	9	0	3	258	31	15	21	0	0	67	10	351	13	0	0	374	760
8:00 AM	10	3	7	0	0	20	0	88	2	0	0	90	9	5	10	0	1	24	7	121	4	0	0	132	266
8:15 AM	14	4	7	0	0	25	0	93	7	0	0	100	7	5	8	0	0	20	1	102	4	0	0	107	252
8:30 AM	3	8	5	0	3	16	1	77	4	0	0	82	7	2	11	0	1	20	2	98	1	0	0	101	219
8:45 AM	8	4	8	0	1	20	0	82	8	0	2	90	3	4	8	0	1	15	1	101	1	0	0	103	228
Hourly Total	35	19	27	0	4	81	1	340	21	0	2	362	26	16	37	0	3	79	11	422	10	0	0	443	965
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	8	4	13	0	2	25	1	173	9	0	0	183	8	8	10	0	0	26	12	163	5	0	0	180	414
4:15 PM	15	2	11	0	0	28	0	157	13	0	0	170	3	7	9	0	0	19	6	161	4	0	0	171	388
4:30 PM	14	8	13	0	1	35	0	199	4	0	1	203	7	7	16	0	0	30	10	131	1	0	0	142	410
4:45 PM	11	9	10	0	0	30	1	141	10	0	0	152	9	3	2	0	1	14	10	155	5	0	0	170	366
Hourly Total	48	23	47	0	3	118	2	670	36	0	1	708	27	25	37	0	1	89	38	610	15	0	0	663	1578
5:00 PM	6	10	16	0	1	32	1	167	16	0	3	184	8	6	13	0	2	27	16	153	1	0	0	170	413
5:15 PM	11	7	11	0	0	29	0	170	8	0	0	178	5	2	2	0	0	9	10	152	1	0	0	163	379
5:30 PM	4	5	4	0	1	13	0	156	6	0	1	162	2	6	4	0	0	12	4	128	0	0	0	132	319
5:45 PM	8	8	3	0	2	19	0	142	10	0	0	152	3	2	13	0	0	18	9	110	5	0	0	124	313
Hourly Total	29	30	34	0	4	93	1	635	40	0	4	676	18	16	32	0	2	66	39	543	7	0	0	589	1424
Grand Total	146	84	123	0	16	353	4	1894	106	0	10	2004	102	72	127	0	6	301	98	1926	45	0	0	2069	4727
Approach %	41.4	23.8	34.8	0.0	-	-	0.2	94.5	5.3	0.0	-	-	33.9	23.9	42.2	0.0	-	-	4.7	93.1	2.2	0.0	-	-	-
Total %	3.1	1.8	2.6	0.0	-	7.5	0.1	40.1	2.2	0.0	-	42.4	2.2	1.5	2.7	0.0	-	6.4	2.1	40.7	1.0	0.0	-	43.8	-
Lights	141	81	122	0	-	344	4	1879	104	0	-	1987	98	69	125	0	-	292	95	1898	43	0	-	2036	4659
% Lights	96.6	96.4	99.2	-	-	97.5	100.0	99.2	98.1	-	-	99.2	96.1	95.8	98.4	-	-	97.0	96.9	98.5	95.6	-	-	98.4	98.6
Other Vehicles	5	3	1	0	-	9	0	15	2	0	-	17	4	3	2	0	-	9	3	28	2	0	-	33	68
% Other Vehicles	3.4	3.6	0.8	-	-	2.5	0.0	0.8	1.9	-	-	0.8	3.9	4.2	1.6	-	-	3.0	3.1	1.5	4.4	-	-	1.6	1.4
Pedestrians	-	-	-	-	16	-	-	-	-	-	10	-	-	-	-	-	6	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-





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Count Name: Commercial Street & Highbury Road  
 Road  
 Site Code:  
 Start Date: 01-28-2021  
 Page No: 2



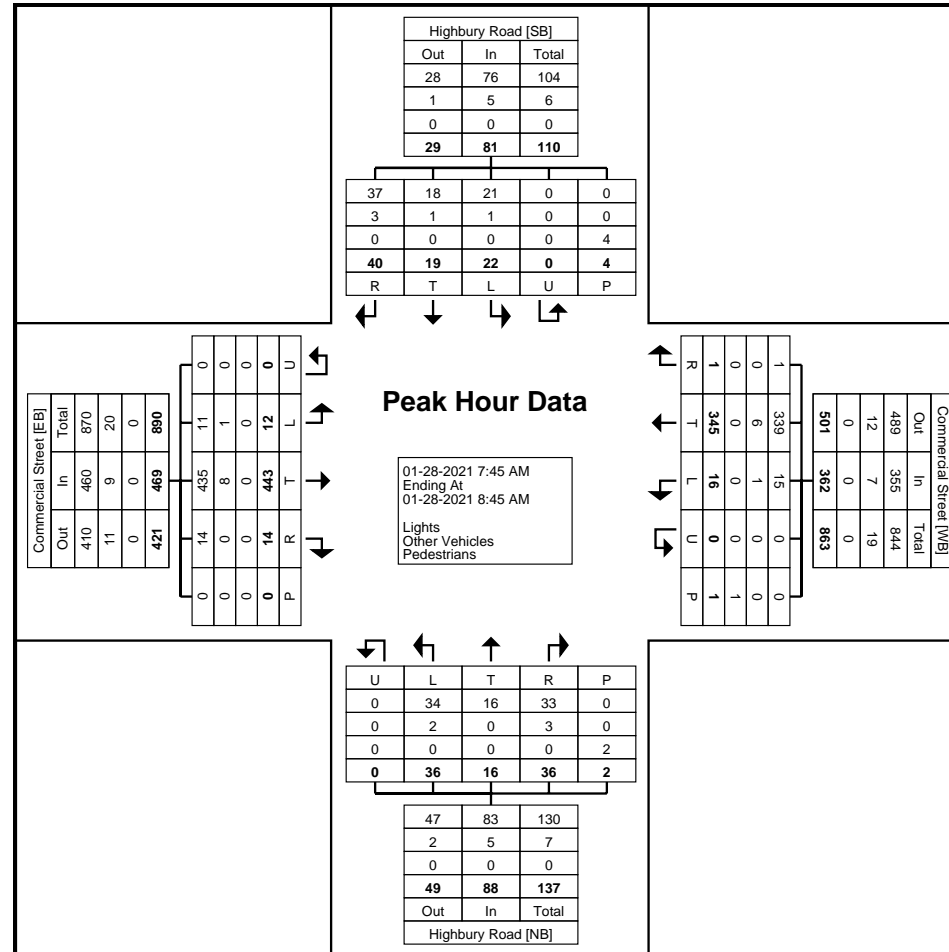
Turning Movement Data Plot





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Count Name: Commercial Street & Highbury Road  
 Site Code:  
 Start Date: 01-28-2021  
 Page No: 4



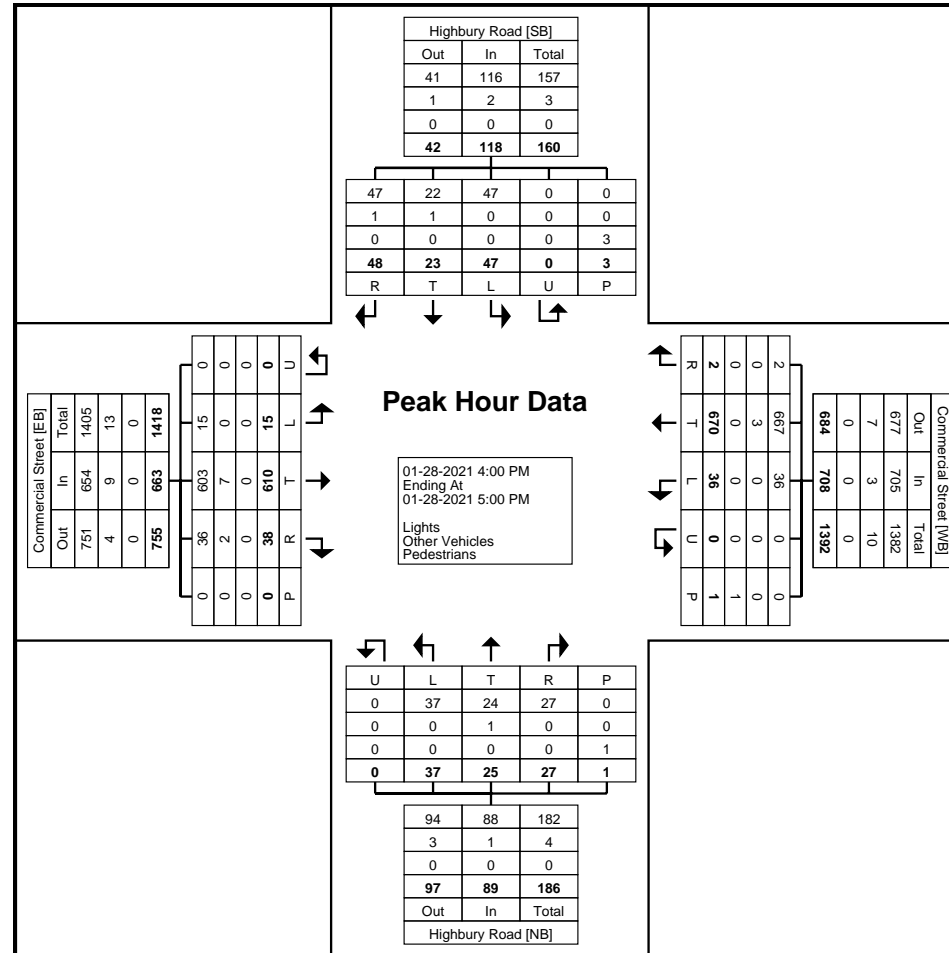
Turning Movement Peak Hour Data Plot (7:45 AM)





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Count Name: Commercial Street & Highbury Road  
 Site Code:  
 Start Date: 01-28-2021  
 Page No: 6



Turning Movement Peak Hour Data Plot (4:00 PM)



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Count Name: Commercial Street & New Minas  
 Connector Roadway  
 Site Code:  
 Start Date: 01-28-2021  
 Page No: 1

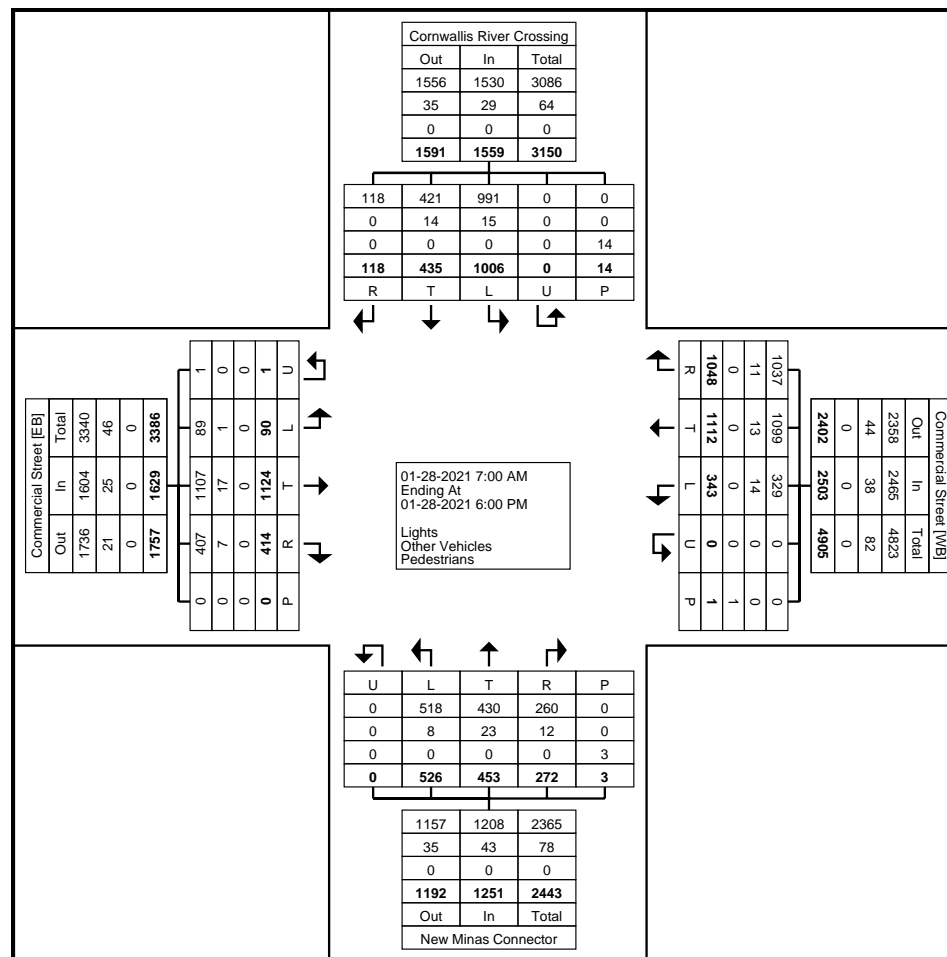
### Turning Movement Data

Start Time	Cornwallis River Crossing Southbound						Commercial Street Westbound						New Minas Connector Road Northbound						Commercial Street Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
7:00 AM	2	18	27	0	1	47	21	29	9	0	0	59	7	21	10	0	0	38	9	28	0	0	0	37	181
7:15 AM	0	18	43	0	0	61	31	40	7	0	0	78	20	20	16	0	0	56	11	36	2	0	0	49	244
7:30 AM	6	30	59	0	1	95	43	41	7	0	0	91	18	46	32	0	0	96	17	40	2	0	0	59	341
7:45 AM	13	23	86	0	0	122	39	64	19	0	0	122	21	42	44	0	0	107	19	56	3	0	0	78	429
Hourly Total	21	89	215	0	2	325	134	174	42	0	0	350	66	129	102	0	0	297	56	160	7	0	0	223	1195
8:00 AM	9	29	75	0	0	113	51	60	12	0	0	123	13	39	55	0	0	107	23	67	3	0	0	93	436
8:15 AM	14	27	63	0	2	104	36	68	21	0	0	125	17	31	59	0	0	107	12	51	6	0	0	69	405
8:30 AM	12	17	56	0	0	85	36	54	11	0	0	101	19	23	45	0	1	87	16	53	2	0	0	71	344
8:45 AM	16	18	48	0	3	82	39	61	14	0	0	114	17	14	50	0	0	81	16	70	7	0	0	93	370
Hourly Total	51	91	242	0	5	384	162	243	58	0	0	463	66	107	209	0	1	382	67	241	18	0	0	326	1555
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	7	39	80	0	3	126	84	96	32	0	1	212	24	36	33	0	0	93	38	93	14	0	0	145	576
4:15 PM	9	37	76	0	0	122	99	92	33	0	0	224	25	22	28	0	0	75	39	105	7	0	0	151	572
4:30 PM	3	47	69	0	1	119	126	105	41	0	0	272	16	25	31	0	1	72	45	83	9	1	0	138	601
4:45 PM	8	27	72	0	1	107	101	84	31	0	0	216	21	38	30	0	1	89	42	103	8	0	0	153	565
Hourly Total	27	150	297	0	5	474	410	377	137	0	1	924	86	121	122	0	2	329	164	384	38	1	0	587	2314
5:00 PM	7	36	74	0	0	117	95	88	32	0	0	215	20	30	30	0	0	80	48	99	9	0	0	156	568
5:15 PM	5	22	71	0	0	98	93	87	26	0	0	206	13	25	21	0	0	59	36	96	10	0	0	142	505
5:30 PM	4	20	58	0	1	82	81	69	27	0	0	177	6	18	22	0	0	46	20	70	4	0	0	94	399
5:45 PM	3	27	49	0	1	79	73	74	21	0	0	168	15	23	20	0	0	58	23	74	4	0	0	101	406
Hourly Total	19	105	252	0	2	376	342	318	106	0	0	766	54	96	93	0	0	243	127	339	27	0	0	493	1878
Grand Total	118	435	1006	0	14	1559	1048	1112	343	0	1	2503	272	453	526	0	3	1251	414	1124	90	1	0	1629	6942
Approach %	7.6	27.9	64.5	0.0	-	-	41.9	44.4	13.7	0.0	-	-	21.7	36.2	42.0	0.0	-	-	25.4	69.0	5.5	0.1	-	-	-
Total %	1.7	6.3	14.5	0.0	-	22.5	15.1	16.0	4.9	0.0	-	36.1	3.9	6.5	7.6	0.0	-	18.0	6.0	16.2	1.3	0.0	-	23.5	-
Lights	118	421	991	0	-	1530	1037	1099	329	0	-	2465	260	430	518	0	-	1208	407	1107	89	1	-	1604	6807
% Lights	100.0	96.8	98.5	-	-	98.1	99.0	98.8	95.9	-	-	98.5	95.6	94.9	98.5	-	-	96.6	98.3	98.5	98.9	100.0	-	98.5	98.1
Other Vehicles	0	14	15	0	-	29	11	13	14	0	-	38	12	23	8	0	-	43	7	17	1	0	-	25	135
% Other Vehicles	0.0	3.2	1.5	-	-	1.9	1.0	1.2	4.1	-	-	1.5	4.4	5.1	1.5	-	-	3.4	1.7	1.5	1.1	0.0	-	1.5	1.9
Pedestrians	-	-	-	-	14	-	-	-	-	-	1	-	-	-	-	-	3	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-



Harbourside Transportation Consultants  
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 905-405-4696

Count Name: Commercial Street & New Minas  
 Connector Roadway  
 Site Code:  
 Start Date: 01-28-2021  
 Page No: 2



Turning Movement Data Plot

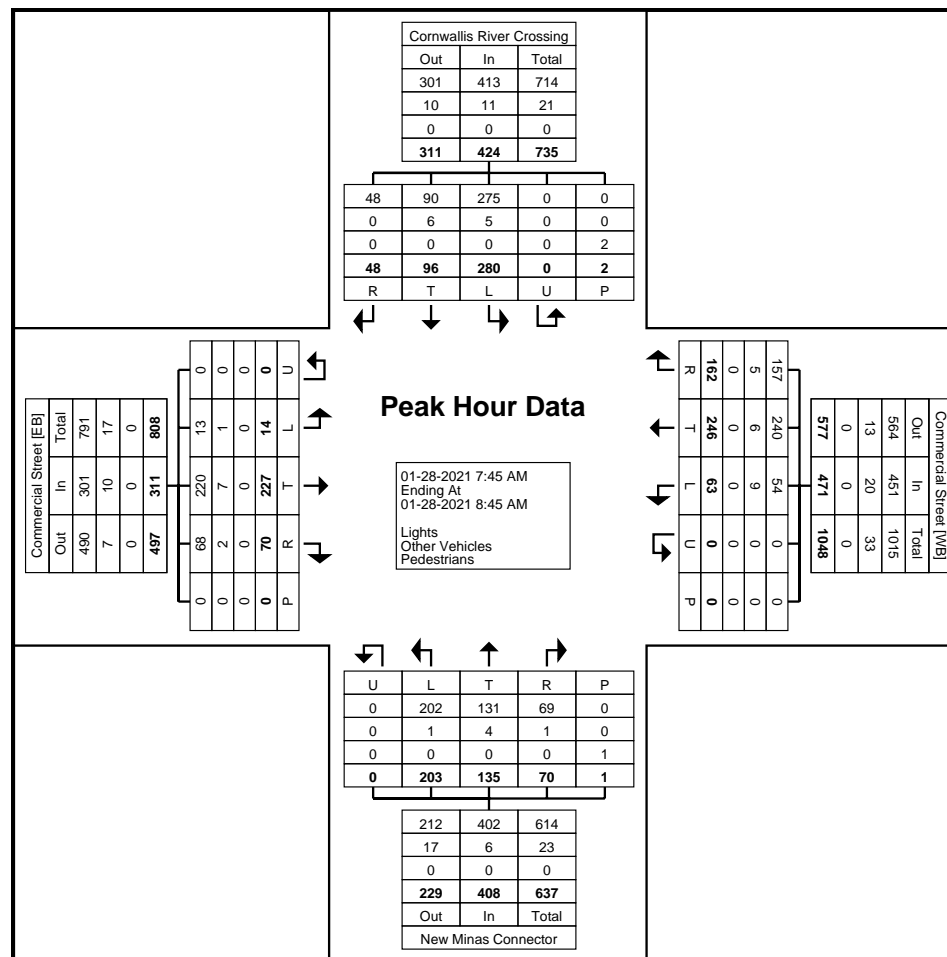






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 905-405-4696

Count Name: Commercial Street & New Minas  
 Connector Roadway  
 Site Code:  
 Start Date: 01-28-2021  
 Page No: 4



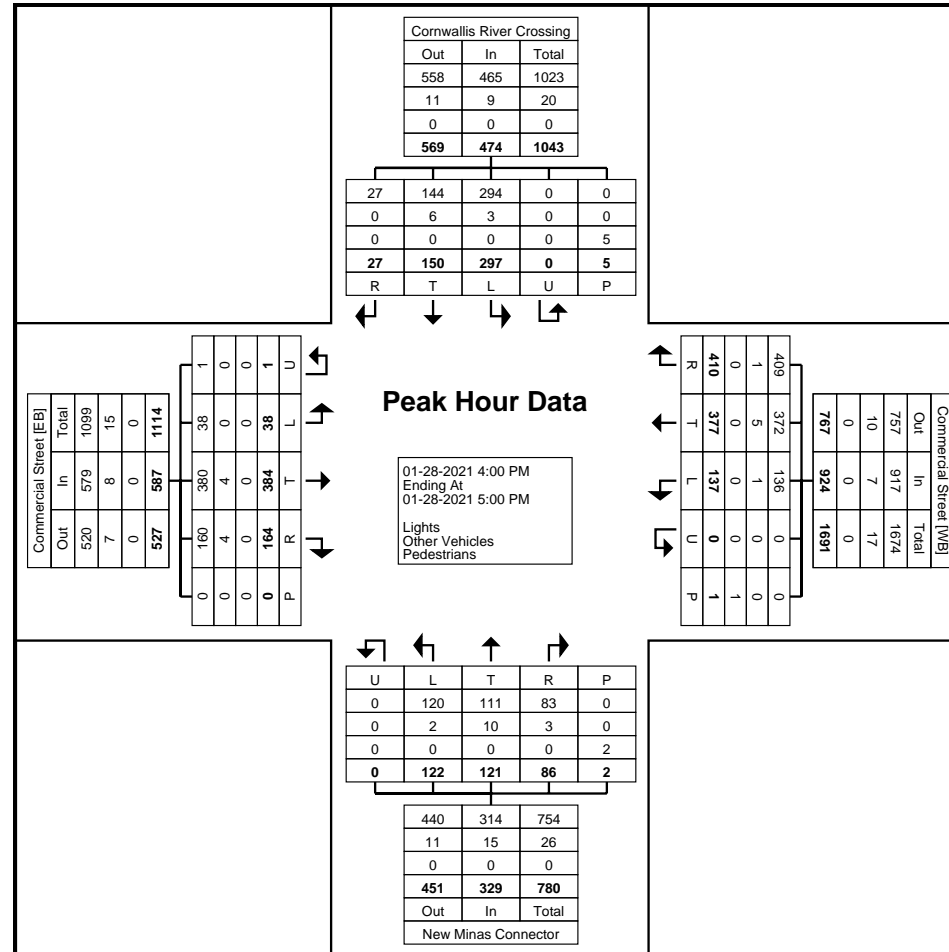
Turning Movement Peak Hour Data Plot (7:45 AM)





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Count Name: Commercial Street & New Minas  
 Connector Roadway  
 Site Code:  
 Start Date: 01-28-2021  
 Page No: 6



Turning Movement Peak Hour Data Plot (4:00 PM)



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Count Name: New Minas Connector Road &  
 Prospect Road  
 Site Code:  
 Start Date: 01-27-2021  
 Page No: 1

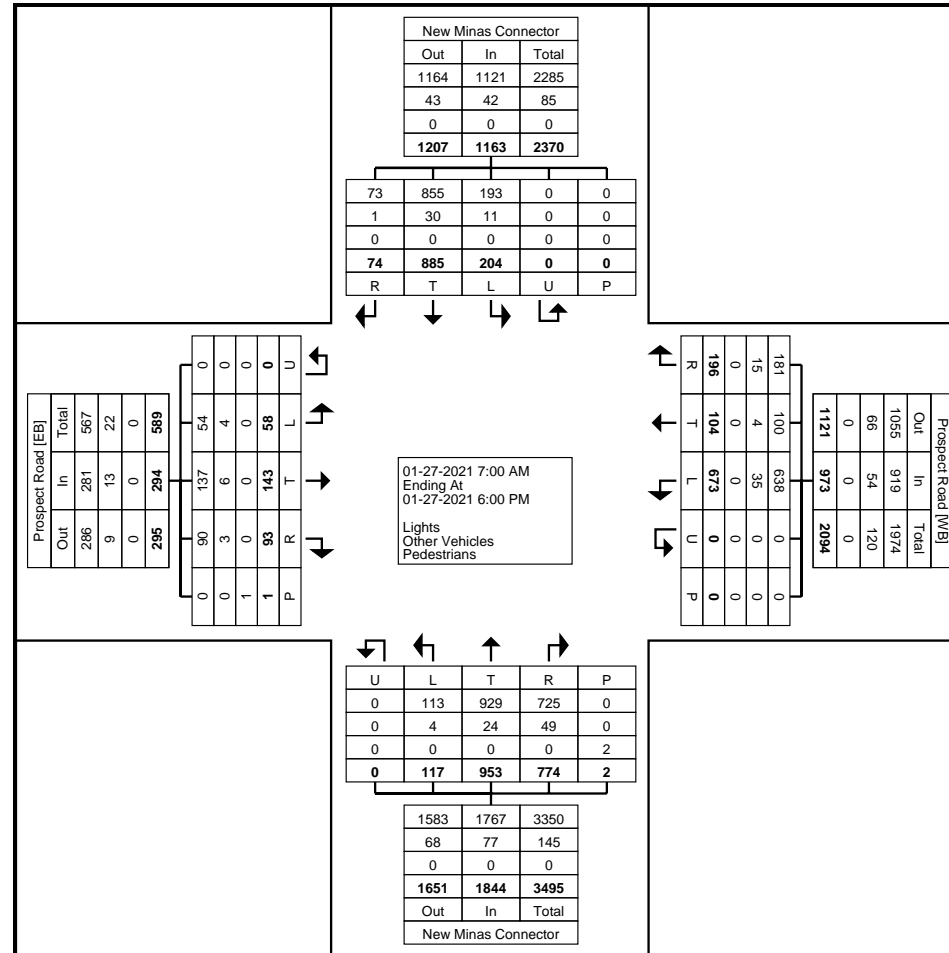
### Turning Movement Data

Start Time	New Minas Connector Road Southbound						Prospect Road Westbound						New Minas Connector Road Northbound						Prospect Road Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
7:00 AM	3	28	6	0	0	37	9	2	23	0	0	34	26	29	2	0	0	57	1	4	0	0	0	5	133
7:15 AM	4	34	6	0	0	44	14	3	15	0	0	32	40	54	11	0	0	105	3	5	3	0	0	11	192
7:30 AM	4	44	7	0	0	55	13	7	27	0	0	47	46	65	5	0	0	116	8	6	8	0	0	22	240
7:45 AM	5	35	14	0	0	54	18	4	26	0	0	48	60	105	3	0	0	168	2	11	4	0	0	17	287
Hourly Total	16	141	33	0	0	190	54	16	91	0	0	161	172	253	21	0	0	446	14	26	15	0	0	55	852
8:00 AM	6	45	9	0	0	60	8	5	25	0	0	38	40	79	3	0	1	122	2	7	2	0	1	11	231
8:15 AM	5	48	7	0	0	60	16	3	31	0	0	50	42	92	3	0	0	137	6	11	3	0	0	20	267
8:30 AM	6	48	9	0	0	63	6	6	31	0	0	43	42	64	3	0	1	109	3	6	1	0	0	10	225
8:45 AM	2	28	9	0	0	39	12	5	24	0	0	41	37	71	6	0	0	114	3	10	4	0	0	17	211
Hourly Total	19	169	34	0	0	222	42	19	111	0	0	172	161	306	15	0	2	482	14	34	10	0	1	58	934
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	4	77	29	0	0	110	16	9	59	0	0	84	54	58	13	0	0	125	10	15	9	0	0	34	353
4:15 PM	7	86	15	0	0	108	12	11	63	0	0	86	66	47	8	0	0	121	7	17	4	0	0	28	343
4:30 PM	4	102	21	0	0	127	18	5	53	0	0	76	54	57	14	0	0	125	8	11	3	0	0	22	350
4:45 PM	6	63	15	0	0	84	12	12	65	0	0	89	51	63	7	0	0	121	12	6	2	0	0	20	314
Hourly Total	21	328	80	0	0	429	58	37	240	0	0	335	225	225	42	0	0	492	37	49	18	0	0	104	1360
5:00 PM	6	77	19	0	0	102	15	15	79	0	0	109	75	37	13	0	0	125	10	10	4	0	0	24	360
5:15 PM	3	65	16	0	0	84	12	10	68	0	0	90	56	50	13	0	0	119	7	12	4	0	0	23	316
5:30 PM	6	50	7	0	0	63	9	4	46	0	0	59	50	44	10	0	0	104	6	8	4	0	0	18	244
5:45 PM	3	55	15	0	0	73	6	3	38	0	0	47	35	38	3	0	0	76	5	4	3	0	0	12	208
Hourly Total	18	247	57	0	0	322	42	32	231	0	0	305	216	169	39	0	0	424	28	34	15	0	0	77	1128
Grand Total	74	885	204	0	0	1163	196	104	673	0	0	973	774	953	117	0	2	1844	93	143	58	0	1	294	4274
Approach %	6.4	76.1	17.5	0.0	-	-	20.1	10.7	69.2	0.0	-	-	42.0	51.7	6.3	0.0	-	-	31.6	48.6	19.7	0.0	-	-	-
Total %	1.7	20.7	4.8	0.0	-	27.2	4.6	2.4	15.7	0.0	-	22.8	18.1	22.3	2.7	0.0	-	43.1	2.2	3.3	1.4	0.0	-	6.9	-
Lights	73	855	193	0	-	1121	181	100	638	0	-	919	725	929	113	0	-	1767	90	137	54	0	-	281	4088
% Lights	98.6	96.6	94.6	-	-	96.4	92.3	96.2	94.8	-	-	94.5	93.7	97.5	96.6	-	-	95.8	96.8	95.8	93.1	-	-	95.6	95.6
Other Vehicles	1	30	11	0	-	42	15	4	35	0	-	54	49	24	4	0	-	77	3	6	4	0	-	13	186
% Other Vehicles	1.4	3.4	5.4	-	-	3.6	7.7	3.8	5.2	-	-	5.5	6.3	2.5	3.4	-	-	4.2	3.2	4.2	6.9	-	-	4.4	4.4
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-



Harbourside Transportation Consultants  
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Count Name: New Minas Connector Road &  
 Prospect Road  
 Site Code:  
 Start Date: 01-27-2021  
 Page No: 2



Turning Movement Data Plot



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 905-405-4696

Count Name: New Minas Connector Road &  
 Prospect Road  
 Site Code:  
 Start Date: 01-27-2021  
 Page No: 3

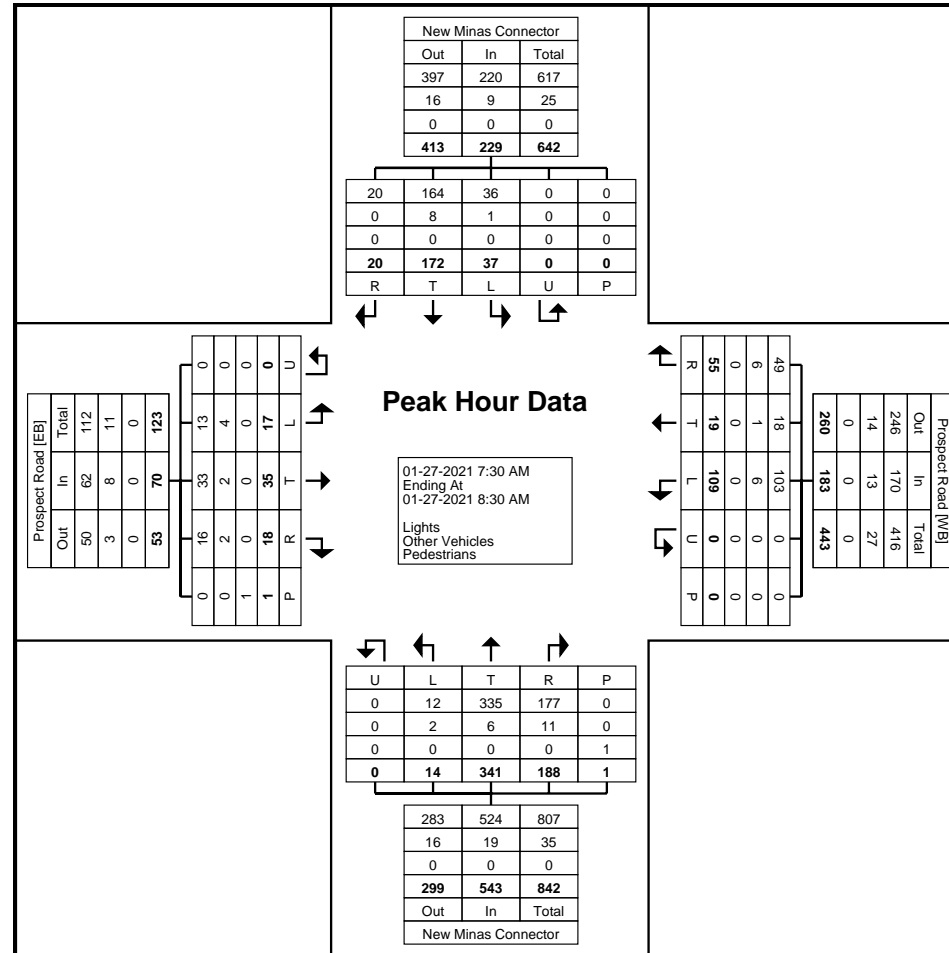
### Turning Movement Peak Hour Data (7:30 AM)

Start Time	New Minas Connector Road Southbound						Prospect Road Westbound						New Minas Connector Road Northbound						Prospect Road Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
7:30 AM	4	44	7	0	0	55	13	7	27	0	0	47	46	65	5	0	0	116	8	6	8	0	0	22	240
7:45 AM	5	35	14	0	0	54	18	4	26	0	0	48	60	105	3	0	0	168	2	11	4	0	0	17	287
8:00 AM	6	45	9	0	0	60	8	5	25	0	0	38	40	79	3	0	1	122	2	7	2	0	1	11	231
8:15 AM	5	48	7	0	0	60	16	3	31	0	0	50	42	92	3	0	0	137	6	11	3	0	0	20	267
Total	20	172	37	0	0	229	55	19	109	0	0	183	188	341	14	0	1	543	18	35	17	0	1	70	1025
Approach %	8.7	75.1	16.2	0.0	-	-	30.1	10.4	59.6	0.0	-	-	34.6	62.8	2.6	0.0	-	-	25.7	50.0	24.3	0.0	-	-	-
Total %	2.0	16.8	3.6	0.0	-	22.3	5.4	1.9	10.6	0.0	-	17.9	18.3	33.3	1.4	0.0	-	53.0	1.8	3.4	1.7	0.0	-	6.8	-
PHF	0.833	0.896	0.661	0.000	-	0.954	0.764	0.679	0.879	0.000	-	0.915	0.783	0.812	0.700	0.000	-	0.808	0.563	0.795	0.531	0.000	-	0.795	0.893
Lights	20	164	36	0	-	220	49	18	103	0	-	170	177	335	12	0	-	524	16	33	13	0	-	62	976
% Lights	100.0	95.3	97.3	-	-	96.1	89.1	94.7	94.5	-	-	92.9	94.1	98.2	85.7	-	-	96.5	88.9	94.3	76.5	-	-	88.6	95.2
Other Vehicles	0	8	1	0	-	9	6	1	6	0	-	13	11	6	2	0	-	19	2	2	4	0	-	8	49
% Other Vehicles	0.0	4.7	2.7	-	-	3.9	10.9	5.3	5.5	-	-	7.1	5.9	1.8	14.3	-	-	3.5	11.1	5.7	23.5	-	-	11.4	4.8
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-



Harbourside Transportation Consultants  
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 905-405-4696

Count Name: New Minas Connector Road &  
 Prospect Road  
 Site Code:  
 Start Date: 01-27-2021  
 Page No: 4



Turning Movement Peak Hour Data Plot (7:30 AM)

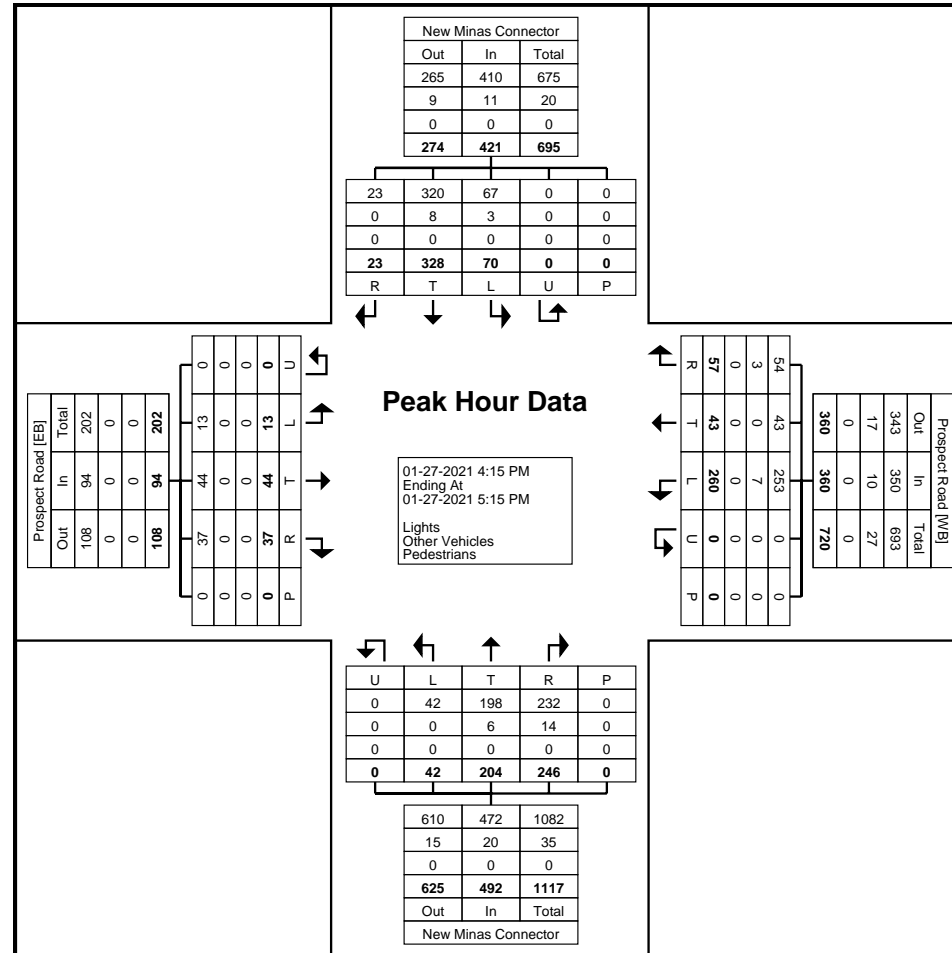






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 Dartmouth, Nova Scotia, Canada B2X 2C3  
 905-405-4696

Count Name: New Minas Connector Road &  
 Prospect Road  
 Site Code:  
 Start Date: 01-27-2021  
 Page No: 6



Turning Movement Peak Hour Data Plot (4:15 PM)



Harbourside Transportation Consultants  
 219 Waverley Road, Suite 200  
 Dartmouth, Nova Scotia, Canada B2X 2C3  
 905-405-4696

Count Name: New Minas Connector Road &  
 Highway 101 WB Ramps  
 Site Code:  
 Start Date: 01-27-2021  
 Page No: 1

### Turning Movement Data

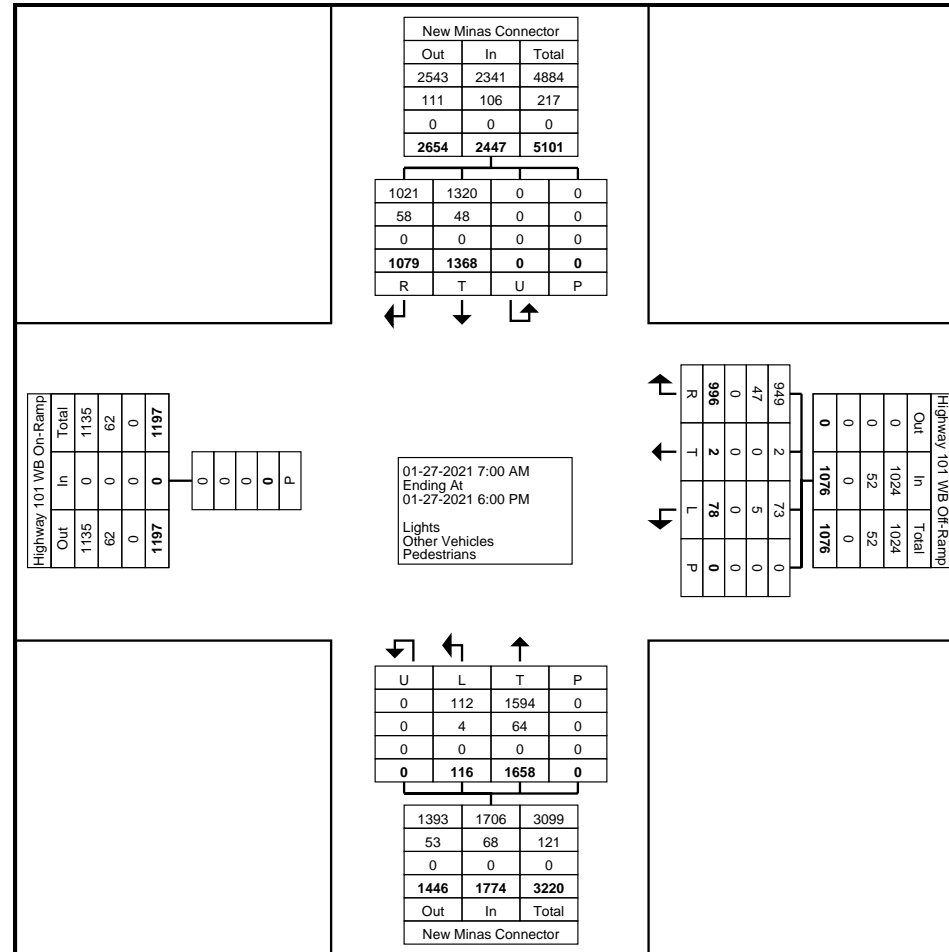
Start Time	New Minas Connector Road					Highway 101 WB Off-Ramp					New Minas Connector Road					Highway 101 WB On-Ramp		Int. Total
	Southbound					Westbound					Northbound					Eastbound		
	Right	Thru	U-Turn	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Thru	Left	U-Turn	Peds	App. Total	Peds	App. Total	
7:00 AM	30	21	0	0	51	24	0	2	0	26	40	5	0	0	45	0	0	122
7:15 AM	24	31	0	0	55	33	0	3	0	36	72	8	0	0	80	0	0	171
7:30 AM	41	40	0	0	81	41	0	2	0	43	77	20	0	0	97	0	0	221
7:45 AM	31	30	0	0	61	73	0	4	0	77	96	7	0	0	103	0	0	241
Hourly Total	126	122	0	0	248	171	0	11	0	182	285	40	0	0	325	0	0	755
8:00 AM	29	44	0	0	73	39	0	0	0	39	80	7	0	0	87	0	0	199
8:15 AM	38	51	0	0	89	52	0	1	0	53	82	6	0	0	88	0	0	230
8:30 AM	26	52	0	0	78	47	0	8	0	55	66	3	0	0	69	0	0	202
8:45 AM	26	29	0	0	55	52	1	2	0	55	62	3	0	0	65	0	0	175
Hourly Total	119	176	0	0	295	190	1	11	0	202	290	19	0	0	309	0	0	806
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11:00 AM	39	44	0	0	83	23	0	0	0	23	67	3	0	0	70	0	0	176
11:15 AM	43	50	0	0	93	38	0	1	0	39	63	3	0	0	66	0	0	198
11:30 AM	47	50	0	0	97	29	0	4	0	33	70	5	0	0	75	0	0	205
11:45 AM	49	46	0	0	95	33	0	3	0	36	75	0	0	0	75	0	0	206
Hourly Total	178	190	0	0	368	123	0	8	0	131	275	11	0	0	286	0	0	785
12:00 PM	59	56	0	0	115	41	1	3	0	45	55	5	0	0	60	0	0	220
12:15 PM	44	55	0	0	99	48	0	1	0	49	64	4	0	0	68	0	0	216
12:30 PM	51	69	0	0	120	35	0	3	0	38	72	2	0	0	74	0	0	232
12:45 PM	27	63	0	0	90	35	0	3	0	38	55	0	0	0	55	0	0	183
Hourly Total	181	243	0	0	424	159	1	10	0	170	246	11	0	0	257	0	0	851
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	60	91	0	0	151	47	0	4	0	51	77	9	0	0	86	0	0	288
4:15 PM	66	88	0	0	154	44	0	5	0	49	79	5	0	0	84	0	0	287
4:30 PM	73	91	0	0	164	48	0	3	0	51	73	5	0	0	78	0	0	293
4:45 PM	59	88	0	0	147	48	0	7	0	55	79	1	0	0	80	0	0	282
Hourly Total	258	358	0	0	616	187	0	19	0	206	308	20	0	0	328	0	0	1150
5:00 PM	62	99	0	0	161	56	0	6	0	62	72	4	0	0	76	0	0	299
5:15 PM	63	71	0	0	134	42	0	2	0	44	77	5	0	0	82	0	0	260
5:30 PM	45	58	0	0	103	36	0	7	0	43	60	3	0	0	63	0	0	209
5:45 PM	47	51	0	0	98	32	0	4	0	36	45	3	0	0	48	0	0	182
Hourly Total	217	279	0	0	496	166	0	19	0	185	254	15	0	0	269	0	0	950
Grand Total	1079	1368	0	0	2447	996	2	78	0	1076	1658	116	0	0	1774	0	0	5297
Approach %	44.1	55.9	0.0	-	-	92.6	0.2	7.2	-	-	93.5	6.5	0.0	-	-	-	-	-
Total %	20.4	25.8	0.0	-	46.2	18.8	0.0	1.5	-	20.3	31.3	2.2	0.0	-	33.5	-	0.0	-





Harbourside Transportation Consultants  
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 905-405-4696

Count Name: New Minas Connector Road &  
 Highway 101 WB Ramps  
 Site Code:  
 Start Date: 01-27-2021  
 Page No: 3



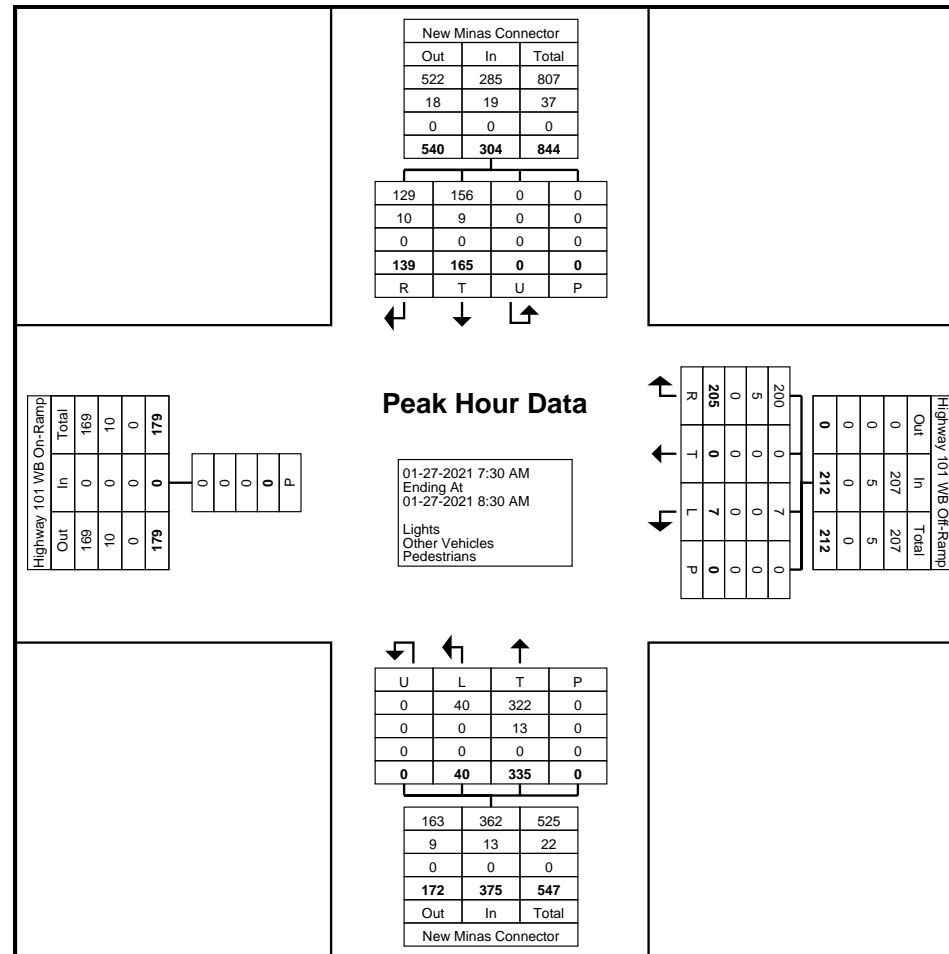
Turning Movement Data Plot





Harbourside Transportation Consultants  
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 905-405-4696

Count Name: New Minas Connector Road &  
 Highway 101 WB Ramps  
 Site Code:  
 Start Date: 01-27-2021  
 Page No: 5



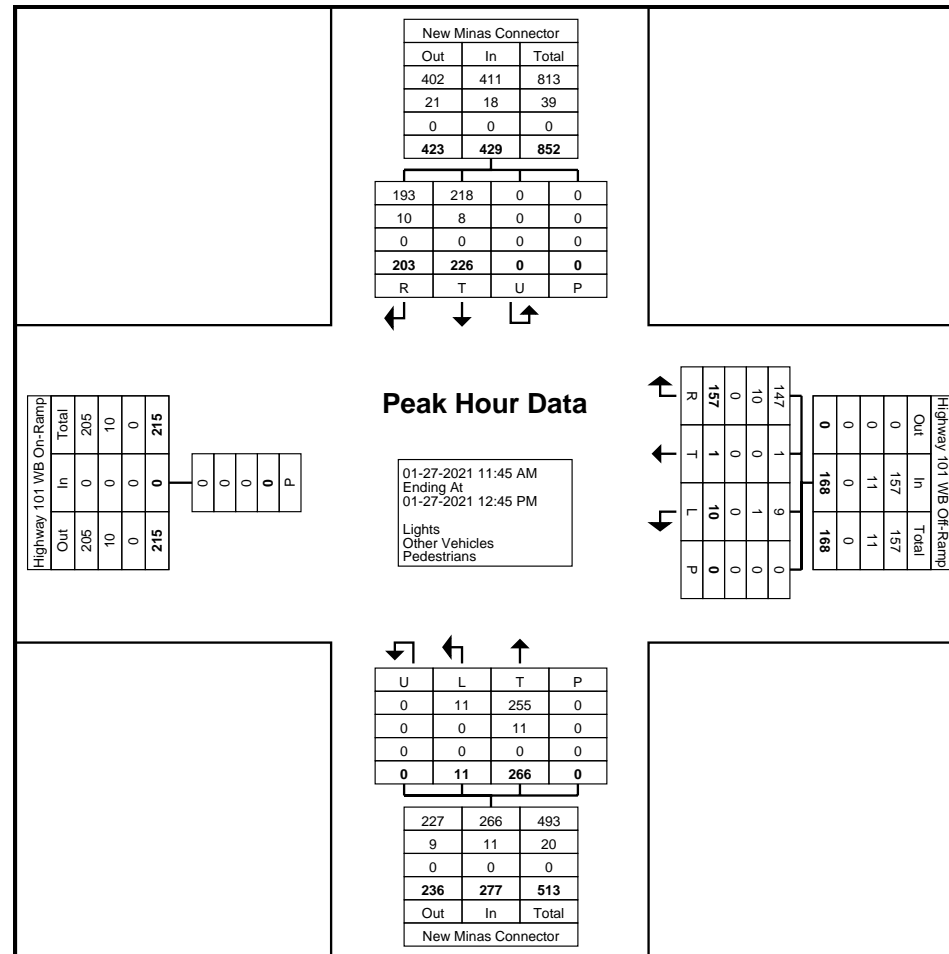
Turning Movement Peak Hour Data Plot (7:30 AM)





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 219 Waverley Road, Suite 200  
 Dartmouth, Nova Scotia, Canada B2X 2C3  
 905-405-4696

Count Name: New Minas Connector Road &  
 Highway 101 WB Ramps  
 Site Code:  
 Start Date: 01-27-2021  
 Page No: 7



Turning Movement Peak Hour Data Plot (11:45 AM)

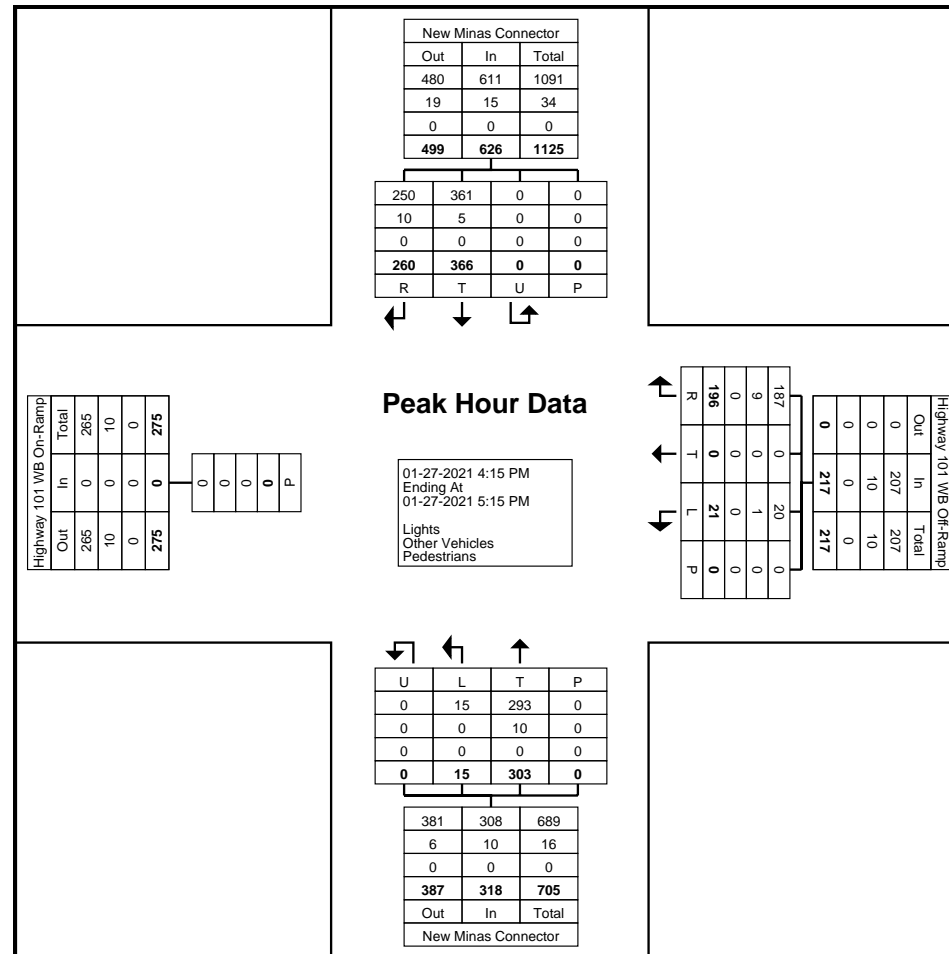






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 Dartmouth, Nova Scotia, Canada B2X 2C3  
 905-405-4696

Count Name: New Minas Connector Road &  
 Highway 101 WB Ramps  
 Site Code:  
 Start Date: 01-27-2021  
 Page No: 9



Turning Movement Peak Hour Data Plot (4:15 PM)



Harbourside Transportation Consultants  
 219 Waverley Road, Suite 200  
 Dartmouth, Nova Scotia, Canada B2X 2C3  
 905-405-4696

Count Name: New Minas Connector Road &  
 Highway 101 EB Ramps  
 Site Code:  
 Start Date: 01-27-2021  
 Page No: 1

### Turning Movement Data

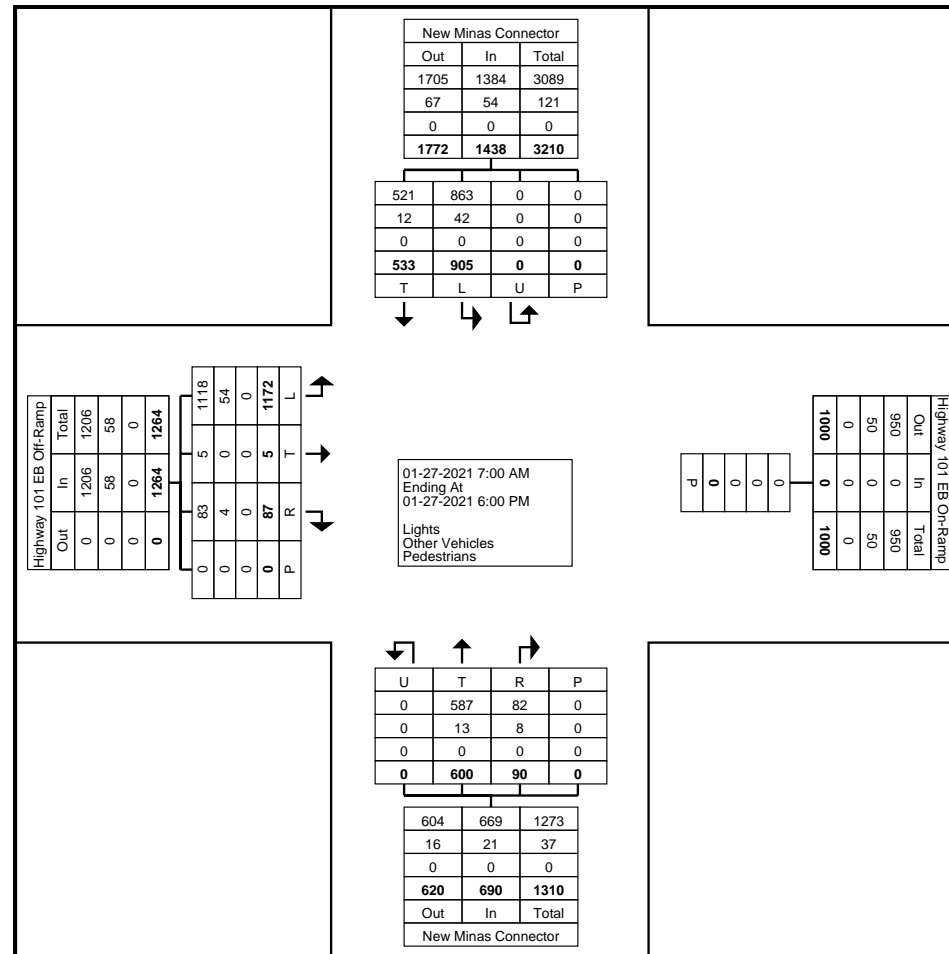
Start Time	New Minas Connector Road Southbound					Highway 101 EB On-Ramp Westbound		New Minas Connector Road Northbound					Highway 101 EB Off-Ramp Eastbound					Int. Total
	Thru	Left	U-Turn	Peds	App. Total	Peds	App. Total	Right	Thru	U-Turn	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
7:00 AM	8	15	0	0	23	0	0	3	16	0	0	19	2	0	31	0	33	75
7:15 AM	12	22	0	0	34	0	0	3	31	0	0	34	3	0	49	0	52	120
7:30 AM	8	33	0	0	41	0	0	6	52	0	0	58	4	0	44	0	48	147
7:45 AM	10	24	0	0	34	0	0	3	43	0	0	46	4	0	62	0	66	146
Hourly Total	38	94	0	0	132	0	0	15	142	0	0	157	13	0	186	0	199	488
8:00 AM	11	33	0	0	44	0	0	3	40	0	0	43	4	0	46	0	50	137
8:15 AM	16	36	0	0	52	0	0	3	34	0	0	37	1	0	53	0	54	143
8:30 AM	18	43	0	0	61	0	0	10	25	0	0	35	2	0	45	0	47	143
8:45 AM	6	24	0	0	30	0	0	4	23	0	0	27	3	0	44	0	47	104
Hourly Total	51	136	0	0	187	0	0	20	122	0	0	142	10	0	188	0	198	527
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11:00 AM	14	26	0	0	40	0	0	5	21	0	0	26	1	1	47	0	49	115
11:15 AM	17	36	0	0	53	0	0	3	17	0	0	20	0	1	49	0	50	123
11:30 AM	26	27	0	0	53	0	0	3	21	0	0	24	4	1	56	0	61	138
11:45 AM	13	35	0	0	48	0	0	5	16	0	0	21	1	0	59	0	60	129
Hourly Total	70	124	0	0	194	0	0	16	75	0	0	91	6	3	211	0	220	505
12:00 PM	18	41	0	0	59	0	0	3	21	0	0	24	2	0	36	0	38	121
12:15 PM	19	36	0	0	55	0	0	5	24	0	0	29	4	0	46	0	50	134
12:30 PM	29	44	0	0	73	0	0	3	16	0	0	19	4	0	54	0	58	150
12:45 PM	19	47	0	0	66	0	0	4	10	0	0	14	5	1	46	0	52	132
Hourly Total	85	168	0	0	253	0	0	15	71	0	0	86	15	1	182	0	198	537
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	36	57	0	0	93	0	0	5	29	0	0	34	1	0	56	0	57	184
4:15 PM	37	56	0	0	93	0	0	2	24	0	0	26	9	0	64	0	73	192
4:30 PM	38	56	0	0	94	0	0	1	31	0	0	32	4	0	46	0	50	176
4:45 PM	44	51	0	0	95	0	0	3	24	0	0	27	12	0	55	0	67	189
Hourly Total	155	220	0	0	375	0	0	11	108	0	0	119	26	0	221	0	247	741
5:00 PM	42	62	0	0	104	0	0	3	23	0	0	26	4	0	54	0	58	188
5:15 PM	32	41	0	0	73	0	0	2	17	0	0	19	8	1	60	0	69	161
5:30 PM	32	33	0	0	65	0	0	4	29	0	0	33	2	0	36	0	38	136
5:45 PM	28	27	0	0	55	0	0	4	13	0	0	17	3	0	34	0	37	109
Hourly Total	134	163	0	0	297	0	0	13	82	0	0	95	17	1	184	0	202	594
Grand Total	533	905	0	0	1438	0	0	90	600	0	0	690	87	5	1172	0	1264	3392
Approach %	37.1	62.9	0.0	-	-	-	-	13.0	87.0	0.0	-	-	6.9	0.4	92.7	-	-	-
Total %	15.7	26.7	0.0	-	42.4	-	0.0	2.7	17.7	0.0	-	20.3	2.6	0.1	34.6	-	37.3	-
Lights	521	863	0	-	1384	-	0	82	587	0	-	669	83	5	1118	-	1206	3259





Harbourside Transportation Consultants  
 219 Waverley Road, Suite 200  
 Dartmouth, Nova Scotia, Canada B2X 2C3  
 905-405-4696

Count Name: New Minas Connector Road &  
 Highway 101 EB Ramps  
 Site Code:  
 Start Date: 01-27-2021  
 Page No: 3



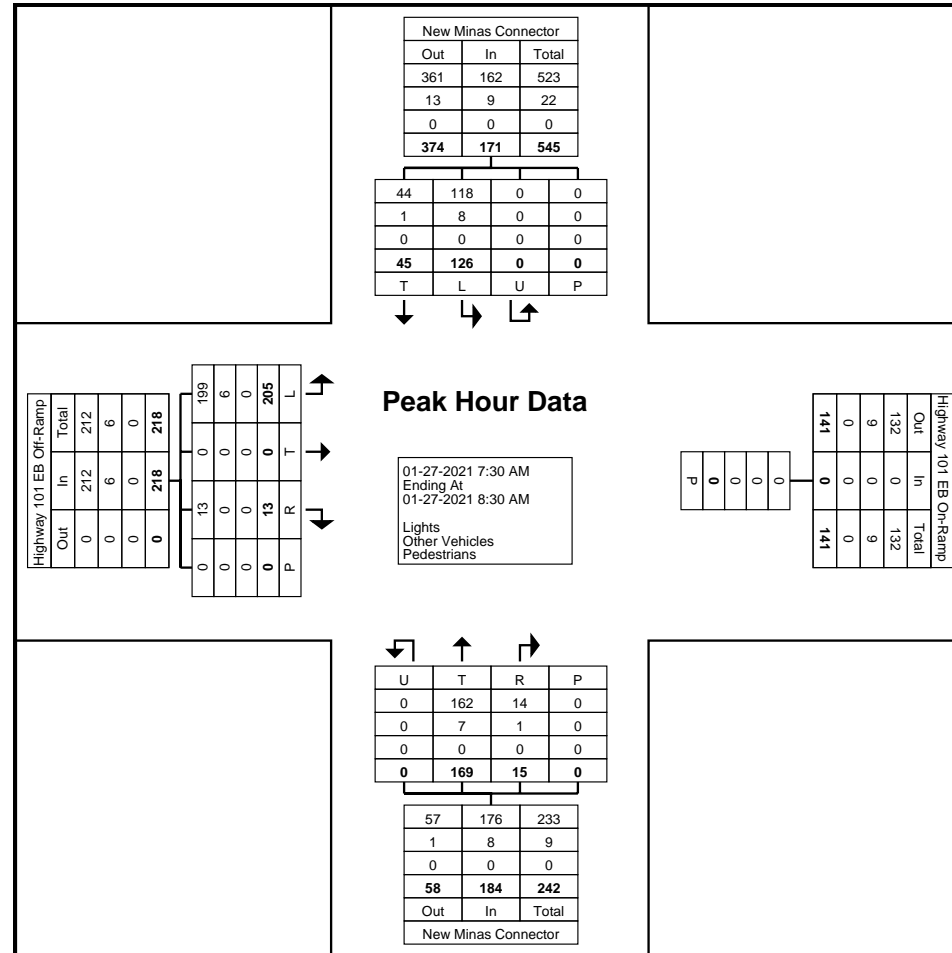
Turning Movement Data Plot





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 905-405-4696

Count Name: New Minas Connector Road &  
 Highway 101 EB Ramps  
 Site Code:  
 Start Date: 01-27-2021  
 Page No: 5



Turning Movement Peak Hour Data Plot (7:30 AM)

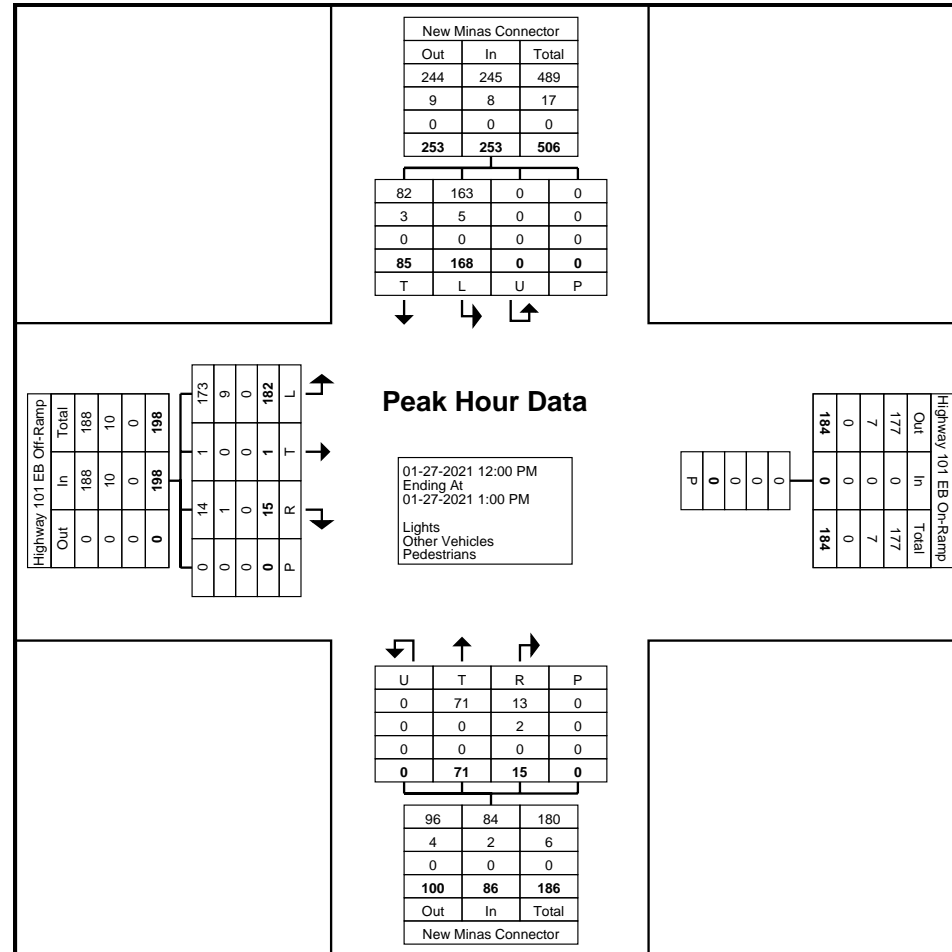






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Count Name: New Minas Connector Road &  
 Highway 101 EB Ramps  
 Site Code:  
 Start Date: 01-27-2021  
 Page No: 7



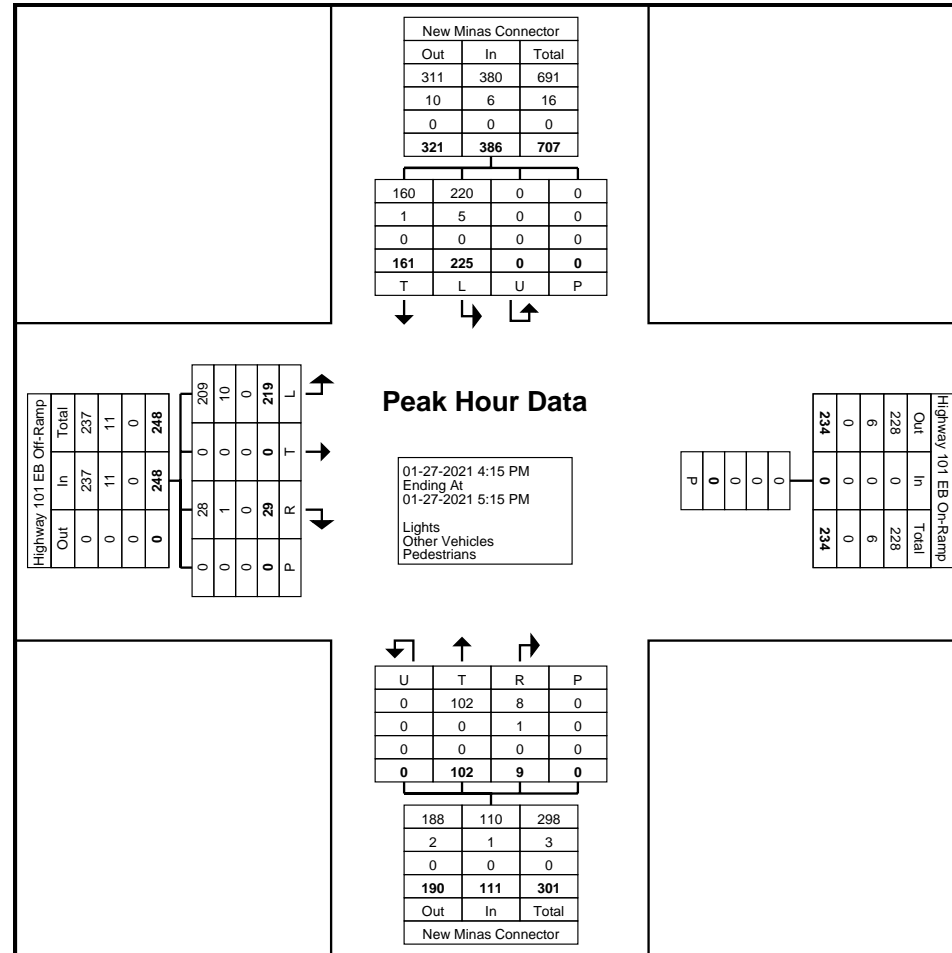
Turning Movement Peak Hour Data Plot (12:00 PM)





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Count Name: New Minas Connector Road &  
 Highway 101 EB Ramps  
 Site Code:  
 Start Date: 01-27-2021  
 Page No: 9



Turning Movement Peak Hour Data Plot (4:15 PM)



Harbourside Transportation Consultants  
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 905-405-4696

Count Name: New Canaan Road & Highbury  
 School Road  
 Site Code:  
 Start Date: 01-27-2021  
 Page No: 1

### Turning Movement Data

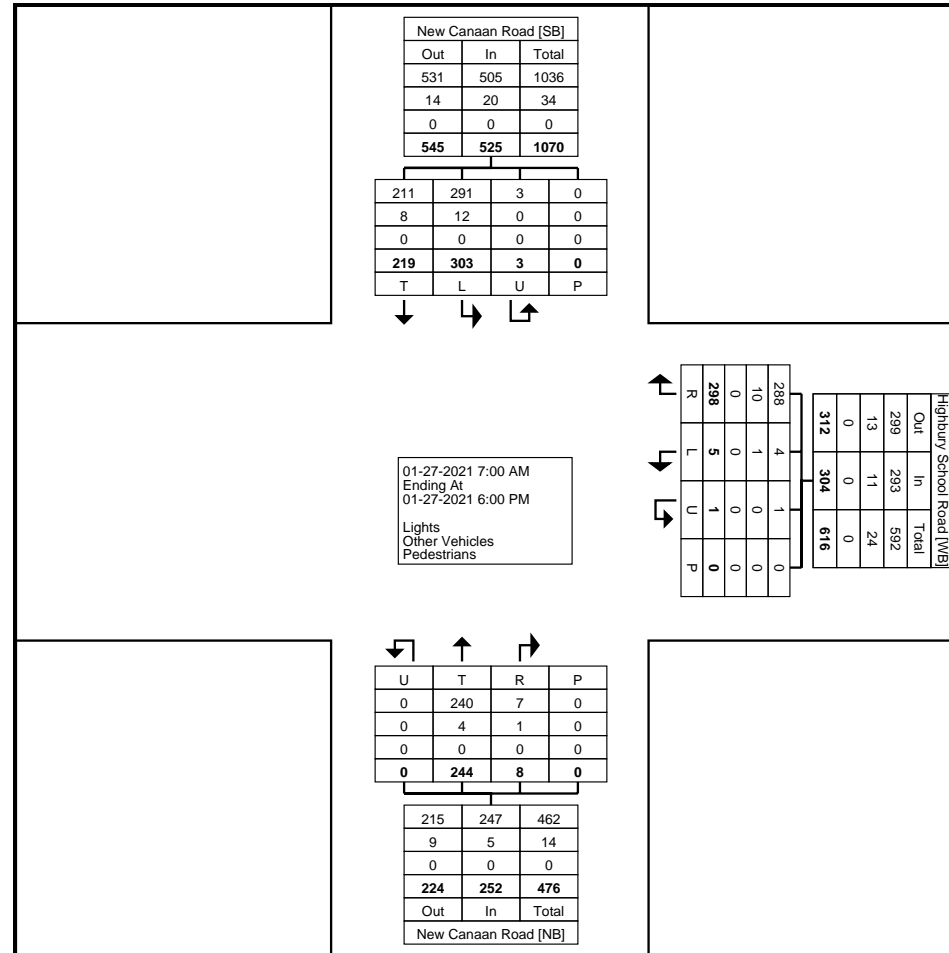
Start Time	New Canaan Road Southbound					Highbury School Road Westbound					New Canaan Road Northbound					Int. Total
	Thru	Left	U-Turn	Peds	App. Total	Right	Left	U-Turn	Peds	App. Total	Right	Thru	U-Turn	Peds	App. Total	
7:00 AM	7	6	1	0	14	24	1	0	0	25	0	18	0	0	18	57
7:15 AM	6	11	0	0	17	19	2	0	0	21	0	18	0	0	18	56
7:30 AM	14	6	0	0	20	23	0	0	0	23	0	12	0	0	12	55
7:45 AM	5	5	0	0	10	15	1	0	0	16	0	12	0	0	12	38
Hourly Total	32	28	1	0	61	81	4	0	0	85	0	60	0	0	60	206
8:00 AM	6	6	0	0	12	13	0	0	0	13	0	9	0	0	9	34
8:15 AM	5	14	0	0	19	4	0	0	0	4	0	5	0	0	5	28
8:30 AM	8	12	0	0	20	17	0	0	0	17	0	13	0	0	13	50
8:45 AM	15	7	0	0	22	14	0	0	0	14	0	14	0	0	14	50
Hourly Total	34	39	0	0	73	48	0	0	0	48	0	41	0	0	41	162
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11:00 AM	11	9	0	0	20	16	0	1	0	17	0	8	0	0	8	45
11:15 AM	12	10	1	0	23	17	0	0	0	17	0	10	0	0	10	50
11:30 AM	6	26	0	0	32	12	0	0	0	12	1	8	0	0	9	53
11:45 AM	11	14	0	0	25	7	0	0	0	7	0	6	0	0	6	38
Hourly Total	40	59	1	0	100	52	0	1	0	53	1	32	0	0	33	186
12:00 PM	10	12	0	0	22	18	0	0	0	18	0	14	0	0	14	54
12:15 PM	9	20	0	0	29	12	0	0	0	12	1	11	0	0	12	53
12:30 PM	6	11	0	0	17	11	0	0	0	11	2	12	0	0	14	42
12:45 PM	10	9	0	0	19	8	0	0	0	8	1	11	0	0	12	39
Hourly Total	35	52	0	0	87	49	0	0	0	49	4	48	0	0	52	188
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	16	31	0	0	47	11	0	0	0	11	0	15	0	0	15	73
4:15 PM	14	26	0	0	40	12	0	0	0	12	1	10	0	0	11	63
4:30 PM	16	18	0	0	34	19	1	0	0	20	1	13	0	0	14	68
4:45 PM	13	17	1	0	31	5	0	0	0	5	0	11	0	0	11	47
Hourly Total	59	92	1	0	152	47	1	0	0	48	2	49	0	0	51	251
5:00 PM	11	20	0	0	31	12	0	0	0	12	0	9	0	0	9	52
5:15 PM	8	13	0	0	21	9	0	0	0	9	1	5	0	0	6	36
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	19	33	0	0	52	21	0	0	0	21	1	14	0	0	15	88
Grand Total	219	303	3	0	525	298	5	1	0	304	8	244	0	0	252	1081
Approach %	41.7	57.7	0.6	-	-	98.0	1.6	0.3	-	-	3.2	96.8	0.0	-	-	-
Total %	20.3	28.0	0.3	-	48.6	27.6	0.5	0.1	-	28.1	0.7	22.6	0.0	-	23.3	-
Lights	211	291	3	-	505	288	4	1	-	293	7	240	0	-	247	1045





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 905-405-4696

Count Name: New Canaan Road & Highbury School Road  
 Site Code:  
 Start Date: 01-27-2021  
 Page No: 3



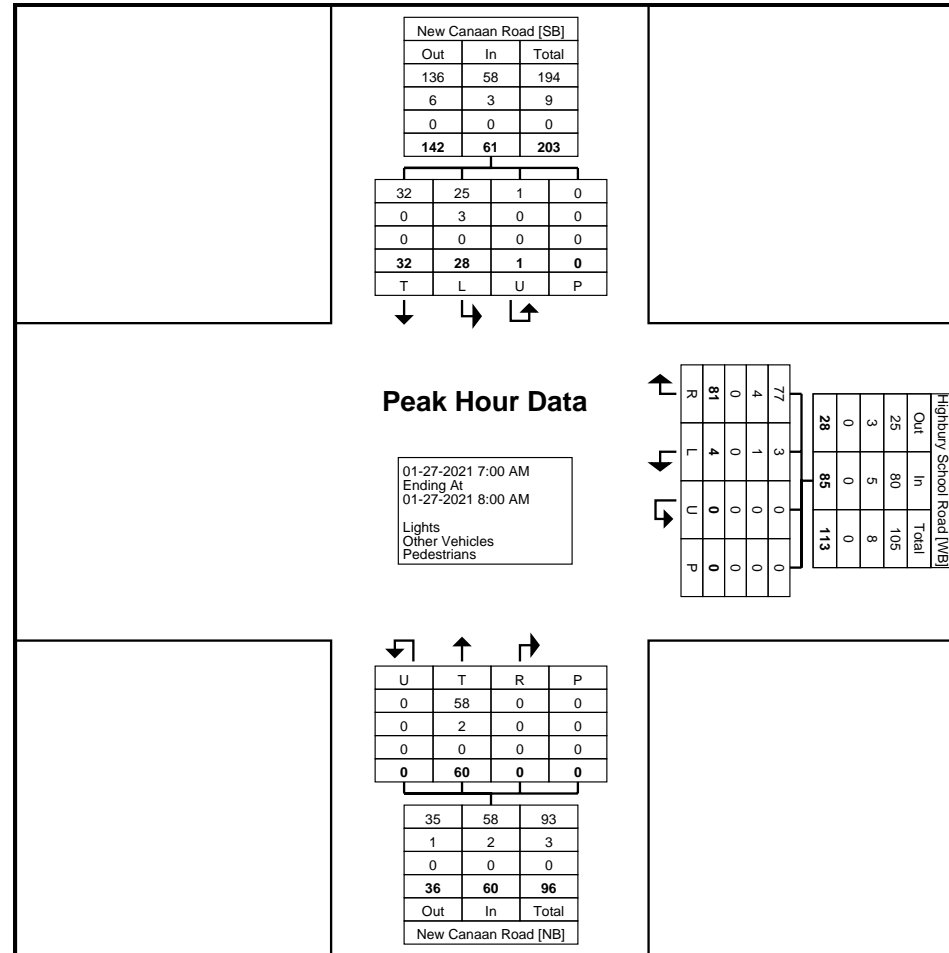
Turning Movement Data Plot





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Count Name: New Canaan Road & Highbury  
 School Road  
 Site Code:  
 Start Date: 01-27-2021  
 Page No: 5



Turning Movement Peak Hour Data Plot (7:00 AM)

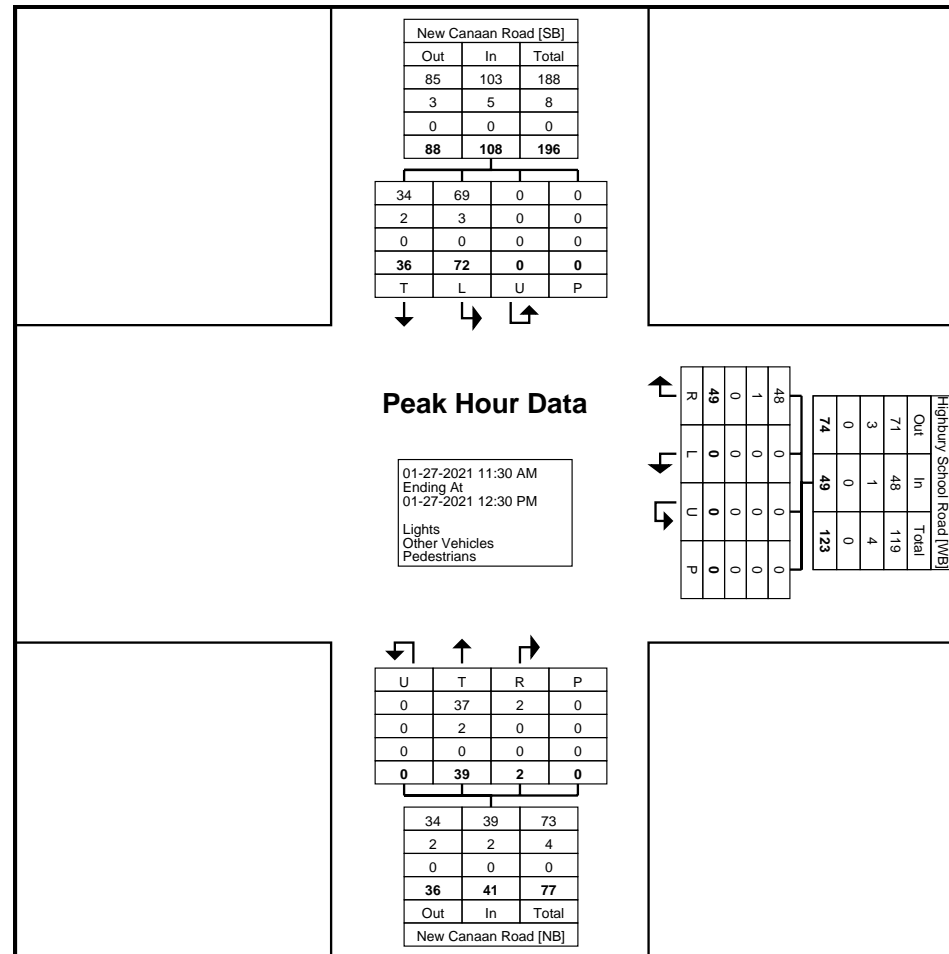






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Count Name: New Canaan Road & Highbury  
 School Road  
 Site Code:  
 Start Date: 01-27-2021  
 Page No: 7



Turning Movement Peak Hour Data Plot (11:30 AM)





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Count Name: New Canaan Road & Highbury  
 School Road  
 Site Code:  
 Start Date: 01-27-2021  
 Page No: 9



Turning Movement Peak Hour Data Plot (4:00 PM)



## **Appendix C: Roadway Volume and Speed Counts**

---


## Author

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Generated with **DataCollect Webreporter** version 1.0 at 04/20/2021 15:01:16

## Site

Name Aalders Avenue  
 Dir. Oncoming (name) E/B  
 Dir. Outgoing (name) W/B  
 Posted Speed Limit   
 Comment Civic #1048  
 Device type **SDR Traffic+**

## Time Range

Start date 02/01/2021 00:00  
 End date 02/10/2021 23:59  
 Days Mo, Tu, We, Th, Fr, Sa, Su  
 Time Interval 60 minutes  
 Time / Day 00:00 - 23:59

## Length Classes

[L in m]

Cross-section		E/B				W/B			
Time	Σ	Σ	CAR	TRUCK	LONG	Σ	CAR	TRUCK	LONG
06:00-09:00	675	429	417	12	0	246	218	25	3
15:00-18:00	1437	719	713	4	2	718	698	15	5
00:00-12:00	1964	1187	1156	31	0	777	733	41	3
12:00-23:59	3954	2062	2033	25	4	1892	1844	43	5
00:00-24:00	5919	3250	3190	56	4	2669	2577	84	8

## Calculated speeds

[V in km/h]

	Vmin	Vmax	Vavg	V15	V50	V85	V95	Vexc %
<b>Cross-section</b>	7	86	45	36	46	54	59	<b>28.2</b>
<b>E/B</b>	7	86	46	37	47	55	59	<b>30.4</b>
<b>W/B</b>	8	82	45	36	45	54	58	<b>25.4</b>

## Descriptions

Vmin: Minimal velocity  
 Vmax: Maximal velocity  
 Vavg: Average velocity  
 V15: Critical velocity for the first 15% of vehicles

V50: Critical velocity for the first 50% of vehicles  
 V85: Critical velocity for the first 85% of vehicles  
 V95: Critical velocity for the first 95% of vehicles  
 Vexc %: Speeding in %


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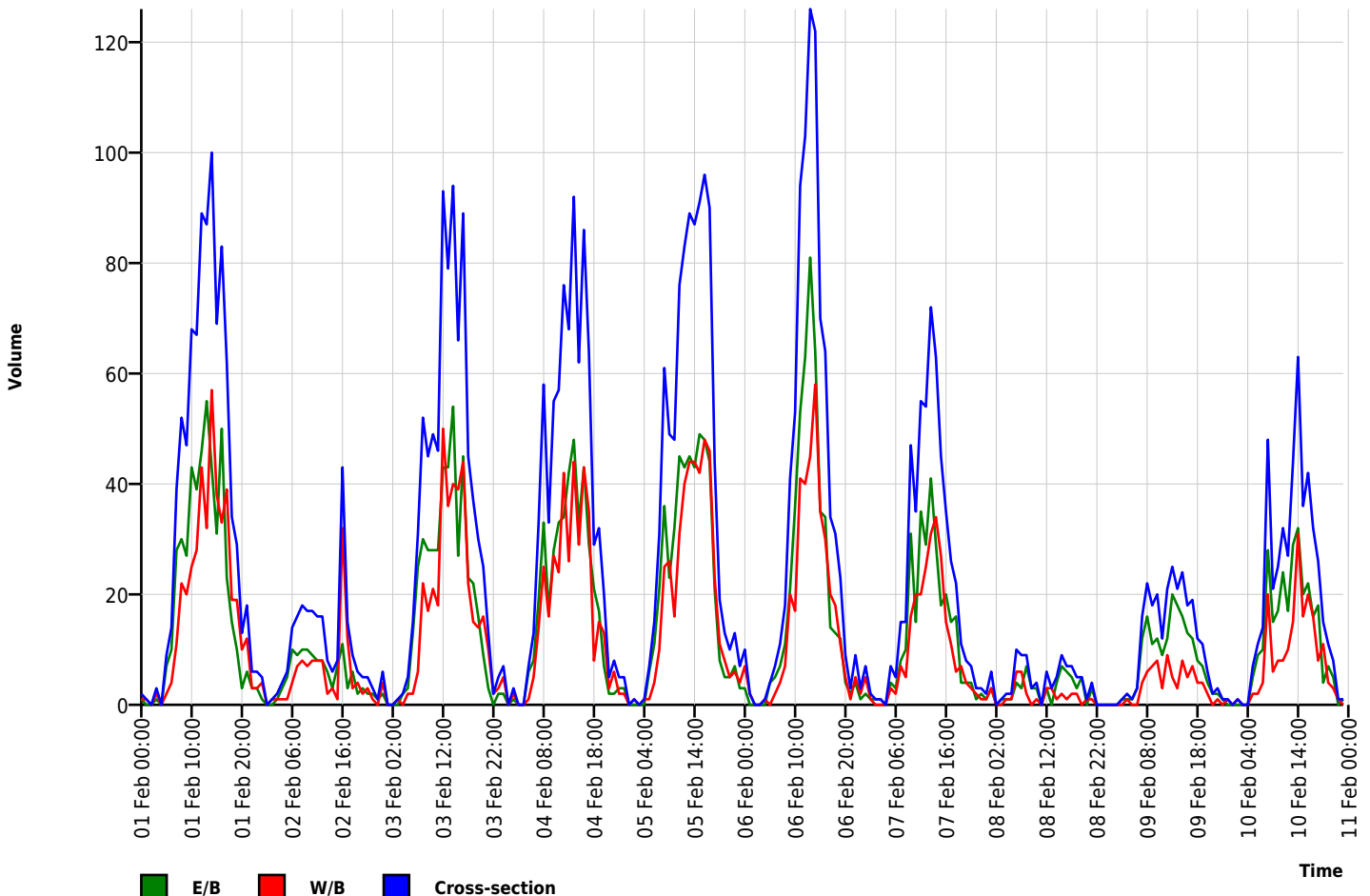
## Site

Name Aalders Avenue  
 Dir. Oncoming (name) E/B  
 Dir. Outgoing (name) W/B  
 Posted Speed Limit   
 Comment Civic #1048  
 Device type **SDR Traffic+**

## Time Range

Start date 02/01/2021 00:00  
 End date 02/10/2021 23:59  
 Days Mo, Tu, We, Th, Fr, Sa, Su  
 Time Interval 60 minutes  
 Time / Day 00:00 - 23:59

## Time / Volume graph




## Author

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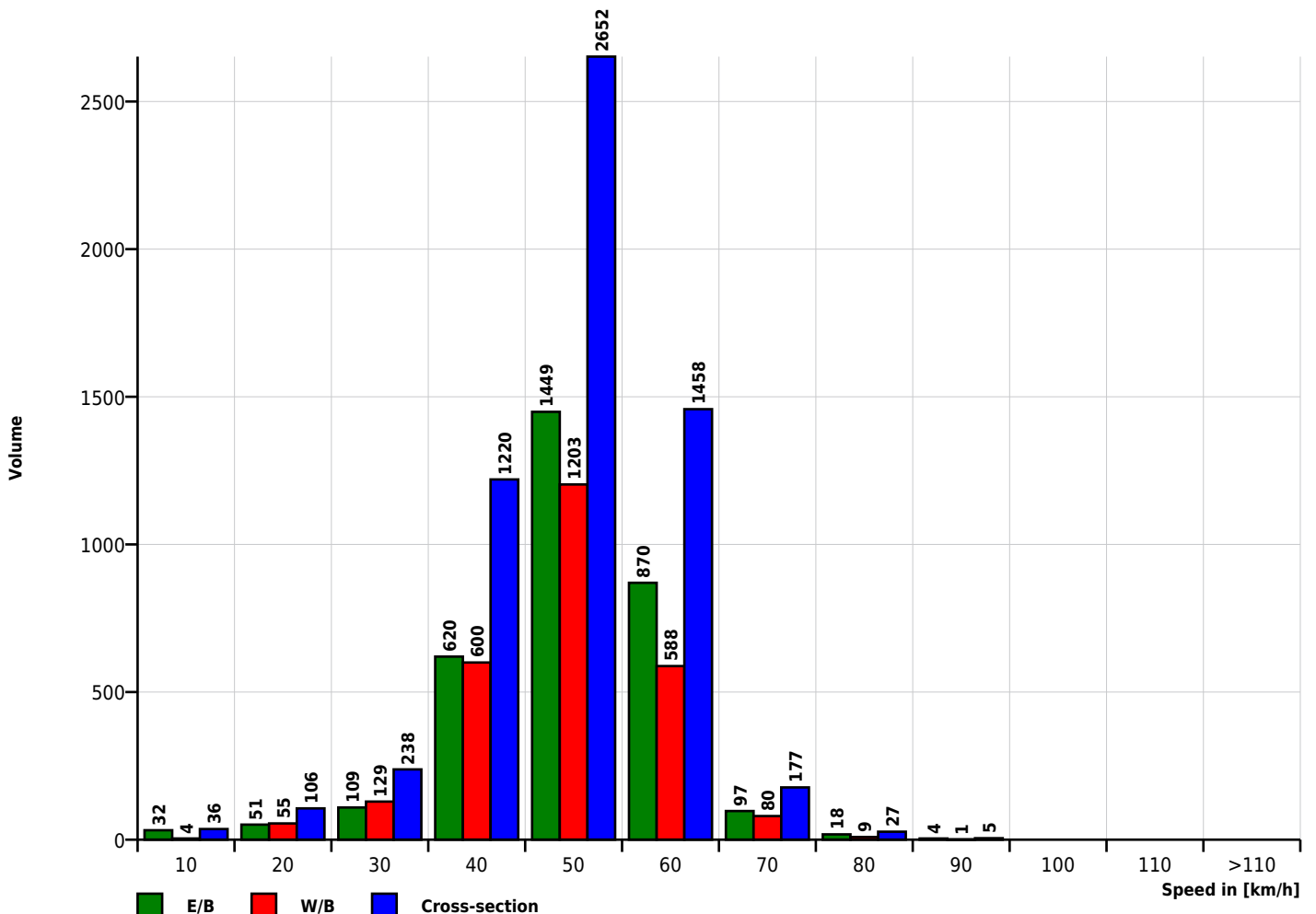
## Site

Name Aalders Avenue  
 Dir. Oncoming (name) E/B  
 Dir. Outgoing (name) W/B  
 Posted Speed Limit   
 Comment Civic #1048  
 Device type **SDR Traffic+**

## Time Range

Start date 02/01/2021 00:00  
 End date 02/10/2021 23:59  
 Days Mo, Tu, We, Th, Fr, Sa, Su  
 Time Interval 60 minutes  
 Time / Day 00:00 - 23:59

## Speed histogram






## Author

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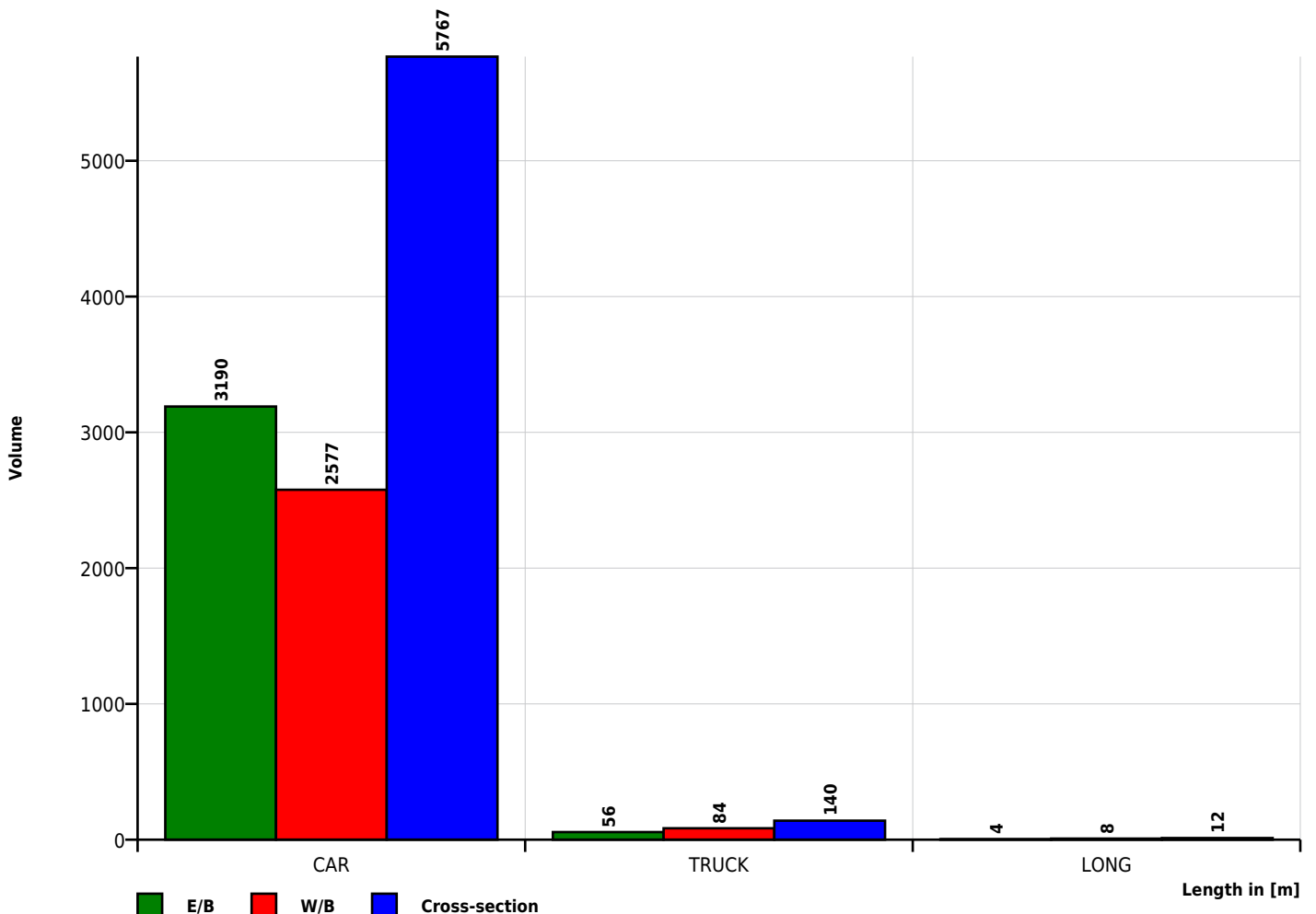
## Site

Name Aalders Avenue  
 Dir. Oncoming (name) E/B  
 Dir. Outgoing (name) W/B  
 Posted Speed Limit   
 Comment Civic #1048  
 Device type **SDR Traffic+**

## Time Range

Start date 02/01/2021 00:00  
 End date 02/10/2021 23:59  
 Days Mo, Tu, We, Th, Fr, Sa, Su  
 Time Interval 60 minutes  
 Time / Day 00:00 - 23:59

## Length histogram



Time	N	CAR	TRUCK	LONG	10	20	30	40	50	60	70	80	90	100	110	>110	VMin	VAvG	VMax	V15	V50	V85	V95
02/01/2021 00:00	2	2	0	0	0	0	0	0	1	1	0	0	0	0	0	0	48	54	60	48	60	60	60
02/01/2021 01:00	1	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	67	67	67	67	67	67	67
02/01/2021 02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02/01/2021 03:00	3	3	0	0	0	1	0	0	0	2	0	0	0	0	0	0	14	40	54	14	52	54	54
02/01/2021 04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02/01/2021 05:00	9	8	1	0	0	0	0	1	4	3	0	1	0	0	0	0	39	52	78	43	47	58	78
02/01/2021 06:00	14	12	2	0	1	0	0	7	3	1	1	1	0	0	0	0	8	42	71	34	40	60	71
02/01/2021 07:00	39	37	1	1	1	1	1	6	16	12	2	0	0	0	0	0	8	46	64	37	49	57	62
02/01/2021 08:00	52	50	2	0	1	0	0	12	19	18	2	0	0	0	0	0	10	47	64	37	46	56	60
02/01/2021 09:00	47	47	0	0	0	0	1	9	21	15	1	0	0	0	0	0	30	47	62	40	49	54	58
02/01/2021 10:00	68	66	2	0	0	2	4	14	28	19	0	1	0	0	0	0	11	45	72	36	46	54	57
02/01/2021 11:00	67	66	1	0	0	0	2	14	27	20	4	0	0	0	0	0	24	47	65	39	47	54	62
02/01/2021 12:00	89	87	2	0	1	1	1	13	46	25	2	0	0	0	0	0	9	46	64	40	46	53	58
02/01/2021 13:00	87	84	3	0	0	0	3	12	38	32	2	0	0	0	0	0	21	47	63	39	49	54	58
02/01/2021 14:00	100	96	4	0	3	0	3	18	51	22	3	0	0	0	0	0	7	45	65	37	46	53	58
02/01/2021 15:00	69	69	0	0	1	1	1	14	28	21	2	1	0	0	0	0	10	46	72	38	48	56	59
02/01/2021 16:00	83	81	2	0	1	0	2	17	38	20	5	0	0	0	0	0	9	46	66	39	47	55	61
02/01/2021 17:00	62	60	2	0	0	0	1	4	31	21	4	0	1	0	0	0	28	49	82	41	48	55	63
02/01/2021 18:00	34	34	0	0	0	0	0	3	14	15	2	0	0	0	0	0	35	50	63	43	51	59	62
02/01/2021 19:00	29	29	0	0	0	1	2	8	11	6	1	0	0	0	0	0	11	43	63	37	45	52	58
02/01/2021 20:00	13	12	1	0	0	0	1	5	2	3	1	1	0	0	0	0	29	46	71	32	41	65	71
02/01/2021 21:00	18	17	1	0	0	0	1	5	6	6	0	0	0	0	0	0	30	45	58	33	46	55	58
02/01/2021 22:00	6	6	0	0	0	0	0	0	2	4	0	0	0	0	0	0	41	52	58	41	55	58	58
02/01/2021 23:00	6	6	0	0	0	0	0	3	0	2	1	0	0	0	0	0	32	47	61	32	54	61	61

[Mon, 1 Feb.]	N	CAR	TRUCK	LONG	10	20	30	40	50	60	70	80	90	100	110	>110	VMin	VAvG	VMax	V15	V50	V85	V95
06:00-09:00	105	99	5	1	3	1	1	25	38	31	5	1	0	0	0	0	8	46	71	36	46	57	61
15:00-18:00	214	210	4	0	2	1	4	35	97	62	11	1	1	0	0	0	9	47	82	40	48	55	62
00:00-12:00	302	292	9	1	3	4	8	63	119	91	11	3	0	0	0	0	8	46	78	37	47	55	60
12:00-23:59	595	580	15	0	6	3	15	102	267	176	23	2	1	0	0	0	7	47	82	38	47	55	59
00:00-24:00	898	873	24	1	9	7	23	165	386	268	34	5	1	0	0	0	7	46	82	38	47	55	60

Time	N	CAR	TRUCK	LONG	10	20	30	40	50	60	70	80	90	100	110	>110	VMin	VAvG	VMax	V15	V50	V85	V95
02/02/2021 00:00	5	5	0	0	0	0	0	0	2	3	0	0	0	0	0	0	43	51	58	43	53	58	58
02/02/2021 01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02/02/2021 02:00	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	18	18	18	18	18	18	18
02/02/2021 03:00	2	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	45	46	46	45	46	46	46
02/02/2021 04:00	4	4	0	0	0	0	0	1	3	0	0	0	0	0	0	0	39	43	47	39	45	47	47
02/02/2021 05:00	6	6	0	0	0	1	1	3	0	1	0	0	0	0	0	0	13	34	54	13	35	54	54
02/02/2021 06:00	14	11	3	0	1	0	4	7	2	0	0	0	0	0	0	0	9	32	45	26	35	40	45
02/02/2021 07:00	16	16	0	0	0	1	3	8	4	0	0	0	0	0	0	0	14	34	48	25	35	42	48
02/02/2021 08:00	18	15	2	1	0	2	3	8	5	0	0	0	0	0	0	0	12	34	47	22	37	45	47
02/02/2021 09:00	17	17	0	0	0	2	7	7	1	0	0	0	0	0	0	0	13	30	47	23	30	37	47
02/02/2021 10:00	17	16	1	0	0	14	0	3	0	0	0	0	0	0	0	0	13	19	39	14	15	36	39
02/02/2021 11:00	16	16	0	0	0	0	7	7	2	0	0	0	0	0	0	0	21	32	43	27	32	40	43
02/02/2021 12:00	16	15	1	0	1	1	3	8	2	1	0	0	0	0	0	0	10	33	51	21	37	43	51
02/02/2021 13:00	8	8	0	0	0	1	0	2	2	3	0	0	0	0	0	0	12	43	58	39	43	56	58
02/02/2021 14:00	6	6	0	0	0	0	1	1	0	3	1	0	0	0	0	0	30	49	70	30	52	70	70
02/02/2021 15:00	8	8	0	0	0	0	0	0	6	1	1	0	0	0	0	0	41	48	63	42	48	51	63
02/02/2021 16:00	43	40	2	1	0	22	1	8	8	4	0	0	0	0	0	0	11	30	58	16	20	48	54
02/02/2021 17:00	15	9	3	3	0	7	2	1	1	4	0	0	0	0	0	0	12	29	53	14	21	51	53
02/02/2021 18:00	9	8	1	0	0	0	2	1	5	1	0	0	0	0	0	0	24	42	53	26	46	49	53
02/02/2021 19:00	6	6	0	0	0	0	1	4	1	0	0	0	0	0	0	0	22	35	44	22	36	44	44
02/02/2021 20:00	5	5	0	0	2	0	0	0	1	2	0	0	0	0	0	0	9	35	58	9	46	58	58
02/02/2021 21:00	5	5	0	0	1	0	0	2	0	1	1	0	0	0	0	0	10	42	62	10	40	62	62
02/02/2021 22:00	3	3	0	0	0	0	0	1	1	1	0	0	0	0	0	0	35	45	54	35	45	54	54
02/02/2021 23:00	1	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	37	37	37	37	37	37	37

[Tue, 2 Feb.]	N	CAR	TRUCK	LONG	10	20	30	40	50	60	70	80	90	100	110	>110	VMin	VAvG	VMax	V15	V50	V85	V95
06:00-09:00	48	42	5	1	1	3	10	23	11	0	0	0	0	0	0	0	9	34	48	24	35	42	45
15:00-18:00	66	57	5	4	0	29	3	9	15	9	1	0	0	0	0	0	11	32	63	15	33	51	54
00:00-12:00	116	109	6	1	1	21	25	44	21	4	0	0	0	0	0	0	9	32	58	17	33	43	47
12:00-23:59	125	114	7	4	4	31	10	29	27	21	3	0	0	0	0	0	9	35	70	16	37	51	58
00:00-24:00	241	223	13	5	5	52	35	73	48	25	3	0	0	0	0	0	9	34	70	17	35	48	54

Time	N	CAR	TRUCK	LONG	10	20	30	40	50	60	70	80	90	100	110	>110	VMin	VAvG	VMax	V15	V50	V85	V95
02/03/2021 00:00	6	6	0	0	0	0	1	1	2	2	0	0	0	0	0	0	30	44	59	30	43	59	59
02/03/2021 01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02/03/2021 02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02/03/2021 03:00	1	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	50	50	50	50	50	50	50
02/03/2021 04:00	2	2	0	0	0	0	0	0	0	1	1	0	0	0	0	0	57	63	69	57	69	69	69
02/03/2021 05:00	5	5	0	0	0	0	1	3	1	0	0	0	0	0	0	0	29	39	49	29	40	49	49
02/03/2021 06:00	15	15	0	0	0	1	1	2	10	1	0	0	0	0	0	0	17	42	60	32	44	48	60
02/03/2021 07:00	31	31	0	0	0	1	1	9	9	9	2	0	0	0	0	0	20	46	64	35	48	57	63
02/03/2021 08:00	52	50	2	0	0	1	2	7	33	9	0	0	0	0	0	0	15	45	58	39	45	52	56
02/03/2021 09:00	45	44	1	0	0	2	1	12	23	4	3	0	0	0	0	0	16	44	69	33	45	51	65
02/03/2021 10:00	49	46	3	0	0	0	2	7	27	11	1	1	0	0	0	0	22	45	73	37	44	52	59
02/03/2021 11:00	46	46	0	0	0	0	1	5	21	16	3	0	0	0	0	0	26	48	61	41	48	57	61
02/03/2021 12:00	93	91	2	0	0	0	0	17	49	27	0	0	0	0	0	0	31	47	60	39	47	53	56
02/03/2021 13:00	79	76	3	0	1	1	4	13	43	17	0	0	0	0	0	0	8	45	59	38	46	53	56
02/03/2021 14:00	94	94	0	0	0	0	1	21	38	28	4	2	0	0	0	0	24	48	78	38	48	57	64
02/03/2021 15:00	66	64	2	0	1	0	0	8	31	22	3	1	0	0	0	0	9	48	71	41	49	57	61
02/03/2021 16:00	89	88	0	1	0	0	1	9	44	34	1	0	0	0	0	0	28	48	62	42	48	54	57
02/03/2021 17:00	45	45	0	0	1	0	0	9	18	17	0	0	0	0	0	0	8	46	60	38	47	55	56
02/03/2021 18:00	37	35	2	0	0	1	1	10	11	12	2	0	0	0	0	0	17	45	65	32	44	56	61
02/03/2021 19:00	30	30	0	0	0	0	1	11	15	3	0	0	0	0	0	0	28	42	58	35	43	49	54
02/03/2021 20:00	25	25	0	0	0	0	1	5	15	4	0	0	0	0	0	0	27	44	56	34	45	52	55
02/03/2021 21:00	13	13	0	0	0	0	0	6	6	1	0	0	0	0	0	0	33	43	52	35	46	50	52
02/03/2021 22:00	2	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	46	47	47	46	47	47	47
02/03/2021 23:00	5	5	0	0	0	0	2	0	2	1	0	0	0	0	0	0	30	42	53	30	47	53	53

[Wed, 3 Feb.]	N	CAR	TRUCK	LONG	10	20	30	40	50	60	70	80	90	100	110	>110	VMin	VAvG	VMax	V15	V50	V85	V95
06:00-09:00	98	96	2	0	0	3	4	18	52	19	2	0	0	0	0	0	15	45	64	38	45	52	58
15:00-18:00	200	197	2	1	2	0	1	26	93	73	4	1	0	0	0	0	8	47	71	41	48	55	58
00:00-12:00	252	246	6	0	0	5	10	46	127	53	10	1	0	0	0	0	15	45	73	37	45	53	60
12:00-23:59	578	568	9	1	3	2	11	109	274	166	10	3	0	0	0	0	8	46	78	38	47	54	58
00:00-24:00	830	814	15	1	3	7	21	155	401	219	20	4	0	0	0	0	8	46	78	38	46	54	59

Time	N	CAR	TRUCK	LONG	10	20	30	40	50	60	70	80	90	100	110	>110	VMin	VAvG	VMax	V15	V50	V85	V95
02/04/2021 00:00	7	7	0	0	0	0	0	0	6	1	0	0	0	0	0	0	41	47	52	43	47	50	52
02/04/2021 01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02/04/2021 02:00	3	3	0	0	0	0	0	0	1	2	0	0	0	0	0	0	45	51	56	45	53	56	56
02/04/2021 03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02/04/2021 04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02/04/2021 05:00	7	6	1	0	0	0	0	3	2	1	0	1	0	0	0	0	31	46	72	33	47	52	72
02/04/2021 06:00	13	11	2	0	0	0	0	8	4	1	0	0	0	0	0	0	33	41	59	33	38	49	59
02/04/2021 07:00	33	31	2	0	1	1	0	9	17	5	0	0	0	0	0	0	9	43	55	35	44	52	55
02/04/2021 08:00	58	57	1	0	0	0	1	15	24	16	2	0	0	0	0	0	30	46	63	36	46	55	60
02/04/2021 09:00	33	32	1	0	0	0	1	11	9	8	2	2	0	0	0	0	27	47	71	37	47	56	71
02/04/2021 10:00	55	54	1	0	0	0	3	9	29	13	1	0	0	0	0	0	29	46	64	38	47	54	58
02/04/2021 11:00	57	57	0	0	0	0	0	13	21	20	3	0	0	0	0	0	35	48	69	39	48	56	61
02/04/2021 12:00	76	74	2	0	0	0	3	13	37	18	4	1	0	0	0	0	25	47	74	38	47	55	61
02/04/2021 13:00	68	68	0	0	0	0	0	12	35	18	1	2	0	0	0	0	32	48	74	40	48	54	59
02/04/2021 14:00	92	90	2	0	1	0	2	15	42	27	5	0	0	0	0	0	7	47	67	39	47	55	61
02/04/2021 15:00	62	62	0	0	1	0	0	12	31	16	2	0	0	0	0	0	8	46	63	39	46	55	59
02/04/2021 16:00	86	86	0	0	1	0	0	5	48	26	5	1	0	0	0	0	9	49	80	43	49	58	61
02/04/2021 17:00	64	63	1	0	0	0	2	9	31	18	4	0	0	0	0	0	29	48	68	40	48	56	61
02/04/2021 18:00	29	29	0	0	0	1	1	3	14	7	2	0	1	0	0	0	11	48	85	38	49	55	62
02/04/2021 19:00	32	32	0	0	0	1	0	9	16	4	2	0	0	0	0	0	11	44	61	36	44	52	61
02/04/2021 20:00	20	20	0	0	0	0	2	6	12	0	0	0	0	0	0	0	24	40	50	35	42	47	50
02/04/2021 21:00	5	5	0	0	0	0	0	1	4	0	0	0	0	0	0	0	32	44	48	32	48	48	48
02/04/2021 22:00	8	8	0	0	0	0	0	3	4	0	1	0	0	0	0	0	36	45	64	37	46	47	64
02/04/2021 23:00	5	5	0	0	0	0	0	1	3	1	0	0	0	0	0	0	39	47	55	39	47	55	55

[Thu, 4 Feb.]	N	CAR	TRUCK	LONG	10	20	30	40	50	60	70	80	90	100	110	>110	VMin	VAvG	VMax	V15	V50	V85	V95
06:00-09:00	104	99	5	0	1	1	1	32	45	22	2	0	0	0	0	0	9	44	63	35	44	54	59
15:00-18:00	212	211	1	0	2	0	2	26	110	60	11	1	0	0	0	0	8	48	80	41	48	56	61
00:00-12:00	266	258	8	0	1	1	5	68	113	67	8	3	0	0	0	0	9	46	72	37	46	54	59
12:00-23:59	547	542	5	0	3	2	10	89	277	135	26	4	1	0	0	0	7	47	85	39	47	55	61
00:00-24:00	813	800	13	0	4	3	15	157	390	202	34	7	1	0	0	0	7	47	85	38	47	55	61

Time	N	CAR	TRUCK	LONG	10	20	30	40	50	60	70	80	90	100	110	>110	VMin	VAVg	VMax	V15	V50	V85	V95
02/05/2021 00:00	5	5	0	0	0	0	0	2	1	0	1	1	0	0	0	0	38	53	73	38	50	73	73
02/05/2021 01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02/05/2021 02:00	1	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	49	49	49	49	49	49	49
02/05/2021 03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02/05/2021 04:00	1	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	30	30	30	30	30	30	30
02/05/2021 05:00	7	6	1	0	0	0	0	1	3	3	0	0	0	0	0	0	39	49	59	44	46	58	59
02/05/2021 06:00	15	13	2	0	0	0	0	9	5	0	0	1	0	0	0	0	31	40	73	33	38	44	73
02/05/2021 07:00	31	28	2	1	0	1	2	6	14	7	1	0	0	0	0	0	15	45	64	32	48	56	59
02/05/2021 08:00	61	60	1	0	1	0	0	12	31	14	3	0	0	0	0	0	7	46	64	39	47	54	58
02/05/2021 09:00	49	47	2	0	0	0	2	12	21	11	3	0	0	0	0	0	24	46	68	36	45	55	61
02/05/2021 10:00	48	47	1	0	0	0	1	4	30	11	2	0	0	0	0	0	29	47	63	42	47	52	59
02/05/2021 11:00	76	75	1	0	1	0	5	15	32	19	3	1	0	0	0	0	9	46	72	36	48	56	61
02/05/2021 12:00	83	81	2	0	0	1	2	10	41	24	5	0	0	0	0	0	12	47	69	40	48	54	61
02/05/2021 13:00	89	87	2	0	0	1	1	22	38	27	0	0	0	0	0	0	14	46	59	38	46	55	57
02/05/2021 14:00	87	84	3	0	2	0	2	9	46	25	3	0	0	0	0	0	7	47	65	41	48	54	58
02/05/2021 15:00	91	89	2	0	0	0	4	17	40	27	3	0	0	0	0	0	30	47	67	38	48	55	58
02/05/2021 16:00	96	96	0	0	0	0	1	10	46	34	4	1	0	0	0	0	28	49	72	41	49	56	61
02/05/2021 17:00	90	90	0	0	0	0	1	14	41	31	3	0	0	0	0	0	21	48	62	40	48	55	59
02/05/2021 18:00	44	44	0	0	0	0	1	10	19	12	1	1	0	0	0	0	30	47	72	39	47	56	60
02/05/2021 19:00	19	19	0	0	0	0	1	2	12	4	0	0	0	0	0	0	30	46	58	35	46	55	58
02/05/2021 20:00	13	13	0	0	0	0	1	5	5	2	0	0	0	0	0	0	27	41	59	32	41	56	59
02/05/2021 21:00	10	10	0	0	0	0	0	6	2	1	1	0	0	0	0	0	31	41	66	34	37	51	66
02/05/2021 22:00	13	13	0	0	0	0	0	5	6	2	0	0	0	0	0	0	32	44	54	34	48	52	54
02/05/2021 23:00	7	7	0	0	0	0	0	1	3	3	0	0	0	0	0	0	38	49	57	42	50	56	57

[Fri, 5 Feb.]	N	CAR	TRUCK	LONG	10	20	30	40	50	60	70	80	90	100	110	>110	VMin	VAVg	VMax	V15	V50	V85	V95
06:00-09:00	107	101	5	1	1	1	2	27	50	21	4	1	0	0	0	0	7	45	73	37	45	54	59
15:00-18:00	277	275	2	0	0	0	6	41	127	92	10	1	0	0	0	0	21	48	72	40	48	56	60
00:00-12:00	294	283	10	1	2	1	11	61	138	65	13	3	0	0	0	0	7	46	73	37	46	55	61
12:00-23:59	642	633	9	0	2	2	14	111	299	192	20	2	0	0	0	0	7	47	72	39	47	55	59
00:00-24:00	936	916	19	1	4	3	25	172	437	257	33	5	0	0	0	0	7	47	73	38	47	55	59

Time	N	CAR	TRUCK	LONG	10	20	30	40	50	60	70	80	90	100	110	>110	VMin	VAvG	VMax	V15	V50	V85	V95
02/06/2021 00:00	10	10	0	0	0	0	2	3	4	1	0	0	0	0	0	0	28	40	53	29	42	48	53
02/06/2021 01:00	2	2	0	0	0	0	0	1	1	0	0	0	0	0	0	0	31	39	46	31	46	46	46
02/06/2021 02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02/06/2021 03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02/06/2021 04:00	1	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	50	50	50	50	50	50	50
02/06/2021 05:00	4	4	0	0	0	0	0	1	3	0	0	0	0	0	0	0	36	42	46	36	44	46	46
02/06/2021 06:00	7	7	0	0	0	0	0	1	4	0	2	0	0	0	0	0	35	50	67	43	48	66	67
02/06/2021 07:00	11	11	0	0	0	0	1	2	6	1	1	0	0	0	0	0	25	44	61	39	42	52	61
02/06/2021 08:00	18	18	0	0	0	0	1	7	9	1	0	0	0	0	0	0	29	42	52	36	42	48	52
02/06/2021 09:00	41	41	0	0	1	0	2	12	18	4	4	0	0	0	0	0	10	44	67	36	45	52	61
02/06/2021 10:00	53	52	1	0	0	2	2	7	23	18	1	0	0	0	0	0	17	46	61	36	48	55	58
02/06/2021 11:00	94	92	2	0	0	0	1	10	39	42	1	1	0	0	0	0	28	49	74	43	50	55	60
02/06/2021 12:00	103	102	1	0	0	0	3	11	41	41	7	0	0	0	0	0	23	49	69	41	50	58	62
02/06/2021 13:00	126	126	0	0	0	0	2	14	62	43	4	1	0	0	0	0	30	49	75	42	49	57	60
02/06/2021 14:00	122	122	0	0	0	1	3	10	67	38	2	1	0	0	0	0	18	48	72	42	48	54	59
02/06/2021 15:00	70	70	0	0	0	0	0	8	33	27	2	0	0	0	0	0	31	49	65	41	49	55	60
02/06/2021 16:00	64	64	0	0	0	0	1	9	35	16	3	0	0	0	0	0	28	47	62	39	47	54	59
02/06/2021 17:00	34	34	0	0	0	0	1	8	14	10	1	0	0	0	0	0	28	47	62	38	48	56	59
02/06/2021 18:00	31	31	0	0	0	0	2	10	14	4	1	0	0	0	0	0	30	44	62	37	43	52	58
02/06/2021 19:00	23	23	0	0	0	0	0	8	12	3	0	0	0	0	0	0	32	44	58	38	44	50	55
02/06/2021 20:00	9	9	0	0	0	0	0	5	1	3	0	0	0	0	0	0	31	43	54	36	39	53	54
02/06/2021 21:00	3	3	0	0	0	0	1	0	2	0	0	0	0	0	0	0	22	37	46	22	44	46	46
02/06/2021 22:00	9	9	0	0	0	0	1	2	6	0	0	0	0	0	0	0	30	42	50	37	42	49	50
02/06/2021 23:00	3	3	0	0	0	0	1	1	1	0	0	0	0	0	0	0	30	37	43	30	38	43	43

[Sat, 6 Feb.]	N	CAR	TRUCK	LONG	10	20	30	40	50	60	70	80	90	100	110	>110	VMin	VAvG	VMax	V15	V50	V85	V95
06:00-09:00	36	36	0	0	0	0	2	10	19	2	3	0	0	0	0	0	25	44	67	38	43	50	66
15:00-18:00	168	168	0	0	0	0	2	25	82	53	6	0	0	0	0	0	28	48	65	40	49	55	59
00:00-12:00	241	238	3	0	1	2	9	44	108	67	9	1	0	0	0	0	10	46	74	38	47	54	60
12:00-23:59	597	596	1	0	0	1	15	86	288	185	20	2	0	0	0	0	18	48	75	39	48	55	59
00:00-24:00	838	834	4	0	1	3	24	130	396	252	29	3	0	0	0	0	10	47	75	39	48	55	60

Time	N	CAR	TRUCK	LONG	10	20	30	40	50	60	70	80	90	100	110	>110	VMin	VAvG	VMax	V15	V50	V85	V95
02/07/2021 00:00	7	7	0	0	0	0	1	3	3	0	0	0	0	0	0	0	23	37	46	34	36	43	46
02/07/2021 01:00	2	2	0	0	0	0	1	1	0	0	0	0	0	0	0	0	30	33	36	30	36	36	36
02/07/2021 02:00	1	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	33	33	33	33	33	33	33
02/07/2021 03:00	1	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	57	57	57	57	57	57	57
02/07/2021 04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02/07/2021 05:00	7	6	1	0	0	0	0	2	4	0	1	0	0	0	0	0	38	47	68	40	43	50	68
02/07/2021 06:00	5	5	0	0	0	0	0	1	2	2	0	0	0	0	0	0	36	46	58	36	43	58	58
02/07/2021 07:00	15	13	2	0	0	1	0	5	8	1	0	0	0	0	0	0	16	42	51	37	43	49	51
02/07/2021 08:00	15	14	1	0	0	0	1	4	9	1	0	0	0	0	0	0	24	43	55	31	46	50	55
02/07/2021 09:00	47	47	0	0	0	0	4	13	18	11	1	0	0	0	0	0	23	44	64	31	45	55	58
02/07/2021 10:00	35	34	1	0	1	1	1	11	12	9	0	0	0	0	0	0	8	43	56	36	43	53	56
02/07/2021 11:00	55	55	0	0	1	1	1	10	27	12	3	0	0	0	0	0	9	46	65	38	47	57	64
02/07/2021 12:00	54	53	1	0	0	0	1	7	28	15	2	0	1	0	0	0	30	49	85	41	48	56	63
02/07/2021 13:00	72	72	0	0	1	0	0	10	32	25	3	0	1	0	0	0	9	48	86	40	48	56	61
02/07/2021 14:00	63	62	1	0	0	3	1	10	22	25	2	0	0	0	0	0	12	47	64	37	48	58	59
02/07/2021 15:00	45	45	0	0	0	1	0	13	14	15	1	1	0	0	0	0	14	46	77	36	46	56	58
02/07/2021 16:00	35	34	0	1	0	0	2	5	14	11	3	0	0	0	0	0	30	48	68	37	46	58	66
02/07/2021 17:00	26	26	0	0	0	0	1	4	10	7	2	2	0	0	0	0	29	50	72	36	49	64	71
02/07/2021 18:00	22	22	0	0	0	0	1	4	10	6	1	0	0	0	0	0	29	46	64	38	46	53	54
02/07/2021 19:00	11	11	0	0	0	0	1	6	3	1	0	0	0	0	0	0	29	41	55	37	40	47	55
02/07/2021 20:00	8	8	0	0	0	0	0	6	2	0	0	0	0	0	0	0	31	36	47	32	35	43	47
02/07/2021 21:00	7	7	0	0	0	0	2	5	0	0	0	0	0	0	0	0	27	35	39	30	37	38	39
02/07/2021 22:00	3	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	23	25	29	23	24	29	29
02/07/2021 23:00	3	0	3	0	0	1	1	0	1	0	0	0	0	0	0	0	19	29	47	19	21	47	47

[Sun, 7 Feb.]	N	CAR	TRUCK	LONG	10	20	30	40	50	60	70	80	90	100	110	>110	VMin	VAvG	VMax	V15	V50	V85	V95
06:00-09:00	35	32	3	0	0	1	1	10	19	4	0	0	0	0	0	0	16	43	58	36	44	50	55
15:00-18:00	106	105	0	1	0	1	3	22	38	33	6	3	0	0	0	0	14	48	77	37	47	58	66
00:00-12:00	190	185	5	0	2	3	9	51	83	37	5	0	0	0	0	0	8	44	68	34	44	54	58
12:00-23:59	349	343	5	1	1	5	13	70	136	105	14	3	2	0	0	0	9	47	86	37	47	56	61
00:00-24:00	539	528	10	1	3	8	22	121	219	142	19	3	2	0	0	0	8	46	86	36	46	56	60



Time	N	CAR	TRUCK	LONG	10	20	30	40	50	60	70	80	90	100	110	>110	VMin	VAvG	VMax	V15	V50	V85	V95
02/08/2021 00:00	2	0	2	0	0	1	1	0	0	0	0	0	0	0	0	0	17	20	22	17	22	22	22
02/08/2021 01:00	6	5	1	0	0	0	1	0	4	1	0	0	0	0	0	0	27	44	54	27	48	54	54
02/08/2021 02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02/08/2021 03:00	1	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	33	33	33	33	33	33	33
02/08/2021 04:00	2	2	0	0	0	0	1	0	1	0	0	0	0	0	0	0	27	36	45	27	45	45	45
02/08/2021 05:00	2	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	23	25	26	23	26	26	26
02/08/2021 06:00	10	8	2	0	0	0	4	4	2	0	0	0	0	0	0	0	23	33	44	24	37	41	44
02/08/2021 07:00	9	6	3	0	0	2	1	6	0	0	0	0	0	0	0	0	15	29	37	18	34	35	37
02/08/2021 08:00	9	8	1	0	1	2	4	2	0	0	0	0	0	0	0	0	10	25	37	16	25	34	37
02/08/2021 09:00	3	1	2	0	0	0	1	2	0	0	0	0	0	0	0	0	30	31	32	30	31	32	32
02/08/2021 10:00	4	4	0	0	0	0	2	1	1	0	0	0	0	0	0	0	30	34	43	30	33	43	43
02/08/2021 11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02/08/2021 12:00	6	6	0	0	0	1	4	1	0	0	0	0	0	0	0	0	17	24	32	17	24	32	32
02/08/2021 13:00	3	3	0	0	0	1	1	0	1	0	0	0	0	0	0	0	16	28	46	16	23	46	46
02/08/2021 14:00	5	5	0	0	0	0	0	3	2	0	0	0	0	0	0	0	32	39	45	32	40	45	45
02/08/2021 15:00	9	9	0	0	0	1	2	4	2	0	0	0	0	0	0	0	20	34	44	27	35	41	44
02/08/2021 16:00	7	6	0	1	0	2	1	3	1	0	0	0	0	0	0	0	16	30	41	19	31	39	41
02/08/2021 17:00	7	7	0	0	0	0	4	2	1	0	0	0	0	0	0	0	21	32	44	28	30	40	44
02/08/2021 18:00	5	5	0	0	0	1	1	2	0	1	0	0	0	0	0	0	20	34	57	20	34	57	57
02/08/2021 19:00	5	5	0	0	0	0	3	2	0	0	0	0	0	0	0	0	23	29	37	23	27	37	37
02/08/2021 20:00	1	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	38	38	38	38	38	38	38
02/08/2021 21:00	4	4	0	0	0	0	1	2	0	1	0	0	0	0	0	0	29	37	51	29	35	51	51
02/08/2021 22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02/08/2021 23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

[Mon, 8 Feb.]	N	CAR	TRUCK	LONG	10	20	30	40	50	60	70	80	90	100	110	>110	VMin	VAvG	VMax	V15	V50	V85	V95
06:00-09:00	28	22	6	0	1	4	9	12	2	0	0	0	0	0	0	0	10	29	44	20	31	37	41
15:00-18:00	23	22	0	1	0	3	7	9	4	0	0	0	0	0	0	0	16	32	44	21	32	41	44
00:00-12:00	48	37	11	0	1	5	17	16	8	1	0	0	0	0	0	0	10	31	54	23	31	42	48
12:00-23:59	52	51	0	1	0	6	17	20	7	2	0	0	0	0	0	0	16	32	57	21	32	41	46
00:00-24:00	100	88	11	1	1	11	34	36	15	3	0	0	0	0	0	0	10	32	57	22	32	42	48

Time	N	CAR	TRUCK	LONG	10	20	30	40	50	60	70	80	90	100	110	>110	VMin	VAvG	VMax	V15	V50	V85	V95
02/09/2021 00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02/09/2021 01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02/09/2021 02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02/09/2021 03:00	1	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	41	41	41	41	41	41	41
02/09/2021 04:00	2	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	19	20	20	19	20	20	20
02/09/2021 05:00	1	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	28	28	28	28	28	28	28
02/09/2021 06:00	3	2	1	0	0	0	1	1	1	0	0	0	0	0	0	0	24	35	48	24	33	48	48
02/09/2021 07:00	16	16	0	0	0	2	1	9	4	0	0	0	0	0	0	0	14	35	47	25	36	41	47
02/09/2021 08:00	22	22	0	0	0	1	3	10	6	2	0	0	0	0	0	0	17	38	55	30	38	48	51
02/09/2021 09:00	18	18	0	0	0	2	3	10	3	0	0	0	0	0	0	0	12	33	45	24	35	41	45
02/09/2021 10:00	20	20	0	0	0	0	6	8	5	1	0	0	0	0	0	0	22	36	53	29	36	46	53
02/09/2021 11:00	12	11	1	0	0	0	3	3	6	0	0	0	0	0	0	0	23	37	46	29	41	44	46
02/09/2021 12:00	21	18	3	0	0	0	1	8	10	2	0	0	0	0	0	0	24	42	55	35	42	48	53
02/09/2021 13:00	25	25	0	0	0	0	0	7	12	6	0	0	0	0	0	0	36	44	56	38	43	51	55
02/09/2021 14:00	21	20	1	0	1	0	1	4	14	1	0	0	0	0	0	0	10	41	54	37	42	47	50
02/09/2021 15:00	24	23	1	0	0	0	3	10	9	2	0	0	0	0	0	0	26	40	57	31	40	48	52
02/09/2021 16:00	18	18	0	0	0	1	0	5	8	4	0	0	0	0	0	0	18	43	54	39	43	51	54
02/09/2021 17:00	19	18	1	0	1	0	1	3	14	0	0	0	0	0	0	0	8	42	50	37	46	50	50
02/09/2021 18:00	12	11	1	0	1	1	0	7	2	1	0	0	0	0	0	0	8	34	51	16	38	44	51
02/09/2021 19:00	11	11	0	0	0	0	1	5	3	2	0	0	0	0	0	0	30	41	52	31	38	51	52
02/09/2021 20:00	6	6	0	0	0	0	0	3	3	0	0	0	0	0	0	0	33	42	50	33	49	50	50
02/09/2021 21:00	2	2	0	0	0	0	0	1	1	0	0	0	0	0	0	0	37	41	45	37	45	45	45
02/09/2021 22:00	3	3	0	0	0	0	0	0	2	1	0	0	0	0	0	0	41	46	51	41	47	51	51
02/09/2021 23:00	1	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	52	52	52	52	52	52	52

[Tue, 9 Feb.]	N	CAR	TRUCK	LONG	10	20	30	40	50	60	70	80	90	100	110	>110	VMin	VAvG	VMax	V15	V50	V85	V95
06:00-09:00	41	40	1	0	0	3	5	20	11	2	0	0	0	0	0	0	14	36	55	25	38	45	48
15:00-18:00	61	59	2	0	1	1	4	18	31	6	0	0	0	0	0	0	8	42	57	34	42	50	52
00:00-12:00	95	91	4	0	0	7	18	41	26	3	0	0	0	0	0	0	12	35	55	24	36	45	48
12:00-23:59	163	156	7	0	3	2	7	53	78	20	0	0	0	0	0	0	8	41	57	35	42	50	53
00:00-24:00	258	247	11	0	3	9	25	94	104	23	0	0	0	0	0	0	8	39	57	31	40	48	52

Time	N	CAR	TRUCK	LONG	10	20	30	40	50	60	70	80	90	100	110	>110	VMin	VAvG	VMax	V15	V50	V85	V95
02/10/2021 00:00	1	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	41	41	41	41	41	41	41
02/10/2021 01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02/10/2021 02:00	1	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	40	40	40	40	40	40	40
02/10/2021 03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02/10/2021 04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02/10/2021 05:00	7	6	1	0	0	0	0	3	3	1	0	0	0	0	0	0	32	41	56	33	42	46	56
02/10/2021 06:00	11	10	1	0	0	1	1	6	2	0	1	0	0	0	0	0	18	39	68	30	38	48	68
02/10/2021 07:00	14	14	0	0	1	0	0	6	7	0	0	0	0	0	0	0	7	38	50	31	41	44	50
02/10/2021 08:00	48	44	4	0	0	0	0	13	28	7	0	0	0	0	0	0	31	44	59	38	44	50	57
02/10/2021 09:00	21	20	1	0	0	1	2	5	11	2	0	0	0	0	0	0	11	41	54	35	42	49	53
02/10/2021 10:00	25	23	2	0	0	0	0	7	15	3	0	0	0	0	0	0	31	43	57	36	44	50	55
02/10/2021 11:00	32	31	1	0	0	0	1	7	20	3	0	0	1	0	0	0	28	44	82	38	43	50	56
02/10/2021 12:00	27	27	0	0	1	0	0	7	14	5	0	0	0	0	0	0	9	44	55	39	45	51	55
02/10/2021 13:00	44	42	2	0	1	1	1	9	24	8	0	0	0	0	0	0	9	43	59	34	44	51	56
02/10/2021 14:00	63	61	2	0	0	0	1	18	34	9	1	0	0	0	0	0	28	44	69	35	44	51	53
02/10/2021 15:00	36	34	2	0	0	0	1	7	22	5	1	0	0	0	0	0	30	46	67	39	45	54	57
02/10/2021 16:00	42	42	0	0	0	0	2	8	26	6	0	0	0	0	0	0	29	44	58	38	46	50	52
02/10/2021 17:00	32	31	1	0	0	0	1	4	16	11	0	0	0	0	0	0	29	47	60	40	47	55	58
02/10/2021 18:00	26	22	2	2	0	0	2	9	10	3	2	0	0	0	0	0	28	43	63	32	43	52	63
02/10/2021 19:00	15	15	0	0	0	0	1	3	10	1	0	0	0	0	0	0	30	43	52	39	44	47	52
02/10/2021 20:00	11	11	0	0	0	0	0	3	7	1	0	0	0	0	0	0	33	44	52	34	45	50	52
02/10/2021 21:00	8	7	1	0	0	0	0	1	6	1	0	0	0	0	0	0	38	47	57	43	47	50	57
02/10/2021 22:00	1	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	30	30	30	30	30	30	30
02/10/2021 23:00	1	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	52	52	52	52	52	52	52

[Wed, 10 Feb.]	N	CAR	TRUCK	LONG	10	20	30	40	50	60	70	80	90	100	110	>110	VMin	VAvG	VMax	V15	V50	V85	V95
06:00-09:00	73	68	5	0	1	1	1	25	37	7	1	0	0	0	0	0	7	42	68	35	43	50	57
15:00-18:00	110	107	3	0	0	0	4	19	64	22	1	0	0	0	0	0	29	46	67	39	46	52	57
00:00-12:00	160	150	10	0	1	2	4	48	87	16	1	0	1	0	0	0	7	43	82	36	43	50	56
12:00-23:59	306	294	10	2	2	1	10	69	169	51	4	0	0	0	0	0	9	44	69	37	45	51	55
00:00-24:00	466	444	20	2	3	3	14	117	256	67	5	0	1	0	0	0	7	44	82	36	44	51	55


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Generated with **DataCollect Webreporter** version 1.0 at 04/20/2021 15:10:38

## Site

Name Commercial St  
 Dir. Oncoming (name) W/B  
 Dir. Outgoing (name) E/B  
 Posted Speed Limit   
 Comment Civic #9387  
 Device type **SDR Traffic+**

## Time Range

Start date 02/01/2021 00:00  
 End date 02/11/2021 23:59  
 Days Mo, Tu, We, Th, Fr, Sa, Su  
 Time Interval 60 minutes  
 Time / Day 00:00 - 23:59

## Length Classes

[L in m]

Cross-section		W/B				E/B			
Time	Σ	Σ	CAR	TRUCK	LONG	Σ	CAR	TRUCK	LONG
06:00-09:00	11386	6668	6135	411	122	4718	4020	548	150
15:00-18:00	24150	12713	12091	501	121	11437	10692	627	118
00:00-12:00	32435	19321	17840	1165	316	13114	11513	1241	360
12:00-23:59	66882	35404	33645	1440	319	31478	29253	1823	402
00:00-24:00	99321	54725	51485	2605	635	44596	40770	3064	762

## Calculated speeds

[V in km/h]

	Vmin	Vmax	Vavg	V15	V50	V85	V95	Vexc %
<b>Cross-section</b>	9	153	63	51	64	74	80	<b>85.8</b>
<b>W/B</b>	10	153	63	52	64	74	79	<b>87.1</b>
<b>E/B</b>	9	148	63	50	64	74	81	<b>84.1</b>

## Descriptions

Vmin: Minimal velocity  
 Vmax: Maximal velocity  
 Vavg: Average velocity  
 V15: Critical velocity for the first 15% of vehicles

V50: Critical velocity for the first 50% of vehicles  
 V85: Critical velocity for the first 85% of vehicles  
 V95: Critical velocity for the first 95% of vehicles  
 Vexc %: Speeding in %


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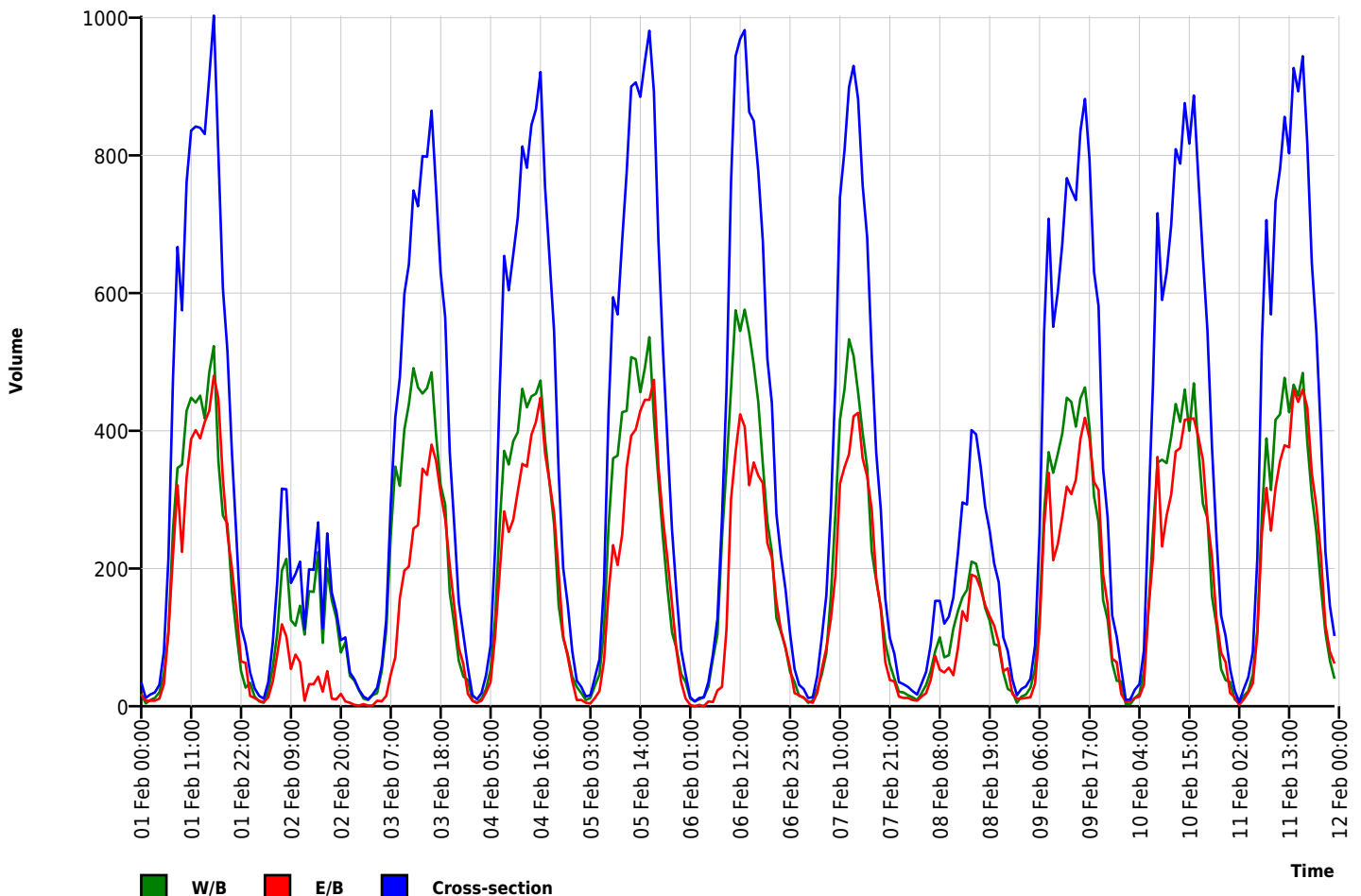
## Site

Name Commercial St  
 Dir. Oncoming (name) W/B  
 Dir. Outgoing (name) E/B  
 Posted Speed Limit   
 Comment Civic #9387  
 Device type **SDR Traffic+**

## Time Range

Start date 02/01/2021 00:00  
 End date 02/11/2021 23:59  
 Days Mo, Tu, We, Th, Fr, Sa, Su  
 Time Interval 60 minutes  
 Time / Day 00:00 - 23:59

## Time / Volume graph




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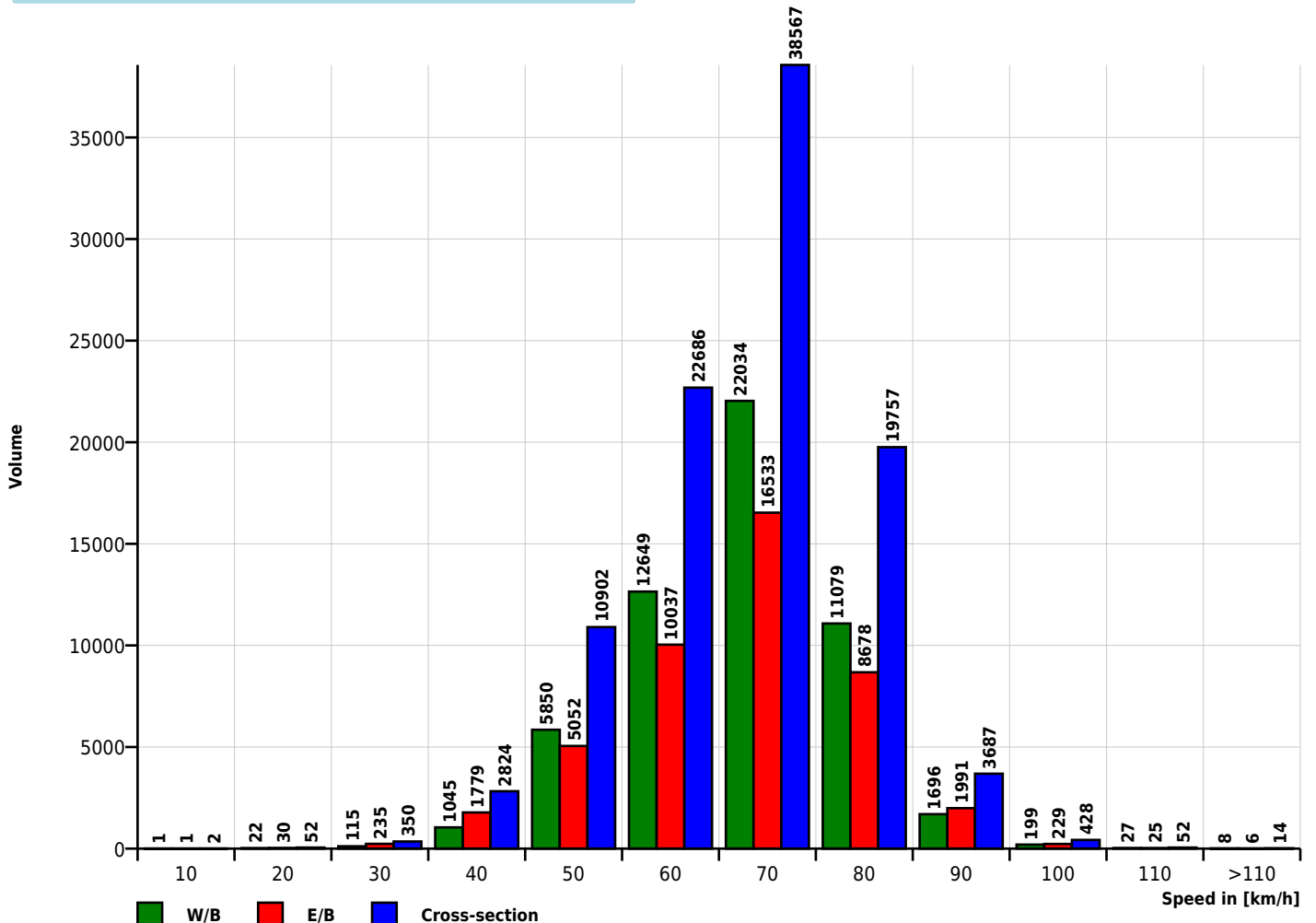
## Site

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## Time Range

Start date 02/01/2021 00:00  
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 Days Mo, Tu, We, Th, Fr, Sa, Su  
 Time Interval 60 minutes  
 Time / Day 00:00 - 23:59

## Speed histogram




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Generated with **DataCollect Webreporter** version 1.0 at 04/20/2021 15:10:38

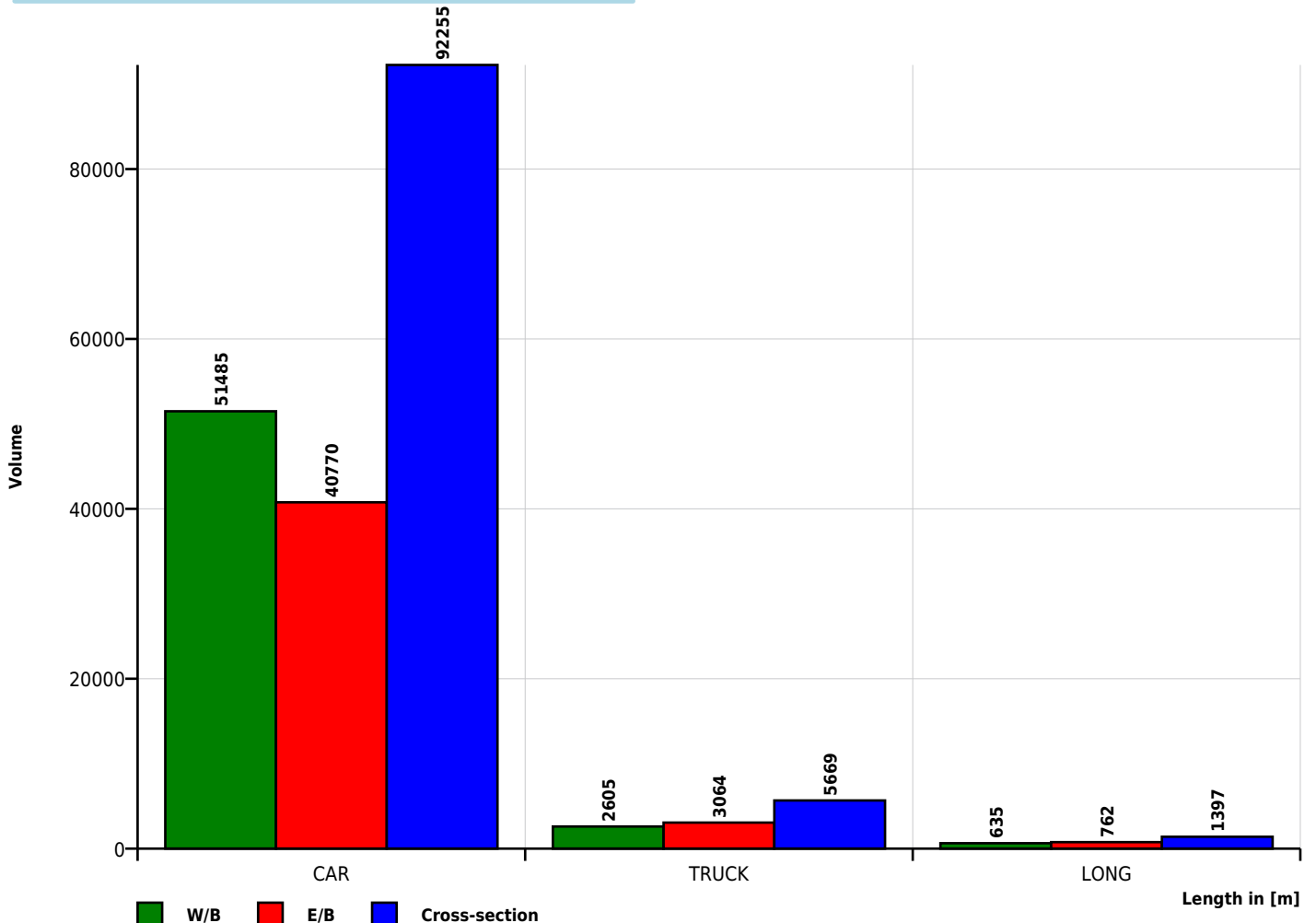
## Site

Name Commercial St  
 Dir. Oncoming (name) W/B  
 Dir. Outgoing (name) E/B  
 Posted Speed Limit   
 Comment Civic #9387  
 Device type **SDR Traffic+**

## Time Range

Start date 02/01/2021 00:00  
 End date 02/11/2021 23:59  
 Days Mo, Tu, We, Th, Fr, Sa, Su  
 Time Interval 60 minutes  
 Time / Day 00:00 - 23:59

## Length histogram



Time	N	CAR	TRUCK	LONG	10	20	30	40	50	60	70	80	90	100	110	>110	VMin	VAVg	VMax	V15	V50	V85	V95
02/01/2021 00:00	35	32	3	0	0	0	0	0	0	1	11	15	8	0	0	0	55	74	90	66	73	83	87
02/01/2021 01:00	12	11	1	0	0	0	0	0	0	0	3	6	2	1	0	0	63	76	98	67	75	83	98
02/01/2021 02:00	17	15	2	0	0	0	0	0	0	0	6	8	3	0	0	0	61	74	90	68	73	81	90
02/01/2021 03:00	20	18	2	0	0	0	0	0	0	0	8	7	3	1	0	1	64	76	112	68	73	86	112
02/01/2021 04:00	31	27	3	1	0	0	0	0	0	4	9	16	2	0	0	0	52	70	84	61	72	79	83
02/01/2021 05:00	79	69	9	1	0	0	0	0	0	5	23	36	12	2	1	0	56	74	105	64	73	82	90
02/01/2021 06:00	215	187	20	8	0	0	0	0	0	16	85	91	18	4	1	0	53	71	105	62	71	78	87
02/01/2021 07:00	475	419	47	9	0	0	2	2	38	125	194	98	15	0	1	0	29	64	102	53	65	74	78
02/01/2021 08:00	667	597	50	20	0	1	6	91	178	198	153	32	6	2	0	0	14	54	97	41	53	66	71
02/01/2021 09:00	575	515	40	20	0	0	1	14	115	172	179	83	9	2	0	0	30	59	94	47	60	71	77
02/01/2021 10:00	761	679	67	15	0	0	3	36	141	253	246	68	12	1	1	0	23	58	101	46	59	68	74
02/01/2021 11:00	836	766	52	18	0	1	7	49	215	214	262	76	12	0	0	0	20	57	88	44	58	68	74
02/01/2021 12:00	842	780	49	13	0	0	2	36	140	222	298	127	15	2	0	0	29	60	94	48	61	71	76
02/01/2021 13:00	840	764	58	18	0	0	0	21	148	264	281	108	17	1	0	0	34	60	95	49	60	71	76
02/01/2021 14:00	831	763	50	18	0	0	3	56	192	246	239	85	10	0	0	0	28	57	89	45	58	69	74
02/01/2021 15:00	914	847	51	16	0	3	21	77	223	239	252	83	14	1	1	0	14	56	101	42	56	69	75
02/01/2021 16:00	1003	938	57	8	0	0	0	11	83	201	476	194	33	4	1	0	35	64	102	56	64	73	79
02/01/2021 17:00	804	745	52	7	0	0	0	3	27	114	370	230	55	5	0	0	34	68	94	60	68	77	82
02/01/2021 18:00	607	571	32	4	0	1	0	2	8	72	286	202	33	3	0	0	19	68	97	61	68	76	81
02/01/2021 19:00	516	493	19	4	0	0	0	1	2	59	253	162	34	5	0	0	40	69	96	61	68	76	83
02/01/2021 20:00	367	346	17	4	0	0	0	0	1	22	153	152	36	3	0	0	48	72	95	64	71	79	84
02/01/2021 21:00	244	236	5	3	0	0	0	1	1	14	97	97	30	4	0	0	38	72	97	64	71	80	86
02/01/2021 22:00	116	112	4	0	0	0	0	0	0	6	45	49	13	3	0	0	56	72	94	65	72	80	86
02/01/2021 23:00	90	85	5	0	0	0	0	0	0	3	36	37	9	4	1	0	54	73	103	64	73	81	91

[Mon, 1 Feb.]	N	CAR	TRUCK	LONG	10	20	30	40	50	60	70	80	90	100	110	>110	VMin	VAVg	VMax	V15	V50	V85	V95
06:00-09:00	1357	1203	117	37	0	1	8	93	216	339	432	221	39	6	2	0	14	60	105	45	61	72	78
15:00-18:00	2721	2530	160	31	0	3	21	91	333	554	1098	507	102	10	2	0	14	62	102	49	64	73	80
00:00-12:00	3723	3335	296	92	0	2	19	192	687	988	1179	536	102	13	4	1	14	60	112	46	60	72	78
12:00-23:59	7174	6680	399	95	0	4	26	208	825	1462	2786	1526	299	35	3	0	14	63	103	51	65	74	80
00:00-24:00	10897	10015	695	187	0	6	45	400	1512	2450	3965	2062	401	48	7	1	14	62	112	49	63	73	80



Time	N	CAR	TRUCK	LONG	10	20	30	40	50	60	70	80	90	100	110	>110	VMin	VAvG	VMax	V15	V50	V85	V95
02/02/2021 00:00	49	45	4	0	0	0	0	0	0	2	17	20	9	1	0	0	53	73	94	67	72	83	86
02/02/2021 01:00	26	22	4	0	0	0	0	0	0	1	6	11	6	1	0	1	60	77	111	68	77	86	95
02/02/2021 02:00	15	14	1	0	0	0	0	0	0	0	6	5	4	0	0	0	64	74	87	66	74	84	87
02/02/2021 03:00	11	10	1	0	0	0	0	0	0	0	5	4	1	0	0	1	61	77	122	68	73	81	122
02/02/2021 04:00	35	32	3	0	0	0	0	0	2	7	13	11	1	0	0	1	49	68	148	59	67	73	82
02/02/2021 05:00	93	80	8	5	0	1	2	0	2	19	40	23	5	1	0	0	18	66	95	57	67	77	82
02/02/2021 06:00	182	163	12	7	0	0	0	0	14	83	73	9	3	0	0	0	47	61	82	53	60	68	72
02/02/2021 07:00	316	298	15	3	0	0	0	0	43	172	90	10	1	0	0	0	43	58	83	51	57	65	69
02/02/2021 08:00	315	299	11	5	0	3	0	7	56	152	82	15	0	0	0	0	14	57	78	49	57	64	70
02/02/2021 09:00	179	160	15	4	0	1	0	3	22	89	52	10	2	0	0	0	16	58	84	51	57	67	72
02/02/2021 10:00	192	162	19	11	0	1	0	2	20	73	72	22	2	0	0	0	16	60	86	52	61	69	75
02/02/2021 11:00	210	190	17	3	0	2	0	0	18	73	80	30	5	1	1	0	17	62	107	53	62	72	79
02/02/2021 12:00	112	105	4	3	0	0	1	3	6	40	49	12	0	1	0	0	27	61	91	52	62	70	74
02/02/2021 13:00	199	190	8	1	0	0	1	4	7	79	81	21	6	0	0	0	29	62	88	54	61	70	78
02/02/2021 14:00	198	191	6	1	0	0	1	2	11	38	84	47	13	2	0	0	29	66	91	56	66	76	83
02/02/2021 15:00	267	253	9	5	0	0	0	4	10	51	128	67	7	0	0	0	38	66	90	58	66	74	79
02/02/2021 16:00	113	110	3	0	0	1	0	0	0	7	43	54	7	0	1	0	15	71	103	64	71	78	81
02/02/2021 17:00	251	233	14	4	0	1	0	4	14	40	110	66	16	0	0	0	14	66	88	57	67	74	82
02/02/2021 18:00	165	159	5	1	0	0	0	3	3	13	75	57	13	1	0	0	38	69	94	62	69	77	82
02/02/2021 19:00	138	137	0	1	0	0	0	0	0	20	56	52	9	1	0	0	52	69	96	61	69	76	85
02/02/2021 20:00	96	94	2	0	0	0	0	0	0	12	37	33	8	6	0	0	56	71	94	61	70	80	91
02/02/2021 21:00	100	98	2	0	0	0	0	0	0	3	36	53	5	2	1	0	56	73	101	65	73	78	87
02/02/2021 22:00	49	47	1	1	0	0	0	0	0	1	18	22	7	1	0	0	58	73	97	65	73	82	84
02/02/2021 23:00	39	37	0	2	0	0	0	0	1	1	14	14	6	3	0	0	49	74	99	65	72	84	92

[Tue, 2 Feb.]	N	CAR	TRUCK	LONG	10	20	30	40	50	60	70	80	90	100	110	>110	VMin	VAvG	VMax	V15	V50	V85	V95
06:00-09:00	813	760	38	15	0	3	0	7	113	407	245	34	4	0	0	0	14	58	83	50	58	66	70
15:00-18:00	631	596	26	9	0	2	0	8	24	98	281	187	30	0	1	0	14	67	103	58	68	75	80
00:00-12:00	1623	1475	110	38	0	8	2	12	177	671	536	170	39	4	1	3	14	60	148	51	60	70	77
12:00-23:59	1727	1654	54	19	0	2	3	20	52	305	731	498	97	17	2	0	14	67	103	58	67	76	82
00:00-24:00	3350	3129	164	57	0	10	5	32	229	976	1267	668	136	21	3	3	14	64	148	54	64	74	80

Time	Σ	CAR	TRUCK	LONG	10	20	30	40	50	60	70	80	90	100	110	>110	VMin	VAvG	VMax	V15	V50	V85	V95
02/03/2021 00:00	24	22	1	1	0	0	0	0	0	3	13	6	1	1	0	0	54	69	98	61	67	75	82
02/03/2021 01:00	14	10	2	2	0	0	0	0	1	2	4	4	2	1	0	0	46	71	95	59	77	82	95
02/03/2021 02:00	10	7	2	1	0	0	0	0	0	3	4	3	0	0	0	0	54	65	74	59	67	73	74
02/03/2021 03:00	17	12	3	2	0	0	0	0	1	2	4	8	2	0	0	0	47	70	88	57	74	78	88
02/03/2021 04:00	27	22	2	3	0	0	0	1	1	5	7	6	5	2	0	0	36	69	96	57	70	83	91
02/03/2021 05:00	58	53	4	1	0	0	0	1	1	1	20	24	9	1	1	0	39	74	103	66	74	84	90
02/03/2021 06:00	125	110	11	4	0	0	0	0	0	6	56	49	12	2	0	0	52	71	98	63	71	78	84
02/03/2021 07:00	294	274	13	7	0	0	0	6	28	75	127	50	7	1	0	0	39	63	91	53	64	72	78
02/03/2021 08:00	419	385	29	5	0	0	2	25	114	128	122	24	3	1	0	0	27	56	91	44	55	66	73
02/03/2021 09:00	477	420	40	17	0	0	1	12	83	134	177	58	10	2	0	0	29	60	95	48	61	70	77
02/03/2021 10:00	599	555	32	12	0	1	1	25	90	197	205	68	11	1	0	0	19	60	100	49	60	70	77
02/03/2021 11:00	642	607	22	13	0	0	1	17	161	190	190	71	12	0	0	0	28	58	86	46	58	70	76
02/03/2021 12:00	749	713	29	7	0	0	3	50	137	251	234	63	8	3	0	0	23	57	97	46	58	68	74
02/03/2021 13:00	726	702	16	8	0	1	5	55	173	227	198	62	5	0	0	0	19	56	88	43	57	68	73
02/03/2021 14:00	799	755	30	14	0	0	3	57	174	290	210	55	9	1	0	0	23	56	91	45	56	67	73
02/03/2021 15:00	798	758	26	14	0	2	11	66	179	230	236	68	5	1	0	0	19	56	93	42	57	68	74
02/03/2021 16:00	865	822	34	9	0	0	0	5	68	196	404	163	27	2	0	0	34	64	100	55	65	73	79
02/03/2021 17:00	749	723	21	5	0	0	0	1	20	120	383	201	21	1	2	0	37	67	105	59	67	74	79
02/03/2021 18:00	630	605	19	6	0	0	0	0	6	101	346	157	20	0	0	0	47	67	88	60	67	74	79
02/03/2021 19:00	565	548	15	2	0	0	1	2	4	85	291	157	23	2	0	0	27	67	94	60	68	75	80
02/03/2021 20:00	369	351	14	4	0	0	0	1	1	56	157	119	33	1	1	0	40	69	105	60	69	78	83
02/03/2021 21:00	263	254	8	1	0	0	0	0	0	32	111	89	27	2	2	0	53	70	101	62	70	78	84
02/03/2021 22:00	151	146	5	0	0	0	0	0	0	13	55	61	18	3	1	0	56	72	107	64	72	80	87
02/03/2021 23:00	104	100	4	0	0	0	0	0	0	5	51	35	10	2	1	0	57	71	102	63	70	79	84

[Wed, 3 Feb.]	Σ	CAR	TRUCK	LONG	10	20	30	40	50	60	70	80	90	100	110	>110	VMin	VAvG	VMax	V15	V50	V85	V95
06:00-09:00	839	769	53	17	0	0	2	31	142	209	306	123	22	4	0	0	27	60	98	47	62	72	78
15:00-18:00	2412	2303	81	28	0	2	11	72	267	546	1023	432	53	4	2	0	19	62	105	51	64	72	77
00:00-12:00	2707	2478	161	68	0	1	5	87	480	747	929	371	74	12	1	0	19	60	103	48	61	72	78
12:00-23:59	6767	6476	221	70	0	3	23	237	762	1606	2675	1230	206	18	7	0	19	62	107	50	63	73	79
00:00-24:00	9474	8954	382	138	0	4	28	324	1242	2352	3605	1601	280	30	8	0	19	62	107	49	63	73	79

Time	N	CAR	TRUCK	LONG	10	20	30	40	50	60	70	80	90	100	110	>110	VMin	VAvG	VMax	V15	V50	V85	V95
02/04/2021 00:00	56	56	0	0	0	0	0	0	0	2	23	22	9	0	0	0	60	72	90	64	71	81	87
02/04/2021 01:00	16	14	2	0	0	0	0	0	0	2	2	5	6	1	0	0	59	77	93	68	78	87	93
02/04/2021 02:00	10	8	1	1	0	0	0	0	0	1	1	6	2	0	0	0	55	75	84	66	79	81	84
02/04/2021 03:00	19	17	2	0	0	0	0	0	0	0	7	6	3	3	0	0	61	75	100	62	71	92	100
02/04/2021 04:00	45	35	5	5	0	0	0	0	0	3	17	16	7	1	0	1	51	74	153	65	71	83	88
02/04/2021 05:00	88	80	6	2	0	0	0	0	0	3	38	31	14	2	0	0	59	72	96	65	71	82	88
02/04/2021 06:00	229	197	22	10	0	1	1	2	3	36	110	58	15	3	0	0	16	67	96	59	67	76	82
02/04/2021 07:00	457	417	25	15	0	1	1	11	68	122	177	62	13	2	0	0	20	61	95	50	62	72	79
02/04/2021 08:00	654	611	33	10	0	1	3	72	207	176	161	29	5	0	0	0	18	53	86	42	53	65	71
02/04/2021 09:00	604	549	46	9	0	0	0	12	123	187	184	85	12	1	0	0	31	60	92	48	60	71	77
02/04/2021 10:00	656	596	44	16	0	0	1	28	139	210	192	74	12	0	0	0	22	58	86	45	59	70	77
02/04/2021 11:00	710	648	49	13	0	1	2	23	150	227	225	75	7	0	0	0	19	58	90	47	59	69	76
02/04/2021 12:00	813	760	39	14	0	0	2	26	193	271	244	68	7	2	0	0	22	57	95	46	57	68	74
02/04/2021 13:00	782	726	43	13	0	0	0	23	178	216	264	92	9	0	0	0	32	59	89	47	60	69	75
02/04/2021 14:00	844	789	45	10	0	0	0	40	204	303	202	84	11	0	0	0	34	57	90	45	56	68	74
02/04/2021 15:00	867	810	42	15	0	0	14	78	175	257	258	73	11	1	0	0	23	56	97	44	57	68	74
02/04/2021 16:00	921	876	37	8	0	0	1	12	39	209	410	216	34	0	0	0	23	65	89	56	65	74	79
02/04/2021 17:00	755	727	25	3	0	2	5	2	17	105	368	218	34	4	0	0	12	67	94	60	68	75	81
02/04/2021 18:00	650	619	27	4	0	0	3	2	9	129	345	129	31	1	1	0	24	66	102	59	66	74	81
02/04/2021 19:00	544	522	19	3	0	0	0	0	6	73	318	129	16	2	0	0	44	67	99	61	67	74	79
02/04/2021 20:00	341	328	10	3	0	0	0	1	2	38	161	109	26	3	1	0	35	69	109	62	69	76	83
02/04/2021 21:00	201	191	7	3	0	0	0	0	1	19	83	81	15	2	0	0	44	70	96	63	70	79	83
02/04/2021 22:00	148	144	4	0	0	0	0	0	0	10	69	53	12	4	0	0	54	70	94	63	70	78	88
02/04/2021 23:00	80	78	2	0	0	0	0	0	0	11	25	27	9	5	2	1	54	73	117	61	72	85	98

[Thu, 4 Feb.]	N	CAR	TRUCK	LONG	10	20	30	40	50	60	70	80	90	100	110	>110	VMin	VAvG	VMax	V15	V50	V85	V95
06:00-09:00	1341	1226	80	35	0	3	5	85	278	334	449	149	33	5	0	0	16	58	96	45	60	70	77
15:00-18:00	2543	2413	104	26	0	2	20	92	231	571	1036	507	79	5	0	0	12	63	97	52	64	73	79
00:00-12:00	3544	3228	235	81	0	4	8	148	690	969	1137	469	105	13	0	1	16	59	153	46	60	71	78
12:00-23:59	6945	6569	300	76	0	2	25	184	824	1641	2747	1279	215	23	4	1	12	62	117	51	63	73	79
00:00-24:00	10490	9798	535	157	0	6	33	332	1514	2610	3884	1748	320	37	4	2	12	61	153	49	62	72	79

Time	N	CAR	TRUCK	LONG	10	20	30	40	50	60	70	80	90	100	110	>110	VMin	VAvG	VMax	V15	V50	V85	V95
02/05/2021 00:00	37	36	1	0	0	0	0	0	0	2	13	13	8	1	0	0	59	73	92	65	73	83	90
02/05/2021 01:00	28	26	2	0	0	0	0	0	0	5	8	7	7	1	0	0	57	72	94	60	71	84	86
02/05/2021 02:00	14	11	3	0	0	0	0	0	0	1	6	2	4	1	0	0	59	74	94	63	71	86	94
02/05/2021 03:00	16	16	0	0	0	0	0	0	0	1	5	5	3	2	0	0	57	76	99	63	77	87	99
02/05/2021 04:00	42	36	5	1	0	0	0	0	0	4	17	12	7	1	0	1	51	73	134	62	71	83	89
02/05/2021 05:00	68	62	5	1	0	0	0	1	1	2	25	26	9	4	0	0	37	73	96	64	71	84	92
02/05/2021 06:00	178	158	13	7	0	0	0	0	2	29	82	57	8	0	0	0	44	68	90	60	68	77	80
02/05/2021 07:00	426	397	18	11	0	0	1	10	43	119	160	84	6	2	1	0	28	63	103	52	63	72	77
02/05/2021 08:00	594	546	33	15	0	1	2	46	149	199	148	45	3	1	0	0	18	55	96	44	55	66	73
02/05/2021 09:00	569	528	35	6	0	1	2	13	122	155	179	84	11	2	0	0	19	59	92	48	60	71	77
02/05/2021 10:00	676	628	39	9	0	1	1	25	126	220	207	83	11	1	1	0	20	59	102	48	59	70	76
02/05/2021 11:00	776	717	46	13	0	0	1	35	146	262	231	84	14	3	0	0	26	59	95	47	58	70	77
02/05/2021 12:00	900	829	60	11	0	1	3	47	168	290	284	99	8	0	0	0	20	58	89	46	59	68	74
02/05/2021 13:00	906	849	39	18	0	0	0	33	206	342	244	65	15	1	0	0	32	57	92	47	57	68	74
02/05/2021 14:00	885	828	47	10	0	1	11	74	176	287	229	95	11	0	1	0	16	57	101	43	58	69	75
02/05/2021 15:00	936	867	60	9	0	0	8	55	220	316	239	85	12	1	0	0	21	56	95	45	56	68	74
02/05/2021 16:00	981	927	45	9	0	0	0	7	41	199	511	200	21	2	0	0	37	65	97	58	65	72	78
02/05/2021 17:00	892	838	49	5	0	1	2	6	35	171	421	218	36	2	0	0	20	66	98	57	66	74	80
02/05/2021 18:00	675	638	32	5	0	0	0	4	29	93	316	189	43	1	0	0	31	67	92	60	67	76	82
02/05/2021 19:00	516	488	25	3	0	0	0	4	3	50	260	171	24	2	2	0	36	69	107	62	68	76	81
02/05/2021 20:00	383	364	16	3	0	0	0	1	1	48	162	130	37	4	0	0	38	70	98	62	70	78	84
02/05/2021 21:00	255	240	12	3	0	0	0	0	0	24	108	93	27	2	0	1	53	71	113	62	70	79	84
02/05/2021 22:00	163	159	4	0	0	0	0	0	0	20	50	69	23	1	0	0	51	72	91	61	72	80	86
02/05/2021 23:00	82	80	2	0	0	0	0	0	2	5	25	34	16	0	0	0	45	72	89	64	73	82	86

[Fri, 5 Feb.]	N	CAR	TRUCK	LONG	10	20	30	40	50	60	70	80	90	100	110	>110	VMin	VAvG	VMax	V15	V50	V85	V95
06:00-09:00	1198	1101	64	33	0	1	3	56	194	347	390	186	17	3	1	0	18	60	103	47	60	71	77
15:00-18:00	2809	2632	154	23	0	1	10	68	296	686	1171	503	69	5	0	0	20	62	98	51	63	72	78
00:00-12:00	3425	3162	200	63	0	3	7	130	589	999	1082	502	91	19	2	1	18	60	134	48	60	72	78
12:00-23:59	7574	7107	391	76	0	3	24	231	881	1845	2849	1448	273	16	3	1	16	62	113	50	63	73	79
00:00-24:00	10998	10268	591	139	0	6	31	361	1470	2844	3930	1950	364	35	5	2	16	62	134	49	63	73	79

Time	N	CAR	TRUCK	LONG	10	20	30	40	50	60	70	80	90	100	110	>110	VMin	VAVg	VMax	V15	V50	V85	V95
02/06/2021 00:00	46	44	2	0	0	0	0	0	0	3	14	21	8	0	0	0	57	73	89	67	73	81	86
02/06/2021 01:00	13	12	1	0	0	0	0	0	0	3	2	6	2	0	0	0	52	70	87	55	72	83	87
02/06/2021 02:00	7	7	0	0	0	0	0	0	0	0	3	2	2	0	0	0	63	74	90	63	71	86	90
02/06/2021 03:00	12	12	0	0	0	0	0	0	0	1	4	6	1	0	0	0	56	71	81	66	72	79	81
02/06/2021 04:00	13	12	0	1	0	0	0	0	0	0	8	2	2	1	0	0	63	72	92	63	69	86	92
02/06/2021 05:00	35	31	3	1	0	0	0	0	0	0	14	12	8	1	0	0	61	75	98	64	75	84	89
02/06/2021 06:00	75	73	2	0	0	0	0	0	0	7	35	23	7	3	0	0	51	71	94	62	69	80	84
02/06/2021 07:00	127	114	10	3	0	0	0	0	0	17	61	36	12	1	0	0	51	69	93	61	68	77	83
02/06/2021 08:00	272	258	10	4	0	0	0	0	6	49	117	85	14	1	0	0	44	68	91	59	67	77	82
02/06/2021 09:00	460	443	11	6	0	0	0	1	3	85	231	122	16	2	0	0	33	67	92	60	67	76	80
02/06/2021 10:00	762	739	18	5	0	0	1	4	16	125	367	217	28	4	0	0	27	67	96	59	67	76	80
02/06/2021 11:00	944	925	16	3	0	0	2	6	45	175	497	198	20	1	0	0	28	65	93	58	66	72	78
02/06/2021 12:00	969	938	29	2	0	0	1	3	39	184	481	233	26	2	0	0	23	66	97	57	67	74	79
02/06/2021 13:00	982	938	40	4	0	0	1	4	33	236	488	198	20	2	0	0	24	65	92	57	65	73	78
02/06/2021 14:00	863	847	14	2	0	0	0	2	18	176	409	221	36	1	0	0	36	67	96	58	66	75	80
02/06/2021 15:00	850	833	16	1	0	0	2	4	21	157	436	201	25	4	0	0	22	66	94	59	66	74	79
02/06/2021 16:00	777	757	19	1	1	0	1	3	29	130	367	207	34	5	0	0	10	67	98	59	67	74	81
02/06/2021 17:00	676	664	10	2	0	0	0	1	2	77	324	233	38	1	0	0	32	69	92	61	68	77	81
02/06/2021 18:00	505	493	10	2	0	0	0	0	2	72	244	156	27	4	0	0	45	69	94	61	68	77	82
02/06/2021 19:00	440	424	14	2	0	0	0	0	3	60	203	150	23	1	0	0	42	68	93	61	69	76	81
02/06/2021 20:00	279	272	6	1	0	0	0	0	6	24	132	95	21	1	0	0	47	69	91	62	69	77	84
02/06/2021 21:00	218	204	12	2	0	0	0	0	3	18	109	72	13	3	0	0	45	69	98	62	68	77	83
02/06/2021 22:00	170	164	6	0	0	0	0	0	0	13	78	57	21	1	0	0	52	71	98	63	70	79	85
02/06/2021 23:00	106	105	1	0	0	0	0	0	0	4	30	54	16	2	0	0	54	74	97	66	73	82	87

[Sat, 6 Feb.]	N	CAR	TRUCK	LONG	10	20	30	40	50	60	70	80	90	100	110	>110	VMin	VAVg	VMax	V15	V50	V85	V95
06:00-09:00	474	445	22	7	0	0	0	0	6	73	213	144	33	5	0	0	44	69	94	60	68	78	83
15:00-18:00	2303	2254	45	4	1	0	3	8	52	364	1127	641	97	10	0	0	10	67	98	59	67	75	80
00:00-12:00	2766	2670	73	23	0	0	3	11	70	465	1353	730	120	14	0	0	27	67	98	59	67	76	80
12:00-23:59	6835	6639	177	19	1	0	5	17	156	1151	3301	1877	300	27	0	0	10	67	98	59	67	75	80
00:00-24:00	9601	9309	250	42	1	0	8	28	226	1616	4654	2607	420	41	0	0	10	67	98	59	67	75	80

Time	N	CAR	TRUCK	LONG	10	20	30	40	50	60	70	80	90	100	110	>110	VMin	VAvG	VMax	V15	V50	V85	V95
02/07/2021 00:00	54	53	1	0	0	0	0	0	1	3	21	22	5	2	0	0	50	72	98	64	72	80	86
02/07/2021 01:00	31	29	2	0	0	0	0	0	0	4	11	11	4	1	0	0	54	72	100	64	71	83	88
02/07/2021 02:00	25	21	4	0	0	0	0	0	2	1	5	8	7	1	0	1	47	75	111	64	76	85	94
02/07/2021 03:00	12	12	0	0	0	0	0	0	0	0	1	8	2	1	0	0	65	79	94	72	79	88	94
02/07/2021 04:00	13	10	3	0	0	0	0	0	0	0	6	3	4	0	0	0	61	74	90	63	74	86	90
02/07/2021 05:00	44	39	4	1	0	0	0	0	0	3	17	16	8	0	0	0	58	72	88	63	73	82	85
02/07/2021 06:00	100	92	7	1	0	0	0	0	1	5	31	47	11	5	0	0	47	73	99	65	72	82	91
02/07/2021 07:00	161	142	17	2	0	0	0	0	2	11	54	69	23	2	0	0	45	72	96	65	72	81	86
02/07/2021 08:00	287	259	26	2	0	0	0	0	2	29	102	106	43	4	1	0	48	72	105	62	72	82	87
02/07/2021 09:00	469	437	28	4	0	0	0	0	3	31	178	194	50	9	4	0	47	72	106	64	71	80	87
02/07/2021 10:00	739	691	46	2	0	0	1	0	5	75	343	255	52	8	0	0	26	70	98	62	69	77	84
02/07/2021 11:00	807	753	50	4	0	0	1	0	14	107	356	282	42	5	0	0	30	69	94	60	69	76	81
02/07/2021 12:00	899	864	31	4	0	0	0	2	8	93	485	265	42	2	2	0	31	68	108	62	68	76	81
02/07/2021 13:00	930	884	46	0	0	0	0	2	6	100	503	272	42	4	0	1	32	68	147	62	68	75	81
02/07/2021 14:00	882	843	35	4	0	0	0	0	7	91	448	281	52	3	0	0	46	69	99	62	68	76	82
02/07/2021 15:00	757	723	28	6	0	0	0	2	11	84	345	272	36	5	2	0	32	69	104	62	69	76	82
02/07/2021 16:00	681	658	21	2	1	0	0	1	0	37	273	304	59	5	1	0	9	71	102	63	71	79	84
02/07/2021 17:00	511	489	21	1	0	0	0	0	7	33	184	214	63	10	0	0	45	72	100	64	72	80	86
02/07/2021 18:00	368	341	26	1	0	0	0	0	2	34	161	133	33	4	1	0	41	70	101	63	70	77	85
02/07/2021 19:00	286	267	15	4	0	0	0	1	10	55	136	76	7	1	0	0	39	66	96	59	67	74	78
02/07/2021 20:00	156	146	5	5	0	1	1	3	6	45	69	29	2	0	0	0	13	63	81	55	63	72	76
02/07/2021 21:00	99	85	10	4	0	0	1	2	4	35	40	16	1	0	0	0	28	62	82	55	62	72	76
02/07/2021 22:00	76	66	8	2	0	0	1	0	6	20	24	19	6	0	0	0	27	65	86	55	66	78	83
02/07/2021 23:00	35	32	2	1	0	0	0	1	2	6	15	8	3	0	0	0	39	65	85	57	66	75	83

[Sun, 7 Feb.]	N	CAR	TRUCK	LONG	10	20	30	40	50	60	70	80	90	100	110	>110	VMin	VAvG	VMax	V15	V50	V85	V95
06:00-09:00	548	493	50	5	0	0	0	0	5	45	187	222	77	11	1	0	45	72	105	64	72	82	87
15:00-18:00	1949	1870	70	9	1	0	0	3	18	154	802	790	158	20	3	0	9	71	104	63	70	78	84
00:00-12:00	2742	2538	188	16	0	0	2	0	30	269	1125	1021	251	38	5	1	26	70	111	62	70	79	85
12:00-23:59	5680	5398	248	34	1	1	3	14	69	633	2683	1889	346	34	6	1	9	69	147	61	69	77	82
00:00-24:00	8422	7936	436	50	1	1	5	14	99	902	3808	2910	597	72	11	2	9	69	147	62	69	77	83

Time	N	CAR	TRUCK	LONG	10	20	30	40	50	60	70	80	90	100	110	>110	VMin	VAvG	VMax	V15	V50	V85	V95
02/08/2021 00:00	32	23	7	2	0	0	0	1	4	5	16	4	1	1	0	0	35	64	91	48	66	73	88
02/08/2021 01:00	28	17	6	5	0	0	0	0	2	8	13	4	1	0	0	0	44	63	84	53	63	71	80
02/08/2021 02:00	22	15	6	1	0	0	1	0	3	9	4	4	1	0	0	0	24	59	82	50	59	76	79
02/08/2021 03:00	17	5	8	4	0	1	0	5	5	5	0	1	0	0	0	0	19	46	75	33	42	60	75
02/08/2021 04:00	33	18	12	3	0	0	0	2	5	4	11	8	3	0	0	0	34	63	88	44	64	77	86
02/08/2021 05:00	50	40	8	2	0	0	0	1	0	17	12	12	7	1	0	0	38	67	97	56	69	81	87
02/08/2021 06:00	89	72	14	3	0	0	0	1	6	22	36	15	9	0	0	0	40	65	90	54	64	76	83
02/08/2021 07:00	153	113	32	8	0	1	3	0	34	55	41	18	1	0	0	0	12	57	83	47	57	69	74
02/08/2021 08:00	153	129	23	1	0	0	2	4	22	53	53	18	1	0	0	0	29	59	83	49	60	69	75
02/08/2021 09:00	120	96	24	0	0	0	0	3	27	43	34	12	1	0	0	0	36	58	82	48	58	68	76
02/08/2021 10:00	130	107	18	5	0	1	3	5	22	45	33	12	9	0	0	0	12	58	89	47	57	71	81
02/08/2021 11:00	158	138	17	3	0	0	2	7	15	55	66	13	0	0	0	0	25	59	80	50	61	68	73
02/08/2021 12:00	222	195	23	4	0	0	1	2	43	76	81	19	0	0	0	0	29	58	80	49	59	68	73
02/08/2021 13:00	296	253	34	9	0	0	3	3	36	107	116	27	3	1	0	0	24	60	91	51	60	68	74
02/08/2021 14:00	293	268	19	6	0	0	2	8	36	91	109	40	6	1	0	0	21	61	98	50	62	71	76
02/08/2021 15:00	401	366	33	2	0	0	1	6	32	167	144	49	2	0	0	0	24	60	87	52	60	69	74
02/08/2021 16:00	395	361	28	6	0	0	2	8	46	118	163	52	6	0	0	0	25	61	87	51	62	70	76
02/08/2021 17:00	349	314	30	5	0	0	5	8	19	87	152	66	11	1	0	0	25	63	93	55	64	73	78
02/08/2021 18:00	290	271	17	2	0	0	0	0	5	50	135	91	8	1	0	0	45	67	94	60	67	74	78
02/08/2021 19:00	255	238	15	2	0	0	0	1	10	56	134	44	10	0	0	0	38	65	86	57	65	73	79
02/08/2021 20:00	207	191	16	0	0	0	0	0	2	43	110	43	7	2	0	0	48	66	93	58	66	73	80
02/08/2021 21:00	180	165	14	1	0	0	1	0	5	31	92	42	9	0	0	0	22	66	90	59	67	74	82
02/08/2021 22:00	100	90	8	2	0	0	0	4	6	8	43	31	7	0	1	0	34	67	107	59	68	77	83
02/08/2021 23:00	80	71	9	0	0	0	0	0	2	6	25	38	5	3	1	0	47	72	102	62	72	79	91

[Mon, 8 Feb.]	N	CAR	TRUCK	LONG	10	20	30	40	50	60	70	80	90	100	110	>110	VMin	VAvG	VMax	V15	V50	V85	V95
06:00-09:00	395	314	69	12	0	1	5	5	62	130	130	51	11	0	0	0	12	60	90	49	60	71	77
15:00-18:00	1145	1041	91	13	0	0	8	22	97	372	459	167	19	1	0	0	24	62	93	52	62	71	76
00:00-12:00	985	773	175	37	0	3	11	29	145	321	319	121	34	2	0	0	12	60	97	49	60	71	78
12:00-23:59	3068	2783	246	39	0	0	15	40	242	840	1304	542	74	9	2	0	21	63	107	53	63	72	77
00:00-24:00	4053	3556	421	76	0	3	26	69	387	1161	1623	663	108	11	2	0	12	62	107	52	63	72	77

Time	N	CAR	TRUCK	LONG	10	20	30	40	50	60	70	80	90	100	110	>110	VMin	VAVg	VMax	V15	V50	V85	V95
02/09/2021 00:00	39	32	5	2	0	0	0	0	0	5	19	12	2	1	0	0	53	69	91	62	69	76	84
02/09/2021 01:00	16	11	4	1	0	0	0	0	2	2	2	8	1	1	0	0	41	68	93	53	72	76	93
02/09/2021 02:00	25	24	0	1	0	0	0	0	1	7	8	6	2	0	1	0	46	67	102	58	62	78	89
02/09/2021 03:00	29	17	9	3	0	0	1	0	4	3	17	4	0	0	0	0	29	62	79	50	64	68	78
02/09/2021 04:00	40	28	8	4	0	0	4	0	2	10	12	10	2	0	0	0	22	62	86	54	63	79	85
02/09/2021 05:00	88	67	16	5	0	0	4	2	4	17	36	20	4	1	0	0	22	64	95	54	65	76	81
02/09/2021 06:00	252	202	42	8	0	1	0	5	9	60	124	46	6	1	0	0	14	64	92	56	64	72	78
02/09/2021 07:00	544	477	54	13	0	0	2	16	77	189	194	59	6	1	0	0	26	60	98	50	60	70	76
02/09/2021 08:00	708	640	54	14	0	2	13	91	224	222	132	20	4	0	0	0	17	52	89	41	51	63	69
02/09/2021 09:00	551	497	37	17	0	0	2	9	65	188	210	67	10	0	0	0	26	61	90	51	61	70	75
02/09/2021 10:00	601	561	33	7	0	1	2	12	99	193	211	67	15	1	0	0	14	60	91	49	60	70	77
02/09/2021 11:00	671	623	37	11	0	0	1	21	130	230	226	56	7	0	0	0	21	58	87	47	59	68	73
02/09/2021 12:00	767	714	41	12	0	2	6	39	135	260	241	76	7	1	0	0	16	58	91	47	58	69	74
02/09/2021 13:00	750	693	41	16	0	0	6	67	109	196	267	90	14	1	0	0	22	58	95	46	60	70	77
02/09/2021 14:00	735	678	40	17	0	0	9	93	172	202	192	61	6	0	0	0	21	55	87	41	55	67	74
02/09/2021 15:00	835	776	46	13	0	0	14	66	198	239	227	75	16	0	0	0	21	56	90	43	56	69	75
02/09/2021 16:00	882	843	30	9	0	2	3	24	35	201	427	162	26	2	0	0	17	64	94	56	65	72	78
02/09/2021 17:00	794	747	41	6	0	1	4	13	32	165	385	169	24	1	0	0	17	65	98	57	65	74	79
02/09/2021 18:00	631	586	36	9	0	1	0	9	23	114	320	144	19	1	0	0	20	65	93	58	65	73	78
02/09/2021 19:00	581	545	30	6	0	0	0	1	13	100	277	169	19	2	0	0	39	67	92	59	67	76	80
02/09/2021 20:00	345	315	22	8	0	0	1	0	2	54	155	109	23	1	0	0	26	68	92	60	68	77	82
02/09/2021 21:00	274	258	11	5	0	0	0	2	4	42	112	86	25	2	0	1	37	69	127	60	69	77	85
02/09/2021 22:00	132	123	8	1	0	0	0	0	0	9	51	43	25	3	1	0	51	73	102	64	72	84	87
02/09/2021 23:00	101	95	5	1	0	0	0	0	0	11	32	41	15	2	0	0	51	72	96	63	73	81	86

[Tue, 9 Feb.]	N	CAR	TRUCK	LONG	10	20	30	40	50	60	70	80	90	100	110	>110	VMin	VAVg	VMax	V15	V50	V85	V95
06:00-09:00	1504	1319	150	35	0	3	15	112	310	471	450	125	16	2	0	0	14	57	98	45	57	68	74
15:00-18:00	2511	2366	117	28	0	3	21	103	265	605	1039	406	66	3	0	0	17	62	98	50	63	72	78
00:00-12:00	3564	3179	299	86	0	4	29	156	617	1126	1191	375	59	6	1	0	14	59	102	47	59	69	75
12:00-23:59	6825	6371	351	103	0	6	43	314	723	1593	2685	1225	218	16	1	1	16	62	127	50	63	73	79
00:00-24:00	10391	9552	650	189	0	10	72	470	1340	2719	3877	1600	278	22	2	1	14	61	127	49	62	72	78



Time	N	CAR	TRUCK	LONG	10	20	30	40	50	60	70	80	90	100	110	>110	VMin	VAvG	VMax	V15	V50	V85	V95
02/10/2021 00:00	54	48	5	1	0	0	0	0	0	5	24	17	6	1	1	0	51	71	101	63	70	78	90
02/10/2021 01:00	9	7	2	0	0	0	0	0	0	0	1	3	3	2	0	0	70	81	92	71	84	91	92
02/10/2021 02:00	10	9	1	0	0	0	0	0	0	2	3	4	0	1	0	0	56	71	100	60	71	76	100
02/10/2021 03:00	24	15	6	3	0	0	0	1	0	2	9	9	1	0	2	0	36	71	106	62	71	79	102
02/10/2021 04:00	32	27	5	0	0	0	0	0	0	7	14	8	3	0	0	0	54	68	86	59	67	77	85
02/10/2021 05:00	81	67	11	3	0	0	0	0	2	8	29	30	8	3	1	0	48	71	108	61	71	80	90
02/10/2021 06:00	281	221	49	11	0	0	0	0	5	43	133	84	13	3	0	0	50	68	99	60	67	76	82
02/10/2021 07:00	469	394	64	11	0	0	3	7	57	118	185	79	16	4	0	0	27	63	98	51	62	73	79
02/10/2021 08:00	716	647	53	16	0	0	10	90	196	233	149	33	5	0	0	0	25	53	86	41	53	65	71
02/10/2021 09:00	590	527	43	20	0	0	1	16	115	177	214	56	11	0	0	0	24	59	89	47	60	69	76
02/10/2021 10:00	630	556	62	12	0	0	5	13	124	198	193	74	19	4	0	0	21	59	98	47	60	71	78
02/10/2021 11:00	698	639	46	13	0	0	1	22	143	215	202	98	16	1	0	0	27	59	95	48	59	71	78
02/10/2021 12:00	809	734	59	16	0	0	4	38	149	259	259	88	12	0	0	0	25	58	86	46	59	69	76
02/10/2021 13:00	788	736	43	9	0	0	0	21	155	252	245	95	19	1	0	0	34	59	98	48	59	70	77
02/10/2021 14:00	876	814	51	11	0	0	12	61	205	267	239	78	13	1	0	0	21	56	94	45	57	68	74
02/10/2021 15:00	817	756	46	15	0	0	8	59	223	233	206	73	15	0	0	0	22	56	89	43	56	68	75
02/10/2021 16:00	887	827	47	13	0	0	3	19	67	199	379	186	27	7	0	0	26	64	97	54	64	74	79
02/10/2021 17:00	767	705	51	11	0	0	5	5	11	83	395	210	53	5	0	0	26	68	93	61	68	76	83
02/10/2021 18:00	652	607	40	5	0	0	0	1	21	81	320	194	33	2	0	0	36	68	92	60	67	76	81
02/10/2021 19:00	545	499	43	3	0	0	1	1	17	93	262	146	22	3	0	0	27	67	99	59	67	75	80
02/10/2021 20:00	376	351	18	7	0	0	0	0	6	28	192	123	25	2	0	0	47	69	93	63	69	76	82
02/10/2021 21:00	243	224	15	4	0	0	0	0	0	26	100	88	23	6	0	0	51	71	99	63	70	79	86
02/10/2021 22:00	132	113	14	5	0	0	2	8	12	28	34	36	10	1	1	0	22	64	108	49	66	77	84
02/10/2021 23:00	102	91	8	3	0	0	0	0	0	9	43	34	14	2	0	0	53	71	93	62	70	81	86

[Wed, 10 Feb.]	N	CAR	TRUCK	LONG	10	20	30	40	50	60	70	80	90	100	110	>110	VMin	VAvG	VMax	V15	V50	V85	V95
06:00-09:00	1466	1262	166	38	0	0	13	97	258	394	467	196	34	7	0	0	25	59	99	46	60	71	77
15:00-18:00	2471	2288	144	39	0	0	16	83	301	515	980	469	95	12	0	0	22	63	97	50	64	73	80
00:00-12:00	3594	3157	347	90	0	0	20	149	642	1008	1156	495	101	19	4	0	21	60	108	47	60	71	78
12:00-23:59	6993	6456	435	102	0	0	35	213	866	1558	2673	1351	266	30	1	0	21	62	108	50	64	74	80
00:00-24:00	10588	9614	782	192	0	0	55	362	1508	2566	3830	1846	367	49	5	0	21	62	108	49	63	73	79

Time	N	CAR	TRUCK	LONG	10	20	30	40	50	60	70	80	90	100	110	>110	VMin	VAVg	VMax	V15	V50	V85	V95
02/11/2021 00:00	54	46	6	2	0	0	0	0	0	4	16	20	11	3	0	0	59	74	98	63	75	86	92
02/11/2021 01:00	23	17	5	1	0	0	0	0	0	1	3	9	6	4	0	0	54	80	100	70	78	91	92
02/11/2021 02:00	6	4	1	1	0	0	0	0	1	1	1	3	0	0	0	0	46	67	79	46	71	79	79
02/11/2021 03:00	25	19	5	1	0	0	0	0	0	0	12	6	6	1	0	0	61	74	91	67	71	89	90
02/11/2021 04:00	42	32	8	2	0	0	0	0	0	5	16	9	9	2	0	1	55	73	130	61	71	84	91
02/11/2021 05:00	79	68	9	2	0	0	0	0	0	6	25	32	10	4	1	1	56	74	115	64	72	84	92
02/11/2021 06:00	216	180	27	9	0	0	0	1	3	25	84	79	18	5	1	0	36	71	103	61	70	79	89
02/11/2021 07:00	529	450	66	13	0	0	0	2	55	127	241	89	13	2	0	0	40	63	94	53	63	72	78
02/11/2021 08:00	706	633	57	16	0	5	11	72	203	214	137	58	6	0	0	0	13	54	87	42	53	67	74
02/11/2021 09:00	569	522	34	13	0	0	0	27	73	187	192	76	10	4	0	0	32	60	97	48	60	71	77
02/11/2021 10:00	733	675	47	11	0	0	2	19	134	208	233	116	17	4	0	0	28	60	98	48	61	72	78
02/11/2021 11:00	780	712	57	11	0	1	11	43	142	212	271	84	16	0	0	0	19	58	89	45	60	69	75
02/11/2021 12:00	856	786	58	12	0	0	0	77	146	253	246	105	28	1	0	0	31	58	92	45	59	71	78
02/11/2021 13:00	803	736	55	12	0	0	0	16	127	208	306	126	18	2	0	0	35	61	95	49	62	72	77
02/11/2021 14:00	927	854	55	18	0	0	4	82	236	273	236	81	14	1	0	0	24	56	94	44	56	68	75
02/11/2021 15:00	893	827	53	13	0	0	5	63	188	213	294	118	10	2	0	0	21	58	95	45	60	70	76
02/11/2021 16:00	944	899	37	8	0	0	5	20	35	186	453	208	33	4	0	0	23	65	96	57	66	74	80
02/11/2021 17:00	818	764	46	8	0	0	0	2	11	130	400	232	42	1	0	0	35	68	91	60	68	76	81
02/11/2021 18:00	644	586	54	4	0	0	1	2	10	117	311	170	31	2	0	0	23	67	93	59	67	76	81
02/11/2021 19:00	544	496	45	3	0	0	0	3	10	60	272	175	21	2	1	0	31	68	102	61	68	76	80
02/11/2021 20:00	394	372	16	6	0	0	2	3	1	35	203	114	29	5	1	1	25	69	141	62	68	77	84
02/11/2021 21:00	225	209	14	2	0	0	0	0	0	12	85	92	32	3	1	0	54	73	102	64	72	81	87
02/11/2021 22:00	145	138	5	2	0	0	1	0	0	7	58	52	21	6	0	0	26	73	95	65	73	83	90
02/11/2021 23:00	102	99	3	0	0	0	0	0	0	6	29	48	15	4	0	0	56	74	100	64	73	82	90

[Thu, 11 Feb.]	N	CAR	TRUCK	LONG	10	20	30	40	50	60	70	80	90	100	110	>110	VMin	VAVg	VMax	V15	V50	V85	V95
06:00-09:00	1451	1263	150	38	0	5	11	75	261	366	462	226	37	7	1	0	13	60	103	46	61	72	79
15:00-18:00	2655	2490	136	29	0	0	10	85	234	529	1147	558	85	7	0	0	21	64	96	52	65	74	79
00:00-12:00	3762	3358	322	82	0	6	24	164	611	990	1231	581	122	29	2	2	13	60	130	47	61	73	79
12:00-23:59	7294	6765	441	88	0	0	18	268	764	1500	2893	1520	294	33	3	1	21	63	141	51	65	74	80
00:00-24:00	11057	10124	763	170	0	6	42	432	1375	2490	4124	2102	416	62	5	3	13	62	141	49	63	74	80


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Generated with **DataCollect Webreporter** version 1.0 at 04/20/2021 15:07:59

## Site

Name Commercial St  
 Dir. Oncoming (name) W/B  
 Dir. Outgoing (name) E/B  
 Posted Speed Limit   
 Comment West Boundary  
 Device type **SDR Traffic+**

## Time Range

Start date 02/01/2021 00:00  
 End date 02/11/2021 23:59  
 Days Mo, Tu, We, Th, Fr, Sa, Su  
 Time Interval 60 minutes  
 Time / Day 00:00 - 23:59

## Length Classes

[L in m]

Cross-section		W/B				E/B			
Time	Σ	Σ	CAR	TRUCK	LONG	Σ	CAR	TRUCK	LONG
06:00-09:00	12801	6237	6063	161	13	6564	6210	327	27
15:00-18:00	24930	12461	12313	132	16	12469	12261	177	31
00:00-12:00	35953	18533	17967	491	75	17420	16564	780	76
12:00-23:59	68323	33554	32986	515	53	34769	34069	629	71
00:00-24:00	104282	52088	50954	1006	128	52194	50638	1409	147

## Calculated speeds

[V in km/h]

	Vmin	Vmax	Vavg	V15	V50	V85	V95	Vexc %
<b>Cross-section</b>	5	111	53	47	54	61	65	<b>70.4</b>
<b>W/B</b>	7	111	55	49	55	62	66	<b>78.7</b>
<b>E/B</b>	5	88	52	45	53	59	64	<b>62.2</b>

## Descriptions

Vmin: Minimal velocity  
 Vmax: Maximal velocity  
 Vavg: Average velocity  
 V15: Critical velocity for the first 15% of vehicles

V50: Critical velocity for the first 50% of vehicles  
 V85: Critical velocity for the first 85% of vehicles  
 V95: Critical velocity for the first 95% of vehicles  
 Vexc %: Speeding in %


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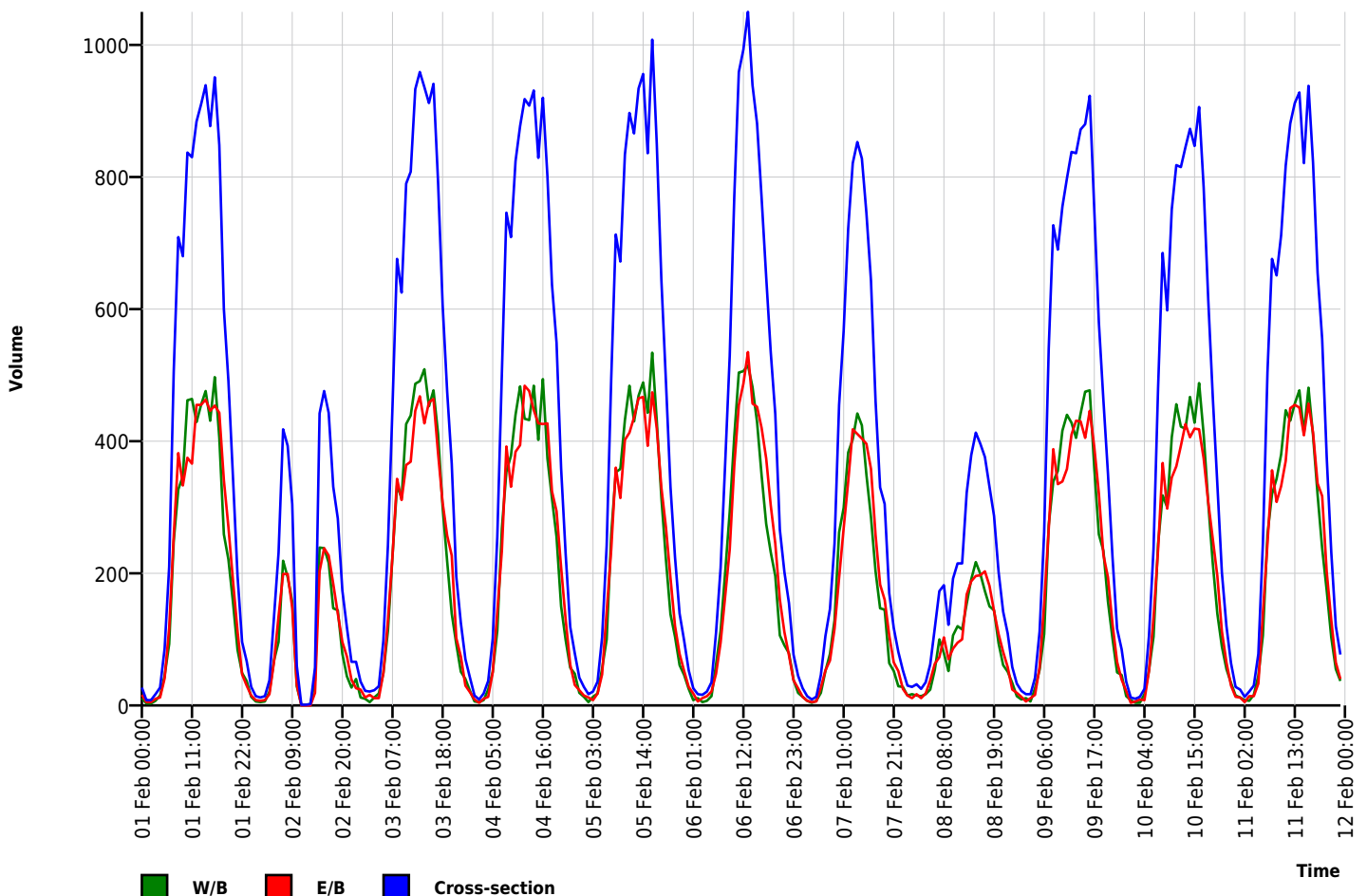
## Site

Name Commercial St  
 Dir. Oncoming (name) W/B  
 Dir. Outgoing (name) E/B  
 Posted Speed Limit   
 Comment West Boundary  
 Device type **SDR Traffic+**

## Time Range

Start date 02/01/2021 00:00  
 End date 02/11/2021 23:59  
 Days Mo, Tu, We, Th, Fr, Sa, Su  
 Time Interval 60 minutes  
 Time / Day 00:00 - 23:59

## Time / Volume graph




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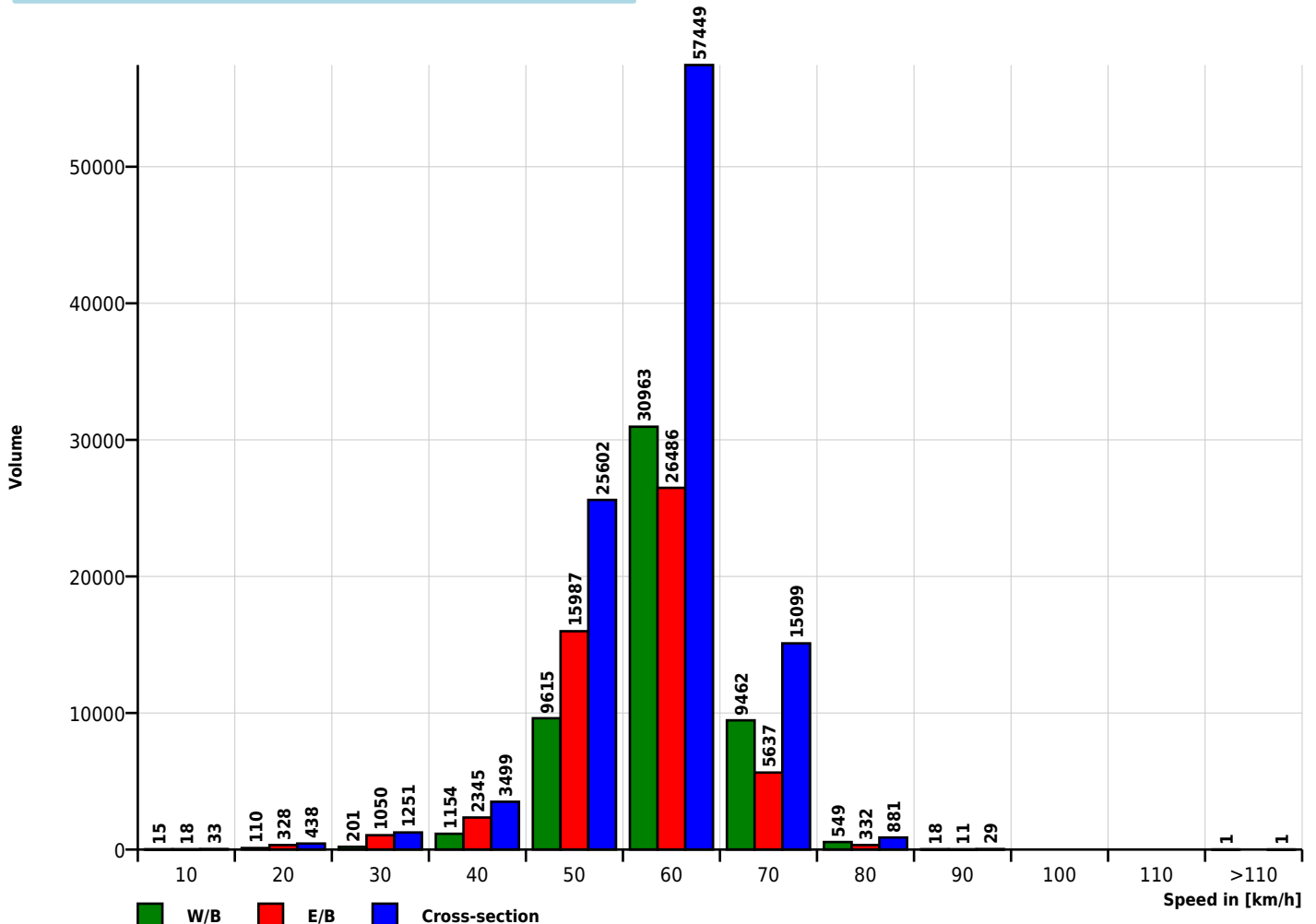
## Site

Name Commercial St  
 Dir. Oncoming (name) W/B  
 Dir. Outgoing (name) E/B  
 Posted Speed Limit   
 Comment West Boundary  
 Device type **SDR Traffic+**

## Time Range

Start date 02/01/2021 00:00  
 End date 02/11/2021 23:59  
 Days Mo, Tu, We, Th, Fr, Sa, Su  
 Time Interval 60 minutes  
 Time / Day 00:00 - 23:59

## Speed histogram




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Generated with **DataCollect Webreporter** version 1.0 at 04/20/2021 15:07:59

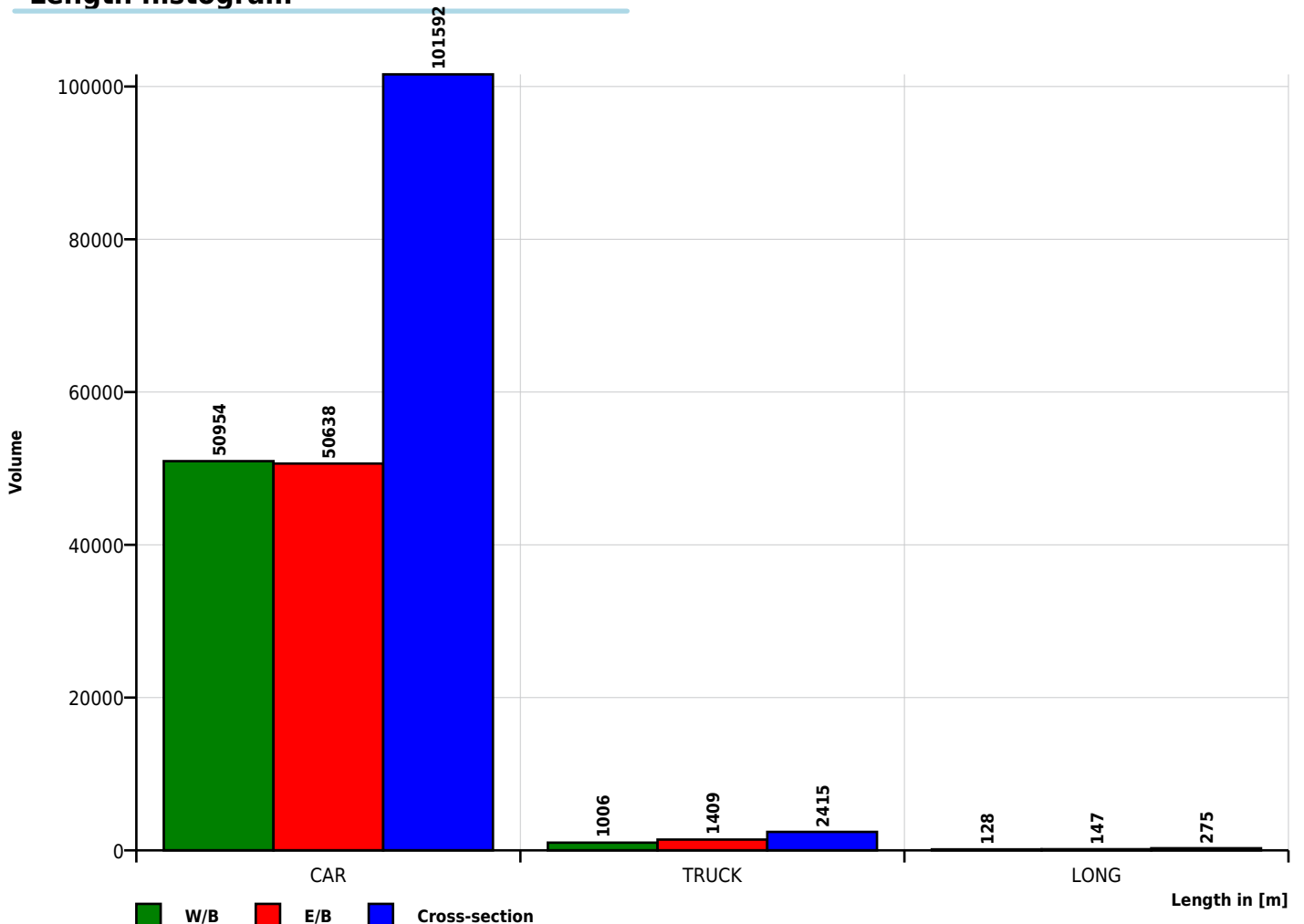
## Site

Name Commercial St  
 Dir. Oncoming (name) W/B  
 Dir. Outgoing (name) E/B  
 Posted Speed Limit   
 Comment West Boundary  
 Device type **SDR Traffic+**

## Time Range

Start date 02/01/2021 00:00  
 End date 02/11/2021 23:59  
 Days Mo, Tu, We, Th, Fr, Sa, Su  
 Time Interval 60 minutes  
 Time / Day 00:00 - 23:59

## Length histogram



Time	N	CAR	TRUCK	LONG	10	20	30	40	50	60	70	80	90	100	110	>110	VMin	VAvG	VMax	V15	V50	V85	V95
02/01/2021 00:00	27	25	2	0	0	0	0	0	2	13	9	3	0	0	0	0	45	60	73	53	60	67	73
02/01/2021 01:00	8	8	0	0	0	0	0	0	0	2	4	2	0	0	0	0	55	66	79	60	66	74	79
02/01/2021 02:00	8	7	0	1	0	0	0	0	0	4	2	2	0	0	0	0	54	64	75	56	65	73	75
02/01/2021 03:00	17	16	1	0	0	0	0	0	5	7	4	1	0	0	0	0	45	56	72	48	55	66	72
02/01/2021 04:00	27	25	0	2	0	0	0	0	2	17	7	1	0	0	0	0	49	58	74	53	56	65	69
02/01/2021 05:00	86	81	5	0	0	0	0	0	17	48	18	3	0	0	0	0	41	56	78	50	56	64	69
02/01/2021 06:00	210	200	10	0	0	3	1	2	40	120	40	4	0	0	0	0	14	55	80	49	56	62	67
02/01/2021 07:00	506	442	62	2	2	14	10	75	182	198	22	3	0	0	0	0	9	47	75	38	49	56	60
02/01/2021 08:00	709	639	64	6	0	15	23	97	317	238	19	0	0	0	0	0	12	47	70	39	48	55	59
02/01/2021 09:00	680	605	62	13	0	22	72	159	292	125	10	0	0	0	0	0	11	42	68	31	44	52	56
02/01/2021 10:00	837	751	79	7	0	36	92	201	347	151	10	0	0	0	0	0	11	42	65	30	43	51	56
02/01/2021 11:00	830	742	81	7	0	20	67	196	379	154	14	0	0	0	0	0	13	43	70	34	44	52	56
02/01/2021 12:00	884	832	51	1	1	24	79	97	341	303	39	0	0	0	0	0	9	46	69	34	48	55	60
02/01/2021 13:00	910	844	58	8	0	26	94	230	410	148	2	0	0	0	0	0	11	42	67	31	43	51	55
02/01/2021 14:00	939	908	27	4	1	3	4	16	245	545	115	10	0	0	0	0	10	54	75	48	54	60	64
02/01/2021 15:00	877	853	22	2	0	6	12	15	170	498	164	12	0	0	0	0	13	55	76	49	55	62	66
02/01/2021 16:00	951	933	15	3	0	1	4	20	160	555	202	9	0	0	0	0	20	56	78	49	56	63	66
02/01/2021 17:00	848	835	9	4	0	4	8	6	143	497	179	11	0	0	0	0	11	56	74	50	56	63	66
02/01/2021 18:00	600	592	8	0	0	1	2	11	130	370	80	6	0	0	0	0	19	54	77	48	54	60	65
02/01/2021 19:00	491	479	11	1	0	0	1	1	77	311	95	5	1	0	0	0	23	56	82	50	56	62	66
02/01/2021 20:00	345	331	14	0	0	2	2	2	62	205	64	8	0	0	0	0	19	55	73	49	55	62	67
02/01/2021 21:00	196	191	5	0	0	0	0	2	35	106	49	4	0	0	0	0	36	56	74	49	56	63	69
02/01/2021 22:00	96	95	1	0	0	0	0	0	14	58	21	3	0	0	0	0	44	57	76	51	56	62	67
02/01/2021 23:00	67	66	1	0	0	0	0	0	9	47	9	2	0	0	0	0	43	56	79	51	56	63	67

[Mon, 1 Feb.]	N	CAR	TRUCK	LONG	10	20	30	40	50	60	70	80	90	100	110	>110	VMin	VAvG	VMax	V15	V50	V85	V95
06:00-09:00	1425	1281	136	8	2	32	34	174	539	556	81	7	0	0	0	0	9	48	80	39	49	57	61
15:00-18:00	2676	2621	46	9	0	11	24	41	473	1550	545	32	0	0	0	0	11	55	78	49	56	62	66
00:00-12:00	3945	3541	366	38	2	110	265	730	1583	1077	159	19	0	0	0	0	9	45	80	34	46	55	60
12:00-23:59	7204	6959	222	23	2	67	206	400	1796	3643	1019	70	1	0	0	0	9	52	82	44	53	61	65
00:00-24:00	11149	10500	588	61	4	177	471	1130	3379	4720	1178	89	1	0	0	0	9	50	82	40	51	59	64

Time	N	CAR	TRUCK	LONG	10	20	30	40	50	60	70	80	90	100	110	>110	VMin	VAvG	VMax	V15	V50	V85	V95
02/02/2021 00:00	28	27	1	0	0	0	0	0	7	14	5	2	0	0	0	0	43	57	80	48	57	64	71
02/02/2021 01:00	14	13	0	1	0	0	0	0	1	6	6	1	0	0	0	0	48	61	71	55	61	66	71
02/02/2021 02:00	12	12	0	0	0	0	0	0	0	8	1	3	0	0	0	0	51	61	75	52	59	74	75
02/02/2021 03:00	14	9	4	1	0	0	0	0	1	8	5	0	0	0	0	0	49	57	66	52	59	63	66
02/02/2021 04:00	38	36	1	1	0	0	0	0	8	24	5	0	0	0	0	1	44	56	111	48	54	61	70
02/02/2021 05:00	134	121	13	0	0	1	2	10	55	57	9	0	0	0	0	0	20	49	69	42	50	55	61
02/02/2021 06:00	231	221	9	1	0	3	1	33	142	50	2	0	0	0	0	0	12	46	67	40	46	52	55
02/02/2021 07:00	418	404	12	2	2	0	11	122	242	38	3	0	0	0	0	0	7	43	64	37	43	49	53
02/02/2021 08:00	393	386	7	0	0	0	1	168	200	23	1	0	0	0	0	0	30	42	61	35	41	47	52
02/02/2021 09:00	305	296	8	1	0	0	5	125	158	17	0	0	0	0	0	0	25	42	55	36	41	47	51
02/02/2021 10:00	60	53	6	1	0	0	0	21	35	3	1	0	0	0	0	0	31	42	61	36	44	46	54
02/02/2021 11:00	1	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	43	43	43	43	43	43	43
02/02/2021 12:00	1	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	42	42	42	42	42	42	42
02/02/2021 13:00	2	2	0	0	0	0	0	0	0	2	0	0	0	0	0	0	52	54	56	52	56	56	56
02/02/2021 14:00	57	50	5	2	0	1	2	4	19	29	2	0	0	0	0	0	20	50	62	41	52	59	59
02/02/2021 15:00	442	435	6	1	0	0	1	3	120	267	49	2	0	0	0	0	27	54	76	48	53	60	64
02/02/2021 16:00	476	470	4	2	0	0	2	15	180	258	19	2	0	0	0	0	24	52	71	46	52	58	60
02/02/2021 17:00	443	437	4	2	0	4	10	16	188	207	17	1	0	0	0	0	15	50	75	44	51	57	60
02/02/2021 18:00	331	328	1	2	0	0	1	5	131	172	21	1	0	0	0	0	27	52	73	46	52	57	62
02/02/2021 19:00	283	280	3	0	0	0	0	10	127	126	18	2	0	0	0	0	32	51	80	45	51	57	62
02/02/2021 20:00	174	174	0	0	0	0	0	2	65	79	26	2	0	0	0	0	37	53	74	47	52	61	65
02/02/2021 21:00	118	117	1	0	0	0	0	0	34	64	18	2	0	0	0	0	42	54	72	47	54	61	65
02/02/2021 22:00	66	63	2	1	0	0	0	1	15	39	10	1	0	0	0	0	33	55	77	49	55	61	63
02/02/2021 23:00	66	64	2	0	0	0	0	1	17	37	11	0	0	0	0	0	38	54	68	47	55	63	65

[Tue, 2 Feb.]	N	CAR	TRUCK	LONG	10	20	30	40	50	60	70	80	90	100	110	>110	VMin	VAvG	VMax	V15	V50	V85	V95
06:00-09:00	1042	1011	28	3	2	3	13	323	584	111	6	0	0	0	0	0	7	43	67	37	43	49	53
15:00-18:00	1361	1342	14	5	0	4	13	34	488	732	85	5	0	0	0	0	15	52	76	46	52	58	62
00:00-12:00	1648	1579	61	8	2	4	20	479	850	248	38	6	0	0	0	1	7	44	111	37	44	52	57
12:00-23:59	2458	2420	28	10	0	5	16	57	897	1280	190	13	0	0	0	0	15	52	80	46	52	58	63
00:00-24:00	4107	4000	89	18	2	9	36	536	1747	1528	229	19	0	0	0	1	7	49	111	41	49	57	61



Time	N	CAR	TRUCK	LONG	10	20	30	40	50	60	70	80	90	100	110	>110	VMin	VAvG	VMax	V15	V50	V85	V95
02/03/2021 00:00	36	35	1	0	0	0	0	1	10	21	4	0	0	0	0	0	36	53	65	45	53	59	63
02/03/2021 01:00	22	22	0	0	0	0	0	0	4	14	4	0	0	0	0	0	48	56	70	50	56	62	68
02/03/2021 02:00	21	19	2	0	0	0	0	1	6	11	3	0	0	0	0	0	40	54	68	47	55	60	67
02/03/2021 03:00	23	22	1	0	0	0	0	0	5	11	7	0	0	0	0	0	43	57	70	45	57	65	68
02/03/2021 04:00	29	27	2	0	0	1	0	2	6	14	6	0	0	0	0	0	11	53	70	46	55	62	69
02/03/2021 05:00	98	91	6	1	0	0	0	3	33	49	11	2	0	0	0	0	34	53	73	47	53	60	66
02/03/2021 06:00	242	233	8	1	0	0	0	4	84	127	24	3	0	0	0	0	36	53	73	47	53	59	63
02/03/2021 07:00	452	439	13	0	0	6	6	12	109	266	52	1	0	0	0	0	12	53	71	47	54	60	63
02/03/2021 08:00	676	655	21	0	0	0	0	3	149	421	100	3	0	0	0	0	34	55	80	49	55	61	65
02/03/2021 09:00	625	603	20	2	0	3	16	3	142	353	102	6	0	0	0	0	16	54	76	48	55	61	66
02/03/2021 10:00	790	770	16	4	0	9	11	29	235	434	72	0	0	0	0	0	13	52	70	45	53	59	63
02/03/2021 11:00	808	793	9	6	0	0	11	22	200	461	111	3	0	0	0	0	21	53	72	47	54	60	63
02/03/2021 12:00	933	917	14	2	0	7	17	37	254	532	85	1	0	0	0	0	15	52	71	45	53	59	63
02/03/2021 13:00	959	940	19	0	0	4	17	42	300	516	76	4	0	0	0	0	14	52	75	45	52	58	62
02/03/2021 14:00	936	914	19	3	0	12	20	31	272	503	90	8	0	0	0	0	12	52	76	45	52	59	63
02/03/2021 15:00	912	898	13	1	0	5	7	29	243	504	117	7	0	0	0	0	17	53	76	47	54	60	65
02/03/2021 16:00	941	929	11	1	1	6	14	31	178	552	147	11	1	0	0	0	8	54	83	48	55	61	65
02/03/2021 17:00	793	784	9	0	0	2	16	21	168	454	126	6	0	0	0	0	16	54	78	48	54	61	65
02/03/2021 18:00	607	603	4	0	0	0	5	10	183	332	75	2	0	0	0	0	22	53	71	47	53	60	64
02/03/2021 19:00	475	465	10	0	0	0	1	5	113	289	62	5	0	0	0	0	29	54	79	48	54	60	65
02/03/2021 20:00	366	360	5	1	0	0	0	5	83	227	50	1	0	0	0	0	31	55	76	48	55	60	65
02/03/2021 21:00	195	192	3	0	0	0	1	2	46	108	36	2	0	0	0	0	25	55	73	47	55	62	67
02/03/2021 22:00	125	123	2	0	1	0	1	0	29	69	21	4	0	0	0	0	9	55	75	48	55	63	66
02/03/2021 23:00	70	69	1	0	0	1	0	0	14	36	18	1	0	0	0	0	18	56	75	49	56	63	67

[Wed, 3 Feb.]	N	CAR	TRUCK	LONG	10	20	30	40	50	60	70	80	90	100	110	>110	VMin	VAvG	VMax	V15	V50	V85	V95
06:00-09:00	1371	1328	42	1	0	6	6	19	342	815	176	7	0	0	0	0	12	54	80	48	54	60	65
15:00-18:00	2646	2611	33	2	1	13	37	81	589	1510	390	24	1	0	0	0	8	54	83	48	54	61	65
00:00-12:00	3822	3709	99	14	0	19	44	80	983	2182	496	18	0	0	0	0	11	53	80	47	54	60	64
12:00-23:59	7312	7194	110	8	2	37	99	213	1883	4122	903	52	1	0	0	0	8	53	83	47	54	60	64
00:00-24:00	11134	10903	209	22	2	56	143	293	2866	6304	1399	70	1	0	0	0	8	53	83	47	54	60	64

Time	N	CAR	TRUCK	LONG	10	20	30	40	50	60	70	80	90	100	110	>110	VMin	VAvG	VMax	V15	V50	V85	V95
02/04/2021 00:00	42	41	0	1	0	0	0	0	8	28	6	0	0	0	0	0	43	54	69	49	53	59	63
02/04/2021 01:00	15	15	0	0	0	0	0	0	4	5	6	0	0	0	0	0	47	56	67	49	55	65	67
02/04/2021 02:00	9	9	0	0	0	0	0	0	1	5	3	0	0	0	0	0	47	58	69	53	56	64	69
02/04/2021 03:00	18	15	2	1	0	0	0	0	7	9	1	1	0	0	0	0	43	54	71	46	53	60	71
02/04/2021 04:00	37	32	2	3	0	0	0	0	5	19	11	2	0	0	0	0	47	58	71	51	56	68	71
02/04/2021 05:00	101	96	4	1	0	0	1	2	26	54	18	0	0	0	0	0	24	54	70	46	54	62	67
02/04/2021 06:00	255	238	15	2	0	0	0	5	86	131	32	0	1	0	0	0	34	53	83	47	53	60	64
02/04/2021 07:00	502	490	12	0	1	1	5	8	96	303	84	4	0	0	0	0	7	55	76	49	55	61	65
02/04/2021 08:00	746	728	16	2	0	2	3	13	145	459	120	4	0	0	0	0	13	55	71	49	55	61	65
02/04/2021 09:00	709	681	24	4	0	0	2	11	121	474	97	4	0	0	0	0	22	55	77	50	55	60	64
02/04/2021 10:00	824	799	23	2	0	3	12	17	207	470	111	4	0	0	0	0	16	54	74	48	54	60	64
02/04/2021 11:00	877	861	16	0	0	3	11	5	181	540	132	5	0	0	0	0	12	54	77	49	54	61	65
02/04/2021 12:00	918	898	15	5	0	3	11	23	223	515	138	5	0	0	0	0	13	54	79	47	54	61	64
02/04/2021 13:00	908	888	16	4	2	12	26	32	209	504	119	4	0	0	0	0	9	52	75	46	54	60	64
02/04/2021 14:00	931	919	11	1	0	2	11	11	201	565	138	2	1	0	0	0	13	54	86	49	54	61	65
02/04/2021 15:00	829	817	10	2	0	0	1	3	172	529	121	3	0	0	0	0	30	55	72	49	55	60	65
02/04/2021 16:00	920	901	17	2	0	2	5	16	174	542	173	8	0	0	0	0	17	55	75	49	55	62	65
02/04/2021 17:00	801	797	4	0	0	1	2	4	129	498	162	4	1	0	0	0	17	56	85	50	56	62	66
02/04/2021 18:00	637	630	7	0	0	0	4	5	162	400	63	3	0	0	0	0	23	54	73	48	54	59	64
02/04/2021 19:00	549	543	6	0	0	0	1	6	147	330	61	3	1	0	0	0	27	54	88	48	54	60	64
02/04/2021 20:00	359	355	4	0	0	0	2	3	109	198	42	4	1	0	0	0	26	54	82	47	53	60	64
02/04/2021 21:00	229	226	3	0	0	1	0	1	53	134	35	4	1	0	0	0	19	55	88	48	55	61	65
02/04/2021 22:00	119	116	3	0	1	0	1	0	26	62	27	2	0	0	0	0	9	55	76	48	55	63	68
02/04/2021 23:00	79	78	1	0	0	0	0	0	23	41	11	3	1	0	0	0	42	55	81	47	54	63	72

[Thu, 4 Feb.]	N	CAR	TRUCK	LONG	10	20	30	40	50	60	70	80	90	100	110	>110	VMin	VAvG	VMax	V15	V50	V85	V95
06:00-09:00	1503	1456	43	4	1	3	8	26	327	893	236	8	1	0	0	0	7	54	83	49	55	61	65
15:00-18:00	2550	2515	31	4	0	3	8	23	475	1569	456	15	1	0	0	0	17	55	85	49	55	61	65
00:00-12:00	4136	4006	114	16	1	9	34	61	888	2497	621	24	1	0	0	0	7	54	83	49	54	61	65
12:00-23:59	7279	7168	97	14	3	21	64	104	1628	4318	1090	45	6	0	0	0	9	54	88	48	54	61	65
00:00-24:00	11414	11173	211	30	4	30	98	165	2515	6815	1711	69	7	0	0	0	7	54	88	48	54	61	65

Time	N	CAR	TRUCK	LONG	10	20	30	40	50	60	70	80	90	100	110	>110	VMin	VAvG	VMax	V15	V50	V85	V95
02/05/2021 00:00	42	42	0	0	0	0	0	1	12	25	4	0	0	0	0	0	39	54	67	48	55	60	63
02/05/2021 01:00	28	28	0	0	0	0	0	2	10	9	7	0	0	0	0	0	31	54	70	45	56	66	69
02/05/2021 02:00	17	16	1	0	0	0	0	1	4	6	5	1	0	0	0	0	40	56	71	50	58	66	71
02/05/2021 03:00	21	19	2	0	0	0	0	0	8	9	4	0	0	0	0	0	46	54	63	49	54	61	63
02/05/2021 04:00	36	35	0	1	0	0	0	0	10	19	6	1	0	0	0	0	48	56	71	50	54	62	70
02/05/2021 05:00	103	98	5	0	0	0	0	0	31	57	13	2	0	0	0	0	42	54	74	47	53	60	67
02/05/2021 06:00	242	230	12	0	0	0	1	4	60	137	37	3	0	0	0	0	25	54	73	49	54	61	67
02/05/2021 07:00	495	484	11	0	2	3	1	7	76	309	92	5	0	0	0	0	9	55	77	50	56	62	65
02/05/2021 08:00	713	697	12	4	0	1	4	18	127	412	142	9	0	0	0	0	16	55	78	49	55	62	66
02/05/2021 09:00	672	651	19	2	0	1	1	7	144	399	115	5	0	0	0	0	15	55	75	49	55	61	65
02/05/2021 10:00	834	808	23	3	0	0	7	5	190	519	109	4	0	0	0	0	21	54	73	49	54	60	64
02/05/2021 11:00	897	881	13	3	0	1	4	11	177	584	117	3	0	0	0	0	16	54	75	49	54	60	64
02/05/2021 12:00	866	849	16	1	0	0	4	12	183	490	168	8	1	0	0	0	25	55	82	49	55	62	65
02/05/2021 13:00	934	913	18	3	0	1	7	20	193	569	140	4	0	0	0	0	14	54	74	48	54	61	64
02/05/2021 14:00	956	937	15	4	0	5	6	11	203	592	130	8	1	0	0	0	13	54	85	49	54	60	64
02/05/2021 15:00	836	827	9	0	0	9	8	19	155	497	141	6	1	0	0	0	13	54	81	48	55	61	65
02/05/2021 16:00	1008	992	13	3	0	0	5	12	214	610	158	9	0	0	0	0	22	55	77	49	55	61	65
02/05/2021 17:00	849	842	5	2	0	1	2	10	162	497	169	6	2	0	0	0	19	55	82	49	55	62	65
02/05/2021 18:00	645	644	1	0	0	0	0	4	138	399	99	5	0	0	0	0	35	55	75	49	55	61	65
02/05/2021 19:00	491	484	6	1	0	0	2	3	112	298	72	4	0	0	0	0	22	55	72	49	54	61	66
02/05/2021 20:00	331	327	4	0	0	0	0	0	62	210	56	3	0	0	0	0	41	55	78	50	55	61	64
02/05/2021 21:00	224	220	4	0	0	1	1	3	46	122	48	3	0	0	0	0	19	55	77	49	55	62	67
02/05/2021 22:00	139	138	1	0	1	0	0	0	32	87	19	0	0	0	0	0	9	54	69	48	54	60	65
02/05/2021 23:00	98	98	0	0	0	0	1	3	27	52	13	2	0	0	0	0	24	53	77	46	53	61	65

[Fri, 5 Feb.]	N	CAR	TRUCK	LONG	10	20	30	40	50	60	70	80	90	100	110	>110	VMin	VAvG	VMax	V15	V50	V85	V95
06:00-09:00	1450	1411	35	4	2	4	6	29	263	858	271	17	0	0	0	0	9	55	78	49	55	62	66
15:00-18:00	2693	2661	27	5	0	10	15	41	531	1604	468	21	3	0	0	0	13	55	82	49	55	62	65
00:00-12:00	4100	3989	98	13	2	6	18	56	849	2485	651	33	0	0	0	0	9	55	78	49	55	61	65
12:00-23:59	7376	7270	92	14	1	17	36	97	1527	4423	1212	58	5	0	0	0	9	55	85	49	55	61	65
00:00-24:00	11477	11260	190	27	3	23	54	153	2376	6908	1864	91	5	0	0	0	9	55	85	49	55	61	65

Time	N	CAR	TRUCK	LONG	10	20	30	40	50	60	70	80	90	100	110	>110	VMin	VAvG	VMax	V15	V50	V85	V95
02/06/2021 00:00	53	53	0	0	0	0	0	1	10	29	13	0	0	0	0	0	38	55	70	48	55	63	66
02/06/2021 01:00	26	25	1	0	0	0	0	0	9	12	3	2	0	0	0	0	43	55	73	46	55	65	72
02/06/2021 02:00	17	17	0	0	0	0	0	1	3	7	6	0	0	0	0	0	39	56	68	44	57	67	68
02/06/2021 03:00	16	16	0	0	0	0	0	0	2	11	3	0	0	0	0	0	44	56	64	51	57	63	64
02/06/2021 04:00	21	21	0	0	0	0	0	0	5	11	5	0	0	0	0	0	44	54	63	50	53	62	63
02/06/2021 05:00	35	35	0	0	0	0	0	0	8	19	7	1	0	0	0	0	42	56	71	48	56	63	69
02/06/2021 06:00	110	109	1	0	0	0	0	0	24	65	19	2	0	0	0	0	43	55	74	49	55	62	65
02/06/2021 07:00	208	203	5	0	0	0	0	0	31	133	38	6	0	0	0	0	42	56	75	51	56	62	67
02/06/2021 08:00	366	355	11	0	0	0	1	1	64	230	64	6	0	0	0	0	23	56	74	50	55	62	65
02/06/2021 09:00	529	520	7	2	0	1	1	1	74	331	117	4	0	0	0	0	17	56	75	51	56	63	67
02/06/2021 10:00	770	759	11	0	0	4	11	12	164	456	114	9	0	0	0	0	15	54	80	48	55	61	65
02/06/2021 11:00	959	944	15	0	1	2	11	18	205	572	143	7	0	0	0	0	10	54	76	48	55	61	65
02/06/2021 12:00	993	984	9	0	0	3	18	29	188	617	131	7	0	0	0	0	11	54	76	48	55	60	64
02/06/2021 13:00	1050	1041	9	0	0	9	20	35	292	585	105	4	0	0	0	0	13	52	73	47	53	59	63
02/06/2021 14:00	939	933	5	1	0	0	10	37	261	526	99	5	1	0	0	0	23	53	81	47	53	59	63
02/06/2021 15:00	881	878	3	0	0	0	3	5	212	527	124	10	0	0	0	0	25	55	78	48	54	61	65
02/06/2021 16:00	768	761	7	0	0	0	9	3	174	447	125	10	0	0	0	0	21	55	73	48	54	61	66
02/06/2021 17:00	649	645	4	0	0	1	3	13	108	407	107	10	0	0	0	0	18	55	77	49	55	62	66
02/06/2021 18:00	535	532	3	0	0	0	3	5	154	307	63	3	0	0	0	0	23	54	78	48	54	60	64
02/06/2021 19:00	441	436	4	1	0	0	0	3	115	262	54	7	0	0	0	0	39	54	74	48	54	60	64
02/06/2021 20:00	266	265	1	0	0	0	0	1	72	161	29	3	0	0	0	0	40	54	73	48	54	60	63
02/06/2021 21:00	202	200	2	0	0	0	0	2	49	124	26	1	0	0	0	0	40	54	71	48	54	60	65
02/06/2021 22:00	155	154	0	1	0	0	1	0	36	86	30	2	0	0	0	0	22	55	73	49	55	62	66
02/06/2021 23:00	77	77	0	0	0	0	0	0	12	50	15	0	0	0	0	0	43	56	70	50	55	62	67

[Sat, 6 Feb.]	N	CAR	TRUCK	LONG	10	20	30	40	50	60	70	80	90	100	110	>110	VMin	VAvG	VMax	V15	V50	V85	V95
06:00-09:00	684	667	17	0	0	0	1	1	119	428	121	14	0	0	0	0	23	56	75	50	55	62	66
15:00-18:00	2299	2285	14	0	0	1	15	21	495	1381	356	30	0	0	0	0	18	55	78	49	55	61	66
00:00-12:00	3110	3057	51	2	1	7	24	34	599	1876	532	37	0	0	0	0	10	55	80	49	55	61	66
12:00-23:59	6956	6906	47	3	0	13	67	133	1673	4099	908	62	1	0	0	0	11	54	81	48	54	60	64
00:00-24:00	10066	9963	98	5	1	20	91	167	2272	5975	1440	99	1	0	0	0	10	54	81	48	54	61	65

Time	N	CAR	TRUCK	LONG	10	20	30	40	50	60	70	80	90	100	110	>110	VMin	VAvG	VMax	V15	V50	V85	V95
02/07/2021 00:00	45	45	0	0	0	0	0	0	5	28	12	0	0	0	0	0	47	57	68	51	57	63	67
02/07/2021 01:00	26	26	0	0	0	0	0	0	4	15	7	0	0	0	0	0	45	56	65	49	57	63	64
02/07/2021 02:00	14	14	0	0	0	0	0	0	5	7	2	0	0	0	0	0	44	54	67	48	54	59	67
02/07/2021 03:00	9	9	0	0	0	0	0	0	2	5	1	1	0	0	0	0	50	58	71	50	60	68	71
02/07/2021 04:00	13	13	0	0	0	0	0	0	4	4	4	0	1	0	0	0	43	58	85	47	55	67	85
02/07/2021 05:00	46	42	4	0	0	0	0	2	9	22	10	3	0	0	0	0	37	56	75	46	57	66	71
02/07/2021 06:00	105	101	4	0	0	0	0	1	22	54	26	2	0	0	0	0	36	56	75	48	57	63	67
02/07/2021 07:00	146	143	3	0	4	0	0	0	16	84	39	3	0	0	0	0	9	56	77	51	57	64	69
02/07/2021 08:00	245	240	3	2	0	1	2	1	30	143	65	3	0	0	0	0	18	57	74	51	56	64	68
02/07/2021 09:00	455	446	9	0	0	5	6	3	62	270	106	3	0	0	0	0	11	56	80	50	56	62	66
02/07/2021 10:00	567	562	4	1	0	1	11	10	107	323	106	9	0	0	0	0	13	55	78	49	55	63	67
02/07/2021 11:00	722	712	9	1	0	3	6	11	106	459	133	4	0	0	0	0	12	55	72	50	56	62	65
02/07/2021 12:00	821	817	3	1	0	2	7	3	132	521	147	9	0	0	0	0	20	55	77	50	55	62	66
02/07/2021 13:00	853	841	12	0	1	0	7	16	140	532	150	7	0	0	0	0	10	55	77	49	55	61	65
02/07/2021 14:00	828	820	7	1	0	1	6	21	151	490	154	5	0	0	0	0	15	55	73	48	55	62	66
02/07/2021 15:00	745	741	4	0	0	1	5	3	119	438	170	9	0	0	0	0	19	56	75	50	56	63	67
02/07/2021 16:00	643	641	2	0	0	2	14	8	90	375	143	9	2	0	0	0	14	56	84	50	56	63	66
02/07/2021 17:00	461	458	2	1	0	0	6	0	75	265	105	10	0	0	0	0	23	56	76	50	56	63	67
02/07/2021 18:00	330	326	4	0	0	2	1	1	62	198	61	5	0	0	0	0	14	55	78	49	55	62	66
02/07/2021 19:00	305	297	7	1	0	0	0	23	133	124	22	3	0	0	0	0	31	50	73	43	50	57	62
02/07/2021 20:00	170	166	3	1	0	0	3	36	91	39	1	0	0	0	0	0	29	45	63	38	45	52	56
02/07/2021 21:00	117	109	7	1	0	0	4	22	55	33	3	0	0	0	0	0	22	46	65	39	47	54	58
02/07/2021 22:00	81	71	10	0	0	0	0	21	36	22	2	0	0	0	0	0	31	46	62	39	47	54	59
02/07/2021 23:00	53	49	4	0	0	0	1	7	22	22	1	0	0	0	0	0	29	48	65	39	48	56	57

[Sun, 7 Feb.]	N	CAR	TRUCK	LONG	10	20	30	40	50	60	70	80	90	100	110	>110	VMin	VAvG	VMax	V15	V50	V85	V95
06:00-09:00	496	484	10	2	4	1	2	2	68	281	130	8	0	0	0	0	9	56	77	50	57	64	68
15:00-18:00	1849	1840	8	1	0	3	25	11	284	1078	418	28	2	0	0	0	14	56	84	50	56	63	67
00:00-12:00	2393	2353	36	4	4	10	25	28	372	1414	511	28	1	0	0	0	9	56	85	50	56	63	67
12:00-23:59	5405	5334	65	6	1	8	54	161	1105	3058	959	57	2	0	0	0	10	54	84	48	55	62	66
00:00-24:00	7800	7689	101	10	5	18	79	189	1478	4473	1470	85	3	0	0	0	9	55	85	48	55	62	66

Time	N	CAR	TRUCK	LONG	10	20	30	40	50	60	70	80	90	100	110	>110	VMin	VAVg	VMax	V15	V50	V85	V95
02/08/2021 00:00	30	28	2	0	0	0	0	7	17	6	0	0	0	0	0	0	31	45	60	35	47	53	59
02/08/2021 01:00	28	27	1	0	0	0	1	6	16	5	0	0	0	0	0	0	30	44	57	39	45	51	54
02/08/2021 02:00	32	26	6	0	0	0	4	12	10	5	1	0	0	0	0	0	25	41	62	31	41	51	55
02/08/2021 03:00	25	20	5	0	0	1	4	1	11	8	0	0	0	0	0	0	18	44	57	26	48	54	56
02/08/2021 04:00	35	28	6	1	0	0	1	7	18	9	0	0	0	0	0	0	26	45	60	39	46	53	55
02/08/2021 05:00	62	56	6	0	0	0	0	8	23	25	6	0	0	0	0	0	32	50	66	41	51	59	62
02/08/2021 06:00	117	110	7	0	1	2	3	25	60	22	4	0	0	0	0	0	8	45	68	36	46	53	57
02/08/2021 07:00	173	162	11	0	0	0	5	35	101	30	2	0	0	0	0	0	24	45	63	38	45	51	56
02/08/2021 08:00	182	172	10	0	0	1	8	20	101	50	2	0	0	0	0	0	11	46	62	40	48	53	57
02/08/2021 09:00	122	116	6	0	0	0	0	13	66	39	4	0	0	0	0	0	33	48	63	42	48	53	56
02/08/2021 10:00	192	178	12	2	1	2	1	21	116	47	4	0	0	0	0	0	9	46	63	41	47	54	57
02/08/2021 11:00	215	209	6	0	0	0	4	18	99	84	10	0	0	0	0	0	22	49	68	42	49	56	60
02/08/2021 12:00	215	206	8	1	0	0	2	11	92	96	13	1	0	0	0	0	28	51	71	44	51	57	62
02/08/2021 13:00	322	313	9	0	0	3	3	7	111	160	37	1	0	0	0	0	18	52	73	45	53	59	64
02/08/2021 14:00	379	372	6	1	0	1	5	11	106	201	49	5	1	0	0	0	17	53	82	46	53	60	66
02/08/2021 15:00	413	403	9	1	1	6	10	14	108	194	72	8	0	0	0	0	10	53	76	45	53	62	66
02/08/2021 16:00	396	386	10	0	0	1	4	17	110	191	67	6	0	0	0	0	20	53	75	45	54	61	67
02/08/2021 17:00	376	367	9	0	0	0	0	18	135	173	46	3	1	0	0	0	33	53	81	45	52	60	66
02/08/2021 18:00	331	328	3	0	0	0	3	20	130	145	31	2	0	0	0	0	26	51	75	44	51	59	63
02/08/2021 19:00	287	277	9	1	0	2	0	10	123	133	19	0	0	0	0	0	17	52	70	46	51	59	63
02/08/2021 20:00	202	195	6	1	0	0	0	7	74	99	22	0	0	0	0	0	34	52	69	46	52	59	64
02/08/2021 21:00	142	140	2	0	0	0	0	7	56	68	9	1	1	0	0	0	33	51	82	44	52	57	62
02/08/2021 22:00	109	103	6	0	0	0	0	3	33	58	15	0	0	0	0	0	32	53	69	47	53	59	66
02/08/2021 23:00	58	57	1	0	0	0	0	5	19	25	8	1	0	0	0	0	35	53	73	46	54	61	63

[Mon, 8 Feb.]	N	CAR	TRUCK	LONG	10	20	30	40	50	60	70	80	90	100	110	>110	VMin	VAVg	VMax	V15	V50	V85	V95
06:00-09:00	472	444	28	0	1	3	16	80	262	102	8	0	0	0	0	0	8	45	68	38	46	53	57
15:00-18:00	1185	1156	28	1	1	7	14	49	353	558	185	17	1	0	0	0	10	53	81	45	53	61	66
00:00-12:00	1213	1132	78	3	2	6	31	173	638	330	33	0	0	0	0	0	8	46	68	39	47	54	59
12:00-23:59	3230	3147	78	5	1	13	27	130	1097	1543	388	28	3	0	0	0	10	52	82	45	52	60	65
00:00-24:00	4443	4279	156	8	3	19	58	303	1735	1873	421	28	3	0	0	0	8	51	82	43	51	59	64

Time	N	CAR	TRUCK	LONG	10	20	30	40	50	60	70	80	90	100	110	>110	VMin	VAvG	VMax	V15	V50	V85	V95
02/09/2021 00:00	33	32	1	0	0	0	0	1	10	19	3	0	0	0	0	0	35	54	65	47	55	60	62
02/09/2021 01:00	22	19	3	0	0	0	0	1	6	12	2	1	0	0	0	0	38	54	77	47	55	59	70
02/09/2021 02:00	17	16	1	0	0	0	0	2	4	7	3	1	0	0	0	0	34	54	71	41	55	64	71
02/09/2021 03:00	17	14	3	0	0	0	0	2	5	7	2	1	0	0	0	0	39	53	74	42	54	62	74
02/09/2021 04:00	42	37	4	1	0	0	2	0	11	20	8	0	1	0	0	0	24	54	84	49	54	61	64
02/09/2021 05:00	112	102	7	3	0	1	0	1	36	56	17	1	0	0	0	0	13	53	72	46	53	61	66
02/09/2021 06:00	262	243	17	2	0	0	3	8	79	146	23	3	0	0	0	0	27	53	75	46	53	59	63
02/09/2021 07:00	540	525	14	1	0	2	1	11	157	285	82	2	0	0	0	0	18	54	77	47	54	61	64
02/09/2021 08:00	727	705	21	1	0	2	3	26	207	386	101	2	0	0	0	0	14	53	72	46	53	60	65
02/09/2021 09:00	690	661	24	5	0	0	1	19	214	346	104	6	0	0	0	0	24	53	80	47	53	61	64
02/09/2021 10:00	755	726	28	1	1	8	10	23	231	379	100	3	0	0	0	0	9	52	76	45	53	60	63
02/09/2021 11:00	798	779	16	3	0	3	3	18	204	451	108	11	0	0	0	0	11	54	77	47	54	60	65
02/09/2021 12:00	838	825	12	1	0	1	4	21	196	467	146	3	0	0	0	0	19	54	75	48	54	62	66
02/09/2021 13:00	836	812	22	2	0	2	12	14	234	479	89	6	0	0	0	0	17	53	74	47	53	59	63
02/09/2021 14:00	872	851	20	1	1	9	10	30	251	443	121	7	0	0	0	0	9	53	79	46	53	60	64
02/09/2021 15:00	880	857	22	1	0	9	6	9	223	518	112	3	0	0	0	0	12	53	75	48	54	60	64
02/09/2021 16:00	923	910	11	2	0	1	4	15	293	494	115	1	0	0	0	0	19	53	73	46	53	60	63
02/09/2021 17:00	750	738	8	4	0	1	1	13	181	415	131	7	1	0	0	0	20	54	81	48	54	62	66
02/09/2021 18:00	580	573	7	0	0	0	1	4	170	332	69	4	0	0	0	0	22	54	77	48	53	60	64
02/09/2021 19:00	462	454	6	2	0	1	6	20	114	245	70	6	0	0	0	0	19	54	80	47	54	61	66
02/09/2021 20:00	351	345	5	1	0	2	1	5	97	201	43	2	0	0	0	0	15	53	73	47	53	60	63
02/09/2021 21:00	224	215	9	0	0	0	0	1	42	130	47	4	0	0	0	0	38	56	79	49	56	63	68
02/09/2021 22:00	116	113	3	0	1	0	0	1	20	69	24	1	0	0	0	0	8	56	71	50	56	63	67
02/09/2021 23:00	85	85	0	0	0	0	0	0	11	48	24	2	0	0	0	0	45	57	72	51	56	64	68

[Tue, 9 Feb.]	N	CAR	TRUCK	LONG	10	20	30	40	50	60	70	80	90	100	110	>110	VMin	VAvG	VMax	V15	V50	V85	V95
06:00-09:00	1529	1473	52	4	0	4	7	45	443	817	206	7	0	0	0	0	14	53	77	46	53	60	64
15:00-18:00	2553	2505	41	7	0	11	11	37	697	1427	358	11	1	0	0	0	12	54	81	47	54	60	64
00:00-12:00	4015	3859	139	17	1	16	23	112	1164	2114	553	31	1	0	0	0	9	53	84	46	53	60	64
12:00-23:59	6916	6777	125	14	2	26	45	133	1832	3840	991	46	1	0	0	0	8	54	81	47	54	61	65
00:00-24:00	10932	10637	264	31	3	42	68	245	2996	5955	1544	77	2	0	0	0	8	53	84	47	54	60	65

Time	N	CAR	TRUCK	LONG	10	20	30	40	50	60	70	80	90	100	110	>110	VMin	VAvG	VMax	V15	V50	V85	V95
02/10/2021 00:00	36	32	4	0	0	0	1	2	7	20	6	0	0	0	0	0	26	53	65	45	54	61	63
02/10/2021 01:00	12	12	0	0	0	0	0	0	0	8	4	0	0	0	0	0	51	59	69	52	59	68	69
02/10/2021 02:00	10	10	0	0	0	0	0	0	4	2	3	1	0	0	0	0	41	57	75	47	60	70	75
02/10/2021 03:00	13	12	1	0	0	0	0	0	5	5	2	1	0	0	0	0	42	52	71	44	51	64	71
02/10/2021 04:00	25	22	3	0	0	0	0	0	7	13	5	0	0	0	0	0	45	54	68	46	54	63	67
02/10/2021 05:00	105	98	5	2	0	0	0	2	26	52	23	2	0	0	0	0	39	55	72	48	55	62	67
02/10/2021 06:00	237	215	20	2	0	1	0	2	67	126	35	6	0	0	0	0	17	55	77	48	54	61	68
02/10/2021 07:00	481	467	12	2	0	0	3	4	83	290	96	5	0	0	0	0	24	56	75	49	55	62	66
02/10/2021 08:00	685	662	19	4	0	0	4	23	177	372	102	7	0	0	0	0	25	54	80	47	54	61	65
02/10/2021 09:00	598	572	23	3	1	9	20	33	119	310	94	12	0	0	0	0	8	53	78	45	54	62	66
02/10/2021 10:00	751	719	26	6	0	2	2	11	137	451	138	10	0	0	0	0	17	55	79	49	55	62	66
02/10/2021 11:00	818	802	16	0	0	2	7	5	110	547	139	8	0	0	0	0	17	55	79	50	55	61	65
02/10/2021 12:00	815	795	18	2	0	1	3	10	155	482	151	13	0	0	0	0	13	55	80	49	55	63	67
02/10/2021 13:00	845	827	18	0	0	1	10	13	160	534	121	6	0	0	0	0	16	55	79	49	55	61	65
02/10/2021 14:00	873	845	27	1	0	11	23	22	173	508	132	4	0	0	0	0	13	53	76	47	55	61	65
02/10/2021 15:00	847	835	10	2	1	2	16	14	169	494	147	4	0	0	0	0	9	54	73	48	55	62	65
02/10/2021 16:00	906	897	8	1	0	0	4	12	204	506	166	14	0	0	0	0	22	55	78	48	55	62	66
02/10/2021 17:00	784	775	8	1	0	0	2	5	142	473	150	12	0	0	0	0	22	56	76	50	56	62	66
02/10/2021 18:00	615	606	9	0	1	2	0	4	169	363	73	2	1	0	0	0	10	54	86	48	54	60	63
02/10/2021 19:00	467	458	9	0	0	0	0	4	108	265	85	5	0	0	0	0	38	55	75	49	55	62	66
02/10/2021 20:00	335	323	8	4	0	1	3	13	64	207	46	1	0	0	0	0	18	54	71	48	55	60	65
02/10/2021 21:00	201	195	6	0	0	0	0	0	44	112	45	0	0	0	0	0	44	56	70	49	55	63	66
02/10/2021 22:00	120	116	4	0	0	0	0	0	21	53	41	5	0	0	0	0	42	58	77	50	57	66	69
02/10/2021 23:00	64	63	1	0	0	0	0	0	5	38	18	3	0	0	0	0	44	58	78	52	57	63	70

[Wed, 10 Feb.]	N	CAR	TRUCK	LONG	10	20	30	40	50	60	70	80	90	100	110	>110	VMin	VAvG	VMax	V15	V50	V85	V95
06:00-09:00	1403	1344	51	8	0	1	7	29	327	788	233	18	0	0	0	0	17	54	80	48	54	61	66
15:00-18:00	2537	2507	26	4	1	2	22	31	515	1473	463	30	0	0	0	0	9	55	78	49	55	62	66
00:00-12:00	3771	3623	129	19	1	14	37	82	742	2196	647	52	0	0	0	0	8	55	80	48	55	61	66
12:00-23:59	6871	6734	126	11	2	18	61	97	1414	4034	1175	69	1	0	0	0	9	55	86	49	55	62	66
00:00-24:00	10643	10358	255	30	3	32	98	179	2156	6231	1822	121	1	0	0	0	8	55	86	48	55	62	66



Time	N	CAR	TRUCK	LONG	10	20	30	40	50	60	70	80	90	100	110	>110	VMin	VAVg	VMax	V15	V50	V85	V95
02/11/2021 00:00	28	26	2	0	0	0	0	0	1	18	8	1	0	0	0	0	49	59	76	52	58	68	70
02/11/2021 01:00	24	24	0	0	0	0	0	1	2	12	8	1	0	0	0	0	38	58	71	51	58	66	69
02/11/2021 02:00	13	12	0	1	0	0	0	0	0	6	4	3	0	0	0	0	51	63	76	54	62	72	76
02/11/2021 03:00	21	16	4	1	0	0	0	0	2	12	7	0	0	0	0	0	48	58	70	52	57	66	68
02/11/2021 04:00	30	28	1	1	0	0	0	0	4	16	8	1	1	0	0	0	46	58	83	51	56	67	77
02/11/2021 05:00	78	71	6	1	0	0	0	0	6	46	24	1	1	0	0	0	46	58	83	51	57	64	68
02/11/2021 06:00	246	231	14	1	0	0	0	1	64	131	45	5	0	0	0	0	38	55	74	49	55	62	67
02/11/2021 07:00	504	491	12	1	2	0	3	5	61	306	116	11	0	0	0	0	5	56	78	51	56	63	67
02/11/2021 08:00	676	652	20	4	0	0	0	12	130	411	118	5	0	0	0	0	31	55	76	49	55	62	65
02/11/2021 09:00	651	629	21	1	0	0	1	3	116	409	116	5	1	0	0	0	25	56	82	50	55	62	65
02/11/2021 10:00	712	697	12	3	0	1	1	9	134	451	111	5	0	0	0	0	18	55	76	49	55	61	67
02/11/2021 11:00	817	806	8	3	0	0	3	3	134	529	137	10	1	0	0	0	22	56	81	50	55	61	65
02/11/2021 12:00	881	862	18	1	0	1	5	13	184	514	155	9	0	0	0	0	20	55	78	48	55	62	65
02/11/2021 13:00	912	884	24	4	0	0	2	5	178	544	175	8	0	0	0	0	22	55	76	49	55	62	66
02/11/2021 14:00	928	907	20	1	1	4	9	12	198	550	149	5	0	0	0	0	10	54	74	48	55	61	65
02/11/2021 15:00	821	803	15	3	0	6	10	12	135	491	156	11	0	0	0	0	14	55	80	49	55	62	67
02/11/2021 16:00	938	921	13	4	0	0	8	17	149	565	189	10	0	0	0	0	23	56	78	50	56	63	66
02/11/2021 17:00	822	807	13	2	0	0	0	2	125	507	170	18	0	0	0	0	38	56	78	50	56	63	67
02/11/2021 18:00	655	637	17	1	0	0	10	30	160	376	74	5	0	0	0	0	22	53	76	47	54	59	64
02/11/2021 19:00	555	543	12	0	0	0	0	4	128	336	84	3	0	0	0	0	35	55	73	48	55	61	65
02/11/2021 20:00	376	365	11	0	0	0	3	9	97	194	68	5	0	0	0	0	26	54	74	48	54	61	66
02/11/2021 21:00	232	225	7	0	0	0	0	0	37	140	52	3	0	0	0	0	42	56	74	50	55	63	67
02/11/2021 22:00	120	117	3	0	0	0	0	0	28	62	24	6	0	0	0	0	42	56	77	49	55	64	71
02/11/2021 23:00	77	76	1	0	0	0	0	1	9	41	23	2	1	0	0	0	39	58	86	51	57	66	70

[Thu, 11 Feb.]	N	CAR	TRUCK	LONG	10	20	30	40	50	60	70	80	90	100	110	>110	VMin	VAVg	VMax	V15	V50	V85	V95
06:00-09:00	1426	1374	46	6	2	0	3	18	255	848	279	21	0	0	0	0	5	56	78	49	55	62	66
15:00-18:00	2581	2531	41	9	0	6	18	31	409	1563	515	39	0	0	0	0	14	56	80	50	56	62	67
00:00-12:00	3800	3683	100	17	2	1	8	34	654	2347	702	48	4	0	0	0	5	56	83	50	55	62	66
12:00-23:59	7316	7146	154	16	1	11	47	105	1428	4319	1319	85	1	0	0	0	10	55	86	49	55	62	66
00:00-24:00	11117	10830	254	33	3	12	55	139	2082	6667	2021	133	5	0	0	0	5	55	86	49	55	62	66


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Generated with **DataCollect Webreporter** version 1.0 at 04/20/2021 18:20:05

## Site

Name Highbury Road  
 Dir. Oncoming (name) N/B  
 Dir. Outgoing (name) S/B  
 Posted Speed Limit   
 Comment Civic #91  
 Device type **SDR Traffic+**

## Time Range

Start date 02/01/2021 00:00  
 End date 02/11/2021 23:59  
 Days Mo, Tu, We, Th, Fr, Sa, Su  
 Time Interval 60 minutes  
 Time / Day 00:00 - 23:59

## Length Classes

[L in m]

Cross-section		N/B				S/B			
Time	Σ	Σ	CAR	TRUCK	LONG	Σ	CAR	TRUCK	LONG
06:00-09:00	1654	933	867	57	9	721	617	86	18
15:00-18:00	3404	1386	1300	80	6	2018	1836	168	14
00:00-12:00	4155	2130	2002	111	17	2025	1792	192	41
12:00-23:59	8813	3577	3378	176	23	5236	4778	410	48
00:00-24:00	12967	5706	5379	287	40	7261	6570	602	89

## Calculated speeds

[V in km/h]

	Vmin	Vmax	Vavg	V15	V50	V85	V95	Vexc %
<b>Cross-section</b>	5	114	58	45	60	71	77	<b>76.3</b>
<b>N/B</b>	8	114	59	45	61	71	77	<b>76.2</b>
<b>S/B</b>	5	104	57	45	59	70	76	<b>76.3</b>

## Descriptions

Vmin: Minimal velocity  
 Vmax: Maximal velocity  
 Vavg: Average velocity  
 V15: Critical velocity for the first 15% of vehicles

V50: Critical velocity for the first 50% of vehicles  
 V85: Critical velocity for the first 85% of vehicles  
 V95: Critical velocity for the first 95% of vehicles  
 Vexc %: Speeding in %


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Generated with **DataCollect Webreporter** version 1.0 at 04/20/2021 18:20:05

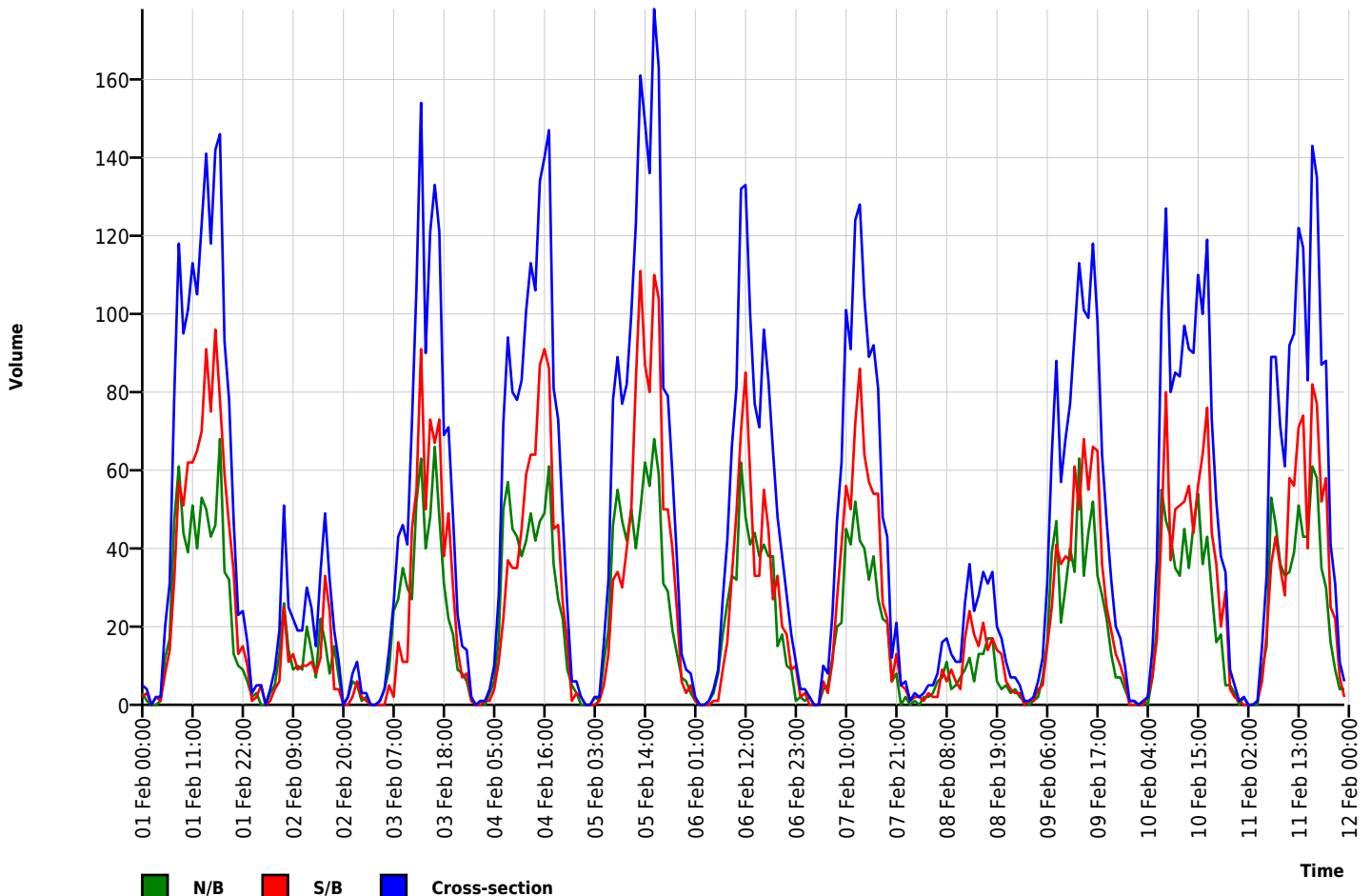
## Site

Name Highbury Road  
 Dir. Oncoming (name) N/B  
 Dir. Outgoing (name) S/B  
 Posted Speed Limit   
 Comment Civic #91  
 Device type **SDR Traffic+**

## Time Range

Start date 02/01/2021 00:00  
 End date 02/11/2021 23:59  
 Days Mo, Tu, We, Th, Fr, Sa, Su  
 Time Interval 60 minutes  
 Time / Day 00:00 - 23:59

## Time / Volume graph




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Generated with **DataCollect Webreporter** version 1.0 at 04/20/2021 18:20:05

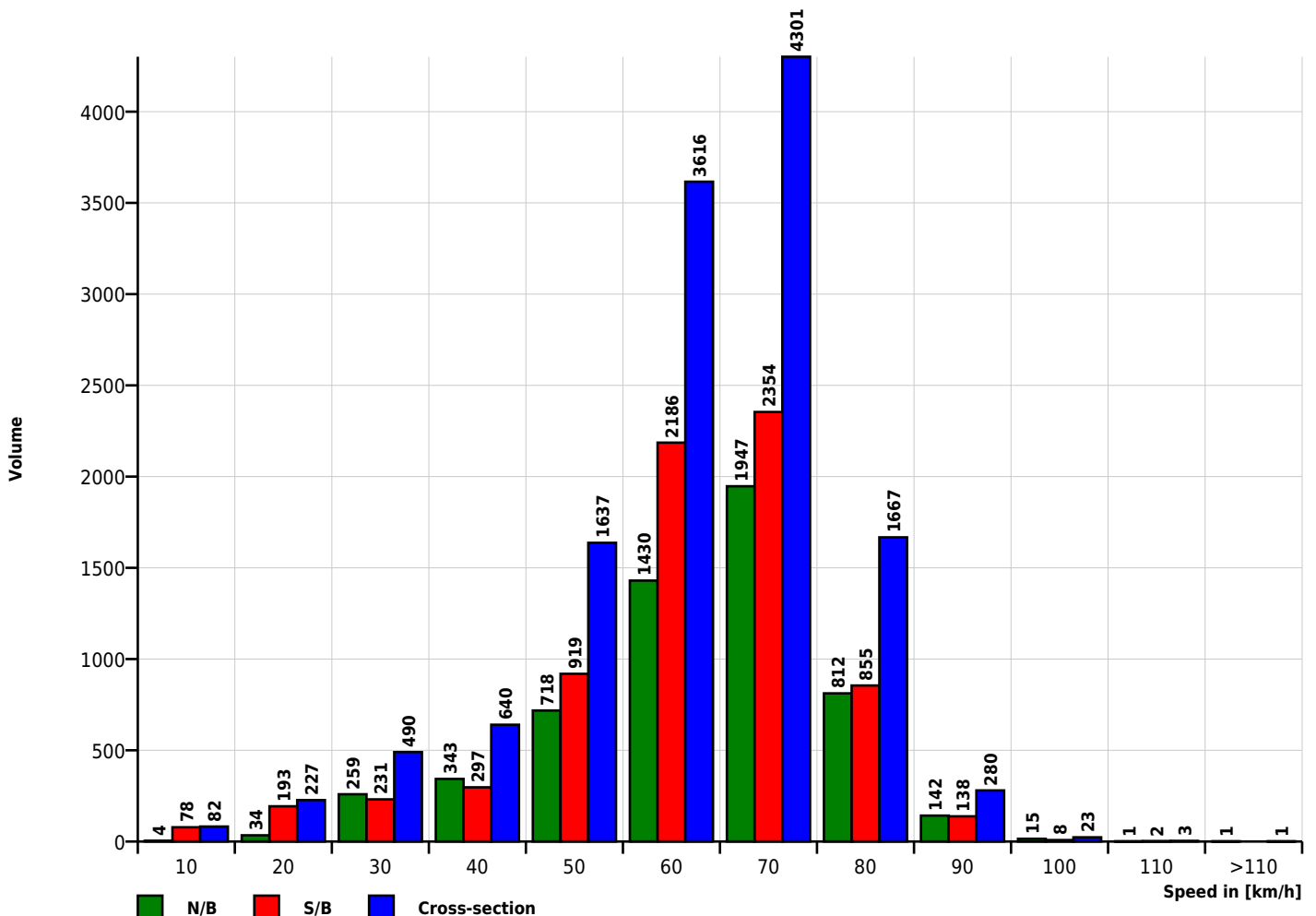
## Site

Name Highbury Road  
 Dir. Oncoming (name) N/B  
 Dir. Outgoing (name) S/B  
 Posted Speed Limit   
 Comment Civic #91  
 Device type **SDR Traffic+**

## Time Range

Start date 02/01/2021 00:00  
 End date 02/11/2021 23:59  
 Days Mo, Tu, We, Th, Fr, Sa, Su  
 Time Interval 60 minutes  
 Time / Day 00:00 - 23:59

## Speed histogram




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Generated with **DataCollect Webreporter** version 1.0 at 04/20/2021 18:20:05

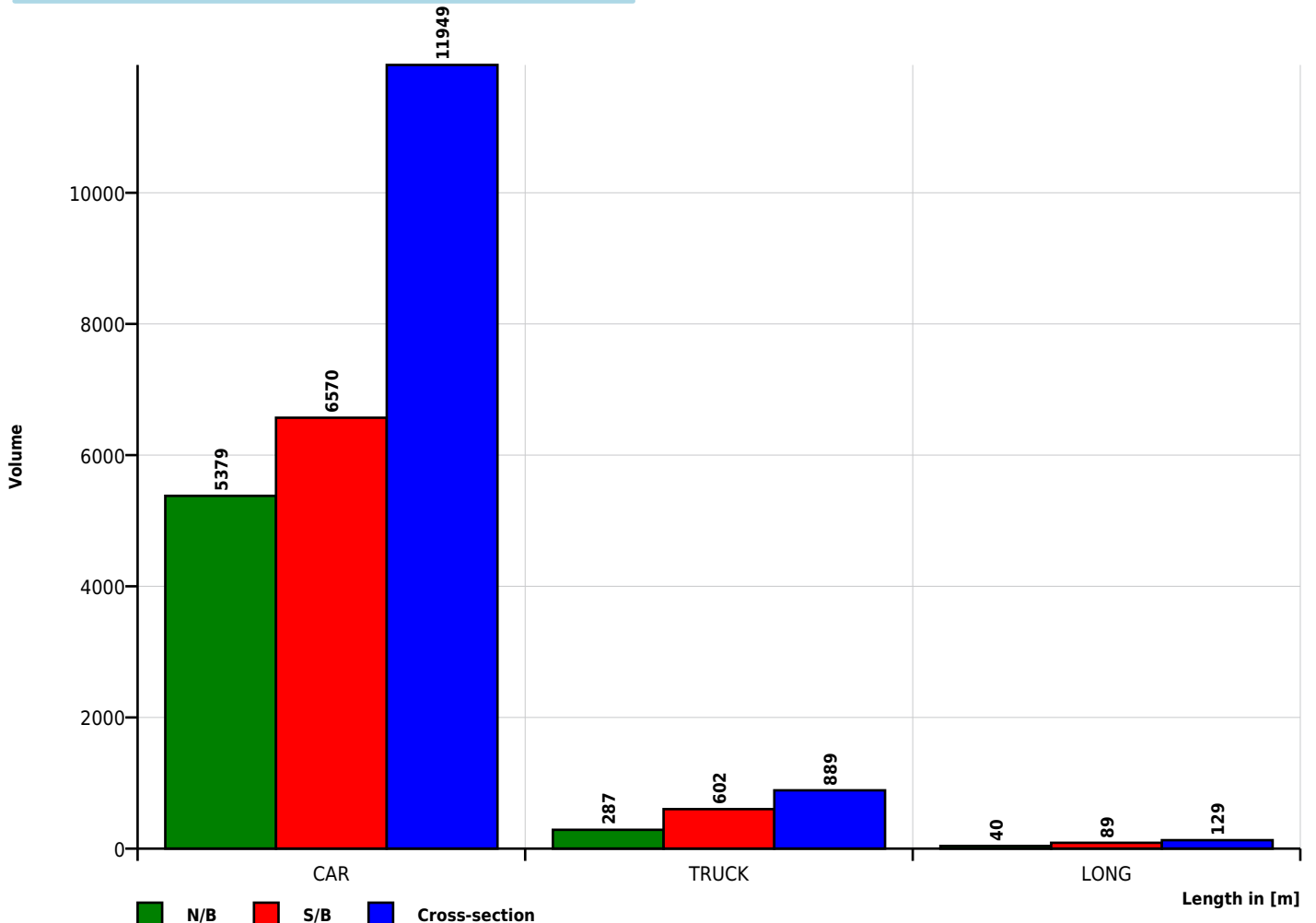
## Site

Name Highbury Road  
 Dir. Oncoming (name) N/B  
 Dir. Outgoing (name) S/B  
 Posted Speed Limit   
 Comment Civic #91  
 Device type **SDR Traffic+**

## Time Range

Start date 02/01/2021 00:00  
 End date 02/11/2021 23:59  
 Days Mo, Tu, We, Th, Fr, Sa, Su  
 Time Interval 60 minutes  
 Time / Day 00:00 - 23:59

## Length histogram



Time	N	CAR	TRUCK	LONG	10	20	30	40	50	60	70	80	90	100	110	>110	VMin	VAVg	VMax	V15	V50	V85	V95
02/01/2021 00:00	5	4	1	0	0	0	2	0	1	0	0	2	0	0	0	0	28	50	73	28	49	73	73
02/01/2021 01:00	4	4	0	0	0	0	0	0	0	0	2	0	1	0	1	0	64	79	104	64	82	104	104
02/01/2021 02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02/01/2021 03:00	2	2	0	0	0	0	1	0	0	0	1	0	0	0	0	0	25	45	64	25	64	64	64
02/01/2021 04:00	2	2	0	0	0	0	0	0	0	0	2	0	0	0	0	0	64	64	64	64	64	64	64
02/01/2021 05:00	20	18	2	0	0	0	0	1	4	5	4	4	2	0	0	0	36	62	87	42	61	80	87
02/01/2021 06:00	31	28	3	0	0	1	1	1	0	6	12	8	2	0	0	0	20	64	85	57	66	77	82
02/01/2021 07:00	79	70	8	1	0	0	4	1	5	19	31	15	3	1	0	0	22	62	91	51	64	74	81
02/01/2021 08:00	118	101	15	2	1	1	4	6	4	26	44	27	5	0	0	0	7	62	88	52	66	75	80
02/01/2021 09:00	95	87	5	3	1	0	1	5	8	24	39	13	4	0	0	0	5	61	83	50	63	71	80
02/01/2021 10:00	101	88	13	0	0	1	0	1	9	24	35	22	8	1	0	0	17	65	91	57	65	76	83
02/01/2021 11:00	113	98	14	1	0	2	2	2	4	23	49	25	5	1	0	0	19	64	95	55	64	75	82
02/01/2021 12:00	105	94	10	1	0	0	4	5	5	23	35	29	3	1	0	0	25	63	99	52	65	74	78
02/01/2021 13:00	123	106	14	3	0	0	3	2	15	24	47	28	4	0	0	0	22	62	90	50	63	74	79
02/01/2021 14:00	141	128	12	1	1	0	4	7	6	32	54	24	12	0	0	1	9	63	114	53	64	77	83
02/01/2021 15:00	118	105	13	0	0	2	9	4	6	32	42	18	5	0	0	0	16	59	88	46	62	73	80
02/01/2021 16:00	142	121	21	0	0	2	2	1	7	27	62	32	9	0	0	0	19	65	88	56	66	75	82
02/01/2021 17:00	146	125	20	1	0	0	3	2	7	36	66	27	5	0	0	0	22	63	88	55	65	73	78
02/01/2021 18:00	93	80	13	0	0	0	2	2	11	30	32	12	4	0	0	0	23	61	87	50	61	73	79
02/01/2021 19:00	78	67	11	0	0	2	1	0	6	25	30	12	2	0	0	0	17	61	83	52	63	72	79
02/01/2021 20:00	47	42	5	0	0	2	2	1	3	7	22	8	2	0	0	0	18	60	88	48	63	73	78
02/01/2021 21:00	23	17	5	1	0	1	0	3	1	5	7	6	0	0	0	0	18	58	77	37	64	73	74
02/01/2021 22:00	24	21	3	0	0	0	1	3	5	4	8	2	1	0	0	0	24	56	82	38	59	69	77
02/01/2021 23:00	16	14	1	1	0	1	2	0	1	5	5	2	0	0	0	0	20	55	73	25	59	69	73

[Mon, 1 Feb.]	N	CAR	TRUCK	LONG	10	20	30	40	50	60	70	80	90	100	110	>110	VMin	VAVg	VMax	V15	V50	V85	V95
06:00-09:00	228	199	26	3	1	2	9	8	9	51	87	50	10	1	0	0	7	62	91	52	65	75	80
15:00-18:00	406	351	54	1	0	4	14	7	20	95	170	77	19	0	0	0	16	63	88	54	65	73	80
00:00-12:00	570	502	61	7	2	5	15	17	35	127	219	116	30	3	1	0	5	63	104	52	64	75	82
12:00-23:59	1056	920	128	8	1	10	33	30	73	250	410	200	47	1	0	1	9	62	114	51	64	73	80
00:00-24:00	1626	1422	189	15	3	15	48	47	108	377	629	316	77	4	1	1	5	62	114	52	64	74	81

Time	N	CAR	TRUCK	LONG	10	20	30	40	50	60	70	80	90	100	110	>110	VMin	VAvG	VMax	V15	V50	V85	V95
02/02/2021 00:00	3	3	0	0	0	0	0	0	0	0	1	1	1	0	0	0	67	74	83	67	73	83	83
02/02/2021 01:00	5	3	2	0	0	0	0	1	0	1	1	2	0	0	0	0	36	60	76	36	62	76	76
02/02/2021 02:00	5	5	0	0	0	0	1	0	3	0	1	0	0	0	0	0	28	46	63	28	47	63	63
02/02/2021 03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02/02/2021 04:00	4	4	0	0	0	0	0	0	2	1	1	0	0	0	0	0	42	53	69	42	52	69	69
02/02/2021 05:00	9	8	0	1	0	1	0	1	2	2	1	2	0	0	0	0	17	53	74	39	59	72	74
02/02/2021 06:00	19	16	3	0	0	1	0	2	4	7	4	1	0	0	0	0	13	53	72	36	57	67	72
02/02/2021 07:00	51	44	4	3	0	5	5	4	14	13	7	2	1	0	0	0	14	47	82	25	50	63	74
02/02/2021 08:00	25	21	4	0	0	0	2	5	9	4	5	0	0	0	0	0	29	48	69	36	45	62	65
02/02/2021 09:00	22	16	3	3	0	1	0	1	8	10	2	0	0	0	0	0	17	49	68	43	51	58	61
02/02/2021 10:00	19	14	2	3	0	0	0	2	11	3	3	0	0	0	0	0	39	49	65	41	47	61	65
02/02/2021 11:00	19	16	3	0	0	3	0	0	4	5	4	3	0	0	0	0	17	54	79	18	55	72	79
02/02/2021 12:00	30	27	3	0	0	1	1	4	9	11	4	0	0	0	0	0	14	49	69	34	52	60	66
02/02/2021 13:00	25	23	2	0	0	0	6	7	2	8	2	0	0	0	0	0	22	43	65	27	40	60	63
02/02/2021 14:00	15	11	4	0	0	1	0	2	4	6	2	0	0	0	0	0	19	50	67	38	51	59	67
02/02/2021 15:00	34	33	1	0	0	3	2	6	5	12	5	1	0	0	0	0	16	47	72	31	52	62	66
02/02/2021 16:00	49	44	5	0	0	16	16	2	6	6	3	0	0	0	0	0	11	31	65	18	23	51	63
02/02/2021 17:00	32	26	3	3	1	20	2	1	3	1	3	1	0	0	0	0	8	28	75	15	18	54	69
02/02/2021 18:00	19	19	0	0	0	0	0	1	8	6	4	0	0	0	0	0	37	53	65	47	51	61	65
02/02/2021 19:00	11	10	0	1	0	2	0	0	3	3	2	0	1	0	0	0	18	50	84	18	52	67	84
02/02/2021 20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02/02/2021 21:00	2	2	0	0	0	0	0	0	0	2	0	0	0	0	0	0	55	56	56	55	56	56	56
02/02/2021 22:00	8	8	0	0	1	0	0	0	0	1	5	1	0	0	0	0	7	59	77	60	65	69	77
02/02/2021 23:00	11	10	0	1	0	0	0	0	2	5	4	0	0	0	0	0	49	57	65	50	56	64	65

[Tue, 2 Feb.]	N	CAR	TRUCK	LONG	10	20	30	40	50	60	70	80	90	100	110	>110	VMin	VAvG	VMax	V15	V50	V85	V95
06:00-09:00	95	81	11	3	0	6	7	11	27	24	16	3	1	0	0	0	13	48	82	32	49	63	69
15:00-18:00	115	103	9	3	1	39	20	9	14	19	11	2	0	0	0	0	8	35	75	17	27	58	66
00:00-12:00	181	150	21	10	0	11	8	16	57	46	30	11	2	0	0	0	13	50	83	39	50	65	72
12:00-23:59	236	213	18	5	2	43	27	23	42	61	34	3	1	0	0	0	7	43	84	19	49	61	66
00:00-24:00	417	363	39	15	2	54	35	39	99	107	64	14	3	0	0	0	7	46	84	21	49	63	69

Time	N	CAR	TRUCK	LONG	10	20	30	40	50	60	70	80	90	100	110	>110	VMin	VAvG	VMax	V15	V50	V85	V95
02/03/2021 00:00	3	3	0	0	0	0	0	1	0	1	1	0	0	0	0	0	40	53	65	40	55	65	65
02/03/2021 01:00	3	2	1	0	0	1	0	0	0	2	0	0	0	0	0	0	17	45	59	17	58	59	59
02/03/2021 02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02/03/2021 03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02/03/2021 04:00	1	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	57	57	57	57	57	57	57
02/03/2021 05:00	4	4	0	0	0	0	0	0	0	1	3	0	0	0	0	0	52	63	70	52	66	70	70
02/03/2021 06:00	14	13	1	0	0	1	0	0	1	3	7	1	1	0	0	0	13	61	81	53	66	70	81
02/03/2021 07:00	26	23	2	1	0	0	1	0	1	9	11	3	1	0	0	0	30	62	84	54	62	78	80
02/03/2021 08:00	43	40	1	2	0	3	2	3	4	6	17	8	0	0	0	0	15	56	75	38	63	72	73
02/03/2021 09:00	46	43	3	0	1	0	0	0	3	14	20	6	2	0	0	0	8	62	86	54	63	73	76
02/03/2021 10:00	41	41	0	0	1	0	0	2	4	17	11	5	0	1	0	0	7	59	91	50	58	70	78
02/03/2021 11:00	72	70	1	1	1	0	2	2	11	21	22	9	4	0	0	0	8	59	89	50	60	71	81
02/03/2021 12:00	107	101	5	1	1	1	2	4	4	31	37	22	4	1	0	0	8	62	94	54	63	72	80
02/03/2021 13:00	154	146	7	1	2	2	5	4	19	52	47	20	3	0	0	0	6	58	87	48	59	70	77
02/03/2021 14:00	90	85	3	2	0	0	1	2	9	27	33	15	2	1	0	0	30	62	97	52	63	73	76
02/03/2021 15:00	121	114	5	2	1	3	3	2	14	21	52	22	2	0	1	0	9	61	104	50	63	72	77
02/03/2021 16:00	133	125	8	0	3	0	5	1	6	34	54	24	6	0	0	0	6	62	85	52	63	73	79
02/03/2021 17:00	121	118	3	0	0	1	4	3	11	28	55	16	3	0	0	0	15	61	90	50	63	71	75
02/03/2021 18:00	69	64	5	0	0	1	5	0	1	23	25	14	0	0	0	0	19	60	79	53	61	72	77
02/03/2021 19:00	71	70	1	0	0	2	1	7	5	25	26	4	1	0	0	0	19	56	81	42	59	67	72
02/03/2021 20:00	48	48	0	0	1	1	0	1	2	9	23	11	0	0	0	0	8	62	79	56	65	73	78
02/03/2021 21:00	23	22	0	1	0	1	0	0	2	8	8	4	0	0	0	0	19	60	78	51	61	71	78
02/03/2021 22:00	15	15	0	0	2	0	0	0	2	6	5	0	0	0	0	0	7	51	67	47	56	65	67
02/03/2021 23:00	14	14	0	0	2	0	0	0	0	1	6	5	0	0	0	0	6	60	77	60	66	74	77

[Wed, 3 Feb.]	N	CAR	TRUCK	LONG	10	20	30	40	50	60	70	80	90	100	110	>110	VMin	VAvG	VMax	V15	V50	V85	V95
06:00-09:00	83	76	4	3	0	4	3	3	6	18	35	12	2	0	0	0	13	59	84	48	63	72	78
15:00-18:00	375	357	16	2	4	4	12	6	31	83	161	62	11	0	1	0	6	61	104	50	63	72	77
00:00-12:00	253	240	9	4	3	5	5	8	24	75	92	32	8	1	0	0	7	59	91	50	61	71	78
12:00-23:59	966	922	37	7	12	12	26	24	75	265	371	157	21	2	1	0	6	60	104	50	62	72	77
00:00-24:00	1219	1162	46	11	15	17	31	32	99	340	463	189	29	3	1	0	6	60	104	50	62	72	77



Time	N	CAR	TRUCK	LONG	10	20	30	40	50	60	70	80	90	100	110	>110	VMin	VAvG	VMax	V15	V50	V85	V95
02/04/2021 00:00	2	2	0	0	0	0	0	0	0	0	1	1	0	0	0	0	62	68	73	62	73	73	73
02/04/2021 01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02/04/2021 02:00	1	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	69	69	69	69	69	69	69
02/04/2021 03:00	1	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	66	66	66	66	66	66	66
02/04/2021 04:00	4	4	0	0	0	0	0	0	0	3	1	0	0	0	0	0	52	58	66	52	59	66	66
02/04/2021 05:00	10	10	0	0	0	0	0	1	3	2	4	0	0	0	0	0	38	53	68	41	57	63	68
02/04/2021 06:00	28	22	5	1	0	1	1	2	3	12	7	2	0	0	0	0	14	56	76	44	59	68	73
02/04/2021 07:00	72	68	2	2	0	0	3	6	9	24	24	5	1	0	0	0	22	56	82	44	58	68	72
02/04/2021 08:00	94	88	6	0	3	0	2	4	7	37	32	8	1	0	0	0	7	57	83	48	59	67	73
02/04/2021 09:00	80	75	5	0	0	0	0	2	4	16	41	17	0	0	0	0	37	63	78	56	64	72	75
02/04/2021 10:00	78	76	1	1	1	0	1	1	8	27	26	12	2	0	0	0	8	61	89	51	61	72	78
02/04/2021 11:00	83	79	4	0	1	1	4	2	10	19	30	11	5	0	0	0	9	60	88	49	64	71	81
02/04/2021 12:00	101	98	3	0	0	1	1	4	5	21	45	20	2	1	1	0	13	63	103	56	64	74	79
02/04/2021 13:00	113	108	5	0	1	0	2	3	5	27	47	23	5	0	0	0	10	63	86	54	65	73	79
02/04/2021 14:00	106	99	7	0	0	0	4	2	9	31	42	18	0	0	0	0	21	61	79	51	63	73	77
02/04/2021 15:00	134	123	11	0	0	4	3	7	7	27	56	21	9	0	0	0	11	61	84	50	64	73	81
02/04/2021 16:00	140	129	11	0	3	1	7	1	7	30	56	28	7	0	0	0	6	62	90	54	64	73	84
02/04/2021 17:00	147	136	11	0	1	3	8	6	10	30	58	27	4	0	0	0	10	60	88	46	63	72	77
02/04/2021 18:00	81	75	6	0	0	1	2	4	4	19	36	13	2	0	0	0	20	61	82	51	62	71	79
02/04/2021 19:00	73	71	2	0	1	0	1	4	7	21	27	11	1	0	0	0	8	60	81	49	62	72	77
02/04/2021 20:00	48	44	3	1	0	0	5	2	7	8	16	7	3	0	0	0	21	58	85	41	63	74	84
02/04/2021 21:00	25	24	1	0	0	0	2	1	0	5	11	5	1	0	0	0	25	62	83	56	65	74	78
02/04/2021 22:00	6	6	0	0	1	0	0	0	0	2	3	0	0	0	0	0	7	53	68	7	62	68	68
02/04/2021 23:00	6	5	1	0	0	0	0	0	0	3	2	0	1	0	0	0	54	64	83	54	65	83	83

[Thu, 4 Feb.]	N	CAR	TRUCK	LONG	10	20	30	40	50	60	70	80	90	100	110	>110	VMin	VAvG	VMax	V15	V50	V85	V95
06:00-09:00	194	178	13	3	3	1	6	12	19	73	63	15	2	0	0	0	7	57	83	45	58	68	73
15:00-18:00	421	388	33	0	4	8	18	14	24	87	170	76	20	0	0	0	6	61	90	50	64	73	80
00:00-12:00	453	425	23	5	5	2	11	18	44	140	168	56	9	0	0	0	7	59	89	49	61	70	75
12:00-23:59	980	918	61	1	7	10	35	34	61	224	399	173	35	1	1	0	6	61	103	51	63	73	79
00:00-24:00	1433	1343	84	6	12	12	46	52	105	364	567	229	44	1	1	0	6	61	103	50	63	72	78

Time	N	CAR	TRUCK	LONG	10	20	30	40	50	60	70	80	90	100	110	>110	VMin	VAvG	VMax	V15	V50	V85	V95
02/05/2021 00:00	2	2	0	0	0	0	0	0	0	1	1	0	0	0	0	0	52	57	62	52	62	62	62
02/05/2021 01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02/05/2021 02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02/05/2021 03:00	2	2	0	0	0	0	0	0	1	0	0	0	0	1	0	0	50	75	99	50	99	99	99
02/05/2021 04:00	2	2	0	0	0	0	0	0	0	1	1	0	0	0	0	0	58	61	64	58	64	64	64
02/05/2021 05:00	16	13	2	1	0	0	0	0	5	2	7	2	0	0	0	0	41	60	78	50	63	69	78
02/05/2021 06:00	32	29	3	0	0	1	1	0	3	8	13	5	1	0	0	0	13	60	81	50	62	74	80
02/05/2021 07:00	78	71	6	1	0	0	3	4	5	24	29	12	1	0	0	0	21	60	81	50	62	73	78
02/05/2021 08:00	89	84	4	1	1	0	3	6	7	27	31	14	0	0	0	0	9	59	77	46	61	71	75
02/05/2021 09:00	77	72	5	0	3	0	3	5	7	13	28	17	1	0	0	0	7	58	83	44	62	74	78
02/05/2021 10:00	82	76	5	1	1	0	2	0	7	23	29	17	3	0	0	0	9	62	89	53	63	73	80
02/05/2021 11:00	100	94	5	1	1	1	2	2	9	27	36	17	4	1	0	0	6	61	98	51	63	74	82
02/05/2021 12:00	123	120	3	0	0	0	3	2	6	36	47	24	5	0	0	0	22	63	85	53	64	73	80
02/05/2021 13:00	161	150	11	0	0	0	4	8	14	49	59	24	3	0	0	0	24	60	82	49	62	72	76
02/05/2021 14:00	149	131	17	1	2	2	6	2	9	45	56	25	2	0	0	0	6	60	83	51	63	72	76
02/05/2021 15:00	136	120	16	0	0	5	12	11	12	25	40	28	3	0	0	0	11	57	90	35	62	73	77
02/05/2021 16:00	178	162	15	1	1	2	7	4	8	49	61	42	4	0	0	0	6	62	85	52	63	73	79
02/05/2021 17:00	163	151	11	1	0	0	1	2	13	37	72	28	10	0	0	0	24	64	89	53	64	73	82
02/05/2021 18:00	81	75	6	0	2	3	6	4	4	18	32	10	2	0	0	0	7	56	84	33	62	70	79
02/05/2021 19:00	79	72	7	0	1	0	0	1	5	19	35	16	2	0	0	0	7	63	87	55	64	74	79
02/05/2021 20:00	59	56	3	0	1	3	3	3	11	11	21	6	0	0	0	0	7	53	78	32	58	68	74
02/05/2021 21:00	37	36	1	0	0	3	0	1	10	3	14	6	0	0	0	0	13	55	76	42	62	71	75
02/05/2021 22:00	13	13	0	0	0	0	2	0	1	3	6	1	0	0	0	0	27	56	71	27	61	70	71
02/05/2021 23:00	9	8	1	0	0	0	2	0	0	5	0	2	0	0	0	0	24	53	73	27	57	71	73

[Fri, 5 Feb.]	N	CAR	TRUCK	LONG	10	20	30	40	50	60	70	80	90	100	110	>110	VMin	VAvG	VMax	V15	V50	V85	V95
06:00-09:00	199	184	13	2	1	1	7	10	15	59	73	31	2	0	0	0	9	60	81	48	62	72	77
15:00-18:00	477	433	42	2	1	7	20	17	33	111	173	98	17	0	0	0	6	61	90	48	64	73	79
00:00-12:00	480	445	30	5	6	2	14	17	44	126	175	84	10	2	0	0	6	60	99	50	62	73	78
12:00-23:59	1188	1094	91	3	7	18	46	38	93	300	443	212	31	0	0	0	6	60	90	48	63	73	78
00:00-24:00	1668	1539	121	8	13	20	60	55	137	426	618	296	41	2	0	0	6	60	99	49	63	73	78

Time	N	CAR	TRUCK	LONG	10	20	30	40	50	60	70	80	90	100	110	>110	VMin	VAVg	VMax	V15	V50	V85	V95
02/06/2021 00:00	8	7	1	0	0	0	1	0	3	2	1	1	0	0	0	0	26	51	72	42	54	66	72
02/06/2021 01:00	2	2	0	0	0	0	0	0	0	2	0	0	0	0	0	0	51	56	60	51	60	60	60
02/06/2021 02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02/06/2021 03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02/06/2021 04:00	1	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	69	69	69	69	69	69	69
02/06/2021 05:00	4	4	0	0	0	0	0	0	1	0	1	2	0	0	0	0	45	66	76	45	76	76	76
02/06/2021 06:00	9	9	0	0	0	0	0	0	1	2	4	2	0	0	0	0	41	64	79	55	62	78	79
02/06/2021 07:00	27	26	1	0	0	0	2	0	3	2	14	4	2	0	0	0	26	62	85	49	64	75	82
02/06/2021 08:00	42	40	1	1	0	0	0	0	1	9	17	10	5	0	0	0	44	68	88	60	68	78	84
02/06/2021 09:00	66	66	0	0	0	0	1	2	5	14	27	13	4	0	0	0	24	64	85	53	65	74	81
02/06/2021 10:00	81	80	1	0	1	2	3	1	2	20	26	22	4	0	0	0	6	62	85	54	65	73	78
02/06/2021 11:00	132	127	5	0	2	0	2	2	7	33	63	18	4	1	0	0	6	62	92	54	64	72	79
02/06/2021 12:00	133	126	7	0	0	1	2	3	8	34	57	21	5	2	0	0	16	63	97	53	63	72	81
02/06/2021 13:00	100	99	1	0	0	1	3	2	9	21	39	21	4	0	0	0	20	62	83	51	65	73	80
02/06/2021 14:00	77	74	3	0	0	1	2	3	6	20	27	17	1	0	0	0	16	61	82	50	63	72	78
02/06/2021 15:00	71	71	0	0	0	0	2	2	11	13	28	13	2	0	0	0	24	61	82	47	62	72	80
02/06/2021 16:00	96	94	2	0	1	0	1	3	6	32	39	12	2	0	0	0	7	60	84	52	62	70	74
02/06/2021 17:00	83	80	2	1	2	0	0	2	6	17	37	18	1	0	0	0	6	62	81	55	65	73	77
02/06/2021 18:00	65	63	2	0	0	0	1	3	7	19	26	8	0	1	0	0	27	60	97	48	61	70	74
02/06/2021 19:00	48	44	1	3	1	1	2	1	2	17	22	2	0	0	0	0	7	57	73	52	61	67	70
02/06/2021 20:00	38	38	0	0	1	0	1	3	7	14	11	1	0	0	0	0	6	54	78	44	56	66	69
02/06/2021 21:00	28	27	0	1	0	0	2	2	3	11	8	1	1	0	0	0	24	55	86	45	57	65	76
02/06/2021 22:00	18	18	0	0	1	0	0	0	2	5	7	2	1	0	0	0	6	60	82	48	62	73	82
02/06/2021 23:00	11	10	1	0	1	0	0	0	1	5	3	1	0	0	0	0	10	56	72	50	60	66	72

[Sat, 6 Feb.]	N	CAR	TRUCK	LONG	10	20	30	40	50	60	70	80	90	100	110	>110	VMin	VAVg	VMax	V15	V50	V85	V95
06:00-09:00	78	75	2	1	0	0	2	0	5	13	35	16	7	0	0	0	26	66	88	59	65	76	84
15:00-18:00	250	245	4	1	3	0	3	7	23	62	104	43	5	0	0	0	6	61	84	51	62	72	77
00:00-12:00	372	362	9	1	3	2	9	5	23	84	154	72	19	1	0	0	6	63	92	54	64	74	81
12:00-23:59	768	744	19	5	7	4	16	24	68	208	304	117	17	3	0	0	6	60	97	50	62	71	77
00:00-24:00	1140	1106	28	6	10	6	25	29	91	292	458	189	36	4	0	0	6	61	97	51	63	72	78

Time	N	CAR	TRUCK	LONG	10	20	30	40	50	60	70	80	90	100	110	>110	VMin	VAvG	VMax	V15	V50	V85	V95
02/07/2021 00:00	4	4	0	0	0	0	1	0	0	1	2	0	0	0	0	0	27	55	68	27	67	68	68
02/07/2021 01:00	4	4	0	0	0	0	0	0	1	0	2	1	0	0	0	0	45	64	79	45	67	79	79
02/07/2021 02:00	2	2	0	0	0	0	1	1	0	0	0	0	0	0	0	0	28	33	37	28	37	37	37
02/07/2021 03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02/07/2021 04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02/07/2021 05:00	10	8	1	1	0	0	0	0	2	3	5	0	0	0	0	0	42	57	68	44	62	65	68
02/07/2021 06:00	8	6	2	0	0	0	0	0	2	3	3	0	0	0	0	0	43	58	67	47	60	65	67
02/07/2021 07:00	23	19	4	0	0	1	1	1	1	9	7	3	0	0	0	0	16	57	76	49	58	69	72
02/07/2021 08:00	47	39	8	0	0	0	4	4	4	7	19	8	1	0	0	0	28	58	85	40	62	71	78
02/07/2021 09:00	62	57	4	1	3	0	0	2	3	20	19	10	4	1	0	0	7	61	95	52	61	75	82
02/07/2021 10:00	101	91	10	0	1	3	2	1	4	27	45	14	4	0	0	0	8	61	87	54	63	71	77
02/07/2021 11:00	91	84	6	1	2	0	2	2	5	13	49	14	4	0	0	0	6	63	87	54	65	73	80
02/07/2021 12:00	124	109	14	1	0	1	1	1	17	23	49	28	3	1	0	0	18	63	100	49	66	73	79
02/07/2021 13:00	128	114	14	0	0	1	2	3	9	25	58	27	2	1	0	0	19	63	95	52	64	74	79
02/07/2021 14:00	104	93	11	0	1	0	0	1	5	26	38	28	3	2	0	0	8	65	99	56	66	76	80
02/07/2021 15:00	89	79	10	0	1	0	3	1	12	18	35	16	3	0	0	0	7	61	84	48	64	73	79
02/07/2021 16:00	92	84	8	0	0	4	5	3	2	18	39	19	2	0	0	0	15	60	84	49	64	73	79
02/07/2021 17:00	81	73	8	0	0	1	1	1	7	19	35	16	1	0	0	0	18	62	85	53	64	71	75
02/07/2021 18:00	48	43	5	0	1	0	0	1	2	13	24	6	0	1	0	0	9	62	91	53	63	70	76
02/07/2021 19:00	43	40	2	1	1	5	2	1	13	13	5	2	1	0	0	0	8	48	82	25	50	62	74
02/07/2021 20:00	12	10	1	1	0	2	1	4	1	3	1	0	0	0	0	0	14	41	63	19	40	60	63
02/07/2021 21:00	21	16	3	2	0	1	1	2	8	4	5	0	0	0	0	0	19	49	69	36	50	64	67
02/07/2021 22:00	5	5	0	0	0	2	0	0	0	3	0	0	0	0	0	0	19	42	60	19	52	60	60
02/07/2021 23:00	6	3	2	1	0	0	0	1	3	1	0	1	0	0	0	0	40	52	74	40	49	74	74

[Sun, 7 Feb.]	N	CAR	TRUCK	LONG	10	20	30	40	50	60	70	80	90	100	110	>110	VMin	VAvG	VMax	V15	V50	V85	V95
06:00-09:00	78	64	14	0	0	1	5	5	7	19	29	11	1	0	0	0	16	58	85	43	62	71	76
15:00-18:00	262	236	26	0	1	5	9	5	21	55	109	51	6	0	0	0	7	61	85	50	64	73	78
00:00-12:00	353	315	35	3	6	4	11	11	22	84	151	50	13	1	0	0	6	60	95	50	63	72	79
12:00-23:59	753	669	78	6	4	17	16	19	79	166	289	143	15	5	0	0	7	61	100	48	63	73	79
00:00-24:00	1105	983	113	9	10	21	27	30	101	249	440	193	28	6	0	0	6	61	100	49	63	73	79

Time	N	CAR	TRUCK	LONG	10	20	30	40	50	60	70	80	90	100	110	>110	VMin	VAvG	VMax	V15	V50	V85	V95
02/08/2021 00:00	1	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	44	44	44	44	44	44	44
02/08/2021 01:00	3	1	1	1	0	0	2	1	0	0	0	0	0	0	0	0	25	29	34	25	28	34	34
02/08/2021 02:00	2	0	1	1	0	0	0	1	0	1	0	0	0	0	0	0	33	44	54	33	54	54	54
02/08/2021 03:00	3	0	1	2	0	0	1	0	1	0	1	0	0	0	0	0	25	46	69	25	43	69	69
02/08/2021 04:00	5	4	0	1	0	0	0	2	2	0	1	0	0	0	0	0	40	45	63	40	41	63	63
02/08/2021 05:00	5	5	0	0	1	0	1	1	1	1	0	0	0	0	0	0	9	33	59	9	32	59	59
02/08/2021 06:00	8	6	1	1	0	1	1	2	3	1	0	0	0	0	0	0	20	39	58	22	44	46	58
02/08/2021 07:00	16	13	3	0	0	0	1	2	7	5	1	0	0	0	0	0	24	48	67	39	50	56	67
02/08/2021 08:00	17	12	5	0	0	1	2	1	5	6	1	1	0	0	0	0	19	48	72	29	50	60	72
02/08/2021 09:00	13	13	0	0	0	0	0	1	7	4	1	0	0	0	0	0	34	49	63	42	48	58	63
02/08/2021 10:00	11	10	1	0	0	1	1	3	5	1	0	0	0	0	0	0	16	39	53	30	42	50	53
02/08/2021 11:00	11	10	1	0	0	0	2	2	4	2	1	0	0	0	0	0	23	42	62	23	45	53	62
02/08/2021 12:00	26	25	1	0	1	1	1	1	11	10	1	0	0	0	0	0	9	46	62	36	47	58	59
02/08/2021 13:00	36	30	4	2	0	5	11	6	12	1	1	0	0	0	0	0	13	34	63	21	34	49	51
02/08/2021 14:00	24	17	7	0	0	0	1	9	11	3	0	0	0	0	0	0	29	43	55	35	44	50	52
02/08/2021 15:00	28	26	1	1	1	2	2	5	12	3	3	0	0	0	0	0	8	42	68	30	45	58	64
02/08/2021 16:00	34	31	3	0	2	0	0	1	14	14	3	0	0	0	0	0	8	49	64	43	52	59	64
02/08/2021 17:00	31	30	0	1	0	2	2	6	8	10	3	0	0	0	0	0	17	45	63	32	48	56	63
02/08/2021 18:00	34	29	4	1	0	2	1	6	12	11	1	1	0	0	0	0	14	46	74	35	48	57	61
02/08/2021 19:00	20	20	0	0	0	1	3	3	7	3	2	1	0	0	0	0	20	45	73	28	48	61	73
02/08/2021 20:00	17	15	1	1	0	0	0	2	7	4	4	0	0	0	0	0	36	51	70	41	49	62	70
02/08/2021 21:00	11	10	0	1	0	0	3	1	3	4	0	0	0	0	0	0	21	43	56	29	45	54	56
02/08/2021 22:00	7	6	0	1	0	0	0	1	1	4	1	0	0	0	0	0	39	52	61	47	52	59	61
02/08/2021 23:00	7	5	1	1	0	0	0	1	5	1	0	0	0	0	0	0	32	45	52	43	46	48	52

[Mon, 8 Feb.]	N	CAR	TRUCK	LONG	10	20	30	40	50	60	70	80	90	100	110	>110	VMin	VAvG	VMax	V15	V50	V85	V95
06:00-09:00	41	31	9	1	0	2	4	5	15	12	2	1	0	0	0	0	19	46	72	35	47	58	61
15:00-18:00	93	87	4	2	3	4	4	12	34	27	9	0	0	0	0	0	8	46	68	32	48	59	63
00:00-12:00	95	75	14	6	1	3	11	16	36	21	6	1	0	0	0	0	9	44	72	30	45	56	63
12:00-23:59	275	244	22	9	4	13	24	42	103	68	19	2	0	0	0	0	8	44	74	31	46	57	62
00:00-24:00	370	319	36	15	5	16	35	58	139	89	25	3	0	0	0	0	8	44	74	30	45	57	62

Time	N	CAR	TRUCK	LONG	10	20	30	40	50	60	70	80	90	100	110	>110	VMin	VAvG	VMax	V15	V50	V85	V95
02/09/2021 00:00	5	4	0	1	0	0	0	2	2	1	0	0	0	0	0	0	39	45	54	39	44	54	54
02/09/2021 01:00	1	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	49	49	49	49	49	49	49
02/09/2021 02:00	1	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	54	54	54	54	54	54	54
02/09/2021 03:00	2	1	1	0	0	0	0	0	1	1	0	0	0	0	0	0	44	50	56	44	56	56	56
02/09/2021 04:00	6	5	1	0	0	0	1	0	3	1	1	0	0	0	0	0	23	47	63	23	50	63	63
02/09/2021 05:00	12	10	1	1	0	0	0	4	2	5	1	0	0	0	0	0	35	49	61	35	51	60	61
02/09/2021 06:00	31	24	5	2	0	0	3	3	12	11	2	0	0	0	0	0	29	48	67	39	47	56	67
02/09/2021 07:00	64	54	9	1	0	2	7	6	18	26	3	1	1	0	0	0	18	48	81	31	50	60	64
02/09/2021 08:00	88	84	3	1	0	2	7	14	30	29	6	0	0	0	0	0	12	46	65	35	48	57	61
02/09/2021 09:00	57	54	3	0	0	3	1	13	17	16	6	1	0	0	0	0	16	47	76	35	49	60	64
02/09/2021 10:00	68	63	4	1	0	0	3	13	17	32	3	0	0	0	0	0	23	48	68	37	51	57	59
02/09/2021 11:00	77	73	4	0	0	1	1	14	19	34	7	1	0	0	0	0	17	50	73	39	52	59	66
02/09/2021 12:00	95	90	4	1	0	5	10	18	26	26	10	0	0	0	0	0	13	45	70	30	48	59	63
02/09/2021 13:00	113	104	7	2	0	3	10	10	30	43	17	0	0	0	0	0	15	49	70	37	51	61	66
02/09/2021 14:00	101	93	5	3	0	0	7	14	35	32	11	2	0	0	0	0	22	49	72	39	49	58	64
02/09/2021 15:00	99	94	5	0	0	7	5	7	20	33	24	3	0	0	0	0	11	51	79	34	53	65	69
02/09/2021 16:00	118	109	7	2	0	0	2	8	38	40	29	0	1	0	0	0	27	54	81	44	54	64	69
02/09/2021 17:00	98	93	4	1	0	1	2	4	20	47	21	3	0	0	0	0	20	55	80	46	55	64	70
02/09/2021 18:00	64	60	4	0	0	1	4	7	19	23	10	0	0	0	0	0	19	49	70	36	51	61	65
02/09/2021 19:00	47	46	1	0	0	0	0	2	12	26	7	0	0	0	0	0	34	54	67	44	56	60	66
02/09/2021 20:00	32	30	1	1	0	2	3	5	12	7	3	0	0	0	0	0	14	44	68	26	47	60	65
02/09/2021 21:00	20	20	0	0	0	0	3	0	5	10	2	0	0	0	0	0	23	50	69	44	52	60	69
02/09/2021 22:00	17	17	0	0	0	0	0	0	0	12	5	0	0	0	0	0	51	58	63	54	58	62	63
02/09/2021 23:00	10	9	0	1	0	0	0	1	7	2	0	0	0	0	0	0	40	45	59	41	43	52	59

[Tue, 9 Feb.]	N	CAR	TRUCK	LONG	10	20	30	40	50	60	70	80	90	100	110	>110	VMin	VAvG	VMax	V15	V50	V85	V95
06:00-09:00	183	162	17	4	0	4	17	23	60	66	11	1	1	0	0	0	12	47	81	35	49	58	63
15:00-18:00	315	296	16	3	0	8	9	19	78	120	74	6	1	0	0	0	11	53	81	43	54	64	69
00:00-12:00	412	374	31	7	0	8	23	69	122	157	29	3	1	0	0	0	12	48	81	37	49	58	64
12:00-23:59	814	765	38	11	0	19	46	76	224	301	139	8	1	0	0	0	11	50	81	39	52	62	67
00:00-24:00	1226	1139	69	18	0	27	69	145	346	458	168	11	2	0	0	0	11	50	81	38	51	60	66

Time	N	CAR	TRUCK	LONG	10	20	30	40	50	60	70	80	90	100	110	>110	VMin	VAvG	VMax	V15	V50	V85	V95
02/10/2021 00:00	1	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	48	48	48	48	48	48	48
02/10/2021 01:00	1	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	55	55	55	55	55	55	55
02/10/2021 02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02/10/2021 03:00	1	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	51	51	51	51	51	51	51
02/10/2021 04:00	2	2	0	0	0	0	0	0	0	1	1	0	0	0	0	0	56	59	61	56	61	61	61
02/10/2021 05:00	14	12	2	0	0	0	1	4	0	3	5	1	0	0	0	0	27	54	72	37	60	68	72
02/10/2021 06:00	37	33	3	1	0	3	1	2	6	14	10	1	0	0	0	0	18	52	74	36	55	64	67
02/10/2021 07:00	100	94	4	2	0	1	6	13	13	46	18	3	0	0	0	0	19	52	80	37	55	63	69
02/10/2021 08:00	127	117	9	1	2	4	6	15	33	38	27	2	0	0	0	0	7	50	74	36	51	63	68
02/10/2021 09:00	80	78	2	0	0	0	1	11	17	32	15	3	1	0	0	0	23	53	83	42	54	65	71
02/10/2021 10:00	85	80	5	0	0	3	6	6	17	33	14	6	0	0	0	0	11	52	77	38	54	67	72
02/10/2021 11:00	84	78	6	0	0	1	1	5	24	30	15	5	2	1	0	0	17	54	93	43	54	65	74
02/10/2021 12:00	97	94	2	1	1	1	4	6	22	37	20	6	0	0	0	0	8	53	80	41	55	65	72
02/10/2021 13:00	91	89	2	0	1	0	3	5	19	32	20	10	1	0	0	0	6	55	86	43	56	67	73
02/10/2021 14:00	90	84	4	2	1	2	4	6	13	34	23	7	0	0	0	0	6	54	75	42	56	66	72
02/10/2021 15:00	110	101	6	3	0	3	8	6	22	32	33	6	0	0	0	0	12	53	76	39	56	66	71
02/10/2021 16:00	100	95	4	1	0	1	4	7	13	26	41	8	0	0	0	0	18	57	76	47	60	69	73
02/10/2021 17:00	119	113	6	0	2	0	5	2	17	36	48	9	0	0	0	0	7	58	79	48	60	69	73
02/10/2021 18:00	73	66	6	1	0	0	0	1	9	38	19	5	1	0	0	0	37	58	82	51	58	68	73
02/10/2021 19:00	52	51	1	0	0	0	2	1	16	16	16	1	0	0	0	0	25	55	73	45	56	67	68
02/10/2021 20:00	38	36	1	1	0	0	0	1	4	15	12	6	0	0	0	0	36	60	77	51	60	71	74
02/10/2021 21:00	34	32	1	1	1	1	1	0	5	17	8	1	0	0	0	0	6	54	71	48	57	64	69
02/10/2021 22:00	9	9	0	0	0	0	0	0	1	4	4	0	0	0	0	0	48	59	67	54	59	62	67
02/10/2021 23:00	5	5	0	0	0	0	0	0	2	2	1	0	0	0	0	0	47	54	62	47	54	62	62

[Wed, 10 Feb.]	N	CAR	TRUCK	LONG	10	20	30	40	50	60	70	80	90	100	110	>110	VMin	VAvG	VMax	V15	V50	V85	V95
06:00-09:00	264	244	16	4	2	8	13	30	52	98	55	6	0	0	0	0	7	51	80	36	53	64	68
15:00-18:00	329	309	16	4	2	4	17	15	52	94	122	23	0	0	0	0	7	56	79	45	59	67	72
00:00-12:00	532	497	31	4	2	12	22	56	111	199	105	21	3	1	0	0	7	52	93	38	54	65	70
12:00-23:59	818	775	33	10	6	8	31	35	143	289	245	59	2	0	0	0	6	56	86	45	58	67	72
00:00-24:00	1350	1272	64	14	8	20	53	91	254	488	350	80	5	1	0	0	6	54	93	43	56	66	72

Time	N	CAR	TRUCK	LONG	10	20	30	40	50	60	70	80	90	100	110	>110	VMin	VAvG	VMax	V15	V50	V85	V95
02/11/2021 00:00	1	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	31	31	31	31	31	31	31
02/11/2021 01:00	2	2	0	0	0	0	0	0	0	1	1	0	0	0	0	0	58	63	67	58	67	67	67
02/11/2021 02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02/11/2021 03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02/11/2021 04:00	1	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	58	58	58	58	58	58	58
02/11/2021 05:00	15	10	4	1	0	0	1	1	1	4	7	0	1	0	0	0	29	59	84	47	65	68	84
02/11/2021 06:00	33	28	5	0	1	0	2	4	1	6	16	3	0	0	0	0	9	56	78	34	62	68	76
02/11/2021 07:00	89	79	8	2	0	2	8	3	13	31	27	5	0	0	0	0	14	55	76	41	58	67	72
02/11/2021 08:00	89	83	5	1	0	3	11	9	11	25	25	4	1	0	0	0	13	51	83	30	56	65	71
02/11/2021 09:00	71	62	8	1	0	0	1	2	7	22	33	6	0	0	0	0	28	60	80	52	61	68	71
02/11/2021 10:00	61	57	3	1	0	0	1	1	12	13	23	11	0	0	0	0	29	60	77	49	62	71	76
02/11/2021 11:00	92	86	6	0	0	0	0	8	4	28	45	7	0	0	0	0	31	60	80	52	62	68	72
02/11/2021 12:00	95	91	4	0	1	0	3	4	9	29	38	10	1	0	0	0	9	59	87	49	61	68	75
02/11/2021 13:00	122	116	5	1	0	0	4	6	11	35	47	17	2	0	0	0	22	60	83	47	62	71	76
02/11/2021 14:00	117	109	6	2	0	1	4	5	11	39	39	15	3	0	0	0	20	59	85	49	60	71	77
02/11/2021 15:00	83	77	6	0	0	3	2	1	9	27	29	6	4	2	0	0	13	59	99	47	60	70	85
02/11/2021 16:00	143	129	12	2	1	1	5	2	20	45	50	18	1	0	0	0	7	59	83	49	60	70	76
02/11/2021 17:00	135	125	10	0	0	3	8	2	12	30	53	26	1	0	0	0	18	60	90	47	62	72	78
02/11/2021 18:00	87	83	4	0	1	0	4	0	14	36	29	2	1	0	0	0	7	56	81	48	58	65	70
02/11/2021 19:00	88	84	3	1	0	3	6	9	16	19	26	9	0	0	0	0	15	53	79	37	56	68	72
02/11/2021 20:00	41	37	4	0	0	2	1	1	5	17	11	4	0	0	0	0	16	56	76	45	59	66	74
02/11/2021 21:00	31	27	4	0	0	1	0	3	0	11	13	3	0	0	0	0	17	58	77	51	61	70	72
02/11/2021 22:00	11	8	3	0	0	0	0	0	1	3	6	1	0	0	0	0	49	63	72	54	66	69	72
02/11/2021 23:00	6	6	0	0	0	0	0	0	1	4	1	0	0	0	0	0	48	56	69	48	55	69	69

[Thu, 11 Feb.]	N	CAR	TRUCK	LONG	10	20	30	40	50	60	70	80	90	100	110	>110	VMin	VAvG	VMax	V15	V50	V85	V95
06:00-09:00	211	190	18	3	1	5	21	16	25	62	68	12	1	0	0	0	9	53	83	33	58	67	72
15:00-18:00	361	331	28	2	1	7	15	5	41	102	132	50	6	2	0	0	7	59	99	49	61	71	78
00:00-12:00	454	409	39	6	1	5	24	29	49	131	177	36	2	0	0	0	9	57	84	42	60	68	73
12:00-23:59	959	892	61	6	3	14	37	33	109	295	342	111	13	2	0	0	7	58	99	47	60	70	76
00:00-24:00	1413	1301	100	12	4	19	61	62	158	426	519	147	15	2	0	0	7	58	99	46	60	69	74




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Generated with **DataCollect Webreporter** version 1.0 at 04/20/2021 15:04:12

## Site

Name Jones Road  
 Dir. Oncoming (name) S/B  
 Dir. Outgoing (name) N/B  
 Posted Speed Limit   
 Comment Civic #29  
 Device type **SDR Traffic+**

## Time Range

Start date 02/01/2021 00:00  
 End date 02/11/2021 23:59  
 Days Mo, Tu, We, Th, Fr, Sa, Su  
 Time Interval 60 minutes  
 Time / Day 00:00 - 23:59

## Length Classes

[L in m]

Cross-section		S/B				N/B			
Time	Σ	Σ	CAR	TRUCK	LONG	Σ	CAR	TRUCK	LONG
06:00-09:00	1850	1045	891	126	28	805	654	127	24
15:00-18:00	3484	2366	2223	128	15	1118	962	125	31
00:00-12:00	5076	3002	2612	332	58	2074	1697	305	72
12:00-23:59	9655	6356	5970	326	60	3299	2930	299	70
00:00-24:00	14732	9358	8582	658	118	5374	4628	604	142

## Calculated speeds

[V in km/h]

	Vmin	Vmax	Vavg	V15	V50	V85	V95	Vexc %
<b>Cross-section</b>	9	98	45	33	45	58	65	<b>33.9</b>
<b>S/B</b>	9	98	46	34	46	58	65	<b>36.2</b>
<b>N/B</b>	11	95	44	32	42	58	65	<b>29.8</b>

## Descriptions

Vmin: Minimal velocity  
 Vmax: Maximal velocity  
 Vavg: Average velocity  
 V15: Critical velocity for the first 15% of vehicles

V50: Critical velocity for the first 50% of vehicles  
 V85: Critical velocity for the first 85% of vehicles  
 V95: Critical velocity for the first 95% of vehicles  
 Vexc %: Speeding in %


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Generated with **DataCollect Webreporter** version 1.0 at 04/20/2021 15:04:12

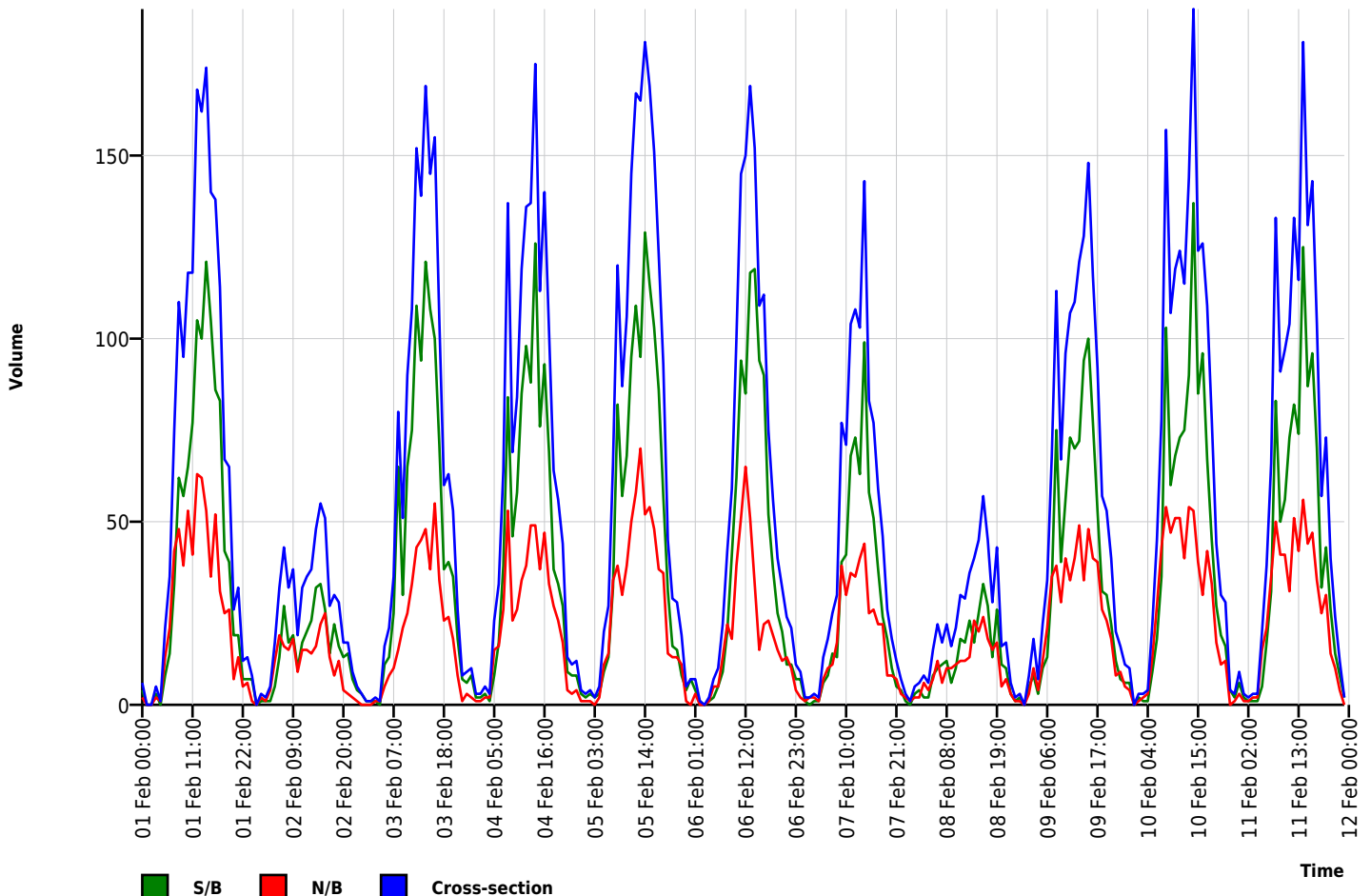
## Site

Name Jones Road  
 Dir. Oncoming (name) S/B  
 Dir. Outgoing (name) N/B  
 Posted Speed Limit   
 Comment Civic #29  
 Device type **SDR Traffic+**

## Time Range

Start date 02/01/2021 00:00  
 End date 02/11/2021 23:59  
 Days Mo, Tu, We, Th, Fr, Sa, Su  
 Time Interval 60 minutes  
 Time / Day 00:00 - 23:59

## Time / Volume graph




## Author

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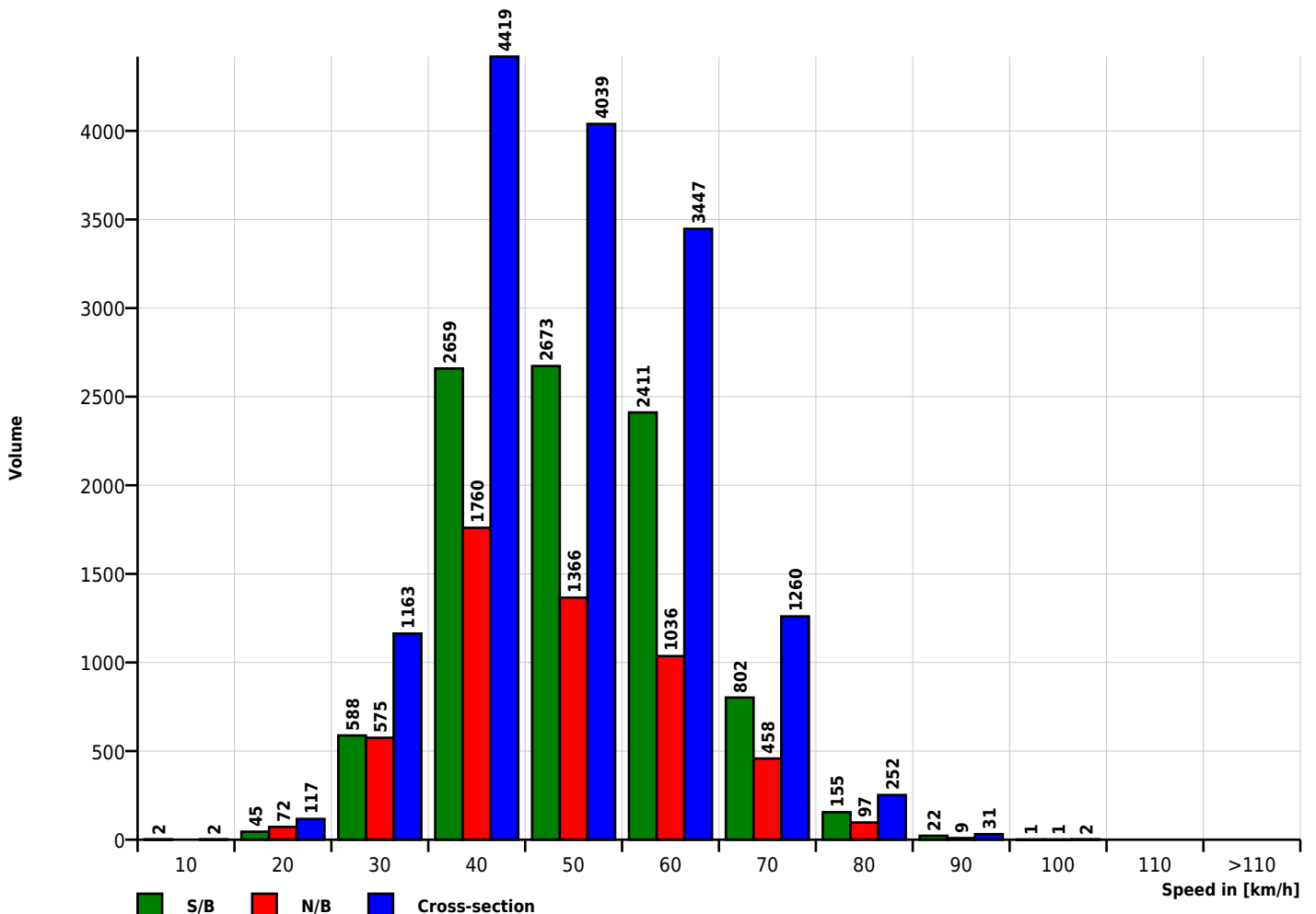
## Site

Name Jones Road  
 Dir. Oncoming (name) S/B  
 Dir. Outgoing (name) N/B  
 Posted Speed Limit   
 Comment Civic #29  
 Device type **SDR Traffic+**

## Time Range

Start date 02/01/2021 00:00  
 End date 02/11/2021 23:59  
 Days Mo, Tu, We, Th, Fr, Sa, Su  
 Time Interval 60 minutes  
 Time / Day 00:00 - 23:59

## Speed histogram




## Author

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Generated with **DataCollect Webreporter** version 1.0 at 04/20/2021 15:04:12

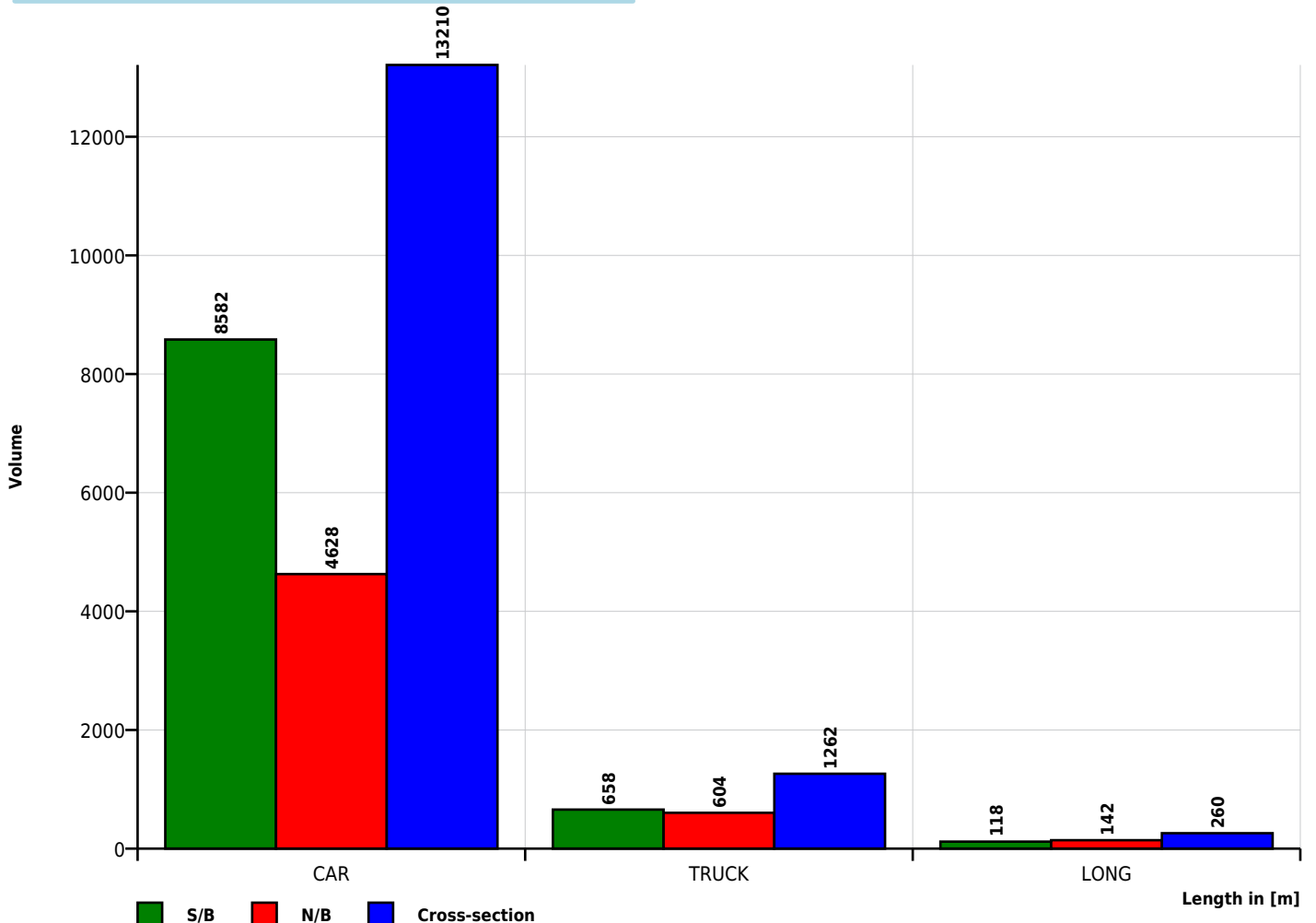
## Site

Name Jones Road  
 Dir. Oncoming (name) S/B  
 Dir. Outgoing (name) N/B  
 Posted Speed Limit   
 Comment Civic #29  
 Device type **SDR Traffic+**

## Time Range

Start date 02/01/2021 00:00  
 End date 02/11/2021 23:59  
 Days Mo, Tu, We, Th, Fr, Sa, Su  
 Time Interval 60 minutes  
 Time / Day 00:00 - 23:59

## Length histogram



Time	N	CAR	TRUCK	LONG	10	20	30	40	50	60	70	80	90	100	110	>110	VMin	VAvG	VMax	V15	V50	V85	V95
02/01/2021 00:00	6	4	2	0	0	0	0	0	2	2	1	1	0	0	0	0	42	56	75	42	60	75	75
02/01/2021 01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02/01/2021 02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02/01/2021 03:00	5	5	0	0	0	0	0	2	1	2	0	0	0	0	0	0	35	45	55	35	45	55	55
02/01/2021 04:00	1	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	75	75	75	75	75	75	75
02/01/2021 05:00	21	20	1	0	0	0	1	6	4	5	4	1	0	0	0	0	26	49	71	36	50	65	68
02/01/2021 06:00	35	31	4	0	0	0	1	9	5	12	7	1	0	0	0	0	29	50	72	34	53	63	68
02/01/2021 07:00	75	67	7	1	0	1	9	18	17	16	11	2	1	0	0	0	20	46	85	31	46	63	70
02/01/2021 08:00	110	100	9	1	0	1	11	31	39	19	7	2	0	0	0	0	19	44	80	33	44	57	64
02/01/2021 09:00	95	83	10	2	0	0	2	33	25	29	6	0	0	0	0	0	24	46	68	35	45	55	63
02/01/2021 10:00	118	105	9	4	0	0	9	40	33	29	6	1	0	0	0	0	26	45	74	33	45	57	61
02/01/2021 11:00	118	110	8	0	0	0	10	40	29	27	9	3	0	0	0	0	25	45	77	32	44	57	66
02/01/2021 12:00	168	162	4	2	0	0	12	57	45	40	12	1	1	0	0	0	26	45	81	34	43	58	64
02/01/2021 13:00	162	156	5	1	0	0	8	46	48	51	8	1	0	0	0	0	26	46	73	34	48	55	62
02/01/2021 14:00	174	168	4	2	0	3	28	61	44	32	5	1	0	0	0	0	13	41	75	30	39	53	59
02/01/2021 15:00	140	130	7	3	0	1	12	41	40	38	8	0	0	0	0	0	19	45	69	34	44	56	63
02/01/2021 16:00	138	132	5	1	0	0	6	43	28	41	17	3	0	0	0	0	25	48	75	35	49	60	68
02/01/2021 17:00	114	112	2	0	0	0	1	36	17	38	18	4	0	0	0	0	29	50	75	36	52	62	68
02/01/2021 18:00	67	66	1	0	0	0	3	15	12	22	14	1	0	0	0	0	29	50	71	35	51	63	67
02/01/2021 19:00	65	63	2	0	0	0	6	17	9	15	12	3	3	0	0	0	29	50	82	32	51	68	78
02/01/2021 20:00	26	26	0	0	0	0	3	7	5	5	6	0	0	0	0	0	28	47	69	32	47	64	66
02/01/2021 21:00	32	30	2	0	0	0	5	13	5	5	3	1	0	0	0	0	28	42	79	30	36	58	64
02/01/2021 22:00	12	12	0	0	0	0	0	6	3	1	2	0	0	0	0	0	33	45	64	33	47	63	64
02/01/2021 23:00	13	13	0	0	0	0	1	4	0	1	6	0	1	0	0	0	27	54	84	33	61	68	84

[Mon, 1 Feb.]	N	CAR	TRUCK	LONG	10	20	30	40	50	60	70	80	90	100	110	>110	VMin	VAvG	VMax	V15	V50	V85	V95
06:00-09:00	220	198	20	2	0	2	21	58	61	47	25	5	1	0	0	0	19	46	85	33	45	60	66
15:00-18:00	392	374	14	4	0	1	19	120	85	117	43	7	0	0	0	0	19	47	75	35	47	60	67
00:00-12:00	584	526	50	8	0	2	43	179	155	141	51	12	1	0	0	0	19	46	85	34	45	58	65
12:00-23:59	1110	1069	32	9	0	4	85	345	256	289	111	15	5	0	0	0	13	46	84	33	45	59	66
00:00-24:00	1695	1596	82	17	0	6	128	525	411	430	162	27	6	0	0	0	13	46	85	33	45	58	66

Time	N	CAR	TRUCK	LONG	10	20	30	40	50	60	70	80	90	100	110	>110	VMin	VAvG	VMax	V15	V50	V85	V95
02/02/2021 00:00	8	8	0	0	0	0	0	5	2	0	0	0	1	0	0	0	36	45	86	37	40	42	86
02/02/2021 01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02/02/2021 02:00	3	3	0	0	0	0	0	0	2	0	0	1	0	0	0	0	44	57	79	44	48	79	79
02/02/2021 03:00	2	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	33	34	35	33	35	35	35
02/02/2021 04:00	5	4	1	0	0	0	2	2	1	0	0	0	0	0	0	0	25	34	43	25	36	43	43
02/02/2021 05:00	17	15	2	0	0	0	3	4	1	4	4	1	0	0	0	0	22	47	73	28	53	67	73
02/02/2021 06:00	32	27	4	1	0	4	6	6	8	6	1	0	1	0	0	0	13	39	85	22	42	55	62
02/02/2021 07:00	43	37	6	0	0	2	10	9	18	4	0	0	0	0	0	0	13	38	60	27	41	48	52
02/02/2021 08:00	32	26	5	1	0	1	11	6	10	4	0	0	0	0	0	0	15	36	54	25	40	48	53
02/02/2021 09:00	37	32	5	0	0	0	11	15	10	1	0	0	0	0	0	0	22	37	52	26	36	48	50
02/02/2021 10:00	19	16	2	1	0	2	5	6	3	2	1	0	0	0	0	0	16	37	70	23	34	51	70
02/02/2021 11:00	32	32	0	0	0	0	11	9	8	4	0	0	0	0	0	0	22	37	60	27	34	50	57
02/02/2021 12:00	35	32	3	0	0	5	5	12	11	2	0	0	0	0	0	0	13	36	57	23	37	48	56
02/02/2021 13:00	37	35	2	0	0	1	1	15	10	8	2	0	0	0	0	0	15	44	70	34	42	54	65
02/02/2021 14:00	48	45	3	0	0	1	6	6	12	14	8	1	0	0	0	0	13	48	74	32	50	62	64
02/02/2021 15:00	55	46	8	1	0	1	2	15	9	23	5	0	0	0	0	0	20	47	64	35	51	58	62
02/02/2021 16:00	51	43	4	4	0	7	6	9	8	13	6	2	0	0	0	0	12	43	72	21	45	61	67
02/02/2021 17:00	27	23	0	4	0	4	2	8	8	3	2	0	0	0	0	0	16	39	68	22	39	52	63
02/02/2021 18:00	30	29	1	0	0	0	0	9	6	12	3	0	0	0	0	0	33	49	67	35	53	59	66
02/02/2021 19:00	28	27	0	1	0	0	4	5	7	9	2	1	0	0	0	0	22	46	75	34	48	59	63
02/02/2021 20:00	17	17	0	0	0	0	0	5	3	6	2	1	0	0	0	0	32	51	80	36	51	62	80
02/02/2021 21:00	17	16	0	1	0	1	1	7	2	4	2	0	0	0	0	0	17	44	66	34	39	58	66
02/02/2021 22:00	9	9	0	0	0	0	0	3	3	0	2	1	0	0	0	0	34	52	75	36	49	70	75
02/02/2021 23:00	5	4	1	0	0	0	0	1	1	1	2	0	0	0	0	0	39	54	66	39	59	66	66

[Tue, 2 Feb.]	N	CAR	TRUCK	LONG	10	20	30	40	50	60	70	80	90	100	110	>110	VMin	VAvG	VMax	V15	V50	V85	V95
06:00-09:00	107	90	15	2	0	7	27	21	36	14	1	0	1	0	0	0	13	38	85	25	40	50	55
15:00-18:00	133	112	12	9	0	12	10	32	25	39	13	2	0	0	0	0	12	44	72	29	45	59	63
00:00-12:00	230	202	25	3	0	9	59	64	63	25	6	2	2	0	0	0	13	39	86	26	38	51	60
12:00-23:59	359	326	22	11	0	20	27	95	80	95	36	6	0	0	0	0	12	45	80	31	45	59	65
00:00-24:00	589	528	47	14	0	29	86	159	143	120	42	8	2	0	0	0	12	42	86	28	42	57	63

Time	N	CAR	TRUCK	LONG	10	20	30	40	50	60	70	80	90	100	110	>110	VMin	VAVg	VMax	V15	V50	V85	V95
02/03/2021 00:00	3	3	0	0	0	0	0	1	1	0	1	0	0	0	0	0	34	47	61	34	46	61	61
02/03/2021 01:00	1	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	64	64	64	64	64	64	64
02/03/2021 02:00	1	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	45	45	45	45	45	45	45
02/03/2021 03:00	2	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	50	50	50	50	50	50	50
02/03/2021 04:00	1	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	41	41	41	41	41	41	41
02/03/2021 05:00	16	14	2	0	0	1	4	3	2	4	0	2	0	0	0	0	18	43	72	24	42	60	72
02/03/2021 06:00	21	18	3	0	0	0	3	5	5	5	3	0	0	0	0	0	25	44	64	31	45	58	61
02/03/2021 07:00	35	34	0	1	0	1	1	3	14	10	5	1	0	0	0	0	11	49	71	41	48	61	69
02/03/2021 08:00	80	75	5	0	0	2	7	26	22	17	4	1	1	0	0	0	12	44	81	33	44	54	64
02/03/2021 09:00	51	49	2	0	0	0	1	17	12	16	5	0	0	0	0	0	29	46	65	35	46	58	64
02/03/2021 10:00	90	84	5	1	0	1	6	35	23	20	4	0	1	0	0	0	13	44	84	34	42	55	61
02/03/2021 11:00	108	105	2	1	0	0	2	28	44	27	7	0	0	0	0	0	30	47	70	36	47	56	63
02/03/2021 12:00	152	147	5	0	0	0	4	54	41	45	7	1	0	0	0	0	26	45	72	34	44	57	61
02/03/2021 13:00	139	129	7	3	0	1	7	39	43	36	11	2	0	0	0	0	13	46	78	35	46	58	64
02/03/2021 14:00	169	161	7	1	0	1	19	53	70	19	7	0	0	0	0	0	16	42	65	32	42	51	59
02/03/2021 15:00	145	133	10	2	0	0	7	32	50	38	17	1	0	0	0	0	27	48	75	37	46	59	66
02/03/2021 16:00	155	144	9	2	0	0	2	47	48	44	13	1	0	0	0	0	30	47	71	36	46	58	65
02/03/2021 17:00	105	100	5	0	0	0	4	23	22	38	14	4	0	0	0	0	22	50	75	37	52	62	69
02/03/2021 18:00	60	60	0	0	0	1	2	18	20	14	4	0	1	0	0	0	20	46	82	36	47	57	64
02/03/2021 19:00	63	60	3	0	0	0	2	18	14	14	13	2	0	0	0	0	22	49	78	34	50	62	68
02/03/2021 20:00	53	52	0	1	0	0	5	11	11	17	7	1	1	0	0	0	30	49	88	34	50	64	70
02/03/2021 21:00	26	25	1	0	0	0	1	6	5	3	4	5	2	0	0	0	30	55	85	36	59	73	81
02/03/2021 22:00	8	8	0	0	0	0	0	1	1	2	2	1	1	0	0	0	37	61	89	41	68	73	89
02/03/2021 23:00	9	9	0	0	0	0	1	3	0	1	2	2	0	0	0	0	29	52	72	34	60	72	72

[Wed, 3 Feb.]	N	CAR	TRUCK	LONG	10	20	30	40	50	60	70	80	90	100	110	>110	VMin	VAVg	VMax	V15	V50	V85	V95
06:00-09:00	136	127	8	1	0	3	11	34	41	32	12	2	1	0	0	0	11	45	81	33	45	59	64
15:00-18:00	405	377	24	4	0	0	13	102	120	120	44	6	0	0	0	0	22	48	75	36	48	60	67
00:00-12:00	409	387	19	3	0	5	24	118	127	99	30	4	2	0	0	0	11	45	84	35	45	57	64
12:00-23:59	1084	1028	47	9	0	3	54	305	325	271	101	20	5	0	0	0	13	47	89	35	46	59	66
00:00-24:00	1493	1415	66	12	0	8	78	423	452	370	131	24	7	0	0	0	11	46	89	35	45	59	65

Time	N	CAR	TRUCK	LONG	10	20	30	40	50	60	70	80	90	100	110	>110	VMin	VAVg	VMax	V15	V50	V85	V95
02/04/2021 00:00	10	10	0	0	0	0	1	5	0	1	1	1	1	0	0	0	29	49	81	31	38	80	81
02/04/2021 01:00	3	3	0	0	0	0	0	0	0	0	0	0	1	2	0	0	81	91	98	81	95	98	98
02/04/2021 02:00	3	3	0	0	0	0	0	2	0	0	1	0	0	0	0	0	36	47	66	36	40	66	66
02/04/2021 03:00	5	5	0	0	0	0	0	1	3	1	0	0	0	0	0	0	37	46	59	37	46	59	59
02/04/2021 04:00	3	3	0	0	0	0	0	0	0	0	2	0	1	0	0	0	63	71	83	63	67	83	83
02/04/2021 05:00	23	17	6	0	0	0	1	4	3	9	6	0	0	0	0	0	29	52	70	35	55	62	70
02/04/2021 06:00	33	22	10	1	0	3	2	6	6	13	3	0	0	0	0	0	12	45	64	30	46	59	62
02/04/2021 07:00	64	54	7	3	0	1	8	15	16	16	7	1	0	0	0	0	20	46	71	31	49	59	63
02/04/2021 08:00	137	124	10	3	0	0	13	36	47	30	11	0	0	0	0	0	21	45	67	34	45	57	63
02/04/2021 09:00	69	59	9	1	0	0	0	18	16	23	10	1	1	0	0	0	33	50	83	37	51	62	65
02/04/2021 10:00	84	79	4	1	0	0	3	31	21	16	9	3	1	0	0	0	28	46	86	33	44	61	70
02/04/2021 11:00	119	106	11	2	0	0	3	25	41	40	8	2	0	0	0	0	28	48	75	37	48	58	63
02/04/2021 12:00	136	120	15	1	0	1	4	30	39	44	15	3	0	0	0	0	17	48	78	36	48	59	65
02/04/2021 13:00	137	129	6	2	0	0	1	46	41	33	12	4	0	0	0	0	30	47	72	36	47	56	66
02/04/2021 14:00	175	160	11	4	0	2	13	65	58	31	4	2	0	0	0	0	15	42	73	32	42	52	60
02/04/2021 15:00	113	99	11	3	0	0	6	29	35	26	17	0	0	0	0	0	27	47	66	35	46	61	63
02/04/2021 16:00	140	131	9	0	0	0	5	39	40	36	18	2	0	0	0	0	28	47	75	36	48	60	67
02/04/2021 17:00	102	94	8	0	0	0	1	27	20	29	17	6	2	0	0	0	24	51	81	36	51	67	72
02/04/2021 18:00	64	63	1	0	0	0	2	18	11	22	9	1	1	0	0	0	27	50	86	37	51	62	69
02/04/2021 19:00	56	54	2	0	0	0	2	22	8	17	6	1	0	0	0	0	26	46	71	33	44	59	65
02/04/2021 20:00	44	44	0	0	0	0	3	13	9	11	6	2	0	0	0	0	28	48	74	33	47	64	70
02/04/2021 21:00	13	13	0	0	0	0	0	5	3	4	0	1	0	0	0	0	32	47	78	36	45	57	78
02/04/2021 22:00	11	10	1	0	0	0	0	6	1	4	0	0	0	0	0	0	34	44	59	34	40	58	59
02/04/2021 23:00	12	12	0	0	0	0	0	3	1	5	2	1	0	0	0	0	34	54	75	35	56	70	75

[Thu, 4 Feb.]	N	CAR	TRUCK	LONG	10	20	30	40	50	60	70	80	90	100	110	>110	VMin	VAVg	VMax	V15	V50	V85	V95
06:00-09:00	234	200	27	7	0	4	23	57	69	59	21	1	0	0	0	0	12	45	71	33	46	58	63
15:00-18:00	355	324	28	3	0	0	12	95	95	91	52	8	2	0	0	0	24	48	81	36	48	62	68
00:00-12:00	553	485	57	11	0	4	31	143	153	149	58	8	5	2	0	0	12	47	98	34	47	59	66
12:00-23:59	1003	929	64	10	0	3	37	303	266	262	106	23	3	0	0	0	15	47	86	35	46	59	66
00:00-24:00	1556	1414	121	21	0	7	68	446	419	411	164	31	8	2	0	0	12	47	98	35	47	59	66



Time	N	CAR	TRUCK	LONG	10	20	30	40	50	60	70	80	90	100	110	>110	VMin	VAvG	VMax	V15	V50	V85	V95
02/05/2021 00:00	4	4	0	0	0	0	0	2	0	1	0	1	0	0	0	0	37	53	75	37	59	75	75
02/05/2021 01:00	3	3	0	0	0	0	0	0	0	1	0	2	0	0	0	0	59	69	75	59	72	75	75
02/05/2021 02:00	4	4	0	0	0	0	0	1	1	1	1	0	0	0	0	0	36	50	61	36	57	61	61
02/05/2021 03:00	2	2	0	0	0	0	0	0	0	1	1	0	0	0	0	0	57	61	65	57	65	65	65
02/05/2021 04:00	5	4	1	0	0	0	0	2	0	1	0	2	0	0	0	0	38	57	77	38	60	77	77
02/05/2021 05:00	20	18	2	0	0	0	0	2	2	4	7	5	0	0	0	0	35	61	77	48	66	75	77
02/05/2021 06:00	27	25	2	0	0	2	1	6	5	9	3	1	0	0	0	0	14	47	72	32	50	60	67
02/05/2021 07:00	66	58	4	4	0	2	6	19	15	14	8	2	0	0	0	0	18	45	71	33	43	61	66
02/05/2021 08:00	120	112	7	1	0	0	10	40	30	32	6	2	0	0	0	0	21	45	77	34	44	56	63
02/05/2021 09:00	87	77	8	2	0	0	4	26	24	20	13	0	0	0	0	0	26	47	69	36	47	60	66
02/05/2021 10:00	106	102	4	0	0	1	3	24	30	35	11	2	0	0	0	0	19	48	73	37	48	59	66
02/05/2021 11:00	145	134	8	3	0	0	4	43	38	46	14	0	0	0	0	0	28	47	70	35	48	58	63
02/05/2021 12:00	167	149	10	8	0	0	3	50	40	49	20	5	0	0	0	0	29	48	75	36	48	60	67
02/05/2021 13:00	165	154	10	1	0	0	4	54	44	41	20	2	0	0	0	0	29	47	73	36	45	59	64
02/05/2021 14:00	181	165	11	5	0	3	15	71	54	27	9	1	1	0	0	0	17	43	86	32	41	54	62
02/05/2021 15:00	169	152	14	3	0	0	3	44	46	56	19	1	0	0	0	0	25	48	73	36	49	59	65
02/05/2021 16:00	151	136	14	1	0	0	2	47	35	44	20	3	0	0	0	0	25	49	75	36	49	61	67
02/05/2021 17:00	123	116	7	0	0	0	3	32	20	36	23	8	1	0	0	0	22	51	81	36	53	64	71
02/05/2021 18:00	93	89	3	1	0	0	7	18	30	20	14	4	0	0	0	0	25	49	75	35	48	63	70
02/05/2021 19:00	45	45	0	0	0	0	1	7	14	14	6	3	0	0	0	0	29	51	73	37	51	62	72
02/05/2021 20:00	29	29	0	0	0	0	1	6	4	9	7	1	1	0	0	0	26	52	83	38	52	64	71
02/05/2021 21:00	28	25	3	0	0	0	3	6	6	9	4	0	0	0	0	0	27	47	70	32	50	59	68
02/05/2021 22:00	19	18	1	0	0	0	2	9	3	4	0	1	0	0	0	0	25	42	72	31	40	55	72
02/05/2021 23:00	5	5	0	0	0	0	0	2	1	0	1	1	0	0	0	0	34	51	72	34	41	72	72

[Fri, 5 Feb.]	N	CAR	TRUCK	LONG	10	20	30	40	50	60	70	80	90	100	110	>110	VMin	VAvG	VMax	V15	V50	V85	V95
06:00-09:00	213	195	13	5	0	4	17	65	50	55	17	5	0	0	0	0	14	45	77	33	45	57	64
15:00-18:00	443	404	35	4	0	0	8	123	101	136	62	12	1	0	0	0	22	49	81	36	50	62	68
00:00-12:00	589	543	36	10	0	5	28	165	145	165	64	17	0	0	0	0	14	47	77	35	48	59	67
12:00-23:59	1175	1083	73	19	0	3	44	346	297	309	143	30	3	0	0	0	17	48	86	35	47	60	68
00:00-24:00	1764	1626	109	29	0	8	72	511	442	474	207	47	3	0	0	0	14	48	86	35	47	60	67

Time	N	CAR	TRUCK	LONG	10	20	30	40	50	60	70	80	90	100	110	>110	VMin	VAVg	VMax	V15	V50	V85	V95
02/06/2021 00:00	7	7	0	0	0	0	1	1	4	1	0	0	0	0	0	0	30	44	59	38	43	48	59
02/06/2021 01:00	7	7	0	0	0	0	0	2	0	5	0	0	0	0	0	0	35	50	58	39	54	55	58
02/06/2021 02:00	1	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	48	48	48	48	48	48	48
02/06/2021 03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02/06/2021 04:00	2	2	0	0	0	0	0	0	0	1	1	0	0	0	0	0	60	61	62	60	62	62	62
02/06/2021 05:00	7	6	1	0	0	0	0	5	0	1	0	1	0	0	0	0	32	44	76	34	39	51	76
02/06/2021 06:00	10	10	0	0	0	0	0	4	0	5	1	0	0	0	0	0	34	48	70	35	54	55	70
02/06/2021 07:00	22	22	0	0	0	0	2	5	5	2	7	1	0	0	0	0	26	50	77	35	47	66	70
02/06/2021 08:00	42	40	2	0	0	0	0	13	9	10	9	1	0	0	0	0	31	49	71	35	50	64	69
02/06/2021 09:00	59	58	1	0	0	0	3	17	10	18	7	4	0	0	0	0	28	48	77	34	50	62	72
02/06/2021 10:00	100	97	2	1	0	0	1	29	22	35	13	0	0	0	0	0	28	49	70	37	50	60	65
02/06/2021 11:00	145	138	7	0	0	0	5	42	40	40	15	3	0	0	0	0	24	47	76	35	48	60	65
02/06/2021 12:00	150	147	3	0	0	0	2	43	31	52	19	3	0	0	0	0	24	49	74	36	50	60	68
02/06/2021 13:00	169	166	3	0	0	1	3	51	45	51	16	2	0	0	0	0	13	47	74	35	47	58	64
02/06/2021 14:00	152	151	0	1	0	0	9	39	39	47	18	0	0	0	0	0	25	47	68	35	49	59	64
02/06/2021 15:00	109	109	0	0	0	0	4	25	25	44	9	2	0	0	0	0	28	49	78	36	51	59	66
02/06/2021 16:00	112	110	2	0	0	0	4	32	31	31	12	2	0	0	0	0	29	47	74	36	48	59	65
02/06/2021 17:00	75	75	0	0	0	0	3	15	14	32	9	2	0	0	0	0	26	49	74	35	51	60	66
02/06/2021 18:00	56	56	0	0	0	0	1	17	11	19	6	2	0	0	0	0	30	49	72	34	47	60	70
02/06/2021 19:00	40	38	2	0	0	1	5	10	12	6	5	1	0	0	0	0	18	44	72	31	43	62	67
02/06/2021 20:00	32	30	2	0	0	0	1	5	8	10	5	3	0	0	0	0	28	52	74	36	53	63	72
02/06/2021 21:00	24	23	0	1	0	0	0	3	3	10	7	1	0	0	0	0	35	55	74	42	58	66	69
02/06/2021 22:00	21	18	3	0	0	0	2	5	3	6	5	0	0	0	0	0	27	48	66	31	51	63	64
02/06/2021 23:00	11	10	1	0	0	0	2	3	0	3	2	1	0	0	0	0	28	49	75	29	59	63	75

[Sat, 6 Feb.]	N	CAR	TRUCK	LONG	10	20	30	40	50	60	70	80	90	100	110	>110	VMin	VAVg	VMax	V15	V50	V85	V95
06:00-09:00	74	72	2	0	0	0	2	22	14	17	17	2	0	0	0	0	26	49	77	35	50	65	70
15:00-18:00	296	294	2	0	0	0	11	72	70	107	30	6	0	0	0	0	26	48	78	36	50	59	65
00:00-12:00	402	388	13	1	0	0	12	118	91	118	53	10	0	0	0	0	24	48	77	35	48	61	68
12:00-23:59	951	933	16	2	0	2	36	248	222	311	113	19	0	0	0	0	13	48	78	35	49	60	66
00:00-24:00	1353	1321	29	3	0	2	48	366	313	429	166	29	0	0	0	0	13	48	78	35	49	60	67

Time	N	CAR	TRUCK	LONG	10	20	30	40	50	60	70	80	90	100	110	>110	VMin	VAvG	VMax	V15	V50	V85	V95
02/07/2021 00:00	9	9	0	0	0	0	2	4	0	0	3	0	0	0	0	0	28	44	70	30	36	63	70
02/07/2021 01:00	2	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	35	37	39	35	39	39	39
02/07/2021 02:00	2	2	0	0	0	0	1	0	0	0	1	0	0	0	0	0	26	46	66	26	66	66	66
02/07/2021 03:00	3	3	0	0	0	0	0	1	1	1	0	0	0	0	0	0	36	47	55	36	49	55	55
02/07/2021 04:00	2	2	0	0	0	0	0	0	0	0	0	1	1	0	0	0	75	78	81	75	81	81	81
02/07/2021 05:00	13	8	5	0	0	0	0	6	1	3	1	1	1	0	0	0	32	51	87	34	50	74	87
02/07/2021 06:00	18	16	2	0	0	0	0	5	2	4	6	1	0	0	0	0	35	53	74	36	53	67	74
02/07/2021 07:00	25	21	4	0	0	2	4	10	4	4	1	0	0	0	0	0	18	38	64	26	36	54	58
02/07/2021 08:00	30	22	8	0	0	0	1	12	3	7	6	1	0	0	0	0	23	48	80	34	48	62	68
02/07/2021 09:00	77	70	6	1	0	0	0	23	25	14	13	2	0	0	0	0	31	48	77	36	46	61	69
02/07/2021 10:00	71	60	11	0	0	0	3	17	19	20	11	1	0	0	0	0	27	48	77	34	48	61	69
02/07/2021 11:00	104	94	10	0	0	0	4	25	25	25	20	5	0	0	0	0	29	50	74	37	50	65	70
02/07/2021 12:00	108	101	5	2	0	2	4	37	27	25	7	6	0	0	0	0	11	46	76	34	45	58	71
02/07/2021 13:00	103	98	5	0	0	0	2	26	27	30	16	2	0	0	0	0	30	49	72	36	50	62	67
02/07/2021 14:00	143	131	10	2	0	1	5	29	39	46	21	2	0	0	0	0	16	50	78	37	50	61	68
02/07/2021 15:00	83	77	6	0	0	0	1	20	20	27	11	4	0	0	0	0	28	50	75	37	52	62	69
02/07/2021 16:00	77	66	10	1	0	0	2	20	20	23	7	5	0	0	0	0	23	49	77	38	50	62	71
02/07/2021 17:00	59	56	3	0	0	0	1	15	11	17	9	5	1	0	0	0	29	51	85	38	51	65	73
02/07/2021 18:00	46	40	6	0	0	0	0	14	8	13	7	4	0	0	0	0	33	51	80	37	52	65	75
02/07/2021 19:00	26	26	0	0	0	0	6	6	6	5	2	1	0	0	0	0	27	43	72	29	42	60	63
02/07/2021 20:00	18	13	4	1	0	0	7	3	4	3	1	0	0	0	0	0	24	40	66	28	36	57	66
02/07/2021 21:00	12	11	1	0	0	0	6	1	3	1	1	0	0	0	0	0	23	38	67	23	31	51	67
02/07/2021 22:00	7	5	0	2	0	1	2	0	4	0	0	0	0	0	0	0	20	36	50	24	42	45	50
02/07/2021 23:00	3	0	2	1	0	0	2	1	0	0	0	0	0	0	0	0	25	28	31	25	28	31	31

[Sun, 7 Feb.]	N	CAR	TRUCK	LONG	10	20	30	40	50	60	70	80	90	100	110	>110	VMin	VAvG	VMax	V15	V50	V85	V95
06:00-09:00	73	59	14	0	0	2	5	27	9	15	13	2	0	0	0	0	18	46	80	32	43	62	68
15:00-18:00	219	199	19	1	0	0	4	55	51	67	27	14	1	0	0	0	23	50	85	38	50	63	71
00:00-12:00	356	309	46	1	0	2	15	105	80	78	62	12	2	0	0	0	18	48	87	35	48	63	69
12:00-23:59	685	624	52	9	0	4	38	172	169	190	82	29	1	0	0	0	11	48	85	35	48	62	69
00:00-24:00	1041	933	98	10	0	6	53	277	249	268	144	41	3	0	0	0	11	48	87	35	48	62	69

Time	N	CAR	TRUCK	LONG	10	20	30	40	50	60	70	80	90	100	110	>110	VMin	VAvG	VMax	V15	V50	V85	V95
02/08/2021 00:00	1	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	57	57	57	57	57	57	57
02/08/2021 01:00	5	4	1	0	0	0	1	3	0	1	0	0	0	0	0	0	28	37	52	28	33	52	52
02/08/2021 02:00	6	1	3	2	0	0	1	2	0	3	0	0	0	0	0	0	29	44	58	29	53	58	58
02/08/2021 03:00	8	6	1	1	0	0	1	1	2	4	0	0	0	0	0	0	29	46	60	35	51	53	60
02/08/2021 04:00	6	4	1	1	0	0	2	1	1	2	0	0	0	0	0	0	25	41	59	25	48	59	59
02/08/2021 05:00	15	7	6	2	0	0	2	6	4	1	1	1	0	0	0	0	29	43	71	31	40	56	71
02/08/2021 06:00	22	15	6	1	0	2	6	6	5	2	1	0	0	0	0	0	18	36	65	25	33	49	52
02/08/2021 07:00	17	13	4	0	0	0	2	6	4	3	2	0	0	0	0	0	25	43	70	31	42	54	70
02/08/2021 08:00	22	14	6	2	0	6	8	1	6	1	0	0	0	0	0	0	12	30	52	15	28	47	50
02/08/2021 09:00	16	12	3	1	0	0	6	1	4	5	0	0	0	0	0	0	24	42	60	26	47	56	60
02/08/2021 10:00	21	12	9	0	0	1	4	5	9	2	0	0	0	0	0	0	20	38	58	27	41	49	51
02/08/2021 11:00	30	23	7	0	0	0	8	8	9	5	0	0	0	0	0	0	21	39	57	26	39	52	56
02/08/2021 12:00	29	21	8	0	0	1	9	14	3	1	1	0	0	0	0	0	19	35	61	27	35	42	56
02/08/2021 13:00	36	28	7	1	0	0	7	13	12	3	1	0	0	0	0	0	23	39	66	29	39	49	59
02/08/2021 14:00	40	31	9	0	0	0	5	18	12	5	0	0	0	0	0	0	24	39	52	31	39	50	51
02/08/2021 15:00	45	39	6	0	0	1	12	12	15	5	0	0	0	0	0	0	15	38	58	27	38	50	54
02/08/2021 16:00	57	43	13	1	0	1	15	20	13	6	2	0	0	0	0	0	19	38	67	26	35	50	59
02/08/2021 17:00	45	39	6	0	1	0	8	17	15	4	0	0	0	0	0	0	9	38	56	29	37	49	51
02/08/2021 18:00	28	27	1	0	0	1	8	5	10	3	1	0	0	0	0	0	20	39	65	26	41	50	58
02/08/2021 19:00	43	32	9	2	0	0	13	14	13	3	0	0	0	0	0	0	22	37	56	28	36	47	51
02/08/2021 20:00	16	15	1	0	0	0	7	4	4	1	0	0	0	0	0	0	24	35	52	27	32	48	52
02/08/2021 21:00	17	13	4	0	0	2	6	4	4	1	0	0	0	0	0	0	19	34	52	21	32	47	52
02/08/2021 22:00	6	6	0	0	0	0	1	1	2	0	1	1	0	0	0	0	24	48	75	24	45	75	75
02/08/2021 23:00	2	2	0	0	0	0	0	1	1	0	0	0	0	0	0	0	32	40	47	32	47	47	47

[Mon, 8 Feb.]	N	CAR	TRUCK	LONG	10	20	30	40	50	60	70	80	90	100	110	>110	VMin	VAvG	VMax	V15	V50	V85	V95
06:00-09:00	61	42	16	3	0	8	16	13	15	6	3	0	0	0	0	0	12	36	70	23	33	50	54
15:00-18:00	147	121	25	1	1	2	35	49	43	15	2	0	0	0	0	0	9	38	67	28	37	49	55
00:00-12:00	169	111	48	10	0	9	41	40	44	30	4	1	0	0	0	0	12	39	71	26	39	53	58
12:00-23:59	364	296	64	4	1	6	91	123	104	32	6	1	0	0	0	0	9	38	75	27	36	49	55
00:00-24:00	533	407	112	14	1	15	132	163	148	62	10	2	0	0	0	0	9	38	75	27	37	50	56

Time	N	CAR	TRUCK	LONG	10	20	30	40	50	60	70	80	90	100	110	>110	VMin	VAVg	VMax	V15	V50	V85	V95
02/09/2021 00:00	3	3	0	0	0	0	0	3	0	0	0	0	0	0	0	0	32	35	39	32	33	39	39
02/09/2021 01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02/09/2021 02:00	8	6	2	0	0	0	2	1	3	2	0	0	0	0	0	0	28	43	56	30	50	52	56
02/09/2021 03:00	18	8	8	2	0	1	3	7	4	2	1	0	0	0	0	0	15	39	61	26	38	54	61
02/09/2021 04:00	7	4	0	3	0	1	1	3	1	1	0	0	0	0	0	0	14	36	53	30	37	44	53
02/09/2021 05:00	22	14	5	3	0	0	1	6	9	5	1	0	0	0	0	0	26	43	61	33	43	52	58
02/09/2021 06:00	34	18	14	2	0	0	6	9	11	6	1	1	0	0	0	0	24	43	71	29	45	52	69
02/09/2021 07:00	68	46	15	7	0	4	22	19	16	6	1	0	0	0	0	0	16	36	68	26	34	48	52
02/09/2021 08:00	113	95	15	3	0	3	37	41	27	5	0	0	0	0	0	0	14	35	57	26	34	45	49
02/09/2021 09:00	67	56	9	2	0	0	10	20	26	8	2	1	0	0	0	0	25	42	72	31	42	51	60
02/09/2021 10:00	96	75	19	2	0	1	21	39	28	7	0	0	0	0	0	0	18	38	59	28	37	47	53
02/09/2021 11:00	107	95	11	1	0	0	27	39	36	5	0	0	0	0	0	0	22	37	58	28	36	46	50
02/09/2021 12:00	110	97	9	4	0	1	20	47	32	10	0	0	0	0	0	0	19	38	59	29	37	48	54
02/09/2021 13:00	121	108	12	1	0	1	28	47	35	9	1	0	0	0	0	0	19	38	63	28	37	46	53
02/09/2021 14:00	128	116	6	6	0	5	36	57	28	2	0	0	0	0	0	0	15	35	56	28	35	42	48
02/09/2021 15:00	148	131	13	4	0	0	17	59	54	14	4	0	0	0	0	0	25	40	66	31	40	50	55
02/09/2021 16:00	117	104	13	0	0	1	16	35	50	14	1	0	0	0	0	0	16	41	63	31	42	50	55
02/09/2021 17:00	92	83	9	0	0	0	13	32	28	17	1	1	0	0	0	0	24	42	71	31	42	52	56
02/09/2021 18:00	57	51	5	1	0	0	8	19	20	8	2	0	0	0	0	0	22	41	70	31	41	52	59
02/09/2021 19:00	53	46	4	3	0	0	7	15	23	5	2	1	0	0	0	0	27	43	72	31	43	53	63
02/09/2021 20:00	40	34	6	0	0	0	7	13	12	7	1	0	0	0	0	0	25	41	64	29	41	52	60
02/09/2021 21:00	20	18	0	2	0	0	0	6	6	6	2	0	0	0	0	0	32	47	64	36	48	59	64
02/09/2021 22:00	16	12	4	0	0	0	2	4	2	4	3	1	0	0	0	0	27	48	71	32	51	62	71
02/09/2021 23:00	11	8	3	0	0	0	0	3	0	4	4	0	0	0	0	0	36	54	67	37	57	66	67

[Tue, 9 Feb.]	N	CAR	TRUCK	LONG	10	20	30	40	50	60	70	80	90	100	110	>110	VMin	VAVg	VMax	V15	V50	V85	V95
06:00-09:00	215	159	44	12	0	7	65	69	54	17	2	1	0	0	0	0	14	36	71	26	35	48	53
15:00-18:00	357	318	35	4	0	1	46	126	132	45	6	1	0	0	0	0	16	41	71	31	41	50	55
00:00-12:00	543	420	98	25	0	10	130	187	161	47	6	2	0	0	0	0	14	38	72	28	37	48	54
12:00-23:59	913	808	84	21	0	8	154	337	290	100	21	3	0	0	0	0	15	40	72	30	39	50	56
00:00-24:00	1456	1228	182	46	0	18	284	524	451	147	27	5	0	0	0	0	14	39	72	29	38	49	56

Time	N	CAR	TRUCK	LONG	10	20	30	40	50	60	70	80	90	100	110	>110	VMin	VAVg	VMax	V15	V50	V85	V95
02/10/2021 00:00	10	8	1	1	0	0	2	6	0	2	0	0	0	0	0	0	27	37	54	27	35	52	54
02/10/2021 01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02/10/2021 02:00	3	3	0	0	0	0	0	1	0	2	0	0	0	0	0	0	40	51	57	40	57	57	57
02/10/2021 03:00	3	2	1	0	0	0	0	0	2	1	0	0	0	0	0	0	47	49	52	47	48	52	52
02/10/2021 04:00	4	4	0	0	0	0	0	1	2	1	0	0	0	0	0	0	35	43	53	35	43	53	53
02/10/2021 05:00	22	10	10	2	0	0	3	6	7	5	1	0	0	0	0	0	26	43	63	31	46	55	58
02/10/2021 06:00	45	28	11	6	0	0	4	11	15	12	3	0	0	0	0	0	25	45	70	32	45	53	62
02/10/2021 07:00	78	54	21	3	0	2	18	21	24	13	0	0	0	0	0	0	17	39	60	28	39	52	59
02/10/2021 08:00	157	129	23	5	0	2	27	67	43	17	1	0	0	0	0	0	14	39	65	30	38	49	54
02/10/2021 09:00	107	68	29	10	0	4	6	38	42	12	4	1	0	0	0	0	12	42	73	33	42	51	59
02/10/2021 10:00	119	78	32	9	0	0	10	31	46	25	6	1	0	0	0	0	23	45	79	36	43	55	63
02/10/2021 11:00	124	90	26	8	0	1	4	35	49	31	4	0	0	0	0	0	13	45	66	35	47	53	59
02/10/2021 12:00	115	104	10	1	0	0	3	34	46	22	8	2	0	0	0	0	27	46	75	36	45	57	63
02/10/2021 13:00	144	122	20	2	1	0	5	47	58	29	4	0	0	0	0	0	10	44	70	34	45	54	58
02/10/2021 14:00	190	171	18	1	0	0	26	86	51	26	1	0	0	0	0	0	21	39	65	31	37	50	55
02/10/2021 15:00	124	115	7	2	0	0	9	33	45	29	8	0	0	0	0	0	23	46	65	36	47	56	62
02/10/2021 16:00	126	117	6	3	0	0	5	50	31	30	10	0	0	0	0	0	27	45	69	35	43	57	63
02/10/2021 17:00	109	95	9	5	0	0	1	29	24	43	9	2	1	0	0	0	30	49	85	38	51	59	67
02/10/2021 18:00	78	65	8	5	0	0	5	18	25	23	6	1	0	0	0	0	26	47	77	36	49	58	64
02/10/2021 19:00	44	39	3	2	0	0	4	17	11	8	4	0	0	0	0	0	25	44	69	32	41	58	63
02/10/2021 20:00	30	28	2	0	0	0	2	7	11	6	4	0	0	0	0	0	22	47	70	35	48	59	67
02/10/2021 21:00	28	26	2	0	0	0	2	9	4	5	4	4	0	0	0	0	26	49	80	34	47	66	74
02/10/2021 22:00	4	4	0	0	0	0	1	0	2	1	0	0	0	0	0	0	23	40	51	23	43	51	51
02/10/2021 23:00	3	3	0	0	0	0	0	1	1	1	0	0	0	0	0	0	40	48	53	40	50	53	53

[Wed, 10 Feb.]	N	CAR	TRUCK	LONG	10	20	30	40	50	60	70	80	90	100	110	>110	VMin	VAVg	VMax	V15	V50	V85	V95
06:00-09:00	280	211	55	14	0	4	49	99	82	42	4	0	0	0	0	0	14	40	70	29	39	51	57
15:00-18:00	359	327	22	10	0	0	15	112	100	102	27	2	1	0	0	0	23	47	85	36	47	58	63
00:00-12:00	672	474	154	44	0	9	74	217	230	121	19	2	0	0	0	0	12	42	79	32	42	52	59
12:00-23:59	995	889	85	21	1	0	63	331	309	223	58	9	1	0	0	0	10	45	85	34	44	56	63
00:00-24:00	1667	1363	239	65	1	9	137	548	539	344	77	11	1	0	0	0	10	44	85	33	43	55	61

Time	N	CAR	TRUCK	LONG	10	20	30	40	50	60	70	80	90	100	110	>110	VMin	VAvG	VMax	V15	V50	V85	V95
02/11/2021 00:00	9	9	0	0	0	0	0	5	1	0	3	0	0	0	0	0	32	47	69	36	39	68	69
02/11/2021 01:00	3	2	1	0	0	0	0	0	0	1	2	0	0	0	0	0	59	66	70	59	69	70	70
02/11/2021 02:00	2	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	46	46	46	46	46	46	46
02/11/2021 03:00	3	3	0	0	0	0	0	1	2	0	0	0	0	0	0	0	38	45	50	38	48	50	50
02/11/2021 04:00	3	2	0	1	0	0	0	1	1	0	1	0	0	0	0	0	34	48	68	34	41	68	68
02/11/2021 05:00	20	11	8	1	0	0	0	6	6	2	6	0	0	0	0	0	31	48	67	36	45	63	67
02/11/2021 06:00	38	26	11	1	0	1	3	9	8	9	5	3	0	0	0	0	12	47	79	33	46	63	72
02/11/2021 07:00	66	53	11	2	0	1	7	17	23	10	8	0	0	0	0	0	17	44	70	31	43	58	64
02/11/2021 08:00	133	113	17	3	0	3	14	49	38	24	5	0	0	0	0	0	16	42	66	32	41	53	59
02/11/2021 09:00	91	74	13	4	0	0	5	34	17	26	8	1	0	0	0	0	27	46	77	34	45	57	63
02/11/2021 10:00	97	80	17	0	0	1	6	33	23	28	5	1	0	0	0	0	20	44	74	33	45	56	62
02/11/2021 11:00	104	89	13	2	0	0	1	25	38	33	7	0	0	0	0	0	30	47	69	36	47	57	63
02/11/2021 12:00	133	120	12	1	0	0	6	40	50	31	4	2	0	0	0	0	25	46	73	35	46	57	60
02/11/2021 13:00	116	100	12	4	0	0	5	25	41	38	7	0	0	0	0	0	24	47	65	36	48	57	61
02/11/2021 14:00	181	163	15	3	0	2	17	74	55	23	9	1	0	0	0	0	19	42	73	32	40	53	63
02/11/2021 15:00	131	111	15	5	0	1	7	37	38	40	6	1	1	0	0	0	19	46	81	34	45	58	63
02/11/2021 16:00	143	127	15	1	0	0	2	40	49	42	8	2	0	0	0	0	30	47	76	37	48	58	62
02/11/2021 17:00	104	97	7	0	0	0	2	24	30	31	12	5	0	0	0	0	26	50	76	37	50	61	69
02/11/2021 18:00	57	54	2	1	0	0	1	13	15	18	8	2	0	0	0	0	30	50	75	39	50	63	70
02/11/2021 19:00	73	70	3	0	0	0	1	21	21	19	10	1	0	0	0	0	28	47	71	34	47	61	67
02/11/2021 20:00	40	37	3	0	0	0	0	12	10	11	6	1	0	0	0	0	31	49	72	37	48	63	70
02/11/2021 21:00	24	23	1	0	0	0	0	8	1	5	6	4	0	0	0	0	31	54	78	37	58	71	74
02/11/2021 22:00	12	11	1	0	0	0	0	2	3	1	3	3	0	0	0	0	35	57	77	38	62	77	77
02/11/2021 23:00	2	2	0	0	0	0	0	1	0	0	1	0	0	0	0	0	34	48	61	34	61	61	61

[Thu, 11 Feb.]	N	CAR	TRUCK	LONG	10	20	30	40	50	60	70	80	90	100	110	>110	VMin	VAvG	VMax	V15	V50	V85	V95
06:00-09:00	237	192	39	6	0	5	24	75	69	43	18	3	0	0	0	0	12	43	79	32	42	55	63
15:00-18:00	378	335	37	6	0	1	11	101	117	113	26	8	1	0	0	0	19	47	81	36	48	59	66
00:00-12:00	569	464	91	14	0	6	36	180	159	133	50	5	0	0	0	0	12	45	79	33	44	57	63
12:00-23:59	1016	915	86	15	0	3	41	297	313	259	80	22	1	0	0	0	19	47	81	35	46	58	66
00:00-24:00	1585	1379	177	29	0	9	77	477	472	392	130	27	1	0	0	0	12	46	81	34	45	58	65


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Generated with **DataCollect Webreporter** version 1.0 at 04/20/2021 15:12:51

## Site

Name Prospect Road  
 Dir. Oncoming (name) N/B  
 Dir. Outgoing (name) S/B  
 Posted Speed Limit   
 Comment Civic #5730  
 Device type **SDR Traffic+**

## Time Range

Start date 01/25/2021 00:00  
 End date 02/05/2021 23:59  
 Days Mo, Tu, We, Th, Fr, Sa, Su  
 Time Interval 60 minutes  
 Time / Day 00:00 - 23:59

## Length Classes

[L in m]

Cross-section		N/B				S/B			
Time	Σ	Σ	CAR	TRUCK	LONG	Σ	CAR	TRUCK	LONG
06:00-09:00	4530	1623	1463	139	21	2907	2580	282	45
15:00-18:00	11100	5930	5629	273	28	5170	4788	353	29
00:00-12:00	13102	5216	4880	300	36	7886	7158	642	86
12:00-23:59	28942	15045	14356	631	58	13897	12876	940	81
00:00-24:00	42042	20261	19236	931	94	21781	20032	1582	167

## Calculated speeds

[V in km/h]

	Vmin	Vmax	Vavg	V15	V50	V85	V95	Vexc %
<b>Cross-section</b>	8	113	66	58	67	76	81	<b>94.9</b>
<b>N/B</b>	10	113	68	60	69	78	83	<b>94.3</b>
<b>S/B</b>	8	102	65	57	65	74	79	<b>95.4</b>

## Descriptions

Vmin: Minimal velocity  
 Vmax: Maximal velocity  
 Vavg: Average velocity  
 V15: Critical velocity for the first 15% of vehicles

V50: Critical velocity for the first 50% of vehicles  
 V85: Critical velocity for the first 85% of vehicles  
 V95: Critical velocity for the first 95% of vehicles  
 Vexc %: Speeding in %




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Generated with **DataCollect Webreporter** version 1.0 at 04/20/2021 15:12:51

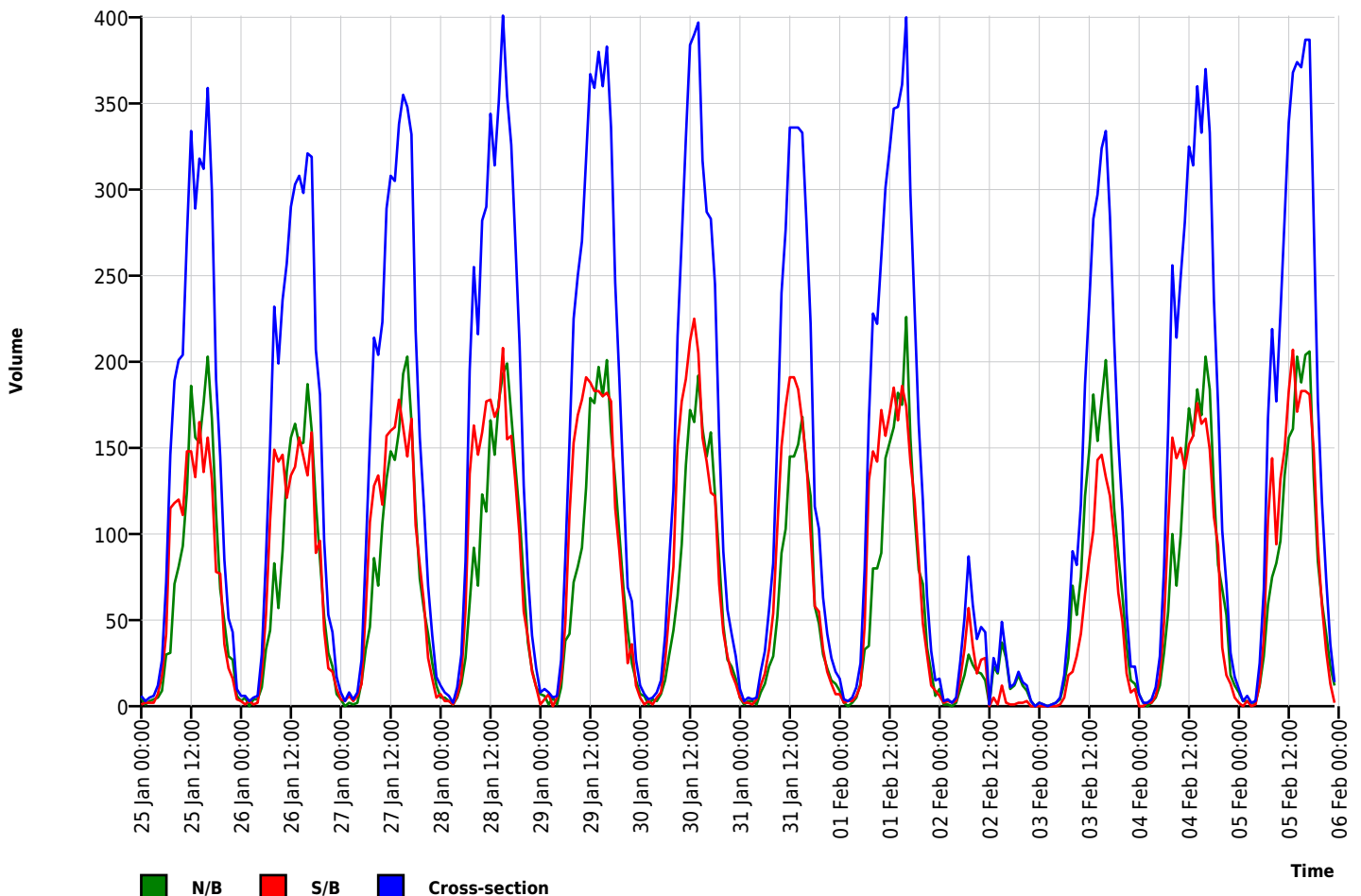
## Site

Name Prospect Road  
 Dir. Oncoming (name) N/B  
 Dir. Outgoing (name) S/B  
 Posted Speed Limit   
 Comment Civic #5730  
 Device type **SDR Traffic+**

## Time Range

Start date 01/25/2021 00:00  
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 Days Mo, Tu, We, Th, Fr, Sa, Su  
 Time Interval 60 minutes  
 Time / Day 00:00 - 23:59

## Time / Volume graph




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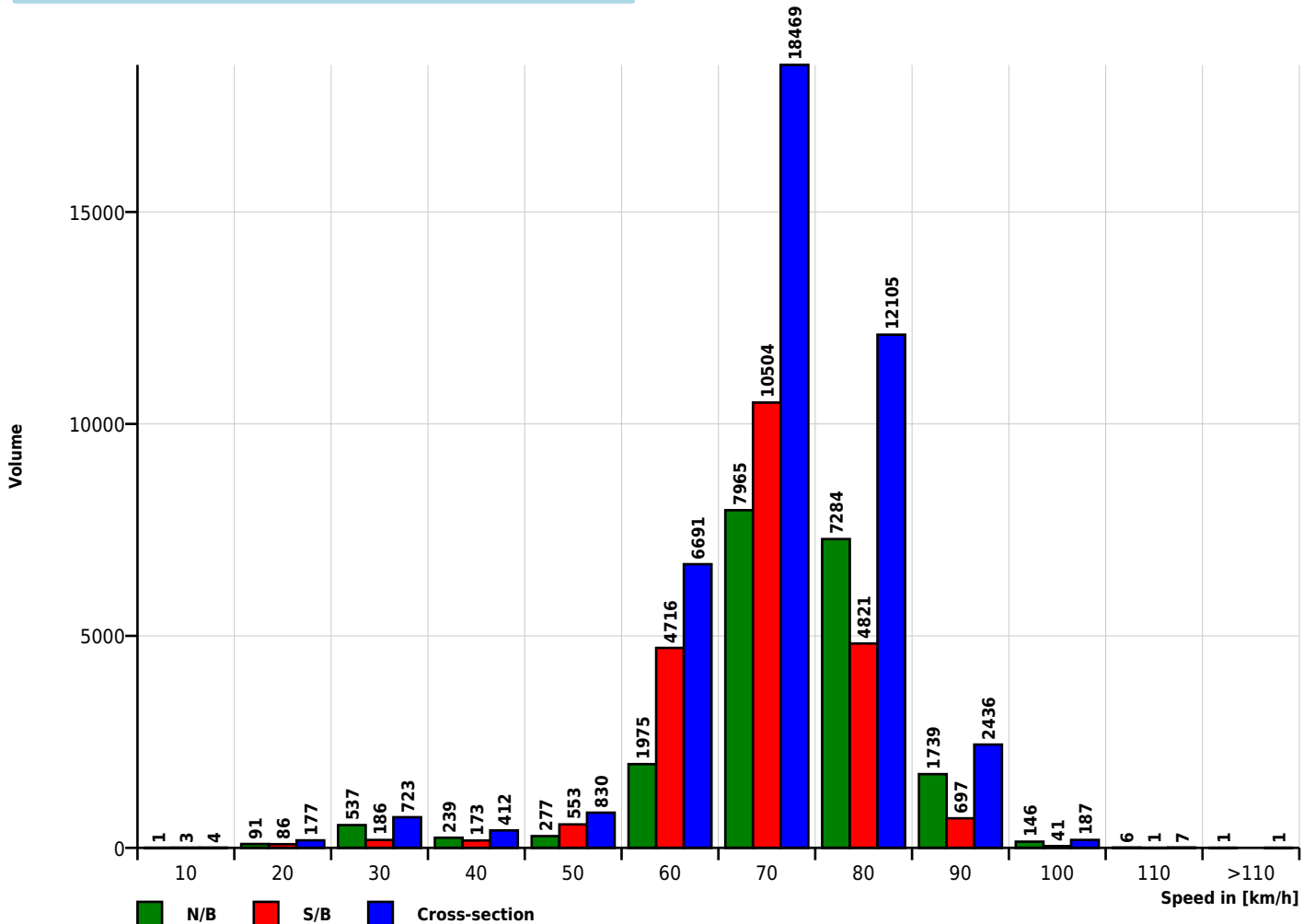
## Site

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 Dir. Oncoming (name) N/B  
 Dir. Outgoing (name) S/B  
 Posted Speed Limit   
 Comment Civic #5730  
 Device type **SDR Traffic+**

## Time Range

Start date 01/25/2021 00:00  
 End date 02/05/2021 23:59  
 Days Mo, Tu, We, Th, Fr, Sa, Su  
 Time Interval 60 minutes  
 Time / Day 00:00 - 23:59

## Speed histogram




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Generated with **DataCollect Webreporter** version 1.0 at 04/20/2021 15:12:51

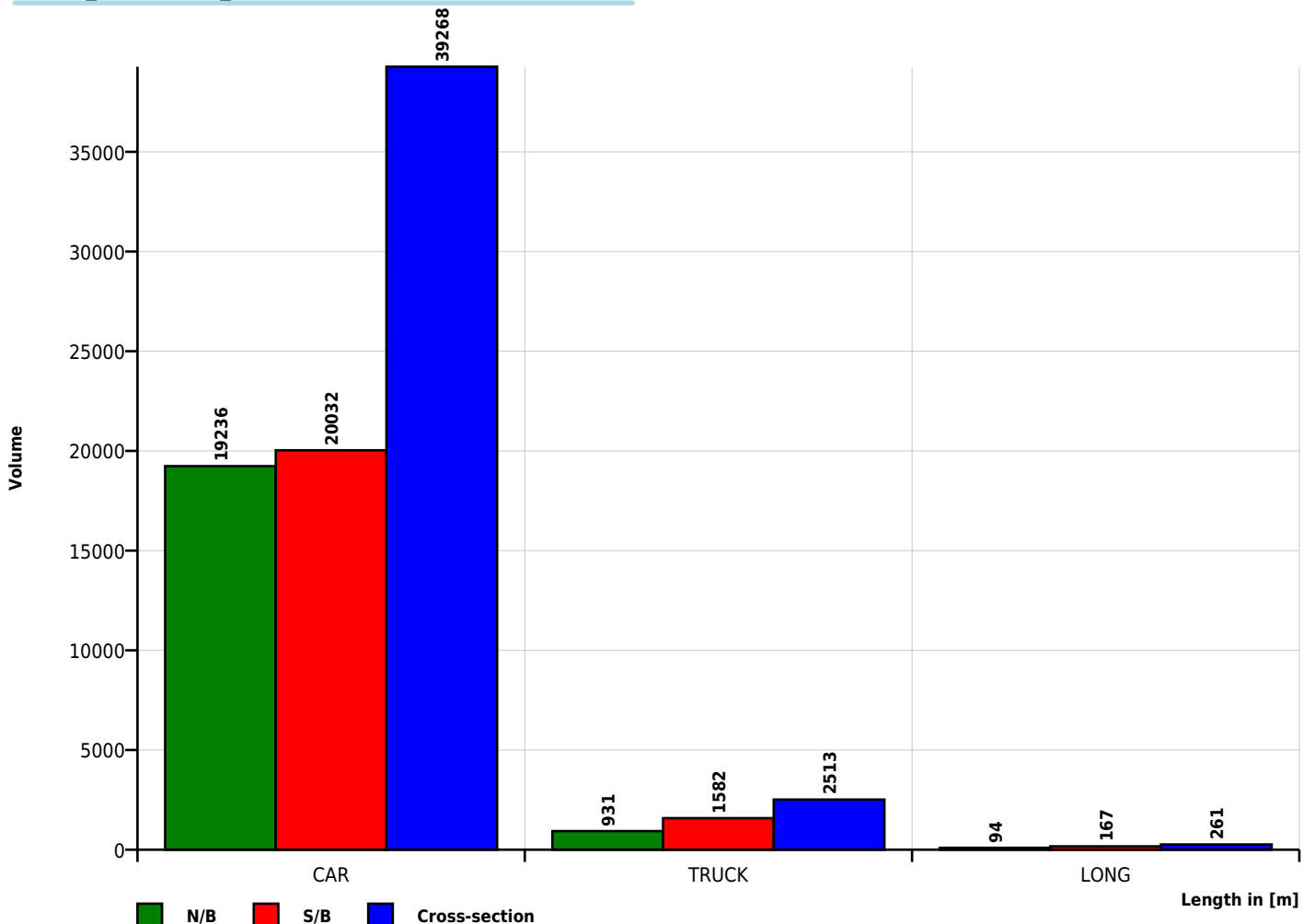
## Site

Name Prospect Road  
 Dir. Oncoming (name) N/B  
 Dir. Outgoing (name) S/B  
 Posted Speed Limit   
 Comment Civic #5730  
 Device type **SDR Traffic+**

## Time Range

Start date 01/25/2021 00:00  
 End date 02/05/2021 23:59  
 Days Mo, Tu, We, Th, Fr, Sa, Su  
 Time Interval 60 minutes  
 Time / Day 00:00 - 23:59

## Length histogram



Time	N	CAR	TRUCK	LONG	10	20	30	40	50	60	70	80	90	100	110	>110	VMin	VAvG	VMax	V15	V50	V85	V95
01/25/2021 00:00	6	5	1	0	0	0	0	0	1	2	3	0	0	0	0	0	49	61	67	49	65	67	67
01/25/2021 01:00	3	2	1	0	0	0	0	0	0	1	1	1	0	0	0	0	53	64	72	53	68	72	72
01/25/2021 02:00	5	4	1	0	0	0	0	0	0	0	5	0	0	0	0	0	64	67	70	64	67	70	70
01/25/2021 03:00	6	5	1	0	0	0	0	0	0	2	4	0	0	0	0	0	52	61	67	52	63	67	67
01/25/2021 04:00	12	11	1	0	0	0	0	0	2	4	4	1	1	0	0	0	49	63	87	50	65	72	87
01/25/2021 05:00	27	24	3	0	0	0	1	0	4	6	14	2	0	0	0	0	22	60	78	50	61	68	76
01/25/2021 06:00	72	59	11	2	0	1	5	1	4	22	29	10	0	0	0	0	20	58	80	49	62	70	74
01/25/2021 07:00	146	137	8	1	1	2	3	0	4	39	63	31	3	0	0	0	9	63	85	54	64	72	78
01/25/2021 08:00	189	173	12	4	0	2	3	1	6	43	92	32	9	1	0	0	17	64	99	56	65	73	81
01/25/2021 09:00	201	184	12	5	0	2	1	6	6	42	101	37	6	0	0	0	14	64	84	57	66	73	78
01/25/2021 10:00	204	199	4	1	0	2	1	1	4	46	94	52	3	1	0	0	11	65	92	58	65	73	78
01/25/2021 11:00	273	255	16	2	0	0	6	1	3	60	123	66	13	1	0	0	21	65	92	57	65	74	81
01/25/2021 12:00	334	325	9	0	0	1	5	4	6	55	157	87	18	1	0	0	18	66	94	58	67	75	81
01/25/2021 13:00	289	274	11	4	0	1	4	4	5	51	132	76	14	2	0	0	20	66	98	57	67	75	82
01/25/2021 14:00	318	309	8	1	0	2	6	4	4	53	159	71	19	0	0	0	12	65	89	59	66	75	81
01/25/2021 15:00	312	295	14	3	0	0	3	1	11	73	137	70	16	1	0	0	24	65	92	57	65	74	81
01/25/2021 16:00	359	337	21	1	0	7	6	3	8	53	141	117	23	0	1	0	12	66	110	58	67	77	82
01/25/2021 17:00	299	279	15	5	0	1	3	1	2	30	159	82	20	1	0	0	17	68	91	61	68	75	82
01/25/2021 18:00	190	180	9	1	0	0	8	3	4	29	94	43	9	0	0	0	23	64	87	58	67	74	80
01/25/2021 19:00	145	136	9	0	0	0	3	0	2	30	73	33	4	0	0	0	27	65	82	58	66	74	79
01/25/2021 20:00	85	82	3	0	0	0	1	1	3	10	45	22	3	0	0	0	30	66	84	60	67	74	77
01/25/2021 21:00	51	51	0	0	0	0	0	0	0	10	23	15	3	0	0	0	55	68	85	59	67	75	81
01/25/2021 22:00	43	42	1	0	0	0	0	0	0	14	15	11	3	0	0	0	55	67	90	58	65	74	87
01/25/2021 23:00	10	9	1	0	0	0	0	0	1	1	2	3	2	1	0	0	44	73	100	60	75	89	100

[Mon, 25 Jan.]	N	CAR	TRUCK	LONG	10	20	30	40	50	60	70	80	90	100	110	>110	VMin	VAvG	VMax	V15	V50	V85	V95
06:00-09:00	407	369	31	7	1	5	11	2	14	104	184	73	12	1	0	0	9	63	99	54	64	72	79
15:00-18:00	970	911	50	9	0	8	12	5	21	156	437	269	59	2	1	0	12	66	110	58	67	75	81
00:00-12:00	1144	1058	71	15	1	9	20	10	34	267	533	232	35	3	0	0	9	64	99	56	65	73	79
12:00-23:59	2435	2319	101	15	0	12	39	21	46	409	1137	630	134	6	1	0	12	66	110	58	67	75	81
00:00-24:00	3579	3377	172	30	1	21	59	31	80	676	1670	862	169	9	1	0	9	65	110	58	66	74	81

Time	N	CAR	TRUCK	LONG	10	20	30	40	50	60	70	80	90	100	110	>110	VMin	VAvG	VMax	V15	V50	V85	V95
01/26/2021 00:00	6	6	0	0	0	0	0	0	1	1	3	1	0	0	0	0	42	61	74	42	66	74	74
01/26/2021 01:00	6	5	1	0	0	0	0	0	1	0	3	2	0	0	0	0	47	66	73	47	70	73	73
01/26/2021 02:00	3	3	0	0	0	0	0	0	0	3	0	0	0	0	0	0	51	56	60	51	58	60	60
01/26/2021 03:00	5	5	0	0	0	0	0	0	0	0	2	3	0	0	0	0	70	72	74	70	71	74	74
01/26/2021 04:00	6	6	0	0	0	0	0	0	0	0	4	1	1	0	0	0	62	70	81	62	69	81	81
01/26/2021 05:00	30	27	3	0	0	0	0	0	1	10	9	7	3	0	0	0	50	67	83	57	65	80	83
01/26/2021 06:00	86	72	12	2	0	0	9	0	2	22	33	17	2	1	0	0	22	61	94	51	63	74	80
01/26/2021 07:00	152	140	10	2	0	0	2	3	3	34	71	34	3	2	0	0	24	65	96	57	65	73	78
01/26/2021 08:00	232	211	18	3	0	1	8	1	3	49	101	61	8	0	0	0	13	65	88	57	66	75	80
01/26/2021 09:00	199	190	6	3	0	1	7	0	4	35	83	60	9	0	0	0	16	65	90	57	67	74	79
01/26/2021 10:00	236	227	7	2	0	0	4	4	2	46	108	59	12	1	0	0	22	66	95	58	67	75	81
01/26/2021 11:00	257	248	8	1	0	1	4	3	2	41	123	71	10	2	0	0	20	66	95	59	67	76	80
01/26/2021 12:00	290	283	7	0	0	0	2	2	5	30	136	93	21	1	0	0	21	68	91	61	68	77	83
01/26/2021 13:00	303	290	8	5	0	0	4	7	5	48	133	89	17	0	0	0	22	66	90	59	67	75	82
01/26/2021 14:00	308	292	14	2	0	2	5	2	8	52	120	102	17	0	0	0	16	66	88	58	67	75	81
01/26/2021 15:00	298	284	11	3	0	2	8	7	9	29	121	106	16	0	0	0	17	66	89	58	68	77	81
01/26/2021 16:00	321	301	19	1	0	2	5	8	3	41	133	100	26	3	0	0	16	67	99	59	68	77	83
01/26/2021 17:00	319	310	7	2	0	0	5	2	3	46	153	93	15	2	0	0	21	67	92	60	67	75	81
01/26/2021 18:00	207	197	10	0	0	3	5	0	4	42	94	53	6	0	0	0	18	65	87	57	66	74	80
01/26/2021 19:00	181	170	10	1	0	1	6	3	2	38	79	42	10	0	0	0	19	64	89	56	65	75	81
01/26/2021 20:00	96	93	3	0	0	0	3	1	2	24	40	19	6	1	0	0	24	64	95	55	65	75	83
01/26/2021 21:00	53	53	0	0	0	0	0	0	1	10	20	19	3	0	0	0	49	68	83	57	68	77	81
01/26/2021 22:00	43	43	0	0	0	0	0	0	3	12	19	6	3	0	0	0	44	64	85	54	65	72	81
01/26/2021 23:00	17	15	2	0	0	0	0	0	0	8	8	1	0	0	0	0	55	63	72	58	62	69	72

[Tue, 26 Jan.]	N	CAR	TRUCK	LONG	10	20	30	40	50	60	70	80	90	100	110	>110	VMin	VAvG	VMax	V15	V50	V85	V95
06:00-09:00	471	424	40	7	0	1	19	4	8	106	205	112	13	3	0	0	13	64	96	56	65	74	79
15:00-18:00	938	895	37	6	0	4	18	17	15	116	407	299	57	5	0	0	16	67	99	59	68	77	82
00:00-12:00	1218	1140	65	13	0	3	34	11	19	241	540	316	48	6	0	0	13	65	96	57	66	75	80
12:00-23:59	2436	2331	91	14	0	10	43	32	45	380	1056	723	140	7	0	0	16	66	99	59	67	76	81
00:00-24:00	3654	3471	156	27	0	13	77	43	64	621	1596	1039	188	13	0	0	13	66	99	58	67	76	81

Time	N	CAR	TRUCK	LONG	10	20	30	40	50	60	70	80	90	100	110	>110	VMin	VAVg	VMax	V15	V50	V85	V95
01/27/2021 00:00	8	7	0	1	0	0	0	0	1	3	2	1	1	0	0	0	47	63	81	52	61	80	81
01/27/2021 01:00	3	3	0	0	0	0	0	0	1	0	2	0	0	0	0	0	47	58	64	47	64	64	64
01/27/2021 02:00	8	8	0	0	0	0	0	0	0	4	3	1	0	0	0	0	56	62	72	59	61	66	72
01/27/2021 03:00	4	3	1	0	0	0	0	0	1	2	1	0	0	0	0	0	44	57	69	44	60	69	69
01/27/2021 04:00	8	8	0	0	0	0	0	0	0	0	6	2	0	0	0	0	62	67	72	62	69	71	72
01/27/2021 05:00	27	26	1	0	0	1	0	0	0	9	9	6	2	0	0	0	20	65	87	55	68	74	85
01/27/2021 06:00	89	73	14	2	0	1	3	1	5	39	26	10	4	0	0	0	19	59	88	51	59	71	80
01/27/2021 07:00	153	138	11	4	0	3	2	4	2	41	65	32	3	1	0	0	14	63	92	55	65	72	77
01/27/2021 08:00	214	200	11	3	0	1	7	3	7	47	95	46	7	1	0	0	16	64	93	57	65	72	78
01/27/2021 09:00	204	195	7	2	0	1	3	4	1	37	97	50	7	4	0	0	11	66	95	59	67	75	81
01/27/2021 10:00	223	213	8	2	0	0	4	0	6	48	105	53	7	0	0	0	23	65	89	57	65	74	78
01/27/2021 11:00	289	274	14	1	0	1	2	5	6	53	118	89	14	1	0	0	18	66	91	58	67	75	81
01/27/2021 12:00	308	290	16	2	0	3	1	0	5	27	144	104	23	1	0	0	16	68	94	61	68	77	83
01/27/2021 13:00	305	276	24	5	0	1	5	2	2	36	150	97	11	1	0	0	20	67	91	60	68	74	80
01/27/2021 14:00	338	321	17	0	0	2	4	1	2	53	158	98	20	0	0	0	16	67	88	59	67	75	81
01/27/2021 15:00	355	338	13	4	0	2	5	2	8	55	165	103	14	1	0	0	14	66	95	59	67	75	80
01/27/2021 16:00	348	320	25	3	0	4	6	3	4	40	143	127	18	2	1	0	12	68	103	60	69	77	82
01/27/2021 17:00	332	307	23	2	0	4	5	1	1	55	161	95	9	1	0	0	19	66	91	59	67	76	79
01/27/2021 18:00	218	198	19	1	0	0	2	1	6	41	110	49	9	0	0	0	21	66	85	57	67	74	80
01/27/2021 19:00	156	141	14	1	0	0	6	1	2	37	64	38	7	1	0	0	23	65	93	58	65	75	81
01/27/2021 20:00	116	109	7	0	0	0	5	0	5	10	52	32	12	0	0	0	23	67	89	60	69	78	84
01/27/2021 21:00	70	69	1	0	0	0	0	1	1	11	26	24	7	0	0	0	38	69	85	59	70	78	83
01/27/2021 22:00	41	39	2	0	0	0	0	0	2	8	19	11	1	0	0	0	43	65	81	56	65	74	78
01/27/2021 23:00	17	14	3	0	0	0	1	0	2	2	5	5	1	1	0	0	27	66	92	50	66	78	92

[Wed, 27 Jan.]	N	CAR	TRUCK	LONG	10	20	30	40	50	60	70	80	90	100	110	>110	VMin	VAVg	VMax	V15	V50	V85	V95
06:00-09:00	456	411	36	9	0	5	12	8	14	127	186	88	14	2	0	0	14	63	93	54	64	72	79
15:00-18:00	1035	965	61	9	0	10	16	6	13	150	469	325	41	4	1	0	12	67	103	60	67	76	80
00:00-12:00	1230	1148	67	15	0	8	21	17	30	283	529	290	45	7	0	0	11	64	95	56	65	74	80
12:00-23:59	2604	2422	164	18	0	16	40	12	40	375	1197	783	132	8	1	0	12	67	103	59	67	76	81
00:00-24:00	3834	3570	231	33	0	24	61	29	70	658	1726	1073	177	15	1	0	11	66	103	58	67	75	81

Time	N	CAR	TRUCK	LONG	10	20	30	40	50	60	70	80	90	100	110	>110	VMin	VAVg	VMax	V15	V50	V85	V95
01/28/2021 00:00	12	9	3	0	0	0	0	0	0	4	5	3	0	0	0	0	56	64	73	58	62	72	73
01/28/2021 01:00	8	8	0	0	0	0	0	0	0	3	1	3	1	0	0	0	53	67	81	56	73	75	81
01/28/2021 02:00	6	6	0	0	0	0	0	0	0	1	3	2	0	0	0	0	58	67	74	58	70	74	74
01/28/2021 03:00	2	2	0	0	0	0	0	0	0	0	2	0	0	0	0	0	68	69	69	68	69	69	69
01/28/2021 04:00	11	11	0	0	0	0	0	0	0	3	3	5	0	0	0	0	54	66	77	56	66	72	77
01/28/2021 05:00	30	28	2	0	0	0	0	0	1	10	10	7	1	1	0	0	48	65	91	55	64	74	83
01/28/2021 06:00	84	66	15	3	0	0	5	1	3	23	27	20	4	1	0	0	23	62	94	54	64	73	81
01/28/2021 07:00	195	167	20	8	0	1	4	1	8	35	83	50	13	0	0	0	14	65	89	57	65	76	81
01/28/2021 08:00	255	229	21	5	0	2	8	3	4	36	122	67	13	0	0	0	14	65	87	57	66	74	81
01/28/2021 09:00	216	194	19	3	0	2	2	4	3	48	83	61	12	1	0	0	14	66	93	57	67	76	81
01/28/2021 10:00	282	263	16	3	0	2	5	4	10	41	123	79	15	3	0	0	12	66	93	58	67	77	81
01/28/2021 11:00	290	265	23	2	0	0	4	5	5	44	145	70	16	1	0	0	25	66	95	59	67	74	81
01/28/2021 12:00	344	321	21	2	0	0	10	3	4	54	144	98	31	0	0	0	24	67	89	58	68	77	83
01/28/2021 13:00	314	294	15	5	0	0	7	2	6	55	134	96	13	1	0	0	24	66	91	58	67	75	80
01/28/2021 14:00	351	330	18	3	0	2	5	3	3	70	165	89	13	1	0	0	13	66	91	58	66	75	79
01/28/2021 15:00	401	370	25	6	0	2	7	0	8	50	178	135	21	0	0	0	17	67	90	60	68	75	81
01/28/2021 16:00	354	332	21	1	0	4	7	5	8	42	154	108	24	2	0	0	13	67	92	59	68	76	83
01/28/2021 17:00	326	310	16	0	0	0	6	2	4	40	146	105	21	2	0	0	24	68	94	60	68	77	81
01/28/2021 18:00	269	259	9	1	0	0	3	1	5	44	123	79	13	1	0	0	28	67	93	58	67	76	81
01/28/2021 19:00	210	198	11	1	0	0	3	3	5	50	78	55	15	1	0	0	25	66	95	57	66	77	82
01/28/2021 20:00	128	120	8	0	0	0	0	0	1	28	60	33	6	0	0	0	44	67	89	59	67	75	80
01/28/2021 21:00	77	73	4	0	0	0	1	3	2	11	38	17	5	0	0	0	28	65	87	59	65	75	84
01/28/2021 22:00	41	36	4	1	0	0	0	0	2	5	15	12	6	1	0	0	50	70	100	60	70	81	83
01/28/2021 23:00	22	21	1	0	0	0	0	0	1	4	7	7	3	0	0	0	49	69	89	58	68	78	84

[Thu, 28 Jan.]	N	CAR	TRUCK	LONG	10	20	30	40	50	60	70	80	90	100	110	>110	VMin	VAVg	VMax	V15	V50	V85	V95
06:00-09:00	534	462	56	16	0	3	17	5	15	94	232	137	30	1	0	0	14	65	94	57	66	75	81
15:00-18:00	1081	1012	62	7	0	6	20	7	20	132	478	348	66	4	0	0	13	67	94	60	68	76	81
00:00-12:00	1392	1249	119	24	0	7	28	18	34	248	607	367	76	7	0	0	12	65	95	57	66	75	81
12:00-23:59	2837	2664	153	20	0	8	49	22	49	453	1242	834	171	9	0	0	13	67	100	59	67	76	81
00:00-24:00	4228	3912	272	44	0	15	77	40	83	701	1849	1201	246	16	0	0	12	66	100	58	67	76	81

Time	N	CAR	TRUCK	LONG	10	20	30	40	50	60	70	80	90	100	110	>110	VMin	VAVg	VMax	V15	V50	V85	V95
01/29/2021 00:00	8	8	0	0	0	0	0	0	0	1	3	2	2	0	0	0	53	71	84	64	77	83	84
01/29/2021 01:00	10	10	0	0	0	0	0	0	0	2	2	5	1	0	0	0	53	70	87	56	72	79	87
01/29/2021 02:00	8	8	0	0	0	0	0	0	0	1	6	0	0	1	0	0	58	69	97	63	67	70	97
01/29/2021 03:00	5	5	0	0	0	0	0	0	0	0	2	2	1	0	0	0	68	73	81	68	74	81	81
01/29/2021 04:00	6	5	1	0	0	0	0	0	0	2	2	2	0	0	0	0	54	66	78	54	66	78	78
01/29/2021 05:00	27	19	8	0	0	0	0	0	0	3	9	13	1	1	0	0	56	72	92	66	72	78	87
01/29/2021 06:00	86	70	13	3	0	1	5	1	1	18	29	27	4	0	0	0	14	64	88	55	66	76	79
01/29/2021 07:00	153	139	14	0	0	1	4	1	3	21	67	48	8	0	0	0	17	66	89	59	67	76	81
01/29/2021 08:00	225	191	31	3	0	0	4	2	2	32	94	63	25	3	0	0	22	68	98	59	68	80	84
01/29/2021 09:00	250	223	23	4	0	1	6	4	0	57	116	57	9	0	0	0	20	64	88	57	66	74	78
01/29/2021 10:00	270	251	19	0	0	0	3	2	6	31	138	74	16	0	0	0	21	67	89	60	67	75	82
01/29/2021 11:00	318	288	28	2	1	1	3	1	8	52	148	83	20	1	0	0	10	66	94	58	67	75	83
01/29/2021 12:00	367	336	30	1	0	1	6	4	2	50	141	130	28	5	0	0	20	68	95	59	69	78	84
01/29/2021 13:00	359	328	26	5	0	1	6	4	4	56	150	116	21	1	0	0	19	67	100	59	68	77	81
01/29/2021 14:00	380	347	33	0	0	2	4	1	8	54	183	102	25	1	0	0	19	67	94	59	67	76	81
01/29/2021 15:00	360	330	29	1	0	0	4	3	3	51	154	115	29	1	0	0	24	68	92	60	68	77	83
01/29/2021 16:00	383	353	30	0	0	2	7	3	1	49	160	131	28	2	0	0	20	68	93	60	69	78	82
01/29/2021 17:00	336	307	27	2	0	1	3	3	5	52	127	115	25	5	0	0	17	68	96	59	68	77	85
01/29/2021 18:00	246	218	28	0	0	0	8	1	1	44	120	53	19	0	0	0	23	66	89	58	66	75	82
01/29/2021 19:00	190	177	12	1	0	1	1	1	10	32	81	56	8	0	0	0	19	66	90	58	67	75	80
01/29/2021 20:00	128	117	11	0	0	0	1	1	3	16	60	40	7	0	0	0	25	67	89	60	67	74	81
01/29/2021 21:00	69	66	3	0	0	1	1	0	2	7	34	22	2	0	0	0	20	66	81	59	69	74	79
01/29/2021 22:00	61	57	4	0	0	0	2	0	3	12	22	18	4	0	0	0	27	65	87	56	67	74	83
01/29/2021 23:00	27	24	3	0	0	0	1	0	0	7	12	6	1	0	0	0	25	65	81	58	68	72	80

[Fri, 29 Jan.]	N	CAR	TRUCK	LONG	10	20	30	40	50	60	70	80	90	100	110	>110	VMin	VAVg	VMax	V15	V50	V85	V95
06:00-09:00	464	400	58	6	0	2	13	4	6	71	190	138	37	3	0	0	14	67	98	58	67	77	82
15:00-18:00	1079	990	86	3	0	3	14	9	9	152	441	361	82	8	0	0	17	68	96	60	69	77	83
00:00-12:00	1367	1218	137	12	1	4	25	11	20	220	616	377	87	6	0	0	10	66	98	58	67	76	82
12:00-23:59	2906	2660	236	10	0	9	44	21	42	430	1244	904	197	15	0	0	17	67	100	59	68	77	82
00:00-24:00	4272	3877	373	22	1	13	69	32	62	650	1860	1280	284	21	0	0	10	67	100	59	68	77	82



Time	N	CAR	TRUCK	LONG	10	20	30	40	50	60	70	80	90	100	110	>110	VMin	VAvG	VMax	V15	V50	V85	V95
01/30/2021 00:00	12	12	0	0	0	0	1	0	0	1	6	2	2	0	0	0	23	65	87	52	69	81	87
01/30/2021 01:00	7	5	2	0	0	0	0	0	0	0	3	2	2	0	0	0	64	73	85	64	72	82	85
01/30/2021 02:00	4	4	0	0	0	0	0	0	0	1	1	2	0	0	0	0	57	68	76	57	73	76	76
01/30/2021 03:00	5	5	0	0	0	0	1	0	0	2	0	1	1	0	0	0	24	59	81	24	60	81	81
01/30/2021 04:00	8	7	1	0	0	0	0	0	0	0	5	2	1	0	0	0	62	70	81	65	69	76	81
01/30/2021 05:00	15	12	3	0	0	0	1	0	0	1	7	6	0	0	0	0	26	67	80	63	70	75	80
01/30/2021 06:00	41	36	5	0	0	0	0	1	1	8	14	13	4	0	0	0	36	67	89	57	68	77	81
01/30/2021 07:00	85	68	16	1	0	0	2	1	1	9	38	29	4	1	0	0	23	67	91	59	68	77	84
01/30/2021 08:00	125	103	21	1	0	0	2	2	0	17	56	36	12	0	0	0	21	67	86	60	67	78	83
01/30/2021 09:00	215	195	20	0	0	0	2	0	1	37	93	63	18	1	0	0	22	68	91	60	67	77	83
01/30/2021 10:00	271	249	22	0	0	0	5	0	7	35	117	90	17	0	0	0	23	67	88	60	68	76	81
01/30/2021 11:00	330	307	23	0	0	0	2	0	4	42	129	129	21	3	0	0	26	69	95	61	70	77	82
01/30/2021 12:00	384	357	26	1	0	1	7	4	1	35	157	135	44	0	0	0	20	69	89	61	70	78	83
01/30/2021 13:00	390	366	24	0	1	0	4	5	9	61	164	122	23	1	0	0	8	67	92	58	68	76	81
01/30/2021 14:00	397	378	19	0	0	0	5	2	2	52	167	145	24	0	0	0	22	68	90	60	68	76	81
01/30/2021 15:00	317	305	11	1	0	1	6	2	1	38	125	127	14	3	0	0	20	68	99	60	70	77	81
01/30/2021 16:00	287	269	18	0	0	1	10	4	2	27	116	96	27	4	0	0	19	68	98	60	70	79	83
01/30/2021 17:00	283	258	23	2	0	0	2	4	3	36	110	100	26	2	0	0	25	69	100	60	70	77	84
01/30/2021 18:00	245	223	21	1	0	1	2	3	6	37	102	71	21	2	0	0	19	67	95	58	66	76	82
01/30/2021 19:00	157	143	14	0	0	0	3	0	3	20	73	49	7	2	0	0	27	67	98	60	68	75	81
01/30/2021 20:00	90	81	9	0	0	0	1	1	2	17	26	32	10	1	0	0	27	68	91	57	68	78	87
01/30/2021 21:00	56	52	4	0	0	0	0	0	1	10	21	14	9	1	0	0	49	69	92	59	67	81	85
01/30/2021 22:00	42	41	1	0	0	0	0	0	1	8	21	10	2	0	0	0	50	66	85	58	67	74	80
01/30/2021 23:00	29	28	1	0	0	0	0	0	2	1	12	10	4	0	0	0	48	70	88	63	70	78	85

[Sat, 30 Jan.]	N	CAR	TRUCK	LONG	10	20	30	40	50	60	70	80	90	100	110	>110	VMin	VAvG	VMax	V15	V50	V85	V95
06:00-09:00	251	207	42	2	0	0	4	4	2	34	108	78	20	1	0	0	21	67	91	59	67	78	83
15:00-18:00	888	832	53	3	0	2	18	10	6	101	351	324	67	9	0	0	19	68	100	60	70	78	83
00:00-12:00	1118	1003	113	2	0	0	16	4	14	153	469	375	82	5	0	0	21	68	95	60	68	77	82
12:00-23:59	2677	2501	171	5	1	4	40	25	33	342	1094	911	211	16	0	0	8	68	100	60	69	77	83
00:00-24:00	3795	3504	284	7	1	4	56	29	47	495	1563	1286	293	21	0	0	8	68	100	60	68	77	83

Time	N	CAR	TRUCK	LONG	10	20	30	40	50	60	70	80	90	100	110	>110	VMin	VAvG	VMax	V15	V50	V85	V95
01/31/2021 00:00	10	9	1	0	0	0	0	0	0	0	4	4	2	0	0	0	61	73	85	67	72	81	85
01/31/2021 01:00	3	3	0	0	0	0	0	0	0	0	2	0	0	1	0	0	61	72	91	61	65	91	91
01/31/2021 02:00	5	4	1	0	0	0	0	0	0	0	2	0	3	0	0	0	61	75	85	61	81	85	85
01/31/2021 03:00	4	4	0	0	0	0	1	0	0	0	0	1	1	1	0	0	23	71	92	23	90	92	92
01/31/2021 04:00	5	5	0	0	0	0	0	0	0	2	2	1	0	0	0	0	57	66	78	57	67	78	78
01/31/2021 05:00	20	19	1	0	0	0	2	0	0	2	10	3	2	1	0	0	25	66	98	56	67	85	98
01/31/2021 06:00	32	29	3	0	0	0	2	2	0	2	13	10	3	0	0	0	23	65	83	51	68	78	83
01/31/2021 07:00	56	49	7	0	0	0	2	1	2	10	16	22	2	1	0	0	25	67	96	56	68	79	81
01/31/2021 08:00	83	73	9	1	0	0	1	1	1	11	45	17	7	0	0	0	27	67	88	60	67	76	81
01/31/2021 09:00	156	143	13	0	0	0	1	1	0	16	62	62	13	1	0	0	24	70	92	62	70	77	85
01/31/2021 10:00	240	226	14	0	0	0	7	1	2	25	92	96	16	0	1	0	22	69	109	61	70	77	82
01/31/2021 11:00	277	260	17	0	0	1	4	4	4	33	116	91	24	0	0	0	20	68	90	60	68	78	83
01/31/2021 12:00	336	312	23	1	0	0	3	0	1	39	152	121	19	1	0	0	23	69	93	61	69	76	83
01/31/2021 13:00	336	319	15	2	0	0	4	3	6	38	150	107	26	2	0	0	22	68	98	60	68	76	84
01/31/2021 14:00	336	315	21	0	0	0	4	2	2	25	168	107	25	3	0	0	21	69	95	62	69	78	83
01/31/2021 15:00	333	315	17	1	0	0	2	2	5	34	139	121	25	5	0	0	29	69	96	61	69	78	85
01/31/2021 16:00	281	265	15	1	0	0	3	1	3	29	112	93	37	3	0	0	23	70	95	61	70	80	87
01/31/2021 17:00	222	210	12	0	0	1	3	1	3	21	100	74	18	1	0	0	19	68	93	62	69	77	84
01/31/2021 18:00	116	101	15	0	0	1	3	2	3	16	48	37	6	0	0	0	17	66	87	56	68	77	81
01/31/2021 19:00	103	97	5	1	0	0	5	1	2	17	41	29	7	1	0	0	24	65	96	57	67	76	82
01/31/2021 20:00	63	59	4	0	0	0	1	0	2	8	32	16	3	0	1	0	26	68	101	59	68	78	81
01/31/2021 21:00	42	38	4	0	0	0	0	0	0	5	14	21	0	2	0	0	54	70	94	62	71	78	79
01/31/2021 22:00	28	27	1	0	0	0	1	0	1	6	10	7	3	0	0	0	24	65	84	55	64	80	82
01/31/2021 23:00	20	20	0	0	0	0	0	0	1	3	9	5	2	0	0	0	46	67	84	57	68	77	84

[Sun, 31 Jan.]	N	CAR	TRUCK	LONG	10	20	30	40	50	60	70	80	90	100	110	>110	VMin	VAvG	VMax	V15	V50	V85	V95
06:00-09:00	171	151	19	1	0	0	5	4	3	23	74	49	12	1	0	0	23	66	96	58	68	78	82
15:00-18:00	836	790	44	2	0	1	8	4	11	84	351	288	80	9	0	0	19	69	96	61	69	78	85
00:00-12:00	891	824	66	1	0	1	20	10	9	101	364	307	73	5	1	0	20	68	109	60	69	78	83
12:00-23:59	2215	2077	132	6	0	2	29	12	29	241	975	737	171	18	1	0	17	69	101	61	69	77	84
00:00-24:00	3107	2902	198	7	0	3	49	22	38	342	1339	1045	244	23	2	0	17	68	109	61	69	77	84

Time	N	CAR	TRUCK	LONG	10	20	30	40	50	60	70	80	90	100	110	>110	VMin	VAvG	VMax	V15	V50	V85	V95
02/01/2021 00:00	16	16	0	0	0	0	0	0	0	2	7	7	0	0	0	0	56	68	78	61	69	77	78
02/01/2021 01:00	4	4	0	0	0	0	0	0	0	0	3	1	0	0	0	0	61	68	78	61	67	78	78
02/01/2021 02:00	3	2	1	0	0	0	0	0	0	1	0	0	2	0	0	0	60	77	87	60	85	87	87
02/01/2021 03:00	5	5	0	0	0	0	0	0	0	0	2	2	1	0	0	0	70	75	88	70	71	88	88
02/01/2021 04:00	11	9	2	0	0	0	0	0	2	3	3	3	0	0	0	0	46	60	72	50	61	71	72
02/01/2021 05:00	25	24	1	0	0	0	2	0	1	5	6	8	3	0	0	0	27	65	89	51	68	80	84
02/01/2021 06:00	80	66	14	0	0	0	8	0	1	17	30	21	3	0	0	0	23	62	82	54	64	75	79
02/01/2021 07:00	166	144	19	3	0	1	0	3	3	28	72	48	9	2	0	0	12	67	96	57	67	77	81
02/01/2021 08:00	228	200	26	2	0	2	7	5	2	35	84	84	9	0	0	0	11	66	90	58	68	76	80
02/01/2021 09:00	222	196	20	6	0	2	4	1	6	45	107	48	8	1	0	0	17	64	95	58	65	74	79
02/01/2021 10:00	261	234	22	5	0	0	6	3	7	46	139	48	9	3	0	0	26	65	93	58	65	74	80
02/01/2021 11:00	301	273	28	0	0	1	8	7	7	49	136	75	17	1	0	0	18	65	91	58	66	75	81
02/01/2021 12:00	323	302	20	1	0	0	4	4	7	50	150	88	20	0	0	0	26	67	90	59	67	77	81
02/01/2021 13:00	347	313	30	4	0	0	6	4	4	60	153	92	25	3	0	0	26	67	93	58	67	77	82
02/01/2021 14:00	348	323	19	6	0	1	6	0	11	48	158	102	22	0	0	0	18	67	90	60	68	75	81
02/01/2021 15:00	361	334	25	2	0	1	3	3	4	60	169	92	28	1	0	0	17	67	100	59	67	76	83
02/01/2021 16:00	400	372	28	0	0	5	10	5	2	42	182	124	27	3	0	0	14	67	95	60	68	76	83
02/01/2021 17:00	298	275	23	0	0	2	5	2	3	29	132	101	23	1	0	0	15	68	96	61	69	77	83
02/01/2021 18:00	231	211	19	1	0	1	5	2	8	49	101	53	10	1	1	0	17	64	102	55	65	74	81
02/01/2021 19:00	164	151	13	0	0	0	2	1	7	18	73	49	14	0	0	0	25	68	88	59	68	78	83
02/01/2021 20:00	119	110	9	0	0	0	3	3	2	14	50	40	6	1	0	0	21	67	93	58	67	77	81
02/01/2021 21:00	64	61	3	0	0	0	1	1	2	7	24	27	2	0	0	0	30	68	87	60	69	77	79
02/01/2021 22:00	32	29	3	0	0	0	0	1	1	4	15	9	2	0	0	0	33	66	85	56	66	77	84
02/01/2021 23:00	15	13	2	0	0	0	1	0	0	2	6	5	1	0	0	0	28	66	81	58	69	75	81

[Mon, 1 Feb.]	N	CAR	TRUCK	LONG	10	20	30	40	50	60	70	80	90	100	110	>110	VMin	VAvG	VMax	V15	V50	V85	V95
06:00-09:00	474	410	59	5	0	3	15	8	6	80	186	153	21	2	0	0	11	66	96	57	67	76	80
15:00-18:00	1059	981	76	2	0	8	18	10	9	131	483	317	78	5	0	0	14	67	100	60	68	76	83
00:00-12:00	1322	1173	133	16	0	6	35	19	29	231	589	345	61	7	0	0	11	65	96	58	66	75	81
12:00-23:59	2702	2494	194	14	0	10	46	26	51	383	1213	782	180	10	1	0	14	67	102	59	67	77	82
00:00-24:00	4024	3667	327	30	0	16	81	45	80	614	1802	1127	241	17	1	0	11	66	102	58	67	76	81

Time	N	CAR	TRUCK	LONG	10	20	30	40	50	60	70	80	90	100	110	>110	VMin	VAvG	VMax	V15	V50	V85	V95
02/02/2021 00:00	16	15	1	0	0	0	0	0	1	2	7	6	0	0	0	0	46	67	80	60	68	77	80
02/02/2021 01:00	3	2	1	0	0	0	0	0	0	0	2	0	0	1	0	0	63	73	91	63	65	91	91
02/02/2021 02:00	4	4	0	0	0	0	0	0	0	2	1	0	0	1	0	0	58	71	96	58	68	96	96
02/02/2021 03:00	2	1	1	0	0	0	0	0	0	0	1	1	0	0	0	0	62	70	78	62	78	78	78
02/02/2021 04:00	5	5	0	0	0	0	0	1	0	2	2	0	0	0	0	0	39	57	67	39	58	67	67
02/02/2021 05:00	26	23	1	2	0	0	0	3	4	6	10	3	0	0	0	0	35	59	77	44	63	70	76
02/02/2021 06:00	51	47	4	0	0	4	2	2	9	23	10	1	0	0	0	0	15	51	71	37	54	63	67
02/02/2021 07:00	87	77	7	3	1	5	2	10	22	35	12	0	0	0	0	0	10	49	69	40	51	60	64
02/02/2021 08:00	59	55	4	0	0	1	2	3	23	19	11	0	0	0	0	0	17	50	67	42	51	62	66
02/02/2021 09:00	39	34	4	1	0	1	0	8	18	11	1	0	0	0	0	0	19	46	65	37	48	56	60
02/02/2021 10:00	46	44	1	1	0	0	2	6	6	19	12	1	0	0	0	0	21	53	73	38	57	63	69
02/02/2021 11:00	43	38	4	1	0	2	0	3	6	17	11	4	0	0	0	0	12	55	79	42	57	69	71
02/02/2021 12:00	1	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	33	33	33	33	33	33	33
02/02/2021 13:00	28	27	1	0	0	2	2	1	3	8	9	3	0	0	0	0	18	55	73	40	59	69	72
02/02/2021 14:00	20	20	0	0	0	1	1	1	0	7	7	3	0	0	0	0	11	57	74	52	61	71	74
02/02/2021 15:00	49	45	3	1	0	2	0	3	5	15	19	5	0	0	0	0	12	57	79	43	60	68	77
02/02/2021 16:00	30	25	4	1	0	3	6	0	0	7	10	4	0	0	0	0	20	52	74	22	60	69	74
02/02/2021 17:00	11	10	0	1	0	3	0	0	0	0	6	2	0	0	0	0	12	53	73	12	64	72	73
02/02/2021 18:00	13	13	0	0	0	0	0	0	1	1	4	6	1	0	0	0	48	69	87	56	71	76	87
02/02/2021 19:00	20	20	0	0	0	0	0	0	0	6	6	8	0	0	0	0	53	67	76	59	67	75	76
02/02/2021 20:00	14	13	1	0	0	2	1	0	0	6	4	1	0	0	0	0	11	53	71	22	60	69	71
02/02/2021 21:00	12	12	0	0	0	0	1	0	0	3	4	4	0	0	0	0	28	63	75	56	67	73	75
02/02/2021 22:00	3	3	0	0	0	0	0	0	0	0	1	2	0	0	0	0	62	72	77	62	76	77	77
02/02/2021 23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

[Tue, 2 Feb.]	N	CAR	TRUCK	LONG	10	20	30	40	50	60	70	80	90	100	110	>110	VMin	VAvG	VMax	V15	V50	V85	V95
06:00-09:00	197	179	15	3	1	10	6	15	54	77	33	1	0	0	0	0	10	50	71	40	52	61	66
15:00-18:00	90	80	7	3	0	8	6	3	5	22	35	11	0	0	0	0	12	55	79	24	62	69	74
00:00-12:00	381	345	28	8	1	13	8	36	89	136	80	16	0	2	0	0	10	52	96	40	54	64	70
12:00-23:59	201	189	9	3	0	13	11	6	9	53	70	38	1	0	0	0	11	58	87	41	62	72	75
00:00-24:00	582	534	37	11	1	26	19	42	98	189	150	54	1	2	0	0	10	54	96	40	57	68	73

Time	N	CAR	TRUCK	LONG	10	20	30	40	50	60	70	80	90	100	110	>110	VMin	VAvG	VMax	V15	V50	V85	V95
02/03/2021 00:00	2	2	0	0	0	0	0	0	0	0	2	0	0	0	0	0	62	63	64	62	64	64	64
02/03/2021 01:00	1	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	71	71	71	71	71	71	71
02/03/2021 02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02/03/2021 03:00	1	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	65	65	65	65	65	65	65
02/03/2021 04:00	2	2	0	0	0	0	0	0	0	1	1	0	0	0	0	0	58	61	63	58	63	63	63
02/03/2021 05:00	5	5	0	0	0	0	0	0	0	1	1	2	1	0	0	0	56	71	87	56	72	87	87
02/03/2021 06:00	18	18	0	0	0	0	2	1	0	3	8	3	1	0	0	0	24	60	81	32	66	74	81
02/03/2021 07:00	46	43	3	0	0	0	0	1	0	5	26	14	0	0	0	0	34	67	79	61	67	75	78
02/03/2021 08:00	90	83	7	0	0	1	5	0	3	12	35	24	10	0	0	0	16	66	90	57	68	77	83
02/03/2021 09:00	82	79	3	0	0	0	2	2	1	15	37	22	3	0	0	0	24	65	83	58	66	74	78
02/03/2021 10:00	117	113	4	0	0	1	0	2	0	17	57	33	7	0	0	0	18	67	88	59	67	76	83
02/03/2021 11:00	187	181	4	2	0	0	3	1	1	38	80	45	18	1	0	0	23	67	91	58	67	77	83
02/03/2021 12:00	233	227	5	1	0	0	5	1	1	39	112	60	14	1	0	0	24	67	92	59	67	75	81
02/03/2021 13:00	283	274	7	2	0	2	6	3	2	36	117	89	25	2	1	0	17	67	101	59	68	77	83
02/03/2021 14:00	297	289	7	1	0	2	2	0	15	53	141	73	10	1	0	0	12	65	93	56	66	74	80
02/03/2021 15:00	324	310	12	2	0	2	4	1	5	39	156	100	15	2	0	0	17	67	92	60	68	75	81
02/03/2021 16:00	334	317	15	2	0	4	9	2	2	49	149	101	17	1	0	0	15	66	91	58	67	76	81
02/03/2021 17:00	284	275	9	0	0	0	5	3	2	32	138	86	16	2	0	0	21	67	94	61	68	75	81
02/03/2021 18:00	213	210	3	0	0	0	1	1	6	38	100	59	7	1	0	0	27	66	94	59	66	74	79
02/03/2021 19:00	154	150	4	0	0	0	2	0	2	22	73	48	6	1	0	0	27	67	91	60	67	74	80
02/03/2021 20:00	113	113	0	0	0	0	0	0	0	15	51	40	5	2	0	0	51	69	93	61	68	77	83
02/03/2021 21:00	54	52	1	1	0	0	1	0	1	12	23	15	2	0	0	0	22	65	85	58	66	74	80
02/03/2021 22:00	23	22	1	0	0	0	1	0	0	6	9	6	1	0	0	0	27	65	86	57	65	73	80
02/03/2021 23:00	23	23	0	0	0	0	0	0	2	8	8	4	1	0	0	0	46	63	82	52	64	73	76

[Wed, 3 Feb.]	N	CAR	TRUCK	LONG	10	20	30	40	50	60	70	80	90	100	110	>110	VMin	VAvG	VMax	V15	V50	V85	V95
06:00-09:00	154	144	10	0	0	1	7	2	3	20	69	41	11	0	0	0	16	65	90	57	67	76	81
15:00-18:00	943	903	36	4	0	6	18	6	9	120	444	287	48	5	0	0	15	67	94	60	68	75	81
00:00-12:00	552	529	21	2	0	2	12	7	5	93	248	144	40	1	0	0	16	66	91	58	67	76	83
12:00-23:59	2335	2262	64	9	0	10	36	11	38	349	1077	681	119	13	1	0	12	67	101	59	67	75	81
00:00-24:00	2886	2790	85	11	0	12	48	18	43	441	1325	825	159	14	1	0	12	67	101	59	67	76	81

Time	N	CAR	TRUCK	LONG	10	20	30	40	50	60	70	80	90	100	110	>110	VMin	VAvG	VMax	V15	V50	V85	V95
02/04/2021 00:00	7	7	0	0	0	0	0	0	0	0	6	1	0	0	0	0	61	67	72	65	68	70	72
02/04/2021 01:00	2	2	0	0	0	0	0	0	0	0	2	0	0	0	0	0	62	64	66	62	66	66	66
02/04/2021 02:00	2	1	1	0	0	0	0	0	0	0	2	0	0	0	0	0	66	67	68	66	68	68	68
02/04/2021 03:00	4	4	0	0	0	1	0	0	0	2	1	0	0	0	0	0	19	50	65	19	58	65	65
02/04/2021 04:00	11	10	0	1	0	0	0	0	1	4	2	3	0	1	0	0	49	65	98	53	62	74	98
02/04/2021 05:00	29	26	3	0	0	0	1	0	3	12	5	7	1	0	0	0	28	60	82	51	58	73	74
02/04/2021 06:00	80	72	7	1	0	2	3	0	11	29	25	5	5	0	0	0	14	58	83	50	60	69	81
02/04/2021 07:00	161	148	9	4	0	2	5	1	3	39	67	39	4	1	0	0	12	64	92	57	66	75	79
02/04/2021 08:00	256	236	19	1	0	3	8	8	8	53	119	46	11	0	0	0	13	63	89	54	64	74	80
02/04/2021 09:00	214	202	12	0	0	1	5	7	0	40	92	61	8	0	0	0	16	65	90	57	67	75	78
02/04/2021 10:00	249	236	13	0	0	0	3	4	4	40	117	67	10	4	0	0	25	67	98	59	67	75	81
02/04/2021 11:00	281	272	9	0	0	0	3	3	1	40	128	87	18	1	0	0	22	68	94	60	68	77	82
02/04/2021 12:00	325	310	15	0	0	0	4	0	4	29	154	104	29	1	0	0	25	69	91	62	68	77	84
02/04/2021 13:00	314	293	17	4	0	0	5	2	1	43	148	95	20	0	0	0	25	68	89	60	68	76	82
02/04/2021 14:00	360	345	12	3	0	2	4	2	8	66	158	99	19	2	0	0	11	66	92	58	67	76	82
02/04/2021 15:00	333	314	16	3	0	1	4	2	13	63	141	94	14	1	0	0	19	66	95	58	66	75	80
02/04/2021 16:00	370	351	18	1	0	4	9	6	7	50	161	109	22	2	0	0	12	66	94	59	67	76	81
02/04/2021 17:00	333	313	20	0	0	0	4	3	5	44	148	115	11	3	0	0	21	67	97	60	68	75	79
02/04/2021 18:00	236	224	12	0	0	0	5	1	5	36	107	68	14	0	0	0	25	66	90	60	68	75	81
02/04/2021 19:00	175	169	6	0	0	0	2	1	6	40	85	33	8	0	0	0	27	65	90	57	65	73	80
02/04/2021 20:00	102	102	0	0	0	0	0	0	2	13	49	30	7	1	0	0	45	68	99	61	68	78	85
02/04/2021 21:00	71	71	0	0	0	0	1	1	0	6	32	21	8	2	0	0	30	70	94	61	69	79	85
02/04/2021 22:00	31	31	0	0	0	0	0	1	1	3	18	7	0	1	0	0	31	66	100	60	68	72	78
02/04/2021 23:00	17	16	1	0	0	0	0	0	2	1	8	3	3	0	0	0	47	68	86	59	68	81	86

[Thu, 4 Feb.]	N	CAR	TRUCK	LONG	10	20	30	40	50	60	70	80	90	100	110	>110	VMin	VAvG	VMax	V15	V50	V85	V95
06:00-09:00	497	456	35	6	0	7	16	9	22	121	211	90	20	1	0	0	12	62	92	54	64	73	80
15:00-18:00	1036	978	54	4	0	5	17	11	25	157	450	318	47	6	0	0	12	66	97	59	67	75	81
00:00-12:00	1296	1216	73	7	0	9	28	23	31	259	566	316	57	7	0	0	12	65	98	56	66	75	80
12:00-23:59	2667	2539	117	11	0	7	38	19	54	394	1209	778	155	13	0	0	11	67	100	59	67	76	82
00:00-24:00	3963	3755	190	18	0	16	66	42	85	653	1775	1094	212	20	0	0	11	66	100	58	67	75	81

Time	N	CAR	TRUCK	LONG	10	20	30	40	50	60	70	80	90	100	110	>110	VMin	VAvG	VMax	V15	V50	V85	V95
02/05/2021 00:00	10	10	0	0	0	0	0	0	0	3	6	1	0	0	0	0	57	62	71	58	63	67	71
02/05/2021 01:00	3	2	1	0	0	0	0	0	0	0	2	1	0	0	0	0	62	67	76	62	64	76	76
02/05/2021 02:00	6	6	0	0	0	0	0	0	0	1	3	1	1	0	0	0	54	67	81	54	67	81	81
02/05/2021 03:00	2	2	0	0	0	0	0	0	0	0	2	0	0	0	0	0	66	66	66	66	66	66	66
02/05/2021 04:00	3	3	0	0	0	0	0	0	0	0	1	1	1	0	0	0	66	75	87	66	72	87	87
02/05/2021 05:00	25	20	4	1	0	0	0	0	2	1	13	8	1	0	0	0	46	67	82	62	68	74	77
02/05/2021 06:00	68	64	3	1	0	0	1	0	2	24	25	14	2	0	0	0	26	63	87	54	63	73	77
02/05/2021 07:00	167	158	7	2	0	3	2	3	3	35	58	58	4	1	0	0	13	65	92	57	68	76	77
02/05/2021 08:00	219	208	10	1	0	3	5	4	3	37	83	74	9	1	0	0	13	66	99	59	66	75	80
02/05/2021 09:00	177	171	5	1	0	1	3	5	2	22	76	60	7	1	0	0	15	66	95	58	68	76	80
02/05/2021 10:00	228	219	9	0	0	0	4	1	0	29	116	67	11	0	0	0	22	67	84	61	67	75	80
02/05/2021 11:00	283	272	10	1	0	0	7	4	10	42	113	89	18	0	0	0	23	66	90	58	68	76	82
02/05/2021 12:00	339	327	10	2	0	1	7	2	2	57	142	106	19	3	0	0	20	67	95	59	67	75	82
02/05/2021 13:00	368	347	16	5	0	0	6	5	3	65	170	87	28	4	0	0	26	66	96	59	66	76	82
02/05/2021 14:00	374	349	24	1	0	2	8	5	10	51	188	94	15	1	0	0	15	65	91	59	66	75	80
02/05/2021 15:00	371	347	22	2	0	3	4	2	11	53	155	116	25	2	0	0	17	67	98	59	68	76	82
02/05/2021 16:00	387	369	18	0	0	1	4	3	6	54	171	122	24	1	0	1	17	67	113	59	68	76	81
02/05/2021 17:00	387	364	20	3	0	0	4	1	10	63	171	112	25	1	0	0	22	67	92	59	68	77	82
02/05/2021 18:00	282	268	14	0	0	0	4	1	9	58	127	70	12	0	1	0	23	65	103	58	65	74	80
02/05/2021 19:00	177	170	7	0	0	0	0	2	4	21	86	53	10	1	0	0	34	68	98	60	68	75	81
02/05/2021 20:00	118	112	5	1	0	0	1	1	1	18	56	37	4	0	0	0	23	67	89	59	68	74	78
02/05/2021 21:00	74	72	2	0	0	0	0	0	2	6	29	34	3	0	0	0	47	69	87	62	71	77	79
02/05/2021 22:00	36	35	1	0	0	0	1	0	0	9	14	12	0	0	0	0	27	66	80	58	67	75	80
02/05/2021 23:00	14	14	0	0	0	0	0	0	0	2	7	2	3	0	0	0	51	69	87	62	68	82	87

[Fri, 5 Feb.]	N	CAR	TRUCK	LONG	10	20	30	40	50	60	70	80	90	100	110	>110	VMin	VAvG	VMax	V15	V50	V85	V95
06:00-09:00	454	430	20	4	0	6	8	7	8	96	166	146	15	2	0	0	13	65	99	57	66	75	79
15:00-18:00	1145	1080	60	5	0	4	12	6	27	170	497	350	74	4	0	1	17	67	113	59	68	76	82
00:00-12:00	1191	1135	49	7	0	7	22	17	22	194	498	374	54	3	0	0	13	66	99	58	67	75	80
12:00-23:59	2927	2774	139	14	0	7	39	22	58	457	1316	845	168	13	1	1	15	67	113	59	67	76	81
00:00-24:00	4118	3909	188	21	0	14	61	39	80	651	1814	1219	222	16	1	1	13	66	113	59	67	76	81



## **Appendix D: Synchro/SimTraffic Reports**

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Intersection						
Int Delay, s/veh	2.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	238	33	12	228	60	26
Future Vol, veh/h	238	33	12	228	60	26
Conflicting Peds, #/hr	0	1	1	0	0	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	6	3	8	4	7	8
Mvmt Flow	267	37	13	256	67	29

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	305	0	569 288
Stage 1	-	-	-	-	287 -
Stage 2	-	-	-	-	282 -
Critical Hdwy	-	-	4.18	-	6.47 6.28
Critical Hdwy Stg 1	-	-	-	-	5.47 -
Critical Hdwy Stg 2	-	-	-	-	5.47 -
Follow-up Hdwy	-	-	2.272	-	3.563 3.372
Pot Cap-1 Maneuver	-	-	1222	-	475 737
Stage 1	-	-	-	-	750 -
Stage 2	-	-	-	-	754 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1221	-	469 736
Mov Cap-2 Maneuver	-	-	-	-	469 -
Stage 1	-	-	-	-	749 -
Stage 2	-	-	-	-	745 -

Approach	EB	WB	NB
HCM Control Delay, s	0	0.4	13.4
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	527	-	-	1221	-
HCM Lane V/C Ratio	0.183	-	-	0.011	-
HCM Control Delay (s)	13.4	-	-	8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.7	-	-	0	-

New Minas Transportation Study  
Commercial Street & Silver Fox Avenue

Scenario 1 Existing AM (2021)

03-24-2021



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	325	53	55	380	5	30	5	53	5	8	20
Future Volume (vph)	5	325	53	55	380	5	30	5	53	5	8	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7
Grade (%)		0%			0%			0%			0%	
Storage Length (m)	25.0		0.0	100.0		0.0	0.0		0.0	0.0		0.0
Storage Lanes	1		1	1		0	0		1	0		0
Taper Length (m)	2.5			2.5			2.5			2.5		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.98				1.00			1.00	0.97		0.99	
Frt			0.850		0.998				0.850		0.917	
Flt Protected	0.950			0.950				0.958			0.993	
Satd. Flow (prot)	1789	1865	1601	1706	1873	0	0	1749	1512	0	1622	0
Flt Permitted	0.518			0.502				0.728			0.943	
Satd. Flow (perm)	954	1865	1601	901	1873	0	0	1326	1473	0	1539	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			58		1				58			22
Link Speed (k/h)		50			50			50			50	
Link Distance (m)		163.1			885.4			89.5			94.5	
Travel Time (s)		11.7			63.7			6.4			6.8	
Confl. Peds. (#/hr)	13					13	1		2	2		1
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	3%	2%	7%	2%	25%	3%	20%	8%	20%	2%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	5	353	58	60	413	5	33	5	58	5	9	22
Shared Lane Traffic (%)												
Lane Group Flow (vph)	5	353	58	60	418	0	0	38	58	0	36	0
Turn Type	Perm	NA	Perm	pm+pt	NA		Perm	NA	Perm	Perm	NA	
Protected Phases		2		1	6			4				4
Permitted Phases	2		2	6			4		4	4		
Total Split (s)	62.2	62.2	62.2	39.0	46.2		28.7	28.7	28.7	28.7	28.7	
Total Lost Time (s)	5.2	5.2	5.2	4.0	5.2			5.7	5.7		5.7	
Act Effect Green (s)	61.9	61.9	61.9	71.4	71.4			8.2	8.2		8.2	
Actuated g/C Ratio	0.72	0.72	0.72	0.83	0.83			0.09	0.09		0.09	
v/c Ratio	0.01	0.26	0.05	0.07	0.27			0.30	0.30		0.22	
Control Delay	6.2	7.1	2.0	2.3	3.0			44.1	15.0		24.3	
Queue Delay	0.0	0.0	0.0	0.0	0.0			0.0	0.0		0.0	
Total Delay	6.2	7.1	2.0	2.3	3.0			44.1	15.0		24.3	
LOS	A	A	A	A	A			D	B		C	
Approach Delay		6.4			2.9			26.5			24.3	
Approach LOS		A			A			C			C	
Stops (vph)	3	122	5	10	86			34	14		17	
Fuel Used(l)	0	10	1	10	71			2	1		1	
CO Emissions (g/hr)	3	177	19	188	1329			42	26		24	

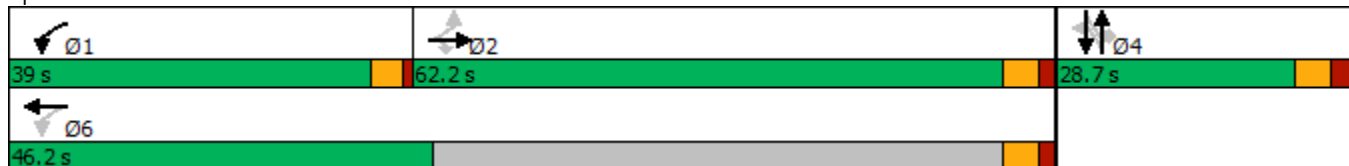


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
NOx Emissions (g/hr)	1	34	4	36	256			8	5		5	
VOC Emissions (g/hr)	1	41	4	43	306			10	6		6	
Dilemma Vehicles (#)	0	0	0	0	0			0	0		0	
Queue Length 50th (m)	0.3	22.6	0.0	1.5	14.3			6.1	0.0		2.2	
Queue Length 95th (m)	1.5	39.9	4.1	4.1	26.3			15.6	10.7		10.9	
Internal Link Dist (m)		139.1			861.4			65.5			70.5	
Turn Bay Length (m)	25.0			100.0								
Base Capacity (vph)	682	1334	1162	1070	1873			353	435		426	
Starvation Cap Reductn	0	0	0	0	0			0	0		0	
Spillback Cap Reductn	0	0	0	0	0			0	0		0	
Storage Cap Reductn	0	0	0	0	0			0	0		0	
Reduced v/c Ratio	0.01	0.26	0.05	0.06	0.22			0.11	0.13		0.08	

**Intersection Summary**

Area Type:	Other
Cycle Length:	129.9
Actuated Cycle Length:	86.5
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.30
Intersection Signal Delay:	7.3
Intersection LOS:	A
Intersection Capacity Utilization:	48.0%
ICU Level of Service:	A
Analysis Period (min):	15

Splits and Phases: 37: Silver Fox Avenue/Bonavista Avenue & Commercial Street



New Minas Transportation Study  
Commercial Street & Cornwallis Avenue

Scenario 1 Existing AM (2021)  
03-24-2021



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	9	380	14	18	440	18	13	5	14	50	6	10
Future Volume (vph)	9	380	14	18	440	18	13	5	14	50	6	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7
Grade (%)		0%			0%			0%			0%	
Storage Length (m)	25.0		40.0	0.0		0.0	0.0		35.0	0.0		0.0
Storage Lanes	1		1	1		0	0		1	0		0
Taper Length (m)	2.5			2.5			2.5			2.5		
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.99				1.00			1.00			1.00	
Frt		0.995			0.994				0.850		0.979	
Flt Protected	0.950			0.950				0.964			0.964	
Satd. Flow (prot)	1644	3527	0	1722	1869	0	0	1816	1601	0	1675	0
Flt Permitted	0.486			0.446				0.771			0.766	
Satd. Flow (perm)	829	3527	0	808	1869	0	0	1448	1601	0	1331	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5			4				100			9
Link Speed (k/h)		50			50			50			50	
Link Distance (m)		257.5			128.7			65.9			120.6	
Travel Time (s)		18.5			9.3			4.7			8.7	
Confl. Peds. (#/hr)	12					12	2					2
Confl. Bikes (#/hr)												
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	11%	3%	2%	6%	2%	2%	2%	2%	2%	8%	17%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	10	404	15	19	468	19	14	5	15	53	6	11
Shared Lane Traffic (%)												
Lane Group Flow (vph)	10	419	0	19	487	0	0	19	15	0	70	0
Turn Type	Perm	NA		pm+pt	NA		Perm	NA	Perm	Perm	NA	
Protected Phases		2		1	6			4			4	
Permitted Phases	2			6			4		4	4		
Total Split (s)	45.8	45.8		21.0	45.4		29.4	29.4	29.4	29.4	29.4	
Total Lost Time (s)	5.8	5.8		6.0	5.3			5.4	5.4		5.4	
Act Effect Green (s)	44.7	44.7		45.4	47.3			8.7	8.7		8.7	
Actuated g/C Ratio	0.71	0.71		0.72	0.75			0.14	0.14		0.14	
v/c Ratio	0.02	0.17		0.03	0.35			0.10	0.05		0.37	
Control Delay	6.6	5.3		3.7	4.7			26.1	0.3		28.7	
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0		0.0	
Total Delay	6.6	5.3		3.7	4.7			26.1	0.3		28.7	
LOS	A	A		A	A			C	A		C	
Approach Delay		5.4			4.7			14.7			28.7	
Approach LOS		A			A			B			C	
Stops (vph)	5	134		6	154			18	0		51	
Fuel Used(l)	0	14		0	11			1	0		3	
CO Emissions (g/hr)	7	265		8	199			16	2		62	

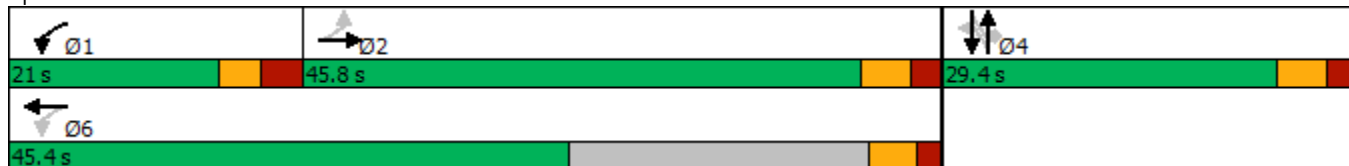


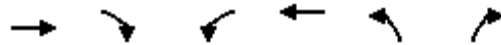
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
NOx Emissions (g/hr)	1	51		1	38			3	0		12	
VOC Emissions (g/hr)	2	61		2	46			4	0		14	
Dilemma Vehicles (#)	0	0		0	0			0	0		0	
Queue Length 50th (m)	0.3	6.8		0.5	17.4			1.8	0.0		6.1	
Queue Length 95th (m)	2.8	23.4		2.4	36.4			7.8	0.0		19.1	
Internal Link Dist (m)		233.5			104.7			41.9			96.6	
Turn Bay Length (m)	25.0								35.0			
Base Capacity (vph)	587	2500		801	1796			556	676		516	
Starvation Cap Reductn	0	0		0	0			0	0		0	
Spillback Cap Reductn	0	0		0	0			0	0		0	
Storage Cap Reductn	0	0		0	0			0	0		0	
Reduced v/c Ratio	0.02	0.17		0.02	0.27			0.03	0.02		0.14	

Intersection Summary

Area Type:	Other
Cycle Length:	96.2
Actuated Cycle Length:	63.1
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.37
Intersection Signal Delay:	6.9
Intersection LOS:	A
Intersection Capacity Utilization:	44.2%
ICU Level of Service:	A
Analysis Period (min):	15

Splits and Phases: 32: Commercial Street & Cornwallis Avenue





Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑	↑	↑	↑	↑
Traffic Volume (vph)	429	51	5	474	66	5
Future Volume (vph)	429	51	5	474	66	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.7	3.7	3.7	3.7	3.7	3.7
Grade (%)	0%			0%	0%	
Storage Length (m)		50.0	30.0		0.0	0.0
Storage Lanes		1	1		1	1
Taper Length (m)			2.5		2.5	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor					0.99	
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	1865	1601	1789	1883	1789	1601
Flt Permitted			0.407		0.950	
Satd. Flow (perm)	1865	1601	767	1883	1766	1601
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		56				5
Link Speed (k/h)	50			50	50	
Link Distance (m)	238.4			257.5	70.8	
Travel Time (s)	17.2			18.5	5.1	
Confl. Peds. (#/hr)					4	
Confl. Bikes (#/hr)						
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	471	56	5	521	73	5
Shared Lane Traffic (%)						
Lane Group Flow (vph)	471	56	5	521	73	5
Turn Type	NA	Perm	pm+pt	NA	Prot	Perm
Protected Phases	2		1	6	4	
Permitted Phases		2	6			4
Total Split (s)	45.9	45.9	20.7	45.9	31.1	31.1
Total Lost Time (s)	5.9	5.9	5.7	5.9	6.1	6.1
Act Effect Green (s)	46.2	46.2	47.3	48.4	8.2	8.2
Actuated g/C Ratio	0.71	0.71	0.73	0.75	0.13	0.13
v/c Ratio	0.35	0.05	0.01	0.37	0.32	0.02
Control Delay	7.1	2.4	3.4	5.1	30.4	17.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	7.1	2.4	3.4	5.1	30.4	17.6
LOS	A	A	A	A	C	B
Approach Delay	6.6			5.0	29.5	
Approach LOS	A			A	C	
Stops (vph)	178	7	2	166	60	4
Fuel Used(l)	16	1	0	17	3	0
CO Emissions (g/hr)	298	26	3	319	62	4

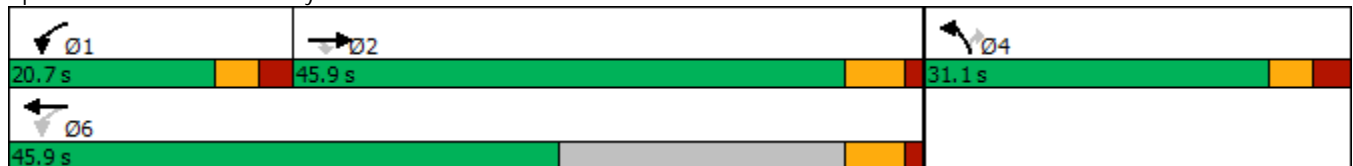


Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
NOx Emissions (g/hr)	58	5	1	62	12	1
VOC Emissions (g/hr)	69	6	1	74	14	1
Dilemma Vehicles (#)	0	0	0	0	0	0
Queue Length 50th (m)	18.3	0.0	0.2	21.0	7.4	0.0
Queue Length 95th (m)	61.9	4.7	1.0	40.2	20.7	2.8
Internal Link Dist (m)	214.4			233.5	46.8	
Turn Bay Length (m)		50.0	30.0			
Base Capacity (vph)	1332	1159	800	1774	697	627
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.35	0.05	0.01	0.29	0.10	0.01

**Intersection Summary**

Area Type:	Other
Cycle Length:	97.7
Actuated Cycle Length:	64.7
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.37
Intersection Signal Delay:	7.4
Intersection LOS:	A
Intersection Capacity Utilization	40.8%
ICU Level of Service	A
Analysis Period (min)	15

Splits and Phases: 31: Valley View Drive & Commercial Street



Intersection						
Int Delay, s/veh	2.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	82	521	497	75	53	69
Future Vol, veh/h	82	521	497	75	53	69
Conflicting Peds, #/hr	1	0	0	1	0	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	250	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	6
Mvmt Flow	92	585	558	84	60	78

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	643	0	-	0	1370 602
Stage 1	-	-	-	-	601 -
Stage 2	-	-	-	-	769 -
Critical Hdwy	4.12	-	-	-	6.42 6.26
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.354
Pot Cap-1 Maneuver	942	-	-	-	161 492
Stage 1	-	-	-	-	547 -
Stage 2	-	-	-	-	457 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	941	-	-	-	145 491
Mov Cap-2 Maneuver	-	-	-	-	283 -
Stage 1	-	-	-	-	493 -
Stage 2	-	-	-	-	457 -

Approach	EB	WB	SB
HCM Control Delay, s	1.3	0	20.2
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	941	-	-	-	372
HCM Lane V/C Ratio	0.098	-	-	-	0.368
HCM Control Delay (s)	9.2	-	-	-	20.2
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0.3	-	-	-	1.7



New Minas Transportation Study  
Commercial Street & Prospect Road

Scenario 1 Existing AM (2021)

03-24-2021



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	16	465	16	88	428	5	51	15	168	33	24	15
Future Volume (vph)	16	465	16	88	428	5	51	15	168	33	24	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7
Grade (%)		0%			0%			0%			0%	
Storage Length (m)	35.0		0.0	25.0		0.0	50.0		0.0	0.0		0.0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (m)	2.5			2.5			2.5			2.5		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.99				1.00		0.99					0.99
Frt		0.995			0.998			0.862				0.942
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1722	1874	0	1789	1879	0	1789	1609	0	1722	1729	0
Flt Permitted	0.486			0.330			0.728			0.455		
Satd. Flow (perm)	871	1874	0	622	1879	0	1352	1609	0	825	1729	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2			1			189				17
Link Speed (k/h)		50			50			50				50
Link Distance (m)		568.7			373.5			180.2				90.2
Travel Time (s)		40.9			26.9			13.0				6.5
Confl. Peds. (#/hr)	9					9	6					6
Confl. Bikes (#/hr)												
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	6%	2%	2%	2%	2%	2%	2%	13%	2%	6%	4%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%				0%
Adj. Flow (vph)	18	522	18	99	481	6	57	17	189	37	27	17
Shared Lane Traffic (%)												
Lane Group Flow (vph)	18	540	0	99	487	0	57	206	0	37	44	0
Turn Type	Perm	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases		6		5	2			4				4
Permitted Phases	6			2			4			4		
Total Split (s)	45.2	45.2		20.4	45.2		30.6	30.6		30.6	30.6	
Total Lost Time (s)	5.2	5.2		5.4	5.2		5.6	5.6		5.6	5.6	
Act Effect Green (s)	42.2	42.2		52.5	52.7		8.8	8.8		8.8	8.8	
Actuated g/C Ratio	0.58	0.58		0.73	0.73		0.12	0.12		0.12	0.12	
v/c Ratio	0.04	0.49		0.17	0.36		0.35	0.57		0.37	0.20	
Control Delay	8.9	12.3		3.9	4.6		35.7	13.2		40.6	22.5	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	8.9	12.3		3.9	4.6		35.7	13.2		40.6	22.5	
LOS	A	B		A	A		D	B		D	C	
Approach Delay		12.2			4.5			18.1			30.8	
Approach LOS		B			A			B			C	
Stops (vph)	8	279		23	141		47	39		32	25	
Fuel Used(l)	1	37		4	20		3	6		2	2	
CO Emissions (g/hr)	21	684		73	373		62	109		38	29	

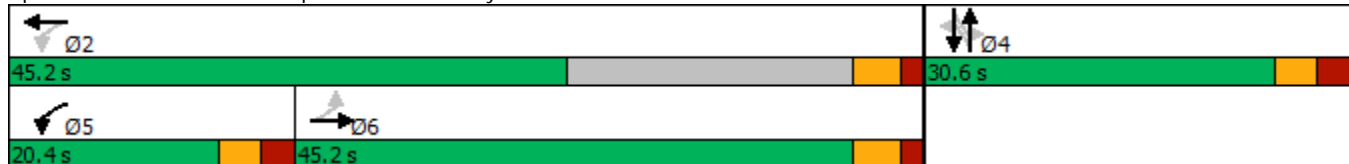


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
NOx Emissions (g/hr)	4	132		14	72		12	21		7	6	
VOC Emissions (g/hr)	5	158		17	86		14	25		9	7	
Dilemma Vehicles (#)	0	0		0	0		0	0		0	0	
Queue Length 50th (m)	1.0	41.2		3.0	18.1		7.2	2.1		4.7	3.3	
Queue Length 95th (m)	4.2	77.5		7.6	35.9		17.4	18.9		13.3	11.7	
Internal Link Dist (m)		544.7			349.5			156.2			66.2	
Turn Bay Length (m)	35.0			25.0			50.0					
Base Capacity (vph)	508	1094		694	1573		468	681		286	610	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.04	0.49		0.14	0.31		0.12	0.30		0.13	0.07	

**Intersection Summary**

Area Type:	Other
Cycle Length:	96.2
Actuated Cycle Length:	72.3
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.57
Intersection Signal Delay:	11.2
Intersection LOS:	B
Intersection Capacity Utilization:	66.4%
ICU Level of Service:	C
Analysis Period (min):	15

Splits and Phases: 26: Prospect Road/Driveway & Commercial Street



New Minas Transportation Study  
Commercial Street & Highbury Road

Scenario 1 Existing AM (2021)

03-24-2021



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	12	443	14	16	345	5	36	16	36	22	19	40
Future Volume (vph)	12	443	14	16	345	5	36	16	36	22	19	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7
Grade (%)		0%			0%			0%			0%	
Storage Length (m)	25.0		0.0	25.0		0.0	0.0		0.0	0.0		0.0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (m)	2.5			2.5			2.5			2.5		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00	1.00		1.00	1.00			0.99			1.00	
Frt		0.995			0.998			0.945			0.932	
Flt Protected	0.950			0.950				0.980			0.987	
Satd. Flow (prot)	1690	1873	0	1722	1879	0	0	1662	0	0	1659	0
Flt Permitted	0.522			0.449				0.885			0.916	
Satd. Flow (perm)	925	1873	0	813	1879	0	0	1501	0	0	1539	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2			1			37			43	
Link Speed (k/h)		50			50			50			50	
Link Distance (m)		576.1			568.7			152.7			108.5	
Travel Time (s)		41.5			40.9			11.0			7.8	
Confl. Peds. (#/hr)	4		2	2		4			1	1		
Confl. Bikes (#/hr)												
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	8%	2%	2%	6%	2%	2%	6%	2%	8%	5%	5%	8%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	13	471	15	17	367	5	38	17	38	23	20	43
Shared Lane Traffic (%)												
Lane Group Flow (vph)	13	486	0	17	372	0	0	93	0	0	86	0
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			4			4	
Permitted Phases	2			6			4			4		
Total Split (s)	16.8	46.0		16.5	45.7		28.6	28.6		28.6	28.6	
Total Lost Time (s)	6.8	6.0		6.5	5.7			5.6			5.6	
Act Effect Green (s)	45.5	46.4		45.7	46.6			8.7			8.7	
Actuated g/C Ratio	0.70	0.71		0.70	0.72			0.13			0.13	
v/c Ratio	0.02	0.36		0.03	0.28			0.40			0.36	
Control Delay	4.2	7.4		4.1	6.6			23.1			19.8	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	4.2	7.4		4.1	6.6			23.1			19.8	
LOS	A	A		A	A			C			B	
Approach Delay		7.3			6.5			23.1			19.8	
Approach LOS		A			A			C			B	
Stops (vph)	6	193		7	135			51			41	
Fuel Used(l)	1	32		1	24			4			3	
CO Emissions (g/hr)	15	594		20	441			73			56	



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
NOx Emissions (g/hr)	3	115		4	85			14			11	
VOC Emissions (g/hr)	4	137		5	102			17			13	
Dilemma Vehicles (#)	0	0		0	0			0			0	
Queue Length 50th (m)	0.4	18.2		0.5	12.6			5.6			4.3	
Queue Length 95th (m)	2.0	67.6		2.3	48.9			19.9			17.4	
Internal Link Dist (m)		552.1			544.7			128.7			84.5	
Turn Bay Length (m)	25.0			25.0								
Base Capacity (vph)	771	1335		718	1344			559			576	
Starvation Cap Reductn	0	0		0	0			0			0	
Spillback Cap Reductn	0	0		0	0			0			0	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	0.02	0.36		0.02	0.28			0.17			0.15	

**Intersection Summary**

Area Type:	Other
Cycle Length:	91.1
Actuated Cycle Length:	65.1
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.40
Intersection Signal Delay:	9.4
Intersection LOS:	A
Intersection Capacity Utilization:	42.2%
ICU Level of Service:	A
Analysis Period (min):	15

Splits and Phases: 21: Highbury Road & Commercial Street



New Minas Transportation Study  
Commercial Street & New Minas Connector Road

Scenario 1 Existing AM (2021)

03-24-2021



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	14	227	70	63	246	162	208	135	70	280	96	48
Future Volume (vph)	14	227	70	63	246	162	208	135	70	280	96	48
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7
Grade (%)		0%			0%			0%			0%	
Storage Length (m)	50.0		25.0	70.0		70.0	50.0		50.0	100.0		0.0
Storage Lanes	1		1	1		1	1		1	1		0
Taper Length (m)	2.5			2.5			2.5			2.5		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor	1.00		0.99	1.00		0.98						
Frt			0.850			0.850		0.949			0.950	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1706	1865	1585	1601	1883	1585	1789	3396	0	1789	3313	0
Flt Permitted	0.589			0.538			0.395			0.614		
Satd. Flow (perm)	1055	1865	1564	906	1883	1561	744	3396	0	1156	3313	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			159			174		67			52	
Link Speed (k/h)		50			50			80			80	
Link Distance (m)		192.5			576.1			411.6			196.8	
Travel Time (s)		13.9			41.5			18.5			8.9	
Confl. Peds. (#/hr)	2		1	1		2						
Confl. Bikes (#/hr)												
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	7%	3%	3%	14%	2%	3%	2%	2%	2%	2%	6%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	15	244	75	68	265	174	224	145	75	301	103	52
Shared Lane Traffic (%)												
Lane Group Flow (vph)	15	244	75	68	265	174	224	220	0	301	155	0
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases	1	6		5	2		3	8		7	4	
Permitted Phases	6		6	2		2	8			4		
Total Split (s)	16.3	55.2	55.2	20.7	55.2	55.2	36.5	56.0		16.5	41.0	
Total Lost Time (s)	6.3	5.2	5.2	5.7	5.2	5.2	6.5	6.0		6.5	6.0	
Act Effect Green (s)	54.9	50.6	50.6	59.3	56.4	56.4	29.0	14.9		18.6	9.0	
Actuated g/C Ratio	0.53	0.49	0.49	0.57	0.54	0.54	0.28	0.14		0.18	0.09	
v/c Ratio	0.03	0.27	0.09	0.12	0.26	0.19	0.61	0.41		1.13	0.47	
Control Delay	11.2	19.2	0.2	11.2	16.0	3.4	37.5	30.2		127.7	36.2	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	11.2	19.2	0.2	11.2	16.0	3.4	37.5	30.2		127.7	36.2	
LOS	B	B	A	B	B	A	D	C		F	D	
Approach Delay		14.5			11.0			33.9			96.6	
Approach LOS		B			B			C			F	
Stops (vph)	7	132	0	26	129	14	160	120		234	86	
Fuel Used(l)	1	10	1	5	19	10	40	36		51	14	
CO Emissions (g/hr)	10	194	24	85	361	179	741	669		944	260	

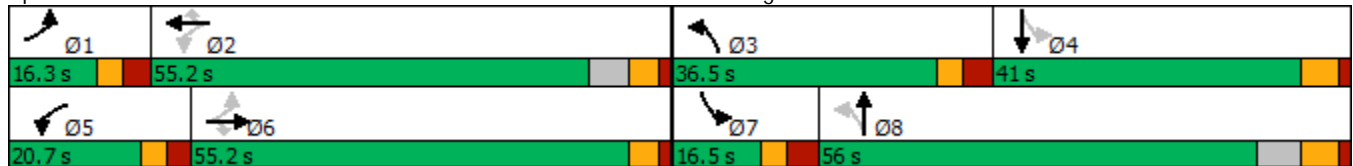


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
NOx Emissions (g/hr)	2	38	5	16	70	34	143	129		182	50	
VOC Emissions (g/hr)	2	45	6	20	83	41	171	154		218	60	
Dilemma Vehicles (#)	0	0	0	0	0	0	0	10		0	7	
Queue Length 50th (m)	1.2	29.9	0.0	5.6	23.9	0.0	37.5	15.2		~54.3	10.8	
Queue Length 95th (m)	4.6	55.3	0.0	13.7	57.8	12.0	59.7	26.6		#106.3	22.1	
Internal Link Dist (m)		168.5			552.1			387.6			172.8	
Turn Bay Length (m)	50.0		25.0	70.0		70.0	50.0			100.0		
Base Capacity (vph)	641	905	841	630	1058	953	541	1845		267	1160	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.02	0.27	0.09	0.11	0.25	0.18	0.41	0.12		1.13	0.13	

**Intersection Summary**

Area Type: Other  
 Cycle Length: 153.4  
 Actuated Cycle Length: 104.2  
 Control Type: Semi Act-Uncoord  
 Maximum v/c Ratio: 1.13  
 Intersection Signal Delay: 39.9  
 Intersection LOS: D  
 Intersection Capacity Utilization 69.8%  
 ICU Level of Service C  
 Analysis Period (min) 15  
 ~ Volume exceeds capacity, queue is theoretically infinite.  
 Queue shown is maximum after two cycles.  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

**Splits and Phases: 5: New Minas Connector Road/Cornwallis River Crossing & Commercial Street**



New Minas Transportation Study  
New Minas Connector Road & Prospect Road

Scenario 1 Existing AM (2021)

03-24-2021



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↗	↘		↗	↘		↗	↘	
Traffic Volume (vph)	17	35	18	114	19	55	14	341	188	37	172	20
Future Volume (vph)	17	35	18	114	19	55	14	341	188	37	172	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7
Grade (%)		0%			0%			0%			0%	
Storage Length (m)	0.0		0.0	60.0		0.0	60.0		0.0	70.0		0.0
Storage Lanes	0		0	1		0	1		0	1		0
Taper Length (m)	2.5			2.5			2.5			2.5		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		0.99		1.00			1.00				1.00	
Frt		0.965			0.888			0.947			0.985	
Flt Protected		0.988		0.950			0.950			0.950		
Satd. Flow (prot)	0	1631	0	1722	1558	0	1601	1759	0	1772	1803	0
Flt Permitted		0.897		0.706			0.624			0.389		
Satd. Flow (perm)	0	1481	0	1277	1558	0	1050	1759	0	726	1803	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		20			62			43			9	
Link Speed (k/h)		50			50			80			80	
Link Distance (m)		133.5			262.5			70.9			257.2	
Travel Time (s)		9.6			18.9			3.2			11.6	
Confl. Peds. (#/hr)			1	1			1					1
Confl. Bikes (#/hr)												
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	24%	6%	11%	6%	5%	11%	14%	2%	6%	3%	5%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	19	39	20	128	21	62	16	383	211	42	193	22
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	78	0	128	83	0	16	594	0	42	215	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			4			2			6	
Permitted Phases	4			4			2			6		
Total Split (s)	39.8	39.8		39.8	39.8		42.1	42.1		42.1	42.1	
Total Lost Time (s)		5.8		5.8	5.8		6.1	6.1		6.1	6.1	
Act Effect Green (s)		11.1		11.1	11.1		40.5	40.5		40.5	40.5	
Actuated g/C Ratio		0.19		0.19	0.19		0.68	0.68		0.68	0.68	
v/c Ratio		0.27		0.54	0.24		0.02	0.49		0.09	0.18	
Control Delay		18.2		30.3	10.4		5.8	8.2		6.4	5.8	
Queue Delay		0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay		18.2		30.3	10.4		5.8	8.2		6.4	5.8	
LOS		B		C	B		A	A		A	A	
Approach Delay		18.2			22.5			8.2			5.9	
Approach LOS		B			C			A			A	
Stops (vph)		43		98	26		6	256		17	73	
Fuel Used(l)		3		8	3		0	21		6	28	
CO Emissions (g/hr)		52		143	56		9	390		103	515	

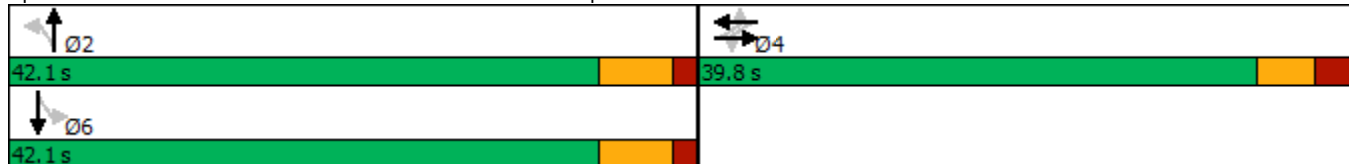


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
NOx Emissions (g/hr)		10		28	11		2	75		20	99	
VOC Emissions (g/hr)		12		33	13		2	90		24	119	
Dilemma Vehicles (#)		0		0	0		0	39		0	15	
Queue Length 50th (m)		5.3		12.6	1.9		0.6	29.0		1.6	8.3	
Queue Length 95th (m)		14.4		26.0	10.7		2.9	63.2		6.0	19.7	
Internal Link Dist (m)		109.5			238.5			46.9			233.2	
Turn Bay Length (m)				60.0			60.0			70.0		
Base Capacity (vph)		855		730	917		713	1209		493	1228	
Starvation Cap Reductn		0		0	0		0	0		0	0	
Spillback Cap Reductn		0		0	0		0	0		0	0	
Storage Cap Reductn		0		0	0		0	0		0	0	
Reduced v/c Ratio		0.09		0.18	0.09		0.02	0.49		0.09	0.18	

**Intersection Summary**

Area Type:	Other
Cycle Length:	81.9
Actuated Cycle Length:	59.6
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.54
Intersection Signal Delay:	11.0
Intersection LOS:	B
Intersection Capacity Utilization	53.6%
ICU Level of Service	A
Analysis Period (min)	15

Splits and Phases: 9: New Minas Connector Road & Prospect Road





Intersection												
Int Delay, s/veh	3.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↕		↕	↑			↕	
Traffic Vol, veh/h	0	0	0	7	0	205	40	338	0	0	165	139
Future Vol, veh/h	0	0	0	7	0	205	40	338	0	0	165	139
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	-	-	-	-	-	-	500	-	-	-	-	-
Veh in Median Storage, #	-	1	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	4	2	2	6	7
Mvmt Flow	0	0	0	8	0	223	43	367	0	0	179	151

Major/Minor	Minor1		Major1		Major2		
Conflicting Flow All	708	783	367	330	0	-	0
Stage 1	453	453	-	-	-	-	-
Stage 2	255	330	-	-	-	-	-
Critical Hdwy	6.42	6.52	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	5.52	-	-	-	-	-
Critical Hdwy Stg 2	5.42	5.52	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	401	325	678	1229	-	0	0
Stage 1	640	570	-	-	-	0	0
Stage 2	788	646	-	-	-	0	0
Platoon blocked, %					-	-	-
Mov Cap-1 Maneuver	387	0	678	1229	-	-	-
Mov Cap-2 Maneuver	387	0	-	-	-	-	-
Stage 1	618	0	-	-	-	-	-
Stage 2	788	0	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13.3	0.9	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBTWBLn1	SBT	SBR
Capacity (veh/h)	1229	-	662	-
HCM Lane V/C Ratio	0.035	-	0.348	-
HCM Control Delay (s)	8	-	13.3	-
HCM Lane LOS	A	-	B	-
HCM 95th %tile Q(veh)	0.1	-	1.6	-

Intersection												
Int Delay, s/veh	8.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕						↕		↕	↕	
Traffic Vol, veh/h	205	0	14	0	0	0	0	173	15	126	46	0
Future Vol, veh/h	205	0	14	0	0	0	0	173	15	126	46	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	-	-	-	-	-	-	-	-	-	500	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	3	2	2	2	2	2	2	4	7	6	2	2
Mvmt Flow	211	0	14	0	0	0	0	178	15	130	47	0

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	493	500	47	-	0	0	193	0	0
Stage 1	307	307	-	-	-	-	-	-	-
Stage 2	186	193	-	-	-	-	-	-	-
Critical Hdwy	6.43	6.52	6.22	-	-	-	4.16	-	-
Critical Hdwy Stg 1	5.43	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.43	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.527	4.018	3.318	-	-	-	2.254	-	-
Pot Cap-1 Maneuver	534	473	1022	0	-	-	1357	-	0
Stage 1	744	661	-	0	-	-	-	-	0
Stage 2	843	741	-	0	-	-	-	-	0
Platoon blocked, %									
Mov Cap-1 Maneuver	483	0	1022	-	-	-	1357	-	-
Mov Cap-2 Maneuver	483	0	-	-	-	-	-	-	-
Stage 1	744	0	-	-	-	-	-	-	-
Stage 2	762	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	18	0	5.8
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	SBL	SBT
Capacity (veh/h)	-	-	500	1357	-
HCM Lane V/C Ratio	-	-	0.452	0.096	-
HCM Control Delay (s)	-	-	18	7.9	-
HCM Lane LOS	-	-	C	A	-
HCM 95th %tile Q(veh)	-	-	2.3	0.3	-

Intersection						
Int Delay, s/veh	4.7					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔		↔		↔	↔
Traffic Vol, veh/h	5	101	87	5	28	32
Future Vol, veh/h	5	101	87	5	28	32
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	2300	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	25	5	3	2	11	2
Mvmt Flow	6	112	97	6	31	36

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	198	100	0	0	103	0
Stage 1	100	-	-	-	-	-
Stage 2	98	-	-	-	-	-
Critical Hdwy	6.65	6.25	-	-	4.21	-
Critical Hdwy Stg 1	5.65	-	-	-	-	-
Critical Hdwy Stg 2	5.65	-	-	-	-	-
Follow-up Hdwy	3.725	3.345	-	-	2.299	-
Pot Cap-1 Maneuver	741	947	-	-	1434	-
Stage 1	870	-	-	-	-	-
Stage 2	871	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	725	947	-	-	1434	-
Mov Cap-2 Maneuver	725	-	-	-	-	-
Stage 1	870	-	-	-	-	-
Stage 2	852	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.4	0	3.5
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	934	1434
HCM Lane V/C Ratio	-	-	0.126	0.022
HCM Control Delay (s)	-	-	9.4	7.6
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.4	0.1

Summary of All Intervals

Run Number	1	2	3	4	5	6	7
Start Time	7:30	7:30	7:30	7:30	7:30	7:30	7:30
End Time	9:00	9:00	9:00	9:00	9:00	9:00	9:00
Total Time (min)	90	90	90	90	90	90	90
Time Recorded (min)	60	60	60	60	60	60	60
# of Intervals	5	5	5	5	5	5	5
# of Recorded Intervals	4	4	4	4	4	4	4
Vehs Entered	4008	4039	4029	4081	4049	3992	4001
Vehs Exited	4039	4066	4046	4084	4082	4002	4009
Starting Vehs	158	181	149	148	154	158	162
Ending Vehs	127	154	132	145	121	148	154
Travel Distance (km)	5939	5873	5937	6011	5905	5879	5848
Travel Time (hr)	151.0	149.9	149.4	155.6	152.2	146.5	147.6
Total Delay (hr)	37.3	37.2	35.6	40.5	39.0	33.9	34.9
Total Stops	4086	4070	4062	4216	4152	3940	3998
Fuel Used (l)	486.8	486.2	487.7	497.0	489.2	478.8	478.5

Summary of All Intervals

Run Number	8	9	10	Avg
Start Time	7:30	7:30	7:30	7:30
End Time	9:00	9:00	9:00	9:00
Total Time (min)	90	90	90	90
Time Recorded (min)	60	60	60	60
# of Intervals	5	5	5	5
# of Recorded Intervals	4	4	4	4
Vehs Entered	3955	4032	3992	4021
Vehs Exited	3959	4034	3955	4025
Starting Vehs	145	145	128	140
Ending Vehs	141	143	165	131
Travel Distance (km)	5872	5942	5861	5907
Travel Time (hr)	146.6	150.3	148.9	149.8
Total Delay (hr)	33.9	36.2	36.1	36.5
Total Stops	4001	4005	3975	4053
Fuel Used (l)	480.5	486.5	478.2	484.9

Interval #0 Information Seeding

Start Time	7:30
End Time	8:00
Total Time (min)	30
Volumes adjusted by Growth Factors.	
No data recorded this interval.	

**Interval #1 Information Recording**

Start Time	8:00
End Time	8:15
Total Time (min)	15
Volumes adjusted by Growth Factors, Anti PHF.	

Run Number	1	2	3	4	5	6	7
Vehs Entered	1004	941	982	937	972	966	989
Vehs Exited	1022	960	994	969	988	981	999
Starting Vehs	158	181	149	148	154	158	162
Ending Vehs	140	162	137	116	138	143	152
Travel Distance (km)	1466	1414	1453	1458	1430	1443	1463
Travel Time (hr)	38.4	37.3	35.8	36.8	35.8	35.8	37.5
Total Delay (hr)	10.1	10.6	8.1	8.9	8.1	8.2	9.4
Total Stops	1059	983	981	965	955	949	997
Fuel Used (l)	122.9	120.3	119.0	118.5	116.2	118.0	120.0

**Interval #1 Information Recording**

Start Time	8:00
End Time	8:15
Total Time (min)	15
Volumes adjusted by Growth Factors, Anti PHF.	

Run Number	8	9	10	Avg
Vehs Entered	989	937	912	962
Vehs Exited	994	934	906	973
Starting Vehs	145	145	128	140
Ending Vehs	140	148	134	130
Travel Distance (km)	1420	1391	1321	1426
Travel Time (hr)	35.4	34.0	32.5	35.9
Total Delay (hr)	8.1	7.2	7.0	8.6
Total Stops	984	885	832	960
Fuel Used (l)	117.5	112.1	107.2	117.2

**Interval #2 Information Recording**

Start Time	8:15
End Time	8:30
Total Time (min)	15

Volumes adjusted by PHF, Growth Factors.

Run Number	1	2	3	4	5	6	7
Vehs Entered	1121	1107	1078	1139	1156	1080	1050
Vehs Exited	1092	1098	1054	1059	1118	1063	1056
Starting Vehs	140	162	137	116	138	143	152
Ending Vehs	169	171	161	196	176	160	146
Travel Distance (km)	1588	1588	1579	1565	1634	1578	1509
Travel Time (hr)	40.2	41.0	40.6	41.3	44.8	39.6	38.6
Total Delay (hr)	9.8	10.1	10.3	11.3	13.6	9.5	9.5
Total Stops	1122	1153	1176	1115	1257	1107	1063
Fuel Used (l)	128.7	130.2	129.4	129.0	139.0	129.2	124.4

**Interval #2 Information Recording**

Start Time	8:15
End Time	8:30
Total Time (min)	15

Volumes adjusted by PHF, Growth Factors.

Run Number	8	9	10	Avg
Vehs Entered	1082	1140	1077	1102
Vehs Exited	1048	1109	1054	1073
Starting Vehs	140	148	134	130
Ending Vehs	174	179	157	157
Travel Distance (km)	1584	1683	1509	1582
Travel Time (hr)	40.1	43.3	38.0	40.7
Total Delay (hr)	10.0	11.0	8.7	10.4
Total Stops	1078	1141	1059	1124
Fuel Used (l)	129.4	138.4	121.9	130.0

**Interval #3 Information Recording**

Start Time	8:30
End Time	8:45
Total Time (min)	15
Volumes adjusted by Growth Factors, Anti PHF.	

Run Number	1	2	3	4	5	6	7
Vehs Entered	957	959	995	1001	974	964	953
Vehs Exited	987	1009	993	1034	1015	1002	953
Starting Vehs	169	171	161	196	176	160	146
Ending Vehs	139	121	163	163	135	122	146
Travel Distance (km)	1522	1403	1413	1486	1430	1435	1377
Travel Time (hr)	39.2	34.6	36.5	38.7	36.6	35.9	33.8
Total Delay (hr)	10.1	7.6	9.1	10.5	9.3	8.4	7.1
Total Stops	982	923	966	1060	989	970	877
Fuel Used (l)	123.0	115.2	117.4	124.1	118.4	117.4	111.7

**Interval #3 Information Recording**

Start Time	8:30
End Time	8:45
Total Time (min)	15
Volumes adjusted by Growth Factors, Anti PHF.	

Run Number	8	9	10	Avg
Vehs Entered	960	971	973	967
Vehs Exited	1020	1012	986	1000
Starting Vehs	174	179	157	157
Ending Vehs	114	138	144	130
Travel Distance (km)	1472	1452	1488	1448
Travel Time (hr)	36.4	37.8	37.4	36.7
Total Delay (hr)	8.1	9.8	9.0	8.9
Total Stops	986	985	981	974
Fuel Used (l)	119.9	119.0	121.0	118.7

**Interval #4 Information Recording**

Start Time	8:45
End Time	9:00
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	2	3	4	5	6	7
Vehs Entered	926	1032	974	1004	947	982	1009
Vehs Exited	938	999	1005	1022	961	956	1001
Starting Vehs	139	121	163	163	135	122	146
Ending Vehs	127	154	132	145	121	148	154
Travel Distance (km)	1363	1467	1491	1501	1410	1424	1498
Travel Time (hr)	33.2	37.1	36.6	38.7	35.1	35.1	37.7
Total Delay (hr)	7.3	8.8	8.1	9.9	8.1	7.8	8.9
Total Stops	923	1011	939	1076	951	914	1061
Fuel Used (l)	112.2	120.5	121.9	125.3	115.5	114.2	122.4

**Interval #4 Information Recording**

Start Time	8:45
End Time	9:00
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	8	9	10	Avg
Vehs Entered	924	984	1030	977
Vehs Exited	897	979	1009	977
Starting Vehs	114	138	144	130
Ending Vehs	141	143	165	131
Travel Distance (km)	1397	1416	1543	1451
Travel Time (hr)	34.7	35.2	41.0	36.4
Total Delay (hr)	7.8	8.3	11.4	8.6
Total Stops	953	994	1103	990
Fuel Used (l)	113.8	117.1	128.1	119.1



5: New Minas Connector Road/Cornwallis River Crossing & Commercial Street Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	3.7	0.5	3.6	0.7	0.1	0.5	0.2	0.0	0.1	0.0	0.0	0.0
Total Delay (hr)	0.0	0.9	0.1	0.2	1.0	0.2	1.9	1.7	0.1	5.9	1.2	0.0
Total Del/Veh (s)	10.7	13.8	3.5	14.2	13.8	5.3	31.9	40.6	6.0	73.9	44.8	3.4
Stop Delay (hr)	0.0	0.7	0.0	0.2	0.6	0.0	1.5	1.4	0.0	5.4	1.0	0.0
Stop Del/Veh (s)	7.6	10.5	0.9	9.5	8.6	0.2	26.0	32.1	1.5	68.1	38.3	1.3

5: New Minas Connector Road/Cornwallis River Crossing & Commercial Street Performance by movement

Movement	All
Denied Delay (hr)	0.2
Denied Del/Veh (s)	0.4
Total Delay (hr)	13.3
Total Del/Veh (s)	28.7
Stop Delay (hr)	10.9
Stop Del/Veh (s)	23.5

9: New Minas Connector Road & Prospect Road Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.1	3.8	0.4	0.5	0.0	0.0	0.0	0.2	0.0	0.0
Total Delay (hr)	0.1	0.2	0.0	0.8	0.1	0.1	0.0	0.8	0.1	0.1	0.3	0.0
Total Del/Veh (s)	21.7	20.0	2.9	24.4	19.7	3.3	7.5	8.4	2.3	10.8	5.4	1.4
Stop Delay (hr)	0.1	0.2	0.0	0.7	0.1	0.0	0.0	0.4	0.0	0.1	0.1	0.0
Stop Del/Veh (s)	19.0	16.2	0.4	21.5	15.3	0.0	5.6	4.1	0.6	9.3	1.9	1.0

9: New Minas Connector Road & Prospect Road Performance by movement

Movement	All
Denied Delay (hr)	0.1
Denied Del/Veh (s)	0.5
Total Delay (hr)	2.6
Total Del/Veh (s)	9.0
Stop Delay (hr)	1.7
Stop Del/Veh (s)	5.8

**12: New Minas Connector Road & Highway 101 WB On-Ramp/Highway 101 WB Off-Ramp Performance**

Movement	WBL	WBR	NBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.2	0.1	0.0	0.0	0.0	0.1
Total Delay (hr)	0.0	0.4	0.0	0.3	0.1	0.0	0.9
Total Del/Veh (s)	12.3	7.2	3.3	2.9	2.7	1.3	3.7
Stop Delay (hr)	0.0	0.3	0.0	0.0	0.0	0.0	0.4
Stop Del/Veh (s)	8.5	5.0	1.5	0.3	0.3	0.4	1.5

**15: New Canaan Road/New Minas Connector Road & Highway 101 EB Off-Ramp/Highway 101 EB On-R**

Movement	EBL	EBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.2	0.0	0.0	0.1	0.0	0.1
Total Delay (hr)	0.5	0.0	0.1	0.0	0.1	0.0	0.7
Total Del/Veh (s)	8.8	4.6	1.5	0.3	2.6	1.6	4.3
Stop Delay (hr)	0.3	0.0	0.0	0.0	0.0	0.0	0.3
Stop Del/Veh (s)	5.2	2.6	0.1	0.1	0.5	0.0	2.0

**18: New Canaan Road & Highbury School Road Performance by movement**

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.2	0.1	0.2	0.0	0.0	0.1
Total Delay (hr)	0.0	0.1	0.0	0.0	0.0	0.0	0.1
Total Del/Veh (s)	4.4	3.0	0.5	0.1	0.8	0.3	1.5
Stop Delay (hr)	0.0	0.1	0.0	0.0	0.0	0.0	0.1
Stop Del/Veh (s)	2.2	2.2	0.0	0.0	0.2	0.0	0.9

**21: Highbury Road & Commercial Street Performance by movement**

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.2	0.2	0.2	0.2	0.2
Total Delay (hr)	0.0	1.2	0.0	0.1	0.8	0.0	0.2	0.1	0.1	0.1	0.1	0.1
Total Del/Veh (s)	11.3	7.8	6.1	11.3	6.1	7.3	26.3	23.2	11.1	24.9	22.5	8.7
Stop Delay (hr)	0.0	0.5	0.0	0.0	0.3	0.0	0.2	0.1	0.1	0.1	0.1	0.1
Stop Del/Veh (s)	5.5	3.3	2.9	5.9	2.2	4.0	23.6	19.0	10.0	22.5	18.9	8.0

**21: Highbury Road & Commercial Street Performance by movement**

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.0
Total Delay (hr)	3.0
Total Del/Veh (s)	8.6
Stop Delay (hr)	1.6
Stop Del/Veh (s)	4.6

**26: Prospect Road/Driveway & Commercial Street Performance by movement**

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	3.8	0.4	0.3	0.1	0.1	0.1
Total Delay (hr)	0.1	1.7	0.0	0.3	0.9	0.0	0.4	0.1	0.5	0.3	0.2	0.0
Total Del/Veh (s)	14.6	12.5	8.1	10.9	6.4	4.6	26.6	25.4	10.5	28.5	21.9	7.1
Stop Delay (hr)	0.0	0.8	0.0	0.2	0.4	0.0	0.3	0.1	0.4	0.2	0.1	0.0
Stop Del/Veh (s)	8.3	6.1	4.1	6.8	2.9	2.7	23.5	20.9	8.8	26.4	19.0	6.6

**26: Prospect Road/Driveway & Commercial Street Performance by movement**

Movement	All
Denied Delay (hr)	0.1
Denied Del/Veh (s)	0.2
Total Delay (hr)	4.3
Total Del/Veh (s)	11.1
Stop Delay (hr)	2.7
Stop Del/Veh (s)	6.9

**28: Commercial Street & Jones Road Performance by movement**

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.2	0.2	0.0
Total Delay (hr)	0.2	0.5	0.3	0.0	0.2	0.2	1.5
Total Del/Veh (s)	7.5	3.0	2.4	1.6	16.3	8.2	3.8
Stop Delay (hr)	0.1	0.0	0.0	0.0	0.2	0.1	0.5
Stop Del/Veh (s)	3.2	0.3	0.1	0.1	13.8	7.3	1.3

**31: Valley View Drive & Commercial Street Performance by movement**

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.1	0.1	0.0
Total Delay (hr)	0.5	0.0	0.0	0.6	0.3	0.0	1.4
Total Del/Veh (s)	3.2	2.0	7.0	4.2	17.8	5.1	4.4
Stop Delay (hr)	0.2	0.0	0.0	0.2	0.3	0.0	0.7
Stop Del/Veh (s)	1.3	0.7	3.2	1.6	15.9	5.3	2.2

**32: Commercial Street & Cornwallis Avenue Performance by movement**

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.3	0.3	0.1	0.2	4.1	0.1	0.1	0.1
Total Delay (hr)	0.0	0.5	0.0	0.0	0.5	0.0	0.1	0.0	0.0	0.3	0.0	0.0
Total Del/Veh (s)	10.2	4.1	3.1	4.6	3.6	1.6	20.2	27.2	4.2	21.3	16.9	10.6
Stop Delay (hr)	0.0	0.2	0.0	0.0	0.2	0.0	0.1	0.0	0.0	0.3	0.0	0.0
Stop Del/Veh (s)	7.1	1.6	1.3	3.0	1.7	1.0	18.7	23.8	4.1	18.9	13.1	10.0

**32: Commercial Street & Cornwallis Avenue Performance by movement**

Movement	All
Denied Delay (hr)	0.1
Denied Del/Veh (s)	0.2
Total Delay (hr)	1.5
Total Del/Veh (s)	5.2
Stop Delay (hr)	0.8
Stop Del/Veh (s)	3.0

**37: Silver Fox Avenue/Bonavista Avenue & Commercial Street Performance by movement**

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	3.6	0.3	0.1	1.2	0.2	0.2	0.1	0.1	0.1	0.1	0.2	0.1
Total Delay (hr)	0.0	0.4	0.0	0.1	0.6	0.0	0.3	0.1	0.0	0.0	0.1	0.0
Total Del/Veh (s)	8.3	4.7	2.7	7.8	5.7	4.1	32.3	35.2	2.0	31.5	34.6	6.4
Stop Delay (hr)	0.0	0.3	0.0	0.0	0.2	0.0	0.2	0.1	0.0	0.0	0.1	0.0
Stop Del/Veh (s)	5.6	2.8	0.0	3.1	1.5	1.2	30.0	31.2	0.0	29.0	31.1	6.3

**37: Silver Fox Avenue/Bonavista Avenue & Commercial Street Performance by movement**

Movement	All
Denied Delay (hr)	0.1
Denied Del/Veh (s)	0.3
Total Delay (hr)	1.7
Total Del/Veh (s)	6.4
Stop Delay (hr)	0.9
Stop Del/Veh (s)	3.4

42: Deep Hollow Road & Commercial Street Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.2	0.2	0.1	0.1	0.1
Total Delay (hr)	0.3	0.0	0.0	0.0	0.1	0.0	0.5
Total Del/Veh (s)	3.0	3.0	2.9	0.3	7.4	4.0	2.6
Stop Delay (hr)	0.0	0.0	0.0	0.0	0.1	0.0	0.1
Stop Del/Veh (s)	0.0	0.0	1.0	0.0	5.1	3.3	0.6

Total Network Performance

Denied Delay (hr)	0.6
Denied Del/Veh (s)	0.6
Total Delay (hr)	35.8
Total Del/Veh (s)	31.0
Stop Delay (hr)	21.1
Stop Del/Veh (s)	18.3

**Intersection: 5: New Minas Connector Road/Cornwallis River Crossing & Commercial Street**

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	B6	SB	SB
Directions Served	L	T	R	L	T	R	L	T	TR	T	L	T
Maximum Queue (m)	14.2	59.4	27.4	30.1	58.2	13.8	51.4	67.0	39.9	21.3	101.4	124.4
Average Queue (m)	2.3	22.9	6.2	8.9	23.7	0.5	31.6	24.6	9.1	0.0	61.2	28.4
95th Queue (m)	10.1	45.3	24.4	22.3	45.7	10.1	49.8	48.3	28.3	0.0	104.3	97.6
Link Distance (m)		181.3			556.7			400.3		240.4		182.7
Upstream Blk Time (%)												0
Queuing Penalty (veh)												0
Storage Bay Dist (m)	50.0		25.0	70.0		70.0	50.0		50.0		100.0	
Storage Blk Time (%)		5	0		0	0	1	0	0		8	1
Queuing Penalty (veh)		5	1		0	0	2	1	0		4	3

**Intersection: 5: New Minas Connector Road/Cornwallis River Crossing & Commercial Street**

Movement	SB	B7
Directions Served	TR	T
Maximum Queue (m)	41.5	1.4
Average Queue (m)	12.5	0.1
95th Queue (m)	30.7	1.5
Link Distance (m)	182.7	243.7
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (m)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

**Intersection: 9: New Minas Connector Road & Prospect Road**

Movement	EB	WB	WB	NB	NB	SB	SB	B20
Directions Served	LTR	L	TR	L	TR	L	TR	T
Maximum Queue (m)	31.7	38.7	15.6	11.2	48.9	16.2	24.6	40.8
Average Queue (m)	10.4	16.2	4.0	1.4	19.9	3.8	5.8	1.5
95th Queue (m)	24.4	30.8	12.3	6.7	40.2	10.6	16.9	41.6
Link Distance (m)	123.6		250.8		55.2		240.4	400.3
Upstream Blk Time (%)					0			0
Queuing Penalty (veh)					0			0
Storage Bay Dist (m)		60.0		60.0		70.0		
Storage Blk Time (%)					0			
Queuing Penalty (veh)					0			

**Intersection: 12: New Minas Connector Road & Highway 101 WB On-Ramp/Highway 101 WB Off-Ramp**

Movement	WB	NB	NB	SB
Directions Served	LTR	L	T	TR
Maximum Queue (m)	33.3	10.2	3.0	2.7
Average Queue (m)	14.4	2.8	0.1	0.1
95th Queue (m)	25.7	9.2	2.4	1.8
Link Distance (m)	279.6		111.3	55.2
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (m)		50.0		
Storage Blk Time (%)				
Queuing Penalty (veh)				

**Intersection: 15: New Canaan Road/New Minas Connector Road & Highway 101 EB Off-Ramp/Highway 101 WB Off-Ramp**

Movement	EB	SB
Directions Served	LTR	L
Maximum Queue (m)	37.5	18.2
Average Queue (m)	15.5	5.2
95th Queue (m)	28.2	14.1
Link Distance (m)	290.9	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (m)		50.0
Storage Blk Time (%)		
Queuing Penalty (veh)		

**Intersection: 18: New Canaan Road & Highbury School Road**

Movement	WB	SB
Directions Served	LR	L
Maximum Queue (m)	22.9	7.7
Average Queue (m)	10.8	0.5
95th Queue (m)	18.2	3.4
Link Distance (m)	241.1	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (m)		230.0
Storage Blk Time (%)		
Queuing Penalty (veh)		

**Intersection: 21: Highbury Road & Commercial Street**

Movement	EB	EB	WB	WB	NB	SB
Directions Served	L	TR	L	TR	LTR	LTR
Maximum Queue (m)	23.3	370.8	18.3	51.3	35.9	30.7
Average Queue (m)	2.3	42.3	2.4	17.2	13.5	11.1
95th Queue (m)	10.9	203.9	9.9	40.4	27.2	23.2
Link Distance (m)		556.7		551.4	143.8	98.9
Upstream Blk Time (%)		0				
Queuing Penalty (veh)		0				
Storage Bay Dist (m)	25.0		25.0			
Storage Blk Time (%)	0	5	0	3		
Queuing Penalty (veh)	0	1	0	0		

**Intersection: 26: Prospect Road/Driveway & Commercial Street**

Movement	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	L	TR	L	TR	L	TR	L	TR
Maximum Queue (m)	24.0	77.0	27.0	57.6	29.3	45.0	22.3	19.3
Average Queue (m)	3.4	34.1	11.1	24.4	9.8	19.2	7.0	7.2
95th Queue (m)	15.2	65.2	23.8	47.1	21.9	35.2	16.9	16.7
Link Distance (m)		551.4		361.5		173.0	80.9	80.9
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (m)	35.0		25.0		50.0			
Storage Blk Time (%)	0	6	0	4	0	0		
Queuing Penalty (veh)	0	1	1	4	0	0		

**Intersection: 28: Commercial Street & Jones Road**

Movement	EB	EB	WB	SB
Directions Served	L	T	TR	LR
Maximum Queue (m)	19.4	0.9	9.1	37.4
Average Queue (m)	7.2	0.0	0.5	14.7
95th Queue (m)	16.1	0.9	5.0	28.1
Link Distance (m)		361.5	224.9	103.9
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (m)	25.0			
Storage Blk Time (%)	0			
Queuing Penalty (veh)	1			



**Intersection: 31: Valley View Drive & Commercial Street**

Movement	EB	EB	WB	WB	NB	NB
Directions Served	T	R	L	T	L	R
Maximum Queue (m)	44.3	15.4	9.0	47.8	25.6	6.6
Average Queue (m)	15.7	2.0	0.6	16.5	9.4	0.8
95th Queue (m)	36.0	9.9	4.2	38.6	19.5	4.3
Link Distance (m)	224.9			240.7	60.4	60.4
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (m)		50.0	30.0			
Storage Blk Time (%)	0	0		1		
Queuing Penalty (veh)	0	0		0		

**Intersection: 32: Commercial Street & Cornwallis Avenue**

Movement	EB	EB	EB	WB	WB	NB	NB	SB
Directions Served	L	T	TR	L	TR	LT	R	LTR
Maximum Queue (m)	10.9	24.4	24.5	9.2	43.0	11.2	5.5	27.1
Average Queue (m)	1.8	9.0	7.9	1.6	13.4	2.6	1.7	10.5
95th Queue (m)	7.9	21.0	20.3	6.2	31.5	8.5	5.4	21.3
Link Distance (m)		240.7		118.4	118.4	54.0		111.4
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (m)	25.0		40.0				35.0	
Storage Blk Time (%)		0	0					
Queuing Penalty (veh)		0	0					

**Intersection: 37: Silver Fox Avenue/Bonavista Avenue & Commercial Street**

Movement	EB	EB	WB	WB	NB	SB
Directions Served	L	T	L	TR	LT	LTR
Maximum Queue (m)	9.4	53.6	19.2	48.4	22.9	18.0
Average Queue (m)	0.7	16.1	6.1	14.2	8.6	6.2
95th Queue (m)	4.9	38.1	15.5	36.3	19.2	14.7
Link Distance (m)		157.3		873.9	82.0	86.5
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (m)	25.0		100.0			
Storage Blk Time (%)		3				
Queuing Penalty (veh)		0				

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Intersection: 42: Deep Hollow Road & Commercial Street

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Movement	EB	B40	WB	NB
Directions Served	TR	T	LT	LR
Maximum Queue (m)	0.9	173.3	12.2	25.9
Average Queue (m)	0.0	6.2	0.8	10.8
95th Queue (m)	0.9	126.6	5.7	19.7
Link Distance (m)	591.4	873.9	128.6	252.8
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (m)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

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Network Summary

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Network wide Queuing Penalty: 24

Intersection						
Int Delay, s/veh	1.8					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	400	66	28	323	51	22
Future Vol, veh/h	400	66	28	323	51	22
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	3	2	7	3	2	5
Mvmt Flow	449	74	31	363	57	25

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	523	0	911 486
Stage 1	-	-	-	-	486 -
Stage 2	-	-	-	-	425 -
Critical Hdwy	-	-	4.17	-	6.42 6.25
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	-	-	2.263	-	3.518 3.345
Pot Cap-1 Maneuver	-	-	1018	-	304 575
Stage 1	-	-	-	-	618 -
Stage 2	-	-	-	-	659 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1018	-	292 575
Mov Cap-2 Maneuver	-	-	-	-	292 -
Stage 1	-	-	-	-	618 -
Stage 2	-	-	-	-	634 -

Approach	EB	WB	NB
HCM Control Delay, s	0	0.7	18.8
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	343	-	-	1018	-
HCM Lane V/C Ratio	0.239	-	-	0.031	-
HCM Control Delay (s)	18.8	-	-	8.6	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.9	-	-	0.1	-

New Minas Transportation Study  
Commercial Street & Silver Fox Avenue

Scenario 1 Existing PM (2021)  
03-24-2021



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	12	415	130	78	400	7	169	6	121	6	5	6
Future Volume (vph)	12	415	130	78	400	7	169	6	121	6	5	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7
Grade (%)		0%			0%			0%			0%	
Storage Length (m)	25.0		0.0	100.0		0.0	0.0		0.0	0.0		0.0
Storage Lanes	1		1	1		0	0		1	0		0
Taper Length (m)	2.5			2.5			2.5			2.5		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.98				1.00			0.98				0.99
Frt			0.850		0.997				0.850			0.952
Flt Protected	0.950			0.950				0.954				0.983
Satd. Flow (prot)	1789	1883	1601	1789	1876	0	0	1797	1601	0	1738	0
Flt Permitted	0.517			0.419				0.721				0.895
Satd. Flow (perm)	954	1883	1601	789	1876	0	0	1331	1601	0	1582	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			134		2				125			6
Link Speed (k/h)		50			50			50				50
Link Distance (m)		163.1			885.4			89.5				94.5
Travel Time (s)		11.7			63.7			6.4				6.8
Confl. Peds. (#/hr)	12					12	7					7
Confl. Bikes (#/hr)												
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%				0%
Adj. Flow (vph)	12	428	134	80	412	7	174	6	125	6	5	6
Shared Lane Traffic (%)												
Lane Group Flow (vph)	12	428	134	80	419	0	0	180	125	0	17	0
Turn Type	Perm	NA	Perm	pm+pt	NA		Perm	NA	Perm	Perm	NA	
Protected Phases		2		1	6			4				4
Permitted Phases	2		2	6			4		4	4		
Total Split (s)	62.2	62.2	62.2	39.0	46.2		28.7	28.7	28.7	28.7		28.7
Total Lost Time (s)	5.2	5.2	5.2	4.0	5.2			5.7	5.7			5.7
Act Effect Green (s)	58.2	58.2	58.2	69.5	68.3			18.4	18.4			18.4
Actuated g/C Ratio	0.60	0.60	0.60	0.71	0.70			0.19	0.19			0.19
v/c Ratio	0.02	0.38	0.13	0.12	0.32			0.72	0.31			0.06
Control Delay	10.9	13.3	2.4	5.4	6.9			54.7	8.5			25.8
Queue Delay	0.0	0.0	0.0	0.0	0.0			0.0	0.0			0.0
Total Delay	10.9	13.3	2.4	5.4	6.9			54.7	8.5			25.8
LOS	B	B	A	A	A			D	A			C
Approach Delay		10.7			6.6			35.8				25.8
Approach LOS		B			A			D				C
Stops (vph)	6	215	11	22	145			158	18			12
Fuel Used(l)	0	15	3	15	78			12	2			1
CO Emissions (g/hr)	8	288	47	274	1446			230	41			14

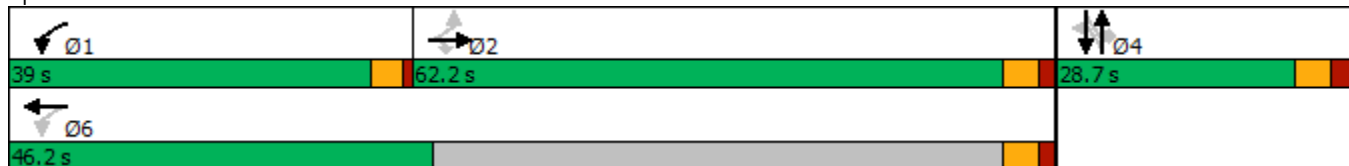


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
NOx Emissions (g/hr)	2	56	9	53	279			44	8		3	
VOC Emissions (g/hr)	2	66	11	63	334			53	10		3	
Dilemma Vehicles (#)	0	0	0	0	0			0	0		0	
Queue Length 50th (m)	1.0	43.5	0.0	4.1	27.5			32.9	0.0		1.8	
Queue Length 95th (m)	3.8	71.5	8.2	9.2	46.1			56.4	14.4		7.4	
Internal Link Dist (m)		139.1			861.4			65.5			70.5	
Turn Bay Length (m)	25.0			100.0								
Base Capacity (vph)	568	1121	1007	922	1797			315	475		379	
Starvation Cap Reductn	0	0	0	0	0			0	0		0	
Spillback Cap Reductn	0	0	0	0	0			0	0		0	
Storage Cap Reductn	0	0	0	0	0			0	0		0	
Reduced v/c Ratio	0.02	0.38	0.13	0.09	0.23			0.57	0.26		0.04	

**Intersection Summary**

Area Type:	Other
Cycle Length:	129.9
Actuated Cycle Length:	97.7
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.72
Intersection Signal Delay:	14.9
Intersection LOS:	B
Intersection Capacity Utilization:	57.1%
ICU Level of Service:	B
Analysis Period (min):	15

Splits and Phases: 37: Silver Fox Avenue/Bonavista Avenue & Commercial Street



New Minas Transportation Study  
Commercial Street & Cornwallis Avenue

Scenario 1 Existing PM (2021)

03-24-2021



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	20	551	18	75	526	19	64	14	79	60	19	21
Future Volume (vph)	20	551	18	75	526	19	64	14	79	60	19	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7
Grade (%)		0%			0%			0%			0%	
Storage Length (m)	25.0		40.0	0.0		0.0	0.0		35.0	0.0		0.0
Storage Lanes	1		1	1		0	0		1	0		0
Taper Length (m)	2.5			2.5			2.5			2.5		
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.99				1.00			0.99			0.99	
Frt		0.995			0.995				0.850		0.972	
Flt Protected	0.950			0.950				0.961			0.971	
Satd. Flow (prot)	1789	3561	0	1789	1872	0	0	1810	1601	0	1756	0
Flt Permitted	0.436			0.344				0.741			0.765	
Satd. Flow (perm)	815	3561	0	648	1872	0	0	1385	1601	0	1383	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4			4				100			13
Link Speed (k/h)		50			50			50			50	
Link Distance (m)		257.5			128.7			65.9			120.6	
Travel Time (s)		18.5			9.3			4.7			8.7	
Confl. Peds. (#/hr)	7					7	6					6
Confl. Bikes (#/hr)												
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	3%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	22	612	20	83	584	21	71	16	88	67	21	23
Shared Lane Traffic (%)												
Lane Group Flow (vph)	22	632	0	83	605	0	0	87	88	0	111	0
Turn Type	Perm	NA		pm+pt	NA		Perm	NA	Perm	Perm	NA	
Protected Phases		2		1	6			4			4	
Permitted Phases	2			6			4		4	4		
Total Split (s)	45.8	45.8		21.0	45.4		29.4	29.4	29.4	29.4	29.4	
Total Lost Time (s)	5.8	5.8		6.0	5.3			5.4	5.4		5.4	
Act Effect Green (s)	40.5	40.5		50.4	51.1			10.6	10.6		10.6	
Actuated g/C Ratio	0.56	0.56		0.69	0.70			0.15	0.15		0.15	
v/c Ratio	0.05	0.32		0.15	0.46			0.43	0.28		0.52	
Control Delay	10.1	10.4		4.6	6.3			36.2	7.9		35.7	
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0		0.0	
Total Delay	10.1	10.4		4.6	6.3			36.2	7.9		35.7	
LOS	B	B		A	A			D	A		D	
Approach Delay		10.4			6.1			21.9			35.7	
Approach LOS		B			A			C			D	
Stops (vph)	11	290		22	214			66	13		77	
Fuel Used(l)	1	25		2	14			4	1		6	
CO Emissions (g/hr)	17	465		31	262			77	24		105	

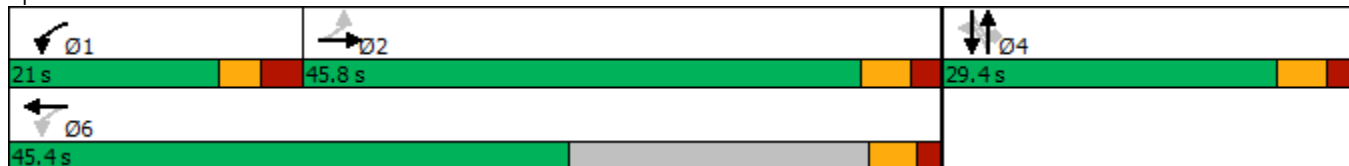


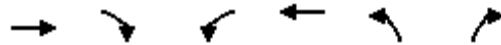
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
NOx Emissions (g/hr)	3	90		6	51			15	5		20	
VOC Emissions (g/hr)	4	107		7	61			18	5		24	
Dilemma Vehicles (#)	0	0		0	0			0	0		0	
Queue Length 50th (m)	1.4	24.2		2.9	28.4			11.4	0.0		13.0	
Queue Length 95th (m)	5.4	40.6		8.0	57.8			24.3	9.4		27.8	
Internal Link Dist (m)		233.5			104.7			41.9			96.6	
Turn Bay Length (m)	25.0								35.0			
Base Capacity (vph)	454	1989		689	1585			463	602		471	
Starvation Cap Reductn	0	0		0	0			0	0		0	
Spillback Cap Reductn	0	0		0	0			0	0		0	
Storage Cap Reductn	0	0		0	0			0	0		0	
Reduced v/c Ratio	0.05	0.32		0.12	0.38			0.19	0.15		0.24	

Intersection Summary

Area Type:	Other
Cycle Length:	96.2
Actuated Cycle Length:	72.6
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.52
Intersection Signal Delay:	11.6
Intersection LOS:	B
Intersection Capacity Utilization:	62.2%
ICU Level of Service:	B
Analysis Period (min):	15

Splits and Phases: 32: Commercial Street & Cornwallis Avenue





Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑	↑	↑	↑	↑
Traffic Volume (vph)	563	165	10	645	201	9
Future Volume (vph)	563	165	10	645	201	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.7	3.7	3.7	3.7	3.7	3.7
Grade (%)	0%			0%	0%	
Storage Length (m)		50.0	30.0		0.0	0.0
Storage Lanes		1	1		1	1
Taper Length (m)			2.5		2.5	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor					0.97	
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	1883	1601	1789	1883	1789	1601
Flt Permitted			0.298		0.950	
Satd. Flow (perm)	1883	1601	561	1883	1737	1601
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		139				9
Link Speed (k/h)	50			50	50	
Link Distance (m)	238.4			257.5	70.8	
Travel Time (s)	17.2			18.5	5.1	
Confl. Peds. (#/hr)					9	
Confl. Bikes (#/hr)						
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	586	172	10	672	209	9
Shared Lane Traffic (%)						
Lane Group Flow (vph)	586	172	10	672	209	9
Turn Type	NA	Perm	pm+pt	NA	Prot	Perm
Protected Phases	2		1	6	4	
Permitted Phases		2	6			4
Total Split (s)	45.9	45.9	20.7	45.9	31.1	31.1
Total Lost Time (s)	5.9	5.9	5.7	5.9	6.1	6.1
Act Effect Green (s)	40.6	40.6	42.8	42.6	13.0	13.0
Actuated g/C Ratio	0.60	0.60	0.63	0.63	0.19	0.19
v/c Ratio	0.52	0.17	0.02	0.57	0.61	0.03
Control Delay	12.0	3.3	5.7	10.2	33.6	13.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	12.0	3.3	5.7	10.2	33.6	13.8
LOS	B	A	A	B	C	B
Approach Delay	10.1			10.1	32.8	
Approach LOS	B			B	C	
Stops (vph)	320	23	6	348	172	6
Fuel Used(l)	25	5	0	29	10	0
CO Emissions (g/hr)	467	87	8	532	194	5



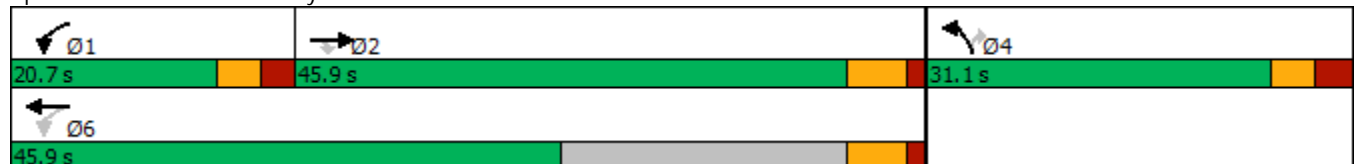


Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
NOx Emissions (g/hr)	90	17	2	103	37	1
VOC Emissions (g/hr)	108	20	2	123	45	1
Dilemma Vehicles (#)	0	0	0	0	0	0
Queue Length 50th (m)	33.5	1.3	0.4	41.1	23.0	0.0
Queue Length 95th (m)	104.7	12.9	2.2	86.4	49.8	3.5
Internal Link Dist (m)	214.4			233.5	46.8	
Turn Bay Length (m)		50.0	30.0			
Base Capacity (vph)	1127	1014	630	1708	669	604
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.52	0.17	0.02	0.39	0.31	0.01

**Intersection Summary**

Area Type:	Other
Cycle Length:	97.7
Actuated Cycle Length:	67.8
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.61
Intersection Signal Delay:	13.1
Intersection LOS:	B
Intersection Capacity Utilization:	55.1%
ICU Level of Service:	B
Analysis Period (min):	15

Splits and Phases: 31: Valley View Drive & Commercial Street



Intersection						
Int Delay, s/veh	1.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	23	753	754	64	35	36
Future Vol, veh/h	23	753	754	64	35	36
Conflicting Peds, #/hr	2	0	0	2	0	6
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	250	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	2	2	2	2	3	2
Mvmt Flow	27	876	877	74	41	42

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	953	0	-	0	1846 922
Stage 1	-	-	-	-	916 -
Stage 2	-	-	-	-	930 -
Critical Hdwy	4.12	-	-	-	6.43 6.22
Critical Hdwy Stg 1	-	-	-	-	5.43 -
Critical Hdwy Stg 2	-	-	-	-	5.43 -
Follow-up Hdwy	2.218	-	-	-	3.527 3.318
Pot Cap-1 Maneuver	721	-	-	-	82 327
Stage 1	-	-	-	-	388 -
Stage 2	-	-	-	-	382 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	720	-	-	-	79 325
Mov Cap-2 Maneuver	-	-	-	-	208 -
Stage 1	-	-	-	-	373 -
Stage 2	-	-	-	-	381 -

Approach	EB	WB	SB
HCM Control Delay, s	0.3	0	25.9
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	720	-	-	-	254
HCM Lane V/C Ratio	0.037	-	-	-	0.325
HCM Control Delay (s)	10.2	-	-	-	25.9
HCM Lane LOS	B	-	-	-	D
HCM 95th %tile Q(veh)	0.1	-	-	-	1.4

New Minas Transportation Study  
Commercial Street & Prospect Road

Scenario 1 Existing PM (2021)

03-24-2021



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	7	496	20	171	615	6	48	19	187	45	26	17
Future Volume (vph)	7	496	20	171	615	6	48	19	187	45	26	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7
Grade (%)		0%			0%			0%			0%	
Storage Length (m)	35.0		0.0	25.0		0.0	50.0		0.0	0.0		0.0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (m)	2.5			2.5			2.5			2.5		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00	1.00			1.00		0.99					0.99
Frt		0.994			0.999			0.864				0.941
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1789	1870	0	1789	1881	0	1789	1627	0	1789	1727	0
Flt Permitted	0.388			0.254			0.724			0.392		
Satd. Flow (perm)	729	1870	0	478	1881	0	1344	1627	0	738	1727	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3			1			220				20
Link Speed (k/h)		50			50			50				50
Link Distance (m)		568.7			373.5			180.2				90.2
Travel Time (s)		40.9			26.9			13.0				6.5
Confl. Peds. (#/hr)	3		5	5		3	6					6
Confl. Bikes (#/hr)												
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	4%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%				0%
Adj. Flow (vph)	8	584	24	201	724	7	56	22	220	53	31	20
Shared Lane Traffic (%)												
Lane Group Flow (vph)	8	608	0	201	731	0	56	242	0	53	51	0
Turn Type	Perm	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases		6		5	2			4				4
Permitted Phases	6			2			4			4		
Total Split (s)	45.2	45.2		20.4	45.2		30.6	30.6		30.6	30.6	
Total Lost Time (s)	5.2	5.2		5.4	5.2		5.6	5.6		5.6	5.6	
Act Effect Green (s)	40.2	40.2		55.7	55.9		10.1	10.1		10.1	10.1	
Actuated g/C Ratio	0.52	0.52		0.72	0.73		0.13	0.13		0.13	0.13	
v/c Ratio	0.02	0.62		0.39	0.53		0.32	0.60		0.55	0.21	
Control Delay	11.6	17.7		5.9	6.8		35.7	13.0		53.1	23.0	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	11.6	17.7		5.9	6.8		35.7	13.0		53.1	23.0	
LOS	B	B		A	A		D	B		D	C	
Approach Delay		17.7			6.6			17.3				38.3
Approach LOS		B			A			B				D
Stops (vph)	5	357		48	256		42	41		43	25	
Fuel Used(l)	1	43		8	31		3	7		3	2	
CO Emissions (g/hr)	10	800		147	577		57	121		59	31	

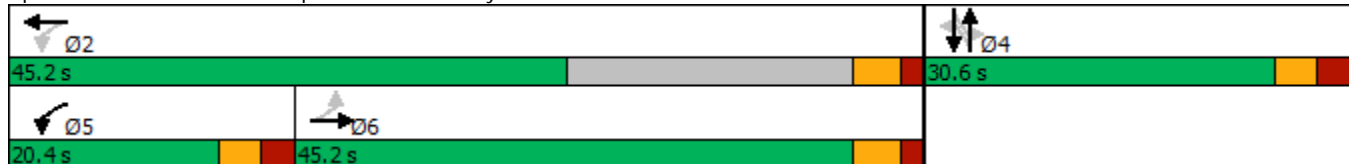


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
NOx Emissions (g/hr)	2	154		28	111		11	23		11	6	
VOC Emissions (g/hr)	2	184		34	133		13	28		14	7	
Dilemma Vehicles (#)	0	0		0	0		0	0		0	0	
Queue Length 50th (m)	0.5	56.3		7.1	36.6		7.4	2.8		7.2	4.0	
Queue Length 95th (m)	2.9	104.5		15.4	68.3		17.3	18.8		18.0	12.8	
Internal Link Dist (m)		544.7			349.5			156.2			66.2	
Turn Bay Length (m)	35.0			25.0			50.0					
Base Capacity (vph)	380	979		603	1485		439	679		241	577	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.02	0.62		0.33	0.49		0.13	0.36		0.22	0.09	

**Intersection Summary**

Area Type:	Other
Cycle Length:	96.2
Actuated Cycle Length:	76.9
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.62
Intersection Signal Delay:	13.4
Intersection LOS:	B
Intersection Capacity Utilization:	75.0%
ICU Level of Service:	D
Analysis Period (min):	15

Splits and Phases: 26: Prospect Road/Driveway & Commercial Street



New Minas Transportation Study  
Commercial Street & Highbury Road

Scenario 1 Existing PM (2021)

03-24-2021



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	15	610	38	36	670	5	37	25	27	47	23	48
Future Volume (vph)	15	610	38	36	670	5	37	25	27	47	23	48
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7
Grade (%)		0%			0%			0%			0%	
Storage Length (m)	25.0		0.0	25.0		0.0	0.0		0.0	0.0		0.0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (m)	2.5			2.5			2.5			2.5		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00		1.00	1.00			0.99			1.00	
Frt		0.991			0.999			0.959			0.944	
Flt Protected	0.950			0.950				0.979			0.981	
Satd. Flow (prot)	1789	1861	0	1789	1881	0	0	1747	0	0	1738	0
Flt Permitted	0.302			0.275				0.815			0.867	
Satd. Flow (perm)	569	1861	0	518	1881	0	0	1454	0	0	1535	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4						23			37	
Link Speed (k/h)		50			50			50			50	
Link Distance (m)		576.1			568.7			152.7			108.5	
Travel Time (s)		41.5			40.9			11.0			7.8	
Confl. Peds. (#/hr)	3		1	1		3			1	1		
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	5%	2%	2%	2%	2%	4%	2%	2%	4%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	16	642	40	38	705	5	39	26	28	49	24	51
Shared Lane Traffic (%)												
Lane Group Flow (vph)	16	682	0	38	710	0	0	93	0	0	124	0
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			4			4	
Permitted Phases	2			6			4			4		
Total Split (s)	16.8	46.0		16.5	45.7		28.6	28.6		28.6	28.6	
Total Lost Time (s)	6.8	6.0		6.5	5.7			5.6			5.6	
Act Effect Green (s)	47.1	43.9		49.8	49.3			9.9			9.9	
Actuated g/C Ratio	0.64	0.60		0.68	0.67			0.14			0.14	
v/c Ratio	0.03	0.61		0.08	0.56			0.43			0.52	
Control Delay	4.6	14.7		4.5	10.5			29.1			29.1	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	4.6	14.7		4.5	10.5			29.1			29.1	
LOS	A	B		A	B			C			C	
Approach Delay		14.5			10.2			29.1			29.1	
Approach LOS		B			B			C			C	
Stops (vph)	7	417		12	355			60			76	
Fuel Used(l)	1	52		2	50			5			6	
CO Emissions (g/hr)	19	970		44	926			85			103	

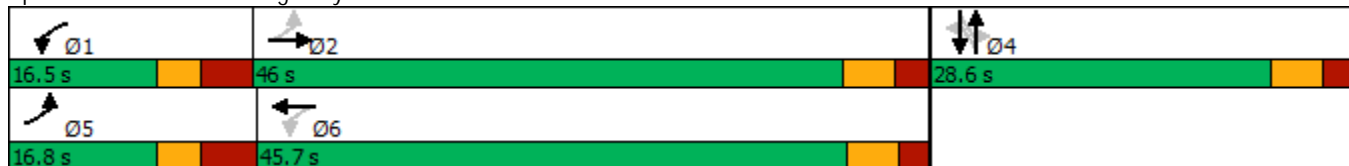


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
NOx Emissions (g/hr)	4	187		8	179			16			20	
VOC Emissions (g/hr)	4	224		10	214			20			24	
Dilemma Vehicles (#)	0	0		0	0			0			0	
Queue Length 50th (m)	0.6	64.9		1.3	35.9			9.2			11.5	
Queue Length 95th (m)	2.5	116.6		4.4	124.3			22.1			26.4	
Internal Link Dist (m)		552.1			544.7			128.7			84.5	
Turn Bay Length (m)	25.0			25.0								
Base Capacity (vph)	547	1116		531	1268			476			512	
Starvation Cap Reductn	0	0		0	0			0			0	
Spillback Cap Reductn	0	0		0	0			0			0	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	0.03	0.61		0.07	0.56			0.20			0.24	

**Intersection Summary**

Area Type:	Other
Cycle Length:	91.1
Actuated Cycle Length:	73.2
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.61
Intersection Signal Delay:	14.4
Intersection LOS:	B
Intersection Capacity Utilization	53.5%
ICU Level of Service	A
Analysis Period (min)	15

Splits and Phases: 21: Highbury Road & Commercial Street



New Minas Transportation Study  
Commercial Street & New Minas Connector Road

Scenario 1 Existing PM (2021)  
03-24-2021



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	38	384	164	137	377	410	122	121	86	297	150	27
Future Volume (vph)	38	384	164	137	377	410	122	121	86	297	150	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7
Grade (%)		0%			0%			0%			0%	
Storage Length (m)	50.0		25.0	70.0		70.0	50.0		50.0	100.0		0.0
Storage Lanes	1		1	1		1	1		1	1		0
Taper Length (m)	2.5			2.5			2.5			2.5		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor	1.00		0.98			0.98		0.99		1.00		
Frt			0.850			0.850		0.937			0.977	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1789	1883	1601	1789	1883	1601	1789	3185	0	1789	3439	0
Flt Permitted	0.491			0.383			0.564			0.617		
Satd. Flow (perm)	922	1883	1576	721	1883	1568	1062	3185	0	1159	3439	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			159			403		90			12	
Link Speed (k/h)		50			50			80			80	
Link Distance (m)		192.5			576.1			411.6			196.8	
Travel Time (s)		13.9			41.5			18.5			8.9	
Confl. Peds. (#/hr)	5		2	2		5			1	1		
Confl. Bikes (#/hr)												
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	8%	4%	2%	4%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	40	400	171	143	393	427	127	126	90	309	156	28
Shared Lane Traffic (%)												
Lane Group Flow (vph)	40	400	171	143	393	427	127	216	0	309	184	0
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases	1	6		5	2		3	8		7	4	
Permitted Phases	6		6	2		2	8			4		
Total Split (s)	16.3	55.2	55.2	20.7	55.2	55.2	36.5	56.0		16.5	41.0	
Total Lost Time (s)	6.3	5.2	5.2	5.7	5.2	5.2	6.5	6.0		6.5	6.0	
Act Effect Green (s)	56.2	50.2	50.2	63.9	58.0	58.0	23.2	12.3		20.5	11.0	
Actuated g/C Ratio	0.53	0.47	0.47	0.60	0.55	0.55	0.22	0.12		0.19	0.10	
v/c Ratio	0.07	0.45	0.21	0.27	0.38	0.41	0.41	0.48		1.09	0.50	
Control Delay	10.0	21.8	4.3	10.5	17.3	3.5	34.8	28.6		115.8	47.5	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	10.0	21.8	4.3	10.5	17.3	3.5	34.8	28.6		115.8	47.5	
LOS	B	C	A	B	B	A	C	C		F	D	
Approach Delay		16.1			10.2			30.9			90.3	
Approach LOS		B			B			C			F	
Stops (vph)	17	252	19	55	216	35	94	106		265	151	
Fuel Used(l)	1	19	4	10	30	24	23	35		52	21	
CO Emissions (g/hr)	25	356	74	183	567	453	430	655		969	397	

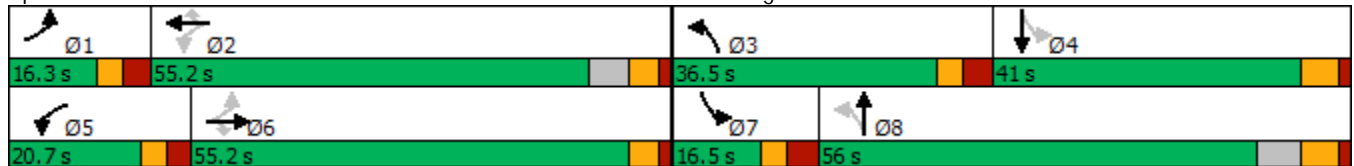


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
NOx Emissions (g/hr)	5	69	14	35	109	87	83	126		187	77	
VOC Emissions (g/hr)	6	82	17	42	131	104	99	151		223	92	
Dilemma Vehicles (#)	0	0	0	0	0	0	0	9		0	8	
Queue Length 50th (m)	3.0	52.3	1.3	11.2	49.3	2.4	20.5	12.6		-62.2	17.7	
Queue Length 95th (m)	8.3	92.0	13.9	22.9	83.0	19.4	36.8	24.5		#98.7	30.6	
Internal Link Dist (m)		168.5			552.1			387.6			172.8	
Turn Bay Length (m)	50.0		25.0	70.0		70.0	50.0			100.0		
Base Capacity (vph)	596	891	830	596	1043	1048	520	1702		284	1148	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.07	0.45	0.21	0.24	0.38	0.41	0.24	0.13		1.09	0.16	

**Intersection Summary**

Area Type: Other  
 Cycle Length: 153.4  
 Actuated Cycle Length: 105.9  
 Control Type: Semi Act-Uncoord  
 Maximum v/c Ratio: 1.09  
 Intersection Signal Delay: 31.0  
 Intersection LOS: C  
 Intersection Capacity Utilization 72.6%  
 ICU Level of Service C  
 Analysis Period (min) 15  
 ~ Volume exceeds capacity, queue is theoretically infinite.  
 Queue shown is maximum after two cycles.  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

**Splits and Phases: 5: New Minas Connector Road/Cornwallis River Crossing & Commercial Street**





New Minas Transportation Study  
New Minas Connector Road & Prospect Road

Scenario 1 Existing PM (2021)

03-24-2021



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↕	↕		↕	↕		↕	↕	
Traffic Volume (vph)	13	44	37	260	43	62	42	254	246	70	358	23
Future Volume (vph)	13	44	37	260	43	62	42	254	246	70	358	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7
Grade (%)		0%			0%			0%			0%	
Storage Length (m)	0.0		0.0	60.0		0.0	60.0		0.0	70.0		0.0
Storage Lanes	0		0	1		0	1		0	1		0
Taper Length (m)	2.5			2.5			2.5			2.5		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.947			0.911			0.926			0.991	
Flt Protected		0.993		0.950			0.950			0.950		
Satd. Flow (prot)	0	1771	0	1772	1687	0	1789	1703	0	1755	1866	0
Flt Permitted		0.956		0.693			0.485			0.382		
Satd. Flow (perm)	0	1705	0	1293	1687	0	913	1703	0	706	1866	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		39			65			76				5
Link Speed (k/h)		50			50			80				80
Link Distance (m)		133.5			262.5			70.9				257.2
Travel Time (s)		9.6			18.9			3.2				11.6
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	3%	2%	5%	2%	3%	6%	4%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%				0%
Adj. Flow (vph)	14	46	39	274	45	65	44	267	259	74	377	24
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	99	0	274	110	0	44	526	0	74	401	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			4			2				6
Permitted Phases	4			4			2			6		
Total Split (s)	39.8	39.8		39.8	39.8		42.1	42.1		42.1	42.1	
Total Lost Time (s)		5.8		5.8	5.8		6.1	6.1		6.1	6.1	
Act Effect Green (s)		19.3		19.3	19.3		36.6	36.6		36.6	36.6	
Actuated g/C Ratio		0.28		0.28	0.28		0.54	0.54		0.54	0.54	
v/c Ratio		0.19		0.75	0.21		0.09	0.55		0.19	0.40	
Control Delay		12.2		34.7	9.3		10.5	12.8		12.1	12.0	
Queue Delay		0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay		12.2		34.7	9.3		10.5	12.8		12.1	12.0	
LOS		B		C	A		B	B		B	B	
Approach Delay		12.2			27.4			12.7				12.1
Approach LOS		B			C			B				B
Stops (vph)		41		219	33		23	279		38	216	
Fuel Used(l)		3		18	4		2	24		11	61	
CO Emissions (g/hr)		56		341	76		35	441		207	1137	

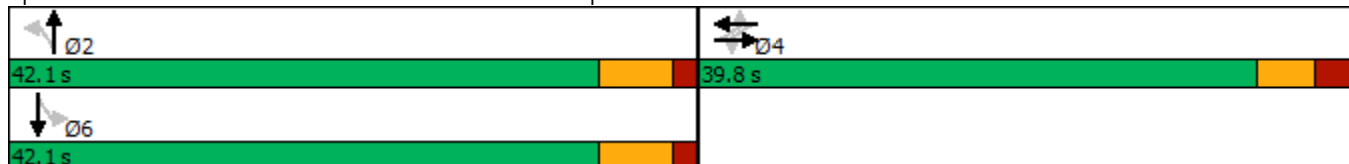


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
NOx Emissions (g/hr)		11		66	15		7	85		40	219	
VOC Emissions (g/hr)		13		79	17		8	102		48	262	
Dilemma Vehicles (#)		0		0	0		0	36		0	28	
Queue Length 50th (m)		5.5		30.8	4.1		2.4	32.8		4.3	26.4	
Queue Length 95th (m)		14.6		53.7	13.4		9.2	80.0		14.9	60.8	
Internal Link Dist (m)		109.5			238.5			46.9			233.2	
Turn Bay Length (m)				60.0			60.0			70.0		
Base Capacity (vph)		879		652	883		491	952		380	1007	
Starvation Cap Reductn		0		0	0		0	0		0	0	
Spillback Cap Reductn		0		0	0		0	0		0	0	
Storage Cap Reductn		0		0	0		0	0		0	0	
Reduced v/c Ratio		0.11		0.42	0.12		0.09	0.55		0.19	0.40	

**Intersection Summary**

Area Type:	Other
Cycle Length:	81.9
Actuated Cycle Length:	67.9
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.75
Intersection Signal Delay:	16.1
Intersection LOS:	B
Intersection Capacity Utilization:	70.3%
ICU Level of Service:	C
Analysis Period (min):	15

Splits and Phases: 9: New Minas Connector Road & Prospect Road



Intersection												
Int Delay, s/veh	2.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↕		↕	↑			↕	
Traffic Vol, veh/h	0	0	0	21	0	211	15	331	0	0	385	270
Future Vol, veh/h	0	0	0	21	0	211	15	331	0	0	385	270
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	-	-	-	-	-	-	500	-	-	-	-	-
Veh in Median Storage, #	-	1	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	5	2	5	2	3	2	2	2	4
Mvmt Flow	0	0	0	22	0	218	15	341	0	0	397	278

Major/Minor	Minor1		Major1		Major2		
Conflicting Flow All	907	1046	341	675	0	-	0
Stage 1	371	371	-	-	-	-	-
Stage 2	536	675	-	-	-	-	-
Critical Hdwy	6.45	6.52	6.25	4.12	-	-	-
Critical Hdwy Stg 1	5.45	5.52	-	-	-	-	-
Critical Hdwy Stg 2	5.45	5.52	-	-	-	-	-
Follow-up Hdwy	3.545	4.018	3.345	2.218	-	-	-
Pot Cap-1 Maneuver	302	228	695	916	-	0	0
Stage 1	691	620	-	-	-	0	0
Stage 2	581	453	-	-	-	0	0
Platoon blocked, %					-	-	-
Mov Cap-1 Maneuver	297	0	695	916	-	-	-
Mov Cap-2 Maneuver	297	0	-	-	-	-	-
Stage 1	680	0	-	-	-	-	-
Stage 2	581	0	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	14.4	0.4	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBTWBLn1	SBT	SBR
Capacity (veh/h)	916	-	620	-
HCM Lane V/C Ratio	0.017	-	0.386	-
HCM Control Delay (s)	9	-	14.4	-
HCM Lane LOS	A	-	B	-
HCM 95th %tile Q(veh)	0.1	-	1.8	-

Intersection												
Int Delay, s/veh	20.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕						↕		↕	↕	
Traffic Vol, veh/h	234	0	29	0	0	0	0	112	9	235	171	0
Future Vol, veh/h	234	0	29	0	0	0	0	112	9	235	171	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	-	-	-	-	-	-	-	-	-	500	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	5	2	3	2	2	2	2	2	11	2	2	2
Mvmt Flow	241	0	30	0	0	0	0	115	9	242	176	0

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	780	784	176	-	0	0	124	0	0
Stage 1	660	660	-	-	-	-	-	-	-
Stage 2	120	124	-	-	-	-	-	-	-
Critical Hdwy	6.45	6.52	6.23	-	-	-	4.12	-	-
Critical Hdwy Stg 1	5.45	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.45	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.545	4.018	3.327	-	-	-	2.218	-	-
Pot Cap-1 Maneuver	360	325	865	0	-	-	1463	-	0
Stage 1	508	460	-	0	-	-	-	-	0
Stage 2	898	793	-	0	-	-	-	-	0
Platoon blocked, %									
Mov Cap-1 Maneuver	301	0	865	-	-	-	1463	-	-
Mov Cap-2 Maneuver	301	0	-	-	-	-	-	-	-
Stage 1	508	0	-	-	-	-	-	-	-
Stage 2	750	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	53.8	0	4.6
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	SBL	SBT
Capacity (veh/h)	-	-	324	1463	-
HCM Lane V/C Ratio	-	-	0.837	0.166	-
HCM Control Delay (s)	-	-	53.8	7.9	-
HCM Lane LOS	-	-	F	A	-
HCM 95th %tile Q(veh)	-	-	7.3	0.6	-

Intersection						
Int Delay, s/veh	4.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	5	57	64	5	107	93
Future Vol, veh/h	5	57	64	5	107	93
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	2300	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	6	66	74	6	124	108

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	433	77	0	0	80	0
Stage 1	77	-	-	-	-	-
Stage 2	356	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	580	984	-	-	1518	-
Stage 1	946	-	-	-	-	-
Stage 2	709	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	532	984	-	-	1518	-
Mov Cap-2 Maneuver	532	-	-	-	-	-
Stage 1	946	-	-	-	-	-
Stage 2	651	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.2	0	4.1
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	921	1518
HCM Lane V/C Ratio	-	-	0.078	0.082
HCM Control Delay (s)	-	-	9.2	7.6
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.3	0.3

Summary of All Intervals

Run Number	1	2	3	4	5	6	7
Start Time	3:30	3:30	3:30	3:30	3:30	3:30	3:30
End Time	5:00	5:00	5:00	5:00	5:00	5:00	5:00
Total Time (min)	90	90	90	90	90	90	90
Time Recorded (min)	60	60	60	60	60	60	60
# of Intervals	5	5	5	5	5	5	5
# of Recorded Intervals	4	4	4	4	4	4	4
Vehs Entered	5478	5740	5623	5522	5593	5647	5802
Vehs Exited	5479	5755	5642	5542	5623	5660	5829
Starting Vehs	214	222	232	234	197	202	245
Ending Vehs	213	207	213	214	167	189	218
Travel Distance (km)	7921	8056	8109	7768	8010	8145	8416
Travel Time (hr)	212.1	223.6	219.9	208.8	214.3	221.7	230.0
Total Delay (hr)	57.7	67.3	62.9	57.2	58.1	63.9	66.6
Total Stops	5935	6424	6275	6217	6050	6449	6627
Fuel Used (l)	667.8	689.3	689.5	660.2	671.2	693.8	715.9

Summary of All Intervals

Run Number	8	9	10	Avg
Start Time	3:30	3:30	3:30	3:30
End Time	5:00	5:00	5:00	5:00
Total Time (min)	90	90	90	90
Time Recorded (min)	60	60	60	60
# of Intervals	5	5	5	5
# of Recorded Intervals	4	4	4	4
Vehs Entered	5677	5616	5753	5638
Vehs Exited	5694	5608	5810	5666
Starting Vehs	242	202	253	216
Ending Vehs	225	210	196	191
Travel Distance (km)	8238	8082	8261	8100
Travel Time (hr)	225.7	224.6	225.6	220.6
Total Delay (hr)	66.4	68.2	65.3	63.4
Total Stops	6326	6416	6577	6325
Fuel Used (l)	701.1	688.7	702.5	688.0

Interval #0 Information Seeding

Start Time	3:30
End Time	4:00
Total Time (min)	30
Volumes adjusted by Growth Factors.	
No data recorded this interval.	

**Interval #1 Information Recording**

Start Time	4:00
End Time	4:15
Total Time (min)	15
Volumes adjusted by Growth Factors, Anti PHF.	

Run Number	1	2	3	4	5	6	7
Vehs Entered	1314	1372	1358	1350	1368	1389	1406
Vehs Exited	1349	1393	1378	1388	1359	1353	1452
Starting Vehs	214	222	232	234	197	202	245
Ending Vehs	179	201	212	196	206	238	199
Travel Distance (km)	1930	1925	1974	1956	1954	1928	2084
Travel Time (hr)	51.0	51.6	52.3	52.6	52.7	51.4	58.6
Total Delay (hr)	13.6	14.2	14.1	14.4	14.5	14.1	17.9
Total Stops	1379	1484	1419	1541	1454	1486	1721
Fuel Used (l)	163.4	164.8	166.6	167.3	164.6	163.2	181.1

**Interval #1 Information Recording**

Start Time	4:00
End Time	4:15
Total Time (min)	15
Volumes adjusted by Growth Factors, Anti PHF.	

Run Number	8	9	10	Avg
Vehs Entered	1408	1393	1392	1372
Vehs Exited	1414	1369	1424	1387
Starting Vehs	242	202	253	216
Ending Vehs	236	226	221	196
Travel Distance (km)	2056	1955	2037	1980
Travel Time (hr)	55.6	52.8	54.3	53.3
Total Delay (hr)	15.9	14.8	14.7	14.8
Total Stops	1608	1520	1514	1512
Fuel Used (l)	174.0	165.4	172.5	168.3

**Interval #2 Information Recording**

Start Time	4:15
End Time	4:30
Total Time (min)	15

Volumes adjusted by PHF, Growth Factors.

Run Number	1	2	3	4	5	6	7
Vehs Entered	1505	1543	1493	1423	1503	1535	1537
Vehs Exited	1447	1478	1471	1428	1489	1541	1502
Starting Vehs	179	201	212	196	206	238	199
Ending Vehs	237	266	234	191	220	232	234
Travel Distance (km)	2115	2112	2126	2000	2160	2206	2191
Travel Time (hr)	57.2	61.0	57.6	54.2	58.5	61.2	60.1
Total Delay (hr)	15.5	20.0	16.3	15.0	16.6	18.4	17.6
Total Stops	1580	1725	1716	1629	1698	1814	1755
Fuel Used (l)	177.9	182.2	180.2	168.6	182.1	189.8	186.9

**Interval #2 Information Recording**

Start Time	4:15
End Time	4:30
Total Time (min)	15

Volumes adjusted by PHF, Growth Factors.

Run Number	8	9	10	Avg
Vehs Entered	1575	1535	1521	1511
Vehs Exited	1527	1496	1519	1493
Starting Vehs	236	226	221	196
Ending Vehs	284	265	223	236
Travel Distance (km)	2269	2183	2145	2151
Travel Time (hr)	65.1	61.0	59.5	59.6
Total Delay (hr)	21.3	18.5	17.8	17.7
Total Stops	1859	1797	1835	1737
Fuel Used (l)	194.7	185.3	183.2	183.1



**Interval #3 Information Recording**

Start Time	4:30
End Time	4:45
Total Time (min)	15
Volumes adjusted by Growth Factors, Anti PHF.	

Run Number	1	2	3	4	5	6	7
Vehs Entered	1358	1426	1385	1352	1369	1353	1428
Vehs Exited	1379	1458	1387	1338	1380	1388	1427
Starting Vehs	237	266	234	191	220	232	234
Ending Vehs	216	234	232	205	209	197	235
Travel Distance (km)	1993	2013	1971	1885	1936	2020	2051
Travel Time (hr)	53.9	56.1	53.9	49.5	51.1	55.6	55.4
Total Delay (hr)	15.0	16.9	15.8	12.8	13.3	16.6	15.5
Total Stops	1545	1577	1539	1446	1428	1608	1574
Fuel Used (l)	167.9	171.8	168.3	158.9	161.8	172.6	171.8

**Interval #3 Information Recording**

Start Time	4:30
End Time	4:45
Total Time (min)	15
Volumes adjusted by Growth Factors, Anti PHF.	

Run Number	8	9	10	Avg
Vehs Entered	1332	1318	1439	1374
Vehs Exited	1419	1382	1431	1397
Starting Vehs	284	265	223	236
Ending Vehs	197	201	231	208
Travel Distance (km)	1993	1974	2073	1991
Travel Time (hr)	55.5	56.8	57.6	54.5
Total Delay (hr)	16.9	18.7	17.6	15.9
Total Stops	1495	1508	1728	1542
Fuel Used (l)	171.3	171.6	176.9	169.3

**Interval #4 Information Recording**

Start Time	4:45
End Time	5:00
Total Time (min)	15
Volumes adjusted by Growth Factors, Anti PHF.	

Run Number	1	2	3	4	5	6	7
Vehs Entered	1301	1399	1387	1397	1353	1370	1431
Vehs Exited	1304	1426	1406	1388	1395	1378	1448
Starting Vehs	216	234	232	205	209	197	235
Ending Vehs	213	207	213	214	167	189	218
Travel Distance (km)	1884	2005	2037	1926	1959	1991	2090
Travel Time (hr)	50.0	54.9	56.2	52.4	52.0	53.5	55.9
Total Delay (hr)	13.6	16.2	16.8	15.0	13.7	14.9	15.6
Total Stops	1431	1638	1601	1601	1470	1541	1577
Fuel Used (l)	158.5	170.5	174.3	165.4	162.7	168.2	176.0

**Interval #4 Information Recording**

Start Time	4:45
End Time	5:00
Total Time (min)	15
Volumes adjusted by Growth Factors, Anti PHF.	

Run Number	8	9	10	Avg
Vehs Entered	1362	1370	1401	1374
Vehs Exited	1334	1361	1436	1388
Starting Vehs	197	201	231	208
Ending Vehs	225	210	196	191
Travel Distance (km)	1920	1970	2005	1979
Travel Time (hr)	49.5	54.0	54.2	53.3
Total Delay (hr)	12.3	16.1	15.2	14.9
Total Stops	1364	1591	1500	1533
Fuel Used (l)	161.1	166.4	169.8	167.3

**5: New Minas Connector Road/Cornwallis River Crossing & Commercial Street Performance by movement**

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.1	0.2	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	3.3	0.9	3.3	1.0	0.4	1.0	0.0	0.0	0.1	0.0	0.0	0.0
Total Delay (hr)	0.2	2.2	0.4	0.7	2.0	1.0	1.2	1.7	0.1	7.0	1.7	0.0
Total Del/Veh (s)	16.3	21.0	9.2	19.0	18.1	8.3	34.1	46.2	5.6	80.8	41.7	4.8
Stop Delay (hr)	0.1	1.6	0.2	0.4	1.1	0.0	1.0	1.3	0.0	6.4	1.4	0.0
Stop Del/Veh (s)	11.8	15.0	4.8	11.7	10.1	0.2	29.0	37.6	1.6	74.5	35.0	2.5

**5: New Minas Connector Road/Cornwallis River Crossing & Commercial Street Performance by movement**

Movement	All
Denied Delay (hr)	0.5
Denied Del/Veh (s)	0.8
Total Delay (hr)	18.1
Total Del/Veh (s)	27.8
Stop Delay (hr)	13.7
Stop Del/Veh (s)	21.1

**9: New Minas Connector Road & Prospect Road Performance by movement**

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.2	0.2	3.5	0.8	0.7	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.1	0.2	0.0	2.1	0.2	0.1	0.2	0.8	0.2	0.3	1.1	0.0
Total Del/Veh (s)	19.2	18.6	2.5	27.2	19.4	3.8	15.1	11.8	2.5	15.4	10.8	5.4
Stop Delay (hr)	0.1	0.2	0.0	1.8	0.2	0.0	0.2	0.5	0.1	0.2	0.5	0.0
Stop Del/Veh (s)	16.7	14.9	0.0	22.8	14.2	0.0	13.4	7.0	0.8	12.6	4.9	3.9

**9: New Minas Connector Road & Prospect Road Performance by movement**

Movement	All
Denied Delay (hr)	0.3
Denied Del/Veh (s)	0.7
Total Delay (hr)	5.3
Total Del/Veh (s)	12.9
Stop Delay (hr)	3.6
Stop Del/Veh (s)	8.8

**12: New Minas Connector Road & Highway 101 WB On-Ramp/Highway 101 WB Off-Ramp Performance**

Movement	WBL	WBR	NBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.2	0.1	0.0	0.0	0.0	0.1
Total Delay (hr)	0.1	0.5	0.0	0.3	0.5	0.2	1.6
Total Del/Veh (s)	16.2	8.7	6.3	3.0	4.3	2.1	4.4
Stop Delay (hr)	0.1	0.4	0.0	0.0	0.0	0.0	0.6
Stop Del/Veh (s)	12.2	6.3	4.5	0.4	0.4	0.6	1.7

**15: New Canaan Road/New Minas Connector Road & Highway 101 EB Off-Ramp/Highway 101 EB On-R**

Movement	EBL	EBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.3	0.3	0.0	0.0	0.0	0.0	0.1
Total Delay (hr)	0.8	0.1	0.0	0.0	0.2	0.1	1.3
Total Del/Veh (s)	11.9	8.4	1.4	0.3	3.4	2.6	5.7
Stop Delay (hr)	0.5	0.0	0.0	0.0	0.0	0.0	0.6
Stop Del/Veh (s)	7.4	5.5	0.1	0.2	0.4	0.0	2.6

**18: New Canaan Road & Highbury School Road Performance by movement**

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.1	0.2	0.0	0.0	0.1
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Total Del/Veh (s)	4.8	2.4	0.4	0.0	1.3	0.4	1.1
Stop Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Stop Del/Veh (s)	2.9	2.0	0.0	0.0	0.2	0.0	0.5

**21: Highbury Road & Commercial Street Performance by movement**

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.5	0.1	0.0	0.2	0.2	0.2	0.2	0.2	0.2
Total Delay (hr)	0.1	2.2	0.1	0.1	2.2	0.0	0.2	0.2	0.1	0.3	0.2	0.2
Total Del/Veh (s)	13.7	11.0	9.6	15.8	11.8	8.5	24.6	22.7	11.7	24.9	22.9	13.2
Stop Delay (hr)	0.0	0.9	0.0	0.1	0.8	0.0	0.2	0.1	0.1	0.3	0.1	0.2
Stop Del/Veh (s)	7.0	4.7	4.8	8.3	4.4	3.4	21.8	18.8	10.6	22.1	19.0	12.1

**21: Highbury Road & Commercial Street Performance by movement**

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.1
Total Delay (hr)	5.9
Total Del/Veh (s)	12.5
Stop Delay (hr)	2.9
Stop Del/Veh (s)	6.2

**26: Prospect Road/Driveway & Commercial Street Performance by movement**

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	3.8	0.3	0.4	0.1	0.1	0.1
Total Delay (hr)	0.0	2.5	0.1	0.8	1.9	0.0	0.4	0.1	0.7	0.4	0.2	0.0
Total Del/Veh (s)	21.1	13.2	12.0	17.2	11.3	8.1	28.2	26.8	12.6	33.3	23.5	9.6
Stop Delay (hr)	0.0	1.3	0.0	0.5	0.8	0.0	0.3	0.1	0.6	0.4	0.1	0.0
Stop Del/Veh (s)	13.6	6.7	6.8	11.1	4.9	3.5	25.1	22.2	10.8	30.9	20.2	9.1

**26: Prospect Road/Driveway & Commercial Street Performance by movement**

Movement	All
Denied Delay (hr)	0.1
Denied Del/Veh (s)	0.1
Total Delay (hr)	7.2
Total Del/Veh (s)	14.0
Stop Delay (hr)	4.3
Stop Del/Veh (s)	8.4

**28: Commercial Street & Jones Road Performance by movement**

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.4	0.1	0.0	0.0	0.2	0.1	0.1
Total Delay (hr)	0.1	0.7	0.7	0.0	0.3	0.2	1.9
Total Del/Veh (s)	9.7	3.3	3.0	2.2	26.6	14.8	3.9
Stop Delay (hr)	0.0	0.1	0.0	0.0	0.2	0.2	0.5
Stop Del/Veh (s)	5.4	0.3	0.1	0.2	24.4	14.2	1.1

**31: Valley View Drive & Commercial Street Performance by movement**

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.4	0.1	0.2	0.1	0.1
Total Delay (hr)	1.4	0.2	0.0	1.5	1.3	0.0	4.5
Total Del/Veh (s)	7.7	4.3	12.7	8.8	23.3	5.9	9.7
Stop Delay (hr)	0.6	0.1	0.0	0.7	1.1	0.0	2.6
Stop Del/Veh (s)	3.6	1.5	8.2	4.2	20.6	6.2	5.7

**32: Commercial Street & Cornwallis Avenue Performance by movement**

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.1	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.3	0.2	0.4	0.4	0.4	0.3	3.9	0.2	0.2	0.1
Total Delay (hr)	0.1	1.4	0.0	0.1	0.9	0.0	0.4	0.1	0.1	0.4	0.1	0.1
Total Del/Veh (s)	14.6	9.0	6.1	7.7	6.0	3.6	25.5	24.7	5.1	24.8	25.4	13.8
Stop Delay (hr)	0.1	0.7	0.0	0.1	0.5	0.0	0.4	0.1	0.1	0.4	0.1	0.1
Stop Del/Veh (s)	9.5	4.6	3.3	5.6	3.1	2.1	23.5	21.4	4.6	21.9	20.9	12.7

**32: Commercial Street & Cornwallis Avenue Performance by movement**

Movement	All
Denied Delay (hr)	0.2
Denied Del/Veh (s)	0.4
Total Delay (hr)	3.8
Total Del/Veh (s)	9.4
Stop Delay (hr)	2.5
Stop Del/Veh (s)	6.1

**37: Silver Fox Avenue/Bonavista Avenue & Commercial Street Performance by movement**

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	3.5	0.4	0.2	0.8	0.2	0.2	0.2	0.3	0.2	0.1	0.1	0.1
Total Delay (hr)	0.0	1.0	0.1	0.2	1.0	0.0	1.7	0.1	0.1	0.1	0.1	0.0
Total Del/Veh (s)	16.0	8.9	3.1	11.0	8.8	8.4	37.1	36.1	2.2	32.9	36.5	9.1
Stop Delay (hr)	0.0	0.7	0.0	0.1	0.3	0.0	1.6	0.1	0.0	0.1	0.0	0.0
Stop Del/Veh (s)	12.9	5.7	0.0	5.2	3.0	3.8	33.3	31.2	0.0	30.8	33.4	8.8

**37: Silver Fox Avenue/Bonavista Avenue & Commercial Street Performance by movement**

Movement	All
Denied Delay (hr)	0.1
Denied Del/Veh (s)	0.3
Total Delay (hr)	4.4
Total Del/Veh (s)	11.7
Stop Delay (hr)	2.9
Stop Del/Veh (s)	7.6

42: Deep Hollow Road & Commercial Street Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.2	0.3	0.2	0.1	0.1
Total Delay (hr)	0.6	0.1	0.0	0.1	0.2	0.0	1.0
Total Del/Veh (s)	4.7	4.1	4.8	0.8	11.1	4.6	3.7
Stop Delay (hr)	0.0	0.0	0.0	0.0	0.1	0.0	0.2
Stop Del/Veh (s)	0.0	0.0	2.7	0.2	8.9	4.3	0.7

Total Network Performance

Denied Delay (hr)	1.3
Denied Del/Veh (s)	0.9
Total Delay (hr)	62.0
Total Del/Veh (s)	38.1
Stop Delay (hr)	35.3
Stop Del/Veh (s)	21.7

**Intersection: 5: New Minas Connector Road/Cornwallis River Crossing & Commercial Street**

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	T	R	L	T	R	L	T	TR	L	T	TR
Maximum Queue (m)	47.9	119.8	27.5	56.2	94.3	61.8	48.6	64.7	48.4	99.7	131.8	55.2
Average Queue (m)	8.8	53.3	18.8	16.4	36.8	5.0	23.0	24.2	9.8	67.9	38.4	17.6
95th Queue (m)	30.1	97.1	38.5	36.0	71.0	34.5	41.6	46.0	30.8	109.9	120.8	39.2
Link Distance (m)		181.3			556.7			400.3			182.7	182.7
Upstream Blk Time (%)												0
Queuing Penalty (veh)												0
Storage Bay Dist (m)	50.0		25.0	70.0		70.0	50.0		50.0	100.0		
Storage Blk Time (%)	0	21	1	0	1	0	0	0	0	12	1	
Queuing Penalty (veh)	0	42	5	0	4	0	1	1	0	9	4	

**Intersection: 5: New Minas Connector Road/Cornwallis River Crossing & Commercial Street**

Movement	B7
Directions Served	T
Maximum Queue (m)	2.1
Average Queue (m)	0.1
95th Queue (m)	2.1
Link Distance (m)	243.7
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (m)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

**Intersection: 9: New Minas Connector Road & Prospect Road**

Movement	EB	WB	WB	NB	NB	SB	SB
Directions Served	LTR	L	TR	L	TR	L	TR
Maximum Queue (m)	24.9	59.0	60.1	22.1	53.3	25.9	50.6
Average Queue (m)	8.9	34.8	9.1	6.4	20.4	8.1	20.1
95th Queue (m)	20.4	55.5	32.3	15.9	42.4	18.4	41.2
Link Distance (m)	123.6		250.8		55.2		240.4
Upstream Blk Time (%)					0		
Queuing Penalty (veh)					1		
Storage Bay Dist (m)		60.0		60.0		70.0	
Storage Blk Time (%)		1	0		0		0
Queuing Penalty (veh)		1	0		0		0



**Intersection: 12: New Minas Connector Road & Highway 101 WB On-Ramp/Highway 101 WB Off-Ramp**

Movement	WB	NB	NB	SB
Directions Served	LTR	L	T	TR
Maximum Queue (m)	44.8	9.1	3.5	27.4
Average Queue (m)	18.5	2.1	0.2	1.0
95th Queue (m)	33.3	7.9	3.0	13.9
Link Distance (m)	279.6		111.3	55.2
Upstream Blk Time (%)				0
Queuing Penalty (veh)				0
Storage Bay Dist (m)		50.0		
Storage Blk Time (%)				
Queuing Penalty (veh)				

**Intersection: 15: New Canaan Road/New Minas Connector Road & Highway 101 EB Off-Ramp/Highway 101 EB On-Ramp**

Movement	EB	NB	SB
Directions Served	LTR	TR	L
Maximum Queue (m)	44.1	0.4	17.8
Average Queue (m)	20.5	0.0	6.1
95th Queue (m)	35.5	0.0	14.8
Link Distance (m)	290.9	222.3	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (m)			50.0
Storage Blk Time (%)			
Queuing Penalty (veh)			

**Intersection: 18: New Canaan Road & Highbury School Road**

Movement	WB	SB
Directions Served	LR	L
Maximum Queue (m)	16.5	9.8
Average Queue (m)	8.1	1.6
95th Queue (m)	14.1	6.9
Link Distance (m)	241.1	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (m)		230.0
Storage Blk Time (%)		
Queuing Penalty (veh)		

**Intersection: 21: Highbury Road & Commercial Street**

Movement	EB	EB	WB	WB	NB	SB
Directions Served	L	TR	L	TR	LTR	LTR
Maximum Queue (m)	16.1	482.7	27.3	99.0	31.0	36.3
Average Queue (m)	2.8	58.8	6.5	41.4	12.6	15.3
95th Queue (m)	11.3	234.0	19.9	82.1	25.1	29.2
Link Distance (m)		556.7		551.4	143.8	98.9
Upstream Blk Time (%)		0				
Queuing Penalty (veh)		0				
Storage Bay Dist (m)	25.0		25.0			
Storage Blk Time (%)	0	11	0	11		
Queuing Penalty (veh)	0	2	0	4		

**Intersection: 26: Prospect Road/Driveway & Commercial Street**

Movement	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	L	TR	L	TR	L	TR	L	TR
Maximum Queue (m)	17.0	97.2	27.3	114.8	27.7	50.8	28.7	22.6
Average Queue (m)	1.7	44.2	18.6	43.9	9.6	22.4	9.4	7.6
95th Queue (m)	10.1	82.2	30.1	90.9	21.7	41.2	21.2	18.4
Link Distance (m)		551.4		361.5		173.0	80.9	80.9
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (m)	35.0		25.0		50.0			
Storage Blk Time (%)	0	11	2	10		0		
Queuing Penalty (veh)	0	1	13	18		0		

**Intersection: 28: Commercial Street & Jones Road**

Movement	EB	EB	WB	SB
Directions Served	L	T	TR	LR
Maximum Queue (m)	13.1	19.5	22.3	30.3
Average Queue (m)	3.9	1.3	1.5	12.4
95th Queue (m)	11.8	9.4	11.7	24.8
Link Distance (m)		361.5	224.9	103.9
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (m)	25.0			
Storage Blk Time (%)		0		
Queuing Penalty (veh)		0		

**Intersection: 31: Valley View Drive & Commercial Street**

Movement	EB	EB	WB	WB	NB	NB
Directions Served	T	R	L	T	L	R
Maximum Queue (m)	77.5	52.3	15.8	77.3	51.5	7.1
Average Queue (m)	34.2	12.6	2.2	37.1	26.0	1.3
95th Queue (m)	63.3	33.7	9.9	65.5	44.0	5.5
Link Distance (m)	224.9			240.7	60.4	60.4
Upstream Blk Time (%)					0	
Queuing Penalty (veh)					0	
Storage Bay Dist (m)		50.0	30.0			
Storage Blk Time (%)	2	0	0	8		
Queuing Penalty (veh)	3	0	0	1		

**Intersection: 32: Commercial Street & Cornwallis Avenue**

Movement	EB	EB	EB	WB	WB	NB	NB	SB
Directions Served	L	T	TR	L	TR	LT	R	LTR
Maximum Queue (m)	22.8	62.1	42.2	15.8	60.4	28.1	21.5	36.2
Average Queue (m)	4.2	19.8	16.7	5.5	22.3	11.0	6.2	14.2
95th Queue (m)	14.6	43.0	36.4	12.4	47.2	23.2	14.2	28.6
Link Distance (m)		240.7		118.4	118.4	54.0		111.4
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (m)	25.0		40.0				35.0	
Storage Blk Time (%)	0	4	0			0	0	
Queuing Penalty (veh)	0	12	1			0	0	

**Intersection: 37: Silver Fox Avenue/Bonavista Avenue & Commercial Street**

Movement	EB	EB	WB	WB	NB	SB
Directions Served	L	T	L	TR	LT	LTR
Maximum Queue (m)	14.7	82.4	24.4	58.7	59.6	17.4
Average Queue (m)	2.0	28.7	8.8	21.8	30.5	4.2
95th Queue (m)	9.0	60.0	19.0	47.2	51.5	12.5
Link Distance (m)		157.3		873.9	82.0	86.5
Upstream Blk Time (%)					0	
Queuing Penalty (veh)					0	
Storage Bay Dist (m)	25.0		100.0			
Storage Blk Time (%)	0	8				
Queuing Penalty (veh)	0	1				

---

Intersection: 42: Deep Hollow Road & Commercial Street

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Movement	EB	B40	WB	NB
Directions Served	TR	T	LT	LR
Maximum Queue (m)	2.9	173.6	27.5	20.2
Average Queue (m)	0.1	6.2	4.2	9.9
95th Queue (m)	1.9	126.8	16.7	17.3
Link Distance (m)	591.4	873.9	128.6	252.8
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (m)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

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Network Summary

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Network wide Queuing Penalty: 123

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## Appendix E: Arcady Reports

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# Junctions 9

## ARCADY 9 - Roundabout Module

Version: 9.5.1.7462  
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**The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution**

Filename: 212004 Commercial Street & Granite Drive.j9  
Path: C:\Users\fallaire\Desktop\New Minas\Arcady  
Report generation date: 2021-04-29 3:29:53 PM

### Summary of intersection performance

	AM						PM					
	95% Queue (Veh)	Delay (s)	V/C Ratio	LOS	Intersection Delay (s)	Intersection LOS	95% Queue (Veh)	Delay (s)	V/C Ratio	LOS	Intersection Delay (s)	Intersection LOS
Existing - 2021												
1 - Commercial Street (East Leg)	1.2	2.48	0.22	A	2.46	A	2.0	2.83	0.32	A	2.94	A
2 - Old Dyke Road	0.5	4.96	0.03	A			0.5	6.07	0.11	A		
3 - Commercial Street (West Leg)	1.1	2.39	0.22	A			1.9	2.76	0.32	A		
4 - Granite Drive	0.5	2.30	0.07	A			0.5	2.55	0.07	A		

*There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.*

*Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Intersection LOS and Intersection Delay are demand-weighted averages.*

### File summary

#### File Description

Title	
Location	
Site number	
Date	2021-04-20
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Analyst	HFX01\fallaire
Description	

## Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	Veh	Veh	perHour	s	-Min	perMin

## Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	V/C Ratio Threshold	Average Delay threshold (s)	Queue threshold (PCE)
✓		0.85	36.00	20.00

## Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2021	AM	ONE HOUR	00:00	01:30	15
D2	2021	PM	ONE HOUR	00:00	01:30	15

## Analysis Set Details

ID	Name	Network flow scaling factor (%)
A1	Existing	100.000

# Existing - 2021, AM

## Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

# Intersection Network

## Intersections

Intersection	Name	Intersection type	Use circulating lanes	Leg order	Intersection Delay (s)	Intersection LOS
1	Commercial Street & Granite Drive	Standard Roundabout		1, 2, 3, 4	2.46	A

## Intersection Network Options

Driving side	Lighting
Right	Normal/unknown

# Legs

## Legs

Leg	Name	Description
1	Commercial Street (East Leg)	
2	Old Dyke Road	
3	Commercial Street (West Leg)	
4	Granite Drive	

## Roundabout Geometry

Leg	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1 - Commercial Street (East Leg)	7.50	8.00	15.0	3.0	45.0	0.0	
2 - Old Dyke Road	3.50	4.00	15.0	3.0	45.0	0.0	
3 - Commercial Street (West Leg)	7.50	8.00	15.0	3.0	45.0	0.0	
4 - Granite Drive	7.50	8.00	15.0	3.0	45.0	0.0	

## Bypass

Leg	Leg has bypass	Bypass utilisation (%)
1 - Commercial Street (East Leg)	✓	100
2 - Old Dyke Road		
3 - Commercial Street (West Leg)	✓	100
4 - Granite Drive		

## Slope / Intercept / Capacity

### Roundabout Slope and Intercept used in model

Leg	Final slope	Final intercept (PCE/hr)
1 - Commercial Street (East Leg)	0.634	1993
2 - Old Dyke Road	0.438	990
3 - Commercial Street (West Leg)	0.634	1993
4 - Granite Drive	0.634	1993

*The slope and intercept shown above include any corrections and adjustments.*

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2021	AM	ONE HOUR	00:00	01:30	15

Vehicle mix source	PCE Factor for a Truck (PCE)
Truck Percentages	2.00

### Demand overview (Traffic)

Leg	Linked leg	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Commercial Street (East Leg)		✓	382	100.000
2 - Old Dyke Road		✓	17	100.000
3 - Commercial Street (West Leg)		✓	430	100.000
4 - Granite Drive		✓	101	100.000



## Origin-Destination Data

### Demand (Veh/hr)

		To			
		1 - Commercial Street (East Leg)	2 - Old Dyke Road	3 - Commercial Street (West Leg)	4 - Granite Drive
From	1 - Commercial Street (East Leg)	0	4	360	18
	2 - Old Dyke Road	3	0	10	4
	3 - Commercial Street (West Leg)	359	16	0	55
	4 - Granite Drive	8	4	89	0

## Vehicle Mix

### Truck Percentages

		To			
		1 - Commercial Street (East Leg)	2 - Old Dyke Road	3 - Commercial Street (West Leg)	4 - Granite Drive
From	1 - Commercial Street (East Leg)	2	2	2	11
	2 - Old Dyke Road	2	2	2	2
	3 - Commercial Street (West Leg)	3	2	2	11
	4 - Granite Drive	13	2	2	2

## Results

### Results Summary for whole modelled period

Leg	Max V/C Ratio	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
1 - Commercial Street (East Leg)	0.22	2.48	0.3	1.2	A
2 - Old Dyke Road	0.03	4.96	0.0	0.5	A
3 - Commercial Street (West Leg)	0.22	2.39	0.3	1.1	A
4 - Granite Drive	0.07	2.30	0.1	0.5	A

# Existing - 2021, PM

## Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

## Intersection Network

### Intersections

Intersection	Name	Intersection type	Use circulating lanes	Leg order	Intersection Delay (s)	Intersection LOS
1	Commercial Street & Granite Drive	Standard Roundabout		1, 2, 3, 4	2.94	A

### Intersection Network Options

Driving side	Lighting
Right	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2021	PM	ONE HOUR	00:00	01:30	15

Vehicle mix source	PCE Factor for a Truck (PCE)
Truck Percentages	2.00

### Demand overview (Traffic)

Leg	Linked leg	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Commercial Street (East Leg)		✓	556	100.000
2 - Old Dyke Road		✓	68	100.000
3 - Commercial Street (West Leg)		✓	647	100.000
4 - Granite Drive		✓	98	100.000

## Origin-Destination Data

### Demand (Veh/hr)

		To			
		1 - Commercial Street (East Leg)	2 - Old Dyke Road	3 - Commercial Street (West Leg)	4 - Granite Drive
From	1 - Commercial Street (East Leg)	0	6	525	25
	2 - Old Dyke Road	17	0	34	17
	3 - Commercial Street (West Leg)	530	22	1	94
	4 - Granite Drive	20	2	76	0

## Vehicle Mix

### Truck Percentages

		To			
		1 - Commercial Street (East Leg)	2 - Old Dyke Road	3 - Commercial Street (West Leg)	4 - Granite Drive
From	1 - Commercial Street (East Leg)	2	2	2	8
	2 - Old Dyke Road	2	0	2	2
	3 - Commercial Street (West Leg)	2	2	2	3
	4 - Granite Drive	10	2	3	2

## Results

### Results Summary for whole modelled period

Leg	Max V/C Ratio	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
1 - Commercial Street (East Leg)	0.32	2.83	0.5	2.0	A
2 - Old Dyke Road	0.11	6.07	0.1	0.5	A
3 - Commercial Street (West Leg)	0.32	2.76	0.5	1.9	A
4 - Granite Drive	0.07	2.55	0.1	0.5	A

# Junctions 9

## ARCADY 9 - Roundabout Module

Version: 9.5.1.7462  
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**The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution**

Filename: 212004 Granite Drive & Silver Fox Avenue.j9  
Path: C:\Users\fallaire\Desktop\New Minas\Arcady  
Report generation date: 2021-04-29 3:34:10 PM

### Summary of intersection performance

	AM						PM					
	95% Queue (Veh)	Delay (s)	V/C Ratio	LOS	Intersection Delay (s)	Intersection LOS	95% Queue (Veh)	Delay (s)	V/C Ratio	LOS	Intersection Delay (s)	Intersection LOS
Existing - 2021												
1 - Silver Fox Avenue	0.5	4.29	0.07	A	3.04	A	0.5	4.75	0.15	A	3.45	A
2 - Granite Drive (North Leg)	0.5	2.13	0.05	A			0.5	2.16	0.09	A		
3 - County Fair Mall	0.5	4.16	0.05	A			0.5	4.93	0.16	A		
4 - Old Granite Drive	0.5	4.08	0.03	A			0.5	4.47	0.03	A		
5 - Granite Drive (South Leg)	0.5	2.68	0.14	A			0.5	2.68	0.16	A		

*There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.*

*Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Intersection LOS and Intersection Delay are demand-weighted averages.*

### File summary

#### File Description

Title	
Location	
Site number	
Date	2021-04-28
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Analyst	HFX01\fallaire
Description	

## Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	Veh	Veh	perHour	s	-Min	perMin

## Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	V/C Ratio Threshold	Average Delay threshold (s)	Queue threshold (PCE)
✓		0.85	36.00	20.00

## Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2021	AM	ONE HOUR	00:00	01:30	15
D2	2021	PM	ONE HOUR	00:00	01:30	15

## Analysis Set Details

ID	Name	Network flow scaling factor (%)
A1	Existing	100.000

# Existing - 2021, AM

## Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

# Intersection Network

## Intersections

Intersection	Name	Intersection type	Use circulating lanes	Leg order	Intersection Delay (s)	Intersection LOS
1	Granite Drive & Silver Fox Avenue	Standard Roundabout		1, 2, 3, 4, 5	3.04	A

## Intersection Network Options

Driving side	Lighting
Right	Normal/unknown

# Legs

## Legs

Leg	Name	Description
1	Silver Fox Avenue	
2	Granite Drive (North Leg)	
3	County Fair Mall	
4	Old Granite Drive	
5	Granite Drive (South Leg)	

## Roundabout Geometry

Leg	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1 - Silver Fox Avenue	3.50	4.00	15.0	3.0	60.0	0.0	
2 - Granite Drive (North Leg)	7.50	8.00	15.0	3.0	60.0	0.0	
3 - County Fair Mall	3.50	4.00	15.0	3.0	60.0	0.0	
4 - Old Granite Drive	3.50	4.00	15.0	3.0	65.0	0.0	
5 - Granite Drive (South Leg)	4.00	8.00	25.0	3.0	60.0	0.0	

## Slope / Intercept / Capacity

### Roundabout Slope and Intercept used in model

Leg	Final slope	Final intercept (PCE/hr)
1 - Silver Fox Avenue	0.389	990
2 - Granite Drive (North Leg)	0.562	1993
3 - County Fair Mall	0.389	990
4 - Old Granite Drive	0.370	990
5 - Granite Drive (South Leg)	0.506	1665

The slope and intercept shown above include any corrections and adjustments.

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2021	AM	ONE HOUR	00:00	01:30	15

Vehicle mix source	PCE Factor for a Truck (PCE)
Truck Percentages	2.00

### Demand overview (Traffic)

Leg	Linked leg	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Silver Fox Avenue		✓	60	100.000
2 - Granite Drive (North Leg)		✓	81	100.000
3 - County Fair Mall		✓	45	100.000
4 - Old Granite Drive		✓	22	100.000
5 - Granite Drive (South Leg)		✓	191	100.000

## Origin-Destination Data

Demand (Veh/hr)

		To				
		1 - Silver Fox Avenue	2 - Granite Drive (North Leg)	3 - County Fair Mall	4 - Old Granite Drive	5 - Granite Drive (South Leg)
From	1 - Silver Fox Avenue	0	5	10	5	40
	2 - Granite Drive (North Leg)	5	0	5	5	66
	3 - County Fair Mall	15	5	0	5	20
	4 - Old Granite Drive	5	5	5	0	7
	5 - Granite Drive (South Leg)	59	91	35	6	0

## Vehicle Mix

Truck Percentages

		To				
		1 - Silver Fox Avenue	2 - Granite Drive (North Leg)	3 - County Fair Mall	4 - Old Granite Drive	5 - Granite Drive (South Leg)
From	1 - Silver Fox Avenue	2	2	2	2	2
	2 - Granite Drive (North Leg)	2	2	2	2	10
	3 - County Fair Mall	2	2	2	2	2
	4 - Old Granite Drive	2	2	2	2	2
	5 - Granite Drive (South Leg)	2	10	2	2	2

## Results

### Results Summary for whole modelled period

Leg	Max V/C Ratio	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
1 - Silver Fox Avenue	0.07	4.29	0.1	0.5	A
2 - Granite Drive (North Leg)	0.05	2.13	0.1	0.5	A
3 - County Fair Mall	0.05	4.16	0.1	0.5	A
4 - Old Granite Drive	0.03	4.08	0.0	0.5	A
5 - Granite Drive (South Leg)	0.14	2.68	0.2	0.5	A

# Existing - 2021, PM

## Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

## Intersection Network

### Intersections

Intersection	Name	Intersection type	Use circulating lanes	Leg order	Intersection Delay (s)	Intersection LOS
1	Granite Drive & Silver Fox Avenue	Standard Roundabout		1, 2, 3, 4, 5	3.45	A

### Intersection Network Options

Driving side	Lighting
Right	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2021	PM	ONE HOUR	00:00	01:30	15

Vehicle mix source	PCE Factor for a Truck (PCE)
Truck Percentages	2.00

### Demand overview (Traffic)

Leg	Linked leg	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Silver Fox Avenue		✓	119	100.000
2 - Granite Drive (North Leg)		✓	146	100.000
3 - County Fair Mall		✓	126	100.000
4 - Old Granite Drive		✓	22	100.000
5 - Granite Drive (South Leg)		✓	227	100.000

## Origin-Destination Data

### Demand (Veh/hr)

		To				
		1 - Silver Fox Avenue	2 - Granite Drive (North Leg)	3 - County Fair Mall	4 - Old Granite Drive	5 - Granite Drive (South Leg)
From	1 - Silver Fox Avenue	0	5	19	5	90
	2 - Granite Drive (North Leg)	9	0	6	5	126
	3 - County Fair Mall	16	10	0	5	95
	4 - Old Granite Drive	5	5	5	0	7
	5 - Granite Drive (South Leg)	57	82	83	5	0



## Vehicle Mix

### Truck Percentages

		To				
		1 - Silver Fox Avenue	2 - Granite Drive (North Leg)	3 - County Fair Mall	4 - Old Granite Drive	5 - Granite Drive (South Leg)
From	1 - Silver Fox Avenue	2	2	2	2	2
	2 - Granite Drive (North Leg)	2	2	2	2	2
	3 - County Fair Mall	2	2	2	2	2
	4 - Old Granite Drive	2	2	2	2	2
	5 - Granite Drive (South Leg)	2	4	2	2	2

## Results

### Results Summary for whole modelled period

Leg	Max V/C Ratio	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
1 - Silver Fox Avenue	0.15	4.75	0.2	0.5	A
2 - Granite Drive (North Leg)	0.09	2.16	0.1	0.5	A
3 - County Fair Mall	0.16	4.93	0.2	0.5	A
4 - Old Granite Drive	0.03	4.47	0.0	0.5	A
5 - Granite Drive (South Leg)	0.16	2.68	0.2	0.5	A

# Junctions 9

## ARCADY 9 - Roundabout Module

Version: 9.5.1.7462  
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Filename: 212004 Granite Drive & Highway 101.j9  
Path: C:\Users\fallaire\Desktop\New Minas\Arcady  
Report generation date: 2021-04-29 3:36:09 PM

### Summary of intersection performance

	AM						PM					
	95% Queue (Veh)	Delay (s)	V/C Ratio	LOS	Intersection Delay (s)	Intersection on LOS	95% Queue (Veh)	Delay (s)	V/C Ratio	LOS	Intersection Delay (s)	Intersection on LOS
<b>Existing - 2021</b>												
1 - Granite Drive & H101 Westbound - 1 - Westbound Off-Ramp	0.5	3.83	0.00	A	3.25	A	-1	0.00	0.00	A	2.30	A
1 - Granite Drive & H101 Westbound - 2 - Granite Drive	0.5	2.11	0.08	A			0.5	2.25	0.18	A		
1 - Granite Drive & H101 Westbound - 4 - Granite Drive	0.5	4.27	0.11	A			0.5	4.41	0.14	A		
2 - Granite Drive & H101 Eastbound - 2 - Granite Drive	0.5	4.26	0.10	A	4.46	A	0.5	4.47	0.17	A	4.70	A
2 - Granite Drive & H101 Eastbound - 3 - Eastbound Off-Ramp	0.5	4.64	0.11	A			0.5	4.99	0.16	A		
2 - Granite Drive & H101 Eastbound - 4 - Granite Drive	-1	0.00	0.00	A			-1	0.00	0.00	A		

*There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.*

*Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Intersection LOS and Intersection Delay are demand-weighted averages.*

### File summary

#### File Description

Title	
Location	
Site number	
Date	2021-04-22
Version	

Status	(new file)
Identifier	
Client	
Jobnumber	
Analyst	HFX01\fallaire
Description	

## Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	Veh	Veh	perHour	s	-Min	perMin

## Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	V/C Ratio Threshold	Average Delay threshold (s)	Queue threshold (PCE)
✓		0.85	36.00	20.00

## Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2021	AM	ONE HOUR	00:00	01:30	15
D2	2021	PM	ONE HOUR	00:00	01:30	15

## Analysis Set Details

ID	Name	Network flow scaling factor (%)
A1	Existing	100.000

# Existing - 2021, AM

## Data Errors and Warnings

Severity	Area	Item	Description
Warning	Linked Roundabout	1 - Granite Drive & H101 Westbound - 4 - Granite Drive	If the distance between linked intersections is small, results should be treated with caution. The linked intersections will be modelled as separate intersections, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Linked Roundabout	2 - Granite Drive & H101 Eastbound - 2 - Granite Drive	If the distance between linked intersections is small, results should be treated with caution. The linked intersections will be modelled as separate intersections, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

## Intersection Network

### Intersections

Intersection	Name	Intersection type	Use circulating lanes	Leg order	Intersection Delay (s)	Intersection LOS
1	Granite Drive & H101 Westbound	Standard Roundabout		1, 2, 3, 4	3.25	A
2	Granite Drive & H101 Eastbound	Standard Roundabout		1, 2, 3, 4	4.46	A

### Intersection Network Options

Driving side	Lighting
Right	Normal/unknown

## Legs

### Legs

Intersection	Leg	Name	Description
1 - Granite Drive & H101 Westbound	1	Westbound Off-Ramp	
	2	Granite Drive	
	3	Westbound On-Ramp	
	4	Granite Drive	
2 - Granite Drive & H101 Eastbound	1	Eastbound On-Ramp	
	2	Granite Drive	
	3	Eastbound Off-Ramp	
	4	Granite Drive	

### Roundabout Geometry

Intersection	Leg	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1 - Granite Drive & H101 Westbound	1 - Westbound Off-Ramp	4.00	4.00	0.0	3.0	55.0	0.0	
	2 - Granite Drive	7.50	8.00	15.0	3.0	55.0	0.0	
	3 - Westbound On-Ramp							✓
	4 - Granite Drive	3.50	4.00	15.0	3.0	55.0	0.0	
2 - Granite Drive & H101 Eastbound	1 - Eastbound On-Ramp							✓
	2 - Granite Drive	3.50	4.00	15.0	3.0	55.0	0.0	
	3 - Eastbound Off-Ramp	3.00	4.00	15.0	3.0	55.0	0.0	
	4 - Granite Drive	3.50	4.00	15.0	3.0	55.0	0.0	

### Bypass

Intersection	Leg	Leg has bypass	Bypass utilisation (%)
1 - Granite Drive & H101 Westbound	1 - Westbound Off-Ramp	✓	100
	2 - Granite Drive		
	3 - Westbound On-Ramp		
	4 - Granite Drive		
2 - Granite Drive & H101 Eastbound	1 - Eastbound On-Ramp		
	2 - Granite Drive		
	3 - Eastbound Off-Ramp	✓	100
	4 - Granite Drive		

## Slope / Intercept / Capacity

### Roundabout Slope and Intercept used in model

Intersection	Leg	Final slope	Final intercept (PCE/hr)
1 - Granite Drive & H101 Westbound	1 - Westbound Off-Ramp	0.410	1002
	2 - Granite Drive	0.590	1993
	3 - Westbound On-Ramp		
	4 - Granite Drive	0.408	990
2 - Granite Drive & H101 Eastbound	1 - Eastbound On-Ramp		
	2 - Granite Drive	0.408	990
	3 - Eastbound Off-Ramp	0.402	958
	4 - Granite Drive	0.408	990

The slope and intercept shown above include any corrections and adjustments.

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2021	AM	ONE HOUR	00:00	01:30	15

Vehicle mix source	PCE Factor for a Truck (PCE)
Truck Percentages	2.00

### Linked Leg Data

Intersection	Leg	Feeding Intersection	Feeding Leg	Link Type	Flow source	Uniform flow (Veh/hr)	Flow multiplier (%)	Internal storage space (PCE)
1 - Granite Drive & H101 Westbound	4 - Granite Drive	2	2	Simple (vertical queueing)	Normal	0	100.00	
2 - Granite Drive & H101 Eastbound	2 - Granite Drive	1	4	Simple (vertical queueing)	Normal	0	100.00	

### Demand overview (Traffic)

Intersection	Leg	Linked leg	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Granite Drive & H101 Westbound	1 - Westbound Off-Ramp		✓	101	100.000
	2 - Granite Drive		✓	132	100.000
	3 - Westbound On-Ramp				
	4 - Granite Drive	✓			
2 - Granite Drive & H101 Eastbound	1 - Eastbound On-Ramp				
	2 - Granite Drive	✓			
	3 - Eastbound Off-Ramp		✓	91	100.000
	4 - Granite Drive		✓	0	100.000

## Origin-Destination Data

### Demand (Veh/hr)

#### 1 - Granite Drive & H101 Westbound

		To			
		1 - Westbound Off-Ramp	2 - Granite Drive	3 - Westbound On-Ramp	4 - Granite Drive
From	1 - Westbound Off-Ramp	0	100	0	1
	2 - Granite Drive	0	0	52	80
	3 - Westbound On-Ramp	Exit-only	Exit-only	Exit-only	Exit-only
	4 - Granite Drive	0	91	0	0

### Demand (Veh/hr)

#### 2 - Granite Drive & H101 Eastbound

		To			
		1 - Eastbound On-Ramp	2 - Granite Drive	3 - Eastbound Off-Ramp	4 - Granite Drive
From	1 - Eastbound On-Ramp	Exit-only	Exit-only	Exit-only	Exit-only
	2 - Granite Drive	81	0	0	0
	3 - Eastbound Off-Ramp	0	91	0	0
	4 - Granite Drive	0	0	0	0

## Vehicle Mix

### Truck Percentages

#### 1 - Granite Drive & H101 Westbound

		To			
		1 - Westbound Off-Ramp	2 - Granite Drive	3 - Westbound On-Ramp	4 - Granite Drive
From	1 - Westbound Off-Ramp	2	9	2	2
	2 - Granite Drive	2	2	10	6
	3 - Westbound On-Ramp	Exit-only	Exit-only	Exit-only	Exit-only
	4 - Granite Drive	2	5	2	2

### Truck Percentages

#### 2 - Granite Drive & H101 Eastbound

		To			
		1 - Eastbound On-Ramp	2 - Granite Drive	3 - Eastbound Off-Ramp	4 - Granite Drive
From	1 - Eastbound On-Ramp	Exit-only	Exit-only	Exit-only	Exit-only
	2 - Granite Drive	6	2	2	2
	3 - Eastbound Off-Ramp	2	5	2	2
	4 - Granite Drive	2	2	2	2

## Results

### Results Summary for whole modelled period

Intersection	Leg	Max V/C Ratio	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
1 - Granite Drive & H101 Westbound	1 - Westbound Off-Ramp	0.00	3.83	0.0	0.5	A
	2 - Granite Drive	0.08	2.11	0.1	0.5	A
	3 - Westbound On-Ramp					
	4 - Granite Drive	0.11	4.27	0.1	0.5	A
2 - Granite Drive & H101 Eastbound	1 - Eastbound On-Ramp					
	2 - Granite Drive	0.10	4.26	0.1	0.5	A
	3 - Eastbound Off-Ramp	0.11	4.64	0.1	0.5	A
	4 - Granite Drive	0.00	0.00	0.0	~1	A

## Existing - 2021, PM

### Data Errors and Warnings

Severity	Area	Item	Description
Warning	Linked Roundabout	1 - Granite Drive & H101 Westbound - 4 - Granite Drive	If the distance between linked intersections is small, results should be treated with caution. The linked intersections will be modelled as separate intersections, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Linked Roundabout	2 - Granite Drive & H101 Eastbound - 2 - Granite Drive	If the distance between linked intersections is small, results should be treated with caution. The linked intersections will be modelled as separate intersections, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

## Intersection Network

### Intersections

Intersection	Name	Intersection type	Use circulating lanes	Leg order	Intersection Delay (s)	Intersection LOS
1	Granite Drive & H101 Westbound	Standard Roundabout		1, 2, 3, 4	2.30	A
2	Granite Drive & H101 Eastbound	Standard Roundabout		1, 2, 3, 4	4.70	A

### Intersection Network Options

Driving side	Lighting
Right	Normal/unknown

## Traffic Demand

### Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2021	PM	ONE HOUR	00:00	01:30	15

Vehicle mix source	PCE Factor for a Truck (PCE)
Truck Percentages	2.00

### Linked Leg Data

Intersection	Leg	Feeding Intersection	Feeding Leg	Link Type	Flow source	Uniform flow (Veh/hr)	Flow multiplier (%)	Internal storage space (PCE)
1 - Granite Drive & H101 Westbound	4 - Granite Drive	2	2	Simple (vertical queueing)	Normal	0	100.00	
2 - Granite Drive & H101 Eastbound	2 - Granite Drive	1	4	Simple (vertical queueing)	Normal	0	100.00	

### Demand overview (Traffic)

Intersection	Leg	Linked leg	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Granite Drive & H101 Westbound	1 - Westbound Off-Ramp		✓	106	100.000
	2 - Granite Drive		✓	318	100.000
	3 - Westbound On-Ramp				
	4 - Granite Drive	✓			
2 - Granite Drive & H101 Eastbound	1 - Eastbound On-Ramp				
	2 - Granite Drive	✓			
	3 - Eastbound Off-Ramp		✓	122	100.000
	4 - Granite Drive		✓	0	100.000

## Origin-Destination Data

#### Demand (Veh/hr)

#### 1 - Granite Drive & H101 Westbound

		To			
		1 - Westbound Off-Ramp	2 - Granite Drive	3 - Westbound On-Ramp	4 - Granite Drive
From	1 - Westbound Off-Ramp	0	106	0	0
	2 - Granite Drive	0	3	165	150
	3 - Westbound On-Ramp	Exit-only	Exit-only	Exit-only	Exit-only
	4 - Granite Drive	0	118	4	0

#### Demand (Veh/hr)

#### 2 - Granite Drive & H101 Eastbound

		To			
		1 - Eastbound On-Ramp	2 - Granite Drive	3 - Eastbound Off-Ramp	4 - Granite Drive
From	1 - Eastbound On-Ramp	Exit-only	Exit-only	Exit-only	Exit-only
	2 - Granite Drive	150	0	0	0
	3 - Eastbound Off-Ramp	0	122	0	0
	4 - Granite Drive	0	0	0	0



## Vehicle Mix

### Truck Percentages

#### 1 - Granite Drive & H101 Westbound

		To			
From		1 - Westbound Off-Ramp	2 - Granite Drive	3 - Westbound On-Ramp	4 - Granite Drive
	1 - Westbound Off-Ramp	2	2	2	2
	2 - Granite Drive	2	2	2	2
	3 - Westbound On-Ramp	Exit-only	Exit-only	Exit-only	Exit-only
	4 - Granite Drive	2	4	2	2

### Truck Percentages

#### 2 - Granite Drive & H101 Eastbound

		To			
From		1 - Eastbound On-Ramp	2 - Granite Drive	3 - Eastbound Off-Ramp	4 - Granite Drive
	1 - Eastbound On-Ramp	Exit-only	Exit-only	Exit-only	Exit-only
	2 - Granite Drive	2	2	2	2
	3 - Eastbound Off-Ramp	2	4	2	2
	4 - Granite Drive	2	2	2	2

## Results

### Results Summary for whole modelled period

Intersection	Leg	Max V/C Ratio	Max Delay (s)	Max Queue (Veh)	Max 95th percentile Queue (Veh)	Max LOS
1 - Granite Drive & H101 Westbound	1 - Westbound Off-Ramp	0.00	0.00	0.0	~1	A
	2 - Granite Drive	0.18	2.25	0.2	0.5	A
	3 - Westbound On-Ramp					
	4 - Granite Drive	0.14	4.41	0.2	0.5	A
2 - Granite Drive & H101 Eastbound	1 - Eastbound On-Ramp					
	2 - Granite Drive	0.17	4.47	0.2	0.5	A
	3 - Eastbound Off-Ramp	0.16	4.99	0.2	0.5	A
	4 - Granite Drive	0.00	0.00	0.0	~1	A



## **Appendix F: Traffic Signal Warrants**

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## 2005 Canadian Matrix Traffic Signal Warrant Analysis

Main Street (name)	Commercial Street	Direction (EW or NS)	EW	Date:	Feb 04, 2021
Side Street (name)	Deep Hollow Road	Direction (EW or NS)	NS	City:	New Minas, NS
Quadrant (if appl)					

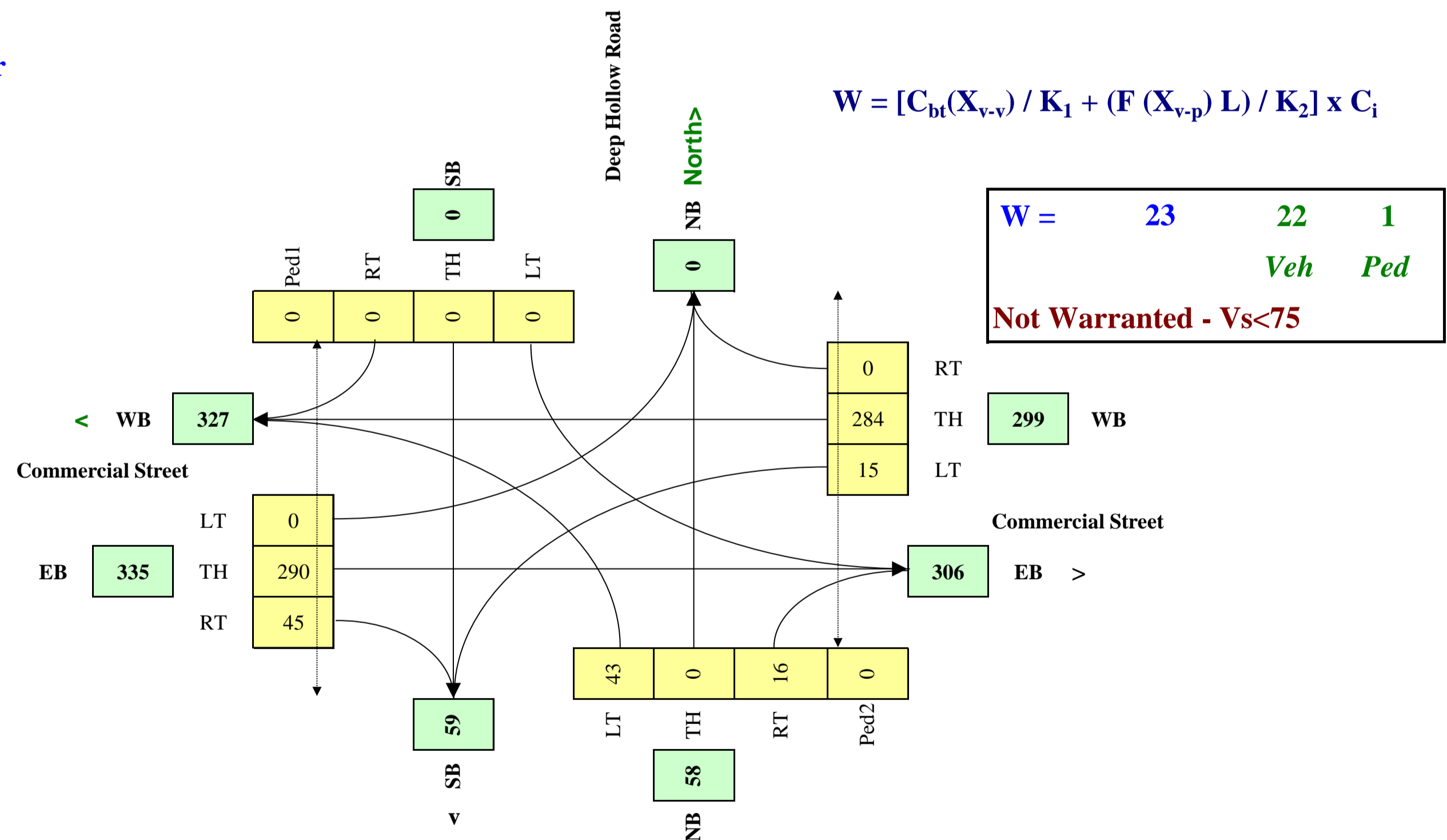
Lane Configuration		Excl LT	Th & LT	Through or Th+RT+LT	Th & RT	Excl RT	UpStream Signal (m)	# of Thru Lanes
Commercial Street	WB			1				1
Commercial Street	EB			1				1
Deep Hollow Road	NB			1				
Deep Hollow Road	SB							

Demographics		
Elementary School	(y/n)	n
Senior's Complex	(y/n)	n
Pathway to School	(y/n)	n
Metro Area Population	(#)	5000
Central Business District	(y/n)	n

Other input					
		Speed (Km/h)	Trucks %	Bus Rt (y/n)	Median (m)
Commercial Street	EW	50	3.0%	y	
Deep Hollow Road	NS		3.0%	n	

Traffic Input	NB			SB			WB			EB			Ped1 NS	Ped2 NS	Ped3 EW	Ped4 EW
	LT	Th	RT	LT	Th	RT	LT	Th	RT	LT	Th	RT	W Side	E Side	N Side	S side
7:00 - 8:00	45	0	20	0	0	0	3	182	0	0	145	26	0	1	0	1
8:00 - 9:00	53	0	20	0	0	0	15	225	0	0	228	27	0	0	0	0
11:00 - 12:00	39	0	10	0	0	0	11	325	0	0	286	47	0	0	0	0
12:00 - 13:00	37	0	14	0	0	0	12	398	0	0	360	39	0	0	0	1
16:00 - 17:00	51	0	22	0	0	0	28	323	0	0	400	66	0	0	0	0
17:00 - 18:00	31	0	8	0	0	0	19	250	0	0	322	62	0	0	0	0
<b>Total (6-hour peak)</b>	<b>256</b>	<b>0</b>	<b>94</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>1,703</b>	<b>0</b>	<b>0</b>	<b>1,741</b>	<b>267</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>2</b>
<b>Average (6-hour peak)</b>	<b>43</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>284</b>	<b>0</b>	<b>0</b>	<b>290</b>	<b>45</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

### Average 6-hour Peak Turning Movements



## 2005 Canadian Matrix Traffic Signal Warrant Analysis

Main Street (name)	Commercial Street	Direction (EW or NS)	EW	Date:	Feb 04, 2021
Side Street (name)	Jones Road	Direction (EW or NS)	NS	City:	New Minas, NS
Quadrant (if appl)					

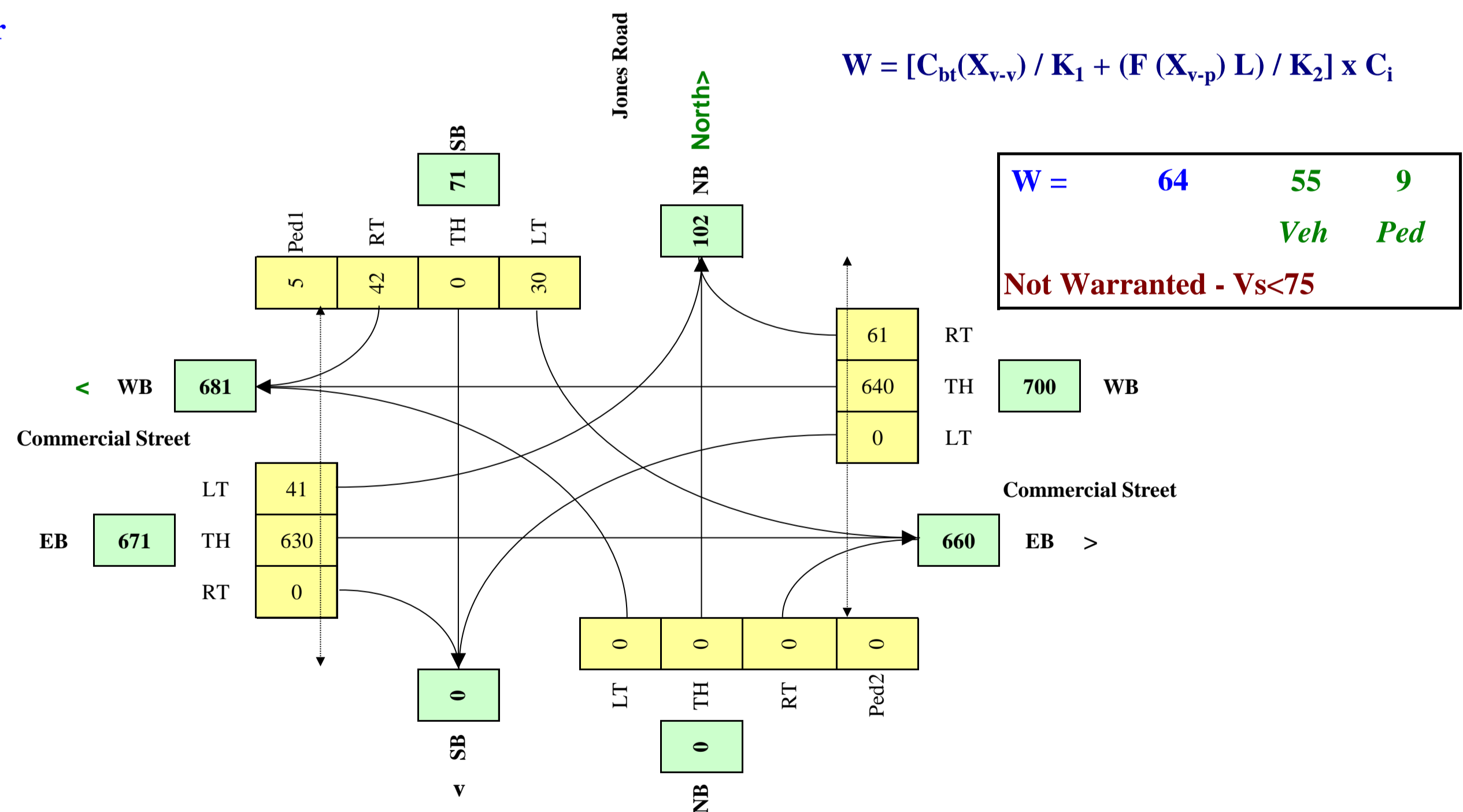
Lane Configuration		Excl LT	Th & LT	Through or Th+RT+LT	Th & RT	Excl RT	UpStream Signal (m)	# of Thru Lanes
Commercial Street	WB				1			1
Commercial Street	EB	1		1				1
Jones Road	NB							
Jones Road	SB			1				

Demographics		
Elementary School	(y/n)	y
Senior's Complex	(y/n)	n
Pathway to School	(y/n)	y
Metro Area Population	(#)	5000
Central Business District	(y/n)	n

Other input		Speed (Km/h)	Trucks %	Bus Rt (y/n)	Median (m)
Commercial Street	EW	50	2.0%	y	
Jones Road	NS		2.0%	n	

Traffic Input	NB			SB			WB			EB			Ped1 NS	Ped2 NS	Ped3 EW	Ped4 EW
	LT	Th	RT	LT	Th	RT	LT	Th	RT	LT	Th	RT	W Side	E Side	N Side	S side
7:00 - 8:00	0	0	0	16	0	33	0	284	51	57	344	0	0	0	5	0
8:00 - 9:00	0	0	0	53	0	69	0	497	75	82	521	0	1	0	1	0
11:00 - 12:00	0	0	0	25	0	24	0	770	59	26	763	0	9	0	12	0
12:00 - 13:00	0	0	0	27	0	45	0	824	68	34	769	0	7	0	4	0
16:00 - 17:00	0	0	0	32	0	34	0	734	64	20	732	0	7	0	0	0
17:00 - 18:00	0	0	0	25	0	44	0	728	48	25	650	0	3	0	6	0
<b>Total (6-hour peak)</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>178</b>	<b>0</b>	<b>249</b>	<b>0</b>	<b>3,837</b>	<b>365</b>	<b>244</b>	<b>3,779</b>	<b>0</b>	<b>27</b>	<b>0</b>	<b>28</b>	<b>0</b>
<b>Average (6-hour peak)</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>0</b>	<b>42</b>	<b>0</b>	<b>640</b>	<b>61</b>	<b>41</b>	<b>630</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>5</b>	<b>0</b>

### Average 6-hour Peak Turning Movements



## 2005 Canadian Matrix Traffic Signal Warrant Analysis

Main Street (name)	New Minas Connector	Direction (EW or NS)	NS	Date:	Jan 27, 2021
Side Street (name)	Highway 101 EB	Direction (EW or NS)	EW	City:	New Minas, NS
Quadrant (if appl)					

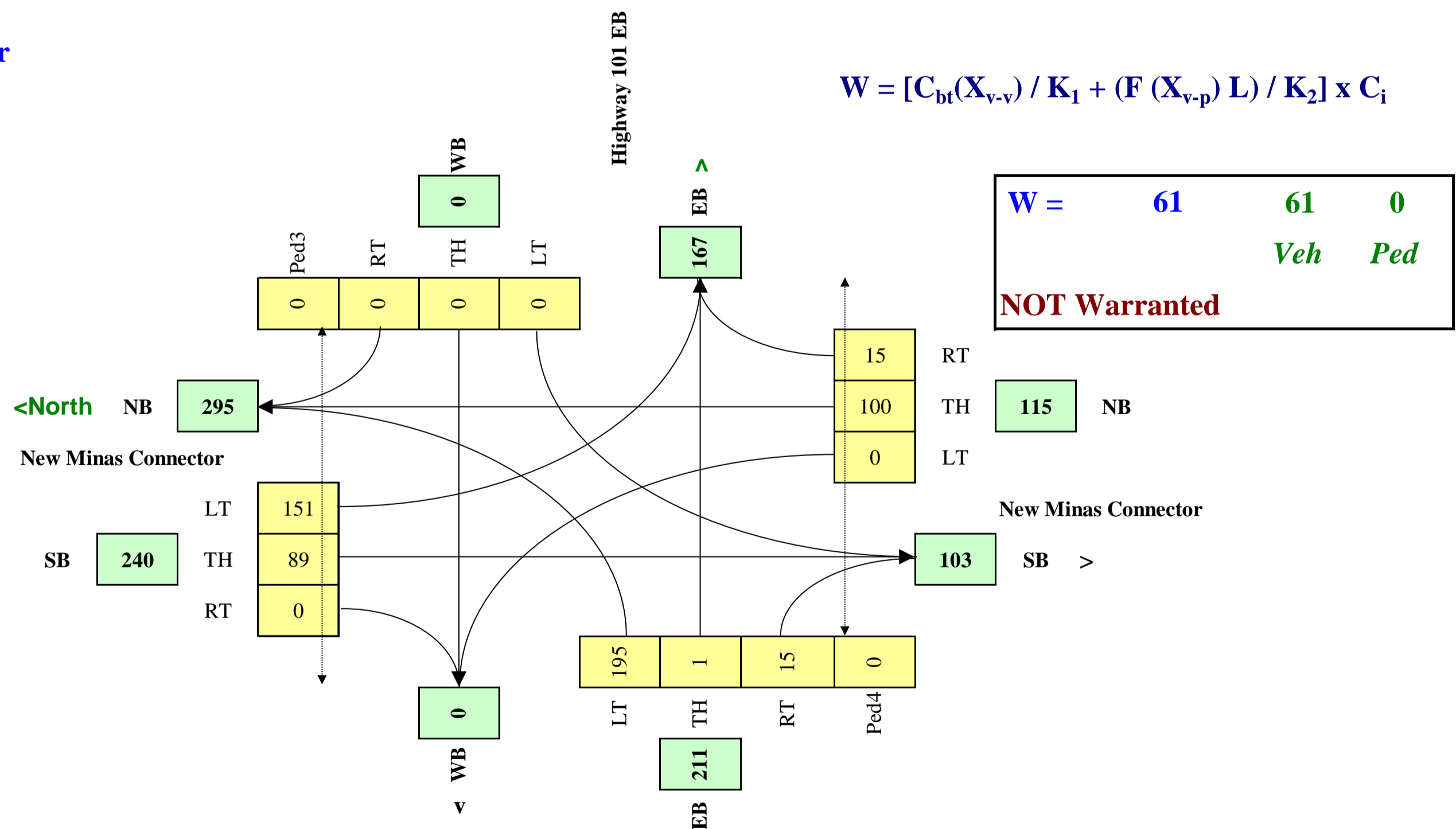
Lane Configuration		Excl LT	Th & LT	Through or Th+RT+LT	Th & RT	Excl RT	UpStream Signal (m)	# of Thru Lanes
New Minas Connector	NB				1			1
New Minas Connector	SB	1		1				1
Highway 101 EB	WB							
Highway 101 EB	EB			1				

Demographics		
Elementary School	(y/n)	n
Senior's Complex	(y/n)	n
Pathway to School	(y/n)	n
Metro Area Population	(#)	5000
Central Business District	(y/n)	n

Other input		Speed (Km/h)	Trucks %	Bus Rt (y/n)	Median (m)
New Minas Connector	NS	80	4.0%	n	
Highway 101 EB	EW		4.0%	n	

Traffic Input	NB			SB			WB			EB			Ped1 NS	Ped2 NS	Ped3 EW	Ped4 EW
	LT	Th	RT	LT	Th	RT	LT	Th	RT	LT	Th	RT	W Side	E Side	N Side	S side
7:00 - 8:00	0	142	15	94	38	0	0	0	0	186	0	13	0	0	0	0
8:00 - 9:00	0	122	20	136	51	0	0	0	0	188	0	10	0	0	0	0
11:00 - 12:00	0	75	16	124	70	0	0	0	0	211	3	6	0	0	0	0
12:00 - 13:00	0	71	15	168	85	0	0	0	0	182	1	15	0	0	0	0
16:00 - 17:00	0	108	11	220	155	0	0	0	0	221	0	26	0	0	0	0
17:00 - 18:00	0	82	13	163	134	0	0	0	0	184	1	17	0	0	0	0
<b>Total (6-hour peak)</b>	<b>0</b>	<b>600</b>	<b>90</b>	<b>905</b>	<b>533</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,172</b>	<b>5</b>	<b>87</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Average (6-hour peak)</b>	<b>0</b>	<b>100</b>	<b>15</b>	<b>151</b>	<b>89</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>195</b>	<b>1</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

### Average 6-hour Peak Turning Movements



## 2005 Canadian Matrix Traffic Signal Warrant Analysis

Main Street (name)	New Minas Connector	Direction (EW or NS)	NS	Date:	Jan 27, 2021
Side Street (name)	Highway 101 WB	Direction (EW or NS)	EW	City:	New Minas, NS
Quadrant (if appl)					

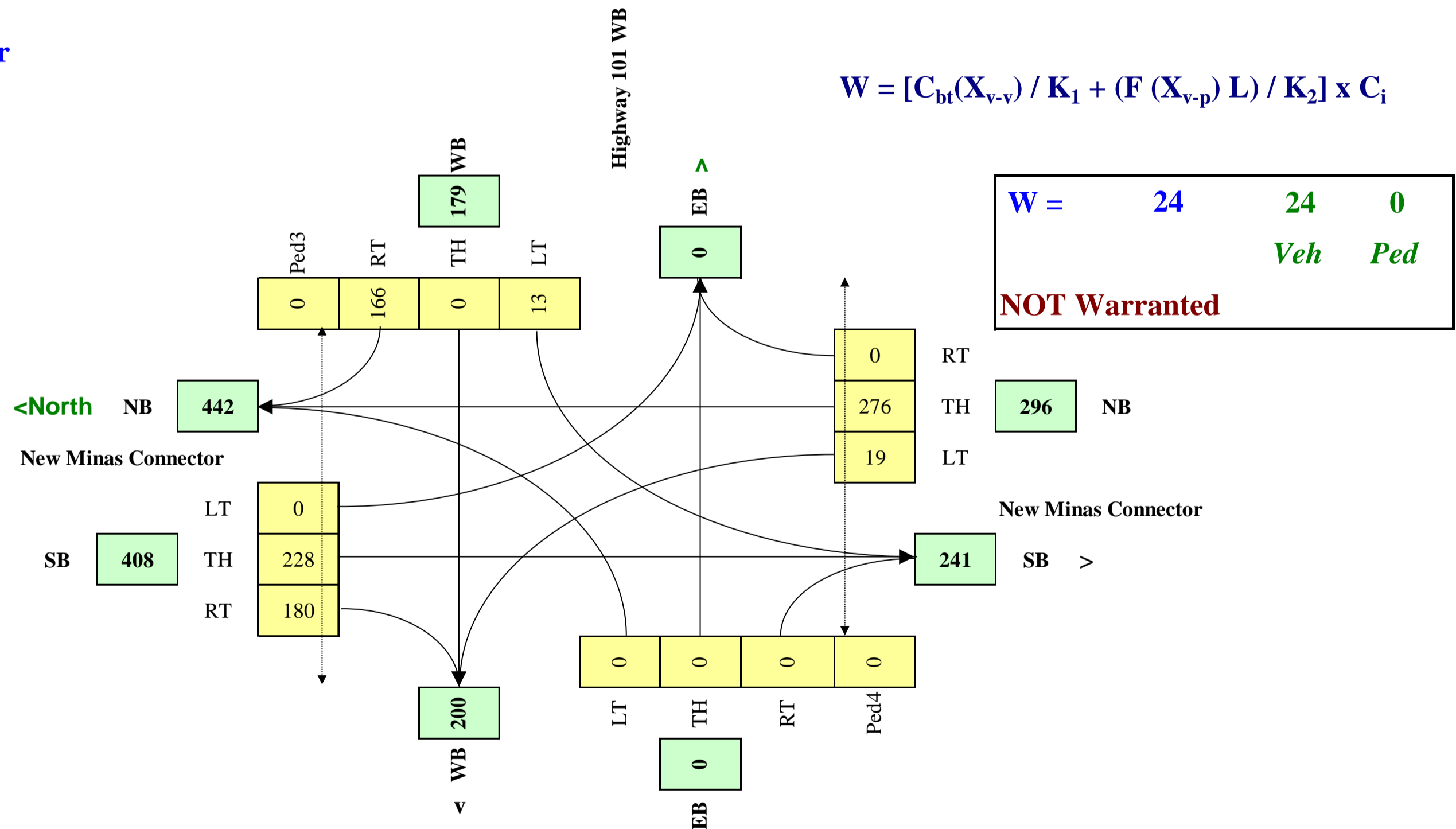
Lane Configuration		Excl LT	Th & LT	Through or Th+RT+LT	Th & RT	Excl RT	UpStream Signal (m)	# of Thru Lanes
New Minas Connector	NB	1		1				1
New Minas Connector	SB				1			1
Highway 101 WB	WB			1				
Highway 101 WB	EB							

Demographics		
Elementary School	(y/n)	n
Senior's Complex	(y/n)	n
Pathway to School	(y/n)	n
Metro Area Population	(#)	5000
Central Business District	(y/n)	n

Other input		Speed (Km/h)	Trucks %	Bus Rt (y/n)	Median (m)
New Minas Connector	NS	80	4.0%	n	
Highway 101 WB	EW		4.0%	n	

Traffic Input	NB			SB			WB			EB			Ped1 NS	Ped2 NS	Ped3 EW	Ped4 EW
	LT	Th	RT	LT	Th	RT	LT	Th	RT	LT	Th	RT	W Side	E Side	N Side	S side
7:00 - 8:00	40	285	0	0	122	126	11	0	171	0	0	0	0	0	0	0
8:00 - 9:00	19	290	0	0	176	119	11	1	190	0	0	0	0	0	0	0
11:00 - 12:00	11	275	0	0	190	178	8	0	123	0	0	0	0	0	0	0
12:00 - 13:00	11	246	0	0	243	181	10	1	159	0	0	0	0	0	0	0
16:00 - 17:00	20	308	0	0	358	258	19	0	187	0	0	0	0	0	0	0
17:00 - 18:00	15	254	0	0	279	217	19	0	166	0	0	0	0	0	0	0
<b>Total (6-hour peak)</b>	<b>116</b>	<b>1,658</b>	<b>0</b>	<b>0</b>	<b>1,368</b>	<b>1,079</b>	<b>78</b>	<b>2</b>	<b>996</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Average (6-hour peak)</b>	<b>19</b>	<b>276</b>	<b>0</b>	<b>0</b>	<b>228</b>	<b>180</b>	<b>13</b>	<b>0</b>	<b>166</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

### Average 6-hour Peak Turning Movements



## 2005 Canadian Matrix Traffic Signal Warrant Analysis

Main Street (name)	New Caanan Road	Direction (EW or NS)	NS	Date:	Jan 27, 2021
Side Street (name)	Highbury School Road	Direction (EW or NS)	EW	City:	New Minas, NS
Quadrant (if appl)					

Lane Configuration		Excl LT	Th & LT	Through or Th+RT+LT	Th & RT	Excl RT	UpStream Signal (m)	# of Thru Lanes
New Caanan Road	NB				1			1
New Caanan Road	SB	1		1				1
Highbury School Road	WB			1				
Highbury School Road	EB							

Demographics		
Elementary School	(y/n)	n
Senior's Complex	(y/n)	n
Pathway to School	(y/n)	n
Metro Area Population	(#)	5000
Central Business District	(y/n)	n

Other input		Speed (Km/h)	Trucks %	Bus Rt (y/n)	Median (m)
New Caanan Road	NS	80	4.0%	n	
Highbury School Road	EW		2.0%	n	

Traffic Input	NB			SB			WB			EB			Ped1 NS	Ped2 NS	Ped3 EW	Ped4 EW
	LT	Th	RT	LT	Th	RT	LT	Th	RT	LT	Th	RT	W Side	E Side	N Side	S side
7:00 - 8:00	0	60	0	28	32	0	4	0	81	0	0	0	0	0	0	0
8:00 - 9:00	0	41	0	39	34	0	0	0	48	0	0	0	0	0	0	0
11:00 - 12:00	0	32	1	59	40	0	0	0	52	0	0	0	0	0	0	0
12:00 - 13:00	0	48	4	52	35	0	0	0	49	0	0	0	0	0	0	0
16:00 - 17:00	0	49	2	92	59	0	1	0	47	0	0	0	0	0	0	0
17:00 - 18:00	0	14	1	33	19	0	0	0	21	0	0	0	0	0	0	0
<b>Total (6-hour peak)</b>	<b>0</b>	<b>244</b>	<b>8</b>	<b>303</b>	<b>219</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>298</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Average (6-hour peak)</b>	<b>0</b>	<b>41</b>	<b>1</b>	<b>51</b>	<b>37</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

### Average 6-hour Peak Turning Movements

