

TRAFFIC IMPACT ASSESSMENT FINAL - Rev.0

**Davandy Properties Inc.
Proposed Campground Development, Porteau Cove**

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TABLE OF CONTENTS

| | | |
|----------|---|-----------|
| 1 | INTRODUCTION | 1 |
| 1.1 | Background | 1 |
| 1.2 | Study Objectives..... | 3 |
| 2 | EXISTING CONDITIONS..... | 4 |
| 2.1 | Study Area and Existing Land Use..... | 4 |
| 2.2 | Study Intersections..... | 5 |
| 2.3 | Railway Facilities..... | 7 |
| 2.4 | Transit Services | 7 |
| 2.5 | Turning Movement Counts | 7 |
| 3 | FUTURE CONDITIONS..... | 11 |
| 3.1 | Proposed Development Concept and Phasing..... | 11 |
| 3.2 | Proposed Development Trip Generation | 13 |
| 4 | TRAFFIC OPERATIONS ANALYSIS | 18 |
| 4.1 | Study Approach and Methodology | 18 |
| 4.2 | 2024 Existing Conditions Analysis..... | 19 |
| 4.3 | Background Traffic Conditions Analysis..... | 20 |
| 4.4 | Combined Traffic Conditions Analysis..... | 27 |
| 4.5 | Railway Crossing Queueing Assessment | 34 |
| 4.6 | Traffic Operations Summary | 37 |
| 5 | ON-SITE PARKING REQUIREMENTS | 39 |
| 5.1 | Proposed Parking Supply..... | 39 |
| 5.2 | Zoning Bylaw Parking Requirements | 39 |
| 6 | ACTIVE TRANSPORTATION INFRASTRUCTURE REVIEW..... | 41 |
| 7 | VEHICLE CIRCULATION REVIEW | 44 |
| 8 | CONCLUSIONS AND RECOMMENDATIONS..... | 46 |

TABLES

| | |
|--|----|
| Table 2-1: 2024 Existing Conditions – Intersection Controls, Pedestrian, and Cycling Facilities..... | 5 |
| Table 2-2: Turning Movement Count Data Summary..... | 8 |
| Table 3-1: Proxy Site (Porteau Cove Provincial Park) Peak Hour Volumes..... | 13 |
| Table 3-2: Proxy Site (Porteau Cove Provincial Park) Trip Generation Summary | 14 |

Table 3-3: Forecast Trip Generation for the Proposed Development 15

Table 3-4: Proposed Development Trip Distribution by Peak Hour and Direction 15

Table 4-1: HCM LOS Criteria for Unsignalized Intersections 18

Table 4-2: 2024 Existing Conditions Traffic Operations (Weekday Peak Hours)..... 19

Table 4-3: 2024 Existing Conditions Traffic Operations (Weekend Peak Hours) 19

Table 4-4: 2027 Future Background Conditions Traffic Operations (Weekday Peak Hours)
 23

Table 4-5: 2027 Future Background Conditions Traffic Operations (Weekend Peak Hours)
 23

Table 4-6: 2037 Future Background Conditions Traffic Operations (Weekdays)26

Table 4-7: 2037 Future Background Conditions Traffic Operations (Weekends)26

Table 4-8: 2027 Future Combined Conditions Traffic Operations (Weekday Peak Hours)30

Table 4-9: 2027 Future Combined Conditions Traffic Operations (Weekend Peak Hours)30

Table 4-10: 2037 Future Combined Conditions Traffic Operations (Weekday Peak Hours)
 33

Table 4-11: 2037 Future Combined Conditions Traffic Operations (Weekend Peak Hours)
 33

Table 4-12: 2027 Future Background Conditions Railway Crossing Traffic Operations
 (Weekend Peak Hours)36

Table 4-13: 2027 Future Combined Conditions Railway Crossing Traffic Operations
 (Weekend Peak Hours)36

Table 4-14: 2037 Future Background and Future Combined Conditions Comparison
 (Weekday Peak Hours).....38

Table 4-15: 2037 Future Background and Future Combined Conditions Comparison
 (Weekend Peak Hours)38

Table 5-1: Proposed Parking Supply.....39

Table 5-2: Proposed Development Parking Requirements39

FIGURES

Figure 1-1: Project Location (Source: Squamish-Lillooet Regional District)..... 2

Figure 2-1: 2024 Existing Conditions Laning Configuration and Traffic Controls (Source:
 Squamish-Lillooet Regional District) 6

Figure 2-2: Westbound View of At-Grade Railway Crossing along Provincial Park Access
 Road (Source: Google Maps) 7

Figure 2-3: 2024 Existing Conditions Peak Hour Traffic Volumes (Weekday Peak Hours)9

Figure 2-4: 2024 Existing Conditions Peak Hour Traffic Volumes (Weekend Peak Hours)10

Figure 3-1: Proposed Development Site Plan 12

Figure 3-2: Proposed Development Traffic Volumes (Weekday Peak Hours) 16

Figure 3-3: Proposed Development Traffic Volumes (Weekend Peak Hours) 17

Figure 4-1: 2027 Future Background Conditions Traffic Volumes (Weekday Peak Hours)21
 Figure 4-2: 2027 Future Background Conditions Traffic Volumes (Weekend Peak Hours)22
 Figure 4-3: 2037 Future Background Conditions Traffic Volumes (Weekday Peak Hours)24
 Figure 4-4: 2037 Future Background Conditions Traffic Volumes (Weekend Peak Hours)25
 Figure 4-5: 2027 Future Combined Conditions Traffic Volumes (Weekday Peak Hours)28
 Figure 4-6: 2027 Future Combined Conditions Traffic Volumes (Weekend Peak Hours)29
 Figure 4-7: 2037 Future Combined Conditions Traffic Volumes (Weekday Peak Hours)31
 Figure 4-8: 2037 Future Combined Conditions Traffic Volumes (Weekend Peak Hours)32
 Figure 4-9: P-14 NO STOPPING ON TRACKS Sign.....37
 Figure 6-1: Proposed Development Future Active Transportation Connection.....41
 Figure 6-2: Valley Trail MUP Railway Crossing (Source: Google Maps)43
 Figure 7-1: Proposed Development Vehicle Circulation Scheme45

APPENDICES

- Appendix A: Proposed Site Plan
- Appendix B: Traffic Count Data
- Appendix C: Synchro Analysis Results
- Appendix D: Vehicle Swept Path Assessments

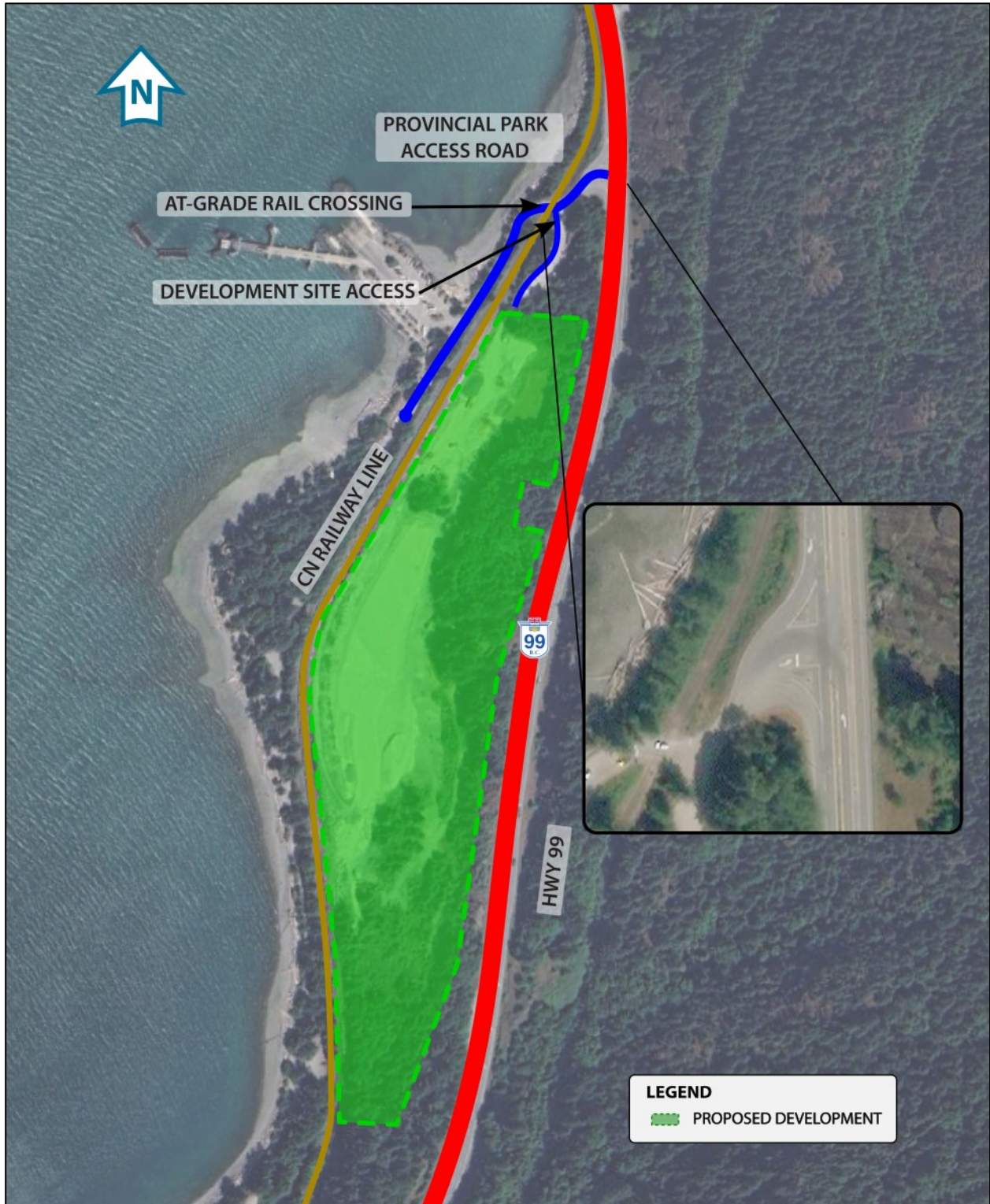
1 INTRODUCTION

1.1 Background

R. F. Binnie & Associates Ltd. (Binnie) has been retained by Davandy Properties Inc. (the Client) to prepare a Traffic Impact Study (TIS) in support of a zoning amendment from the District’s Official Community Plan (OCP) to permit the construction of a proposed campground development located adjacent to the Porteau Cove Provincial Park (the Provincial Park) in the Squamish-Lillooet Regional District (the District), BC.

Based on a drawing set developed by Murdoch + Company Architecture + Planning Ltd., dated May 27, 2024, and received by Binnie on July 18, 2024, the proposed campground development will consist of 68 campsites, including 42 recreational vehicle (RV) sites, 7 tent/car sites, and 19 tiny homes (walk-in sites). A three-storey reception/site maintenance building is also proposed and would consist of a reception/check-in area, concession/café, boat storage/rental, and staff/caretaker living accommodations (16 one-bedroom units located on two floors). The full drawing set is presented in **Appendix A**.

The location of the proposed development is illustrated in **Figure 1-1**.



1.2 Study Objectives

The purpose of this study is to review the existing and future background conditions within the study area and to analyze the impact that the proposed development may have on the surrounding transportation network. The objectives of this TIS are as follows:

- Assess the existing transportation network and characteristics, including current traffic volumes, lane configuration, traffic controls, roadways, intersections, pedestrian facilities, cycling routes and facilities, and railway crossing features within the study area.
- Review the existing utilization of the Porteau Cove Provincial Park with respect to trip generation.
- Estimate the site-generated traffic based on the trip generation rates of the proposed land use and other similar campground developments.
- Assign the forecast development-generated trips onto the study road network based on existing traffic patterns.
- Perform background and forecast traffic operations analysis for the weekday AM, weekday PM, Saturday, and Sunday peak hours using Synchro/SimTraffic software for the study horizon years.
- Review the proposed site circulation and access point configuration to the development site.
- Review anticipated queueing along the Provincial Park Access Road, Development Site Access, and Highway 99 during at-grade train crossing events.
- Recommend possible transportation infrastructure improvements, as required, to support safe and efficient traffic operations in the study area during train crossing events.
- Summarize the findings from the TIS for the District and the British Columbia Ministry of Transportation and Infrastructure (MOTI).

2 EXISTING CONDITIONS

This section documents the transportation network in the study area in 2024, including existing roadways, traffic control measures, intersection performance, walking and cycling facilities, and transit operations.

2.1 Study Area and Existing Land Use

The Development Site is located in the Porteau Cove community and is situated east of the Provincial Park and west of the Sea-to-Sky Highway (Highway 99). Given the Development Site's remote location within Porteau Cove, no other developments in the area have been identified. The development site is currently designated as an 'RR3 - Rural Resource 3' zone and separated by a Canadian National (CN) railway corridor from the Provincial Park. The majority of the Development Site is vacant, with a minor portion currently featuring a parking lot and diver change house (for use in conjunction with the Provincial Park).

An access road (Provincial Park Access Road) forms a three-legged, full-movement unsignalized intersection with Highway 99. There are protected left-turn median barriers along Highway 99 at this intersection that assist in mitigating conflicts turning onto and off the highway. A separate three-legged uncontrolled intersection is located along the Provincial Park Access Road, approximately 47 metres west of Highway 99, to provide access to the Development Site (the Development Site Access).

Additionally, there is an at-grade railway crossing (equipped with a flashing light and bell system) along the Provincial Park Access Road, directly adjacent west of the Development Site Access (this at-grade railway crossing is further discussed in **Section 2.3**). These roadways collectively constitute the study area, as illustrated in **Figure 1-1**.

2.1.1 Highway 99

Highway 99 is a British Columbia highway corridor that runs north-south through the District, providing direct connections to the Greater Vancouver Area and the U.S. border to the south, and the District to the north. Eventually, it intersects with Highway 97 near Cache Creek. In the vicinity of the Development Site, Highway 99 has a four-lane divided cross-section and a posted speed limit of 80 km/h.

2.1.2 Provincial Park Access Road

The Provincial Park Access Road is a two-lane roadway connecting Highway 99 and the Provincial Park. The posted speed limit along this road is 20 km/h. There are no dedicated walking or cycling facilities along this roadway; however, an unpaved gravel pathway along the roadway's northern edge provides pedestrian connectivity to the Provincial Park. This pathway is separated from the vehicle lanes by concrete barriers. Further, cyclists are expected to share this roadway with vehicles. Parking and stopping restrictions are present along the entire length of the road.

2.1.3 Development Site Access

The Development Site Access currently connects to the Provincial Park’s diver parking and change house area, which provides a parking lot, as well as a washroom and diver change room facility for use.

2.2 Study Intersections

A summary of intersection controls and active transportation facilities within the study area under 2024 Existing Conditions is provided in **Table 2-1**. The laning configuration and traffic controls at the two study intersections under 2024 Existing Conditions are shown in **Figure 2-1**.

Table 2-1: 2024 Existing Conditions – Intersection Controls, Pedestrian, and Cycling Facilities

| Intersection | Intersection Control | Pedestrian Facility | Cycling Facility |
|---|--|---------------------|--|
| Highway 99 & Provincial Park Access Road | 3-way unsignalized; channelized right-turn lanes to/from Provincial Park Access Road | N/A | Cycling on Highway 99 shoulder permitted |
| Provincial Park Access Road & Development Site Access | 3-way uncontrolled intersection | N/A | Shared lane configuration |

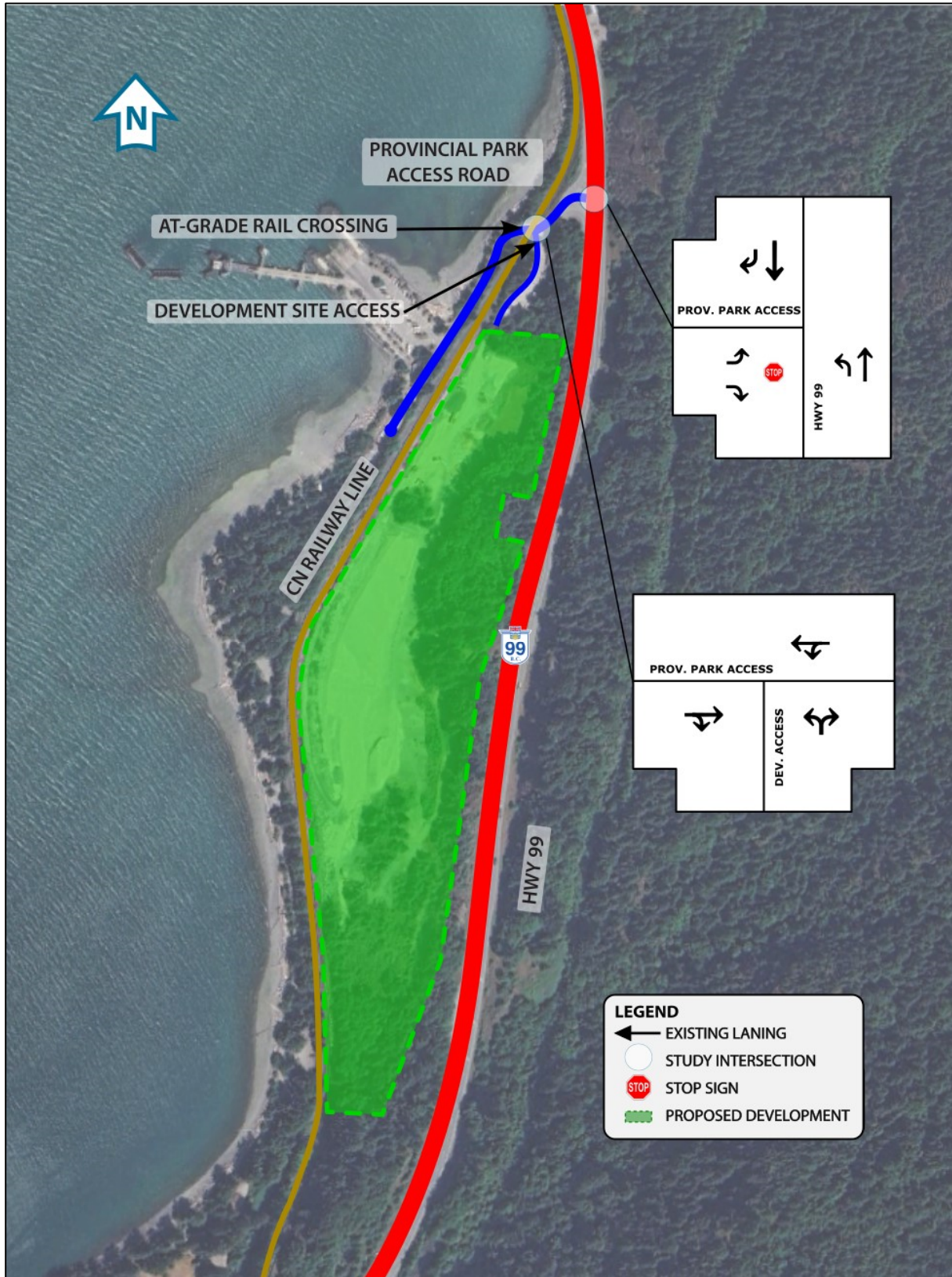


Figure 2-1: 2024 Existing Conditions Laning Configuration and Traffic Controls (Source: Squamish-Lillooet Regional District)

2.3 Railway Facilities

As noted previously, shortly beyond the Provincial Park Access Road and Development Site Access intersection, there is a single-track at-grade railway crossing owned and operated by CN to the west. This railway crossing is part of the Squamish CN subdivision and is equipped with a flashing light and bell system. From a review of Transport Canada's *Grade Crossing Inventory*:

- The regulatory operating speed for trains in the area is 25 miles per hour (approximately 40 kilometres per hour);
- The at-grade crossing sees approximately five (5) trains (passenger and freight); and
- No collisions have been reported at the at-grade crossing over the last five (5) years.

The at-grade crossing is depicted below in **Figure 2-2**.



Figure 2-2: Westbound View of At-Grade Railway Crossing along Provincial Park Access Road (Source: Google Maps)

2.4 Transit Services

A review of BC Transit's system map indicates that there are no transit routes in operation in the vicinity of the proposed development.

2.5 Turning Movement Counts

Binnie commissioned intersection turning movement counts (TMCs) at the study area intersections during the following time periods:

- Friday, July 19, 2024, between 7:00 AM – 9:00 AM (Weekday AM peak period) and 3:00 PM – 6:00 PM (Weekday PM peak period);
- Saturday, July 20, 2024, between 12:00 PM – 2:00 PM (Saturday peak period); and
- Sunday, July 21, 2024, between 12:00 PM – 2:00 PM (Sunday peak period).

Table 2-2 summarizes the peak hours by study area intersection.

Table 2-2: Turning Movement Count Data Summary

| Intersection | Date | Source | Peak Hour | | | |
|---|---|--------|-------------------|-------------------|--------------------|--------------------|
| | | | Weekdays | | Weekends | |
| | | | AM | PM | Saturday | Sunday |
| Highway 99 & Provincial Park Access Road | Friday, July 19, 2024 - Sunday, July 21, 2024 | Binnie | 7:15 AM - 8:15 AM | 3:45 PM - 4:45 PM | 12:00 PM - 1:00 PM | 12:00 PM - 1:00 PM |
| Provincial Park Access Road & Development Site Access | | | 7:45 AM - 8:45 AM | 4:00 PM - 5:00 PM | 12:00 PM - 1:00 PM | 1:00 PM - 2:00 PM |

From the traffic volume data collected, the Saturday and Sunday peak hours were identified to be from 12:00 PM to 1:00 PM across both study area intersections. Conversely, minor variations in the weekday AM and weekday PM peak hours were observed at both study area intersections.

Across the four peak hours, the Sunday peak hour was observed to have the highest traffic volumes along Highway 99, with approximately 2,400 two-way vehicle trips. Furthermore, the largest traffic volumes along the Provincial Park Access Road were observed during the Saturday and Sunday peak hours, with approximately 200 two-way vehicle trips during each peak hour.

It should be noted that traffic volumes during the above-mentioned peak hours for each study intersection were used in this study, despite minor variations in each intersection’s peak hour (e.g., the Sunday peak hours for the two study area intersections vary by one hour). This results in slightly higher overall traffic volumes within the study area, resulting in a conservative analysis.

Summaries of the 2024 Existing Conditions traffic volumes are presented in **Figure 2-3** for the weekday AM and weekday PM peak hours, as well as in **Figure 2-4** for the Saturday and Sunday peak hours. Full turning movement count data is presented in **Appendix B**.

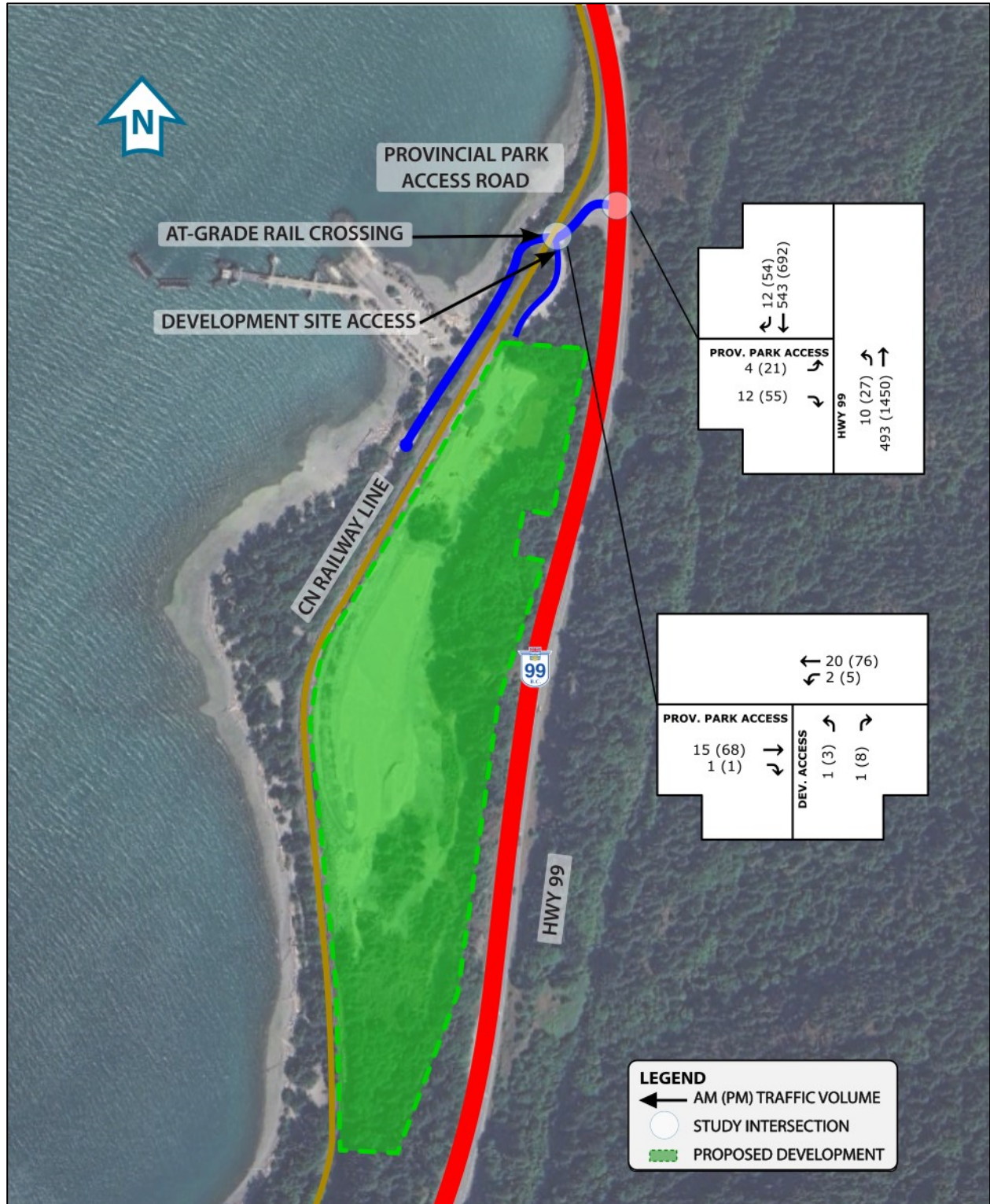


Figure 2-3: 2024 Existing Conditions Peak Hour Traffic Volumes (Weekday Peak Hours)

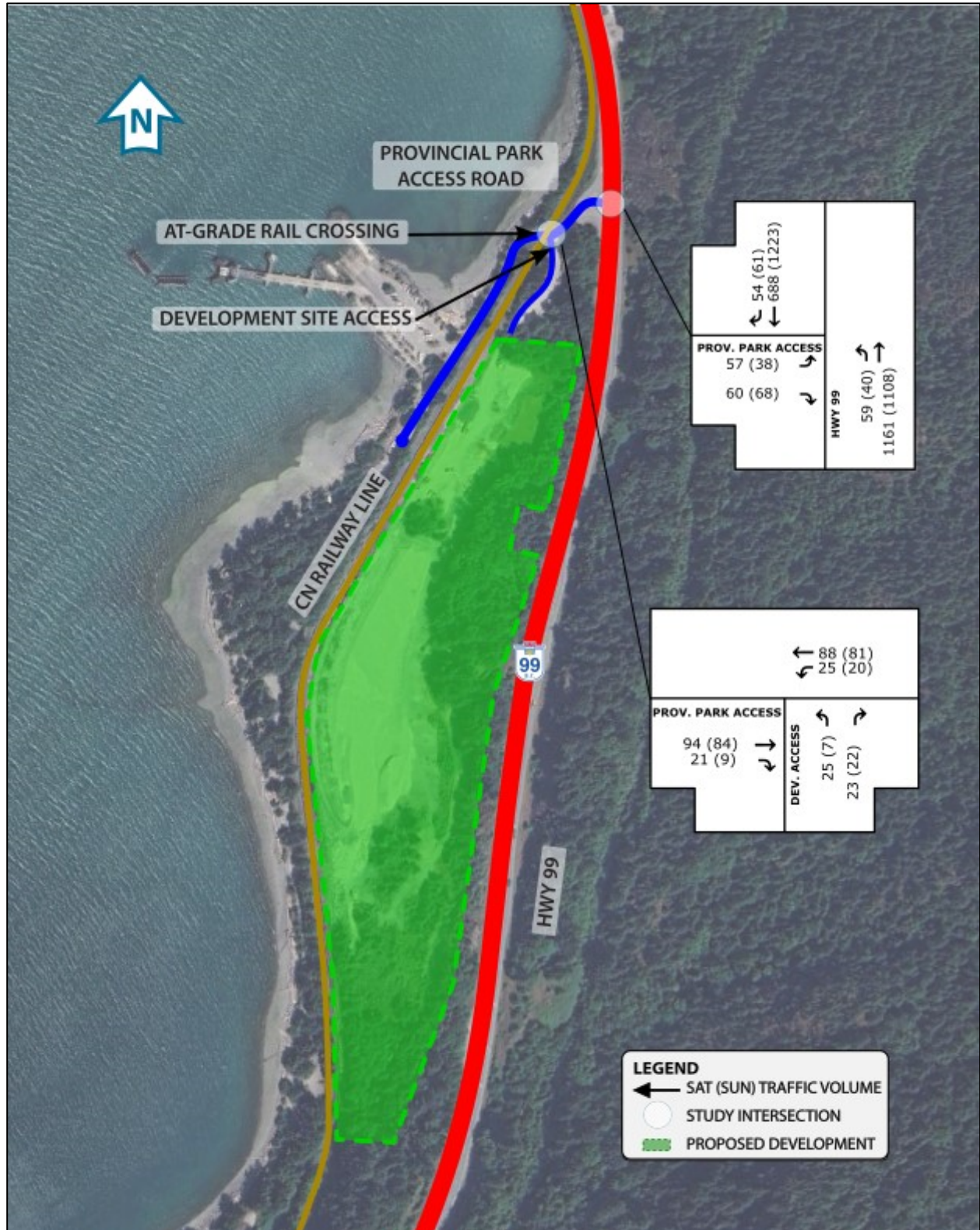


Figure 2-4: 2024 Existing Conditions Peak Hour Traffic Volumes (Weekend Peak Hours)

3 FUTURE CONDITIONS

The future conditions in the study area, as well as a description of the proposed development, are discussed in this section.

3.1 Proposed Development Concept and Phasing

As discussed in **Section 1.1**, the proposed development consists of:

- 68 campsites (42 RV sites, 7 tent/car sites, and 19 walk-in sites); and
- a three-storey building with the following configuration and uses:
 - Ground floor: approximately 575 m² of gross floor area (GFA) for visitor reception/check-in, concession/café, laundry, washrooms and showers, boat storage and rental kiosk, and a maintenance/operations area; and
 - Two floors collectively containing administration/office space and 16 dwelling units for on-site staff and caretaker accommodation.

Vehicular access is proposed via the existing Development Site Access, which currently provides connectivity to the existing diver parking and change house area for Provincial Park visitors. A new two-lane, two-way roadway will be constructed to connect the existing access and facilities with the proposed development.

It is understood that construction of the proposed development will occur in a single phase. The proposed site plan is illustrated in **Figure 3-1**.

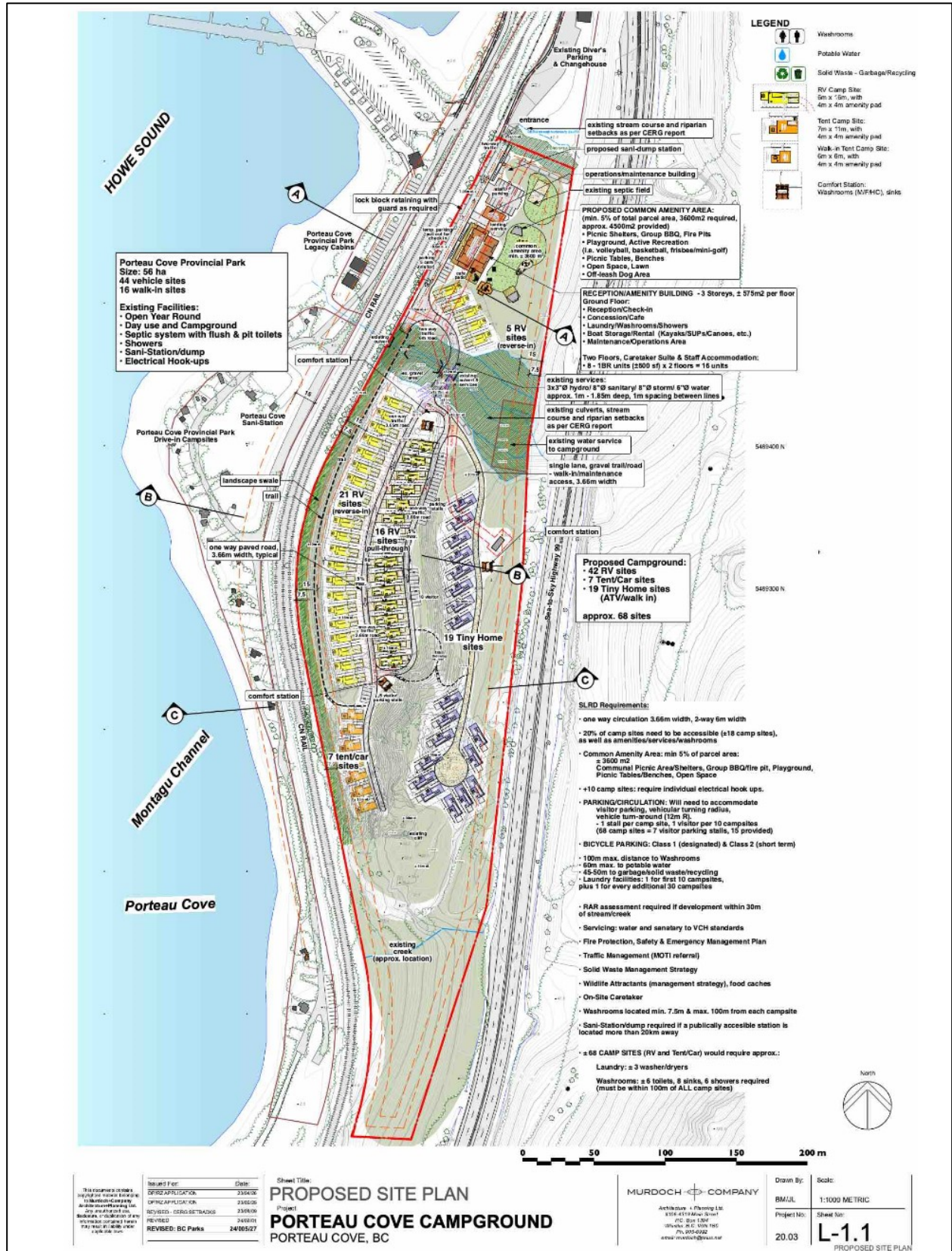


Figure 3-1: Proposed Development Site Plan

3.2 Proposed Development Trip Generation

3.2.1 Trip Generation

Proposed Development

Based on the nature of the proposed development, its location context, and understanding of the anticipated land uses, trip generation information corresponding to land use code (LUC) 416 – Campground/Recreational Vehicle Park from the Institute of Transportation Engineers (ITE) publication *Trip Generation Manual, 11th Edition* (dated September 2021) was initially selected and reviewed. However, upon initial review, it is noted that for LUC 416, trip generation data for weekend periods are limited. However, it is understood that the Friday evening and Sunday mid-day peak periods are generally considered as peak arrival and departure times for campgrounds, respectively.

Despite the absence of reliable trip generation data for campgrounds from the ITE Trip Generation Manual, the Provincial Park was selected as a proxy site for the proposed development. However, based on correspondence with BC Parks, traffic data collection via video surveillance was not permitted. As a result, traffic counts were collected manually at the Provincial Park’s entrance during the study peak periods (see **Section 2.5**) to inform anticipated inbound and outbound trips at the proposed development. **Table 3-1** summarizes the collected data. Full traffic count data for the Provincial Park is presented in **Appendix B**.

Table 3-1: Proxy Site (Porteau Cove Provincial Park) Peak Hour Volumes

| Direction | Observed Peak Hour Volume (Porteau Cove Provincial Park) | | | |
|--------------|---|-----------|-----------|-----------|
| | Weekdays | | Weekends | |
| | AM | PM | Saturday | Sunday |
| Inbound | 0 | 18 | 17 | 18 |
| Outbound | 6 | 9 | 13 | 5 |
| Total | 6 | 27 | 30 | 23 |

The traffic volume data collected at the Provincial Park suggests that peak hours of activity in the area are during the Weekday PM, Saturday, and Sunday peak hours, with between 27 and 30 two-way vehicle trips observed. As the Provincial Park currently consists of 60 campsites, the peak hour volumes summarized in **Table 3-1** were used to determine applicable trip generation rates using a first-principles approach for the proposed development. This is summarized in **Table 3-2**.

Table 3-2: Proxy Site (Porteau Cove Provincial Park) Trip Generation Summary

| Description | Size (X) | Units | Avg. Trip Ends per Unit Size (T/X) | Observed Trip Ends (T) | % In | % Out | Inbound Vehicles | Outbound Vehicles |
|-----------------------------------|----------|-----------|------------------------------------|------------------------|------|-------|------------------|-------------------|
| Weekday AM Peak Hour | | | | | | | | |
| Campsites | 60 | campsites | 0.10 | 6 | 0% | 100% | 0 | 6 |
| Weekday PM Peak Hour | | | | | | | | |
| Campsites | 60 | campsites | 0.45 | 27 | 67% | 33% | 18 | 9 |
| Saturday Mid-Day Peak Hour | | | | | | | | |
| Campsites | 60 | campsites | 0.50 | 30 | 57% | 43% | 17 | 13 |
| Sunday Mid-day Peak Hour | | | | | | | | |
| Campsites | 60 | campsites | 0.38 | 23 | 78% | 22% | 18 | 5 |

Net Trip Generation

As noted in **Section 3.1**, the proposed development will consist of a combination of campsites and a three-storey building for commercial retail, office, and residential purposes.

Trip generation for the proposed development during peak hours is assumed to consist primarily of visitors to the campground. Trips associated with the on-site staff and caretakers are assumed to arrive and depart the proposed development outside of peak hours (arriving before typical hours of operation to set up the site, leaving after operating hours in order to perform closing routines, etc.).

Furthermore, trips associated with the proposed commercial uses (i.e., concession/café) are assumed to be done by patrons/visitors of the proposed campground uses. In other words, the proposed commercial uses are not expected to be an ultimate destination for vehicle trips and all trips to/from the commercial uses are anticipated to be done internally within the proposed development.

Based on these assumptions, trip generation for the proposed development is based exclusively on the proposed campgrounds and no other proposed land uses. The proposed development’s forecast trip generation is summarized in **Table 3-3**.

Table 3-3: Forecast Trip Generation for the Proposed Development

| Description | Size (X) | Units | Avg. Trip Ends per Unit Size | Observed Trip Ends | % In | % Out | Inbound Vehicles | Outbound Vehicles |
|-----------------------------------|----------|-----------|------------------------------|--------------------|------|-------|------------------|-------------------|
| Weekday AM Peak Hour | | | | | | | | |
| Campsites | 68 | campsites | 0.10 | 7 | 0% | 100% | 0 | 7 |
| Weekday PM Peak Hour | | | | | | | | |
| Campsites | 68 | campsites | 0.45 | 31 | 67% | 33% | 21 | 10 |
| Saturday Mid-Day Peak Hour | | | | | | | | |
| Campsites | 68 | campsites | 0.50 | 34 | 57% | 43% | 19 | 15 |
| Sunday Mid-day Peak Hour | | | | | | | | |
| Campsites | 68 | campsites | 0.38 | 26 | 78% | 22% | 20 | 6 |

As per **Table 3-3**, based on the trip generation rates derived from the Provincial Park and the assumptions discussed in this section, the proposed development is expected to generate:

- 7 vehicle trips during the Weekday AM peak hour (0 inbound and 7 outbound);
- 31 vehicle trips during the Weekday PM peak hour (21 inbound and 10 outbound);
- 34 vehicle trips during the Saturday peak hour (19 inbound and 15 outbound); and
- 26 vehicle trips during the Sunday peak hour (20 inbound and 6 outbound).

3.2.2 Trip Distribution and Assignment

The trip distribution and assignment for the proposed development are based on existing traffic patterns observed during TMC data collection (see **Section 2.5**). The trip distribution patterns for site-generated traffic during all study peak hours are summarized in **Table 3-4**.

Table 3-4: Proposed Development Trip Distribution by Peak Hour and Direction

| Peak Hour | Direction | | | | | |
|------------|------------------------------|------------------------------|-------|------------------------------|------------------------------|-------|
| | Inbound (From) | | | Outbound (To) | | |
| | North (Squamish/Whistler) | South (Greater Vancouver) | Total | North (Squamish/Whistler) | South (Greater Vancouver) | Total |
| Weekday AM | 52% | 48% | 100% | 25% | 75% | 100% |
| Weekday PM | 63% | 37% | 100% | 33% | 67% | 100% |
| Saturday | 48% | 52% | 100% | 49% | 51% | 100% |
| Sunday | 53% | 47% | 100% | 44% | 56% | 100% |

The proposed development’s forecast trip generation is summarized in **Figure 3-2** for the Weekday peak hours, and **Figure 3-3** for the Weekend peak hours.

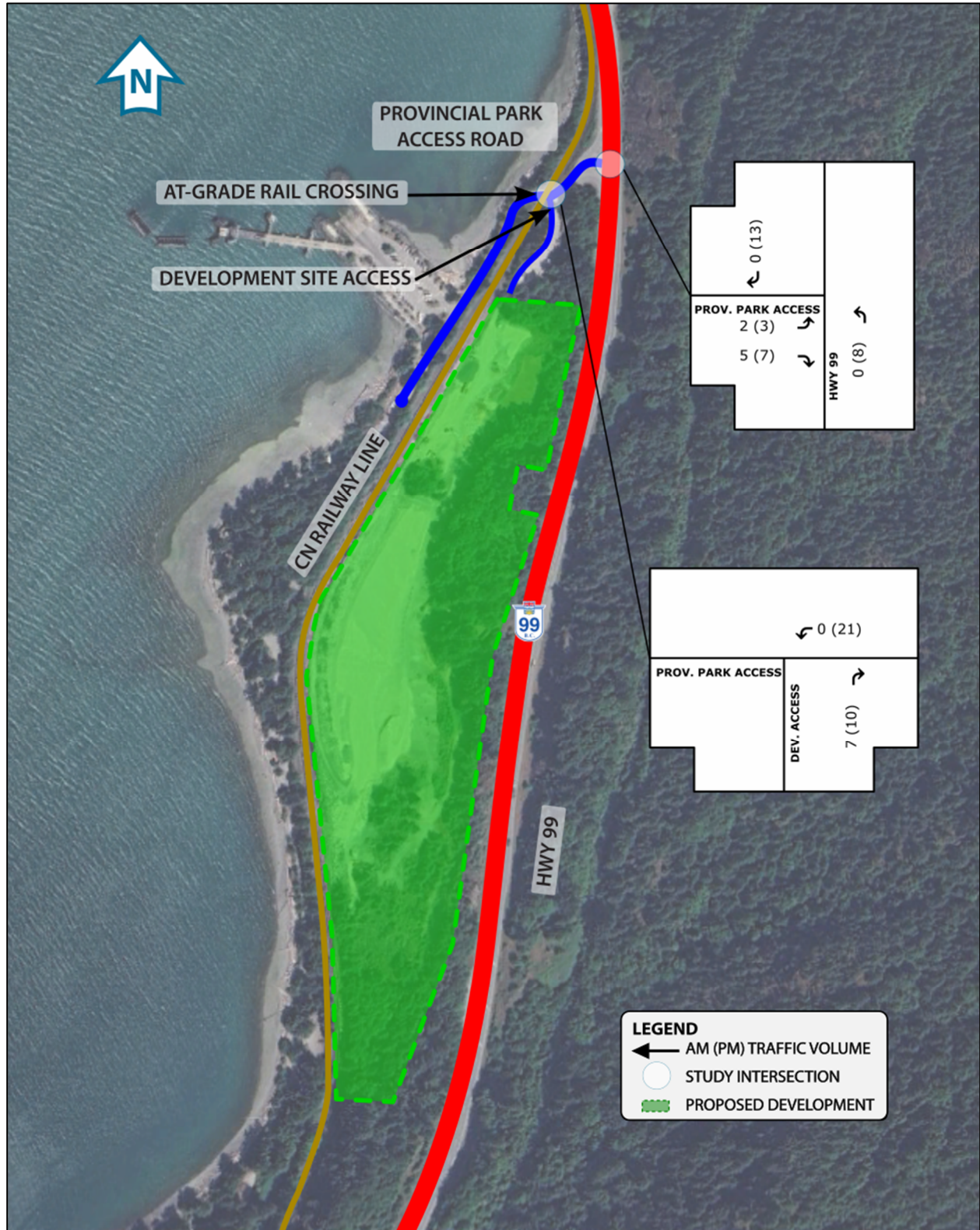


Figure 3-2: Proposed Development Traffic Volumes (Weekday Peak Hours)

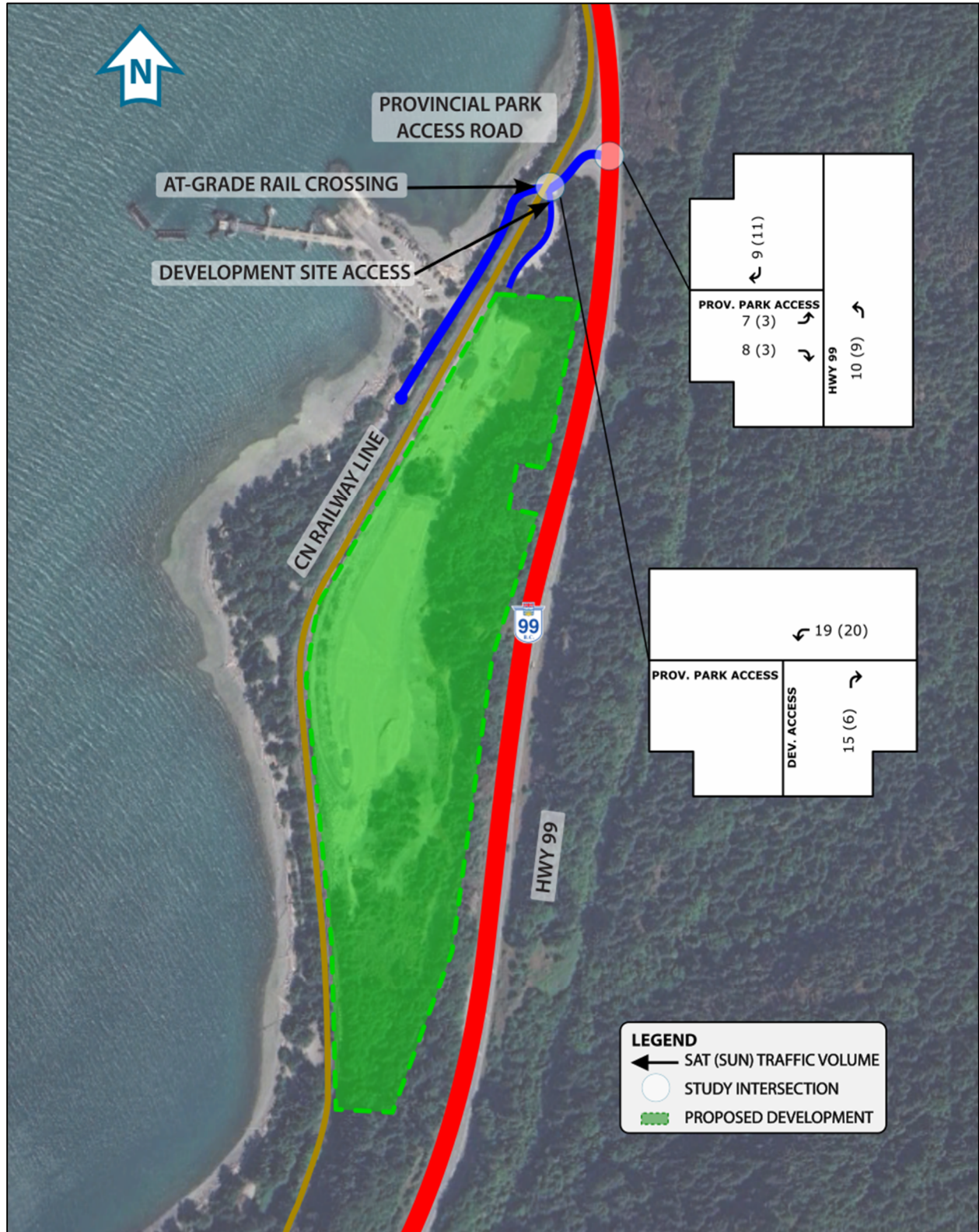


Figure 3-3: Proposed Development Traffic Volumes (Weekend Peak Hours)

4 TRAFFIC OPERATIONS ANALYSIS

4.1 Study Approach and Methodology

The traffic operation analysis in this report was performed using the Synchro/SimTraffic software suite, which is generally based on the Highway Capacity Manual (HCM) methodologies. The traffic operations for each scenario were evaluated to estimate the volume-to-capacity (v/c) ratio, delay, level-of-service (LOS), and 95th percentile queue length at the study intersections.

When reviewing the traffic analysis results, a v/c ratio at or above 1.00 indicates that traffic volumes exceed the intersection capacity. Delay, in terms of seconds, represents the wait time experienced by a driver on the approach to the intersection. LOS is a grading system for intersection operation based on the calculated delay as per the criteria shown in **Table 4-1** for unsignalized intersections. LOS A means that the intersection experiences little to no delay whereas a LOS F indicates significant delay is present.

Table 4-1: HCM LOS Criteria for Unsignalized Intersections

| Level of Service | Average Control Delay (s/veh) |
|------------------|-------------------------------|
| A | 0-10 |
| B | >10-15 |
| C | >15-25 |
| D | >25-35 |
| E | >35-50 |
| F | >80 |

Based on the guidance provided in the MOTI document **Planning and Designing Access to Developments** (March 2010) document, it is noted that *“the road authority will define the minimum LOS required for each movement type (through or turning), and by approach if required.”* However, based on the Terms of Reference (TOR) document developed by Binnie and issued to the District on April 26, 2024, the following operational thresholds have been defined for this study:

- LOS D or better for the overall intersection and individual turning movements;
- v/c ratio of 0.85 or lower for the overall intersection and individual turning movements; and
- 95th percentile queue lengths impacting adjacent intersections or accesses.

4.1.1 Horizon Years

As per the TOR, the following years have been selected for analysis purposes:

- 2024 Existing Conditions traffic;
- 2027 (consistent with the Anticipated Opening Day of the proposed development); and
- 2037 (consistent with ten years after the Anticipated Opening Day).

These horizon years are consistent with the guidance prescribed in the BC MOTI **Planning and Designing Access to Developments** (March 2010) document.

4.1.2 Growth Rate

Based on the TOR developed by Binnie and approved by MOTI on April 24, 2024, an annual traffic growth rate of 2.0% was applied to all volumes within the study area intersections. This level of growth represents absolute increases in traffic volumes of approximately 6.12% from 2024 to 2027 and 29.36% from 2024 to 2037.

4.2 2024 Existing Conditions Analysis

Using the 2024 Existing Conditions volumes described in **Section 2.5 (Figure 2-3)**, the 2024 Existing Conditions traffic operation analysis is summarized in **Table 4-2** and **Table 4-3** for the Weekday and Weekend peak hours, respectively.

Table 4-2: 2024 Existing Conditions Traffic Operations (Weekday Peak Hours)

| Intersection | Turning Movement | Weekday AM Peak Hour | | | | Weekday PM Peak Hour | | | |
|---|------------------|----------------------|-----------|-----------|-----------|----------------------|-----------|-----------|-----------|
| | | LOS | Delay (s) | V/C Ratio | 95% Q (m) | LOS | Delay (s) | V/C Ratio | 95% Q (m) |
| Hwy 99 / Prov. Park Access Rd (Unsignalized) | EBL | B | 13.0 | 0.01 | 0.2 | C | 16.4 | 0.07 | 1.7 |
| | EBR | A | 8.4 | 0.01 | 0.3 | A | 8.5 | 0.06 | 1.3 |
| | NBL | A | 8.7 | 0.01 | 0.3 | A | 9.3 | 0.03 | 0.8 |
| | NBT | A | - | 0.32 | - | A | - | 0.93 | - |
| | SBT | A | - | 0.35 | - | A | - | 0.44 | - |
| | SBR | A | - | 0.01 | - | A | - | 0.03 | - |
| | Int. LOS | A | | | | A | | | |
| Dev. Access / Prov. Park Access Rd (Unsignalized) | EBT/R | A | - | 0.01 | - | A | - | 0.04 | - |
| | WBL/T | A | 7.3 | 0.01 | - | A | 7.4 | 0.05 | 0.1 |
| | NBL/R | A | 8.6 | 0.00 | - | A | 8.9 | 0.01 | 0.3 |
| | Int. LOS | A | | | | A | | | |

Table 4-3: 2024 Existing Conditions Traffic Operations (Weekend Peak Hours)

| Intersection | Turning Movement | Saturday Peak Hour | | | | Sunday Peak Hour | | | |
|---|------------------|--------------------|-----------|-----------|-----------|------------------|-----------|-----------|-----------|
| | | LOS | Delay (s) | V/C Ratio | 95% Q (m) | LOS | Delay (s) | V/C Ratio | 95% Q (m) |
| Hwy 99 / Prov. Park Access Rd (Unsignalized) | EBL | C | 20.4 | 0.21 | 5.9 | E | 41.4 | 0.30 | 8.7 |
| | EBR | A | 8.5 | 0.06 | 1.5 | A | 8.6 | 0.07 | 1.7 |
| | NBL | A | 9.5 | 0.07 | 1.8 | B | 12.6 | 0.08 | 2.0 |
| | NBT | A | - | 0.74 | - | A | - | 0.71 | - |
| | SBT | A | - | 0.44 | - | A | - | 0.78 | - |
| | SBR | A | - | 0.03 | - | A | - | 0.04 | - |
| | Int. LOS | A | | | | A | | | |
| Dev. Access / Prov. Park Access Rd (Unsignalized) | EBT/R | A | - | 0.07 | - | A | - | 0.06 | - |
| | WBL/T | A | 7.5 | 0.06 | 0.4 | A | 7.5 | 0.05 | 0.3 |
| | NBL/R | A | 9.8 | 0.06 | 1.6 | A | 9.2 | 0.04 | 0.8 |
| | Int. LOS | A | | | | A | | | |

As shown in **Table 4-2** and **Table 4-3**, overall operations at the two unsignalized study area intersections were found to perform within critical capacity thresholds (i.e., LOS A) during all peak hours. In terms of individual movements, the following constraints are observed:

- the v/c ratio for the northbound through movement at the Highway 99 and Provincial Park Access Road intersection during the Weekday PM peak hour (0.93) was found to exceed the critical operational threshold of 0.85, and
- average delays for eastbound left-turning vehicles at the Highway 99 and Provincial Park Access Road intersection during the Sunday peak hour (41.4 seconds per vehicle) were found to meet the conditions for LOS E, which exceeds the minimum operational threshold of LOS D.

4.3 Background Traffic Conditions Analysis

The following sections discuss future traffic conditions accounting for other development-related traffic in the study area and background traffic growth without the proposed development.

4.3.1 2027 Future Background Conditions

New vehicle trips resulting from background traffic growth up to the 2027 horizon year (**Section 4.1.2**) have been added to the 2024 Existing Conditions volumes, producing the 2027 Future Background Conditions volumes, presented in **Figure 4-1** and **Figure 4-2** for the Weekday and Weekend peak hours, respectively.

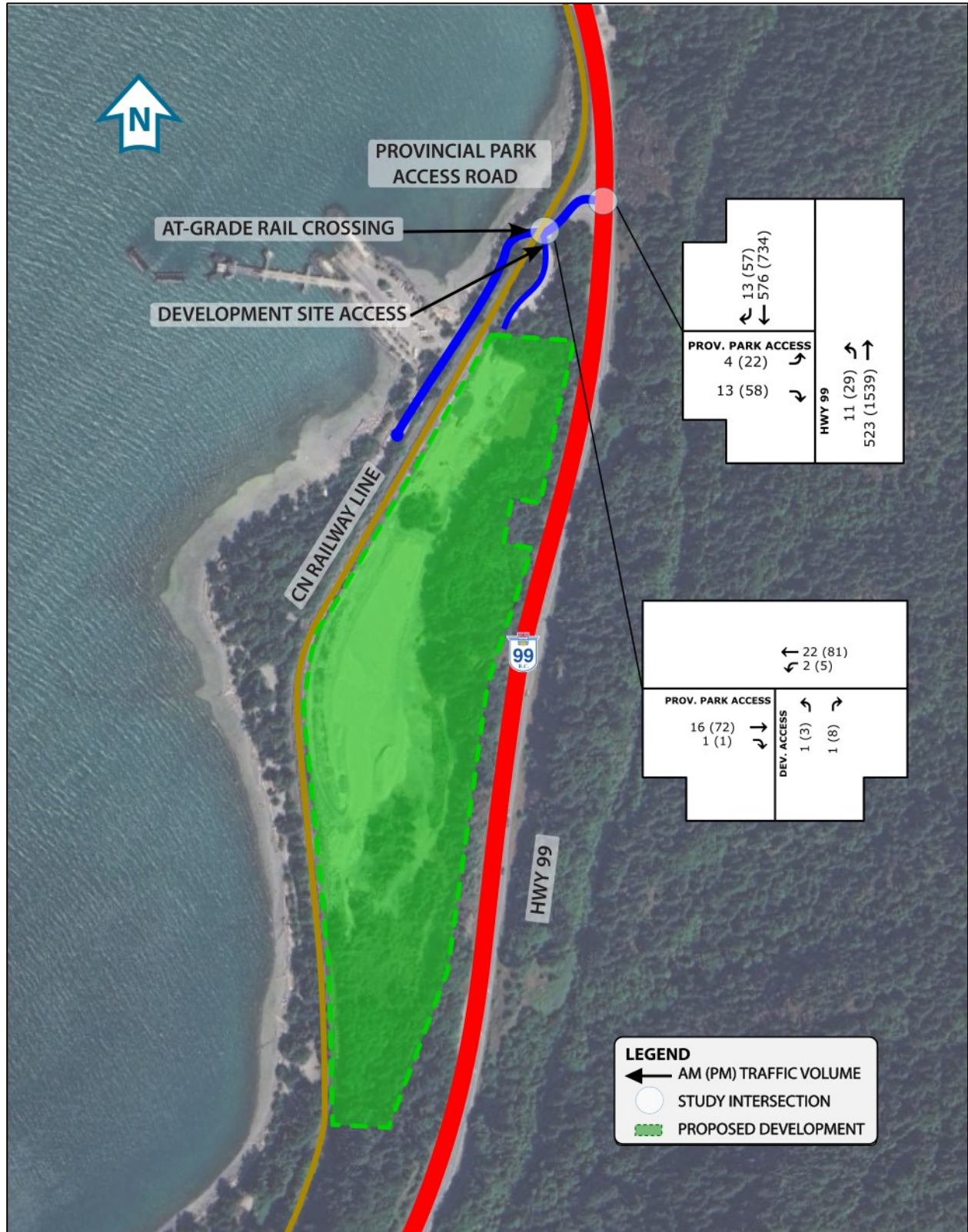


Figure 4-1: 2027 Future Background Conditions Traffic Volumes (Weekday Peak Hours)

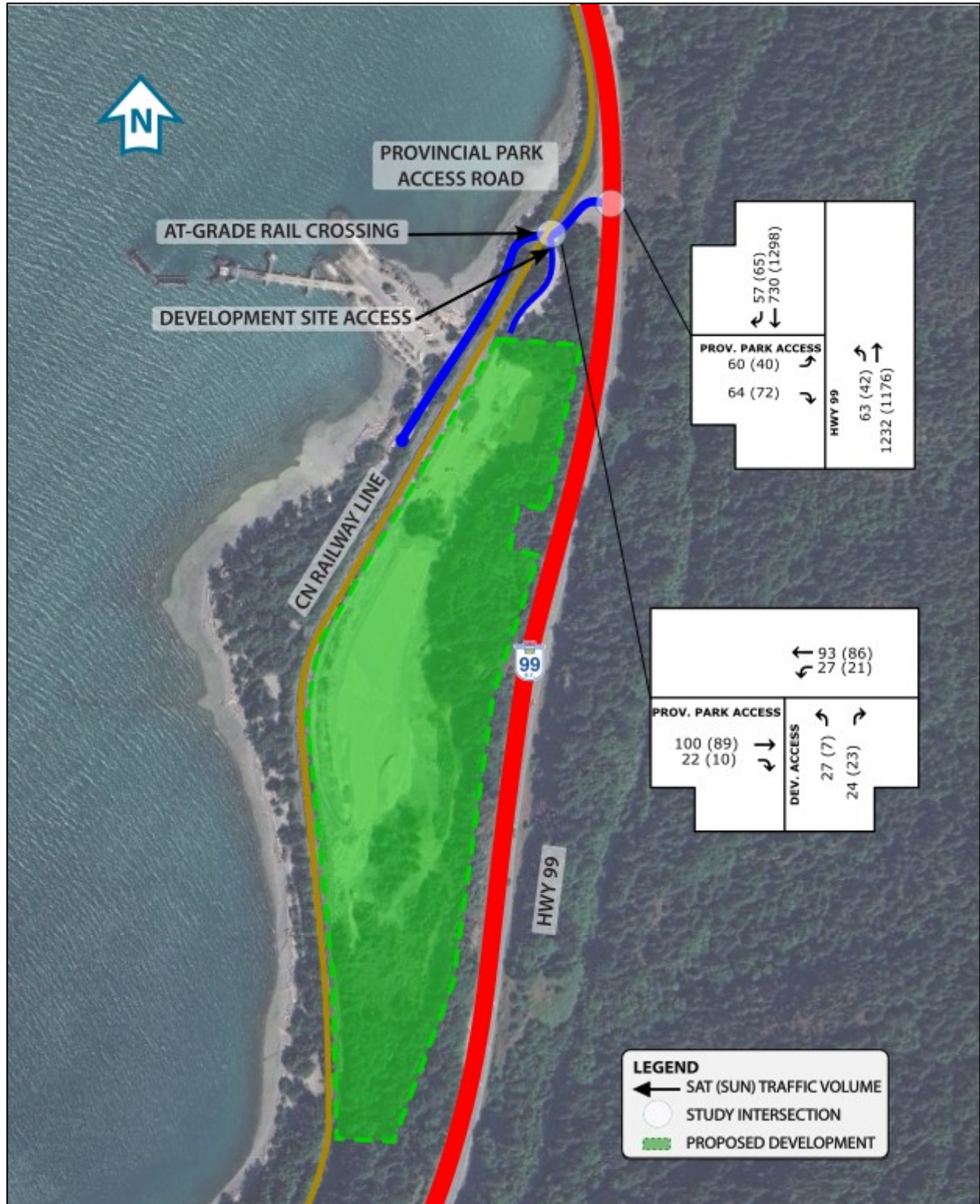


Figure 4-2: 2027 Future Background Conditions Traffic Volumes (Weekend Peak Hours)

The results of the 2027 Future Background Conditions traffic analysis for the study area intersections during the analysis peak hours are presented in **Table 4-4** (for the Weekday peak hours) and **Table 4-5** (for the Weekend peak hours).

Table 4-4: 2027 Future Background Conditions Traffic Operations (Weekday Peak Hours)

| Intersection | Turning Movement | AM Peak Hour | | | | PM Peak Hour | | | |
|---|------------------|--------------|-----------|-----------|-----------|--------------|-----------|-----------|-----------|
| | | LOS | Delay (s) | V/C Ratio | 95% Q (m) | LOS | Delay (s) | V/C Ratio | 95% Q (m) |
| Hwy 99 / Prov. Park Access Rd (Unsignalized) | EBL | B | 13.5 | 0.01 | 0.2 | C | 17.5 | 0.08 | 1.9 |
| | EBR | A | 8.4 | 0.01 | 0.3 | A | 8.5 | 0.06 | 1.4 |
| | NBL | A | 8.8 | 0.01 | 0.3 | A | 9.5 | 0.04 | 0.9 |
| | NBT | A | - | 0.33 | - | A | - | 0.98 | - |
| | SBT | A | - | 0.37 | - | A | - | 0.47 | - |
| | SBR | A | - | 0.01 | - | A | - | 0.04 | - |
| | Int. LOS | A | | | | A | | | |
| Dev. Access / Prov. Park Access Rd (Unsignalized) | EBT/R | A | - | 0.01 | - | A | - | 0.05 | - |
| | WBL/T | A | 7.3 | 0.01 | - | A | 7.4 | 0.05 | 0.1 |
| | NBL/R | A | 8.6 | 0.00 | - | A | 8.9 | 0.01 | 0.3 |
| | Int. LOS | A | | | | A | | | |

Table 4-5: 2027 Future Background Conditions Traffic Operations (Weekend Peak Hours)

| Intersection | Turning Movement | Saturday Peak Hour | | | | Sunday Peak Hour | | | |
|---|------------------|--------------------|-----------|-----------|-----------|------------------|-----------|-----------|-----------|
| | | LOS | Delay (s) | V/C Ratio | 95% Q (m) | LOS | Delay (s) | V/C Ratio | 95% Q (m) |
| Hwy 99 / Prov. Park Access Rd (Unsignalized) | EBL | C | 22.3 | 0.24 | 6.9 | F | 50.3 | 0.36 | 10.9 |
| | EBR | A | 8.5 | 0.06 | 1.6 | A | 8.6 | 0.07 | 1.8 |
| | NBL | A | 9.7 | 0.08 | 2.0 | B | 13.2 | 0.10 | 2.4 |
| | NBT | A | - | 0.79 | - | A | - | 0.75 | - |
| | SBT | A | - | 0.47 | - | A | - | 0.83 | - |
| | SBR | A | - | 0.04 | - | A | - | 0.04 | - |
| | Int. LOS | A | | | | A | | | |
| Dev. Access / Prov. Park Access Rd (Unsignalized) | EBT/R | A | - | 0.08 | - | A | - | 0.06 | - |
| | WBL/T | A | 7.5 | 0.06 | 0.5 | A | 7.5 | 0.05 | 0.4 |
| | NBL/R | A | 9.9 | 0.07 | 1.7 | A | 9.2 | 0.04 | 0.9 |
| | Int. LOS | A | | | | A | | | |

As shown in **Table 4-4** and **Table 4-5**, overall intersection operations within the study area are expected to remain largely consistent with 2024 Existing Conditions during all peak hours (i.e., all intersections are expected to operate with a LOS A overall).

Regarding individual movements, no new critical operations are expected. The addition of background traffic growth to the study is anticipated to slightly exacerbate the operational constraints noted previously under 2024 Existing Conditions, namely:

- the v/c ratio for the northbound through movement at the Highway 99 and Provincial Park Access Road during the Weekday PM peak hour is expected to approach capacity (0.98); and
- average vehicle delays for the eastbound left-turn movement at the Highway 99 and Provincial Park Access Road intersection during the Sunday peak hour (approximately 50 seconds per vehicle) are expected to trigger a LOS F.

4.3.2 2037 Future Background Conditions

The new vehicle trips resulting from background traffic growth up to the 2037 horizon year (**Section 4.1.2**) have been added to the 2024 Existing Conditions volumes, producing the 2037 Future Background Conditions volumes, presented in **Figure 4-3** and **Figure 4-4** for the Weekday and Weekend peak hours, respectively.

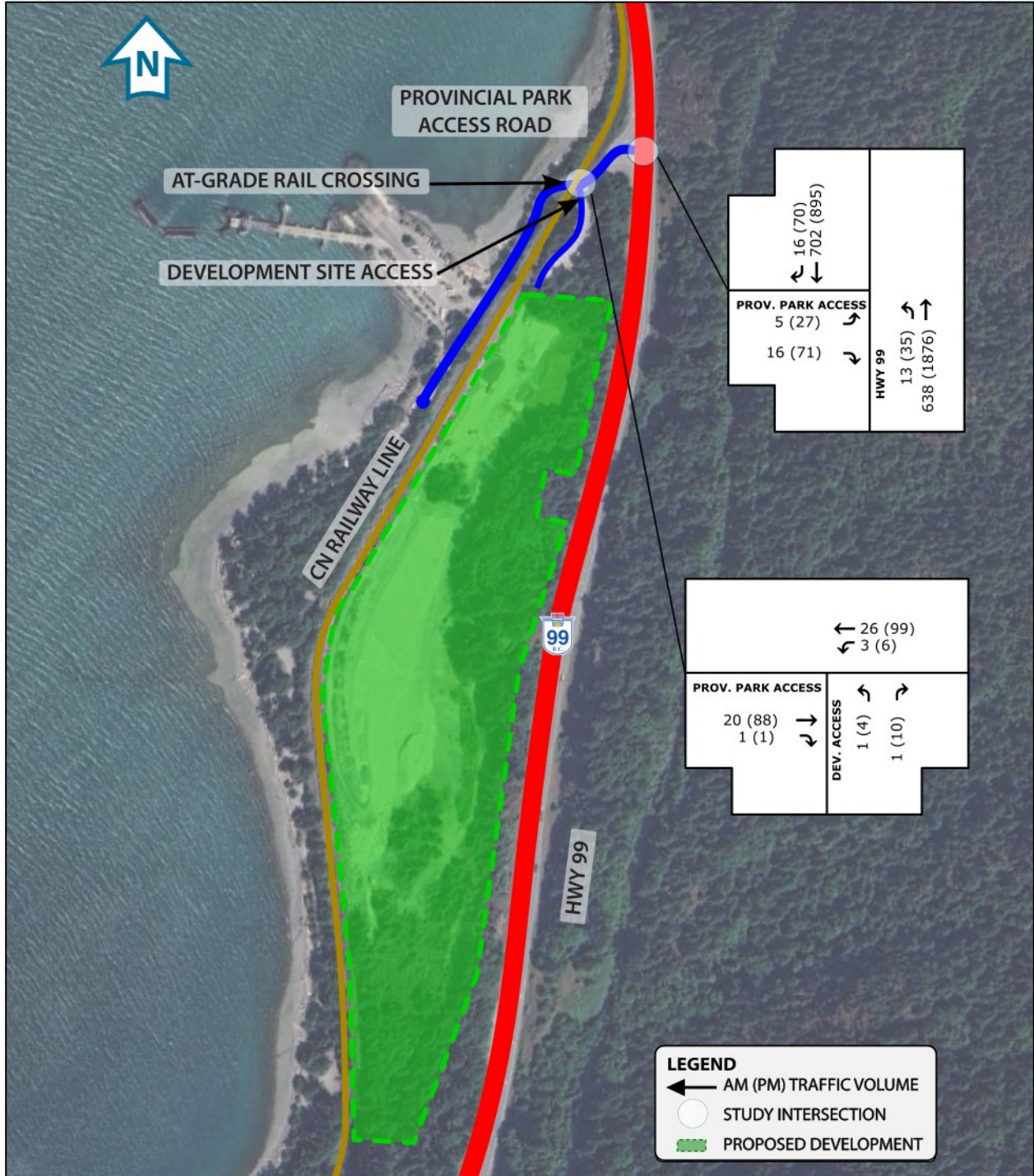


Figure 4-3: 2037 Future Background Conditions Traffic Volumes (Weekday Peak Hours)

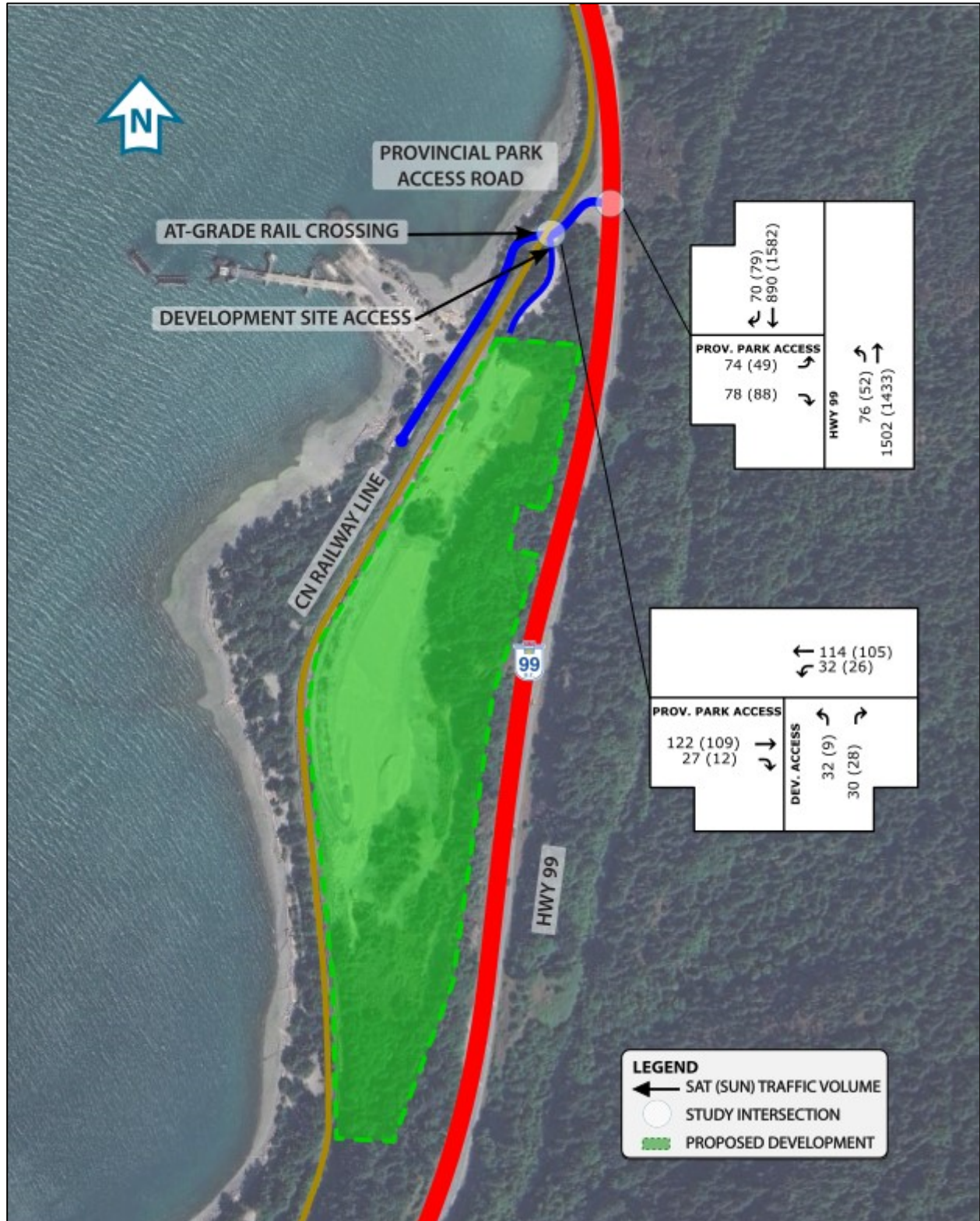


Figure 4-4: 2037 Future Background Conditions Traffic Volumes (Weekend Peak Hours)

The results of the 2037 Future Background Conditions traffic analysis for the study area intersections during the analysis peak hours are presented in **Table 4-6** (for the Weekday peak hours) and **Table 4-7** (for the Weekend peak hours).

Table 4-6: 2037 Future Background Conditions Traffic Operations (Weekdays)

| Intersection | Turning Movement | AM Peak Hour | | | | PM Peak Hour | | | |
|---|------------------|--------------|-----------|-----------|-----------|--------------|-----------|-----------|-----------|
| | | LOS | Delay (s) | V/C Ratio | 95% Q (m) | LOS | Delay (s) | V/C Ratio | 95% Q (m) |
| Hwy 99 / Prov. Park Access Rd (Unsignalized) | EBL | C | 15.4 | 0.01 | 0.3 | C | 22.2 | 0.12 | 3.1 |
| | EBR | A | 8.4 | 0.02 | 0.4 | A | 8.6 | 0.07 | 1.7 |
| | NBL | A | 9.3 | 0.02 | 0.4 | B | 10.4 | 0.05 | 1.3 |
| | NBT | A | - | 0.41 | - | A | - | 1.20 | - |
| | SBT | A | - | 0.45 | - | A | - | 0.57 | - |
| | SBR | A | - | 0.01 | - | A | - | 0.04 | - |
| | Int. LOS | A | | | | A | | | |
| Dev. Access / Prov. Park Access Rd (Unsignalized) | EBT/R | A | - | 0.01 | - | A | - | 0.06 | - |
| | WBL/T | A | 7.3 | 0.02 | - | A | 7.4 | 0.06 | 0.1 |
| | NBL/R | A | 8.6 | 0.00 | - | A | 9.1 | 0.02 | 0.4 |
| | Int. LOS | A | | | | A | | | |

Table 4-7: 2037 Future Background Conditions Traffic Operations (Weekends)

| Intersection | Turning Movement | Saturday Peak Hour | | | | Sunday Peak Hour | | | |
|---|------------------|--------------------|-----------|-----------|-----------|------------------|-----------|-----------|-----------|
| | | LOS | Delay (s) | V/C Ratio | 95% Q (m) | LOS | Delay (s) | V/C Ratio | 95% Q (m) |
| Hwy 99 / Prov. Park Access Rd (Unsignalized) | EBL | D | 34.9 | 0.40 | 13.7 | F | 142.5 | 0.75 | 26.5 |
| | EBR | A | 8.6 | 0.08 | 1.9 | A | 8.6 | 0.09 | 2.2 |
| | NBL | B | 10.7 | 0.12 | 3.0 | C | 16.6 | 0.16 | 4.1 |
| | NBT | A | - | 0.96 | - | A | - | 0.92 | - |
| | SBT | A | - | 0.57 | - | A | - | 1.01 | - |
| | SBR | A | - | 0.04 | - | A | - | 0.05 | - |
| | Int. LOS | A | | | | B | | | |
| Dev. Access / Prov. Park Access Rd (Unsignalized) | EBT/R | A | - | 0.10 | - | A | - | 0.08 | - |
| | WBL/T | A | 7.6 | 0.07 | 0.6 | A | 7.5 | 0.07 | 0.4 |
| | NBL/R | B | 10.3 | 0.09 | 2.3 | A | 9.4 | 0.05 | 1.1 |
| | Int. LOS | A | | | | A | | | |

As shown in **Table 4-6** and **Table 4-7**, the majority of overall intersection operations at both study area intersections are expected to remain largely consistent with those from 2027 Future Background Conditions. One anticipated notable change is the decrease in LOS from A to B during the Sunday peak hour.

The identified operations exceeding critical capacity thresholds that were previously noted under the 2027 Future Background Conditions scenario are expected to be exacerbated through additional background traffic growth to 2037; namely:

- The v/c ratio for the northbound through movement at the Highway 99 and Provincial Park Access Road during the Weekday PM peak hour is expected to exceed capacity (1.20),
- A LOS F is expected for the eastbound left-turn movement at the Highway 99 and Provincial Park Access Road during the Sunday peak hour, as average vehicle delays are expected to be over two minutes; and

The greatest 95th percentile queue length for the eastbound left-turn movement is anticipated to grow to approximately 27 metres and would occur during the Sunday peak hour; however, given that the distance between the Development Site Access and Highway 99 is approximately 47 metres, this peak condition queue length is expected to be accommodated by the existing roadway geometry along the Provincial Park Access Road. Potential impacts to study area intersections and the existing at-grade railway crossing are further examined in **Section 4.5**.

In addition to the above, the following new operations exceeding critical operational thresholds are expected during the 2037 horizon year.

- The v/c ratios for the northbound through movement at the Highway 99 and Provincial Park Access Road during the Saturday and Sunday peak hours are expected to approach capacity (0.96 and 0.92, respectively); and
- The v/c ratio for the southbound through movement at the Highway 99 and Provincial Park Access Road during the Sunday peak hour (1.01) is expected to exceed capacity.

4.4 Combined Traffic Conditions Analysis

The following sections discuss the impact of the proposed development on future background traffic conditions for the study horizon years.

4.4.1 2027 Future Combined Conditions

The anticipated new trips resulting from the proposed development (**Figure 3-2** and **Figure 3-3**) were added to the 2027 Future Background Conditions volumes (**Figure 4-1** and **Figure 4-2**), producing the 2027 Future Combined Conditions traffic volumes, illustrated in **Figure 4-5** and **Figure 4-6**.

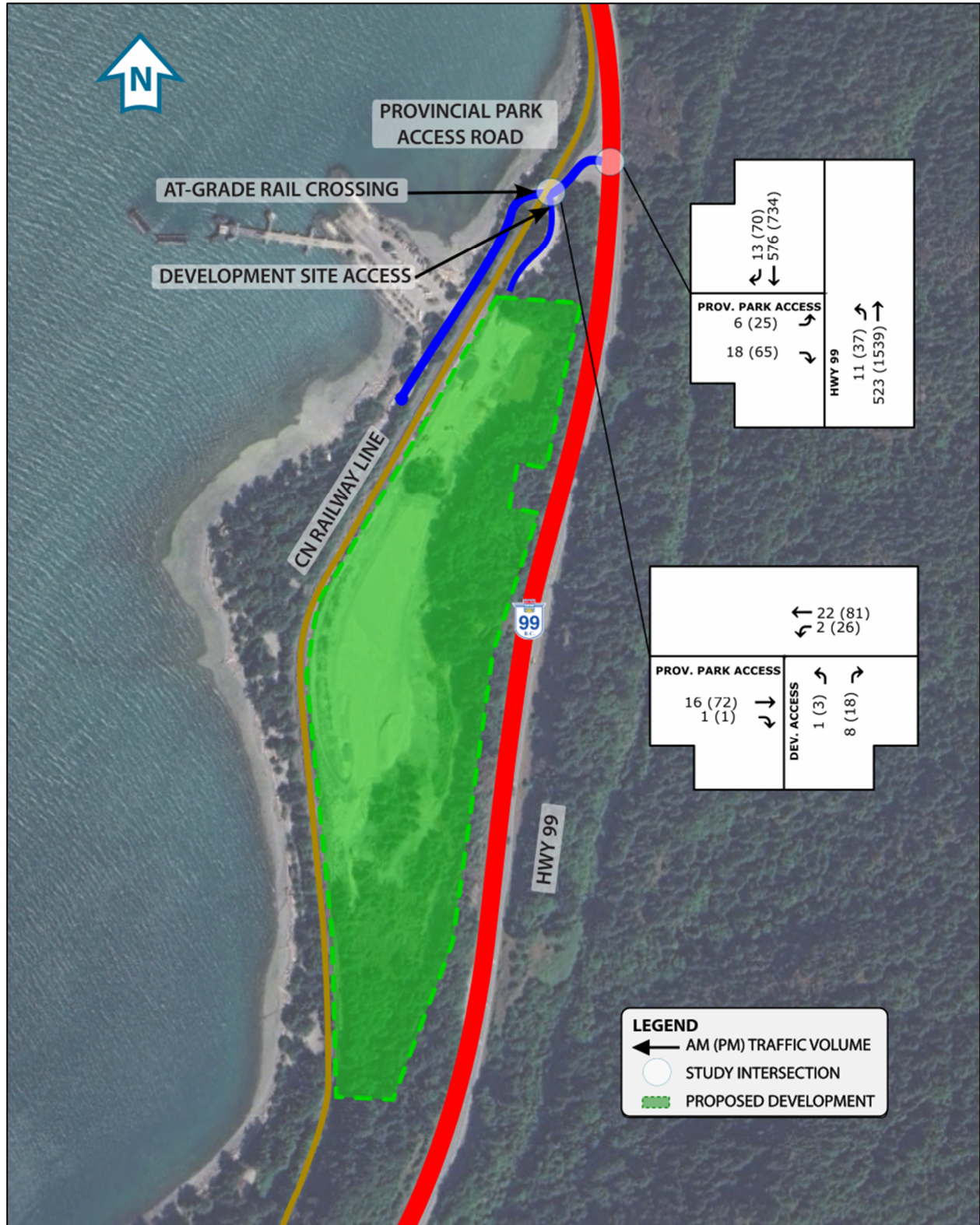


Figure 4-5: 2027 Future Combined Conditions Traffic Volumes (Weekday Peak Hours)

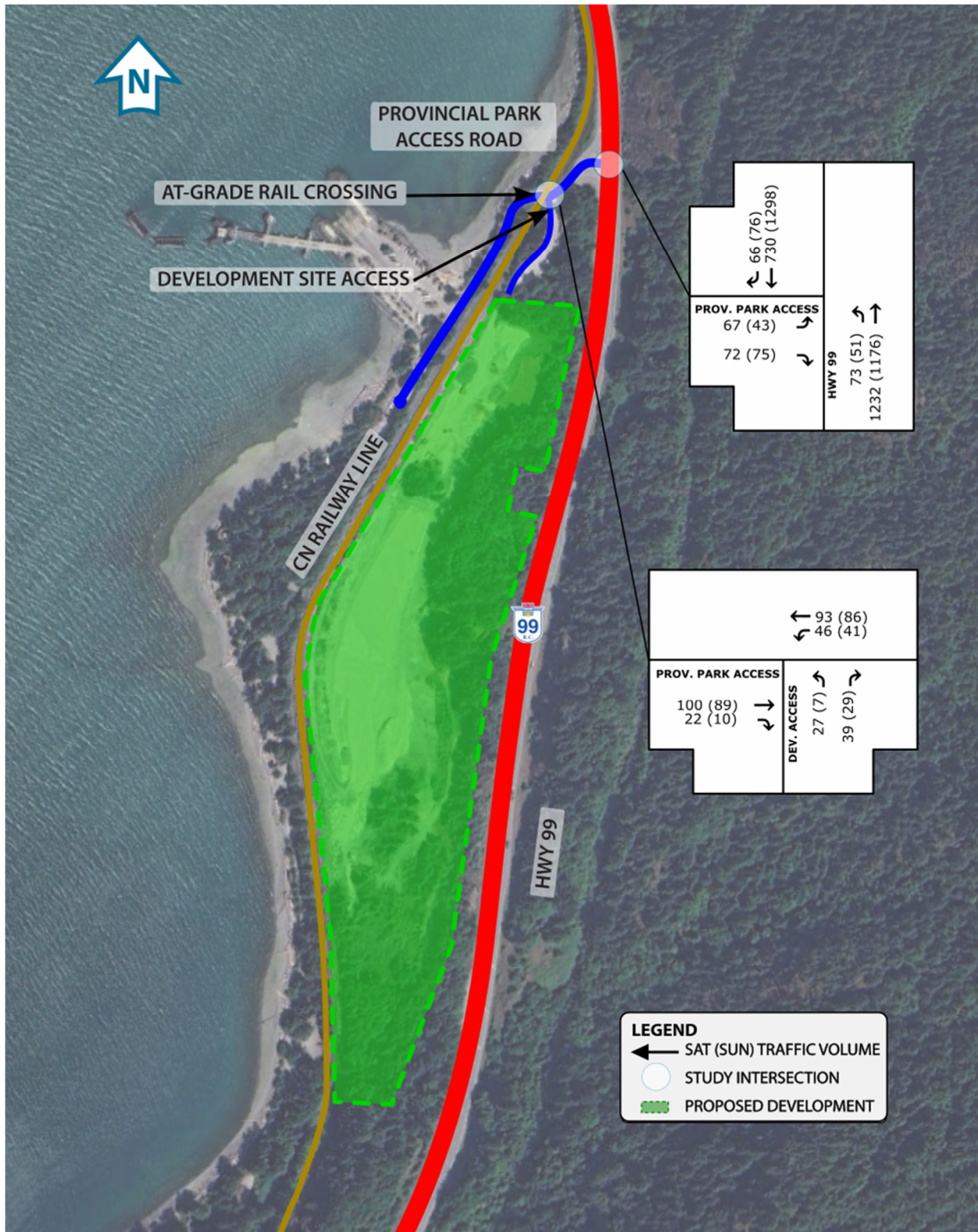


Figure 4-6: 2027 Future Combined Conditions Traffic Volumes (Weekend Peak Hours)

Using the volumes illustrated in **Figure 4-5** and **Figure 4-6**, traffic operations analysis was conducted to determine future intersection performance with the impact of the proposed development. The results of the 2027 Future Combined Conditions scenario are presented in **Table 4-8** and **Table 4-9** for the Weekday and Weekend peak hours, respectively.

Table 4-8: 2027 Future Combined Conditions Traffic Operations (Weekday Peak Hours)

| Intersection | Turning Movement | AM Peak Hour | | | | PM Peak Hour | | | |
|---|------------------|--------------|-----------|-----------|-----------|--------------|-----------|-----------|-----------|
| | | LOS | Delay (s) | V/C Ratio | 95% Q (m) | LOS | Delay (s) | V/C Ratio | 95% Q (m) |
| Hwy 99 / Prov. Park Access Rd (Unsignalized) | EBL | B | 13.5 | 0.02 | 0.4 | C | 18.0 | 0.09 | 2.2 |
| | EBR | A | 8.4 | 0.02 | 0.4 | A | 8.6 | 0.07 | 1.6 |
| | NBL | A | 8.8 | 0.01 | 0.3 | A | 9.6 | 0.05 | 1.2 |
| | NBT | A | - | 0.33 | - | A | - | 0.98 | - |
| | SBT | A | - | 0.37 | - | A | - | 0.47 | - |
| | SBR | A | - | 0.01 | - | A | - | 0.04 | - |
| | Int. LOS | A | | | | A | | | |
| Dev. Access / Prov. Park Access Rd (Unsignalized) | EBT/R | A | - | 0.01 | - | A | - | 0.05 | - |
| | WBL/T | A | - | 0.01 | - | A | - | 0.05 | - |
| | NBL/R | A | 8.5 | 0.01 | 0.2 | A | 8.9 | 0.02 | 0.6 |
| | Int. LOS | A | | | | A | | | |

Table 4-9: 2027 Future Combined Conditions Traffic Operations (Weekend Peak Hours)

| Intersection | Turning Movement | Saturday Peak Hour | | | | Sunday Peak Hour | | | |
|---|------------------|--------------------|-----------|-----------|-----------|------------------|-----------|-----------|-----------|
| | | LOS | Delay (s) | V/C Ratio | 95% Q (m) | LOS | Delay (s) | V/C Ratio | 95% Q (m) |
| Hwy 99 / Prov. Park Access Rd (Unsignalized) | EBL | C | 24.1 | 0.28 | 8.5 | F | 56.0 | 0.41 | 13.0 |
| | EBR | A | 8.6 | 0.07 | 1.8 | A | 8.6 | 0.08 | 1.9 |
| | NBL | A | 9.8 | 0.10 | 2.4 | B | 13.4 | 0.11 | 2.9 |
| | NBT | A | - | 0.79 | - | A | - | 0.75 | - |
| | SBT | A | - | 0.47 | - | A | - | 0.83 | - |
| | SBR | A | - | 0.04 | - | A | - | 0.05 | - |
| | Int. LOS | A | | | | A | | | |
| Dev. Access / Prov. Park Access Rd (Unsignalized) | EBT/R | A | - | 0.08 | - | A | - | 0.06 | - |
| | WBL/T | A | - | 0.06 | - | A | - | 0.05 | - |
| | NBL/R | A | 9.7 | 0.09 | 2.1 | A | 9.1 | 0.04 | 1.0 |
| | Int. LOS | A | | | | A | | | |

As seen in **Table 4-8** and **Table 4-9**, traffic operations (both for individual movements and for the study area intersections overall) are anticipated to remain largely consistent with those from 2027 Future Background Conditions; these include the capacity constraints anticipated for the northbound through movement (during the Weekday PM peak hour) and the eastbound left-turn movement (during the Sunday peak hour) at the Highway 99 and Provincial Park Access Road intersection. The Development Site Access is expected to operate with no significant traffic constraints, with LOS A anticipated for all movements during all peak hours.

No new operations exceeding critical thresholds are expected during all peak hours compared to 2027 Future Background Conditions. This suggests that the addition of development site traffic is not anticipated to significantly impact traffic operations within the study area.

4.4.2 2037 Future Combined Conditions

The anticipated new trips resulting from the proposed development (**Figure 3-2** and **Figure 3-3**) were added to the 2037 Future Background Conditions volumes (**Figure 4-3** and **Figure 4-4**), producing the

2037 Future Combined Conditions traffic volumes, illustrated in **Figure 4-7** (for the Weekday peak hours) and **Figure 4-8** (for the Weekend peak hours).

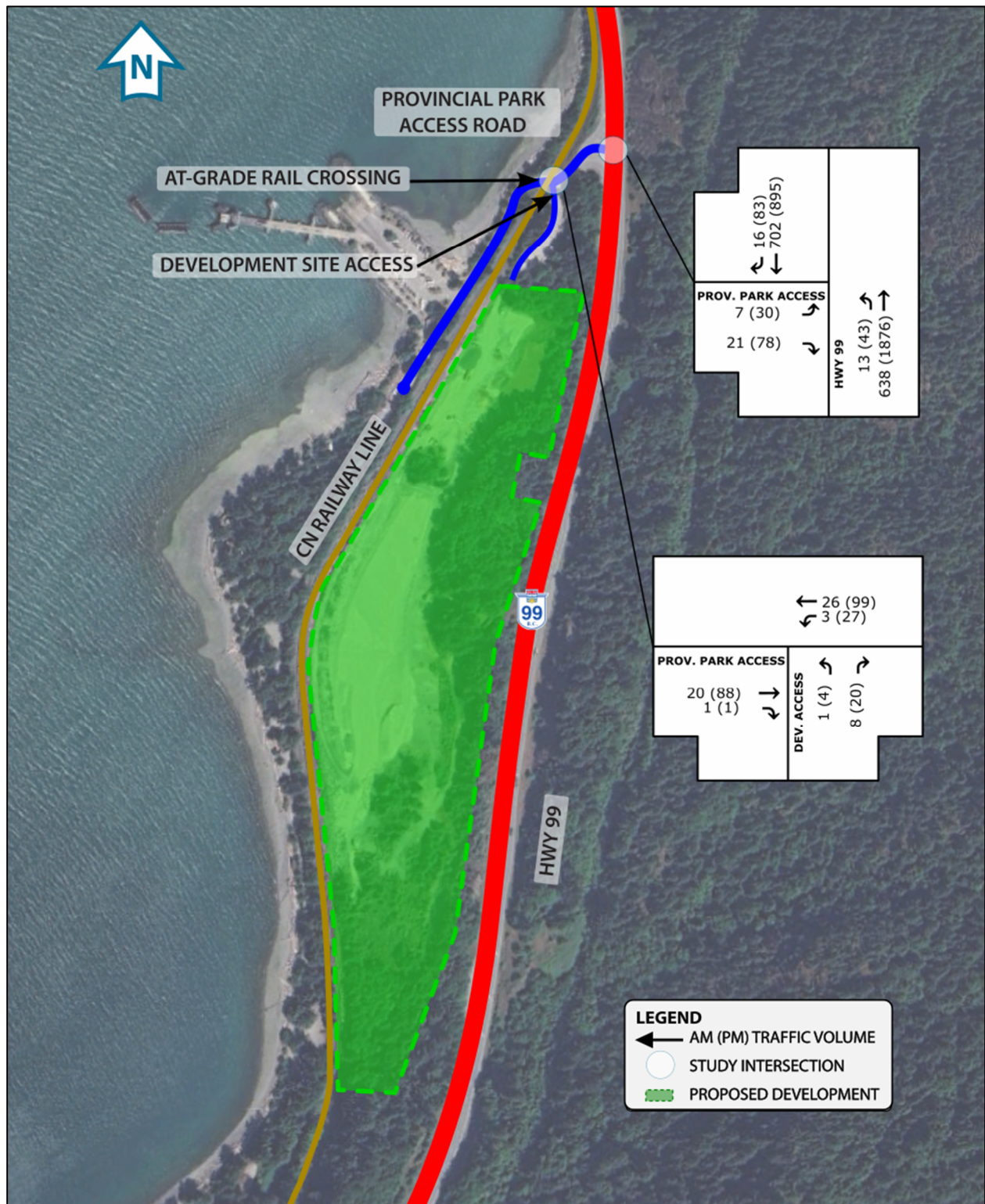


Figure 4-7: 2037 Future Combined Conditions Traffic Volumes (Weekday Peak Hours)

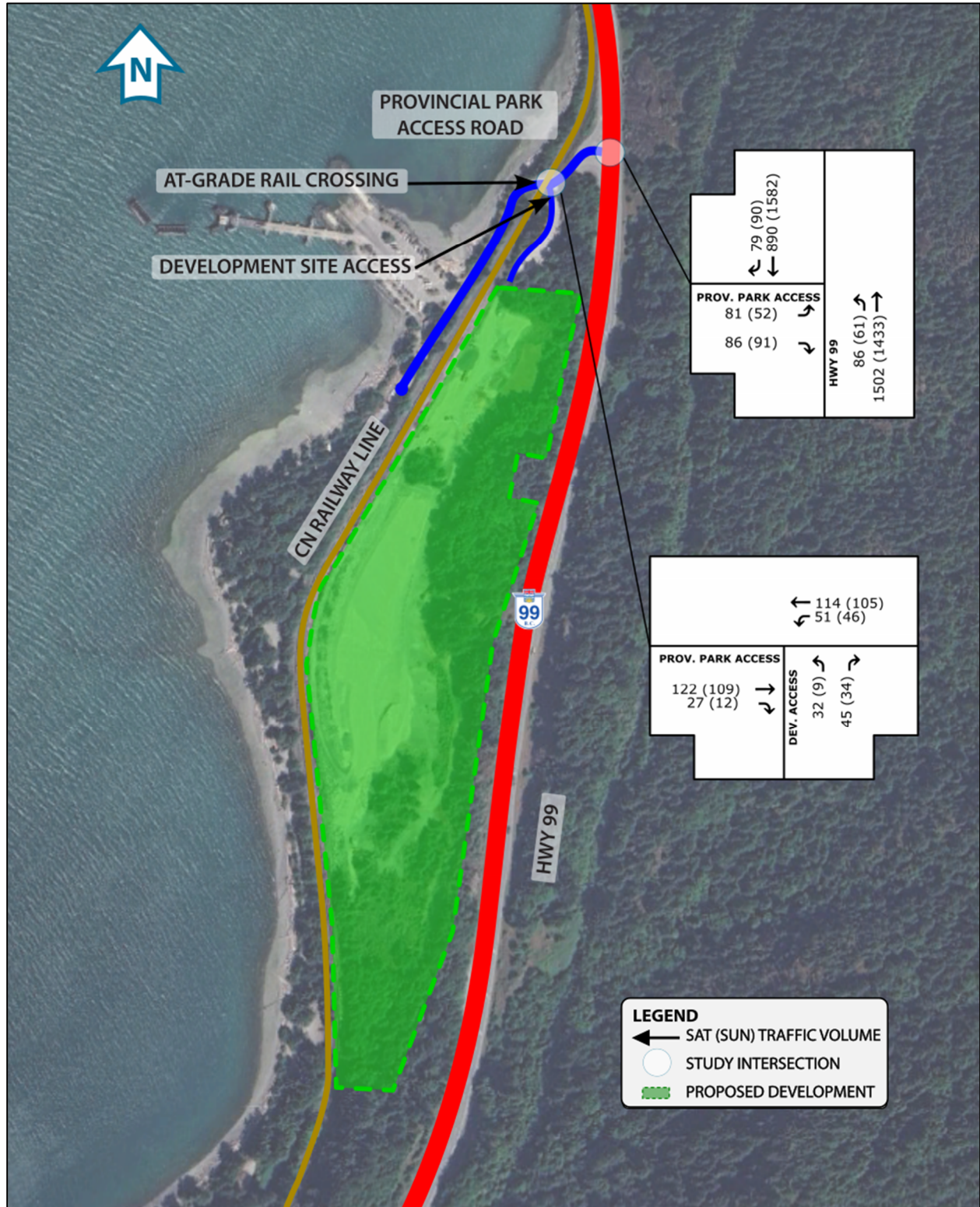


Figure 4-8: 2037 Future Combined Conditions Traffic Volumes (Weekend Peak Hours)

Using the volumes illustrated in **Figure 4-7** and **Figure 4-8**, traffic operations analysis was conducted to determine future intersection performance with the impact of the proposed development. The results of the 2037 Future Combined Conditions scenario are presented in **Table 4-10** (for the Weekday peak hours) and **Table 4-11** (for the Weekend peak hours).

Table 4-10: 2037 Future Combined Conditions Traffic Operations (Weekday Peak Hours)

| Intersection | Turning Movement | AM Peak Hour | | | | PM Peak Hour | | | |
|---|------------------|--------------|-----------|-----------|-----------|--------------|-----------|-----------|-----------|
| | | LOS | Delay (s) | V/C Ratio | 95% Q (m) | LOS | Delay (s) | V/C Ratio | 95% Q (m) |
| Hwy 99 / Prov. Park Access Rd (Unsignalized) | EBL | C | 15.4 | 0.02 | 0.5 | C | 23.3 | 0.14 | 3.8 |
| | EBR | A | 8.4 | 0.02 | 0.5 | A | 8.6 | 0.08 | 1.9 |
| | NBL | A | 9.3 | 0.02 | 0.4 | B | 10.4 | 0.07 | 1.6 |
| | NBT | A | - | 0.41 | - | A | - | 1.20 | - |
| | SBT | A | - | 0.45 | - | A | - | 0.57 | - |
| | SBR | A | - | 0.01 | - | A | - | 0.05 | - |
| | Int. LOS | A | | | | A | | | |
| Dev. Access / Prov. Park Access Rd (Unsignalized) | EBT/R | A | - | 0.01 | - | A | - | 0.06 | - |
| | WBL/T | A | - | 0.02 | - | A | - | 0.06 | - |
| | NBL/R | A | 8.5 | 0.01 | 0.2 | A | 9.1 | 0.03 | 0.7 |
| | Int. LOS | A | | | | A | | | |

Table 4-11: 2037 Future Combined Conditions Traffic Operations (Weekend Peak Hours)

| Intersection | Turning Movement | Saturday Peak Hour | | | | Sunday Peak Hour | | | |
|---|------------------|--------------------|-----------|-----------|-----------|------------------|-----------|-----------|-----------|
| | | LOS | Delay (s) | V/C Ratio | 95% Q (m) | LOS | Delay (s) | V/C Ratio | 95% Q (m) |
| Hwy 99 / Prov. Park Access Rd (Unsignalized) | EBL | E | 39.4 | 0.46 | 16.8 | F | 173.3 | 0.85 | 30.8 |
| | EBR | A | 8.6 | 0.09 | 2.1 | A | 8.7 | 0.09 | 2.3 |
| | NBL | B | 10.8 | 0.13 | 3.4 | C | 16.9 | 0.18 | 4.9 |
| | NBT | A | - | 0.96 | - | A | - | 0.92 | - |
| | SBT | A | - | 0.57 | - | A | - | 1.01 | - |
| | SBR | A | - | 0.05 | - | A | - | 0.06 | - |
| | Int. LOS | A | | | | B | | | |
| Dev. Access / Prov. Park Access Rd (Unsignalized) | EBT/R | A | - | 0.10 | - | A | - | 0.08 | - |
| | WBL/T | A | - | 0.07 | - | A | - | 0.07 | - |
| | NBL/R | B | 10.1 | 0.11 | 2.7 | A | 9.3 | 0.05 | 1.3 |
| | Int. LOS | A | | | | A | | | |

Based on the results presented in **Table 4-10** and **Table 4-11**, overall intersection and individual movement operations within the study area under the 2037 Future Combined Conditions scenario are anticipated to remain largely consistent with the 2037 Future Background Conditions scenario, namely:

- During the Weekday PM peak hour at the Highway 99 and Provincial Park Access Road intersection, the v/c ratio for the northbound through movement is expected to remain above capacity (1.20);
- During the Saturday peak hour at the Highway 99 and Provincial Park Access Road,
 - Average vehicular delays for the eastbound left-turn movement are expected to be approximately 40 seconds, resulting in a LOS E; and
 - The v/c ratio for the northbound through movement is expected to remain above critical operational thresholds (0.96).

- During the Sunday peak hour at the Highway 99 and Provincial Park Access Road,
 - Average vehicular delays for the eastbound left-turn movement are expected to continue exceeding two minutes (approximately 173 seconds), resulting in a LOS F;
 - The v/c ratio for the northbound through movement is expected to continue operating above critical operational thresholds (0.92); and
 - The v/c ratio for the southbound through movement is expected to continue operating above capacity (1.01).

With respect to new operations exceeding critical thresholds, average vehicle delays for the eastbound left-turn movement at the Highway 99 and Provincial Park Access Road intersection are expected to increase during the Saturday peak hour, from approximately 34.9 seconds (under the 2037 Future Background Conditions scenario, see **Table 4-7**) to 39.4 seconds with the addition of site traffic, thus triggering a change from LOS D to LOS E. This suggests that eastbound left-turn movement operations are expected to meet critical operational thresholds under 2037 Future Background Conditions (i.e., before site-generated traffic is added to the study area).

Moreover, 95th percentile queues corresponding to the eastbound left-turn movement onto Highway 99 are expected to be sufficiently stored along the Provincial Park Access Road without impacting the Development Site Access or the adjacent at-grade railway crossing.

Similar to the 2027 Future Combined Conditions scenario, no operational constraints are anticipated at the Development Site Access the under 2037 Future Combined Conditions scenario.

4.5 Railway Crossing Queueing Assessment

As per the TOR developed by Binnie and confirmed by BC MOTI staff on April 26, 2024, a queueing assessment pertaining to development site traffic and the nearby at-grade railway crossing (see **Section 2.3** for more information) during train crossing events was requested. This section discusses the analysis undertaken to examine queueing and its potential impacts on roadways surrounding the at-grade railway crossing.

4.5.1 Train Crossing Frequency and Duration

Based on a review of Transport Canada's *Grade Crossing Inventory*, the estimated daily train volume that crosses the existing at-grade railway crossing is five (5) trains per day (see **Section 2.3**). This translates to approximately one train crossing every four to five hours. In lieu of any detailed train crossing information, the following assumptions have been made for the queueing assessment:

- one train crossing event may be expected during any given peak hour; and
- a train crossing event is assumed to last for two minutes, resulting in traffic along the Provincial Park Access Road stopping until trains sufficiently clear the crossing.

4.5.2 At-Grade Railway Crossing and Development Site Access Interaction

Given the magnitudes of existing traffic along Highway 99 and the Provincial Park Access Road, as well as the forecasted trips from the proposed development (see **Figure 4-5** and **Figure 4-6**), the Saturday and Sunday peak hours were identified as having the highest potential for traffic impacts with the at-grade railway crossing.

Traffic operations at the Provincial Park Access Road and Development Site Access intersection will be affected when a train crosses the at-grade crossing. The following phenomena are expected during a train crossing:

- Inbound site traffic, coming in from either the north or south on Highway 99, would turn onto the Provincial Park Access Road (due west). It should be noted that not all westbound traffic would be destined for the proposed development, as there may be vehicles intended to continue over the at-grade crossing to access the Provincial Park.
- Under these circumstances, inbound site traffic must wait for any trains to clear before proceeding to turn left into the Development Site Access. The formation of a potential queue would start at the existing STOP line (east of the at-grade crossing) and develop eastward.
- Based on a review of aerial imagery of the study area, there is approximately 47 metres of vehicular storage available between the aforementioned STOP line and Highway 99.
- Outbound site traffic would perform northbound right-turn movements from the Development Site Access onto the Provincial Park Access Road in order to access Highway 99. This movement may be conducted regardless of a train crossing event. However, should there be a northbound left-turning vehicle (i.e., wishing to access the Provincial Park) queued ahead of a vehicle exiting the proposed development, then outbound site traffic must wait for any trains to clear before proceeding to turn right towards Highway 99. The formation of a potential queue would start within the Development Site Access Road and may extend southward towards the proposed development.
- For vehicles west of the at-grade railway crossing, the formation of a potential queue would be sufficiently accommodated along the Provincial Park Access Road, towards the parking lot of the Provincial Park.

4.5.3 Queuing Assessment

Using traffic volumes derived from the 2027 Future Background Conditions (**Section 4.3.1**) and the 2027 Future Combined Conditions (**Section 4.4.1**) scenarios, traffic operations analysis using the Synchro/SimTraffic software package was performed at the at-grade railway crossing along the Provincial Park Access Road during the Saturday and Sunday peak hours.

The results from the analysis are summarized in **Table 4-12** (for 2027 Future Background Conditions) and **Table 4-13** (for 2027 Future Combined Conditions).

Table 4-12: 2027 Future Background Conditions Railway Crossing Traffic Operations (Weekend Peak Hours)

| Intersection | Turning Movement | Saturday Peak Hour | | | | Sunday Peak Hour | | | |
|---|------------------|--------------------|-----------|-----------|-----------|------------------|-----------|-----------|-----------|
| | | LOS | Delay (s) | V/C Ratio | 95% Q (m) | LOS | Delay (s) | V/C Ratio | 95% Q (m) |
| Prov. Park Access Rd / Rail Crossing (Unsignalized) | EBT | A | 2.8 | 0.07 | 20.0 | A | 2.7 | 0.06 | 125.8 |
| | WBT | A | 2.8 | 0.07 | 5.4 | A | 2.7 | 0.06 | 5.4 |
| | Int. LOS | N/A | | | | N/A | | | |

Table 4-13: 2027 Future Combined Conditions Railway Crossing Traffic Operations (Weekend Peak Hours)

| Intersection | Turning Movement | Saturday Peak Hour | | | | Sunday Peak Hour | | | |
|---|------------------|--------------------|-----------|-----------|-----------|------------------|-----------|-----------|-----------|
| | | LOS | Delay (s) | V/C Ratio | 95% Q (m) | LOS | Delay (s) | V/C Ratio | 95% Q (m) |
| Prov. Park Access Rd / Rail Crossing (Unsignalized) | EBT | A | 2.8 | 0.07 | 28.0 | A | 2.7 | 0.06 | 125.8 |
| | WBT | A | 2.8 | 0.07 | 4.9 | A | 2.7 | 0.06 | 5.8 |
| | Int. LOS | N/A | | | | N/A | | | |

Based on the results presented above, the 95th percentile queue lengths east of the at-grade railway crossing (i.e., westbound) during a train crossing event may be up to 6 metres. With approximately 47 metres of storage capacity, any queues formed east of the at-grade railway crossing are anticipated to sufficiently be stored without impacting Highway 99.

Conversely, 95th percentile eastbound queues (towards Highway 99) are expected to be up to approximately 126 metres during the Sunday peak hour under both 2027 Future Background Conditions and 2027 Combined Conditions. As stated previously, eastbound queues (west of the railway crossing) would be sufficiently accommodated along the Provincial Park Access Road towards the Provincial Park.

Furthermore, as indicated in **Section 4.4.2**, the 95th percentile queue length associated with the eastbound left-turn movement onto Highway 99 (i.e., 30.8 metres) is not expected to impact either the Development Site Access or the at-grade railway crossing.

Based on the above, the existing road geometry and storage lane characteristics are expected to sufficiently accommodate queues during a train crossing event under 2027 Future Combined Conditions scenarios.

Traffic control measures intended to promote motorist safety may be explored, such as additional signage and pavement markings to prohibit vehicles from stopping on and near the railway crossing surface. **Figure 4-9** illustrates potential NO STOPPING ON TRACKS signs that may be considered along the Provincial Park Access Road.



Figure 4-9: P-14 NO STOPPING ON TRACKS Sign

4.6 Traffic Operations Summary

4.6.1 Future Background Conditions

Traffic operations under the 2027 Future Background Conditions scenario are expected to be similar to those of existing conditions, in which the following operations are expected at the Highway 99 and Provincial Park Access Road intersection:

- heavy volumes for the northbound through movement are anticipated to result in operations approaching capacity (v/c ratio of 0.98) during the Weekday PM peak hour, and
- average vehicular delays of approximately 50 seconds are anticipated for the eastbound left-turn movement during the Sunday peak hour, as vehicles must wait for appropriate gaps before turning onto Highway 99 northbound.

Furthermore, operations at this intersection are expected to deteriorate further, particularly during the Sunday peak hour. Traffic volumes along the Highway 99 corridor are expected to increase further with sustained background growth up to the 2037 horizon year. Subsequently, vehicle delays associated with the eastbound left-turn movement onto Highway 99 northbound are expected to increase further, to greater than two minutes.

4.6.2 Future Combined Conditions

To demonstrate the potential impacts of development site traffic on traffic operation within the study area, a comparison of intersection operations under 2037 Future Background Conditions and 2037 Future Combined Conditions (i.e., with and without the proposed development under full build-out conditions) is presented in **Table 4-14** (for the Weekday peak hours) and **Table 4-15** (for the Weekend peak hours).

Table 4-14: 2037 Future Background and Future Combined Conditions Comparison (Weekday Peak Hours)

| Intersection | Turning Movement | AM Peak Hour | | | | PM Peak Hour | | | |
|---|------------------|--------------|-----------|-----------|-----------|--------------|-----------|-----------|-----------|
| | | LOS | Delay (s) | V/C Ratio | 95% Q (m) | LOS | Delay (s) | V/C Ratio | 95% Q (m) |
| Hwy 99 / Prov. Park Access Rd (Unsignalized) | EBL | - | - | +0.01 | +0.2 | - | +1.1 | +0.02 | +0.7 |
| | EBR | - | - | - | +0.1 | - | - | +0.01 | +0.2 |
| | NBL | - | - | - | - | - | - | +0.02 | +0.3 |
| | NBT | - | - | - | - | - | - | - | - |
| | SBT | - | - | - | - | - | - | - | - |
| | SBR | - | - | - | - | - | - | +0.01 | - |
| | Int. LOS | - | | | | - | | | |
| Dev. Access / Prov. Park Access Rd (Unsignalized) | EBT/R | - | - | - | - | - | - | - | - |
| | WBL/T | - | - | - | - | - | - | - | - |
| | NBL/R | - | - | +0.01 | +0.2 | - | - | +0.01 | +0.3 |
| | Int. LOS | - | | | | - | | | |

Note: “-” represents no change in operations between Future Background and Future Combined Conditions. A positive number denotes an operational impact (e.g., a LOS grade lower/worse, additional delay, extension of queue length, etc.) whereas a negative number illustrates an improvement in expected traffic operations.

Table 4-15: 2037 Future Background and Future Combined Conditions Comparison (Weekend Peak Hours)

| Intersection | Turning Movement | AM Peak Hour | | | | PM Peak Hour | | | |
|---|------------------|--------------|-----------|-----------|-----------|--------------|-----------|-----------|-----------|
| | | LOS | Delay (s) | V/C Ratio | 95% Q (m) | LOS | Delay (s) | V/C Ratio | 95% Q (m) |
| Hwy 99 / Prov. Park Access Rd (Unsignalized) | EBL | +1 (D to E) | +4.5 | +0.06 | +3.1 | - | +30.8 | +0.10 | +4.3 |
| | EBR | - | - | +0.01 | +0.2 | - | +0.1 | - | +0.1 |
| | NBL | - | +0.1 | +0.01 | +0.4 | - | +0.3 | +0.02 | +0.8 |
| | NBT | - | - | - | - | - | - | - | - |
| | SBT | - | - | - | - | - | - | - | - |
| | SBR | - | - | +0.01 | - | - | - | +0.01 | - |
| | Int. LOS | - | | | | - | | | |
| Dev. Access / Prov. Park Access Rd (Unsignalized) | EBT/R | - | - | - | - | - | - | - | - |
| | WBL/T | - | - | - | - | - | - | - | - |
| | NBL/R | - | - | +0.02 | +0.4 | - | - | - | +0.2 |
| | Int. LOS | - | | | | - | | | |

Note: “-” represents no change in operations between Future Background and Future Combined Conditions. A positive number denotes an operational impact (e.g., a LOS grade lower/worse, additional delay, extension of queue length, etc.) whereas a negative number illustrates an improvement in expected traffic operations.

Based on the comparisons presented in **Table 4-14** and **Table 4-15**, intersection performance is expected to effectively remain constant with the addition of development site traffic. Levels of service are anticipated to be consistent with the Future Background Conditions scenarios, and marginal increases to v/c ratios and queue lengths are expected. Moreover, increases in vehicular delays across the vast majority of movements within the study area intersection are expected to be imperceptible (i.e., 30 seconds or less) with the addition of development site traffic.

Despite the protected left-turn median in place along Highway 99, continued traffic growth along the corridor (northbound and southbound) will result in fewer gaps for traffic along the Provincial Park Access Road to safely merge onto the highway, resulting in delays and queues at the Highway 99 and Provincial Park Access Road intersection.

5 ON-SITE PARKING REQUIREMENTS

Vehicular parking requirements have been reviewed based on the Squamish-Lillooet Regional District Zoning Bylaw No. 1568-2018 (the Zoning Bylaw) and the most recent site plan and statistics, dated May 27, 2024 (see details in **Appendix A**).

5.1 Proposed Parking Supply

Based on the latest site plan and statistics, the anticipated parking supply for the proposed development is summarized below in **Table 5-1**.

Table 5-1: Proposed Parking Supply

| Parking Space Type | Quantity |
|--------------------------------|-----------|
| Campsites | |
| Tent/Car Campsites | 7 |
| Recreational Vehicle Campsites | 42 |
| Tiny Home Campsites | 20 |
| Subtotal | 69 |
| Visitor | |
| Visitor Parking | 20 |
| Other | |
| Temporary RV Parking | 4 |
| Site Staff / Caretaker | 16 |
| Loading | |
| Commercial Loading | 1 |

As shown in **Table 5-1**, the proposed development is expected to consist of 69 parking spaces dedicated to campsite purposes, as well as 20 visitor parking spaces. Additionally, 4 temporary recreational vehicle spaces, 16 parking spaces for staff/caretakers, and 1 commercial loading space are also proposed.

5.2 Zoning Bylaw Parking Requirements

The applicable off-street parking requirements, per Section 6.1.10 of the Zoning Bylaw, are presented below in **Table 5-2**.

Table 5-2: Proposed Development Parking Requirements

| Land Use Type | Parking Space Requirement (spaces) | Land Use Size | Zoning Bylaw Requirement (spaces) |
|--------------------------------|------------------------------------|------------------------|-----------------------------------|
| Campground | 1 space per campsite (minimum) | 68 campsites | 68 |
| Visitor | 1 space per 10 campsites | 68 campsites | 7 |
| Temporary Recreational Vehicle | N/A | N/A | - |
| Site Staff / Caretakers | N/A | 16 dwelling units | - |
| Commercial Loading | N/A | 575 m ² GFA | - |

Based on the summary presented in **Table 5-2**, the anticipated parking supply for the proposed development (69 campsite spaces and 20 visitor spaces) is anticipated to satisfy the requirements of the Zoning Bylaw. Parking surpluses of 1 campsite space and 13 visitor parking spaces are expected.

Upon review of the Zoning Bylaw, no parking requirements regarding temporary recreational vehicles, on-site staff/caretakers, or commercial loading have been identified.

However, a review of the District's Electoral Area D Zoning Bylaw No. 1350-2016 indicates that the loading space requirement for the majority of commercial uses is 1 space per 1,000 m² GFA. As the proposed development is expected to consist of 575 m² GFA for various commercial uses (see **Section 3.1**), the provision of one loading space would be prudent for campground operations.

Furthermore, with 16 dwelling units for staff/caretakers and 16 staff parking spaces proposed, this would translate into an effective parking supply rate of 1.00 parking space per dwelling unit. While this parking rate is lower than the rate seen in the Electoral Area D Zoning Bylaw for apartment buildings of 1.25 spaces per dwelling unit, the effective parking supply rate is consistent with that of an 'Apartment – Village' land use of 1.00 space per dwelling unit. Moreover, from a holistic perspective, each respective staff member or caretaker is expected to only operate one vehicle to and from the proposed development. As a result, the effective parking supply rate of 1.00 space per dwelling unit for staff and caretaker purposes is expected to be sufficient to meet the parking demands of the proposed development.

6 ACTIVE TRANSPORTATION INFRASTRUCTURE REVIEW

As part of the proposed development, a new active transportation pathway (i.e., a multi-use pathway, or MUP) across the Provincial Park Access Road is envisioned to connect the Provincial Park with the proposed development. The proposed alignment of this MUP is illustrated in **Figure 6-1**.



Figure 6-1: Proposed Development Future Active Transportation Connection

As seen in **Figure 6-1**, the proposed alignment of the MUP crosses over both the Provincial Park Access Road and the aforementioned at-grade railway crossing. Adequate crossing facilities should be in place to ensure safe travel for pedestrians and cyclists.

Regarding the proposed crossing over the Provincial Park Access Road, appropriate traffic control devices, such as warning signage and pavement markings should be implemented to inform motorists of a formal MUP crossing.

With respect to the at-grade railway crossing, the corresponding crossing facility proposed should adhere to the design guidance listed in Transport Canada's Grade Crossing Standards (January 2019) and Grade Crossing Regulations (November 2021); these documents guide the engineering best practices and requirements for safety at or around at-grade railway crossings, as well as define enforceable safety standards such as sightlines, signage, crossing surface design, and other design aspects of grade crossings.

There are examples of MUPs crossing railway corridors in British Columbia, such as along the Valley Trail (accessible via Alta Lake Road) in Whistler; this is illustrated in **Figure 6-2**.



Eastbound view along MUP, approaching railway crossing.

Westbound view of MUP and railway crossing surface.

Figure 6-2: Valley Trail MUP Railway Crossing (Source: Google Maps)

Notable features of the MUP railway crossing depicted above include:

- In lieu of any crossing gates, high-visibility maze barriers (with supplemental CAUTION messaging) are in place to encourage slower speeds on approach to the crossing;
- flashing warning lights and warning signage are directed toward pedestrians and cyclists approaching the crossing to ensure proper visibility of the railway crossing warning system;
- the railway crossing surface should be smooth and continuous to mitigate any risks of tripping and/or falling; and
- pedestrian and cyclist sightlines along the railway line should be sufficiently long enough to identify any approaching trains or other railway equipment.

7 VEHICLE CIRCULATION REVIEW

A functional site circulation assessment was conducted in this study using AutoTURN software to demonstrate whether vehicles can enter, exit, and circulate within the site in a forward motion. Given the nature and land uses of the proposed development, a tandem combination of a passenger vehicle towing a recreational vehicle was selected as the design vehicle. Access to several recreational vehicle campsites within the proposed development is proposed to be under a one-way, counterclockwise circulatory configuration, as shown in **Figure 7-1**.

The results of this functional site circulation assessment presented in **Appendix D** indicate that turning vehicle off-tracking (i.e., wheels encroaching past the roadway onto adjacent campsites or vegetation) may occur during turning movements along curved roadways. To mitigate these potential conflicts, curve widening and increases to curve radii may be needed to permit adequate circulation of a towed recreational vehicle.

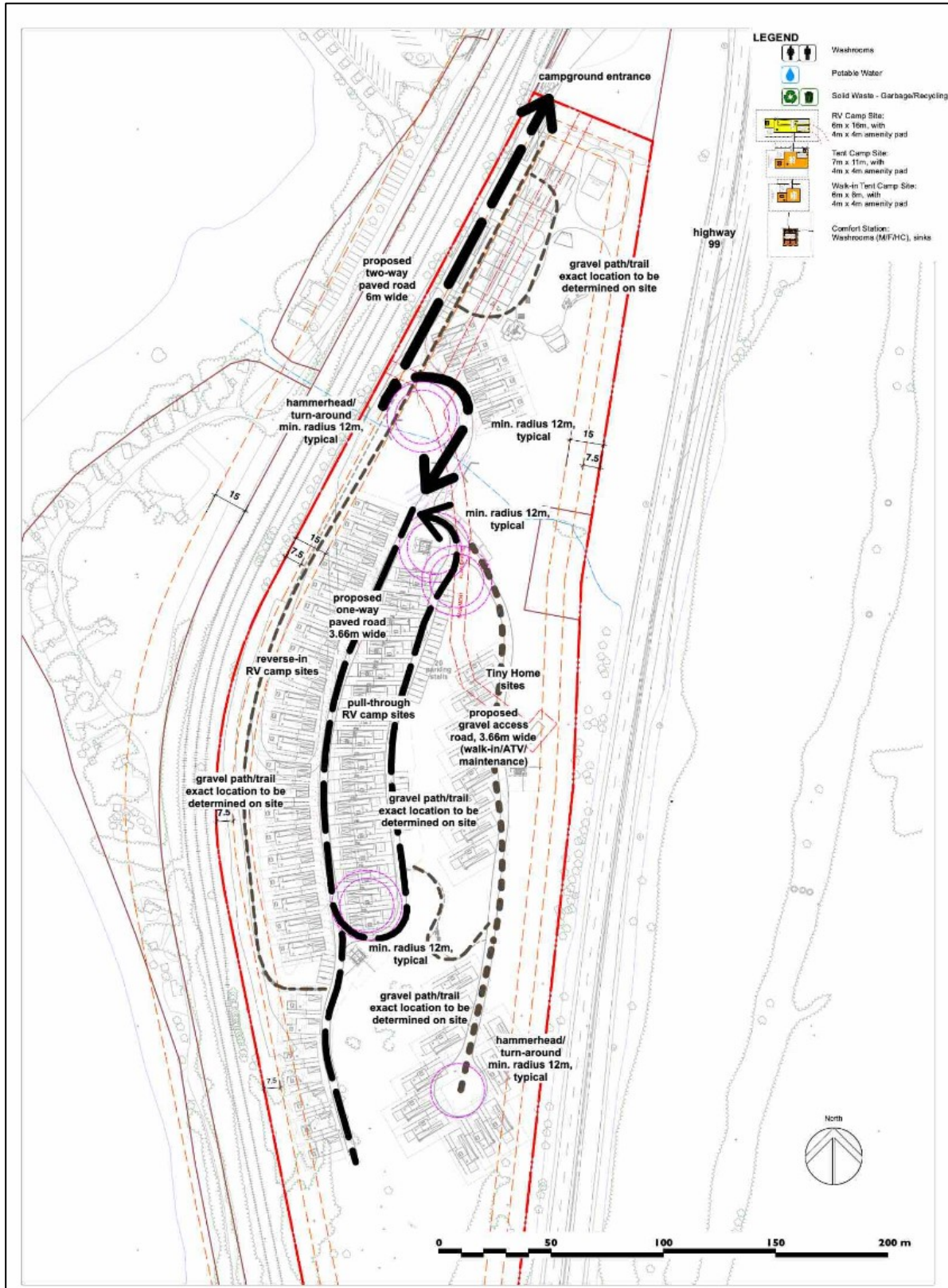


Figure 7-1: Proposed Development Vehicle Circulation Scheme

8 CONCLUSIONS AND RECOMMENDATIONS

The purpose of this TIS is to evaluate the transportation impacts of the proposed development and recommend necessary measures to support the forecast transportation demand within the study area.

The proposed development consists of 68 campsites and a three-storey reception/amenity building to provide check-in, laundry/washrooms/showers, concession/café, boat storage/rental and maintenance/operation services for visitors and on-site staff and caretakers.

The key findings of this TIS are as follows:

- Upon full build-out, the proposed development is expected to generate 7 vehicle trips during the Weekday AM peak hour, 31 vehicle trips during the Weekday PM peak hour, 34 vehicle trips during the Saturday peak hour, and 26 vehicle trips during the Sunday peak hour.
- Both study intersections were found to be operating at acceptable levels of service under 2024 Existing Conditions; however, northbound volumes along Highway 99 during the Weekday PM peak hour, as well as average vehicle delays for the eastbound left-turn movement from the Provincial Park Access Road during the Sunday peak hour were found to exceed critical capacity thresholds.
- The operational constraints noted under 2024 Existing Conditions are expected to be exacerbated through the addition of background traffic growth to the horizon years of 2027 and 2037. Sustained northbound and southbound traffic growth along the Highway 99 corridor is expected to result in fewer gaps for vehicles to turn to or from the Provincial Park Access Road.
- **Conditions within the study area are expected to remain largely consistent with the addition of proposed development site traffic, where increases to vehicular delays and queue lengths are anticipated to be imperceptible.**
- Results from the vehicle queuing assessment indicate that with the addition of background traffic growth and proposed development site traffic, the existing road geometry and storage lane characteristics are expected to be sufficient to accommodate future anticipated queues. Vehicle queues during peak hours are not expected to adversely impact the Development Site Access Road, the at-grade railway crossing, or Highway 99.
- The existing at-grade railway crossing is currently equipped with an active warning system consisting of flashing lights and bells to warn motorists of approaching train traffic. Traffic control measures intended to improve motorist safety during train crossings may be explored, such as enhanced signage and pavement markings to prohibit vehicles from stopping on the at-grade railway crossing surface during a train crossing event.
- Based on a review of the District's Zoning Bylaw for campgrounds, the proposed parking supply is anticipated to satisfy the District's parking requirements and meet the proposed development's anticipated parking demands.

- New multi-use pathway crossing facilities over the Provincial Park Access Road and the nearby at-grade railway crossing are envisioned to provide connectivity for pedestrians and cyclists between the proposed development and the Provincial Park. In lieu of preliminary designs for these proposed crossing facilities, design guidance from the Manual of Uniform Traffic Control Devices and Transport Canada’s Grade Crossing Standards should be adhered to.
- A functional swept path analysis was conducted to determine whether expected vehicles can access, egress, and circulate within the proposed development without conflicts. Due to the increased length of a typical recreational vehicle towed by a passenger car, vehicle encroachment onto landscaping or other adjacent campsites may occur during turning movement. Geometric modifications to the proposed roadways, such as curve widening and curve radius increases may mitigate these conflicts.

APPENDIX A

PROPOSED SITE PLAN

Project Directory

Client:
1364118 BC Ltd.
PO Box 392
Whistler BC V8E 1A0
(T) (604) 307-2079
(e) paul@danandproperties.com
Contact: Paul Wood

Architect & Landscape Architect
Murdoch + Co.
PO Box 1394, #106-4319 Main Street
Whistler BC V8E 1A0
(T) (604) 905-6992
(e) murdoch@telus.net
Contact: Brent Murdoch

Civil Engineer
R.F. Binne & Associates Ltd.
201-401147 Glenalder Place
Squamish BC V8B 0G2
(T) (604) 567-9004
(e) RDosSantos@binne.com
Contact: Rob DosSantos

Geotechnical Engineer
RM TEC - Geo Technical Engineering
204-930 Harbourside Dr.
North Vancouver, BC
(T) 778-898-5232
(e)
Contact: Mehrdad Zarari MSc. P.Eng.

Environmental
Cascade Environmental Resource Group Ltd.
Unit 3 - 1005 Alpha Lake Road
Whistler, BC V0N 1B1
(T) 604-938-1949
(e) crossetta@ceca.ca
Contact: Candace Rose Taylor

Development Stats - PRELIMINARY

JANUARY 30, 2024

| | | |
|---|--|------------------|
| Civic Address: | PORTEAU COVE, BC | |
| Legal: | LOT 1 DISTRICT LOT 1748 GROUP 1 N.W.D. PLAN BCP41568 EXCEPT PLAN BCP46926PLAN BCP4156 | |
| P.I.D.: | 027-966-950 | |
| Zoning: | RR-3 (exists) | |
| SITE AREA: | 7.27 ha. 77500.15 sq.ft. | 72000.00 m2 |
| HEIGHT (permitted) | 8.5m principal building / 6m accessory | |
| HEIGHT (proposed) | approx. 10m (main amenity lodges/building) | |
| SETBACKS: | 7.5m from all Property Lines | |
| MAXIMUM PARCEL COVERAGE (permitted) | 5% | 3635.00 m2 |
| PRELIMINARY/APPROXIMATE GROSS FLOOR AREA: | | |
| COMFORT STATIONS/WASHROOMS | 968.8 sq.ft. | 90.0 m2 |
| - 3 @ approx. 30m2 each | | |
| MAIN LODGE/AMENITY BUILDING | | |
| GROUND FLOOR: Admin/Amenity/Commercial | 5920.2 sq.ft. | 550.0 m2 |
| FIRST FLOOR: Staff Caretaker Accommodations | 5920.2 sq.ft. | 550.0 m2 |
| SECOND FLOOR: Staff Caretaker Accommodations | 5920.2 sq.ft. | 550.0 m2 |
| | 18729.2 sq.ft. | 1740.0 m2 |
| TOTAL GFA | 18729.2 sq.ft. | 1740.0 m2 |

PROPOSED DEVELOPMENT:

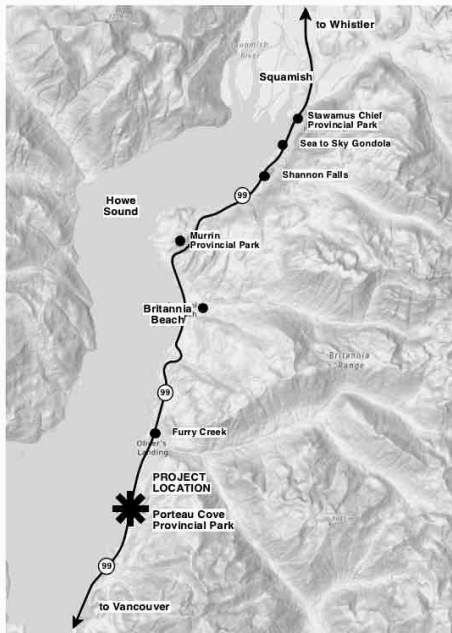
| |
|----------------------------|
| 42 RV CAMP SITES |
| 7 TENT CAMP SITES |
| 19 TINY HOME SITES |
| 68 TOTAL CAMP SITES |

PARKING PROVIDED:

- 1 COMMERCIAL/LOADING, 2 TEMP/DROP OFF RV STALLS.
- 20 VISITOR PARKING STALLS
- 16 STAFF PARKING STALLS
- 20 PARKING STALLS FOR TINY HOME SITES (without vehicle parking spaces)

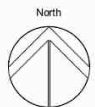
Visitor Parking Required: 68 Camp Sites - 1 stall per 10 sites = 7 parking spaces. 20 PROVIDED

Design Under Part 3 2018 BC Building Code



Drawing List

- L-0.0 Cover Page & Key Plan
- L-0.1 Existing Site - Aerial Photo
- L-0.2 Survey Plan 1
- L-0.3 Survey Plan 2
- L-0.4 Existing Site Elements
- L-1.1 Proposed Site Plan
- L-1.2 Site Sections
- L-1.3 Site Plan - RV Campsites
- L-1.4 Site Plan - Tent Campsites
- L-2.1 Site Plan: Distance to Amenities
- L-2.2 Site Plan: Circulation
- L-3.1 Detail Plans
- L-3.2 Detail : Circulation to Provincial Park



Porteau Cove Campground

Sheet Title:
COVER PAGE

Project:
PORTEAU COVE CAMPGROUND
PORTEAU COVE, BC

MURDOCH + COMPANY

Architecture + Planning Ltd.
#106-4319 Main Street
P.O. Box 1394
Whistler, B.C. V0N 1B0
Ph. 905-6992
email: murdoch@telus.net

Drawn By: Scale:

BM/JL 1:2500 METRIC

Project No: Sheet No:

20.03 **L-0.0**

COVER PAGE

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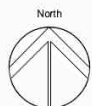
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| DPI/RZ APPLICATION | 23/04/20 |
| DPI/RZ APPLICATION | 23/06/23 |
| REVISED - CERG SETBACKS | 23/08/09 |
| REVISED | 24/02/01 |
| REVISED: BC Parks | 24/005/27 |



Howe Sound

Montagu Channel

Porteau Cove



| | |
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| DP/RZ APPLICATION | 23/06/20 |
| REVISED - CERG SETBACKS | 23/08/20 |
| REVISED | 24/02/21 |
| REVISED: BC Parks | 24/05/27 |

Sheet Title:
EXISTING SITE
 Project
PORTEAU COVE CAMPGROUND
 PORTEAU COVE, BC

MURDOCH COMPANY
 Architecture + Planning Ltd.
 #106-4319 Main Street
 P.O. Box 1394
 Whistler, B.C. V0W 1B0
 Ph. 905-6992
 email: murdoch@telus.net

| | |
|-------------|---------------|
| Drawn By: | Scale: |
| BM/JL | 1:1000 METRIC |
| Project No: | Sheet No: |
| 20.03 | L-0.1 |
| | EXISTING SITE |

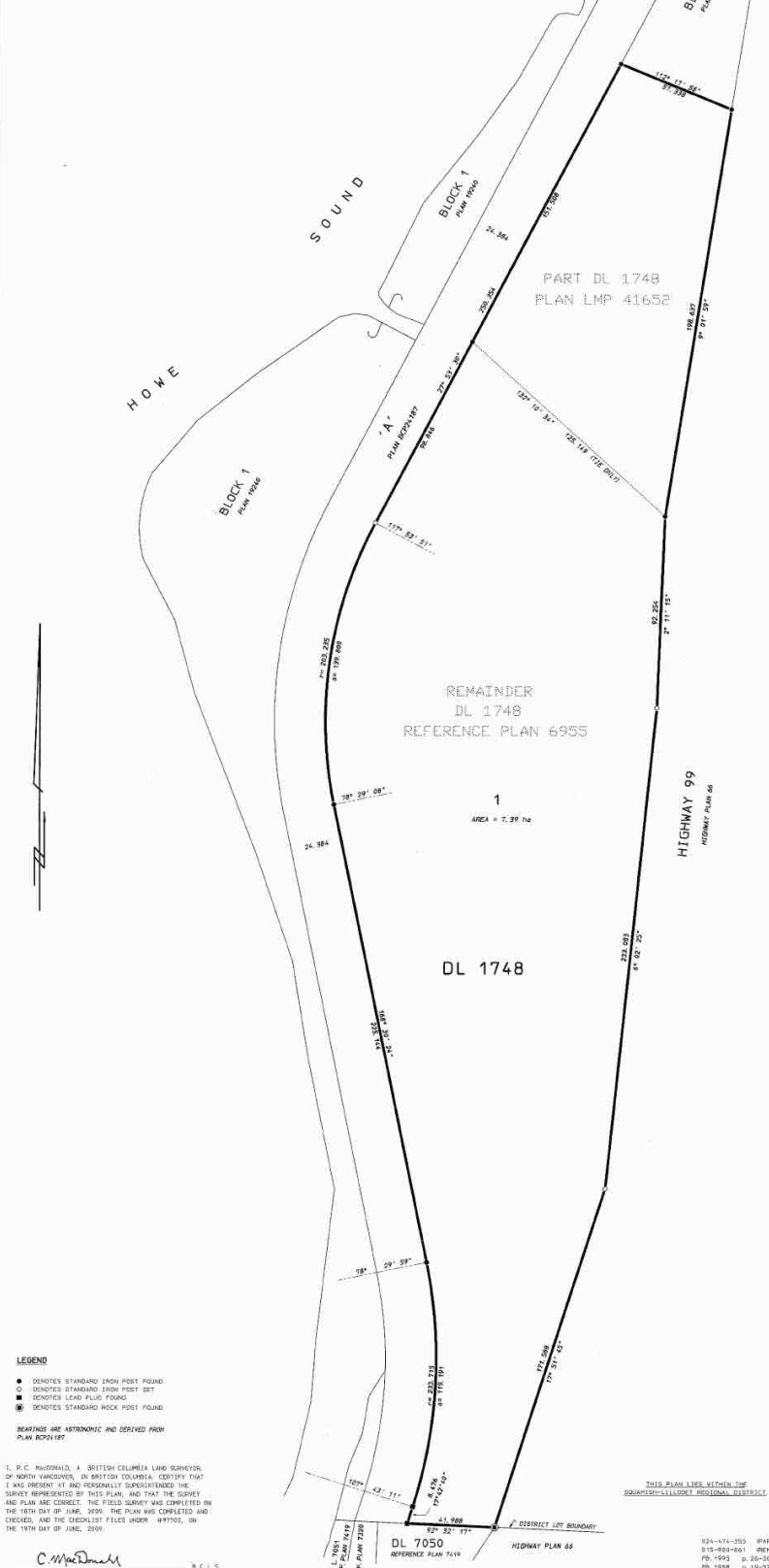
REFERENCE PLAN OF THAT PART OF DISTRICT LOT 1748 IN PLAN LMP41652
AND THAT PART OF DISTRICT LOT 1748 IN REFERENCE PLAN 6955
EXCEPT PART IN PLAN BCP24187, BOTH OF GROUP ONE,
NEW WESTMINSTER DISTRICT

DL 2808
HIGHWAY
PLAN 51

PLAN BCP 41560
DEPOSITED IN THE LAND TITLE OFFICE AT
NEW WESTMINSTER, B.C., THIS 15th DAY OF
JULY 2009
Larry Bloodnok per s/m
REGISTRAR
ref: 881088379

PURSUANT TO SECTION 100 (1) (b) OF THE LAND TITLE ACT
BCGS 920054

ALL DISTANCES ARE IN METRES OR DECIMALS THEREOF
UNLESS OTHERWISE NOTED
THE INTENDED PLOT SIZE OF THIS PLAN IS 864 m² IN HEIGHT BY
300m IN WIDTH (AS SHOWN WHEN PLOTTED AT A SCALE OF 1:1000)



LEGEND
 ● DENOTES STANDARD IRON POST FOUND
 ○ DENOTES STANDARD IRON POST SET
 ■ DENOTES LEAD PILE FOUND
 ■ DENOTES STANDARD ROCK POST FOUND
 BEARINGS ARE ASTRONOMICAL AND DERIVED FROM
 PLAN BCP24187

I, P. C. MacDONALD, A BRITISH COLUMBIA LAND SURVEYOR
OF NORTH VANCOUVER, DO HEREBY CERTIFY THAT
I WAS PRESENT AT AND PERSONALLY SUPERINTENDED THE
SURVEY REPRESENTED BY THIS PLAN, AND THAT THE SURVEY
AND PLAN ARE CORRECT. THE FIELD SURVEY WAS COMPLETED ON
THE 16TH DAY OF JUNE, 2009. THE PLAN WAS COMPLETED AND
CHECKED, AND THE CHECKLIST FILED UNDER 487702, ON
THE 16TH DAY OF JUNE, 2009.

C. MacDonald
S.C.L.S.

OWNER:
BCR PROPERTIES LTD.
INC. NO. 25264
APPROVED SURVEYOR:
John Loney
ATTORNEY AT LAW:
C. Neil Dawson
WITNESSED AS TO BOTH SIGNATURES
#600-231 West Esplanade North
Vancouver, B.C. V7M 3F3
Surveyor & Survey Land Creating
OCCUPATION

REVIEWED AND VERIFIED CORRECT
 SUPERVISOR SURVEY AND CHECKING
 #925

THIS PLAN LIES WITHIN THE
NEW WESTMINSTER DISTRICT

391-471-355 #997 DL 1748 IN PLAN LMP41652
 515-993-861 #998 DL 1748 IN REF. PLAN 6955
 PB 1993 p. 26-30
 PB 1998 p. 19-32
 PB 2129 p. 97-115 N 3050-36 MISC-PORTAU COVE

HOBBS, WINTER & MacDONALD,
B.C. LAND SURVEYORS,
119-BURN HARRISVILLE DRIVE,
NORTH VANCOUVER, B.C. V7P 3B9
TEL. 604-266-1371 FAX 604-266-4204
EMAIL: info@hwbnsurveys.com

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| DPR/APPLICATION | 23/04/06 |
| DPR/APPLICATION | 23/08/09 |
| REVISED - CERG SETBACKS | 23/08/09 |
| REVISED | 24/02/11 |
| REVISED: BC Parks | 24/05/27 |

Sheet Title:
SURVEY PLAN 1
Project
PORTEAU COVE CAMPGROUND
PORTEAU COVE, BC

MURDOCH COMPANY
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P.O. Box 1394
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email: murdoch@hwbns.com

Drawn By: BM/JL
Scale: NTS
Project No: 20.03
Sheet No: L-0.2
SURVEY PLAN 1

**REFERENCE PLAN OF PART OF LOT 1,
 DISTRICT LOT 1748, GROUP 1,
 NEW WESTMINSTER DISTRICT,
 PLAN BCP41560**

PLAN BCP 46926

DEPOSITED IN THE LAND TITLE OFFICE
 AT NEW WESTMINSTER, B.C.
 THIS 21 DAY OF Dec 2010.

L. Blaschuk per se
 881727/27 REGISTRAR

PURSUANT TO SECTION 107 OF THE LAND TITLE ACT.

B.C.G.S. 926.054



LEGEND

GRID BEARINGS ARE DERIVED FROM DIFFERENTIAL CARRIER PHASE GPS OBSERVATIONS AND ARE REFERRED TO THE CENTRAL MERIDIAN OF ZONE 10. TO OBTAIN LOCAL ASTROMETRIC BEARINGS THROUGH SELECTED POINTS APPLY CONVERSIONS AS SHOWN.

ALL DISTANCES ARE IN METRES AND DECIMALS THEREOF UNLESS OTHERWISE NOTED.

THE UTM COORDINATES AND ESTIMATED NETWORK HORIZONTAL ACCURACY ARE DERIVED FROM QUIN, FREQUENTLY DIFFERENTIAL, CARRIER PHASE GPS OBSERVATIONS TO CANADIAN ACTIVE CONTROL STATIONS VICTORIA ADJ (CGM #927000), HANOI ADJ (CGM #910000), WOLF ADJ (CGM #907000) AND CHIK ADJ (CGM #907000). THE ESTIMATED NETWORK HORIZONTAL ACCURACY IS 0.02m.

THIS PLAN SHOWS HORIZONTAL GROUND LEVEL MEASURED DISTANCES BASED ON A MEAN ELLIPSOIDAL ELEVATION OF 70.00 METRES PRIOR TO COMPUTATION OF UTM COORDINATES, MULTIPLY BY A CORRECTED FACTOR OF 0.999995.

• DENOTES STANDARD CAPPED POST FOUND.
 ● DENOTES STANDARD IRON POST FOUND.
 ○ DENOTES STANDARD IRON POST SET.
 P.I.D. DENOTES PARCEL IDENTIFIER.
 U.T.P. DENOTES UNFITTABLE TO POST.
 W. DENOTES WITNESS.
 H. DENOTES HECTARES.

SOME SYMBOLS AND LINES MAY BE EXAGGERATED FOR CLARITY.

| BOOK OF REFERENCE | DESCRIPTION | P.I.D. | AREA |
|--|-------------|-------------|---------|
| PART LOT 1, DL 1748, GROUP 1, NWD, PLAN BCP41560 | | 027-965-900 | 0.104ha |

APPROVED UNDER THE LAND TITLE ACT
 THIS DAY OF 20

APPROVING OFFICER FOR THE MINISTRY
 OF TRANSPORTATION AND INFRASTRUCTURE.

APPROVED AS TO ROAD DEDICATION
 HER MAJESTY THE QUEEN IN RIGHT OF
 THE PROVINCE OF BRITISH COLUMBIA
 AS REPRESENTED BY THE MINISTER OF
 AGRICULTURE AND LANDS
 ORDER OF CHARGE INDEX: 88385407

AUTHORIZED SIGNATORY
 [Signature]
 WITNESS TO BOTH PARTIES
 Carol Johnson
 PRINTED NAME OF WITNESS
 ADDRESS OF WITNESS: 1628 St. Surrey, BC
 V3E 1A1
 PortHills Administrator
 OCCUPATION OF WITNESS

APPROVED AS TO ROAD DEDICATION
 BRITISH COLUMBIA RAILWAY COMPANY
 ORDER OF CHARGE INDEX: 881086300

AUTHORIZED SIGNATORY
 [Signature]
 WITNESS TO BOTH PARTIES
 Chris Dawson
 PRINTED NAME OF WITNESS
 ADDRESS OF WITNESS: North Vancouver, B.C.
 Suburban Surveys & Creasing
 OCCUPATION OF WITNESS

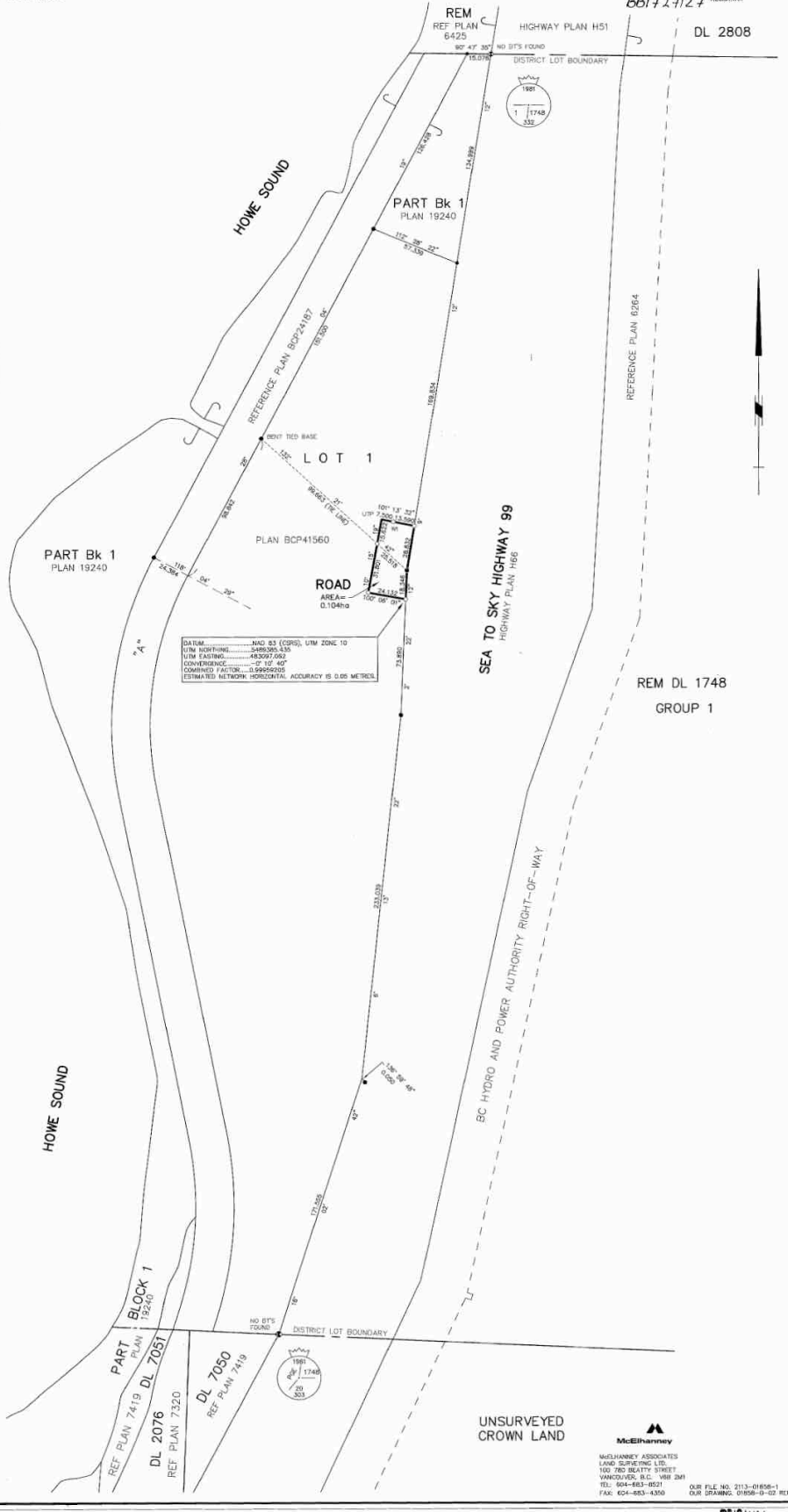
BCR PROPERTIES LTD.
 AUTHORIZED SIGNATORY
 [Signature]
 GORDON WESTLAKE
 PRINTED NAME OF WITNESS

AUTHORIZED SIGNATORY
 [Signature]
 WITNESS TO BOTH PARTIES
 Chris Dawson
 PRINTED NAME OF WITNESS
 ADDRESS OF WITNESS: North Vancouver, B.C.
 V7M 3Z3
 Suburban Surveys & Creasing
 OCCUPATION OF WITNESS

THIS PLAN LIES WITHIN THE
 SQUAMISH-LILLOOET REGIONAL DISTRICT

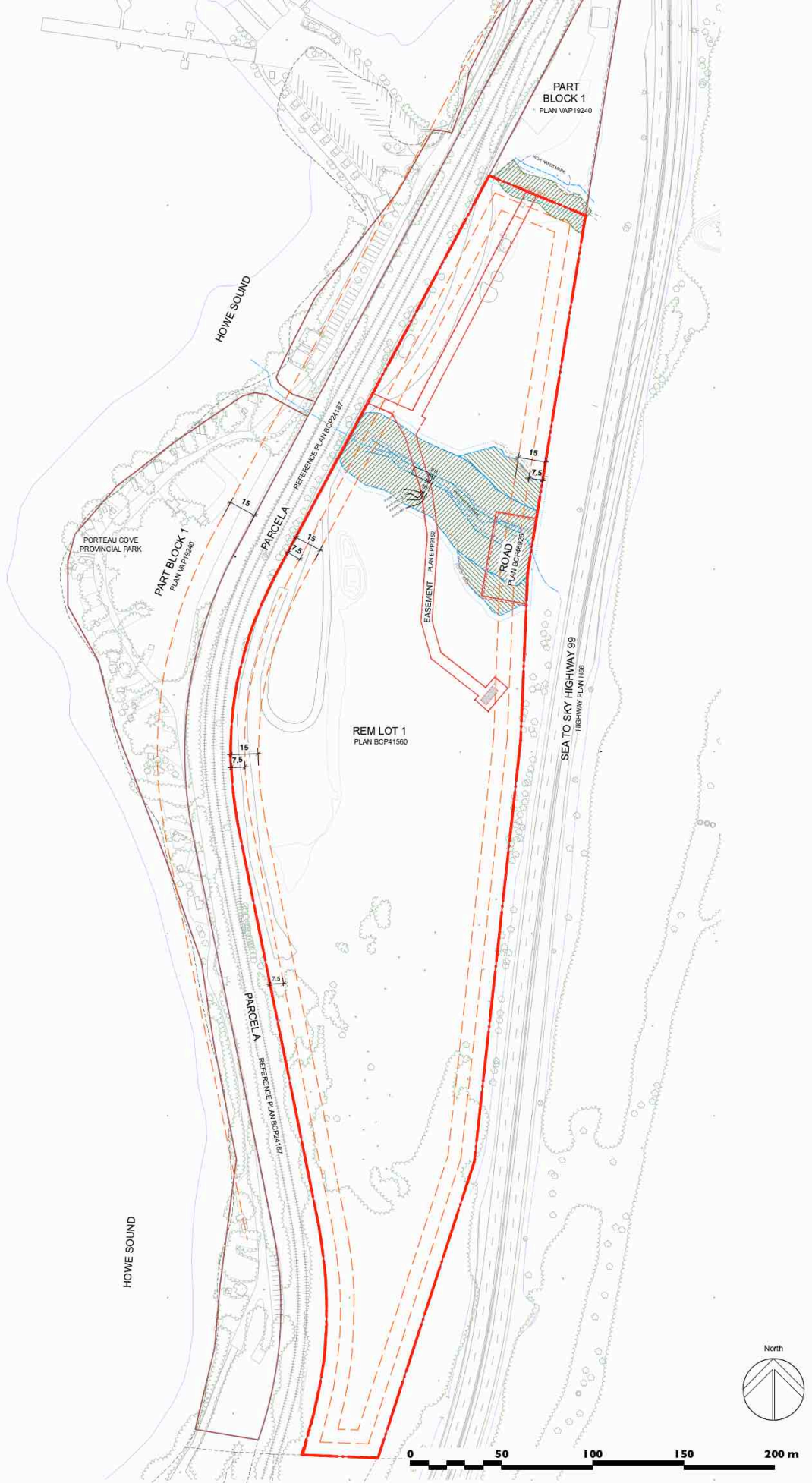
L. BROOKER & M. YATES, A BRITISH COLUMBIA LAND SURVEYOR,
 CERTIFY THAT I AND PERSONS I AND PERSONS I
 SUPERINTENDED THE SURVEY REPRESENTED BY THIS PLAN, AND
 THAT THE SURVEY AND PLAN ARE CORRECT. THE FIELD SURVEY
 WAS COMPLETED ON THE 30th DAY OF APRIL, 2010. THE PLAN
 WAS COMPLETED AND CHECKED, AND THE CHECKLIST FILED
 UNDER # 115085, ON THE 10th DAY OF MAY, 2010.

[Signature]
 B.C.L.S.



DATA: MAG 83 (CGRS), UTM ZONE 10
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 UTM NORTHING: 548006.535
 CONVERSION: -0.00000000
 CORRECTED FACTOR: 0.999995000
 ESTIMATED NETWORK HORIZONTAL ACCURACY IS 0.02 METRES

McElhanney
 McELHANNAY ASSOCIATES
 LAND SURVEYING LTD.
 100, 760 BEAUTY STREET
 VANCOUVER, B.C. V6T 2M1
 TEL: 604-683-8021
 FAX: 604-683-4300
 OUR FILE NO: 2113-01858-1
 OUR DRAWING: 01858-19-102 REF:DWG



PART BLOCK 1
PLAN VAP19240

PORTEAU COVE
PROVINCIAL PARK

PART BLOCK 1
PLAN VAP19240

PARCELA
REFERENCE PLAN BCP24181

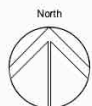
REM LOT 1
PLAN BCP41560

PARCELA
REFERENCE PLAN BCP24181

EASEMENT
PLAN EPR1912

ROAD
PLAN BCP41560

SEA TO SKY HIGHWAY 99
HIGHWAY PLAN H99



| | |
|---|-----------------|
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| Issued For: | Date: |
| DP/RZ APPLICATION | 23/04/20 |
| DP/RZ APPLICATION | 23/06/20 |
| REVISED - CERG SETBACKS | 23/08/20 |
| REVISED | 24/02/21 |
| REVISED: BC Parks | 24/05/27 |

Sheet Title:
EXISTING EASEMENTS

Project:
PORTEAU COVE CAMPGROUND
PORTEAU COVE, BC

MURDOCH COMPANY

Architecture + Planning Ltd.
#106-4319 Main Street
P.O. Box 1394
Whistler, B.C. V0W 1B0
Ph. 905-6992
email: murdoch@telus.net

Drawn By: BM/JL
Project No: 20.03

Scale: 1:1000 METRIC
Sheet No: **L-0.4**
EXISTING EASEMENTS

LEGEND

- Washrooms
- Potable Water
- Solid Waste - Garbage/Recycling
- RV Camp Site: 6m x 16m, with 4m x 4m amenity pad
- Tent Camp Site: 7m x 11m, with 4m x 4m amenity pad
- Walk-in Tent Camp Site: 6m x 6m, with 4m x 4m amenity pad
- Comfort Station: Washrooms (M/FHC), sinks

HOWE SOUND

Porteau Cove Provincial Park
 Size: 56 ha
 44 vehicle sites
 16 walk-in sites

Existing Facilities:

- Open Year Round
- Day use and Campground
- Septic system with flush & pit toilets
- Showers
- Sani-Station/dump
- Electrical Hook-ups

Porteau Cove Provincial Park Legacy Cabins

Porteau Cove Provincial Park Drive-in Campsites

Porteau Cove Sani-Station

Porteau Cove Provincial Park

Montagu Channel

Porteau Cove

ON RAIL

Sanctuary Highway 99

entrance

lock block retaining with guard as required

existing stream course and riparian setbacks as per CERG report

proposed sani-dump station

operations/maintenance building

existing septic field

PROPOSED COMMON AMENITY AREA:
 (min. 5% of total parcel area, 3600m² required, approx. 4500m² provided)

- Picnic Shelters, Group BBQ, Fire Pits
- Playground, Active Recreation (i.e. volleyball, basketball, frisbee/mini-golf)
- Picnic Tables, Benches
- Open Space, Lawn
- Off-leash Dog Area

RECEPTION/AMENITY BUILDING - 3 Storeys, ± 575m² per floor

- Reception/Check-in
- Concession/Cafe
- Laundry/Washrooms/Showers
- Boat Storage/Rental (Kayaks/SUPs/Canoes, etc.)
- Maintenance/Operations Area

Two Floors, Caretaker Suite & Staff Accommodation:

- 8 - 1BR units (±600 sf) x 2 floors = 16 units

existing services:
 3x3" hydro/8" sanitary/8" storm/6" water approx. 1m - 1.85m deep, 1m spacing between lines

existing culverts, stream course and riparian setbacks as per CERG report

existing water service to campground

single lane, gravel trail/road - walk-in/maintenance access, 3.66m width

5 RV sites (reverse-in)

21 RV sites (reverse-in)

16 RV sites (pull-through)

19 Tiny Home sites

7 tent/car sites

existing creek (approx. location)

comfort station

comfort station

comfort station

Proposed Campground:

- 42 RV sites
- 7 Tent/Car sites
- 19 Tiny Home sites (ATV/walk in)

approx. 68 sites

SLRD Requirements:

- one way circulation 3.66m width, 2-way 6m width
- 20% of camp sites need to be accessible (±18 camp sites), as well as amenities/services/washrooms
- Common Amenity Area: min 5% of parcel area: ± 3600 m² Communal Picnic Area/Shelters, Group BBQ/fire pit, Playground, Picnic Tables/Benches, Open Space
- ±10 camp sites: require individual electrical hook ups.
- **PARKING/CIRCULATION:** Will need to accommodate visitor parking, vehicular turning radius, vehicle turn-around (12m R).
 - 1 stall per camp site, 1 visitor per 10 campsites (68 camp sites = 7 visitor parking stalls, 15 provided)
- **BICYCLE PARKING:** Class 1 (designated) & Class 2 (short term)
- 100m max. distance to Washrooms
- 60m max. to potable water
- 45-50m to garbage/solid waste/recycling
- Laundry facilities: 1 for first 10 campsites, plus 1 for every additional 30 campsites
- RAR assessment required if development within 30m of stream/creek
- Servicing: water and sanitary to VCH standards
- Fire Protection, Safety & Emergency Management Plan
- Traffic Management (MOTI referral)
- Solid Waste Management Strategy
- Wildlife Attractants (management strategy), food caches
- On-Site Caretaker
- Washrooms located min. 7.5m & max. 100m from each campsite
- Sani-Station/dump required if a publically accessible station is located more than 20km away
- ± 68 CAMP SITES (RV and Tent/Car) would require approx.:
 Laundry: ± 3 washer/dryers
 Washrooms: ± 6 toilets, 8 sinks, 6 showers required (must be within 100m of ALL camp sites)

comfort station

comfort station

comfort station

comfort station

comfort station

comfort station

comfort station

comfort station

comfort station

comfort station

comfort station

comfort station

comfort station

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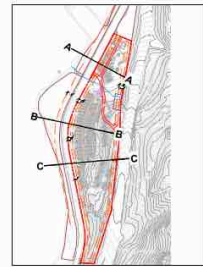
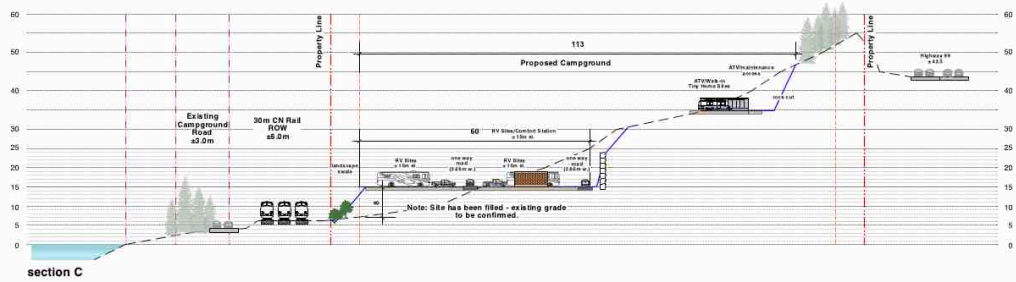
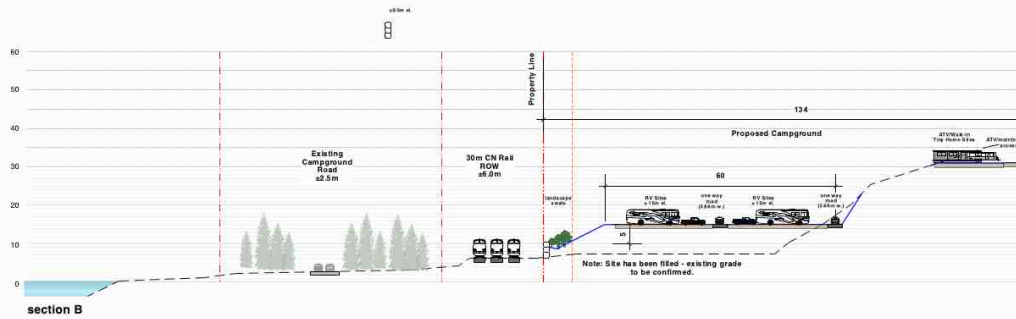
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| DP/RZ APPLICATION | 23/06/20 |
| REVISED - CERG SETBACKS | 23/08/20 |
| REVISED | 24/02/21 |
| REVISED: BC Parks | 24/05/22 |

Sheet Title:
PROPOSED SITE PLAN
 Project:
PORTEAU COVE CAMPGROUND
 PORTEAU COVE, BC

MURDOCH COMPANY
 Architecture + Planning Ltd.
 #106-4319 Main Street
 P.O. Box 1394
 Whistler, B.C. V0W 1B0
 Ph. 905-6992
 email: murdoch@telus.net

Drawn By: BM/JL
 Scale: 1:1000 METRIC
 Project No: 20.03
 Sheet No: **L-1.1**
 PROPOSED SITE PLAN

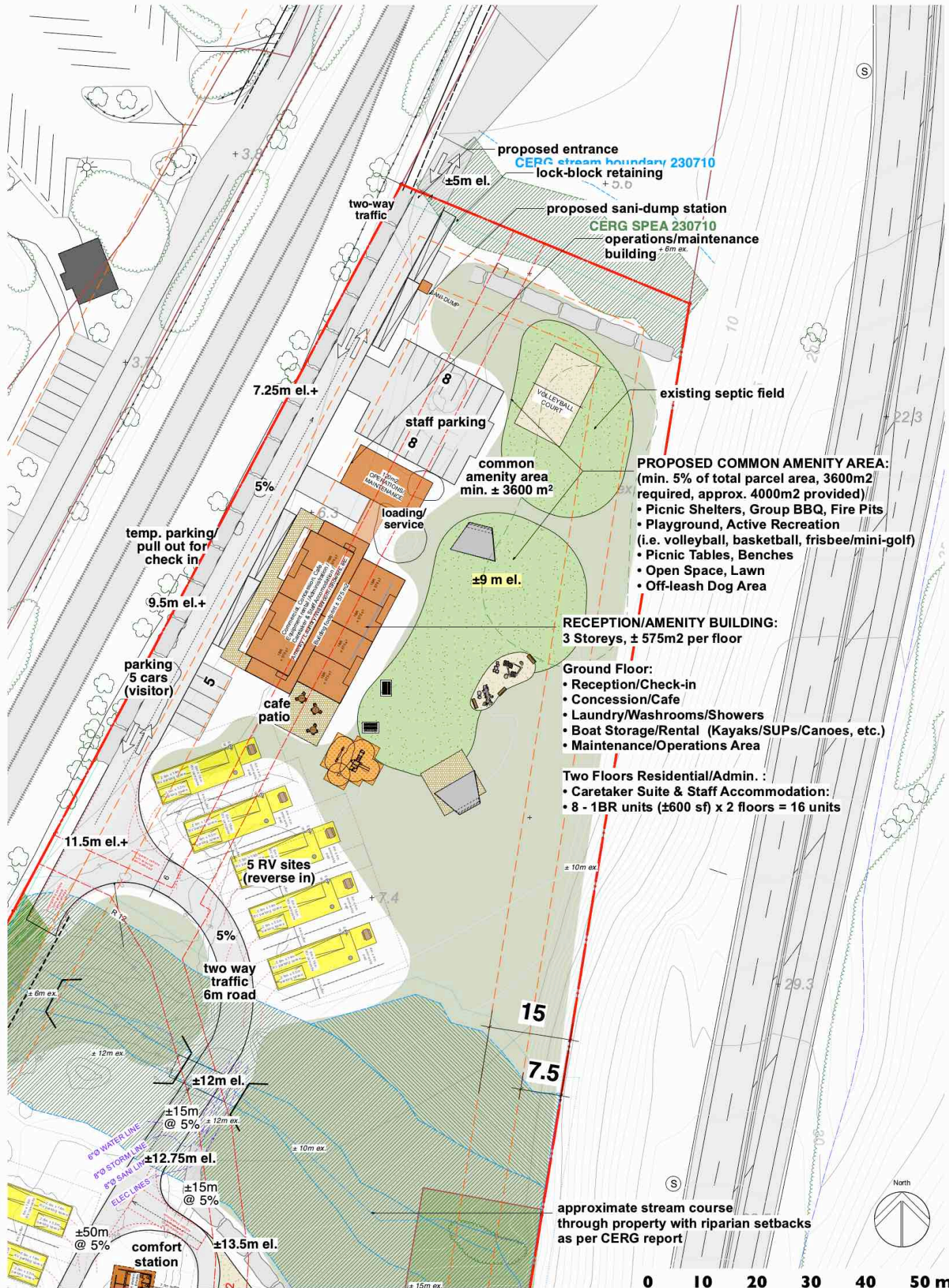


Drawn By: BMJL AS SHOWN
 Project No: 20.03
 20.03
L-1.2
 SITE SECTIONS

MURDOCH COMPANY
 4000 Kingsway
 Vancouver, BC V6P 4C1
 www.murdoch.com

SITE SECTIONS
PORTEAU COVE CAMPGROUND
 PORTEAU COVE, BC

| Sheet No. | Date |
|-----------|------------|
| 20.03.01 | 2020.03.01 |
| 20.03.02 | 2020.03.01 |
| 20.03.03 | 2020.03.01 |
| 20.03.04 | 2020.03.01 |
| 20.03.05 | 2020.03.01 |
| 20.03.06 | 2020.03.01 |
| 20.03.07 | 2020.03.01 |
| 20.03.08 | 2020.03.01 |
| 20.03.09 | 2020.03.01 |
| 20.03.10 | 2020.03.01 |
| 20.03.11 | 2020.03.01 |
| 20.03.12 | 2020.03.01 |
| 20.03.13 | 2020.03.01 |
| 20.03.14 | 2020.03.01 |
| 20.03.15 | 2020.03.01 |
| 20.03.16 | 2020.03.01 |
| 20.03.17 | 2020.03.01 |
| 20.03.18 | 2020.03.01 |
| 20.03.19 | 2020.03.01 |
| 20.03.20 | 2020.03.01 |
| 20.03.21 | 2020.03.01 |
| 20.03.22 | 2020.03.01 |
| 20.03.23 | 2020.03.01 |
| 20.03.24 | 2020.03.01 |
| 20.03.25 | 2020.03.01 |
| 20.03.26 | 2020.03.01 |
| 20.03.27 | 2020.03.01 |
| 20.03.28 | 2020.03.01 |
| 20.03.29 | 2020.03.01 |
| 20.03.30 | 2020.03.01 |



PROPOSED COMMON AMENITY AREA:
 (min. 5% of total parcel area, 3600m² required, approx. 4000m² provided)
 • Picnic Shelters, Group BBQ, Fire Pits
 • Playground, Active Recreation (i.e. volleyball, basketball, frisbee/mini-golf)
 • Picnic Tables, Benches
 • Open Space, Lawn
 • Off-leash Dog Area

RECEPTION/AMENITY BUILDING:
 3 Stores, ± 575m² per floor
Ground Floor:
 • Reception/Check-in
 • Concession/Cafe
 • Laundry/Washrooms/Showers
 • Boat Storage/Rental (Kayaks/SUPs/Canoes, etc.)
 • Maintenance/Operations Area

Two Floors Residential/Admin. :
 • Caretaker Suite & Staff Accommodation:
 • 8 - 1BR units (±600 sf) x 2 floors = 16 units

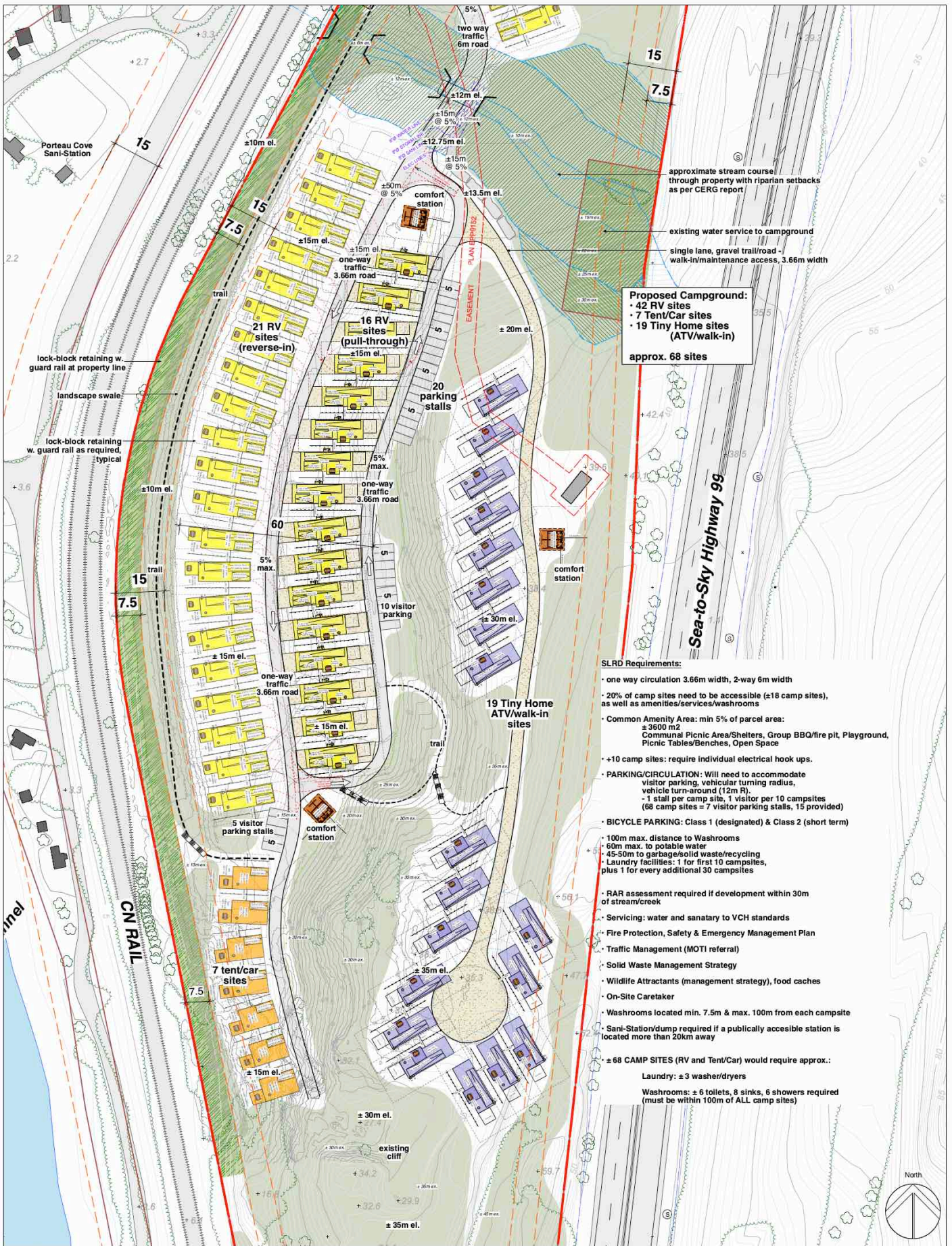
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| REVISED | 24/02/21 |
| REVISED: BC Parks | 24/05/21 |

Sheet Title:
SITE PLAN - AMENITY AREA
 Project:
PORTEAU COVE CAMPGROUND
 PORTEAU COVE, BC

MURDOCH COMPANY
 Architecture + Planning Ltd.
 #106-4319 Main Street
 P.O. Box 1394
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 Ph. 905-6992
 email: murdoch@telus.net

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 BM/JL 1:300 METRIC
 Project No: Sheet No:
 20.03 **L-1.3**
 SITE PLAN - AMENITY AREA

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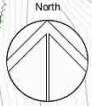


Proposed Campground:
 • 42 RV sites
 • 7 Tent/Car sites
 • 19 Tiny Home sites (ATV/walk-in)
 approx. 68 sites

SLRD Requirements:

- one way circulation 3.66m width, 2-way 6m width
- 20% of camp sites need to be accessible (±18 camp sites), as well as amenities/services/washrooms
- Common Amenity Area: min 5% of parcel area: ±3600 m²
 Communal Picnic Area/Shelters, Group BBQ/fire pit, Playground, Picnic Tables/Benches, Open Space
- +10 camp sites: require individual electrical hook ups.
- **PARKING/CIRCULATION:** Will need to accommodate visitor parking, vehicular turning radius, vehicle turn-around (12m R).
 - 1 stall per camp site, 1 Visitor per 10 campsites (68 camp sites = 7 visitor parking stalls, 15 provided)
- **BICYCLE PARKING:** Class 1 (designated) & Class 2 (short term)
- 100m max. distance to Washrooms
 • 60m max. to potable water
 • 45-50m to garbage/solid waste/recycling
- Laundry facilities: 1 for first 10 campsites, plus 1 for every additional 30 campsites
- RAR assessment required if development within 30m of stream/creek
- Servicing: water and sanitary to VCH standards
- Fire Protection, Safety & Emergency Management Plan
- Traffic Management (MOTI referral)
- Solid Waste Management Strategy
- Wildlife Attractants (management strategy), food caches
- On-Site Caretaker
- Washrooms located min. 7.5m & max. 100m from each campsite
- Sani-Station/dump required if a publically accessible station is located more than 20km away

± 68 CAMP SITES (RV and Tent/Car) would require approx.:
 Laundry: ± 3 washer/dryers
 Washrooms: ± 6 toilets, 8 sinks, 6 showers required (must be within 100m of ALL camp sites)

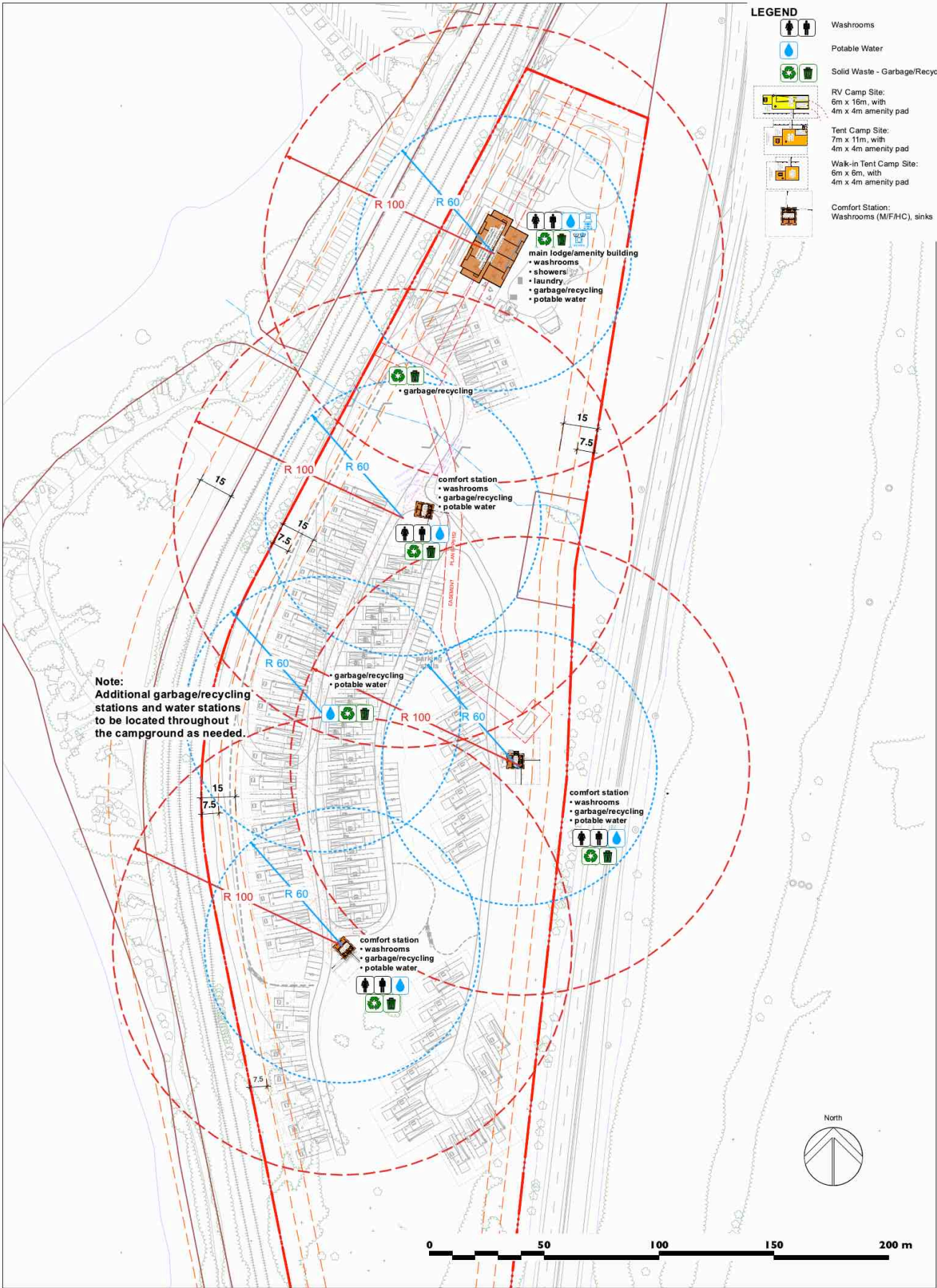


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| REVISED | 24/02/21 |
| REVISED: BC Parks | 24/05/21 |

Sheet Title:
SITE PLAN - RV & TENT CAMPSITES
 Project
PORTEAU COVE CAMPGROUND
 PORTEAU COVE, BC

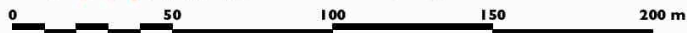
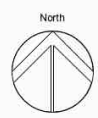
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 Architecture + Planning Ltd.
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 email: murdoch@telus.net

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| BM/JL | 1:500 METRIC |
| Project No: | Sheet No: |
| 20.03 | L-1.4 |



- LEGEND**
- Washrooms
 - Potable Water
 - Solid Waste - Garbage/Recycling
 - RV Camp Site:
6m x 16m, with
4m x 4m amenity pad
 - Tent Camp Site:
7m x 11m, with
4m x 4m amenity pad
 - Walk-in Tent Camp Site:
6m x 6m, with
4m x 4m amenity pad
 - Comfort Station:
Washrooms (M/F/H/C), sinks

Note:
Additional garbage/recycling
stations and water stations
to be located throughout
the campground as needed.



| | |
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| REVISED | 24/02/21 |
| REVISED: BC Parks | 24/005/27 |

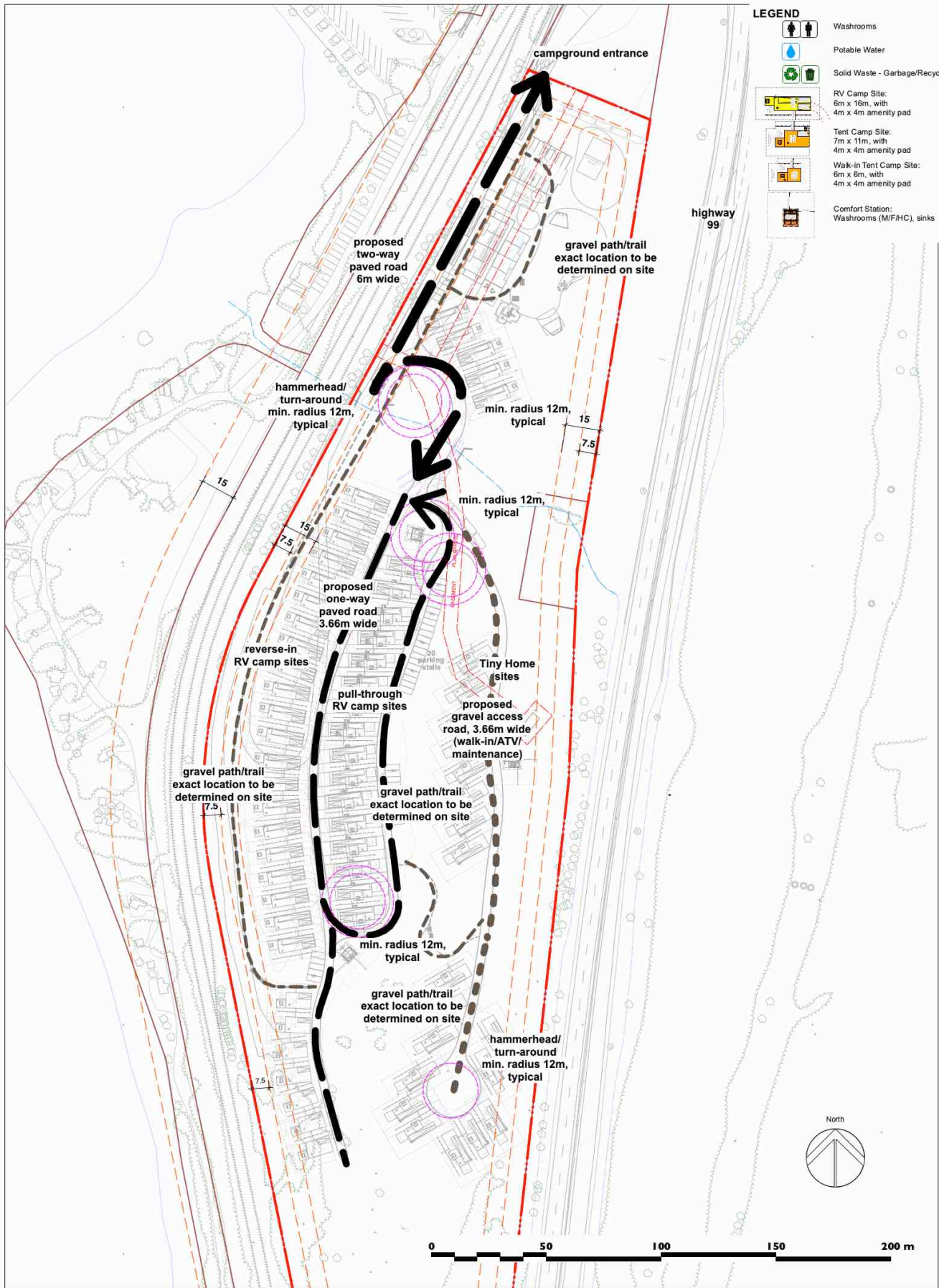
Sheet Title:
DISTANCE TO AMENITIES

Project:
PORTEAU COVE CAMPGROUND
PORTEAU COVE, BC

MURDOCH COMPANY

Architecture + Planning Ltd.
#106-4319 Main Street
P.O. Box 1394
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email: murdoch@telus.net

| | |
|-------------|-----------------------|
| Drawn By: | Scale: |
| BM/JL | 1:750 METRIC |
| Project No: | Sheet No: |
| 20.03 | L-2.1 |
| | DISTANCE TO AMENITIES |



- LEGEND**
- Washrooms
 - Potable Water
 - Solid Waste - Garbage/Recycling
 - RV Camp Site:
6m x 16m, with
4m x 4m amenity pad
 - Tent Camp Site:
7m x 11m, with
4m x 4m amenity pad
 - Walk-in Tent Camp Site:
6m x 6m, with
4m x 4m amenity pad
 - Comfort Station:
Washrooms (M/F/H/C), sinks

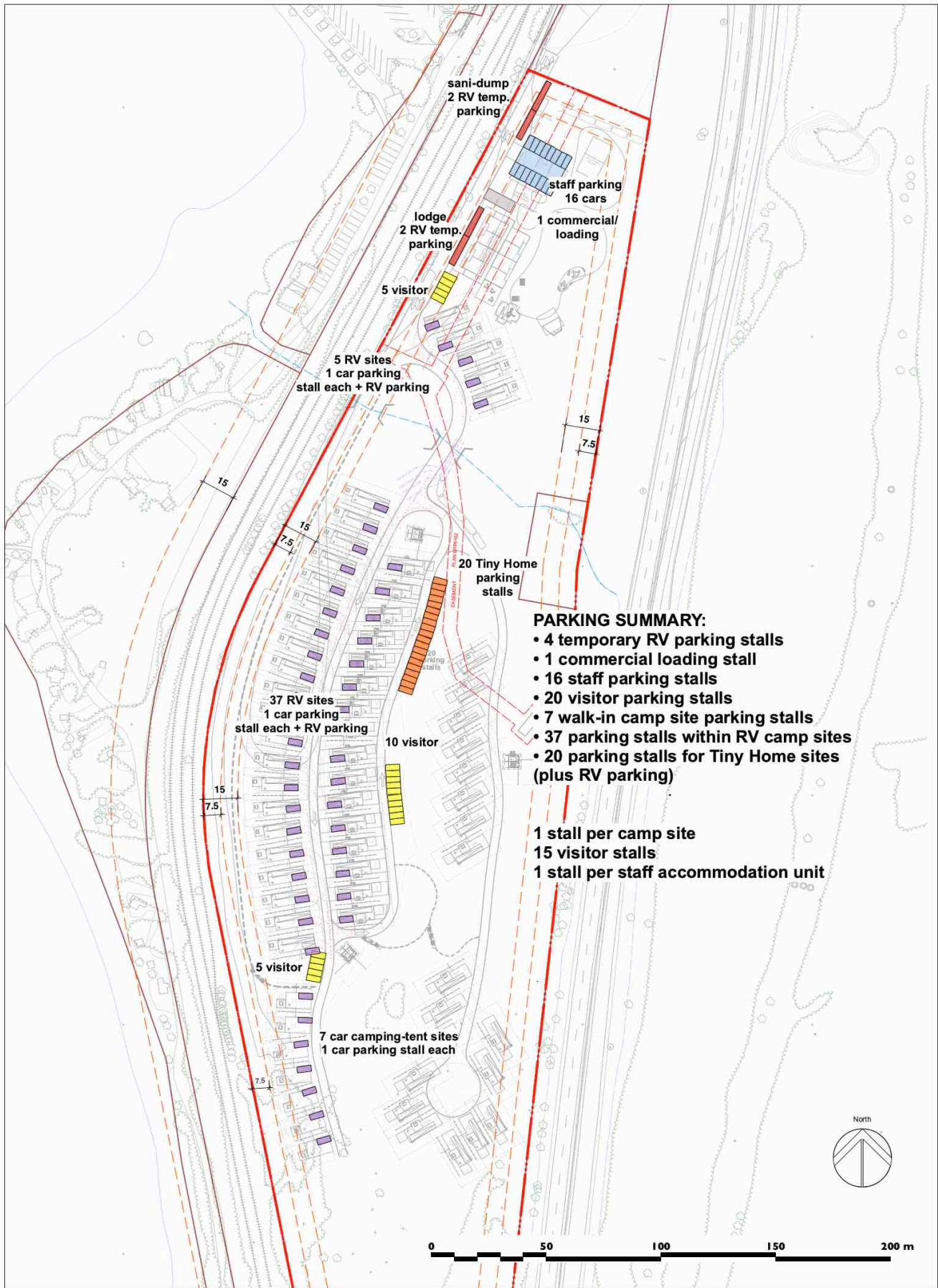
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| DP/RZ APPLICATION | 23/08/29 |
| REVISED - CERG SETBACKS | 23/08/09 |
| REVISED | 24/02/01 |
| REVISED: BC Parks | 24/005/27 |

Sheet Title:
CIRCULATION
 Project
PORTEAU COVE CAMPGROUND
 PORTEAU COVE, BC

MURDOCH + COMPANY
 Architecture + Planning Ltd.
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 Whistler, B.C. V0W 1B0
 Ph. 905-6992
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| | |
|-------------|--------------|
| Drawn By: | Scale: |
| BM/JL | 1:750 METRIC |
| Project No: | Sheet No: |
| 20.03 | L-2.2 |

CIRCULATION



PARKING SUMMARY:

- 4 temporary RV parking stalls
- 1 commercial loading stall
- 16 staff parking stalls
- 20 visitor parking stalls
- 7 walk-in camp site parking stalls
- 37 parking stalls within RV camp sites
- 20 parking stalls for Tiny Home sites (plus RV parking)

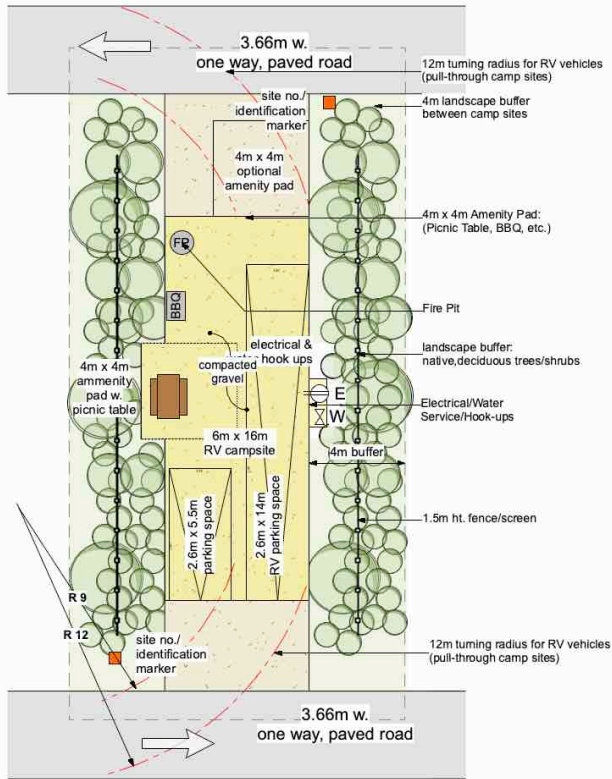
1 stall per camp site
 15 visitor stalls
 1 stall per staff accommodation unit

| | |
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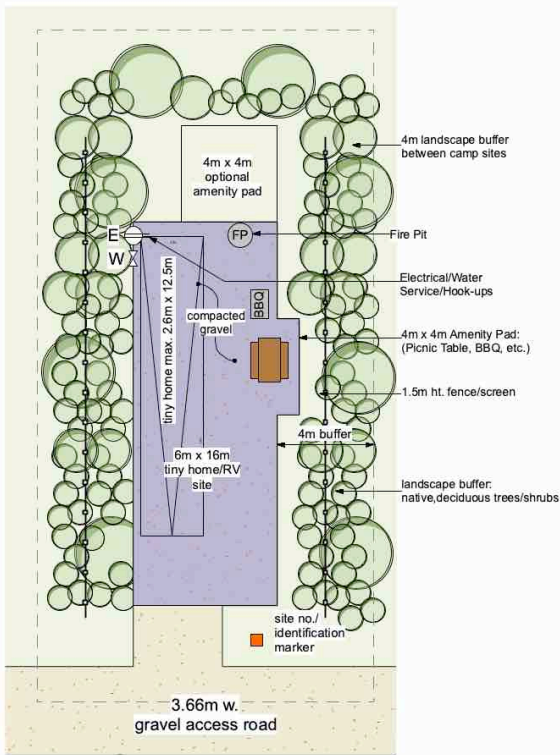
Sheet Title:
PARKING
 Project
PORTEAU COVE CAMPGROUND
 PORTEAU COVE, BC

MURDOCH COMPANY
 Architecture + Planning Ltd.
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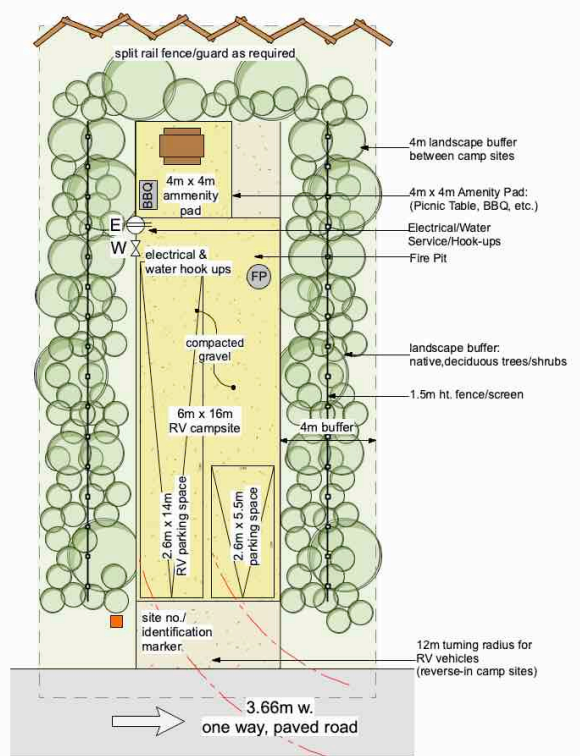
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| BM/JL | 1:750 METRIC |
| Project No: | Sheet No: |
| 20.03 | L-2.3 |



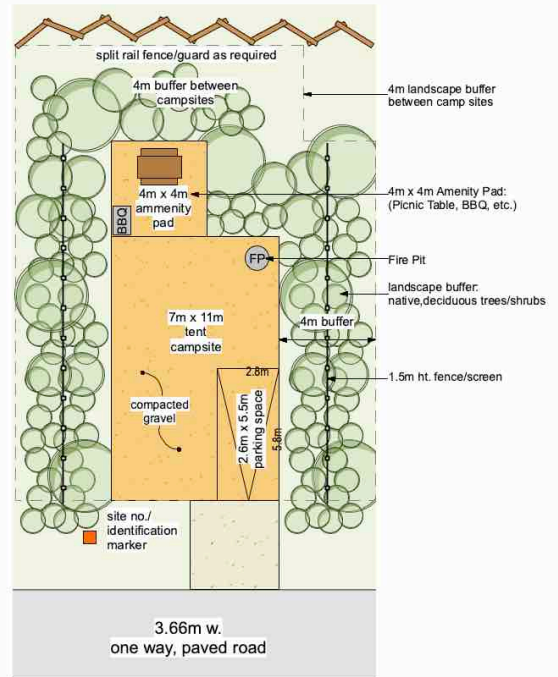
Typical pull-through RV Camp Site



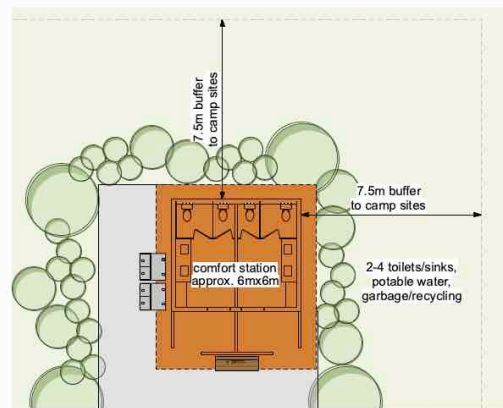
Typical Tiny Home Site



Typical reverse-in RV Camp Site



Typical Camp Site: Tent/Vehicle



Typical Comfort Station/Washrooms

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| Issued For: | Date: |
|-------------------------|----------|
| DP/RZ APPLICATION | 23/04/20 |
| DP/RZ APPLICATION | 23/06/20 |
| REVISED - CERG SETBACKS | 23/08/20 |
| REVISED | 24/02/21 |
| REVISED: BC Parks | 24/05/21 |

Sheet Title:
CAMP SITES: DETAIL PLANS
 Project:
PORTEAU COVE CAMPGROUND
 PORTEAU COVE, BC

MURDOCH COMPANY

Architecture & Planning Ltd.
 #106-4319 Main Street
 P.O. Box 1394
 Whistler, B.C. V0W 1B0
 Ph. 905-6992
 email: murdoch@telus.net

Drawn By:

BM/JL

Project No:

20.03

Scale:

Sheet No:

L-3.1

CAMP SITES: DETAIL PLANS



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| Issued For: | Date: |
|--------------------------|-----------------|
| DP/RZ APPLICATION | 23/04/26 |
| DP/RZ APPLICATION | 23/06/26 |
| REVISED - CERC SETBACKS | 23/09/09 |
| REVISED | 24/02/01 |
| REVISED: BC Parks | 24/09/27 |

Sheet Title:
PROPOSED CIRCULATION TO PARK
 Project
PORTEAU COVE CAMPGROUND
 PORTEAU COVE, BC

MURDOCH + COMPANY
 Architecture + Planning Ltd.
 #105-4319 Main Street
 P.O. Box 1394
 Whistler, B.C. V8W 1B0
 Ph. 905-6992
 email: murdoch@mlus.net

| | |
|-------------|--------------|
| Drawn By: | Scale: |
| BMJL | 1:500 METRIC |
| Project No: | Sheet No: |
| 20.03 | L-3.2 |

PROPOSED CIRCULATION TO PARK

APPENDIX B

MIOVISION TRAFFIC COUNT DATA

Site Number: 1
 Major Route: Highway 99
 Minor Route: Porteau Cove Park Access
 Municipality: Porteau
 Filename: 1-TMC-Highway99@Porteau Cove-July 19 2024

 Date: July 19, 2024
 Day-of-week: Friday

 East/West Route: Porteau Cove Park Access
 Intersection Type: 3 leg west approach
 Signalized (y/n?): no
 Weather: AM: Clear and dry PM: Clear and dry

| | Start | Duration |
|------------|-------|----------|
| A.M. Shift | 07:00 | 2.00 |
| | | |
| P.M. Shift | 15:00 | 3.00 |
| Total | | 5.00 |

Note: duration: decimal hours
start time: 24 hr clock (15 min increments)

Comments: North Approach - vehicles approaching intersection from the north
15x4 - 15 min volume (from max 15 minute period [+] in peak hour period [*]) x 4

Notes:

Survey Data
 Combined Volume

| Time Period | NORTH Approach | | | SOUTH Approach | | | WEST Approach | | | EAST Approach | | | Total Volume | | | | |
|-------------|----------------|------|-------|----------------|------|-------|---------------|------|-------|---------------|------|-------|--------------|---|--|--|--|
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | | | | | |
| 07:00 | 0 | 122 | 0 | 0 | 106 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 230 | | | | |
| 07:15 | 0 | 136 | 0 | 2 | 115 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 254 | * | | | |
| 07:30 | 0 | 142 | 4 | 0 | 103 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 252 | * | | | |
| 07:45 | 0 | 126 | 6 | 5 | 128 | 0 | 3 | 0 | 5 | 0 | 0 | 0 | 273 | * | | | |
| 08:00 | 0 | 139 | 1 | 3 | 147 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 294 | + | | | |
| 08:15 | 0 | 105 | 1 | 2 | 132 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 240 | | | | |
| 08:30 | 0 | 105 | 2 | 2 | 145 | 0 | 1 | 0 | 4 | 0 | 0 | 0 | 259 | | | | |
| 08:45 | 0 | 114 | 1 | 3 | 152 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 272 | | | | |

| | | | | | | | | | | | | | | | | | |
|--------------|----------|------------|-----------|-----------|-------------|----------|-----------|----------|-----------|----------|----------|----------|-------------|---|--|--|--|
| Total | 0 | 989 | 15 | 17 | 1028 | 0 | 5 | 0 | 20 | 0 | 0 | 0 | 2074 | | | | |
| Pk Hr | 0 | 543 | 11 | 10 | 493 | 0 | 4 | 0 | 12 | 0 | 0 | 0 | 1073 | * | | | |
| 15x4 | 0 | 568 | 24 | 20 | 588 | 0 | 12 | 0 | 20 | 0 | 0 | 0 | 1232 | + | | | |

| | | | | | | | | | | | | | | | | | |
|-------|---|-----|----|---|-----|---|---|---|----|---|---|---|-----|---|--|--|--|
| 15:00 | 0 | 158 | 10 | 6 | 332 | 0 | 6 | 0 | 14 | 0 | 0 | 0 | 526 | | | | |
| 15:15 | 0 | 156 | 9 | 7 | 326 | 0 | 7 | 0 | 11 | 0 | 0 | 0 | 516 | | | | |
| 15:30 | 0 | 175 | 13 | 9 | 350 | 0 | 8 | 0 | 10 | 0 | 0 | 0 | 565 | | | | |
| 15:45 | 0 | 174 | 9 | 3 | 357 | 0 | 7 | 0 | 7 | 0 | 0 | 0 | 557 | * | | | |
| 16:00 | 0 | 185 | 12 | 6 | 359 | 0 | 2 | 0 | 12 | 0 | 0 | 0 | 576 | * | | | |
| 16:15 | 0 | 174 | 12 | 9 | 368 | 0 | 5 | 0 | 11 | 0 | 0 | 0 | 579 | + | | | |
| 16:30 | 0 | 159 | 13 | 9 | 366 | 0 | 7 | 0 | 12 | 0 | 0 | 0 | 566 | * | | | |
| 16:45 | 0 | 142 | 12 | 8 | 317 | 0 | 3 | 0 | 21 | 0 | 0 | 0 | 503 | | | | |
| 17:00 | 0 | 166 | 4 | 8 | 229 | 0 | 6 | 0 | 11 | 0 | 0 | 0 | 424 | | | | |
| 17:15 | 0 | 200 | 12 | 8 | 253 | 0 | 5 | 0 | 7 | 0 | 0 | 0 | 485 | | | | |
| 17:30 | 0 | 159 | 11 | 6 | 248 | 0 | 3 | 0 | 14 | 0 | 0 | 0 | 441 | | | | |
| 17:45 | 0 | 187 | 18 | 9 | 220 | 0 | 6 | 0 | 10 | 0 | 0 | 0 | 450 | | | | |

| | | | | | | | | | | | | | | | | | |
|--------------|----------|-------------|------------|-----------|-------------|----------|-----------|----------|------------|----------|----------|----------|-------------|---|--|--|--|
| Total | 0 | 2035 | 135 | 88 | 3725 | 0 | 65 | 0 | 140 | 0 | 0 | 0 | 6188 | | | | |
| Pk Hr | 0 | 692 | 46 | 27 | 1450 | 0 | 21 | 0 | 42 | 0 | 0 | 0 | 2278 | * | | | |
| 15x4 | 0 | 740 | 52 | 36 | 1472 | 0 | 28 | 0 | 48 | 0 | 0 | 0 | 2376 | + | | | |

AM Peak Period
Combined Volume

Location: Porteau Cove Park Access @ Highway 99
Date: July 19, 2024

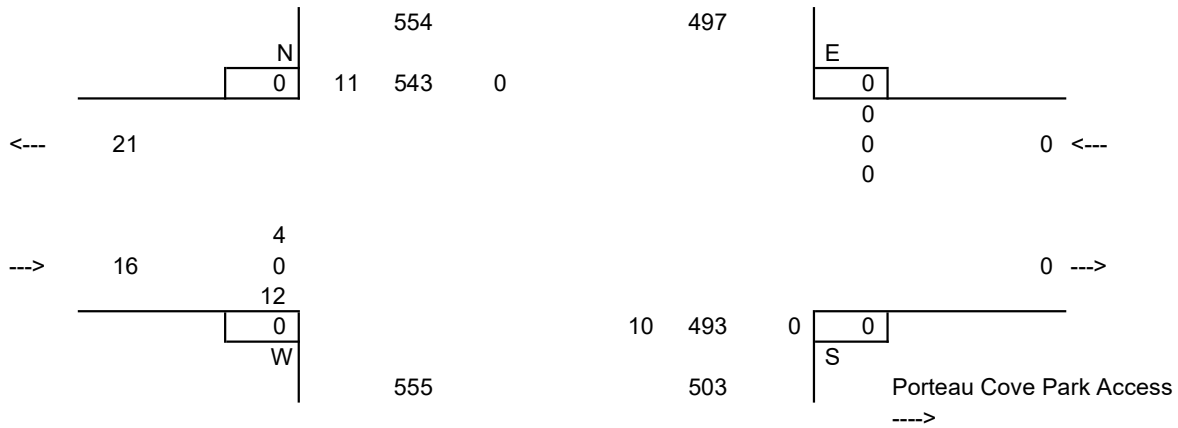
| Time Period | NORTH Approach | | | SOUTH Approach | | | WEST Approach | | | EAST Approach | | | Total Volume | | | | |
|-------------|----------------|------|-------|----------------|------|-------|---------------|------|-------|---------------|------|-------|--------------|--|--|--|--|
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | | | | | |
| 07:00 | 0 | 122 | 0 | 0 | 106 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 230 | | | | |
| 07:15 | 0 | 136 | 0 | 2 | 115 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 254 * | | | | |
| 07:30 | 0 | 142 | 4 | 0 | 103 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 252 * | | | | |
| 07:45 | 0 | 126 | 6 | 5 | 128 | 0 | 3 | 0 | 5 | 0 | 0 | 0 | 273 * | | | | |
| 08:00 | 0 | 139 | 1 | 3 | 147 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 294 + | | | | |
| 08:15 | 0 | 105 | 1 | 2 | 132 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 240 | | | | |
| 08:30 | 0 | 105 | 2 | 2 | 145 | 0 | 1 | 0 | 4 | 0 | 0 | 0 | 259 | | | | |
| 08:45 | 0 | 114 | 1 | 3 | 152 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 272 | | | | |

| | | | | | | | | | | | | | | | | | |
|---------------|----------|------------|-----------|-----------|-------------|----------|-----------|----------|-----------|----------|----------|----------|---------------|--|--|--|--|
| Total | 0 | 989 | 15 | 17 | 1028 | 0 | 5 | 0 | 20 | 0 | 0 | 0 | 2074 | | | | |
| Pk Hr | 0 | 543 | 11 | 10 | 493 | 0 | 4 | 0 | 12 | 0 | 0 | 0 | 1073 * | | | | |
| 15x4 | 0 | 568 | 24 | 20 | 588 | 0 | 12 | 0 | 20 | 0 | 0 | 0 | 1232 + | | | | |
| Avg Hr | 0 | 495 | 8 | 9 | 514 | 0 | 3 | 0 | 10 | 0 | 0 | 0 | 1037 | | | | |

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Peak Hour 07:15
Peak 15min 08:00
North approach PHF 0.94
South approach PHF 0.83
West approach PHF 0.50
East approach PHF NA

AM Peak Hour Volumes



PM Peak Period
Combined Volume

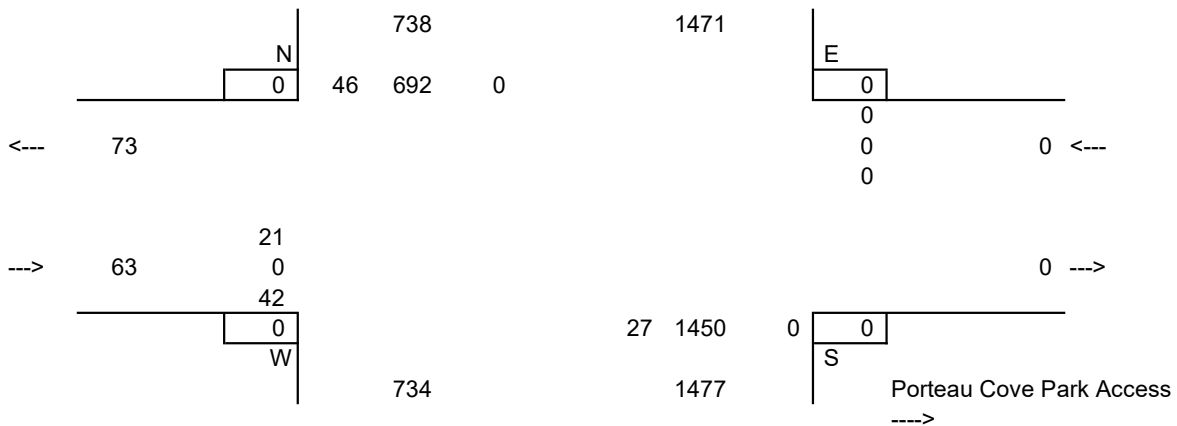
Location: Porteau Cove Park Access @ Highway 99
 Date: July 19, 2024

| Time Period | NORTH Approach | | | SOUTH Approach | | | WEST Approach | | | EAST Approach | | | Total Volume | | | | |
|-------------|----------------|------|-------|----------------|------|-------|---------------|------|-------|---------------|------|-------|--------------|--|--|--|--|
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | | | | | |
| 15:00 | 0 | 158 | 10 | 6 | 332 | 0 | 6 | 0 | 14 | 0 | 0 | 0 | 526 | | | | |
| 15:15 | 0 | 156 | 9 | 7 | 326 | 0 | 7 | 0 | 11 | 0 | 0 | 0 | 516 | | | | |
| 15:30 | 0 | 175 | 13 | 9 | 350 | 0 | 8 | 0 | 10 | 0 | 0 | 0 | 565 | | | | |
| 15:45 | 0 | 174 | 9 | 3 | 357 | 0 | 7 | 0 | 7 | 0 | 0 | 0 | 557 * | | | | |
| 16:00 | 0 | 185 | 12 | 6 | 359 | 0 | 2 | 0 | 12 | 0 | 0 | 0 | 576 * | | | | |
| 16:15 | 0 | 174 | 12 | 9 | 368 | 0 | 5 | 0 | 11 | 0 | 0 | 0 | 579 + | | | | |
| 16:30 | 0 | 159 | 13 | 9 | 366 | 0 | 7 | 0 | 12 | 0 | 0 | 0 | 566 * | | | | |
| 16:45 | 0 | 142 | 12 | 8 | 317 | 0 | 3 | 0 | 21 | 0 | 0 | 0 | 503 | | | | |
| 17:00 | 0 | 166 | 4 | 8 | 229 | 0 | 6 | 0 | 11 | 0 | 0 | 0 | 424 | | | | |
| 17:15 | 0 | 200 | 12 | 8 | 253 | 0 | 5 | 0 | 7 | 0 | 0 | 0 | 485 | | | | |
| 17:30 | 0 | 159 | 11 | 6 | 248 | 0 | 3 | 0 | 14 | 0 | 0 | 0 | 441 | | | | |
| 17:45 | 0 | 187 | 18 | 9 | 220 | 0 | 6 | 0 | 10 | 0 | 0 | 0 | 450 | | | | |

| | | | | | | | | | | | | | | | | | |
|---------------|----------|-------------|------------|-----------|-------------|----------|-----------|----------|------------|----------|----------|----------|---------------|--|--|--|--|
| Total | 0 | 2035 | 135 | 88 | 3725 | 0 | 65 | 0 | 140 | 0 | 0 | 0 | 6188 | | | | |
| Pk Hr | 0 | 692 | 46 | 27 | 1450 | 0 | 21 | 0 | 42 | 0 | 0 | 0 | 2278 * | | | | |
| 15x4 | 0 | 740 | 52 | 36 | 1472 | 0 | 28 | 0 | 48 | 0 | 0 | 0 | 2376 + | | | | |
| Avg Hr | 0 | 678 | 45 | 29 | 1242 | 0 | 22 | 0 | 47 | 0 | 0 | 0 | 2063 | | | | |

| | | |
|---|---------------|-------|
| | Peak Hour | 15:45 |
| | Peak 15min | 16:15 |
| N | North Leg PHF | 0.93 |
| ^ | South Leg PHF | 0.98 |
| , | West Leg PHF | 0.83 |
| | East Leg PHF | NA |

PM Peak Hour Volumes



Average Hour Period
Combined Volume

Location: Porteau Cove Park Access @ Highway 99
July 19, 2024

| NORTH Approach | | | SOUTH Approach | | | WEST Approach | | | EAST Approach | | | Total Volume | | | | |
|----------------|------|-------|----------------|------|-------|---------------|------|-------|---------------|------|-------|--------------|--|--|--|--|
| Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | | | | | |

Survey

| | | | | | | | | | | | | | | | | | |
|--------|-----|------|-----|-----|------|-----|-----|-----|-----|-----|-----|-----|------|--|--|--|--|
| Total | 0 | 3024 | 150 | 105 | 4753 | 0 | 70 | 0 | 160 | 0 | 0 | 0 | 8262 | | | | |
| Hours | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | | | | |
| Avg Hr | 0 | 605 | 30 | 21 | 951 | 0 | 14 | 0 | 32 | 0 | 0 | 0 | 1652 | | | | |

AM Period

| | | | | | | | | | | | | | | | | | |
|--------|-----|-----|-----|-----|------|-----|-----|-----|-----|-----|-----|-----|------|--|--|--|--|
| Total | 0 | 989 | 15 | 17 | 1028 | 0 | 5 | 0 | 20 | 0 | 0 | 0 | 2074 | | | | |
| Hours | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | | | | |
| Avg Hr | 0 | 495 | 8 | 9 | 514 | 0 | 3 | 0 | 10 | 0 | 0 | 0 | 1037 | | | | |

PM Period

| | | | | | | | | | | | | | | | | | |
|--------|-----|------|-----|-----|------|-----|-----|-----|-----|-----|-----|-----|------|--|--|--|--|
| Total | 0 | 2035 | 135 | 88 | 3725 | 0 | 65 | 0 | 140 | 0 | 0 | 0 | 6188 | | | | |
| Hours | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | | | |
| Avg Hr | 0 | 678 | 45 | 29 | 1242 | 0 | 22 | 0 | 47 | 0 | 0 | 0 | 2063 | | | | |

Average Hour Volumes

| | | | | | | | | | | | | | | | | | |
|--------------------------|-------|----|------|----|-------|-----|--|--|--|--|--|--|--|--|--|--|--|
| | Total | 30 | 605 | 0 | | | | | | | | | | | | | |
| | AM | 8 | 495 | 0 | | | | | | | | | | | | | |
| | Noon | 0 | 0 | 0 | | | | | | | | | | | | | |
| | PM | 45 | 678 | 0 | | | | | | | | | | | | | |
| Porteau Cove Park Access | | | | | | | | | | | | | | | | | |
| | | 14 | 3 | 0 | 22 | | | | | | | | | | | | |
| | | 0 | 0 | 0 | 0 | --- | | | | | | | | | | | |
| | | 32 | 10 | 0 | 47 | | | | | | | | | | | | |
| | Total | AM | Noon | PM | | | | | | | | | | | | | |
| | | 29 | 1242 | 0 | PM | | | | | | | | | | | | |
| | | 0 | 0 | 0 | Noon | | | | | | | | | | | | |
| | | 9 | 514 | 0 | AM | | | | | | | | | | | | |
| | | 21 | 951 | 0 | Total | | | | | | | | | | | | |

Site Number: 1
 Major Route: Highway 99
 Minor Route: Porteau Cove Park Access
 Municipality: Porteau
 Filename: 1-TMC-Highway99@Porteau Cove-July 19 2024

 Date: July 19, 2024
 Day-of-week: Friday

 East/West Route: Porteau Cove Park Access
 Intersection Type: 3 leg west approach
 Signalized (y/n?): no
 Weather: AM: Clear and dry PM: Clear and dry

| | Start | Duration |
|------------|-------|----------|
| A.M. Shift | 07:00 | 2.00 |
| | | |
| P.M. Shift | 15:00 | 3.00 |
| Total | | 5.00 |

Note: duration: decimal hours
start time: 24 hr clock (15 min increments)

Comments: North Approach - vehicles approaching intersection from the north
15x4 - 15 min volume (from max 15 minute period [+] in peak hour period [*]) x 4

Notes:

Survey Data
Regular Vehicles

| Time Period | NORTH Approach | | | SOUTH Approach | | | WEST Approach | | | EAST Approach | | | Total Volume | | | | |
|-------------|----------------|------|-------|----------------|------|-------|---------------|------|-------|---------------|------|-------|--------------|--|--|--|--|
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | | | | | |
| 07:00 | | 115 | 0 | 0 | 98 | | 0 | | 2 | | | | 215 | | | | |
| 07:15 | | 132 | 0 | 2 | 103 | | 0 | | 1 | | | | 238 * | | | | |
| 07:30 | | 125 | 4 | 0 | 92 | | 1 | | 2 | | | | 224 * | | | | |
| 07:45 | | 119 | 6 | 5 | 120 | | 3 | | 5 | | | | 258 * | | | | |
| 08:00 | | 124 | 1 | 2 | 137 | | 0 | | 4 | | | | 268 + | | | | |
| 08:15 | | 98 | 1 | 2 | 124 | | 0 | | 0 | | | | 225 | | | | |
| 08:30 | | 95 | 1 | 2 | 126 | | 1 | | 4 | | | | 229 | | | | |
| 08:45 | | 106 | 1 | 3 | 140 | | 0 | | 2 | | | | 252 | | | | |

| | | | | | | | | | | | | | | | | | |
|--------------|----------|------------|-----------|-----------|------------|----------|-----------|----------|-----------|----------|----------|----------|---------------|--|--|--|--|
| Total | 0 | 914 | 14 | 16 | 940 | 0 | 5 | 0 | 20 | 0 | 0 | 0 | 1909 | | | | |
| Pk Hr | 0 | 500 | 11 | 9 | 452 | 0 | 4 | 0 | 12 | 0 | 0 | 0 | 988 * | | | | |
| 15x4 | 0 | 528 | 24 | 20 | 548 | 0 | 12 | 0 | 20 | 0 | 0 | 0 | 1152 + | | | | |

| | | | | | | | | | | | | | | | | | |
|-------|--|-----|----|---|-----|--|---|--|----|--|--|--|-------|--|--|--|--|
| 15:00 | | 151 | 10 | 5 | 322 | | 6 | | 14 | | | | 508 | | | | |
| 15:15 | | 152 | 9 | 7 | 314 | | 6 | | 11 | | | | 499 | | | | |
| 15:30 | | 165 | 13 | 8 | 345 | | 8 | | 10 | | | | 549 | | | | |
| 15:45 | | 169 | 9 | 3 | 355 | | 7 | | 6 | | | | 549 * | | | | |
| 16:00 | | 180 | 12 | 6 | 348 | | 2 | | 12 | | | | 560 * | | | | |
| 16:15 | | 170 | 11 | 9 | 363 | | 4 | | 11 | | | | 568 + | | | | |
| 16:30 | | 154 | 12 | 8 | 360 | | 7 | | 11 | | | | 552 * | | | | |
| 16:45 | | 136 | 12 | 8 | 314 | | 2 | | 19 | | | | 491 | | | | |
| 17:00 | | 161 | 3 | 8 | 224 | | 6 | | 11 | | | | 413 | | | | |
| 17:15 | | 193 | 12 | 8 | 247 | | 5 | | 7 | | | | 472 | | | | |
| 17:30 | | 152 | 11 | 6 | 242 | | 3 | | 14 | | | | 428 | | | | |
| 17:45 | | 180 | 18 | 8 | 218 | | 6 | | 10 | | | | 440 | | | | |

| | | | | | | | | | | | | | | | | | |
|--------------|----------|-------------|------------|-----------|-------------|----------|-----------|----------|------------|----------|----------|----------|---------------|--|--|--|--|
| Total | 0 | 1963 | 132 | 84 | 3652 | 0 | 62 | 0 | 136 | 0 | 0 | 0 | 6029 | | | | |
| Pk Hr | 0 | 673 | 44 | 26 | 1426 | 0 | 20 | 0 | 40 | 0 | 0 | 0 | 2229 * | | | | |
| 15x4 | 0 | 720 | 48 | 36 | 1452 | 0 | 28 | 0 | 48 | 0 | 0 | 0 | 2332 + | | | | |

AM Peak Period
Regular Vehicles

Location: Porteau Cove Park Access @ Highway 99
 Date: July 19, 2024

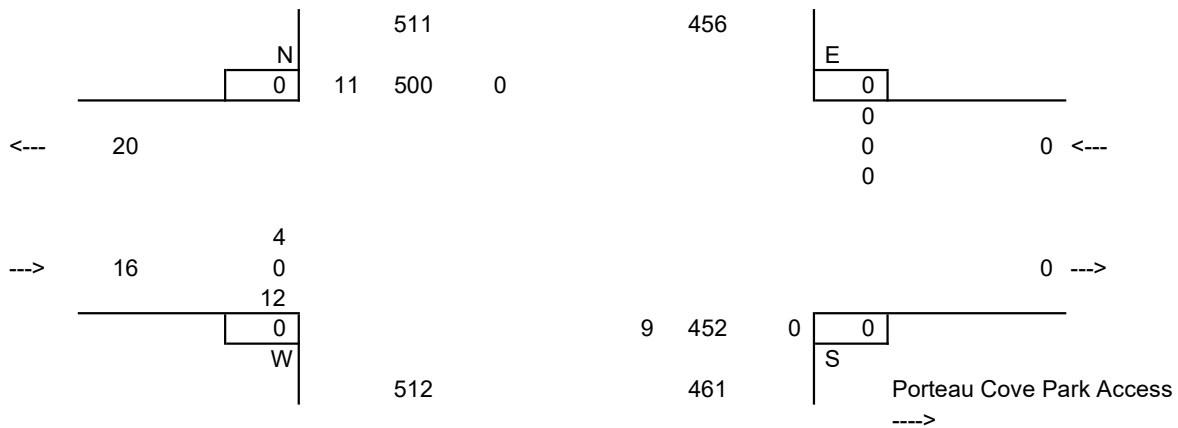
| Time Period | NORTH Approach | | | SOUTH Approach | | | WEST Approach | | | EAST Approach | | | Total Volume | | | | |
|-------------|----------------|------|-------|----------------|------|-------|---------------|------|-------|---------------|------|-------|--------------|--|--|--|--|
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | | | | | |
| 07:00 | | 115 | 0 | 0 | 98 | | 0 | | 2 | | | | 215 | | | | |
| 07:15 | | 132 | 0 | 2 | 103 | | 0 | | 1 | | | | 238 * | | | | |
| 07:30 | | 125 | 4 | 0 | 92 | | 1 | | 2 | | | | 224 * | | | | |
| 07:45 | | 119 | 6 | 5 | 120 | | 3 | | 5 | | | | 258 * | | | | |
| 08:00 | | 124 | 1 | 2 | 137 | | 0 | | 4 | | | | 268 + | | | | |
| 08:15 | | 98 | 1 | 2 | 124 | | 0 | | 0 | | | | 225 | | | | |
| 08:30 | | 95 | 1 | 2 | 126 | | 1 | | 4 | | | | 229 | | | | |
| 08:45 | | 106 | 1 | 3 | 140 | | 0 | | 2 | | | | 252 | | | | |

| | | | | | | | | | | | | | | | | | |
|---------------|----------|------------|-----------|-----------|------------|----------|-----------|----------|-----------|----------|----------|----------|---------------|--|--|--|--|
| Total | 0 | 914 | 14 | 16 | 940 | 0 | 5 | 0 | 20 | 0 | 0 | 0 | 1909 | | | | |
| Pk Hr | 0 | 500 | 11 | 9 | 452 | 0 | 4 | 0 | 12 | 0 | 0 | 0 | 988 * | | | | |
| 15x4 | 0 | 528 | 24 | 20 | 548 | 0 | 12 | 0 | 20 | 0 | 0 | 0 | 1152 + | | | | |
| Avg Hr | 0 | 457 | 7 | 8 | 470 | 0 | 3 | 0 | 10 | 0 | 0 | 0 | 955 | | | | |

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Peak Hour: 07:15
 Peak 15min: 08:00
 North approach PHF: 0.93
 South approach PHF: 0.81
 West approach PHF: 0.50
 East approach PHF: NA

AM Peak Hour Volumes



PM Peak Period
Regular Vehicles

Location: Porteau Cove Park Access @ Highway 99
 Date: July 19, 2024

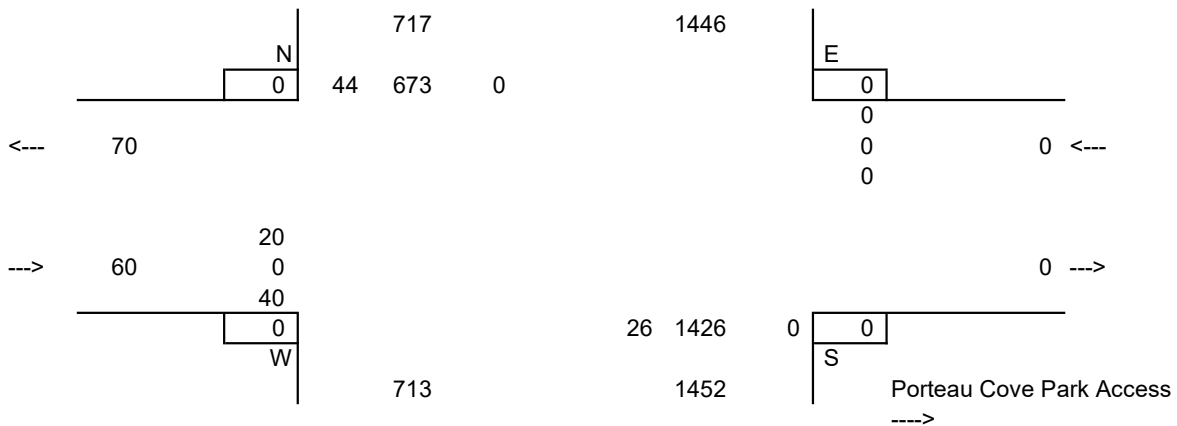
| Time Period | NORTH Approach | | | SOUTH Approach | | | WEST Approach | | | EAST Approach | | | Total Volume | | | | |
|-------------|----------------|------|-------|----------------|------|-------|---------------|------|-------|---------------|------|-------|--------------|--|--|--|--|
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | | | | | |
| 15:00 | | 151 | 10 | 5 | 322 | | 6 | | 14 | | | | 508 | | | | |
| 15:15 | | 152 | 9 | 7 | 314 | | 6 | | 11 | | | | 499 | | | | |
| 15:30 | | 165 | 13 | 8 | 345 | | 8 | | 10 | | | | 549 | | | | |
| 15:45 | | 169 | 9 | 3 | 355 | | 7 | | 6 | | | | 549 * | | | | |
| 16:00 | | 180 | 12 | 6 | 348 | | 2 | | 12 | | | | 560 * | | | | |
| 16:15 | | 170 | 11 | 9 | 363 | | 4 | | 11 | | | | 568 + | | | | |
| 16:30 | | 154 | 12 | 8 | 360 | | 7 | | 11 | | | | 552 * | | | | |
| 16:45 | | 136 | 12 | 8 | 314 | | 2 | | 19 | | | | 491 | | | | |
| 17:00 | | 161 | 3 | 8 | 224 | | 6 | | 11 | | | | 413 | | | | |
| 17:15 | | 193 | 12 | 8 | 247 | | 5 | | 7 | | | | 472 | | | | |
| 17:30 | | 152 | 11 | 6 | 242 | | 3 | | 14 | | | | 428 | | | | |
| 17:45 | | 180 | 18 | 8 | 218 | | 6 | | 10 | | | | 440 | | | | |

| | | | | | | | | | | | | | | | | | |
|---------------|----------|-------------|------------|-----------|-------------|----------|-----------|----------|------------|----------|----------|----------|---------------|--|--|--|--|
| Total | 0 | 1963 | 132 | 84 | 3652 | 0 | 62 | 0 | 136 | 0 | 0 | 0 | 6029 | | | | |
| Pk Hr | 0 | 673 | 44 | 26 | 1426 | 0 | 20 | 0 | 40 | 0 | 0 | 0 | 2229 * | | | | |
| 15x4 | 0 | 720 | 48 | 36 | 1452 | 0 | 28 | 0 | 48 | 0 | 0 | 0 | 2332 + | | | | |
| Avg Hr | 0 | 654 | 44 | 28 | 1217 | 0 | 21 | 0 | 45 | 0 | 0 | 0 | 2010 | | | | |

Peak Hour 15:45
 Peak 15min 16:15
 North Leg PHF 0.93
 South Leg PHF 0.98
 West Leg PHF 0.79
 East Leg PHF NA

N
 ^
 ,

PM Peak Hour Volumes



Average Hour Period
Regular Vehicles

Location: Porteau Cove Park Access @ Highway 99
 July 19, 2024

| NORTH Approach | | | SOUTH Approach | | | WEST Approach | | | EAST Approach | | | Total Volume | | | | |
|----------------|------|-------|----------------|------|-------|---------------|------|-------|---------------|------|-------|--------------|--|--|--|--|
| Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | | | | | |

Survey

| | | | | | | | | | | | | | | | | | |
|--------|-----|------|-----|-----|------|-----|-----|-----|-----|-----|-----|-----|------|--|--|--|--|
| Total | 0 | 2877 | 146 | 100 | 4592 | 0 | 67 | 0 | 156 | 0 | 0 | 0 | 7938 | | | | |
| Hours | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | | | | |
| Avg Hr | 0 | 575 | 29 | 20 | 918 | 0 | 13 | 0 | 31 | 0 | 0 | 0 | 1588 | | | | |

AM Period

| | | | | | | | | | | | | | | | | | |
|--------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|------|--|--|--|--|
| Total | 0 | 914 | 14 | 16 | 940 | 0 | 5 | 0 | 20 | 0 | 0 | 0 | 1909 | | | | |
| Hours | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | | | | |
| Avg Hr | 0 | 457 | 7 | 8 | 470 | 0 | 3 | 0 | 10 | 0 | 0 | 0 | 955 | | | | |

PM Period

| | | | | | | | | | | | | | | | | | |
|--------|-----|------|-----|-----|------|-----|-----|-----|-----|-----|-----|-----|------|--|--|--|--|
| Total | 0 | 1963 | 132 | 84 | 3652 | 0 | 62 | 0 | 136 | 0 | 0 | 0 | 6029 | | | | |
| Hours | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | | | |
| Avg Hr | 0 | 654 | 44 | 28 | 1217 | 0 | 21 | 0 | 45 | 0 | 0 | 0 | 2010 | | | | |

Average Hour Volumes

| | | | |
|-------|----|-----|---|
| Total | 29 | 575 | 0 |
| AM | 7 | 457 | 0 |
| Noon | 0 | 0 | 0 |
| PM | 44 | 654 | 0 |

Porteau Cove Park Access

| | | | |
|-------|----|------|----|
| 13 | 3 | 0 | 21 |
| 0 | 0 | 0 | 0 |
| 31 | 10 | 0 | 45 |
| Total | AM | Noon | PM |

| | | | | |
|------|----|------|----|-------|
| | PM | Noon | AM | Total |
| | 0 | 0 | 0 | 0 |
| <--- | 0 | 0 | 0 | 0 |
| | 0 | 0 | 0 | 0 |

Porteau Cove Park Access

| | | | |
|----|------|---|-------|
| 28 | 1217 | 0 | PM |
| 0 | 0 | 0 | Noon |
| 8 | 470 | 0 | AM |
| 20 | 918 | 0 | Total |

Site Number: 1
 Major Route: Highway 99
 Minor Route: Porteau Cove Park Access
 Municipality: Porteau
 Filename: 1-TMC-Highway99@Porteau Cove-July 19 2024

 Date: July 19, 2024
 Day-of-week: Friday

 East/West Route: Porteau Cove Park Access
 Intersection Type: 3 leg west approach
 Signalized (y/n?): no
 Weather: AM: Clear and dry PM: Clear and dry

| | Start | Duration |
|------------|-------|----------|
| A.M. Shift | 07:00 | 2.00 |
| | | |
| P.M. Shift | 15:00 | 3.00 |
| Total | | 5.00 |

Note: duration: decimal hours
start time: 24 hr clock (15 min increments)

Comments: North Approach - vehicles approaching intersection from the north
15x4 - 15 min volume (from max 15 minute period [+] in peak hour period [*]) x 4

Notes:

Survey Data
Light Trucks

| Time Period | NORTH Approach | | | SOUTH Approach | | | WEST Approach | | | EAST Approach | | | Total Volume | | | | |
|-------------|----------------|------|-------|----------------|------|-------|---------------|------|-------|---------------|------|-------|--------------|--|--|--|--|
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | | | | | |
| 07:00 | | 7 | 0 | 0 | 8 | | 0 | | 0 | | | | 15 | | | | |
| 07:15 | | 4 | 0 | 0 | 12 | | 0 | | 0 | | | | 16 | | | | |
| 07:30 | | 17 | 0 | 0 | 11 | | 0 | | 0 | | | | 28 | | | | |
| 07:45 | | 7 | 0 | 0 | 8 | | 0 | | 0 | | | | 15 | | | | |
| 08:00 | | 15 | 0 | 1 | 10 | | 0 | | 0 | | | | 26 * | | | | |
| 08:15 | | 7 | 0 | 0 | 8 | | 0 | | 0 | | | | 15 * | | | | |
| 08:30 | | 10 | 1 | 0 | 19 | | 0 | | 0 | | | | 30 + | | | | |
| 08:45 | | 8 | 0 | 0 | 12 | | 0 | | 0 | | | | 20 * | | | | |

| | | | | | | | | | | | | | | | | | |
|--------------|----------|-----------|----------|----------|-----------|----------|----------|----------|----------|----------|----------|----------|--------------|--|--|--|--|
| Total | 0 | 75 | 1 | 1 | 88 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 165 | | | | |
| Pk Hr | 0 | 40 | 1 | 1 | 49 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 91 * | | | | |
| 15x4 | 0 | 60 | 4 | 4 | 76 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 144 + | | | | |

| | | | | | | | | | | | | | | | | | |
|-------|--|----|---|---|----|--|---|--|---|--|--|--|------|--|--|--|--|
| 15:00 | | 7 | 0 | 1 | 10 | | 0 | | 0 | | | | 18 + | | | | |
| 15:15 | | 4 | 0 | 0 | 12 | | 1 | | 0 | | | | 17 * | | | | |
| 15:30 | | 10 | 0 | 1 | 5 | | 0 | | 0 | | | | 16 * | | | | |
| 15:45 | | 5 | 0 | 0 | 2 | | 0 | | 1 | | | | 8 * | | | | |
| 16:00 | | 5 | 0 | 0 | 11 | | 0 | | 0 | | | | 16 | | | | |
| 16:15 | | 4 | 1 | 0 | 5 | | 1 | | 0 | | | | 11 | | | | |
| 16:30 | | 5 | 1 | 1 | 6 | | 0 | | 1 | | | | 14 | | | | |
| 16:45 | | 6 | 0 | 0 | 3 | | 1 | | 2 | | | | 12 | | | | |
| 17:00 | | 5 | 1 | 0 | 5 | | 0 | | 0 | | | | 11 | | | | |
| 17:15 | | 7 | 0 | 0 | 6 | | 0 | | 0 | | | | 13 | | | | |
| 17:30 | | 7 | 0 | 0 | 6 | | 0 | | 0 | | | | 13 | | | | |
| 17:45 | | 7 | 0 | 1 | 2 | | 0 | | 0 | | | | 10 | | | | |

| | | | | | | | | | | | | | | | | | |
|--------------|----------|-----------|----------|----------|-----------|----------|----------|----------|----------|----------|----------|----------|--------------|--|--|--|--|
| Total | 0 | 72 | 3 | 4 | 73 | 0 | 3 | 0 | 4 | 0 | 0 | 0 | 159 | | | | |
| Pk Hr | 0 | 26 | 0 | 2 | 29 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 59 * | | | | |
| 15x4 | 0 | 40 | 0 | 4 | 48 | 0 | 4 | 0 | 4 | 0 | 0 | 0 | 100 + | | | | |

AM Peak Period
Light Trucks

Location: Porteau Cove Park Access @ Highway 99
 Date: July 19, 2024

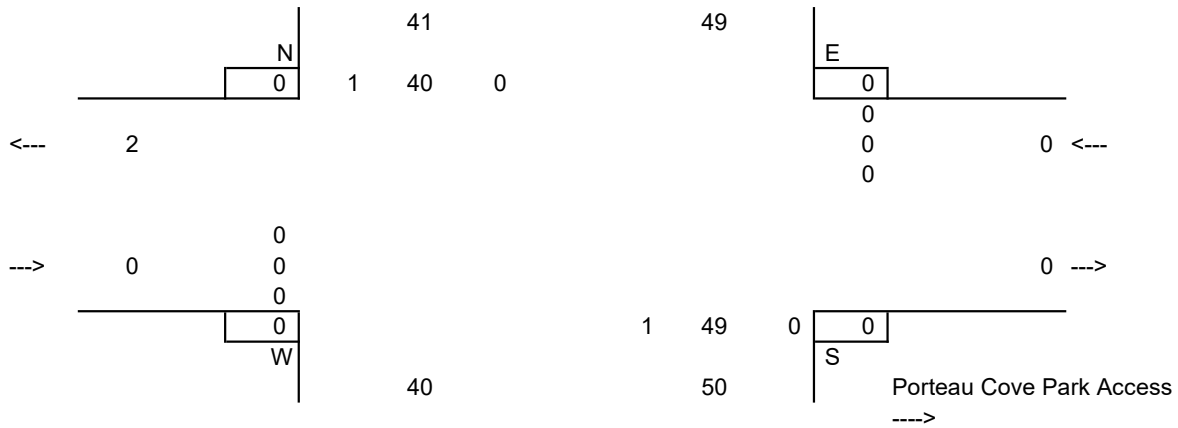
| Time Period | NORTH Approach | | | SOUTH Approach | | | WEST Approach | | | EAST Approach | | | Total Volume |
|-------------|----------------|------|-------|----------------|------|-------|---------------|------|-------|---------------|------|-------|--------------|
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | |
| 07:00 | | 7 | 0 | 0 | 8 | | 0 | | 0 | | | | 15 |
| 07:15 | | 4 | 0 | 0 | 12 | | 0 | | 0 | | | | 16 |
| 07:30 | | 17 | 0 | 0 | 11 | | 0 | | 0 | | | | 28 |
| 07:45 | | 7 | 0 | 0 | 8 | | 0 | | 0 | | | | 15 |
| 08:00 | | 15 | 0 | 1 | 10 | | 0 | | 0 | | | | 26 * |
| 08:15 | | 7 | 0 | 0 | 8 | | 0 | | 0 | | | | 15 * |
| 08:30 | | 10 | 1 | 0 | 19 | | 0 | | 0 | | | | 30 + |
| 08:45 | | 8 | 0 | 0 | 12 | | 0 | | 0 | | | | 20 * |

| | | | | | | | | | | | | | |
|---------------|----------|-----------|----------|----------|-----------|----------|----------|----------|----------|----------|----------|----------|--------------|
| Total | 0 | 75 | 1 | 1 | 88 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 165 |
| Pk Hr | 0 | 40 | 1 | 1 | 49 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 91 * |
| 15x4 | 0 | 60 | 4 | 4 | 76 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 144 + |
| Avg Hr | 0 | 38 | 1 | 1 | 44 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 83 |

Peak Hour: 08:00
 Peak 15min: 08:30
 North approach PHF: 0.64
 South approach PHF: 0.63
 West approach PHF: NA
 East approach PHF: NA

N
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AM Peak Hour Volumes



PM Peak Period
Light Trucks

Location: Porteau Cove Park Access @ Highway 99
Date: July 19, 2024

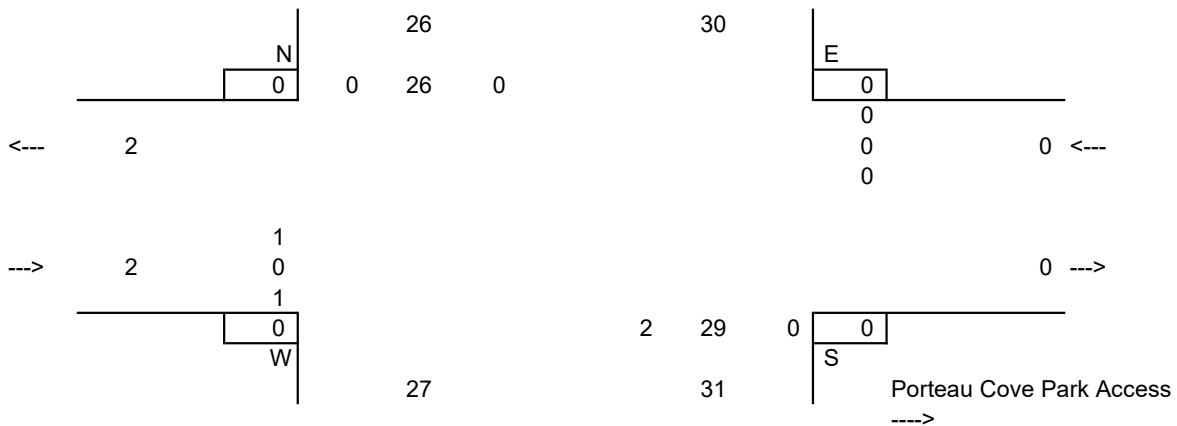
| Time Period | NORTH Approach | | | SOUTH Approach | | | WEST Approach | | | EAST Approach | | | Total Volume | | | | |
|-------------|----------------|------|-------|----------------|------|-------|---------------|------|-------|---------------|------|-------|--------------|---|--|--|--|
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | | | | | |
| 15:00 | | 7 | 0 | 1 | 10 | | 0 | | 0 | | | | 18 | + | | | |
| 15:15 | | 4 | 0 | 0 | 12 | | 1 | | 0 | | | | 17 | * | | | |
| 15:30 | | 10 | 0 | 1 | 5 | | 0 | | 0 | | | | 16 | * | | | |
| 15:45 | | 5 | 0 | 0 | 2 | | 0 | | 1 | | | | 8 | * | | | |
| 16:00 | | 5 | 0 | 0 | 11 | | 0 | | 0 | | | | 16 | | | | |
| 16:15 | | 4 | 1 | 0 | 5 | | 1 | | 0 | | | | 11 | | | | |
| 16:30 | | 5 | 1 | 1 | 6 | | 0 | | 1 | | | | 14 | | | | |
| 16:45 | | 6 | 0 | 0 | 3 | | 1 | | 2 | | | | 12 | | | | |
| 17:00 | | 5 | 1 | 0 | 5 | | 0 | | 0 | | | | 11 | | | | |
| 17:15 | | 7 | 0 | 0 | 6 | | 0 | | 0 | | | | 13 | | | | |
| 17:30 | | 7 | 0 | 0 | 6 | | 0 | | 0 | | | | 13 | | | | |
| 17:45 | | 7 | 0 | 1 | 2 | | 0 | | 0 | | | | 10 | | | | |

| | | | | | | | | | | | | | | | | | |
|---------------|----------|-----------|----------|----------|-----------|----------|----------|----------|----------|----------|----------|----------|------------|---|--|--|--|
| Total | 0 | 72 | 3 | 4 | 73 | 0 | 3 | 0 | 4 | 0 | 0 | 0 | 159 | | | | |
| Pk Hr | 0 | 26 | 0 | 2 | 29 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 59 | * | | | |
| 15x4 | 0 | 40 | 0 | 4 | 48 | 0 | 4 | 0 | 4 | 0 | 0 | 0 | 100 | + | | | |
| Avg Hr | 0 | 24 | 1 | 1 | 24 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 53 | | | | |

Peak Hour: 15:00
 Peak 15min: 15:00
 North Leg PHF: 0.65
 South Leg PHF: 0.60
 West Leg PHF: 0.25
 East Leg PHF: NA

N
^
,

PM Peak Hour Volumes



Site Number: 1
 Major Route: Highway 99
 Minor Route: Porteau Cove Park Access
 Municipality: Porteau
 Filename: 1-TMC-Highway99@Porteau Cove-July 20 2024

 Date: July 20, 2024
 Day-of-week: Saturday

 East/West Route: Porteau Cove Park Access
 Intersection Type: 3 leg west approach
 Signalized (y/n?): no
 Weather: AM: Clear and dry PM: Clear and dry

| | Start | Duration |
|------------|-------|----------|
| | | |
| Noon Shift | 12:00 | 2.00 |
| | | |
| | Total | 2.00 |

Note: duration: decimal hours
start time: 24 hr clock (15 min increments)

Comments: North Approach - vehicles approaching intersection from the north
15x4 - 15 min volume (from max 15 minute period [+] in peak hour period [*]) x 4

Notes:

Survey Data
 Combined Volume

| Time Period | NORTH Approach | | | SOUTH Approach | | | WEST Approach | | | EAST Approach | | | Total Volume | | | | | |
|-------------|----------------|------|-------|----------------|------|-------|---------------|------|-------|---------------|------|-------|--------------|---|--|--|--|--|
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | | | | | | |
| 12:00 | 0 | 192 | 11 | 19 | 300 | 0 | 16 | 0 | 21 | 0 | 0 | 0 | 559 | + | | | | |
| 12:15 | 0 | 168 | 11 | 16 | 317 | 0 | 11 | 0 | 15 | 0 | 0 | 0 | 538 | * | | | | |
| 12:30 | 0 | 165 | 11 | 11 | 257 | 0 | 13 | 0 | 11 | 0 | 0 | 0 | 468 | * | | | | |
| 12:45 | 0 | 163 | 21 | 13 | 287 | 0 | 17 | 0 | 13 | 0 | 0 | 0 | 514 | * | | | | |
| 13:00 | 0 | 163 | 13 | 13 | 241 | 0 | 6 | 0 | 15 | 0 | 0 | 0 | 451 | | | | | |
| 13:15 | 0 | 122 | 5 | 18 | 178 | 0 | 12 | 0 | 7 | 0 | 0 | 0 | 342 | | | | | |
| 13:30 | 0 | 95 | 6 | 6 | 190 | 0 | 9 | 0 | 13 | 0 | 0 | 0 | 319 | | | | | |
| 13:45 | 0 | 188 | 14 | 9 | 231 | 0 | 10 | 0 | 9 | 0 | 0 | 0 | 461 | | | | | |

| | | | | | | | | | | | | | | | | | | |
|--------------|----------|-------------|-----------|------------|-------------|----------|-----------|----------|------------|----------|----------|----------|-------------|---|--|--|--|--|
| Total | 0 | 1256 | 92 | 105 | 2001 | 0 | 94 | 0 | 104 | 0 | 0 | 0 | 3652 | | | | | |
| Pk Hr | 0 | 688 | 54 | 59 | 1161 | 0 | 57 | 0 | 60 | 0 | 0 | 0 | 2079 | * | | | | |
| 15x4 | 0 | 768 | 84 | 76 | 1268 | 0 | 68 | 0 | 84 | 0 | 0 | 0 | 2348 | + | | | | |

Noon Peak Period
 Combined Volume

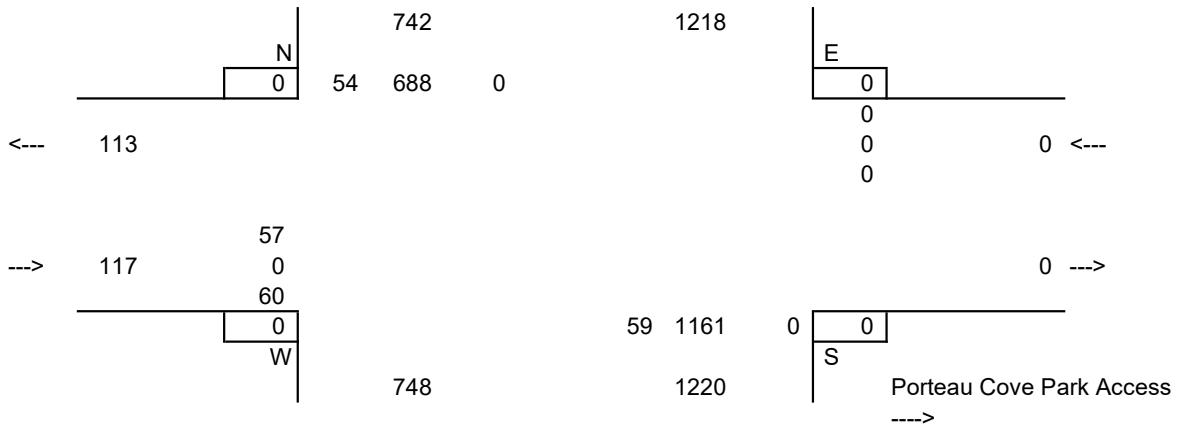
Location: Porteau Cove Park Access @ Highway 99
 Date: July 20, 2024

| Time Period | NORTH Approach | | | SOUTH Approach | | | WEST Approach | | | EAST Approach | | | Total Volume | | | | | |
|-------------|----------------|------|-------|----------------|------|-------|---------------|------|-------|---------------|------|-------|--------------|---|--|--|--|--|
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | | | | | | |
| 12:00 | 0 | 192 | 11 | 19 | 300 | 0 | 16 | 0 | 21 | 0 | 0 | 0 | 559 | + | | | | |
| 12:15 | 0 | 168 | 11 | 16 | 317 | 0 | 11 | 0 | 15 | 0 | 0 | 0 | 538 | * | | | | |
| 12:30 | 0 | 165 | 11 | 11 | 257 | 0 | 13 | 0 | 11 | 0 | 0 | 0 | 468 | * | | | | |
| 12:45 | 0 | 163 | 21 | 13 | 287 | 0 | 17 | 0 | 13 | 0 | 0 | 0 | 514 | * | | | | |
| 13:00 | 0 | 163 | 13 | 13 | 241 | 0 | 6 | 0 | 15 | 0 | 0 | 0 | 451 | | | | | |
| 13:15 | 0 | 122 | 5 | 18 | 178 | 0 | 12 | 0 | 7 | 0 | 0 | 0 | 342 | | | | | |
| 13:30 | 0 | 95 | 6 | 6 | 190 | 0 | 9 | 0 | 13 | 0 | 0 | 0 | 319 | | | | | |
| 13:45 | 0 | 188 | 14 | 9 | 231 | 0 | 10 | 0 | 9 | 0 | 0 | 0 | 461 | | | | | |

| | | | | | | | | | | | | | | | | | | |
|---------------|----------|-------------|-----------|------------|-------------|----------|-----------|----------|------------|----------|----------|----------|-------------|---|--|--|--|--|
| Total | 0 | 1256 | 92 | 105 | 2001 | 0 | 94 | 0 | 104 | 0 | 0 | 0 | 3652 | | | | | |
| Pk Hr | 0 | 688 | 54 | 59 | 1161 | 0 | 57 | 0 | 60 | 0 | 0 | 0 | 2079 | * | | | | |
| 15x4 | 0 | 768 | 84 | 76 | 1268 | 0 | 68 | 0 | 84 | 0 | 0 | 0 | 2348 | + | | | | |
| Avg Hr | 0 | 628 | 46 | 53 | 1001 | 0 | 47 | 0 | 52 | 0 | 0 | 0 | 1826 | | | | | |

| | | |
|---|---------------|-------|
| | Peak Hour | 12:00 |
| | Peak 15min | 12:00 |
| N | North Leg PHF | 0.87 |
| ^ | South Leg PHF | 0.91 |
| , | West Leg PHF | 0.77 |
| | East Leg PHF | NA |

Noon Peak Hour Volumes



Site Number: 1
 Major Route: Highway 99
 Minor Route: Porteau Cove Park Access
 Municipality: Porteau
 Filename: 1-TMC-Highway99@Porteau Cove-July 20 2024

Date: July 20, 2024
 Day-of-week: Saturday

East/West Route: Porteau Cove Park Access
 Intersection Type: 3 leg west approach
 Signalized (y/n?): no
 Weather: AM: Clear and dry PM: Clear and dry

| | Start | Duration |
|------------|-------|----------|
| | | |
| Noon Shift | 12:00 | 2.00 |
| | | |
| | Total | 2.00 |

Note: duration: decimal hours
 start time: 24 hr clock (15 min increments)

Comments: North Approach - vehicles approaching intersection from the north
 15x4 - 15 min volume (from max 15 minute period [+] in peak hour period [*]) x 4

Notes:

Survey Data
Regular Vehicles

| Time Period | NORTH Approach | | | SOUTH Approach | | | WEST Approach | | | EAST Approach | | | Total Volume | | | | | |
|-------------|----------------|------|-------|----------------|------|-------|---------------|------|-------|---------------|------|-------|--------------|---|--|--|--|--|
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | | | | | | |
| 12:00 | | 184 | 11 | 19 | 295 | | 16 | | 21 | | | | 546 | + | | | | |
| 12:15 | | 165 | 11 | 16 | 312 | | 11 | | 15 | | | | 530 | * | | | | |
| 12:30 | | 164 | 11 | 11 | 255 | | 13 | | 11 | | | | 465 | * | | | | |
| 12:45 | | 163 | 20 | 13 | 284 | | 17 | | 12 | | | | 509 | * | | | | |
| 13:00 | | 158 | 12 | 13 | 240 | | 6 | | 15 | | | | 444 | | | | | |
| 13:15 | | 120 | 5 | 18 | 174 | | 12 | | 7 | | | | 336 | | | | | |
| 13:30 | | 94 | 6 | 6 | 182 | | 9 | | 13 | | | | 310 | | | | | |
| 13:45 | | 188 | 14 | 9 | 227 | | 10 | | 9 | | | | 457 | | | | | |

| | | | | | | | | | | | | | | | | | | |
|--------------|----------|-------------|-----------|------------|-------------|----------|-----------|----------|------------|----------|----------|----------|-------------|---|--|--|--|--|
| Total | 0 | 1236 | 90 | 105 | 1969 | 0 | 94 | 0 | 103 | 0 | 0 | 0 | 3597 | | | | | |
| Pk Hr | 0 | 676 | 53 | 59 | 1146 | 0 | 57 | 0 | 59 | 0 | 0 | 0 | 2050 | * | | | | |
| 15x4 | 0 | 736 | 80 | 76 | 1248 | 0 | 68 | 0 | 84 | 0 | 0 | 0 | 2292 | + | | | | |

Noon Peak Period
Regular Vehicles

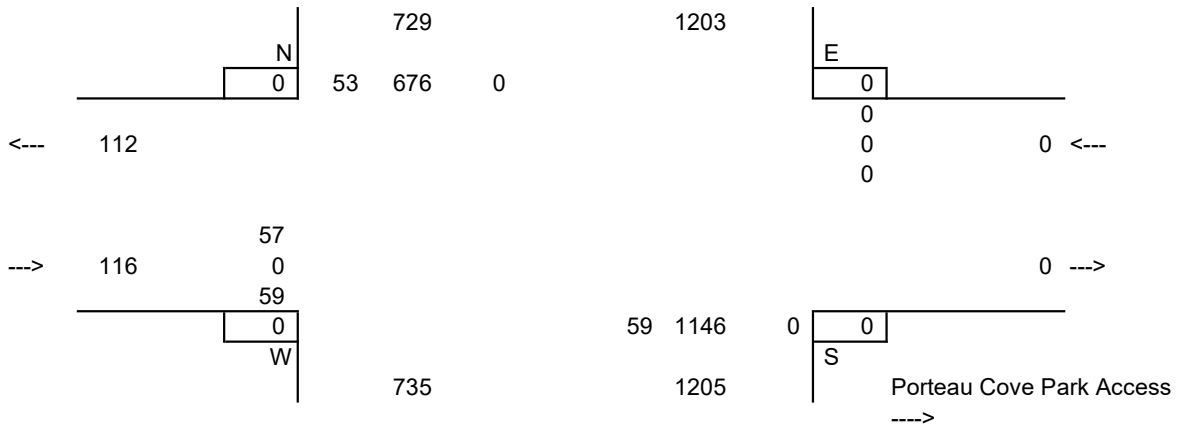
Location: Porteau Cove Park Access @ Highway 99
Date: July 20, 2024

| Time Period | NORTH Approach | | | SOUTH Approach | | | WEST Approach | | | EAST Approach | | | Total Volume | | | | |
|-------------|----------------|------|-------|----------------|------|-------|---------------|------|-------|---------------|------|-------|--------------|---|--|--|--|
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | | | | | |
| 12:00 | | 184 | 11 | 19 | 295 | | 16 | | 21 | | | | 546 | + | | | |
| 12:15 | | 165 | 11 | 16 | 312 | | 11 | | 15 | | | | 530 | * | | | |
| 12:30 | | 164 | 11 | 11 | 255 | | 13 | | 11 | | | | 465 | * | | | |
| 12:45 | | 163 | 20 | 13 | 284 | | 17 | | 12 | | | | 509 | * | | | |
| 13:00 | | 158 | 12 | 13 | 240 | | 6 | | 15 | | | | 444 | | | | |
| 13:15 | | 120 | 5 | 18 | 174 | | 12 | | 7 | | | | 336 | | | | |
| 13:30 | | 94 | 6 | 6 | 182 | | 9 | | 13 | | | | 310 | | | | |
| 13:45 | | 188 | 14 | 9 | 227 | | 10 | | 9 | | | | 457 | | | | |

| | | | | | | | | | | | | | | | | | |
|---------------|----------|-------------|-----------|------------|-------------|----------|-----------|----------|------------|----------|----------|----------|-------------|---|--|--|--|
| Total | 0 | 1236 | 90 | 105 | 1969 | 0 | 94 | 0 | 103 | 0 | 0 | 0 | 3597 | | | | |
| Pk Hr | 0 | 676 | 53 | 59 | 1146 | 0 | 57 | 0 | 59 | 0 | 0 | 0 | 2050 | * | | | |
| 15x4 | 0 | 736 | 80 | 76 | 1248 | 0 | 68 | 0 | 84 | 0 | 0 | 0 | 2292 | + | | | |
| Avg Hr | 0 | 618 | 45 | 53 | 985 | 0 | 47 | 0 | 52 | 0 | 0 | 0 | 1799 | | | | |

| | | |
|--|---------------|-------|
| | Peak Hour | 12:00 |
| | Peak 15min | 12:00 |
| | North Leg PHF | 0.89 |
| | South Leg PHF | 0.91 |
| | West Leg PHF | 0.76 |
| | East Leg PHF | NA |

Noon Peak Hour Volumes



Site Number: 1
 Major Route: Highway 99
 Minor Route: Porteau Cove Park Access
 Municipality: Porteau
 Filename: 1-TMC-Highway99@Porteau Cove-July 20 2024

 Date: July 20, 2024
 Day-of-week: Saturday

 East/West Route: Porteau Cove Park Access
 Intersection Type: 3 leg west approach
 Signalized (y/n?): no
 Weather: AM: Clear and dry PM: Clear and dry

| | Start | Duration |
|--------------|-------|-------------|
| | | |
| Noon Shift | 12:00 | 2.00 |
| | | |
| Total | | 2.00 |

Note: duration: decimal hours
start time: 24 hr clock (15 min increments)

Comments: North Approach - vehicles approaching intersection from the north
15x4 - 15 min volume (from max 15 minute period [+] in peak hour period [*]) x 4

Notes:

Survey Data
Light Trucks

| Time Period | NORTH Approach | | | SOUTH Approach | | | WEST Approach | | | EAST Approach | | | Total Volume | | | | | |
|-------------|----------------|------|-------|----------------|------|-------|---------------|------|-------|---------------|------|-------|--------------|---|--|--|--|--|
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | | | | | | |
| 12:00 | | 8 | 0 | 0 | 5 | | 0 | | 0 | | | | 13 | + | | | | |
| 12:15 | | 3 | 0 | 0 | 5 | | 0 | | 0 | | | | 8 | * | | | | |
| 12:30 | | 1 | 0 | 0 | 2 | | 0 | | 0 | | | | 3 | * | | | | |
| 12:45 | | 0 | 1 | 0 | 3 | | 0 | | 1 | | | | 5 | * | | | | |
| 13:00 | | 5 | 1 | 0 | 1 | | 0 | | 0 | | | | 7 | | | | | |
| 13:15 | | 2 | 0 | 0 | 4 | | 0 | | 0 | | | | 6 | | | | | |
| 13:30 | | 1 | 0 | 0 | 8 | | 0 | | 0 | | | | 9 | | | | | |
| 13:45 | | 0 | 0 | 0 | 4 | | 0 | | 0 | | | | 4 | | | | | |

| | | | | | | | | | | | | | | | | | | |
|--------------|----------|-----------|----------|----------|-----------|----------|----------|----------|----------|----------|----------|----------|-----------|---|--|--|--|--|
| Total | 0 | 20 | 2 | 0 | 32 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 55 | | | | | |
| Pk Hr | 0 | 12 | 1 | 0 | 15 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 29 | * | | | | |
| 15x4 | 0 | 32 | 4 | 0 | 20 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 60 | + | | | | |

Site Number: 1
 Major Route: Highway 99
 Minor Route: Porteau Cove Park Access
 Municipality: Porteau
 Filename: 1-TMC-Highway99@Porteau Cove-July 21 2024

 Date: July 21, 2024
 Day-of-week: Sunday

 East/West Route: Porteau Cove Park Access
 Intersection Type: 3 leg west approach
 Signalized (y/n?): no
 Weather: AM: Clear and dry PM: Clear and dry

| | Start | Duration |
|------------|-------|----------|
| | | |
| Noon Shift | 12:00 | 2.00 |
| | | |
| | Total | 2.00 |

Note: duration: decimal hours
start time: 24 hr clock (15 min increments)

Comments: North Approach - vehicles approaching intersection from the north
15x4 - 15 min volume (from max 15 minute period [+] in peak hour period [*]) x 4

Notes:

Survey Data
 Combined Volume

| Time Period | NORTH Approach | | | SOUTH Approach | | | WEST Approach | | | EAST Approach | | | Total Volume | | | | | |
|--------------|----------------|-------------|------------|----------------|-------------|----------|---------------|----------|------------|---------------|----------|----------|--------------|---|--|--|--|--|
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | | | | | | |
| 12:00 | 0 | 281 | 15 | 12 | 289 | 0 | 13 | 0 | 11 | 0 | 0 | 0 | 621 | * | | | | |
| 12:15 | 0 | 295 | 13 | 10 | 248 | 0 | 8 | 0 | 15 | 0 | 0 | 0 | 589 | * | | | | |
| 12:30 | 0 | 302 | 6 | 11 | 299 | 0 | 9 | 0 | 10 | 0 | 0 | 0 | 637 | * | | | | |
| 12:45 | 0 | 345 | 12 | 7 | 272 | 0 | 8 | 0 | 13 | 0 | 0 | 0 | 657 | + | | | | |
| 13:00 | 0 | 321 | 24 | 15 | 222 | 0 | 9 | 0 | 23 | 0 | 0 | 0 | 614 | | | | | |
| 13:15 | 0 | 297 | 10 | 11 | 197 | 0 | 10 | 0 | 21 | 0 | 0 | 0 | 546 | | | | | |
| 13:30 | 0 | 319 | 16 | 16 | 253 | 0 | 10 | 0 | 10 | 0 | 0 | 0 | 624 | | | | | |
| 13:45 | 0 | 310 | 10 | 15 | 259 | 0 | 6 | 0 | 23 | 0 | 0 | 0 | 623 | | | | | |
| Total | 0 | 2470 | 106 | 97 | 2039 | 0 | 73 | 0 | 126 | 0 | 0 | 0 | 4911 | | | | | |
| Pk Hr | 0 | 1223 | 46 | 40 | 1108 | 0 | 38 | 0 | 49 | 0 | 0 | 0 | 2504 | * | | | | |
| 15x4 | 0 | 1380 | 60 | 48 | 1196 | 0 | 52 | 0 | 60 | 0 | 0 | 0 | 2796 | + | | | | |

Noon Peak Period
 Combined Volume

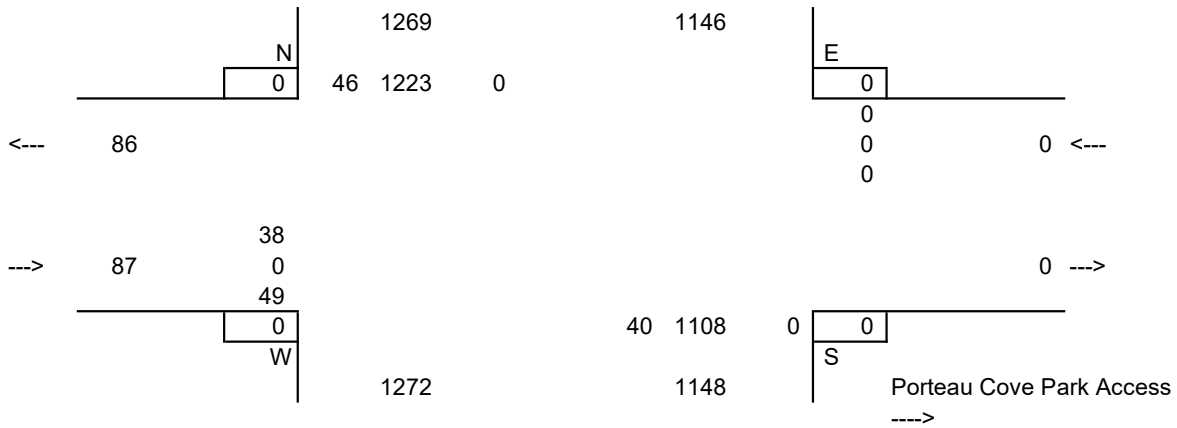
Location: Porteau Cove Park Access @ Highway 99
 Date: July 21, 2024

| Time Period | NORTH Approach | | | SOUTH Approach | | | WEST Approach | | | EAST Approach | | | Total Volume | | | | |
|-------------|----------------|------|-------|----------------|------|-------|---------------|------|-------|---------------|------|-------|--------------|---|--|--|--|
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | | | | | |
| 12:00 | 0 | 281 | 15 | 12 | 289 | 0 | 13 | 0 | 11 | 0 | 0 | 0 | 621 | * | | | |
| 12:15 | 0 | 295 | 13 | 10 | 248 | 0 | 8 | 0 | 15 | 0 | 0 | 0 | 589 | * | | | |
| 12:30 | 0 | 302 | 6 | 11 | 299 | 0 | 9 | 0 | 10 | 0 | 0 | 0 | 637 | * | | | |
| 12:45 | 0 | 345 | 12 | 7 | 272 | 0 | 8 | 0 | 13 | 0 | 0 | 0 | 657 | + | | | |
| 13:00 | 0 | 321 | 24 | 15 | 222 | 0 | 9 | 0 | 23 | 0 | 0 | 0 | 614 | | | | |
| 13:15 | 0 | 297 | 10 | 11 | 197 | 0 | 10 | 0 | 21 | 0 | 0 | 0 | 546 | | | | |
| 13:30 | 0 | 319 | 16 | 16 | 253 | 0 | 10 | 0 | 10 | 0 | 0 | 0 | 624 | | | | |
| 13:45 | 0 | 310 | 10 | 15 | 259 | 0 | 6 | 0 | 23 | 0 | 0 | 0 | 623 | | | | |

| | | | | | | | | | | | | | | | | | |
|---------------|----------|-------------|------------|-----------|-------------|----------|-----------|----------|------------|----------|----------|----------|-------------|---|--|--|--|
| Total | 0 | 2470 | 106 | 97 | 2039 | 0 | 73 | 0 | 126 | 0 | 0 | 0 | 4911 | | | | |
| Pk Hr | 0 | 1223 | 46 | 40 | 1108 | 0 | 38 | 0 | 49 | 0 | 0 | 0 | 2504 | * | | | |
| 15x4 | 0 | 1380 | 60 | 48 | 1196 | 0 | 52 | 0 | 60 | 0 | 0 | 0 | 2796 | + | | | |
| Avg Hr | 0 | 1235 | 53 | 49 | 1020 | 0 | 37 | 0 | 63 | 0 | 0 | 0 | 2456 | | | | |

| | | |
|---|---------------|-------|
| | Peak Hour | 12:00 |
| | Peak 15min | 12:45 |
| N | North Leg PHF | 0.88 |
| ^ | South Leg PHF | 0.92 |
| , | West Leg PHF | 0.78 |
| | East Leg PHF | NA |

Noon Peak Hour Volumes



Site Number: 1
 Major Route: Highway 99
 Minor Route: Porteau Cove Park Access
 Municipality: Porteau
 Filename: 1-TMC-Highway99@Porteau Cove-July 21 2024

 Date: July 21, 2024
 Day-of-week: Sunday

 East/West Route: Porteau Cove Park Access
 Intersection Type: 3 leg west approach
 Signalized (y/n?): no
 Weather: AM: Clear and dry PM: Clear and dry

| | Start | Duration |
|------------|-------|----------|
| | | |
| Noon Shift | 12:00 | 2.00 |
| | | |
| | Total | 2.00 |

Note: duration: decimal hours
start time: 24 hr clock (15 min increments)

Comments: North Approach - vehicles approaching intersection from the north
15x4 - 15 min volume (from max 15 minute period [+] in peak hour period [*]) x 4

Notes:

Survey Data
Regular Vehicles

| Time Period | NORTH Approach | | | SOUTH Approach | | | WEST Approach | | | EAST Approach | | | Total Volume | | | | |
|-------------|----------------|------|-------|----------------|------|-------|---------------|------|-------|---------------|------|-------|--------------|---|--|--|--|
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | | | | | |
| 12:00 | | 276 | 14 | 12 | 287 | | 13 | | 11 | | | | 613 | * | | | |
| 12:15 | | 289 | 13 | 10 | 243 | | 8 | | 15 | | | | 578 | * | | | |
| 12:30 | | 299 | 6 | 11 | 297 | | 9 | | 10 | | | | 632 | * | | | |
| 12:45 | | 344 | 12 | 7 | 270 | | 8 | | 13 | | | | 654 | + | | | |
| 13:00 | | 319 | 23 | 15 | 220 | | 9 | | 21 | | | | 607 | | | | |
| 13:15 | | 292 | 10 | 10 | 193 | | 10 | | 21 | | | | 536 | | | | |
| 13:30 | | 315 | 15 | 16 | 249 | | 10 | | 10 | | | | 615 | | | | |
| 13:45 | | 308 | 10 | 15 | 249 | | 6 | | 23 | | | | 611 | | | | |

| | | | | | | | | | | | | | | | | | |
|--------------|----------|-------------|------------|-----------|-------------|----------|-----------|----------|------------|----------|----------|----------|-------------|---|--|--|--|
| Total | 0 | 2442 | 103 | 96 | 2008 | 0 | 73 | 0 | 124 | 0 | 0 | 0 | 4846 | | | | |
| Pk Hr | 0 | 1208 | 45 | 40 | 1097 | 0 | 38 | 0 | 49 | 0 | 0 | 0 | 2477 | * | | | |
| 15x4 | 0 | 1376 | 56 | 48 | 1188 | 0 | 52 | 0 | 60 | 0 | 0 | 0 | 2780 | + | | | |

Noon Peak Period
Regular Vehicles

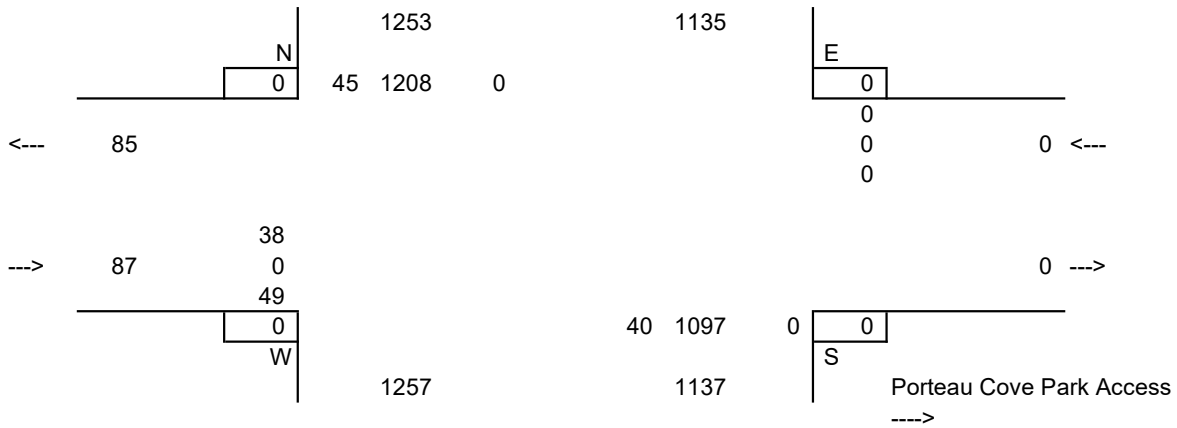
Location: Porteau Cove Park Access @ Highway 99
Date: July 21, 2024

| Time Period | NORTH Approach | | | SOUTH Approach | | | WEST Approach | | | EAST Approach | | | Total Volume | | | | |
|-------------|----------------|------|-------|----------------|------|-------|---------------|------|-------|---------------|------|-------|--------------|---|--|--|--|
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | | | | | |
| 12:00 | | 276 | 14 | 12 | 287 | | 13 | | 11 | | | | 613 | * | | | |
| 12:15 | | 289 | 13 | 10 | 243 | | 8 | | 15 | | | | 578 | * | | | |
| 12:30 | | 299 | 6 | 11 | 297 | | 9 | | 10 | | | | 632 | * | | | |
| 12:45 | | 344 | 12 | 7 | 270 | | 8 | | 13 | | | | 654 | + | | | |
| 13:00 | | 319 | 23 | 15 | 220 | | 9 | | 21 | | | | 607 | | | | |
| 13:15 | | 292 | 10 | 10 | 193 | | 10 | | 21 | | | | 536 | | | | |
| 13:30 | | 315 | 15 | 16 | 249 | | 10 | | 10 | | | | 615 | | | | |
| 13:45 | | 308 | 10 | 15 | 249 | | 6 | | 23 | | | | 611 | | | | |

| | | | | | | | | | | | | | | | | | |
|---------------|----------|-------------|------------|-----------|-------------|----------|-----------|----------|------------|----------|----------|----------|-------------|---|--|--|--|
| Total | 0 | 2442 | 103 | 96 | 2008 | 0 | 73 | 0 | 124 | 0 | 0 | 0 | 4846 | | | | |
| Pk Hr | 0 | 1208 | 45 | 40 | 1097 | 0 | 38 | 0 | 49 | 0 | 0 | 0 | 2477 | * | | | |
| 15x4 | 0 | 1376 | 56 | 48 | 1188 | 0 | 52 | 0 | 60 | 0 | 0 | 0 | 2780 | + | | | |
| Avg Hr | 0 | 1221 | 52 | 48 | 1004 | 0 | 37 | 0 | 62 | 0 | 0 | 0 | 2423 | | | | |

Peak Hour: 12:00
 Peak 15min: 12:45
 North Leg PHF: 0.88
 South Leg PHF: 0.92
 West Leg PHF: 0.78
 East Leg PHF: NA

Noon Peak Hour Volumes



Site Number: 1
 Major Route: Highway 99
 Minor Route: Porteau Cove Park Access
 Municipality: Porteau
 Filename: 1-TMC-Highway99@Porteau Cove-July 21 2024

 Date: July 21, 2024
 Day-of-week: Sunday

 East/West Route: Porteau Cove Park Access
 Intersection Type: 3 leg west approach
 Signalized (y/n?): no
 Weather: AM: Clear and dry PM: Clear and dry

| | Start | Duration |
|------------|-------|----------|
| | | |
| Noon Shift | 12:00 | 2.00 |
| | | |
| | Total | 2.00 |

Note: duration: decimal hours
start time: 24 hr clock (15 min increments)

Comments: North Approach - vehicles approaching intersection from the north
15x4 - 15 min volume (from max 15 minute period [+] in peak hour period [*]) x 4

Notes:

Survey Data
Light Trucks

| Time Period | NORTH Approach | | | SOUTH Approach | | | WEST Approach | | | EAST Approach | | | Total Volume | | | | |
|-------------|----------------|------|-------|----------------|------|-------|---------------|------|-------|---------------|------|-------|--------------|--|--|--|--|
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | | | | | |
| 12:00 | | 5 | 1 | 0 | 2 | | 0 | | 0 | | | | 8 | | | | |
| 12:15 | | 6 | 0 | 0 | 5 | | 0 | | 0 | | | | 11 | | | | |
| 12:30 | | 3 | 0 | 0 | 2 | | 0 | | 0 | | | | 5 | | | | |
| 12:45 | | 1 | 0 | 0 | 2 | | 0 | | 0 | | | | 3 | | | | |
| 13:00 | | 2 | 1 | 0 | 2 | | 0 | | 2 | | | | 7 * | | | | |
| 13:15 | | 5 | 0 | 1 | 4 | | 0 | | 0 | | | | 10 * | | | | |
| 13:30 | | 4 | 1 | 0 | 4 | | 0 | | 0 | | | | 9 * | | | | |
| 13:45 | | 2 | 0 | 0 | 10 | | 0 | | 0 | | | | 12 + | | | | |

| | | | | | | | | | | | | | | | | | |
|--------------|----------|-----------|----------|----------|-----------|----------|----------|----------|----------|----------|----------|----------|-------------|--|--|--|--|
| Total | 0 | 28 | 3 | 1 | 31 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 65 | | | | |
| Pk Hr | 0 | 13 | 2 | 1 | 20 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 38 * | | | | |
| 15x4 | 0 | 20 | 4 | 4 | 40 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 76 + | | | | |

Noon Peak Period
Light Trucks

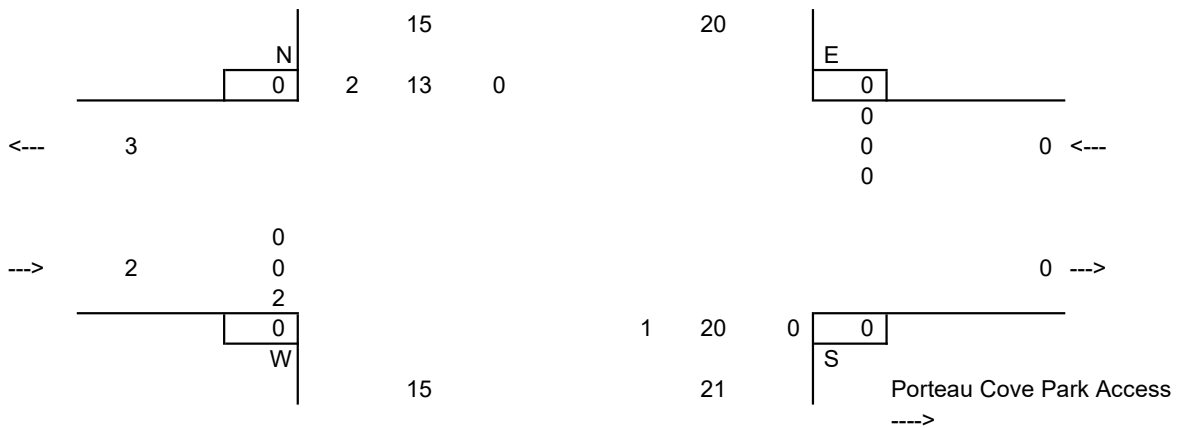
Location: Porteau Cove Park Access @ Highway 99
Date: July 21, 2024

| Time Period | NORTH Approach | | | SOUTH Approach | | | WEST Approach | | | EAST Approach | | | Total Volume | | | | |
|-------------|----------------|------|-------|----------------|------|-------|---------------|------|-------|---------------|------|-------|--------------|--|--|--|--|
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | | | | | |
| 12:00 | | 5 | 1 | 0 | 2 | | 0 | | 0 | | | | 8 | | | | |
| 12:15 | | 6 | 0 | 0 | 5 | | 0 | | 0 | | | | 11 | | | | |
| 12:30 | | 3 | 0 | 0 | 2 | | 0 | | 0 | | | | 5 | | | | |
| 12:45 | | 1 | 0 | 0 | 2 | | 0 | | 0 | | | | 3 | | | | |
| 13:00 | | 2 | 1 | 0 | 2 | | 0 | | 2 | | | | 7 * | | | | |
| 13:15 | | 5 | 0 | 1 | 4 | | 0 | | 0 | | | | 10 * | | | | |
| 13:30 | | 4 | 1 | 0 | 4 | | 0 | | 0 | | | | 9 * | | | | |
| 13:45 | | 2 | 0 | 0 | 10 | | 0 | | 0 | | | | 12 + | | | | |

| | | | | | | | | | | | | | | | | | |
|---------------|----------|-----------|----------|----------|-----------|----------|----------|----------|----------|----------|----------|----------|-------------|--|--|--|--|
| Total | 0 | 28 | 3 | 1 | 31 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 65 | | | | |
| Pk Hr | 0 | 13 | 2 | 1 | 20 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 38 * | | | | |
| 15x4 | 0 | 20 | 4 | 4 | 40 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 76 + | | | | |
| Avg Hr | 0 | 14 | 2 | 1 | 16 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 33 | | | | |

Peak Hour: 13:00
 Peak 15min: 13:45
 North Leg PHF: 0.63
 South Leg PHF: 0.48
 West Leg PHF: 0.25
 East Leg PHF: NA

Noon Peak Hour Volumes



Site Number: 2
 Major Route: Provincial Park Access
 Minor Route: Development Road
 Municipality: Porteau Cove
 Filename: 2-TMC-Park Access@Development Rd-July 19 2024

Date: July 19, 2024
 Day-of-week: Friday

East/West Route: Provincial Park Access
 Intersection Type: 3 leg south approach
 Signalized (y/n?): no
 Weather: AM: Clear and dry PM: Clear and dry

| | Start | Duration |
|------------|-------|----------|
| A.M. Shift | 07:00 | 2.00 |
| | | |
| P.M. Shift | 15:00 | 3.00 |
| Total | | 5.00 |

Note: duration: decimal hours
 start time: 24 hr clock (15 min increments)

Comments: North Approach - vehicles approaching intersection from the north
 15x4 - 15 min volume (from max 15 minute period [+] in peak hour period [*]) x 4

Notes:

During this study, all of the 'Light Trucks' reported in this classification are Recreational Vehicles (Campers).

Survey Data
 Combined Volume

| Time Period | NORTH Approach | | | SOUTH Approach | | | WEST Approach | | | EAST Approach | | | Total Volume | | | | |
|-------------|----------------|------|-------|----------------|------|-------|---------------|------|-------|---------------|------|-------|--------------|--|--|--|--|
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | | | | | |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | | | | |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 3 | | | | |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 0 | 8 | | | | |
| 07:45 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 6 | 0 | 1 | 10 | 0 | 18 + | | | | |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 0 | 8 * | | | | |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 * | | | | |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 4 | 1 | 1 | 2 | 0 | 9 * | | | | |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 4 | 0 | 8 | | | | |

| | | | | | | | | | | | | | | | | | |
|--------------|----------|----------|----------|----------|----------|----------|----------|-----------|----------|----------|-----------|----------|-------------|--|--|--|--|
| Total | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 23 | 3 | 2 | 30 | 0 | 60 | | | | |
| Pk Hr | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 14 | 1 | 2 | 20 | 0 | 39 * | | | | |
| 15x4 | 0 | 0 | 0 | 4 | 0 | 4 | 0 | 24 | 4 | 4 | 40 | 0 | 80 + | | | | |

| | | | | | | | | | | | | | | | | | |
|-------|---|---|---|---|---|---|---|----|---|---|----|---|------|--|--|--|--|
| 15:00 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 20 | 0 | 0 | 15 | 0 | 37 | | | | |
| 15:15 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 14 | 1 | 1 | 16 | 0 | 34 | | | | |
| 15:30 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 17 | 1 | 5 | 15 | 0 | 42 | | | | |
| 15:45 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 8 | 3 | 1 | 9 | 0 | 25 | | | | |
| 16:00 | 0 | 0 | 0 | 1 | 0 | 3 | 0 | 13 | 0 | 1 | 17 | 0 | 35 * | | | | |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 14 | 0 | 1 | 20 | 0 | 37 * | | | | |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 18 | 0 | 0 | 22 | 0 | 41 * | | | | |
| 16:45 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 23 | 1 | 3 | 17 | 0 | 48 + | | | | |
| 17:00 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 17 | 2 | 1 | 11 | 0 | 32 | | | | |
| 17:15 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 12 | 1 | 1 | 19 | 0 | 34 | | | | |
| 17:30 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 13 | 1 | 1 | 15 | 0 | 32 | | | | |
| 17:45 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 19 | 0 | 1 | 25 | 0 | 46 | | | | |

| | | | | | | | | | | | | | | | | | |
|--------------|----------|----------|----------|-----------|----------|-----------|----------|------------|-----------|-----------|------------|----------|--------------|--|--|--|--|
| Total | 0 | 0 | 0 | 12 | 0 | 16 | 0 | 188 | 10 | 16 | 201 | 0 | 443 | | | | |
| Pk Hr | 0 | 0 | 0 | 3 | 0 | 8 | 0 | 68 | 1 | 5 | 76 | 0 | 161 * | | | | |
| 15x4 | 0 | 0 | 0 | 8 | 0 | 12 | 0 | 92 | 4 | 12 | 88 | 0 | 216 + | | | | |

AM Peak Period
Combined Volume

Location: Development Road @ Provincial Park Access
 Date: July 19, 2024

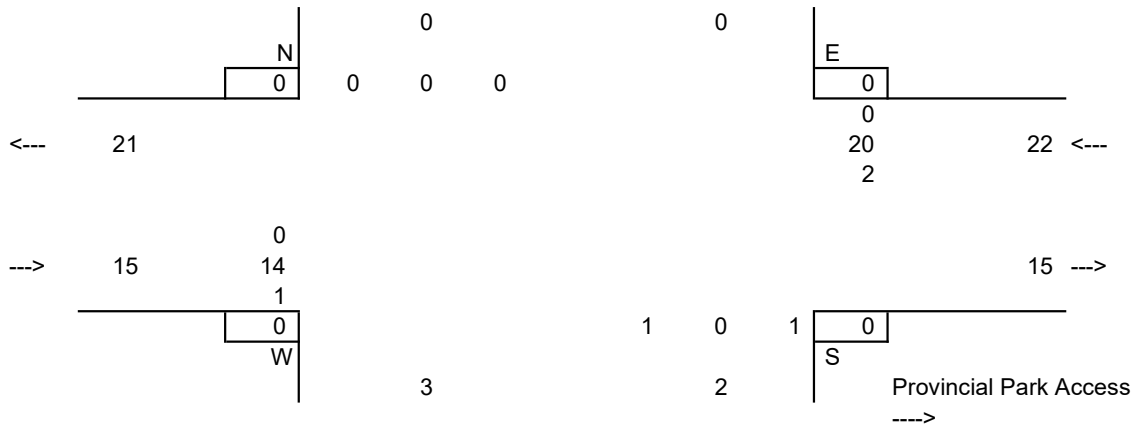
| Time Period | NORTH Approach | | | SOUTH Approach | | | WEST Approach | | | EAST Approach | | | Total Volume | | | | |
|-------------|----------------|------|-------|----------------|------|-------|---------------|------|-------|---------------|------|-------|--------------|--|--|--|--|
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | | | | | |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | | | | |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 3 | | | | |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 0 | 8 | | | | |
| 07:45 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 6 | 0 | 1 | 10 | 0 | 18 + | | | | |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 0 | 8 * | | | | |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 * | | | | |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 4 | 1 | 1 | 2 | 0 | 9 * | | | | |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 4 | 0 | 8 | | | | |

| | | | | | | | | | | | | | | | | | |
|---------------|----------|----------|----------|----------|----------|----------|----------|-----------|----------|----------|-----------|----------|-------------|--|--|--|--|
| Total | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 23 | 3 | 2 | 30 | 0 | 60 | | | | |
| Pk Hr | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 14 | 1 | 2 | 20 | 0 | 39 * | | | | |
| 15x4 | 0 | 0 | 0 | 4 | 0 | 4 | 0 | 24 | 4 | 4 | 40 | 0 | 80 + | | | | |
| Avg Hr | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 12 | 2 | 1 | 15 | 0 | 30 | | | | |

Peak Hour: 07:45
 Peak 15min: 07:45
 North approach PHF: NA
 South approach PHF: 0.25
 West approach PHF: 0.54
 East approach PHF: 0.50

N
 ^
 ,

AM Peak Hour Volumes



PM Peak Period
Combined Volume

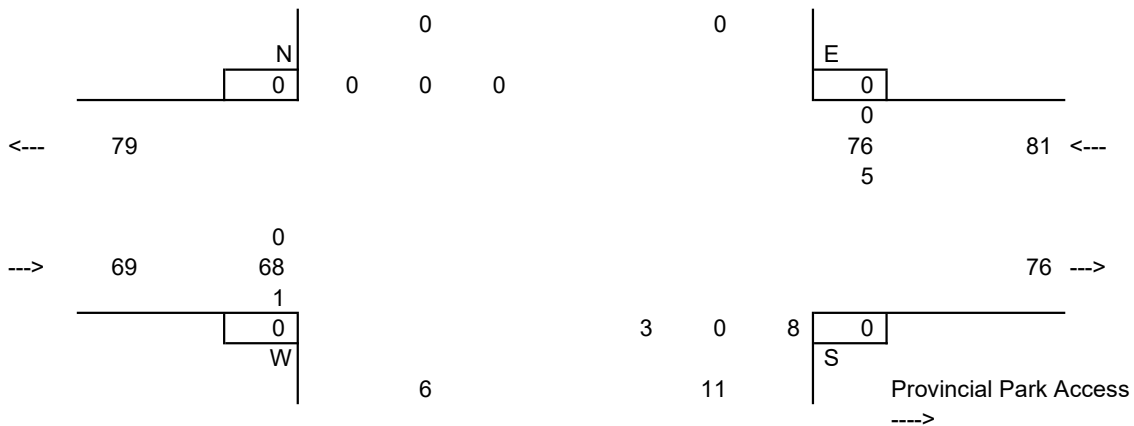
Location: Development Road @ Provincial Park Access
Date: July 19, 2024

| Time Period | NORTH Approach | | | SOUTH Approach | | | WEST Approach | | | EAST Approach | | | Total Volume | | | | |
|-------------|----------------|------|-------|----------------|------|-------|---------------|------|-------|---------------|------|-------|--------------|--|--|--|--|
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | | | | | |
| 15:00 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 20 | 0 | 0 | 15 | 0 | 37 | | | | |
| 15:15 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 14 | 1 | 1 | 16 | 0 | 34 | | | | |
| 15:30 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 17 | 1 | 5 | 15 | 0 | 42 | | | | |
| 15:45 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 8 | 3 | 1 | 9 | 0 | 25 | | | | |
| 16:00 | 0 | 0 | 0 | 1 | 0 | 3 | 0 | 13 | 0 | 1 | 17 | 0 | 35 * | | | | |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 14 | 0 | 1 | 20 | 0 | 37 * | | | | |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 18 | 0 | 0 | 22 | 0 | 41 * | | | | |
| 16:45 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 23 | 1 | 3 | 17 | 0 | 48 + | | | | |
| 17:00 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 17 | 2 | 1 | 11 | 0 | 32 | | | | |
| 17:15 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 12 | 1 | 1 | 19 | 0 | 34 | | | | |
| 17:30 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 13 | 1 | 1 | 15 | 0 | 32 | | | | |
| 17:45 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 19 | 0 | 1 | 25 | 0 | 46 | | | | |

| | | | | | | | | | | | | | | | | | |
|---------------|----------|----------|----------|-----------|----------|-----------|----------|------------|-----------|-----------|------------|----------|--------------|--|--|--|--|
| Total | 0 | 0 | 0 | 12 | 0 | 16 | 0 | 188 | 10 | 16 | 201 | 0 | 443 | | | | |
| Pk Hr | 0 | 0 | 0 | 3 | 0 | 8 | 0 | 68 | 1 | 5 | 76 | 0 | 161 * | | | | |
| 15x4 | 0 | 0 | 0 | 8 | 0 | 12 | 0 | 92 | 4 | 12 | 88 | 0 | 216 + | | | | |
| Avg Hr | 0 | 0 | 0 | 4 | 0 | 5 | 0 | 63 | 3 | 5 | 67 | 0 | 148 | | | | |

| | | |
|---|---------------|-------|
| | Peak Hour | 16:00 |
| | Peak 15min | 16:45 |
| | North Leg PHF | NA |
| N | South Leg PHF | 0.55 |
| ^ | West Leg PHF | 0.72 |
| , | East Leg PHF | 0.81 |

PM Peak Hour Volumes



Site Number: 2
 Major Route: Provincial Park Access
 Minor Route: Development Road
 Municipality: Porteau Cove
 Filename: 2-TMC-Park Access@Development Rd-July 19 2024

Date: July 19, 2024
 Day-of-week: Friday

East/West Route: Provincial Park Access
 Intersection Type: 3 leg south approach
 Signalized (y/n?): no
 Weather: AM: Clear and dry PM: Clear and dry

| | Start | Duration |
|------------|-------|----------|
| A.M. Shift | 07:00 | 2.00 |
| | | |
| P.M. Shift | 15:00 | 3.00 |
| Total | | 5.00 |

Note: duration: decimal hours
 start time: 24 hr clock (15 min increments)

Comments: North Approach - vehicles approaching intersection from the north
 15x4 - 15 min volume (from max 15 minute period [+] in peak hour period [*]) x 4

Notes:

Survey Data
Regular Vehicles

| Time Period | NORTH Approach | | | SOUTH Approach | | | WEST Approach | | | EAST Approach | | | Total Volume | | | | |
|-------------|----------------|------|-------|----------------|------|-------|---------------|------|-------|---------------|------|-------|--------------|--|--|--|--|
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | | | | | |
| 07:00 | | | | 0 | | 0 | | 2 | 0 | 0 | 0 | | 2 | | | | |
| 07:15 | | | | 0 | | 0 | | 1 | 0 | 0 | 2 | | 3 | | | | |
| 07:30 | | | | 0 | | 0 | | 4 | 0 | 0 | 4 | | 8 * | | | | |
| 07:45 | | | | 1 | | 0 | | 6 | 0 | 1 | 10 | | 18 + | | | | |
| 08:00 | | | | 0 | | 0 | | 4 | 0 | 0 | 3 | | 7 * | | | | |
| 08:15 | | | | 0 | | 0 | | 0 | 0 | 0 | 4 | | 4 * | | | | |
| 08:30 | | | | 0 | | 1 | | 3 | 1 | 1 | 1 | | 7 | | | | |
| 08:45 | | | | 0 | | 0 | | 2 | 2 | 0 | 4 | | 8 | | | | |

| | | | | | | | | | | | | | | | | | |
|--------------|----------|----------|----------|----------|----------|----------|----------|-----------|----------|----------|-----------|----------|-------------|--|--|--|--|
| Total | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 22 | 3 | 2 | 28 | 0 | 57 | | | | |
| Pk Hr | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 14 | 0 | 1 | 21 | 0 | 37 * | | | | |
| 15x4 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 24 | 0 | 4 | 40 | 0 | 72 + | | | | |

| | | | | | | | | | | | | | | | | | |
|-------|--|--|--|---|--|---|--|----|---|---|----|--|------|--|--|--|--|
| 15:00 | | | | 1 | | 1 | | 20 | 0 | 0 | 14 | | 36 | | | | |
| 15:15 | | | | 0 | | 2 | | 13 | 1 | 1 | 16 | | 33 | | | | |
| 15:30 | | | | 2 | | 2 | | 17 | 1 | 5 | 13 | | 40 | | | | |
| 15:45 | | | | 2 | | 2 | | 7 | 3 | 1 | 9 | | 24 | | | | |
| 16:00 | | | | 1 | | 3 | | 13 | 0 | 1 | 17 | | 35 * | | | | |
| 16:15 | | | | 0 | | 2 | | 13 | 0 | 1 | 19 | | 35 * | | | | |
| 16:30 | | | | 0 | | 1 | | 16 | 0 | 0 | 20 | | 37 * | | | | |
| 16:45 | | | | 2 | | 2 | | 19 | 1 | 3 | 17 | | 44 + | | | | |
| 17:00 | | | | 1 | | 0 | | 17 | 2 | 1 | 10 | | 31 | | | | |
| 17:15 | | | | 1 | | 0 | | 12 | 1 | 1 | 19 | | 34 | | | | |
| 17:30 | | | | 1 | | 1 | | 13 | 1 | 1 | 15 | | 32 | | | | |
| 17:45 | | | | 1 | | 0 | | 19 | 0 | 1 | 23 | | 44 | | | | |

| | | | | | | | | | | | | | | | | | |
|--------------|----------|----------|----------|-----------|----------|-----------|----------|------------|-----------|-----------|------------|----------|--------------|--|--|--|--|
| Total | 0 | 0 | 0 | 12 | 0 | 16 | 0 | 179 | 10 | 16 | 192 | 0 | 425 | | | | |
| Pk Hr | 0 | 0 | 0 | 3 | 0 | 8 | 0 | 61 | 1 | 5 | 73 | 0 | 151 * | | | | |
| 15x4 | 0 | 0 | 0 | 8 | 0 | 12 | 0 | 76 | 4 | 12 | 80 | 0 | 192 + | | | | |

AM Peak Period
Regular Vehicles

Location: Development Road @ Provincial Park Access
 Date: July 19, 2024

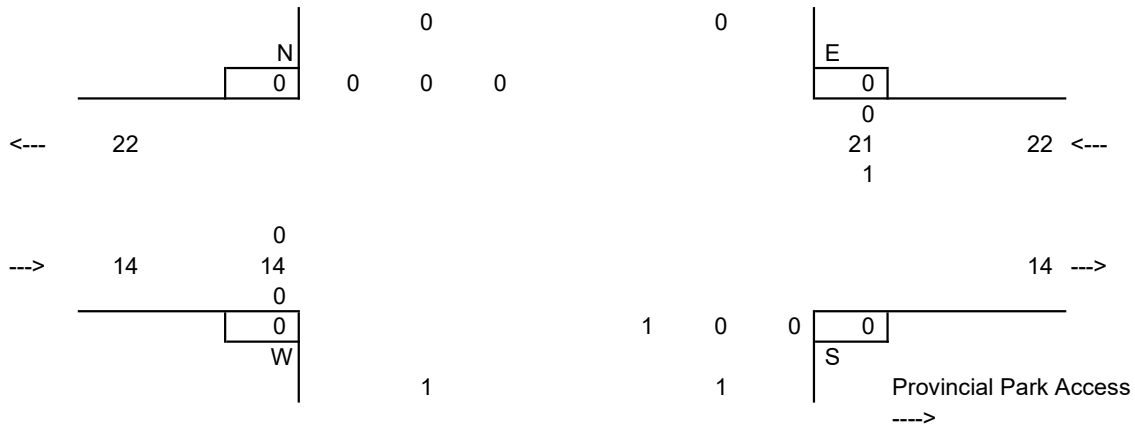
| Time Period | NORTH Approach | | | SOUTH Approach | | | WEST Approach | | | EAST Approach | | | Total Volume | | | | |
|-------------|----------------|------|-------|----------------|------|-------|---------------|------|-------|---------------|------|-------|--------------|--|--|--|--|
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | | | | | |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | | | | |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 3 | | | | |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 0 | 8 * | | | | |
| 07:45 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 6 | 0 | 1 | 10 | 0 | 18 + | | | | |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 3 | 0 | 7 * | | | | |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 * | | | | |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 1 | 1 | 1 | 0 | 7 | | | | |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 4 | 0 | 8 | | | | |

| | | | | | | | | | | | | | | | | | |
|---------------|----------|----------|----------|----------|----------|----------|----------|-----------|----------|----------|-----------|----------|-------------|--|--|--|--|
| Total | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 22 | 3 | 2 | 28 | 0 | 57 | | | | |
| Pk Hr | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 14 | 0 | 1 | 21 | 0 | 37 * | | | | |
| 15x4 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 24 | 0 | 4 | 40 | 0 | 72 + | | | | |
| Avg Hr | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 11 | 2 | 1 | 14 | 0 | 29 | | | | |

Peak Hour: 07:30
 Peak 15min: 07:45
 North approach PHF: NA
 South approach PHF: 0.25
 West approach PHF: 0.58
 East approach PHF: 0.50

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AM Peak Hour Volumes



PM Peak Period
Regular Vehicles

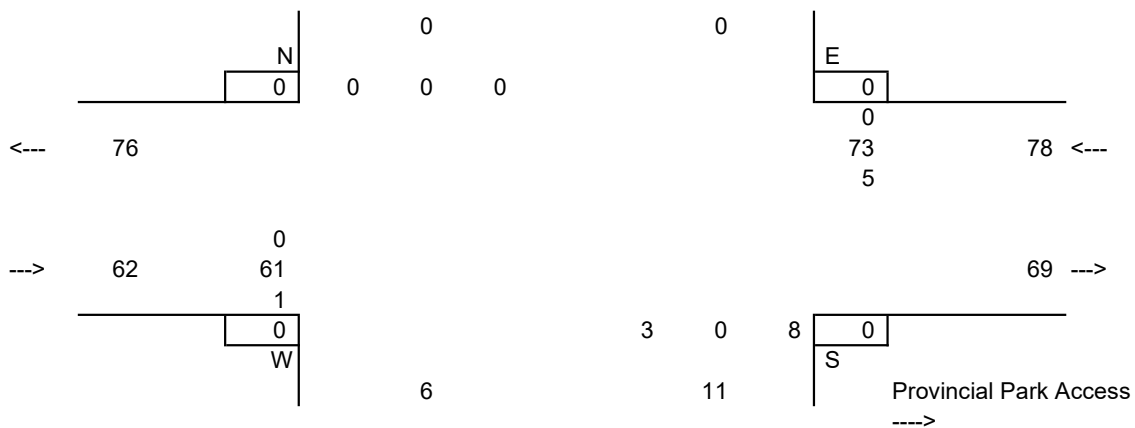
Location: Development Road @ Provincial Park Access
 Date: July 19, 2024

| Time Period | NORTH Approach | | | SOUTH Approach | | | WEST Approach | | | EAST Approach | | | Total Volume | | | | |
|-------------|----------------|------|-------|----------------|------|-------|---------------|------|-------|---------------|------|-------|--------------|--|--|--|--|
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | | | | | |
| 15:00 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 20 | 0 | 0 | 14 | 0 | 36 | | | | |
| 15:15 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 13 | 1 | 1 | 16 | 0 | 33 | | | | |
| 15:30 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 17 | 1 | 5 | 13 | 0 | 40 | | | | |
| 15:45 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 7 | 3 | 1 | 9 | 0 | 24 | | | | |
| 16:00 | 0 | 0 | 0 | 1 | 0 | 3 | 0 | 13 | 0 | 1 | 17 | 0 | 35 * | | | | |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 13 | 0 | 1 | 19 | 0 | 35 * | | | | |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 16 | 0 | 0 | 20 | 0 | 37 * | | | | |
| 16:45 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 19 | 1 | 3 | 17 | 0 | 44 + | | | | |
| 17:00 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 17 | 2 | 1 | 10 | 0 | 31 | | | | |
| 17:15 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 12 | 1 | 1 | 19 | 0 | 34 | | | | |
| 17:30 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 13 | 1 | 1 | 15 | 0 | 32 | | | | |
| 17:45 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 19 | 0 | 1 | 23 | 0 | 44 | | | | |

| | | | | | | | | | | | | | | | | | |
|---------------|----------|----------|----------|-----------|----------|-----------|----------|------------|-----------|-----------|------------|----------|--------------|--|--|--|--|
| Total | 0 | 0 | 0 | 12 | 0 | 16 | 0 | 179 | 10 | 16 | 192 | 0 | 425 | | | | |
| Pk Hr | 0 | 0 | 0 | 3 | 0 | 8 | 0 | 61 | 1 | 5 | 73 | 0 | 151 * | | | | |
| 15x4 | 0 | 0 | 0 | 8 | 0 | 12 | 0 | 76 | 4 | 12 | 80 | 0 | 192 + | | | | |
| Avg Hr | 0 | 0 | 0 | 4 | 0 | 5 | 0 | 60 | 3 | 5 | 64 | 0 | 142 | | | | |

Peak Hour: 16:00
 Peak 15min: 17:45
 North Leg PHF: NA
 South Leg PHF: 0.55
 West Leg PHF: 0.78
 East Leg PHF: 0.85

PM Peak Hour Volumes



Site Number: 2
 Major Route: Provincial Park Access
 Minor Route: Development Road
 Municipality: Porteau Cove
 Filename: 2-TMC-Park Access@Development Rd-July 19 2024

Date: July 19, 2024
 Day-of-week: Friday

East/West Route: Provincial Park Access
 Intersection Type: 3 leg south approach
 Signalized (y/n?): no
 Weather: AM: Clear and dry PM: Clear and dry

| | Start | Duration |
|------------|-------|----------|
| A.M. Shift | 07:00 | 2.00 |
| P.M. Shift | 15:00 | 3.00 |
| Total | | 5.00 |

Note: duration: decimal hours
 start time: 24 hr clock (15 min increments)

Comments: North Approach - vehicles approaching intersection from the north
 15x4 - 15 min volume (from max 15 minute period [+] in peak hour period [*]) x 4

Notes:

Survey Data
Light Trucks

| Time Period | NORTH Approach | | | SOUTH Approach | | | WEST Approach | | | EAST Approach | | | Total Volume | | | | |
|-------------|----------------|------|-------|----------------|------|-------|---------------|------|-------|---------------|------|-------|--------------|---|--|--|--|
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | | | | | |
| 07:00 | | | | 0 | | 0 | | 0 | 0 | 0 | 0 | | 0 | | | | |
| 07:15 | | | | 0 | | 0 | | 0 | 0 | 0 | 0 | | 0 | | | | |
| 07:30 | | | | 0 | | 0 | | 0 | 0 | 0 | 0 | | 0 | | | | |
| 07:45 | | | | 0 | | 0 | | 0 | 0 | 0 | 0 | | 0 | | | | |
| 08:00 | | | | 0 | | 0 | | 0 | 0 | 0 | 1 | | 1 | * | | | |
| 08:15 | | | | 0 | | 0 | | 0 | 0 | 0 | 0 | | 0 | * | | | |
| 08:30 | | | | 0 | | 0 | | 1 | 0 | 0 | 1 | | 2 | + | | | |
| 08:45 | | | | 0 | | 0 | | 0 | 0 | 0 | 0 | | 0 | * | | | |

| | | | | | | | | | | | | | | | | | |
|--------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|---|--|--|--|
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 3 | | | | |
| Pk Hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 3 | * | | | |
| 15x4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 0 | 8 | + | | | |

| | | | | | | | | | | | | | | | | | |
|-------|--|--|--|---|--|---|--|---|---|---|---|--|---|---|--|--|--|
| 15:00 | | | | 0 | | 0 | | 0 | 0 | 0 | 1 | | 1 | | | | |
| 15:15 | | | | 0 | | 0 | | 1 | 0 | 0 | 0 | | 1 | | | | |
| 15:30 | | | | 0 | | 0 | | 0 | 0 | 0 | 2 | | 2 | | | | |
| 15:45 | | | | 0 | | 0 | | 1 | 0 | 0 | 0 | | 1 | | | | |
| 16:00 | | | | 0 | | 0 | | 0 | 0 | 0 | 0 | | 0 | | | | |
| 16:15 | | | | 0 | | 0 | | 1 | 0 | 0 | 1 | | 2 | * | | | |
| 16:30 | | | | 0 | | 0 | | 2 | 0 | 0 | 2 | | 4 | + | | | |
| 16:45 | | | | 0 | | 0 | | 4 | 0 | 0 | 0 | | 4 | + | | | |
| 17:00 | | | | 0 | | 0 | | 0 | 0 | 0 | 1 | | 1 | * | | | |
| 17:15 | | | | 0 | | 0 | | 0 | 0 | 0 | 0 | | 0 | | | | |
| 17:30 | | | | 0 | | 0 | | 0 | 0 | 0 | 0 | | 0 | | | | |
| 17:45 | | | | 0 | | 0 | | 0 | 0 | 0 | 2 | | 2 | | | | |

| | | | | | | | | | | | | | | | | | |
|--------------|----------|----------|----------|----------|----------|----------|----------|-----------|----------|----------|----------|----------|-----------|---|--|--|--|
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 9 | 0 | 18 | | | | |
| Pk Hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 4 | 0 | 11 | * | | | |
| 15x4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 0 | 8 | 0 | 24 | + | | | |

AM Peak Period
Light Trucks

Location: Development Road @ Provincial Park Access
Date: July 19, 2024

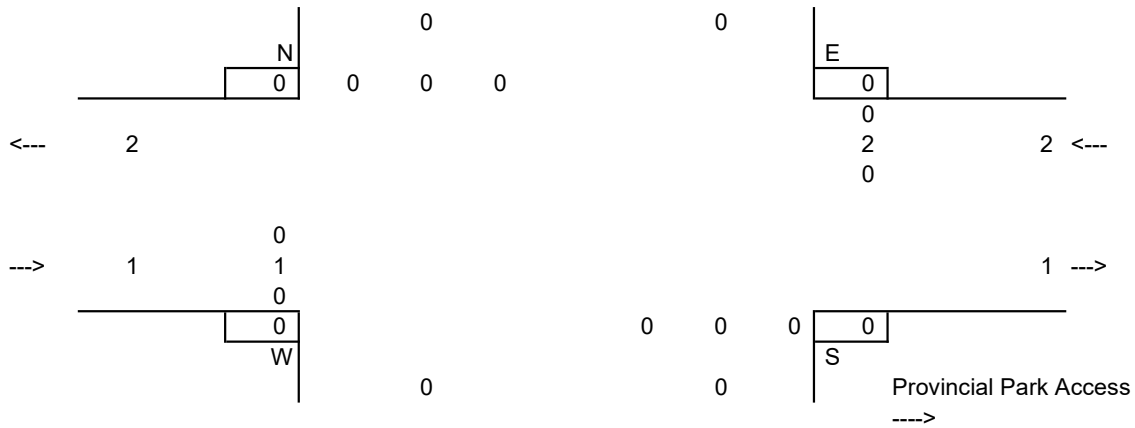
| Time Period | NORTH Approach | | | SOUTH Approach | | | WEST Approach | | | EAST Approach | | | Total Volume | | | | |
|-------------|----------------|------|-------|----------------|------|-------|---------------|------|-------|---------------|------|-------|--------------|---|--|--|--|
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | | | | | |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | * | | | |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | * | | | |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 2 | + | | | |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | * | | | |

| | | | | | | | | | | | | | | | | | |
|---------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|---|--|--|--|
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 3 | | | | |
| Pk Hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 3 | * | | | |
| 15x4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 0 | 8 | + | | | |
| Avg Hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 2 | | | | |

Peak Hour: 08:00
 Peak 15min: 08:30
 North approach PHF: NA
 South approach PHF: NA
 West approach PHF: 0.25
 East approach PHF: 0.50

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AM Peak Hour Volumes



PM Peak Period
Light Trucks

Location: Development Road @ Provincial Park Access
Date: July 19, 2024

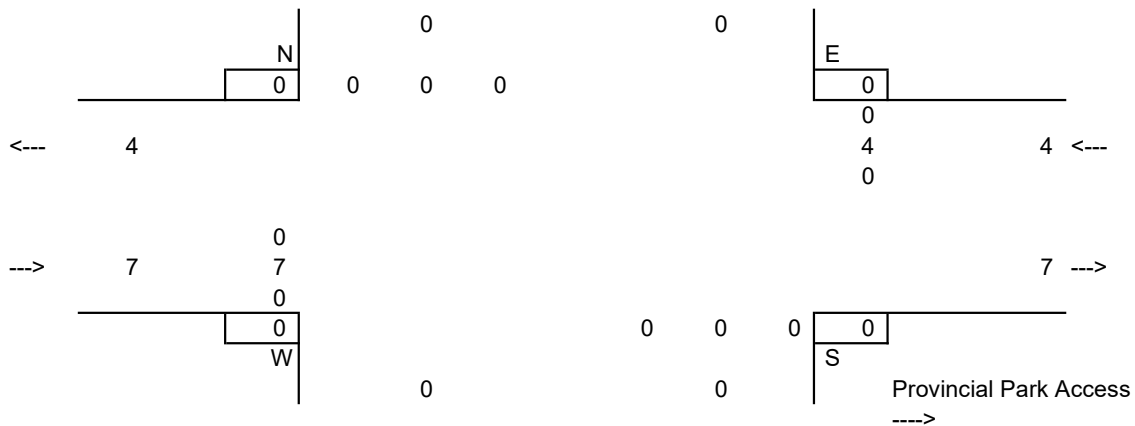
| Time Period | NORTH Approach | | | SOUTH Approach | | | WEST Approach | | | EAST Approach | | | Total Volume | | | | |
|-------------|----------------|------|-------|----------------|------|-------|---------------|------|-------|---------------|------|-------|--------------|--|--|--|--|
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | | | | | |
| 15:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | | | | |
| 15:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | | | | |
| 15:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | | | | |
| 15:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | | | | |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 2 * | | | | |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 4 + | | | | |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 4 + | | | | |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 * | | | | |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | | | | |

| | | | | | | | | | | | | | | | | | |
|---------------|----------|----------|----------|----------|----------|----------|----------|-----------|----------|----------|----------|----------|-------------|--|--|--|--|
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 9 | 0 | 18 | | | | |
| Pk Hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 4 | 0 | 11 * | | | | |
| 15x4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 0 | 8 | 0 | 24 + | | | | |
| Avg Hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 6 | | | | |

Peak Hour: 16:15
 Peak 15min: 16:45
 North Leg PHF: NA
 South Leg PHF: NA
 West Leg PHF: 0.44
 East Leg PHF: 0.50

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PM Peak Hour Volumes



Site Number: 2
 Major Route: Provincial Park Access
 Minor Route: Development Road
 Municipality: Porteau Cove
 Filename: 2-TMC-Park Access@Development Rd-July 20 2024

Date: July 20, 2024
 Day-of-week: Saturday

East/West Route: Provincial Park Access
 Intersection Type: 3 leg south approach
 Signalized (y/n?): no
 Weather: AM: Clear and dry PM: Clear and dry

| | Start | Duration |
|------------|-------|----------|
| | | |
| Noon Shift | 12:00 | 2.00 |
| | | |
| Total | | 2.00 |

Note: duration: decimal hours
 start time: 24 hr clock (15 min increments)

Comments: North Approach - vehicles approaching intersection from the north
 15x4 - 15 min volume (from max 15 minute period [+] in peak hour period [*]) x 4

Notes:

During this study, all of the 'Light Trucks' reported in this classification are Recreational Vehicles (Campers).

Survey Data
 Combined Volume

| Time Period | NORTH Approach | | | SOUTH Approach | | | WEST Approach | | | EAST Approach | | | Total Volume | | | | | |
|--------------|----------------|----------|----------|----------------|----------|-----------|---------------|------------|-----------|---------------|------------|----------|--------------|---|--|--|--|--|
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | | | | | | |
| 12:00 | 0 | 0 | 0 | 6 | 0 | 8 | 0 | 26 | 6 | 8 | 19 | 0 | 73 | + | | | | |
| 12:15 | 0 | 0 | 0 | 5 | 0 | 6 | 0 | 19 | 5 | 4 | 25 | 0 | 64 | * | | | | |
| 12:30 | 0 | 0 | 0 | 10 | 0 | 4 | 0 | 22 | 7 | 6 | 15 | 0 | 64 | * | | | | |
| 12:45 | 0 | 0 | 0 | 4 | 0 | 5 | 0 | 22 | 3 | 7 | 22 | 0 | 63 | * | | | | |
| 13:00 | 0 | 0 | 0 | 3 | 0 | 2 | 0 | 19 | 5 | 2 | 25 | 0 | 56 | | | | | |
| 13:15 | 0 | 0 | 0 | 5 | 0 | 5 | 0 | 14 | 8 | 7 | 17 | 0 | 56 | | | | | |
| 13:30 | 0 | 0 | 0 | 2 | 0 | 6 | 0 | 18 | 5 | 1 | 12 | 0 | 44 | | | | | |
| 13:45 | 0 | 0 | 0 | 2 | 0 | 4 | 0 | 18 | 3 | 1 | 17 | 0 | 45 | | | | | |
| Total | 0 | 0 | 0 | 37 | 0 | 40 | 0 | 158 | 42 | 36 | 152 | 0 | 465 | | | | | |
| Pk Hr | 0 | 0 | 0 | 25 | 0 | 23 | 0 | 89 | 21 | 25 | 81 | 0 | 264 | * | | | | |
| 15x4 | 0 | 0 | 0 | 40 | 0 | 32 | 0 | 104 | 28 | 32 | 100 | 0 | 336 | + | | | | |

Noon Peak Period
Combined Volume

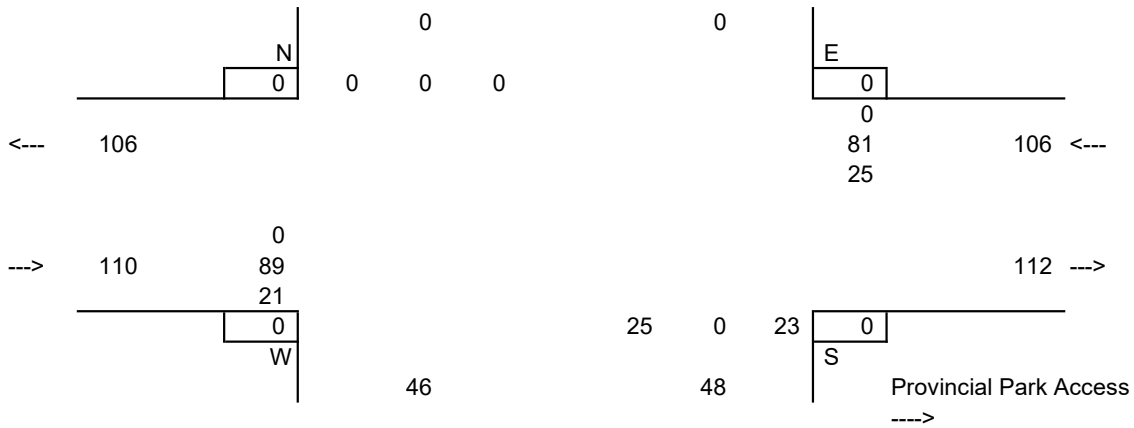
Location: Development Road @ Provincial Park Access
 Date: July 20, 2024

| Time Period | NORTH Approach | | | SOUTH Approach | | | WEST Approach | | | EAST Approach | | | Total Volume | | | | | |
|-------------|----------------|------|-------|----------------|------|-------|---------------|------|-------|---------------|------|-------|--------------|---|--|--|--|--|
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | | | | | | |
| 12:00 | 0 | 0 | 0 | 6 | 0 | 8 | 0 | 26 | 6 | 8 | 19 | 0 | 73 | + | | | | |
| 12:15 | 0 | 0 | 0 | 5 | 0 | 6 | 0 | 19 | 5 | 4 | 25 | 0 | 64 | * | | | | |
| 12:30 | 0 | 0 | 0 | 10 | 0 | 4 | 0 | 22 | 7 | 6 | 15 | 0 | 64 | * | | | | |
| 12:45 | 0 | 0 | 0 | 4 | 0 | 5 | 0 | 22 | 3 | 7 | 22 | 0 | 63 | * | | | | |
| 13:00 | 0 | 0 | 0 | 3 | 0 | 2 | 0 | 19 | 5 | 2 | 25 | 0 | 56 | | | | | |
| 13:15 | 0 | 0 | 0 | 5 | 0 | 5 | 0 | 14 | 8 | 7 | 17 | 0 | 56 | | | | | |
| 13:30 | 0 | 0 | 0 | 2 | 0 | 6 | 0 | 18 | 5 | 1 | 12 | 0 | 44 | | | | | |
| 13:45 | 0 | 0 | 0 | 2 | 0 | 4 | 0 | 18 | 3 | 1 | 17 | 0 | 45 | | | | | |

| | | | | | | | | | | | | | | | | | | |
|---------------|----------|----------|----------|-----------|----------|-----------|----------|------------|-----------|-----------|------------|----------|------------|---|--|--|--|--|
| Total | 0 | 0 | 0 | 37 | 0 | 40 | 0 | 158 | 42 | 36 | 152 | 0 | 465 | | | | | |
| Pk Hr | 0 | 0 | 0 | 25 | 0 | 23 | 0 | 89 | 21 | 25 | 81 | 0 | 264 | * | | | | |
| 15x4 | 0 | 0 | 0 | 40 | 0 | 32 | 0 | 104 | 28 | 32 | 100 | 0 | 336 | + | | | | |
| Avg Hr | 0 | 0 | 0 | 19 | 0 | 20 | 0 | 79 | 21 | 18 | 76 | 0 | 233 | | | | | |

| | | |
|---|---------------|-------|
| | Peak Hour | 12:00 |
| | Peak 15min | 12:00 |
| | North Leg PHF | NA |
| N | South Leg PHF | 0.67 |
| ^ | West Leg PHF | 0.83 |
| , | East Leg PHF | 0.80 |

Noon Peak Hour Volumes



Average Hour Period
Combined Volume

Location: Development Road @ Provincial Park Access
July 20, 2024

| NORTH Approach | | | SOUTH Approach | | | WEST Approach | | | EAST Approach | | | Total Volume | | | | |
|----------------|------|-------|----------------|------|-------|---------------|------|-------|---------------|------|-------|--------------|--|--|--|--|
| Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | | | | | |

Survey

| | | | | | | | | | | | | | | | | | |
|--------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|--|--|--|--|
| Total | 0 | 0 | 0 | 37 | 0 | 40 | 0 | 158 | 42 | 36 | 152 | 0 | 465 | | | | |
| Hours | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | | | | |
| Avg Hr | 0 | 0 | 0 | 19 | 0 | 20 | 0 | 79 | 21 | 18 | 76 | 0 | 233 | | | | |

Noon Period

| | | | | | | | | | | | | | | | | | |
|--------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|--|--|--|--|
| Total | 0 | 0 | 0 | 37 | 0 | 40 | 0 | 158 | 42 | 36 | 152 | 0 | 465 | | | | |
| Hours | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | | | | |
| Avg Hr | 0 | 0 | 0 | 19 | 0 | 20 | 0 | 79 | 21 | 18 | 76 | 0 | 233 | | | | |

Average Hour Volumes

| | | | | | | | | | | | | | | | | | |
|------------------------|----|------|---|-------|---|------|------------------------|--|--|--|--|----|----|--|--|--|--|
| Total | | | 0 | 0 | 0 | | | | | | | | | | | | |
| Noon | | | 0 | 0 | 0 | | | | | | | | | | | | |
| Provincial Park Access | | | | | | <--- | | | | | | 0 | 0 | | | | |
| | | | | | | | | | | | | 76 | 76 | | | | |
| | | | | | | | | | | | | 18 | 18 | | | | |
| 0 | 0 | | | | | | | | | | | | | | | | |
| 79 | 79 | ---> | | | | | | | | | | | | | | | |
| 21 | 21 | | | | | | | | | | | | | | | | |
| Total | | Noon | | | | | | | | | | | | | | | |
| | | | | 19 | 0 | 20 | Provincial Park Access | | | | | | | | | | |
| | | | | 19 | 0 | 20 | Noon | | | | | | | | | | |
| | | | | Total | | | Total | | | | | | | | | | |

Site Number: 2
 Major Route: Provincial Park Access
 Minor Route: Development Road
 Municipality: Porteau Cove
 Filename: 2-TMC-Park Access@Development Rd-July 20 2024

Date: July 20, 2024
 Day-of-week: Saturday

East/West Route: Provincial Park Access
 Intersection Type: 3 leg south approach
 Signalized (y/n?): no
 Weather: AM: Clear and dry PM: Clear and dry

| | Start | Duration |
|------------|-------|----------|
| | | |
| Noon Shift | 12:00 | 2.00 |
| | | |
| | Total | 2.00 |

Note: duration: decimal hours
 start time: 24 hr clock (15 min increments)

Comments: North Approach - vehicles approaching intersection from the north
 15x4 - 15 min volume (from max 15 minute period [+] in peak hour period [*]) x 4

Notes:

Survey Data
Regular Vehicles

| Time Period | NORTH Approach | | | SOUTH Approach | | | WEST Approach | | | EAST Approach | | | Total Volume | | | | | |
|-------------|----------------|------|-------|----------------|------|-------|---------------|------|-------|---------------|------|-------|--------------|---|--|--|--|--|
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | | | | | | |
| 12:00 | | | | 6 | | 8 | | 26 | 6 | 8 | 19 | | 73 | + | | | | |
| 12:15 | | | | 5 | | 6 | | 19 | 5 | 4 | 25 | | 64 | * | | | | |
| 12:30 | | | | 10 | | 4 | | 22 | 7 | 6 | 15 | | 64 | * | | | | |
| 12:45 | | | | 4 | | 5 | | 21 | 3 | 7 | 20 | | 60 | * | | | | |
| 13:00 | | | | 3 | | 2 | | 17 | 5 | 2 | 24 | | 53 | | | | | |
| 13:15 | | | | 5 | | 5 | | 14 | 8 | 7 | 17 | | 56 | | | | | |
| 13:30 | | | | 2 | | 6 | | 18 | 5 | 1 | 12 | | 44 | | | | | |
| 13:45 | | | | 2 | | 4 | | 18 | 3 | 1 | 17 | | 45 | | | | | |

| | | | | | | | | | | | | | | | | | | |
|--------------|----------|----------|----------|-----------|----------|-----------|----------|------------|-----------|-----------|------------|----------|------------|---|--|--|--|--|
| Total | 0 | 0 | 0 | 37 | 0 | 40 | 0 | 155 | 42 | 36 | 149 | 0 | 459 | | | | | |
| Pk Hr | 0 | 0 | 0 | 25 | 0 | 23 | 0 | 88 | 21 | 25 | 79 | 0 | 261 | * | | | | |
| 15x4 | 0 | 0 | 0 | 40 | 0 | 32 | 0 | 104 | 28 | 32 | 100 | 0 | 336 | + | | | | |

Noon Peak Period
Regular Vehicles

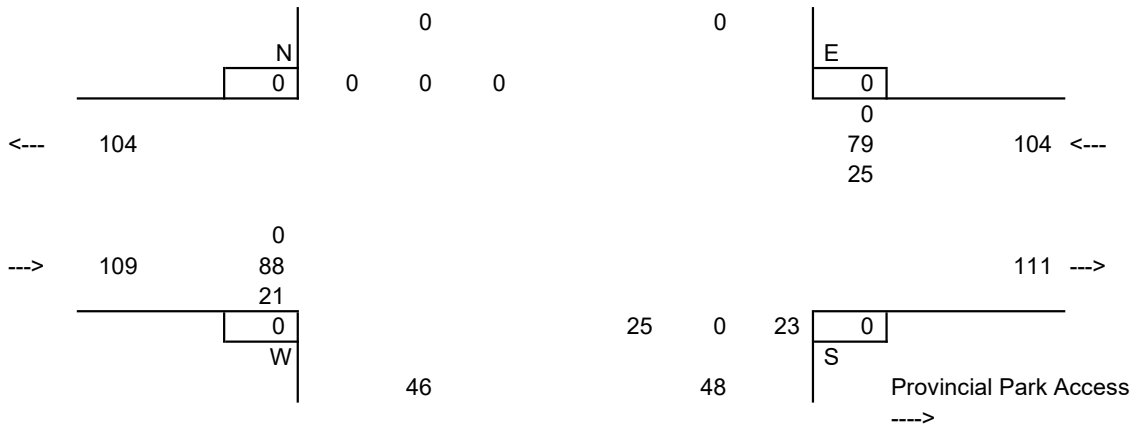
Location: Development Road @ Provincial Park Access
Date: July 20, 2024

| Time Period | NORTH Approach | | | SOUTH Approach | | | WEST Approach | | | EAST Approach | | | Total Volume | | | | | |
|-------------|----------------|------|-------|----------------|------|-------|---------------|------|-------|---------------|------|-------|--------------|---|--|--|--|--|
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | | | | | | |
| 12:00 | 0 | 0 | 0 | 6 | 0 | 8 | 0 | 26 | 6 | 8 | 19 | 0 | 73 | + | | | | |
| 12:15 | 0 | 0 | 0 | 5 | 0 | 6 | 0 | 19 | 5 | 4 | 25 | 0 | 64 | * | | | | |
| 12:30 | 0 | 0 | 0 | 10 | 0 | 4 | 0 | 22 | 7 | 6 | 15 | 0 | 64 | * | | | | |
| 12:45 | 0 | 0 | 0 | 4 | 0 | 5 | 0 | 21 | 3 | 7 | 20 | 0 | 60 | * | | | | |
| 13:00 | 0 | 0 | 0 | 3 | 0 | 2 | 0 | 17 | 5 | 2 | 24 | 0 | 53 | | | | | |
| 13:15 | 0 | 0 | 0 | 5 | 0 | 5 | 0 | 14 | 8 | 7 | 17 | 0 | 56 | | | | | |
| 13:30 | 0 | 0 | 0 | 2 | 0 | 6 | 0 | 18 | 5 | 1 | 12 | 0 | 44 | | | | | |
| 13:45 | 0 | 0 | 0 | 2 | 0 | 4 | 0 | 18 | 3 | 1 | 17 | 0 | 45 | | | | | |

| | | | | | | | | | | | | | | | | | | |
|---------------|----------|----------|----------|-----------|----------|-----------|----------|------------|-----------|-----------|------------|----------|------------|---|--|--|--|--|
| Total | 0 | 0 | 0 | 37 | 0 | 40 | 0 | 155 | 42 | 36 | 149 | 0 | 459 | | | | | |
| Pk Hr | 0 | 0 | 0 | 25 | 0 | 23 | 0 | 88 | 21 | 25 | 79 | 0 | 261 | * | | | | |
| 15x4 | 0 | 0 | 0 | 40 | 0 | 32 | 0 | 104 | 28 | 32 | 100 | 0 | 336 | + | | | | |
| Avg Hr | 0 | 0 | 0 | 19 | 0 | 20 | 0 | 78 | 21 | 18 | 75 | 0 | 230 | | | | | |

| | | |
|---|---------------|-------|
| | Peak Hour | 12:00 |
| | Peak 15min | 12:00 |
| | North Leg PHF | NA |
| N | South Leg PHF | 0.67 |
| ^ | West Leg PHF | 0.83 |
| , | East Leg PHF | 0.79 |

Noon Peak Hour Volumes



Site Number: 2
 Major Route: Provincial Park Access
 Minor Route: Development Road
 Municipality: Porteau Cove
 Filename: 2-TMC-Park Access@Development Rd-July 20 2024

Date: July 20, 2024
 Day-of-week: Saturday

East/West Route: Provincial Park Access
 Intersection Type: 3 leg south approach
 Signalized (y/n?): no
 Weather: AM: Clear and dry PM: Clear and dry

| | Start | Duration |
|------------|-------|----------|
| | | |
| Noon Shift | 12:00 | 2.00 |
| | | |
| Total | | 2.00 |

Note: duration: decimal hours
 start time: 24 hr clock (15 min increments)

Comments: North Approach - vehicles approaching intersection from the north
 15x4 - 15 min volume (from max 15 minute period [+] in peak hour period [*]) x 4

Notes:

Survey Data
Light Trucks

| Time Period | NORTH Approach | | | SOUTH Approach | | | WEST Approach | | | EAST Approach | | | Total Volume | | | | | |
|-------------|----------------|------|-------|----------------|------|-------|---------------|------|-------|---------------|------|-------|--------------|---|--|--|--|--|
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | | | | | | |
| 12:00 | | | | 0 | | 0 | | 0 | 0 | 0 | 0 | | 0 | | | | | |
| 12:15 | | | | 0 | | 0 | | 0 | 0 | 0 | 0 | | 0 | | | | | |
| 12:30 | | | | 0 | | 0 | | 0 | 0 | 0 | 0 | | 0 | | | | | |
| 12:45 | | | | 0 | | 0 | | 1 | 0 | 0 | 2 | | 3 | + | | | | |
| 13:00 | | | | 0 | | 0 | | 2 | 0 | 0 | 1 | | 3 | + | | | | |
| 13:15 | | | | 0 | | 0 | | 0 | 0 | 0 | 0 | | 0 | * | | | | |
| 13:30 | | | | 0 | | 0 | | 0 | 0 | 0 | 0 | | 0 | * | | | | |
| 13:45 | | | | 0 | | 0 | | 0 | 0 | 0 | 0 | | 0 | | | | | |

| | | | | | | | | | | | | | | | | | | |
|--------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|---|--|--|--|--|
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 6 | | | | | |
| Pk Hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 6 | * | | | | |
| 15x4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 8 | 0 | 16 | + | | | | |

Noon Peak Period
Light Trucks

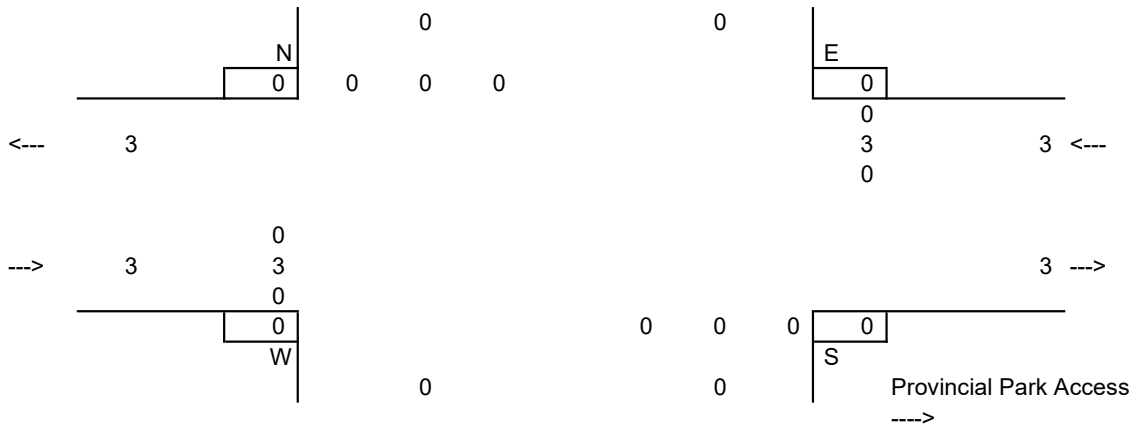
Location: Development Road @ Provincial Park Access
Date: July 20, 2024

| Time Period | NORTH Approach | | | SOUTH Approach | | | WEST Approach | | | EAST Approach | | | Total Volume | | | | |
|-------------|----------------|------|-------|----------------|------|-------|---------------|------|-------|---------------|------|-------|--------------|---|--|--|--|
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | | | | | |
| 12:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| 12:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| 12:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| 12:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 3 | + | | | |
| 13:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 3 | + | | | |
| 13:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | * | | | |
| 13:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | * | | | |
| 13:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |

| | | | | | | | | | | | | | | | | | |
|---------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|---|--|--|--|
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 6 | | | | |
| Pk Hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 6 | * | | | |
| 15x4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 8 | 0 | 16 | + | | | |
| Avg Hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 3 | | | | |

Peak Hour: 12:45
 Peak 15min: 13:00
 North Leg PHF: NA
 South Leg PHF: NA
 West Leg PHF: 0.38
 East Leg PHF: 0.38

Noon Peak Hour Volumes



Site Number: 2
 Major Route: Provincial Park Access
 Minor Route: Development Road
 Municipality: Porteau Cove
 Filename: 2-TMC-Park Access@Development Rd-July 21 2024

Date: July 21, 2024
 Day-of-week: Sunday

East/West Route: Provincial Park Access
 Intersection Type: 3 leg south approach
 Signalized (y/n?): no
 Weather: AM: Clear and dry PM: Clear and dry

| | Start | Duration |
|------------|-------|----------|
| | | |
| Noon Shift | 12:00 | 2.00 |
| | | |
| Total | | 2.00 |

Note: duration: decimal hours
 start time: 24 hr clock (15 min increments)

Comments: North Approach - vehicles approaching intersection from the north
 15x4 - 15 min volume (from max 15 minute period [+] in peak hour period [*]) x 4

Notes:

During this study, all of the 'Light Trucks' reported in this classification are Recreational Vehicles (Campers).

Survey Data
 Combined Volume

| Time Period | NORTH Approach | | | SOUTH Approach | | | WEST Approach | | | EAST Approach | | | Total Volume | | | | |
|-------------|----------------|------|-------|----------------|------|-------|---------------|------|-------|---------------|------|-------|--------------|---|--|--|--|
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | | | | | |
| 12:00 | 0 | 0 | 0 | 5 | 0 | 7 | 0 | 13 | 2 | 6 | 17 | 0 | 50 | | | | |
| 12:15 | 0 | 0 | 0 | 1 | 0 | 7 | 0 | 18 | 6 | 6 | 16 | 0 | 54 | | | | |
| 12:30 | 0 | 0 | 0 | 5 | 0 | 4 | 0 | 11 | 1 | 3 | 14 | 0 | 38 | | | | |
| 12:45 | 0 | 0 | 0 | 4 | 0 | 3 | 0 | 12 | 1 | 2 | 15 | 0 | 37 | | | | |
| 13:00 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 20 | 1 | 3 | 33 | 0 | 65 | + | | | |
| 13:15 | 0 | 0 | 0 | 5 | 0 | 5 | 0 | 25 | 0 | 8 | 10 | 0 | 53 | * | | | |
| 13:30 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 19 | 6 | 7 | 17 | 0 | 52 | * | | | |
| 13:45 | 0 | 0 | 0 | 1 | 0 | 7 | 0 | 20 | 2 | 2 | 21 | 0 | 53 | * | | | |

| | | | | | | | | | | | | | | | | | |
|--------------|----------|----------|----------|-----------|----------|-----------|----------|------------|-----------|-----------|------------|----------|------------|---|--|--|--|
| Total | 0 | 0 | 0 | 22 | 0 | 43 | 0 | 138 | 19 | 37 | 143 | 0 | 402 | | | | |
| Pk Hr | 0 | 0 | 0 | 7 | 0 | 22 | 0 | 84 | 9 | 20 | 81 | 0 | 223 | * | | | |
| 15x4 | 0 | 0 | 0 | 20 | 0 | 32 | 0 | 100 | 24 | 32 | 132 | 0 | 340 | + | | | |

Noon Peak Period
Combined Volume

Location: Development Road @ Provincial Park Access
 Date: July 21, 2024

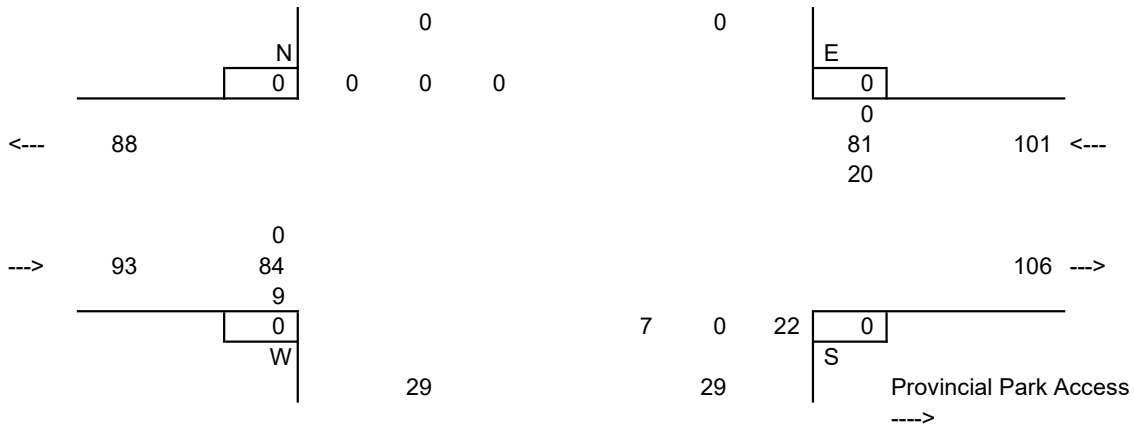
| Time Period | NORTH Approach | | | SOUTH Approach | | | WEST Approach | | | EAST Approach | | | Total Volume | | | | |
|-------------|----------------|------|-------|----------------|------|-------|---------------|------|-------|---------------|------|-------|--------------|--|--|--|--|
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | | | | | |
| 12:00 | 0 | 0 | 0 | 5 | 0 | 7 | 0 | 13 | 2 | 6 | 17 | 0 | 50 | | | | |
| 12:15 | 0 | 0 | 0 | 1 | 0 | 7 | 0 | 18 | 6 | 6 | 16 | 0 | 54 | | | | |
| 12:30 | 0 | 0 | 0 | 5 | 0 | 4 | 0 | 11 | 1 | 3 | 14 | 0 | 38 | | | | |
| 12:45 | 0 | 0 | 0 | 4 | 0 | 3 | 0 | 12 | 1 | 2 | 15 | 0 | 37 | | | | |
| 13:00 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 20 | 1 | 3 | 33 | 0 | 65 + | | | | |
| 13:15 | 0 | 0 | 0 | 5 | 0 | 5 | 0 | 25 | 0 | 8 | 10 | 0 | 53 * | | | | |
| 13:30 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 19 | 6 | 7 | 17 | 0 | 52 * | | | | |
| 13:45 | 0 | 0 | 0 | 1 | 0 | 7 | 0 | 20 | 2 | 2 | 21 | 0 | 53 * | | | | |

| | | | | | | | | | | | | | | | | | |
|---------------|----------|----------|----------|-----------|----------|-----------|----------|------------|-----------|-----------|------------|----------|--------------|--|--|--|--|
| Total | 0 | 0 | 0 | 22 | 0 | 43 | 0 | 138 | 19 | 37 | 143 | 0 | 402 | | | | |
| Pk Hr | 0 | 0 | 0 | 7 | 0 | 22 | 0 | 84 | 9 | 20 | 81 | 0 | 223 * | | | | |
| 15x4 | 0 | 0 | 0 | 20 | 0 | 32 | 0 | 100 | 24 | 32 | 132 | 0 | 340 + | | | | |
| Avg Hr | 0 | 0 | 0 | 11 | 0 | 22 | 0 | 69 | 10 | 19 | 72 | 0 | 201 | | | | |

Peak Hour: 13:00
 Peak 15min: 13:00
 North Leg PHF: NA
 South Leg PHF: 0.56
 West Leg PHF: 0.75
 East Leg PHF: 0.62

N
 ^
 ,

Noon Peak Hour Volumes



Average Hour Period
Combined Volume

Location: Development Road @ Provincial Park Access
July 21, 2024

| NORTH Approach | | | SOUTH Approach | | | WEST Approach | | | EAST Approach | | | Total Volume | | | | |
|----------------|------|-------|----------------|------|-------|---------------|------|-------|---------------|------|-------|--------------|--|--|--|--|
| Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | | | | | |

Survey

| | | | | | | | | | | | | | | | | | |
|--------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|--|--|--|--|
| Total | 0 | 0 | 0 | 22 | 0 | 43 | 0 | 138 | 19 | 37 | 143 | 0 | 402 | | | | |
| Hours | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | | | | |
| Avg Hr | 0 | 0 | 0 | 11 | 0 | 22 | 0 | 69 | 10 | 19 | 72 | 0 | 201 | | | | |

Noon Period

| | | | | | | | | | | | | | | | | | |
|--------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|--|--|--|--|
| Total | 0 | 0 | 0 | 22 | 0 | 43 | 0 | 138 | 19 | 37 | 143 | 0 | 402 | | | | |
| Hours | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | | | | |
| Avg Hr | 0 | 0 | 0 | 11 | 0 | 22 | 0 | 69 | 10 | 19 | 72 | 0 | 201 | | | | |

Average Hour Volumes

| | | | | | | | | | | | | | | | | | | | |
|------------------------|------|------|---|---|---|------------------------|--|--|--|--|--|----|----|----|-------|--|--|--|--|
| Total | | | 0 | 0 | 0 | | | | | | | | | | | | | | |
| Noon | | | 0 | 0 | 0 | | | | | | | | | | | | | | |
| Provincial Park Access | | | | | | <--- | | | | | | 0 | 0 | | | | | | |
| | | | | | | | | | | | | 72 | 72 | | | | | | |
| | | | | | | | | | | | | 19 | 19 | | | | | | |
| 0 | 0 | | | | | | | | | | | | | | | | | | |
| 69 | 69 | ---> | | | | | | | | | | | | | | | | | |
| 10 | 10 | | | | | | | | | | | | | | | | | | |
| Total | Noon | | | | | | | | | | | | | | | | | | |
| | | | | | | Provincial Park Access | | | | | | | | | | | | | |
| | | | | | | | | | | | | 11 | 0 | 22 | Noon | | | | |
| | | | | | | | | | | | | 11 | 0 | 22 | Total | | | | |

Site Number: 2
 Major Route: Provincial Park Access
 Minor Route: Development Road
 Municipality: Porteau Cove
 Filename: 2-TMC-Park Access@Development Rd-July 21 2024

Date: July 21, 2024
 Day-of-week: Sunday

East/West Route: Provincial Park Access
 Intersection Type: 3 leg south approach
 Signalized (y/n?): no
 Weather: AM: Clear and dry PM: Clear and dry

| | Start | Duration |
|------------|-------|----------|
| | | |
| Noon Shift | 12:00 | 2.00 |
| | | |
| | Total | 2.00 |

Note: duration: decimal hours
 start time: 24 hr clock (15 min increments)

Comments: North Approach - vehicles approaching intersection from the north
 15x4 - 15 min volume (from max 15 minute period [+] in peak hour period [*]) x 4

Notes:

Survey Data
Regular Vehicles

| Time Period | NORTH Approach | | | SOUTH Approach | | | WEST Approach | | | EAST Approach | | | Total Volume | | | |
|-------------|----------------|------|-------|----------------|------|-------|---------------|------|-------|---------------|------|-------|--------------|--|--|--|
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | | | | |
| 12:00 | | | | 5 | | 7 | | 13 | 1 | 6 | 16 | | 48 | | | |
| 12:15 | | | | 1 | | 7 | | 18 | 5 | 6 | 16 | | 53 | | | |
| 12:30 | | | | 5 | | 4 | | 11 | 1 | 3 | 13 | | 37 | | | |
| 12:45 | | | | 4 | | 3 | | 12 | 1 | 2 | 15 | | 37 | | | |
| 13:00 | | | | 0 | | 8 | | 18 | 1 | 3 | 32 | | 62 + | | | |
| 13:15 | | | | 4 | | 5 | | 25 | 0 | 7 | 10 | | 51 * | | | |
| 13:30 | | | | 1 | | 2 | | 17 | 5 | 6 | 17 | | 48 * | | | |
| 13:45 | | | | 1 | | 7 | | 20 | 2 | 2 | 19 | | 51 * | | | |

| | | | | | | | | | | | | | | | | |
|--------------|----------|----------|----------|-----------|----------|-----------|----------|------------|-----------|-----------|------------|----------|--------------|--|--|--|
| Total | 0 | 0 | 0 | 21 | 0 | 43 | 0 | 134 | 16 | 35 | 138 | 0 | 387 | | | |
| Pk Hr | 0 | 0 | 0 | 6 | 0 | 22 | 0 | 80 | 8 | 18 | 78 | 0 | 212 * | | | |
| 15x4 | 0 | 0 | 0 | 16 | 0 | 32 | 0 | 100 | 20 | 28 | 128 | 0 | 324 + | | | |

Noon Peak Period
Regular Vehicles

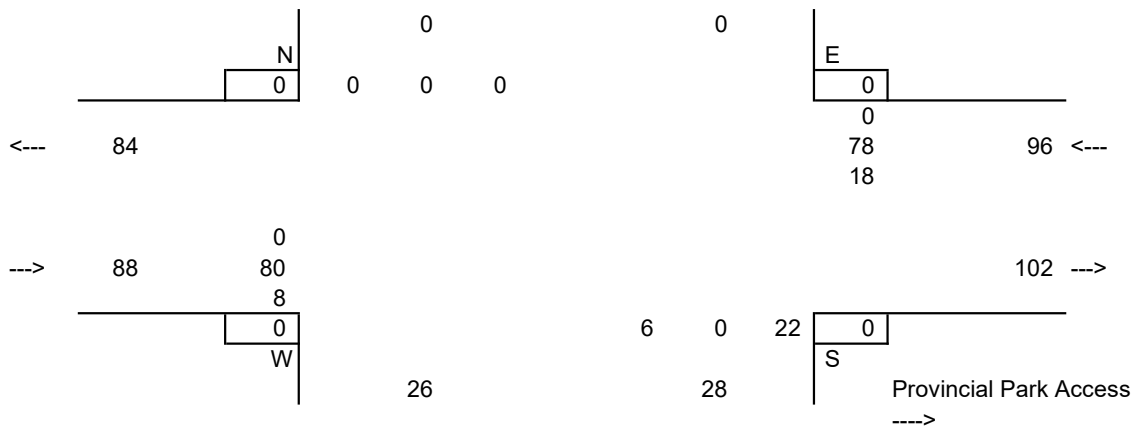
Location: Development Road @ Provincial Park Access
 Date: July 21, 2024

| Time Period | NORTH Approach | | | SOUTH Approach | | | WEST Approach | | | EAST Approach | | | Total Volume | | | | |
|-------------|----------------|------|-------|----------------|------|-------|---------------|------|-------|---------------|------|-------|--------------|--|--|--|--|
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | | | | | |
| 12:00 | 0 | 0 | 0 | 5 | 0 | 7 | 0 | 13 | 1 | 6 | 16 | 0 | 48 | | | | |
| 12:15 | 0 | 0 | 0 | 1 | 0 | 7 | 0 | 18 | 5 | 6 | 16 | 0 | 53 | | | | |
| 12:30 | 0 | 0 | 0 | 5 | 0 | 4 | 0 | 11 | 1 | 3 | 13 | 0 | 37 | | | | |
| 12:45 | 0 | 0 | 0 | 4 | 0 | 3 | 0 | 12 | 1 | 2 | 15 | 0 | 37 | | | | |
| 13:00 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 18 | 1 | 3 | 32 | 0 | 62 + | | | | |
| 13:15 | 0 | 0 | 0 | 4 | 0 | 5 | 0 | 25 | 0 | 7 | 10 | 0 | 51 * | | | | |
| 13:30 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 17 | 5 | 6 | 17 | 0 | 48 * | | | | |
| 13:45 | 0 | 0 | 0 | 1 | 0 | 7 | 0 | 20 | 2 | 2 | 19 | 0 | 51 * | | | | |

| | | | | | | | | | | | | | | | | | |
|---------------|----------|----------|----------|-----------|----------|-----------|----------|------------|-----------|-----------|------------|----------|--------------|--|--|--|--|
| Total | 0 | 0 | 0 | 21 | 0 | 43 | 0 | 134 | 16 | 35 | 138 | 0 | 387 | | | | |
| Pk Hr | 0 | 0 | 0 | 6 | 0 | 22 | 0 | 80 | 8 | 18 | 78 | 0 | 212 * | | | | |
| 15x4 | 0 | 0 | 0 | 16 | 0 | 32 | 0 | 100 | 20 | 28 | 128 | 0 | 324 + | | | | |
| Avg Hr | 0 | 0 | 0 | 11 | 0 | 22 | 0 | 67 | 8 | 18 | 69 | 0 | 194 | | | | |

| | | |
|---|---------------|-------|
| | Peak Hour | 13:00 |
| | Peak 15min | 13:00 |
| | North Leg PHF | NA |
| N | South Leg PHF | 0.58 |
| ^ | West Leg PHF | 0.73 |
| , | East Leg PHF | 0.62 |

Noon Peak Hour Volumes



Average Hour Period
Regular Vehicles

Location: Development Road @ Provincial Park Access
 July 21, 2024

| NORTH Approach | | | SOUTH Approach | | | WEST Approach | | | EAST Approach | | | Total Volume | | | | |
|----------------|------|-------|----------------|------|-------|---------------|------|-------|---------------|------|-------|--------------|--|--|--|--|
| Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | | | | | |

Survey

| | | | | | | | | | | | | | | | | | |
|--------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|--|--|--|--|
| Total | 0 | 0 | 0 | 21 | 0 | 43 | 0 | 134 | 16 | 35 | 138 | 0 | 387 | | | | |
| Hours | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | | | | |
| Avg Hr | 0 | 0 | 0 | 11 | 0 | 22 | 0 | 67 | 8 | 18 | 69 | 0 | 194 | | | | |

Noon Period

| | | | | | | | | | | | | | | | | | |
|--------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|--|--|--|--|
| Total | 0 | 0 | 0 | 21 | 0 | 43 | 0 | 134 | 16 | 35 | 138 | 0 | 387 | | | | |
| Hours | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | | | | |
| Avg Hr | 0 | 0 | 0 | 11 | 0 | 22 | 0 | 67 | 8 | 18 | 69 | 0 | 194 | | | | |

Average Hour Volumes

| | | | | | | | | |
|------------------------|------|------|---|------------------------|---|------|-------|-------|
| Total | | | 0 | 0 | 0 | | | |
| Noon | | | 0 | 0 | 0 | | | |
| Provincial Park Access | | | | | | <--- | Noon | Total |
| | | | | | | | 0 | 0 |
| | | | | | | | 69 | 69 |
| | | | | | | | 18 | 18 |
| 0 | 0 | | | | | | | |
| 67 | 67 | ---> | | Provincial Park Access | | | | |
| 8 | 8 | | | | | | | |
| Total | Noon | | | 11 | 0 | 22 | Noon | |
| | | | | 11 | 0 | 22 | Total | |

Site Number: 2
 Major Route: Provincial Park Access
 Minor Route: Development Road
 Municipality: Porteau Cove
 Filename: 2-TMC-Park Access@Development Rd-July 21 2024

Date: July 21, 2024
 Day-of-week: Sunday

East/West Route: Provincial Park Access
 Intersection Type: 3 leg south approach
 Signalized (y/n?): no
 Weather: AM: Clear and dry PM: Clear and dry

| | Start | Duration |
|--------------|-------|-------------|
| | | |
| Noon Shift | 12:00 | 2.00 |
| | | |
| Total | | 2.00 |

Note: duration: decimal hours
 start time: 24 hr clock (15 min increments)

Comments: North Approach - vehicles approaching intersection from the north
 15x4 - 15 min volume (from max 15 minute period [+] in peak hour period [*]) x 4

Notes:

Survey Data
Light Trucks

| Time Period | NORTH Approach | | | SOUTH Approach | | | WEST Approach | | | EAST Approach | | | Total Volume | | | |
|-------------|----------------|------|-------|----------------|------|-------|---------------|------|-------|---------------|------|-------|--------------|---|--|--|
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | | | | |
| 12:00 | | | | 0 | | 0 | | 0 | 1 | 0 | 1 | | 2 | | | |
| 12:15 | | | | 0 | | 0 | | 0 | 1 | 0 | 0 | | 1 | | | |
| 12:30 | | | | 0 | | 0 | | 0 | 0 | 0 | 1 | | 1 | | | |
| 12:45 | | | | 0 | | 0 | | 0 | 0 | 0 | 0 | | 0 | | | |
| 13:00 | | | | 0 | | 0 | | 2 | 0 | 0 | 1 | | 3 | * | | |
| 13:15 | | | | 1 | | 0 | | 0 | 0 | 1 | 0 | | 2 | * | | |
| 13:30 | | | | 0 | | 0 | | 2 | 1 | 1 | 0 | | 4 | + | | |
| 13:45 | | | | | | | | | | | 2 | | 2 | * | | |

| | | | | | | | | | | | | | | | | |
|--------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|---|--|--|
| Total | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 4 | 3 | 2 | 5 | 0 | 15 | | | |
| Pk Hr | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 4 | 1 | 2 | 3 | 0 | 11 | * | | |
| 15x4 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 8 | 4 | 4 | 8 | 0 | 28 | + | | |

Noon Peak Period
Light Trucks

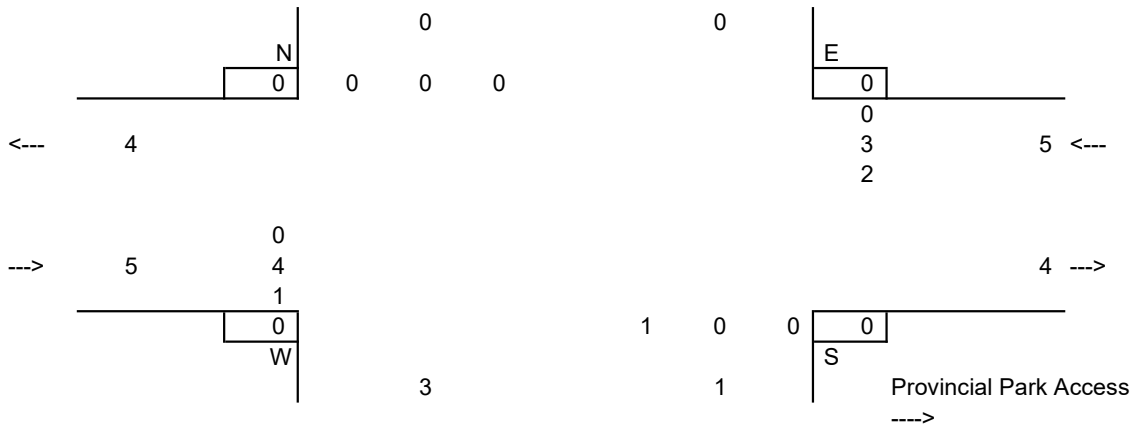
Location: Development Road @ Provincial Park Access
Date: July 21, 2024

| Time Period | NORTH Approach | | | SOUTH Approach | | | WEST Approach | | | EAST Approach | | | Total Volume | | | | |
|-------------|----------------|------|-------|----------------|------|-------|---------------|------|-------|---------------|------|-------|--------------|--|--|--|--|
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | | | | | |
| 12:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 2 | | | | |
| 12:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | | | | |
| 12:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | | | | |
| 12:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| 13:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 3 * | | | | |
| 13:15 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 * | | | | |
| 13:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 1 | 0 | 0 | 4 + | | | | |
| 13:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 * | | | | |

| | | | | | | | | | | | | | | | | | |
|---------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-------------|--|--|--|--|
| Total | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 4 | 3 | 2 | 5 | 0 | 15 | | | | |
| Pk Hr | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 4 | 1 | 2 | 3 | 0 | 11 * | | | | |
| 15x4 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 8 | 4 | 4 | 8 | 0 | 28 + | | | | |
| Avg Hr | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 2 | 1 | 3 | 0 | 8 | | | | |

Peak Hour: 13:00
 Peak 15min: 13:30
 North Leg PHF: NA
 South Leg PHF: 0.25
 West Leg PHF: 0.42
 East Leg PHF: 0.42

Noon Peak Hour Volumes



Average Hour Period
Light Trucks

Location: Development Road @ Provincial Park Access
 July 21, 2024

| NORTH Approach | | | SOUTH Approach | | | WEST Approach | | | EAST Approach | | | Total Volume | | | | |
|----------------|------|-------|----------------|------|-------|---------------|------|-------|---------------|------|-------|--------------|--|--|--|--|
| Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | | | | | |

Survey

| | | | | | | | | | | | | | | | | | |
|--------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|--|--|--|--|
| Total | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 4 | 3 | 2 | 5 | 0 | 15 | | | | |
| Hours | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | | | | |
| Avg Hr | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 2 | 1 | 3 | 0 | 8 | | | | |

Noon Period

| | | | | | | | | | | | | | | | | | |
|--------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|--|--|--|--|
| Total | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 4 | 3 | 2 | 5 | 0 | 15 | | | | |
| Hours | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | | | | |
| Avg Hr | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 2 | 1 | 3 | 0 | 8 | | | | |

Average Hour Volumes

| | | | | | | | | |
|------------------------|---|------|---|---|---|------|-------|---|
| Total | | | 0 | 0 | 0 | | | |
| Noon | | | 0 | 0 | 0 | | | |
| Provincial Park Access | | | | | | <--- | 0 | 0 |
| | | | | | | | 3 | 3 |
| | | | | | | | 1 | 1 |
| 0 | 0 | | | | | | | |
| 2 | 2 | | | | | | | |
| 2 | 2 | | | | | | | |
| Total | | Noon | | | | | | |
| | | | | 1 | 0 | 0 | Noon | |
| | | | | 1 | 0 | 0 | Total | |
| Provincial Park Access | | | | | | | | |

Access Count Site #: 3
 Municipality: Porteau BC
 Filename: 3-Access Counts-Porteau-July 19-21 2024

Date: July 19-21 2024
 Day-of-week: Friday-Saturday-Sunday

Weather: Clear and dry

Comments: * IN-Vehicles entering Porteau Cove Campground OUT-Vehicles exiting Porteau Cove Campground
 During this study, all of the 'Light Trucks' reported in this classification are Recreational Vehicles (Campers).

Site Map and List Description;



Site

Description

- 3 Access to and from the campground is located at the kiosk entrance, this is where the count took place for this study.

Access Count Site #: 3
 Municipality: Porteau BC
 Date: July 19, 2024
 Day-of-week: Friday
 Study Hours: 7-9am and 3-6pm
 Weather: Clear and dry

Survey Data July 19, 2024
 Site 3

| Site | 3 - AM Shift | | | | | | |
|--------------|--------------|-----------|----------|-----------|--------------|----------|----------|
| | All Vehicles | | Cars | | Light Trucks | | |
| | dir | IN | OUT | IN | OUT | IN | OUT |
| 7:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 | 1 | 1 | 1 | 1 | 0 | 0 | 0 |
| 7:45 | 0 | 2 | 0 | 2 | 0 | 0 | 0 |
| 8:00 | 0 | 1 | 0 | 1 | 0 | 0 | 0 |
| 8:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:30 | 0 | 3 | 0 | 3 | 0 | 0 | 0 |
| 8:45 | 1 | 3 | 1 | 3 | 0 | 0 | 0 |
| total | 2 | 10 | 2 | 10 | 0 | 0 | 0 |

| Site | 3 - PM Shift | | | | | | |
|--------------|--------------|-----------|-----------|-----------|--------------|----------|----------|
| | All Vehicles | | Cars | | Light Trucks | | |
| | dir | IN | OUT | IN | OUT | IN | OUT |
| 15:00 | 1 | 2 | 1 | 2 | 0 | 0 | 0 |
| 15:15 | 5 | 0 | 5 | 0 | 0 | 0 | 0 |
| 15:30 | 2 | 3 | 1 | 3 | 1 | 0 | 0 |
| 15:45 | 2 | 1 | 2 | 0 | 0 | 0 | 1 |
| 16:00 | 3 | 2 | 3 | 2 | 0 | 0 | 0 |
| 16:15 | 8 | 2 | 7 | 2 | 1 | 0 | 0 |
| 16:30 | 3 | 2 | 3 | 2 | 0 | 0 | 0 |
| 16:45 | 4 | 3 | 4 | 2 | 0 | 0 | 1 |
| 17:00 | 1 | 2 | 1 | 2 | 0 | 0 | 0 |
| 17:15 | 2 | 0 | 2 | 0 | 0 | 0 | 0 |
| 17:30 | 3 | 1 | 3 | 1 | 0 | 0 | 0 |
| 17:45 | 4 | 1 | 3 | 1 | 1 | 0 | 0 |
| total | 38 | 19 | 35 | 17 | 3 | 2 | 0 |

Access Count Site #: 3
 Municipality: Porteau BC
 Date: July 20, 2024
 Day-of-week: Saturday
 Study Hours: 12pm-2pm
 Weather: Clear and dry

Survey Data July 20, 2024
 Site 3

| Site | 3 - Noon Shift | | | | | |
|--------------|----------------|-----------|-----------|-----------|--------------|----------|
| | All Vehicles | | Cars | | Light Trucks | |
| dir | IN | OUT | IN | OUT | IN | OUT |
| 12:00 | 7 | 7 | 7 | 7 | 0 | 0 |
| 12:15 | 2 | 3 | 2 | 3 | 0 | 0 |
| 12:30 | 2 | 3 | 2 | 3 | 0 | 0 |
| 12:45 | 6 | 0 | 6 | 0 | 0 | 0 |
| 13:00 | 7 | 3 | 6 | 2 | 1 | 1 |
| 13:15 | 1 | 3 | 1 | 3 | 0 | 0 |
| 13:30 | 4 | 2 | 4 | 2 | 0 | 0 |
| 13:45 | 4 | 0 | 4 | 0 | 0 | 0 |
| total | 33 | 21 | 32 | 20 | 1 | 1 |

Access Count Site #: 3
 Municipality: Porteau BC
 Date: July 21, 2024
 Day-of-week: Sunday
 Study Hours: 12pm-2pm
 Weather: Clear and dry

Survey Data July 21, 2024
 Site 3

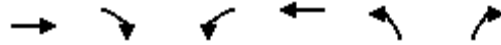
| Site | 3 - Noon Shift | | | | | |
|--------------|----------------|-----------|-----------|-----------|--------------|----------|
| | All Vehicles | | Cars | | Light Trucks | |
| dir | IN | OUT | IN | OUT | IN | OUT |
| 12:00 | 6 | 3 | 6 | 3 | 0 | 0 |
| 12:15 | 3 | 5 | 3 | 5 | 0 | 0 |
| 12:30 | 3 | 0 | 2 | 0 | 1 | 0 |
| 12:45 | 5 | 2 | 5 | 2 | 0 | 0 |
| 13:00 | 5 | 0 | 5 | 0 | 0 | 0 |
| 13:15 | 4 | 2 | 3 | 2 | 1 | 0 |
| 13:30 | 3 | 2 | 2 | 2 | 1 | 0 |
| 13:45 | 6 | 1 | 4 | 1 | 2 | 0 |
| total | 35 | 15 | 30 | 15 | 5 | 0 |

APPENDIX C

SYNCHRO ANALYSIS RESULTS



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|-----------------------------------|------|------|-------|----------------------|------|------|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 4 | 12 | 10 | 493 | 543 | 12 |
| Future Volume (Veh/h) | 4 | 12 | 10 | 493 | 543 | 12 |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 4 | 13 | 11 | 536 | 590 | 13 |
| Pedestrians | | | | | | |
| Lane Width (m) | | | | | | |
| Walking Speed (m/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | None | None | |
| Median storage (veh) | | | | | | |
| Upstream signal (m) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 1148 | 590 | 590 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 1148 | 590 | 590 | | | |
| tC, single (s) | 6.4 | 6.2 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 98 | 97 | 99 | | | |
| cM capacity (veh/h) | 217 | 508 | 985 | | | |
| Direction, Lane # | EB 1 | EB 2 | NB 1 | NB 2 | SB 1 | SB 2 |
| Volume Total | 4 | 13 | 11 | 536 | 590 | 13 |
| Volume Left | 4 | 0 | 11 | 0 | 0 | 0 |
| Volume Right | 0 | 13 | 0 | 0 | 0 | 13 |
| cSH | 217 | 508 | 985 | 1700 | 1700 | 1700 |
| Volume to Capacity | 0.02 | 0.03 | 0.01 | 0.32 | 0.35 | 0.01 |
| Queue Length 95th (m) | 0.4 | 0.6 | 0.3 | 0.0 | 0.0 | 0.0 |
| Control Delay (s) | 21.9 | 12.3 | 8.7 | 0.0 | 0.0 | 0.0 |
| Lane LOS | C | B | A | | | |
| Approach Delay (s) | 14.5 | | 0.2 | 0.0 | | |
| Approach LOS | B | | | | | |
| Intersection Summary | | | | | | |
| Average Delay | | | 0.3 | | | |
| Intersection Capacity Utilization | | | 38.6% | ICU Level of Service | A | |
| Analysis Period (min) | | | 15 | | | |



| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|------------------------|------|------|------|------|------|------|
| Lane Configurations | ↔ | | ↔ | ↔ | ↔ | |
| Traffic Volume (veh/h) | 15 | 1 | 2 | 20 | 1 | 1 |
| Future Volume (Veh/h) | 15 | 1 | 2 | 20 | 1 | 1 |
| Sign Control | Free | | | Free | Stop | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 16 | 1 | 2 | 22 | 1 | 1 |
| Pedestrians | | | | | | |
| Lane Width (m) | | | | | | |
| Walking Speed (m/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | None | | | |
| Median storage (veh) | | | | | | |
| Upstream signal (m) | 27 | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | | | 17 | | 42 | 16 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | | | 17 | | 42 | 16 |
| tC, single (s) | | | 4.1 | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | | | 2.2 | | 3.5 | 3.3 |
| p0 queue free % | | | 100 | | 100 | 100 |
| cM capacity (veh/h) | | | 1600 | | 967 | 1063 |

| Direction, Lane # | EB 1 | WB 1 | WB 2 | NB 1 |
|-----------------------|------|------|------|------|
| Volume Total | 17 | 2 | 22 | 2 |
| Volume Left | 0 | 2 | 0 | 1 |
| Volume Right | 1 | 0 | 0 | 1 |
| cSH | 1700 | 1600 | 1700 | 1013 |
| Volume to Capacity | 0.01 | 0.00 | 0.01 | 0.00 |
| Queue Length 95th (m) | 0.0 | 0.0 | 0.0 | 0.0 |
| Control Delay (s) | 0.0 | 7.3 | 0.0 | 8.6 |
| Lane LOS | | A | | A |
| Approach Delay (s) | 0.0 | 0.6 | | 8.6 |
| Approach LOS | | | | A |

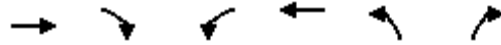
| Intersection Summary | | | | |
|-----------------------------------|----|--|-------|------------------------|
| Average Delay | | | 0.7 | |
| Intersection Capacity Utilization | | | 13.3% | ICU Level of Service A |
| Analysis Period (min) | 15 | | | |



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|-----------------------------------|-------|------|-------|----------------------|------|------|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 21 | 55 | 27 | 1450 | 692 | 54 |
| Future Volume (Veh/h) | 21 | 55 | 27 | 1450 | 692 | 54 |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 23 | 60 | 29 | 1576 | 752 | 59 |
| Pedestrians | | | | | | |
| Lane Width (m) | | | | | | |
| Walking Speed (m/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | None | None | |
| Median storage (veh) | | | | | | |
| Upstream signal (m) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 2386 | 752 | 752 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 2386 | 752 | 752 | | | |
| tC, single (s) | 6.4 | 6.2 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 37 | 85 | 97 | | | |
| cM capacity (veh/h) | 36 | 410 | 858 | | | |
| Direction, Lane # | EB 1 | EB 2 | NB 1 | NB 2 | SB 1 | SB 2 |
| Volume Total | 23 | 60 | 29 | 1576 | 752 | 59 |
| Volume Left | 23 | 0 | 29 | 0 | 0 | 0 |
| Volume Right | 0 | 60 | 0 | 0 | 0 | 59 |
| cSH | 36 | 410 | 858 | 1700 | 1700 | 1700 |
| Volume to Capacity | 0.63 | 0.15 | 0.03 | 0.93 | 0.44 | 0.03 |
| Queue Length 95th (m) | 16.9 | 3.9 | 0.8 | 0.0 | 0.0 | 0.0 |
| Control Delay (s) | 209.6 | 15.3 | 9.3 | 0.0 | 0.0 | 0.0 |
| Lane LOS | F | C | A | | | |
| Approach Delay (s) | 69.1 | | 0.2 | 0.0 | | |
| Approach LOS | F | | | | | |
| Intersection Summary | | | | | | |
| Average Delay | | | 2.4 | | | |
| Intersection Capacity Utilization | | | 86.3% | ICU Level of Service | E | |
| Analysis Period (min) | | | 15 | | | |

2: Development Access & Prov. Park Access Rd

PM Peak - Background 2024 Weekday



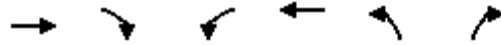
| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|-----------------------------------|------|------|-------|----------------------|------|------|
| Lane Configurations | ↔ | | ↔ | ↔ | ↔ | |
| Traffic Volume (veh/h) | 68 | 1 | 5 | 76 | 3 | 8 |
| Future Volume (Veh/h) | 68 | 1 | 5 | 76 | 3 | 8 |
| Sign Control | Free | | | Free | Stop | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 74 | 1 | 5 | 83 | 3 | 9 |
| Pedestrians | | | | | | |
| Lane Width (m) | | | | | | |
| Walking Speed (m/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | None | | | |
| Median storage (veh) | | | | | | |
| Upstream signal (m) | 27 | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | | | 75 | | 168 | 74 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | | | 75 | | 168 | 74 |
| tC, single (s) | | | 4.1 | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | | | 2.2 | | 3.5 | 3.3 |
| p0 queue free % | | | 100 | | 100 | 99 |
| cM capacity (veh/h) | | | 1524 | | 820 | 987 |
| Direction, Lane # | EB 1 | WB 1 | WB 2 | NB 1 | | |
| Volume Total | 75 | 5 | 83 | 12 | | |
| Volume Left | 0 | 5 | 0 | 3 | | |
| Volume Right | 1 | 0 | 0 | 9 | | |
| cSH | 1700 | 1524 | 1700 | 939 | | |
| Volume to Capacity | 0.04 | 0.00 | 0.05 | 0.01 | | |
| Queue Length 95th (m) | 0.0 | 0.1 | 0.0 | 0.3 | | |
| Control Delay (s) | 0.0 | 7.4 | 0.0 | 8.9 | | |
| Lane LOS | A | | A | | | |
| Approach Delay (s) | 0.0 | 0.4 | 8.9 | | | |
| Approach LOS | A | | | | | |
| Intersection Summary | | | | | | |
| Average Delay | | | 0.8 | | | |
| Intersection Capacity Utilization | | | 14.2% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | | | |



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|-----------------------------------|-------------|-------------|-------------|----------------------|-------------|-------------|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 57 | 60 | 59 | 1161 | 688 | 54 |
| Future Volume (Veh/h) | 57 | 60 | 59 | 1161 | 688 | 54 |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 62 | 65 | 64 | 1262 | 748 | 59 |
| Pedestrians | | | | | | |
| Lane Width (m) | | | | | | |
| Walking Speed (m/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | None | None | |
| Median storage (veh) | | | | | | |
| Upstream signal (m) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 2138 | 748 | 748 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 2138 | 748 | 748 | | | |
| tC, single (s) | 6.4 | 6.2 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 0 | 84 | 93 | | | |
| cM capacity (veh/h) | 50 | 412 | 861 | | | |
| Direction, Lane # | EB 1 | EB 2 | NB 1 | NB 2 | SB 1 | SB 2 |
| Volume Total | 62 | 65 | 64 | 1262 | 748 | 59 |
| Volume Left | 62 | 0 | 64 | 0 | 0 | 0 |
| Volume Right | 0 | 65 | 0 | 0 | 0 | 59 |
| cSH | 50 | 412 | 861 | 1700 | 1700 | 1700 |
| Volume to Capacity | 1.24 | 0.16 | 0.07 | 0.74 | 0.44 | 0.03 |
| Queue Length 95th (m) | 42.8 | 4.2 | 1.8 | 0.0 | 0.0 | 0.0 |
| Control Delay (s) | 340.0 | 15.4 | 9.5 | 0.0 | 0.0 | 0.0 |
| Lane LOS | F | C | A | | | |
| Approach Delay (s) | 173.9 | | 0.5 | 0.0 | | |
| Approach LOS | F | | | | | |
| Intersection Summary | | | | | | |
| Average Delay | | | 10.0 | | | |
| Intersection Capacity Utilization | | | 71.1% | ICU Level of Service | C | |
| Analysis Period (min) | | | 15 | | | |

2: Development Access & Prov. Park Access Rd











AM Peak - Background 2024 Weekend



| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|-----------------------------------|------|------|-------|----------------------|------|------|
| Lane Configurations | ↔ | | ↔ | ↔ | ↔ | |
| Traffic Volume (veh/h) | 94 | 21 | 25 | 88 | 25 | 23 |
| Future Volume (Veh/h) | 94 | 21 | 25 | 88 | 25 | 23 |
| Sign Control | Free | | | Free | Stop | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 102 | 23 | 27 | 96 | 27 | 25 |
| Pedestrians | | | | | | |
| Lane Width (m) | | | | | | |
| Walking Speed (m/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | None | | | |
| Median storage (veh) | | | | | | |
| Upstream signal (m) | 27 | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | | | 125 | | 264 | 114 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | | | 125 | | 264 | 114 |
| tC, single (s) | | | 4.1 | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | | | 2.2 | | 3.5 | 3.3 |
| p0 queue free % | | | 98 | | 96 | 97 |
| cM capacity (veh/h) | | | 1462 | | 712 | 939 |
| Direction, Lane # | EB 1 | WB 1 | WB 2 | NB 1 | | |
| Volume Total | 125 | 27 | 96 | 52 | | |
| Volume Left | 0 | 27 | 0 | 27 | | |
| Volume Right | 23 | 0 | 0 | 25 | | |
| cSH | 1700 | 1462 | 1700 | 806 | | |
| Volume to Capacity | 0.07 | 0.02 | 0.06 | 0.06 | | |
| Queue Length 95th (m) | 0.0 | 0.4 | 0.0 | 1.6 | | |
| Control Delay (s) | 0.0 | 7.5 | 0.0 | 9.8 | | |
| Lane LOS | A | | A | | | |
| Approach Delay (s) | 0.0 | 1.6 | 9.8 | | | |
| Approach LOS | A | | | | | |
| Intersection Summary | | | | | | |
| Average Delay | | | 2.4 | | | |
| Intersection Capacity Utilization | | | 18.1% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | | | |

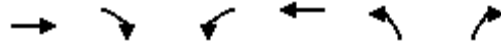


| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|-----------------------------------|-------------|-------------|-------------|----------------------|-------------|-------------|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 38 | 68 | 40 | 1108 | 1223 | 61 |
| Future Volume (Veh/h) | 38 | 68 | 40 | 1108 | 1223 | 61 |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 41 | 74 | 43 | 1204 | 1329 | 66 |
| Pedestrians | | | | | | |
| Lane Width (m) | | | | | | |
| Walking Speed (m/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | None | None | |
| Median storage (veh) | | | | | | |
| Upstream signal (m) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 2619 | 1329 | 1329 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 2619 | 1329 | 1329 | | | |
| tC, single (s) | 6.4 | 6.2 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 0 | 61 | 92 | | | |
| cM capacity (veh/h) | 24 | 189 | 519 | | | |
| Direction, Lane # | EB 1 | EB 2 | NB 1 | NB 2 | SB 1 | SB 2 |
| Volume Total | 41 | 74 | 43 | 1204 | 1329 | 66 |
| Volume Left | 41 | 0 | 43 | 0 | 0 | 0 |
| Volume Right | 0 | 74 | 0 | 0 | 0 | 66 |
| cSH | 24 | 189 | 519 | 1700 | 1700 | 1700 |
| Volume to Capacity | 1.68 | 0.39 | 0.08 | 0.71 | 0.78 | 0.04 |
| Queue Length 95th (m) | 38.7 | 13.1 | 2.0 | 0.0 | 0.0 | 0.0 |
| Control Delay (s) | 673.5 | 35.7 | 12.6 | 0.0 | 0.0 | 0.0 |
| Lane LOS | F | E | B | | | |
| Approach Delay (s) | 263.1 | | 0.4 | 0.0 | | |
| Approach LOS | F | | | | | |
| Intersection Summary | | | | | | |
| Average Delay | | | 11.2 | | | |
| Intersection Capacity Utilization | | | 75.2% | ICU Level of Service | D | |
| Analysis Period (min) | | | 15 | | | |

| |  |  |  |  |  |  |
|-----------------------------------|---|---|---|---|---|---|
| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
| Lane Configurations |  | |  |  |  | |
| Traffic Volume (veh/h) | 84 | 9 | 20 | 81 | 7 | 22 |
| Future Volume (Veh/h) | 84 | 9 | 20 | 81 | 7 | 22 |
| Sign Control | Free | | | Free | Stop | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 91 | 10 | 22 | 88 | 8 | 24 |
| Pedestrians | | | | | | |
| Lane Width (m) | | | | | | |
| Walking Speed (m/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | None | | | |
| Median storage (veh) | | | | | | |
| Upstream signal (m) | 27 | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | | | 101 | | 228 | 96 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | | | 101 | | 228 | 96 |
| tC, single (s) | | | 4.1 | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | | | 2.2 | | 3.5 | 3.3 |
| p0 queue free % | | | 99 | | 99 | 98 |
| cM capacity (veh/h) | | | 1491 | | 749 | 960 |
| Direction, Lane # | EB 1 | WB 1 | WB 2 | NB 1 | | |
| Volume Total | 101 | 22 | 88 | 32 | | |
| Volume Left | 0 | 22 | 0 | 8 | | |
| Volume Right | 10 | 0 | 0 | 24 | | |
| cSH | 1700 | 1491 | 1700 | 897 | | |
| Volume to Capacity | 0.06 | 0.01 | 0.05 | 0.04 | | |
| Queue Length 95th (m) | 0.0 | 0.3 | 0.0 | 0.8 | | |
| Control Delay (s) | 0.0 | 7.5 | 0.0 | 9.2 | | |
| Lane LOS | A | | A | | | |
| Approach Delay (s) | 0.0 | 1.5 | 9.2 | | | |
| Approach LOS | A | | | | | |
| Intersection Summary | | | | | | |
| Average Delay | | | 1.9 | | | |
| Intersection Capacity Utilization | | | 17.8% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | | | |



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|-----------------------------------|-------|------|------|----------------------|------|------|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 4 | 13 | 11 | 523 | 576 | 13 |
| Future Volume (Veh/h) | 4 | 13 | 11 | 523 | 576 | 13 |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 4 | 14 | 12 | 568 | 626 | 14 |
| Pedestrians | | | | | | |
| Lane Width (m) | | | | | | |
| Walking Speed (m/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | None | None | |
| Median storage (veh) | | | | | | |
| Upstream signal (m) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 1218 | 626 | 626 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 1218 | 626 | 626 | | | |
| tC, single (s) | 6.4 | 6.2 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 98 | 97 | 99 | | | |
| cM capacity (veh/h) | 197 | 484 | 956 | | | |
| Direction, Lane # | EB 1 | EB 2 | NB 1 | NB 2 | SB 1 | SB 2 |
| Volume Total | 4 | 14 | 12 | 568 | 626 | 14 |
| Volume Left | 4 | 0 | 12 | 0 | 0 | 0 |
| Volume Right | 0 | 14 | 0 | 0 | 0 | 14 |
| cSH | 197 | 484 | 956 | 1700 | 1700 | 1700 |
| Volume to Capacity | 0.02 | 0.03 | 0.01 | 0.33 | 0.37 | 0.01 |
| Queue Length 95th (m) | 0.5 | 0.7 | 0.3 | 0.0 | 0.0 | 0.0 |
| Control Delay (s) | 23.7 | 12.7 | 8.8 | 0.0 | 0.0 | 0.0 |
| Lane LOS | C | B | A | | | |
| Approach Delay (s) | 15.1 | | 0.2 | | 0.0 | |
| Approach LOS | C | | | | | |
| Intersection Summary | | | | | | |
| Average Delay | 0.3 | | | | | |
| Intersection Capacity Utilization | 40.3% | | | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | | | |



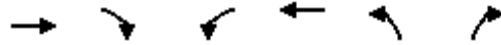
| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|------------------------|------|------|------|------|------|------|
| Lane Configurations | ↔ | | ↔ | ↔ | ↔ | |
| Traffic Volume (veh/h) | 16 | 1 | 2 | 22 | 1 | 1 |
| Future Volume (Veh/h) | 16 | 1 | 2 | 22 | 1 | 1 |
| Sign Control | Free | | | Free | Stop | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 17 | 1 | 2 | 24 | 1 | 1 |
| Pedestrians | | | | | | |
| Lane Width (m) | | | | | | |
| Walking Speed (m/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | None | | | |
| Median storage (veh) | | | | | | |
| Upstream signal (m) | 27 | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | | | 18 | | 46 | 18 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | | | 18 | | 46 | 18 |
| tC, single (s) | | | 4.1 | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | | | 2.2 | | 3.5 | 3.3 |
| p0 queue free % | | | 100 | | 100 | 100 |
| cM capacity (veh/h) | | | 1599 | | 963 | 1061 |

| Direction, Lane # | EB 1 | WB 1 | WB 2 | NB 1 |
|-----------------------|------|------|------|------|
| Volume Total | 18 | 2 | 24 | 2 |
| Volume Left | 0 | 2 | 0 | 1 |
| Volume Right | 1 | 0 | 0 | 1 |
| cSH | 1700 | 1599 | 1700 | 1010 |
| Volume to Capacity | 0.01 | 0.00 | 0.01 | 0.00 |
| Queue Length 95th (m) | 0.0 | 0.0 | 0.0 | 0.0 |
| Control Delay (s) | 0.0 | 7.3 | 0.0 | 8.6 |
| Lane LOS | | A | | A |
| Approach Delay (s) | 0.0 | 0.6 | | 8.6 |
| Approach LOS | | | | A |

| Intersection Summary | | | | |
|-----------------------------------|-------|--|----------------------|---|
| Average Delay | 0.7 | | | |
| Intersection Capacity Utilization | 13.3% | | ICU Level of Service | A |
| Analysis Period (min) | 15 | | | |



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|-----------------------------------|-------|------|------|-------|----------------------|------|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 22 | 58 | 29 | 1539 | 734 | 57 |
| Future Volume (Veh/h) | 22 | 58 | 29 | 1539 | 734 | 57 |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 24 | 63 | 32 | 1673 | 798 | 62 |
| Pedestrians | | | | | | |
| Lane Width (m) | | | | | | |
| Walking Speed (m/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | None | None | |
| Median storage (veh) | | | | | | |
| Upstream signal (m) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 2535 | 798 | 798 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 2535 | 798 | 798 | | | |
| tC, single (s) | 6.4 | 6.2 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 17 | 84 | 96 | | | |
| cM capacity (veh/h) | 29 | 386 | 824 | | | |
| Direction, Lane # | EB 1 | EB 2 | NB 1 | NB 2 | SB 1 | SB 2 |
| Volume Total | 24 | 63 | 32 | 1673 | 798 | 62 |
| Volume Left | 24 | 0 | 32 | 0 | 0 | 0 |
| Volume Right | 0 | 63 | 0 | 0 | 0 | 62 |
| cSH | 29 | 386 | 824 | 1700 | 1700 | 1700 |
| Volume to Capacity | 0.83 | 0.16 | 0.04 | 0.98 | 0.47 | 0.04 |
| Queue Length 95th (m) | 20.6 | 4.4 | 0.9 | 0.0 | 0.0 | 0.0 |
| Control Delay (s) | 309.8 | 16.1 | 9.5 | 0.0 | 0.0 | 0.0 |
| Lane LOS | F | C | A | | | |
| Approach Delay (s) | 97.1 | | 0.2 | | 0.0 | |
| Approach LOS | F | | | | | |
| Intersection Summary | | | | | | |
| Average Delay | | | | 3.3 | | |
| Intersection Capacity Utilization | | | | 91.0% | ICU Level of Service | F |
| Analysis Period (min) | | | | 15 | | |



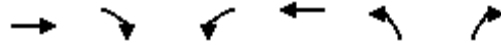
| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|------------------------|------|------|------|------|------|------|
| Lane Configurations | ↔ | | ↔ | ↔ | ↔ | |
| Traffic Volume (veh/h) | 72 | 1 | 5 | 81 | 3 | 8 |
| Future Volume (Veh/h) | 72 | 1 | 5 | 81 | 3 | 8 |
| Sign Control | Free | | | Free | Stop | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 78 | 1 | 5 | 88 | 3 | 9 |
| Pedestrians | | | | | | |
| Lane Width (m) | | | | | | |
| Walking Speed (m/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | None | | | |
| Median storage (veh) | | | | | | |
| Upstream signal (m) | 27 | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | | | 79 | | 176 | 78 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | | | 79 | | 176 | 78 |
| tC, single (s) | | | 4.1 | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | | | 2.2 | | 3.5 | 3.3 |
| p0 queue free % | | | 100 | | 100 | 99 |
| cM capacity (veh/h) | | | 1519 | | 811 | 982 |

| Direction, Lane # | EB 1 | WB 1 | WB 2 | NB 1 |
|-----------------------|------|------|------|------|
| Volume Total | 79 | 5 | 88 | 12 |
| Volume Left | 0 | 5 | 0 | 3 |
| Volume Right | 1 | 0 | 0 | 9 |
| cSH | 1700 | 1519 | 1700 | 933 |
| Volume to Capacity | 0.05 | 0.00 | 0.05 | 0.01 |
| Queue Length 95th (m) | 0.0 | 0.1 | 0.0 | 0.3 |
| Control Delay (s) | 0.0 | 7.4 | 0.0 | 8.9 |
| Lane LOS | | A | | A |
| Approach Delay (s) | 0.0 | 0.4 | | 8.9 |
| Approach LOS | | | | A |

| Intersection Summary | | | |
|-----------------------------------|--|-------|------------------------|
| Average Delay | | 0.8 | |
| Intersection Capacity Utilization | | 14.3% | ICU Level of Service A |
| Analysis Period (min) | | 15 | |



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|-----------------------------------|-------------|-------------|-------------|----------------------|-------------|-------------|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 60 | 64 | 63 | 1232 | 730 | 57 |
| Future Volume (Veh/h) | 60 | 64 | 63 | 1232 | 730 | 57 |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 65 | 70 | 68 | 1339 | 793 | 62 |
| Pedestrians | | | | | | |
| Lane Width (m) | | | | | | |
| Walking Speed (m/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | None | None | |
| Median storage (veh) | | | | | | |
| Upstream signal (m) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 2268 | 793 | 793 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 2268 | 793 | 793 | | | |
| tC, single (s) | 6.4 | 6.2 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 0 | 82 | 92 | | | |
| cM capacity (veh/h) | 41 | 389 | 828 | | | |
| Direction, Lane # | EB 1 | EB 2 | NB 1 | NB 2 | SB 1 | SB 2 |
| Volume Total | 65 | 70 | 68 | 1339 | 793 | 62 |
| Volume Left | 65 | 0 | 68 | 0 | 0 | 0 |
| Volume Right | 0 | 70 | 0 | 0 | 0 | 62 |
| cSH | 41 | 389 | 828 | 1700 | 1700 | 1700 |
| Volume to Capacity | 1.59 | 0.18 | 0.08 | 0.79 | 0.47 | 0.04 |
| Queue Length 95th (m) | 50.7 | 4.9 | 2.0 | 0.0 | 0.0 | 0.0 |
| Control Delay (s) | 508.8 | 16.3 | 9.7 | 0.0 | 0.0 | 0.0 |
| Lane LOS | F | C | A | | | |
| Approach Delay (s) | 253.4 | | 0.5 | 0.0 | | |
| Approach LOS | F | | | | | |
| Intersection Summary | | | | | | |
| Average Delay | | | 14.6 | | | |
| Intersection Capacity Utilization | | | 74.8% | ICU Level of Service | D | |
| Analysis Period (min) | | | 15 | | | |













| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|------------------------|------|------|------|------|------|------|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 100 | 22 | 27 | 93 | 27 | 24 |
| Future Volume (Veh/h) | 100 | 22 | 27 | 93 | 27 | 24 |
| Sign Control | Free | | Free | | Stop | |
| Grade | 0% | | 0% | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 109 | 24 | 29 | 101 | 29 | 26 |
| Pedestrians | | | | | | |
| Lane Width (m) | | | | | | |
| Walking Speed (m/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | None | | | |
| Median storage (veh) | | | | | | |
| Upstream signal (m) | 27 | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | | | 133 | | 280 | 121 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | | | 133 | | 280 | 121 |
| tC, single (s) | | | 4.1 | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | | | 2.2 | | 3.5 | 3.3 |
| p0 queue free % | | | 98 | | 96 | 97 |
| cM capacity (veh/h) | | | 1452 | | 696 | 930 |

| Direction, Lane # | EB 1 | WB 1 | WB 2 | NB 1 |
|-----------------------|------|------|------|------|
| Volume Total | 133 | 29 | 101 | 55 |
| Volume Left | 0 | 29 | 0 | 29 |
| Volume Right | 24 | 0 | 0 | 26 |
| cSH | 1700 | 1452 | 1700 | 790 |
| Volume to Capacity | 0.08 | 0.02 | 0.06 | 0.07 |
| Queue Length 95th (m) | 0.0 | 0.5 | 0.0 | 1.7 |
| Control Delay (s) | 0.0 | 7.5 | 0.0 | 9.9 |
| Lane LOS | A | | A | |
| Approach Delay (s) | 0.0 | 1.7 | 9.9 | |
| Approach LOS | A | | | |

| Intersection Summary | | | |
|-----------------------------------|-------|----------------------|---|
| Average Delay | 2.4 | | |
| Intersection Capacity Utilization | 23.3% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

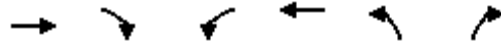


| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|-----------------------------------|-------------|-------------|-------------|----------------------|-------------|-------------|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 40 | 72 | 42 | 1176 | 1298 | 65 |
| Future Volume (Veh/h) | 40 | 72 | 42 | 1176 | 1298 | 65 |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 43 | 78 | 46 | 1278 | 1411 | 71 |
| Pedestrians | | | | | | |
| Lane Width (m) | | | | | | |
| Walking Speed (m/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | None | None | |
| Median storage (veh) | | | | | | |
| Upstream signal (m) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 2781 | 1411 | 1411 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 2781 | 1411 | 1411 | | | |
| tC, single (s) | 6.4 | 6.2 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 0 | 54 | 90 | | | |
| cM capacity (veh/h) | 19 | 169 | 483 | | | |
| Direction, Lane # | EB 1 | EB 2 | NB 1 | NB 2 | SB 1 | SB 2 |
| Volume Total | 43 | 78 | 46 | 1278 | 1411 | 71 |
| Volume Left | 43 | 0 | 46 | 0 | 0 | 0 |
| Volume Right | 0 | 78 | 0 | 0 | 0 | 71 |
| cSH | 19 | 169 | 483 | 1700 | 1700 | 1700 |
| Volume to Capacity | 2.27 | 0.46 | 0.10 | 0.75 | 0.83 | 0.04 |
| Queue Length 95th (m) | 44.0 | 16.4 | 2.4 | 0.0 | 0.0 | 0.0 |
| Control Delay (s) | 1008.7 | 43.2 | 13.2 | 0.0 | 0.0 | 0.0 |
| Lane LOS | F | E | B | | | |
| Approach Delay (s) | 386.3 | | 0.5 | 0.0 | | |
| Approach LOS | F | | | | | |
| Intersection Summary | | | | | | |
| Average Delay | | | 16.2 | | | |
| Intersection Capacity Utilization | | | 79.4% | ICU Level of Service | D | |
| Analysis Period (min) | | | 15 | | | |

| |  |  |  |  |  |  |
|-----------------------------------|---|---|---|---|---|---|
| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
| Lane Configurations |  | |  |  |  | |
| Traffic Volume (veh/h) | 89 | 10 | 21 | 86 | 7 | 23 |
| Future Volume (Veh/h) | 89 | 10 | 21 | 86 | 7 | 23 |
| Sign Control | Free | | | Free | Stop | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 97 | 11 | 23 | 93 | 8 | 25 |
| Pedestrians | | | | | | |
| Lane Width (m) | | | | | | |
| Walking Speed (m/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | None | | |
| Median storage (veh) | | | | | | |
| Upstream signal (m) | 27 | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | | | 108 | | | 242 102 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | | | 108 | | | 242 102 |
| tC, single (s) | | | 4.1 | | | 6.4 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | | | 2.2 | | | 3.5 3.3 |
| p0 queue free % | | | 98 | | | 99 97 |
| cM capacity (veh/h) | | | 1483 | | | 735 953 |
| Direction, Lane # | EB 1 | WB 1 | WB 2 | NB 1 | | |
| Volume Total | 108 | 23 | 93 | 33 | | |
| Volume Left | 0 | 23 | 0 | 8 | | |
| Volume Right | 11 | 0 | 0 | 25 | | |
| cSH | 1700 | 1483 | 1700 | 889 | | |
| Volume to Capacity | 0.06 | 0.02 | 0.05 | 0.04 | | |
| Queue Length 95th (m) | 0.0 | 0.4 | 0.0 | 0.9 | | |
| Control Delay (s) | 0.0 | 7.5 | 0.0 | 9.2 | | |
| Lane LOS | A | | A | | | |
| Approach Delay (s) | 0.0 | 1.5 | 9.2 | | | |
| Approach LOS | A | | | | | |
| Intersection Summary | | | | | | |
| Average Delay | | | 1.9 | | | |
| Intersection Capacity Utilization | | | 17.8% | ICU Level of Service | | A |
| Analysis Period (min) | 15 | | | | | |



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|-----------------------------------|------|------|-------|----------------------|------|------|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 5 | 16 | 13 | 638 | 702 | 16 |
| Future Volume (Veh/h) | 5 | 16 | 13 | 638 | 702 | 16 |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 5 | 17 | 14 | 693 | 763 | 17 |
| Pedestrians | | | | | | |
| Lane Width (m) | | | | | | |
| Walking Speed (m/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | None | None | |
| Median storage (veh) | | | | | | |
| Upstream signal (m) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 1484 | 763 | 763 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 1484 | 763 | 763 | | | |
| tC, single (s) | 6.4 | 6.2 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 96 | 96 | 98 | | | |
| cM capacity (veh/h) | 135 | 404 | 850 | | | |
| Direction, Lane # | EB 1 | EB 2 | NB 1 | NB 2 | SB 1 | SB 2 |
| Volume Total | 5 | 17 | 14 | 693 | 763 | 17 |
| Volume Left | 5 | 0 | 14 | 0 | 0 | 0 |
| Volume Right | 0 | 17 | 0 | 0 | 0 | 17 |
| cSH | 135 | 404 | 850 | 1700 | 1700 | 1700 |
| Volume to Capacity | 0.04 | 0.04 | 0.02 | 0.41 | 0.45 | 0.01 |
| Queue Length 95th (m) | 0.9 | 1.0 | 0.4 | 0.0 | 0.0 | 0.0 |
| Control Delay (s) | 32.6 | 14.3 | 9.3 | 0.0 | 0.0 | 0.0 |
| Lane LOS | D | B | A | | | |
| Approach Delay (s) | 18.5 | | 0.2 | 0.0 | | |
| Approach LOS | C | | | | | |
| Intersection Summary | | | | | | |
| Average Delay | | | 0.4 | | | |
| Intersection Capacity Utilization | | | 46.9% | ICU Level of Service | A | |
| Analysis Period (min) | | | 15 | | | |



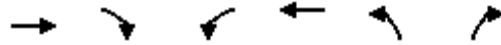
| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|------------------------|------|------|------|------|------|----------|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 20 | 1 | 3 | 26 | 1 | 1 |
| Future Volume (Veh/h) | 20 | 1 | 3 | 26 | 1 | 1 |
| Sign Control | Free | | | Free | Stop | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 22 | 1 | 3 | 28 | 1 | 1 |
| Pedestrians | | | | | | |
| Lane Width (m) | | | | | | |
| Walking Speed (m/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | None | | |
| Median storage (veh) | | | | | | |
| Upstream signal (m) | 27 | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | | | 23 | | | 56 22 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | | | 23 | | | 56 22 |
| tC, single (s) | | | 4.1 | | | 6.4 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | | | 2.2 | | | 3.5 3.3 |
| p0 queue free % | | | 100 | | | 100 100 |
| cM capacity (veh/h) | | | 1592 | | | 949 1054 |

| Direction, Lane # | EB 1 | WB 1 | WB 2 | NB 1 |
|-----------------------|------|------|------|------|
| Volume Total | 23 | 3 | 28 | 2 |
| Volume Left | 0 | 3 | 0 | 1 |
| Volume Right | 1 | 0 | 0 | 1 |
| cSH | 1700 | 1592 | 1700 | 999 |
| Volume to Capacity | 0.01 | 0.00 | 0.02 | 0.00 |
| Queue Length 95th (m) | 0.0 | 0.0 | 0.0 | 0.0 |
| Control Delay (s) | 0.0 | 7.3 | 0.0 | 8.6 |
| Lane LOS | | | A | A |
| Approach Delay (s) | 0.0 | 0.7 | 8.6 | |
| Approach LOS | A | | | |

| Intersection Summary | | | | |
|-----------------------------------|-------|--|----------------------|---|
| Average Delay | 0.7 | | | |
| Intersection Capacity Utilization | 13.3% | | ICU Level of Service | A |
| Analysis Period (min) | 15 | | | |



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|-----------------------------------|-------------|-------------|-------------|----------------------|-------------|-------------|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 27 | 71 | 35 | 1876 | 895 | 70 |
| Future Volume (Veh/h) | 27 | 71 | 35 | 1876 | 895 | 70 |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 29 | 77 | 38 | 2039 | 973 | 76 |
| Pedestrians | | | | | | |
| Lane Width (m) | | | | | | |
| Walking Speed (m/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | None | None | |
| Median storage (veh) | | | | | | |
| Upstream signal (m) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 3088 | 973 | 973 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 3088 | 973 | 973 | | | |
| tC, single (s) | 6.4 | 6.2 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 0 | 75 | 95 | | | |
| cM capacity (veh/h) | 12 | 306 | 709 | | | |
| Direction, Lane # | EB 1 | EB 2 | NB 1 | NB 2 | SB 1 | SB 2 |
| Volume Total | 29 | 77 | 38 | 2039 | 973 | 76 |
| Volume Left | 29 | 0 | 38 | 0 | 0 | 0 |
| Volume Right | 0 | 77 | 0 | 0 | 0 | 76 |
| cSH | 12 | 306 | 709 | 1700 | 1700 | 1700 |
| Volume to Capacity | 2.33 | 0.25 | 0.05 | 1.20 | 0.57 | 0.04 |
| Queue Length 95th (m) | 34.1 | 7.4 | 1.3 | 0.0 | 0.0 | 0.0 |
| Control Delay (s) | 1217.2 | 20.7 | 10.4 | 0.0 | 0.0 | 0.0 |
| Lane LOS | F | C | B | | | |
| Approach Delay (s) | 348.0 | | 0.2 | 0.0 | | |
| Approach LOS | F | | | | | |
| Intersection Summary | | | | | | |
| Average Delay | | | 11.5 | | | |
| Intersection Capacity Utilization | | | 108.7% | ICU Level of Service | G | |
| Analysis Period (min) | | | 15 | | | |



| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|------------------------|------|------|------|------|------|------|
| Lane Configurations | ↔ | | ↔ | ↔ | ↔ | |
| Traffic Volume (veh/h) | 88 | 1 | 6 | 99 | 4 | 10 |
| Future Volume (Veh/h) | 88 | 1 | 6 | 99 | 4 | 10 |
| Sign Control | Free | | | Free | Stop | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 96 | 1 | 7 | 108 | 4 | 11 |
| Pedestrians | | | | | | |
| Lane Width (m) | | | | | | |
| Walking Speed (m/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | None | | | |
| Median storage (veh) | | | | | | |
| Upstream signal (m) | 27 | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | | | 97 | | 218 | 96 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | | | 97 | | 218 | 96 |
| tC, single (s) | | | 4.1 | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | | | 2.2 | | 3.5 | 3.3 |
| p0 queue free % | | | 100 | | 99 | 99 |
| cM capacity (veh/h) | | | 1496 | | 766 | 960 |

| Direction, Lane # | EB 1 | WB 1 | WB 2 | NB 1 |
|-----------------------|------|------|------|------|
| Volume Total | 97 | 7 | 108 | 15 |
| Volume Left | 0 | 7 | 0 | 4 |
| Volume Right | 1 | 0 | 0 | 11 |
| cSH | 1700 | 1496 | 1700 | 899 |
| Volume to Capacity | 0.06 | 0.00 | 0.06 | 0.02 |
| Queue Length 95th (m) | 0.0 | 0.1 | 0.0 | 0.4 |
| Control Delay (s) | 0.0 | 7.4 | 0.0 | 9.1 |
| Lane LOS | | A | | A |
| Approach Delay (s) | 0.0 | 0.5 | | 9.1 |
| Approach LOS | | | | A |

| Intersection Summary | | | |
|-----------------------------------|-------|----------------------|---|
| Average Delay | 0.8 | | |
| Intersection Capacity Utilization | 15.2% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



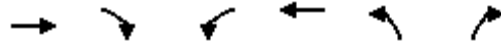
| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|-----------------------------------|--------|------|-------|----------------------|------|------|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 74 | 78 | 76 | 1502 | 890 | 70 |
| Future Volume (Veh/h) | 74 | 78 | 76 | 1502 | 890 | 70 |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 80 | 85 | 83 | 1633 | 967 | 76 |
| Pedestrians | | | | | | |
| Lane Width (m) | | | | | | |
| Walking Speed (m/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | None | None | |
| Median storage (veh) | | | | | | |
| Upstream signal (m) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 2766 | 967 | 967 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 2766 | 967 | 967 | | | |
| tC, single (s) | 6.4 | 6.2 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 0 | 72 | 88 | | | |
| cM capacity (veh/h) | 19 | 308 | 712 | | | |
| Direction, Lane # | EB 1 | EB 2 | NB 1 | NB 2 | SB 1 | SB 2 |
| Volume Total | 80 | 85 | 83 | 1633 | 967 | 76 |
| Volume Left | 80 | 0 | 83 | 0 | 0 | 0 |
| Volume Right | 0 | 85 | 0 | 0 | 0 | 76 |
| cSH | 19 | 308 | 712 | 1700 | 1700 | 1700 |
| Volume to Capacity | 4.24 | 0.28 | 0.12 | 0.96 | 0.57 | 0.04 |
| Queue Length 95th (m) | Err | 8.3 | 3.0 | 0.0 | 0.0 | 0.0 |
| Control Delay (s) | Err | 21.1 | 10.7 | 0.0 | 0.0 | 0.0 |
| Lane LOS | F | C | B | | | |
| Approach Delay (s) | 4858.8 | | 0.5 | 0.0 | | |
| Approach LOS | F | | | | | |
| Intersection Summary | | | | | | |
| Average Delay | | | 274.5 | | | |
| Intersection Capacity Utilization | | | 89.8% | ICU Level of Service | E | |
| Analysis Period (min) | | | 15 | | | |



| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|-----------------------------------|------|------|-------|------|----------------------|------|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 122 | 27 | 32 | 114 | 32 | 30 |
| Future Volume (Veh/h) | 122 | 27 | 32 | 114 | 32 | 30 |
| Sign Control | Free | | Free | | Stop | |
| Grade | 0% | | 0% | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 133 | 29 | 35 | 124 | 35 | 33 |
| Pedestrians | | | | | | |
| Lane Width (m) | | | | | | |
| Walking Speed (m/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | None | | | |
| Median storage (veh) | | | | | | |
| Upstream signal (m) | 27 | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | | | 162 | | 342 | 148 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | | | 162 | | 342 | 148 |
| tC, single (s) | | | 4.1 | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | | | 2.2 | | 3.5 | 3.3 |
| p0 queue free % | | | 98 | | 95 | 96 |
| cM capacity (veh/h) | | | 1417 | | 638 | 899 |
| Direction, Lane # | EB 1 | WB 1 | WB 2 | NB 1 | | |
| Volume Total | 162 | 35 | 124 | 68 | | |
| Volume Left | 0 | 35 | 0 | 35 | | |
| Volume Right | 29 | 0 | 0 | 33 | | |
| cSH | 1700 | 1417 | 1700 | 743 | | |
| Volume to Capacity | 0.10 | 0.02 | 0.07 | 0.09 | | |
| Queue Length 95th (m) | 0.0 | 0.6 | 0.0 | 2.3 | | |
| Control Delay (s) | 0.0 | 7.6 | 0.0 | 10.3 | | |
| Lane LOS | A | | B | | | |
| Approach Delay (s) | 0.0 | 1.7 | 10.3 | | | |
| Approach LOS | | | | | B | |
| Intersection Summary | | | | | | |
| Average Delay | | | 2.5 | | | |
| Intersection Capacity Utilization | | | 25.0% | | ICU Level of Service | A |
| Analysis Period (min) | 15 | | | | | |



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|-----------------------------------|--------|-------|-------|----------------------|------|------|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 49 | 88 | 52 | 1433 | 1582 | 79 |
| Future Volume (Veh/h) | 49 | 88 | 52 | 1433 | 1582 | 79 |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 53 | 96 | 57 | 1558 | 1720 | 86 |
| Pedestrians | | | | | | |
| Lane Width (m) | | | | | | |
| Walking Speed (m/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | None | None | |
| Median storage (veh) | | | | | | |
| Upstream signal (m) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 3392 | 1720 | 1720 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 3392 | 1720 | 1720 | | | |
| tC, single (s) | 6.4 | 6.2 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 0 | 13 | 84 | | | |
| cM capacity (veh/h) | 7 | 111 | 368 | | | |
| Direction, Lane # | EB 1 | EB 2 | NB 1 | NB 2 | SB 1 | SB 2 |
| Volume Total | 53 | 96 | 57 | 1558 | 1720 | 86 |
| Volume Left | 53 | 0 | 57 | 0 | 0 | 0 |
| Volume Right | 0 | 96 | 0 | 0 | 0 | 86 |
| cSH | 7 | 111 | 368 | 1700 | 1700 | 1700 |
| Volume to Capacity | 7.55 | 0.87 | 0.16 | 0.92 | 1.01 | 0.05 |
| Queue Length 95th (m) | Err | 39.1 | 4.1 | 0.0 | 0.0 | 0.0 |
| Control Delay (s) | Err | 124.0 | 16.6 | 0.0 | 0.0 | 0.0 |
| Lane LOS | F | F | C | | | |
| Approach Delay (s) | 3636.6 | | 0.6 | 0.0 | | |
| Approach LOS | F | | | | | |
| Intersection Summary | | | | | | |
| Average Delay | | | 152.0 | | | |
| Intersection Capacity Utilization | | | 95.4% | ICU Level of Service | F | |
| Analysis Period (min) | | | 15 | | | |



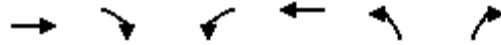
| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|------------------------|------|------|------|------|------|------|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 109 | 12 | 26 | 105 | 9 | 28 |
| Future Volume (Veh/h) | 109 | 12 | 26 | 105 | 9 | 28 |
| Sign Control | Free | | Free | | Stop | |
| Grade | 0% | | 0% | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 118 | 13 | 28 | 114 | 10 | 30 |
| Pedestrians | | | | | | |
| Lane Width (m) | | | | | | |
| Walking Speed (m/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | None | | | |
| Median storage (veh) | | | | | | |
| Upstream signal (m) | 27 | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | | | 131 | | 294 | 124 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | | | 131 | | 294 | 124 |
| tC, single (s) | | | 4.1 | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | | | 2.2 | | 3.5 | 3.3 |
| p0 queue free % | | | 98 | | 99 | 97 |
| cM capacity (veh/h) | | | 1454 | | 683 | 926 |

| Direction, Lane # | EB 1 | WB 1 | WB 2 | NB 1 |
|-----------------------|------|------|------|------|
| Volume Total | 131 | 28 | 114 | 40 |
| Volume Left | 0 | 28 | 0 | 10 |
| Volume Right | 13 | 0 | 0 | 30 |
| cSH | 1700 | 1454 | 1700 | 850 |
| Volume to Capacity | 0.08 | 0.02 | 0.07 | 0.05 |
| Queue Length 95th (m) | 0.0 | 0.4 | 0.0 | 1.1 |
| Control Delay (s) | 0.0 | 7.5 | 0.0 | 9.4 |
| Lane LOS | A | | A | |
| Approach Delay (s) | 0.0 | 1.5 | 9.4 | |
| Approach LOS | A | | | |

| Intersection Summary | | | | |
|-----------------------------------|-------|--|----------------------|---|
| Average Delay | | | 1.9 | |
| Intersection Capacity Utilization | 23.1% | | ICU Level of Service | A |
| Analysis Period (min) | 15 | | | |



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|-----------------------------------|-------|------|------|----------------------|------|------|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 6 | 18 | 11 | 523 | 576 | 13 |
| Future Volume (Veh/h) | 6 | 18 | 11 | 523 | 576 | 13 |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 7 | 20 | 12 | 568 | 626 | 14 |
| Pedestrians | | | | | | |
| Lane Width (m) | | | | | | |
| Walking Speed (m/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | None | None | |
| Median storage (veh) | | | | | | |
| Upstream signal (m) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 1218 | 626 | 626 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 1218 | 626 | 626 | | | |
| tC, single (s) | 6.4 | 6.2 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 96 | 96 | 99 | | | |
| cM capacity (veh/h) | 197 | 484 | 956 | | | |
| Direction, Lane # | EB 1 | EB 2 | NB 1 | NB 2 | SB 1 | SB 2 |
| Volume Total | 7 | 20 | 12 | 568 | 626 | 14 |
| Volume Left | 7 | 0 | 12 | 0 | 0 | 0 |
| Volume Right | 0 | 20 | 0 | 0 | 0 | 14 |
| cSH | 197 | 484 | 956 | 1700 | 1700 | 1700 |
| Volume to Capacity | 0.04 | 0.04 | 0.01 | 0.33 | 0.37 | 0.01 |
| Queue Length 95th (m) | 0.8 | 1.0 | 0.3 | 0.0 | 0.0 | 0.0 |
| Control Delay (s) | 24.0 | 12.8 | 8.8 | 0.0 | 0.0 | 0.0 |
| Lane LOS | C | B | A | | | |
| Approach Delay (s) | 15.7 | | 0.2 | | 0.0 | |
| Approach LOS | C | | | | | |
| Intersection Summary | | | | | | |
| Average Delay | 0.4 | | | | | |
| Intersection Capacity Utilization | 40.3% | | | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | | | |



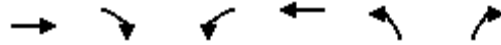
| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|-----------------------------------|------|------|-------|----------------------|------|------|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 16 | 1 | 2 | 22 | 1 | 8 |
| Future Volume (Veh/h) | 16 | 1 | 2 | 22 | 1 | 8 |
| Sign Control | Free | | Free | | Stop | |
| Grade | 0% | | 0% | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 17 | 1 | 2 | 24 | 1 | 9 |
| Pedestrians | | | | | | |
| Lane Width (m) | | | | | | |
| Walking Speed (m/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | None | | | |
| Median storage (veh) | | | | | | |
| Upstream signal (m) | 27 | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | | | 18 | | 46 | 18 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | | | 18 | | 46 | 18 |
| tC, single (s) | | | 4.1 | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | | | 2.2 | | 3.5 | 3.3 |
| p0 queue free % | | | 100 | | 100 | 99 |
| cM capacity (veh/h) | | | 1599 | | 963 | 1061 |
| Direction, Lane # | EB 1 | WB 1 | WB 2 | NB 1 | | |
| Volume Total | 18 | 2 | 24 | 10 | | |
| Volume Left | 0 | 2 | 0 | 1 | | |
| Volume Right | 1 | 0 | 0 | 9 | | |
| cSH | 1700 | 1599 | 1700 | 1051 | | |
| Volume to Capacity | 0.01 | 0.00 | 0.01 | 0.01 | | |
| Queue Length 95th (m) | 0.0 | 0.0 | 0.0 | 0.2 | | |
| Control Delay (s) | 0.0 | 7.3 | 0.0 | 8.5 | | |
| Lane LOS | A | | A | | | |
| Approach Delay (s) | 0.0 | 0.6 | 8.5 | | | |
| Approach LOS | A | | | | | |
| Intersection Summary | | | | | | |
| Average Delay | | | 1.8 | | | |
| Intersection Capacity Utilization | | | 13.3% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | | | |



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|-----------------------------------|-------|------|-------|----------------------|------|------|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 25 | 65 | 37 | 1539 | 734 | 70 |
| Future Volume (Veh/h) | 25 | 65 | 37 | 1539 | 734 | 70 |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 27 | 71 | 40 | 1673 | 798 | 76 |
| Pedestrians | | | | | | |
| Lane Width (m) | | | | | | |
| Walking Speed (m/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | None | None | |
| Median storage (veh) | | | | | | |
| Upstream signal (m) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 2551 | 798 | 798 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 2551 | 798 | 798 | | | |
| tC, single (s) | 6.4 | 6.2 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 4 | 82 | 95 | | | |
| cM capacity (veh/h) | 28 | 386 | 824 | | | |
| Direction, Lane # | EB 1 | EB 2 | NB 1 | NB 2 | SB 1 | SB 2 |
| Volume Total | 27 | 71 | 40 | 1673 | 798 | 76 |
| Volume Left | 27 | 0 | 40 | 0 | 0 | 0 |
| Volume Right | 0 | 71 | 0 | 0 | 0 | 76 |
| cSH | 28 | 386 | 824 | 1700 | 1700 | 1700 |
| Volume to Capacity | 0.96 | 0.18 | 0.05 | 0.98 | 0.47 | 0.04 |
| Queue Length 95th (m) | 23.7 | 5.1 | 1.2 | 0.0 | 0.0 | 0.0 |
| Control Delay (s) | 362.3 | 16.4 | 9.6 | 0.0 | 0.0 | 0.0 |
| Lane LOS | F | C | A | | | |
| Approach Delay (s) | 111.7 | | 0.2 | 0.0 | | |
| Approach LOS | F | | | | | |
| Intersection Summary | | | | | | |
| Average Delay | | | 4.2 | | | |
| Intersection Capacity Utilization | | | 91.0% | ICU Level of Service | F | |
| Analysis Period (min) | | | 15 | | | |

2: Development Access & Prov. Park Access Rd

PM Peak - Combined 2024 Weekday













| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|-----------------------------------|------|------|-------|----------------------|------|------|
| Lane Configurations | ↔ | | ↔ | ↔ | ↔ | |
| Traffic Volume (veh/h) | 72 | 1 | 26 | 81 | 3 | 18 |
| Future Volume (Veh/h) | 72 | 1 | 26 | 81 | 3 | 18 |
| Sign Control | Free | | | Free | Stop | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 78 | 1 | 28 | 88 | 3 | 20 |
| Pedestrians | | | | | | |
| Lane Width (m) | | | | | | |
| Walking Speed (m/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | None | | | |
| Median storage (veh) | | | | | | |
| Upstream signal (m) | 27 | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | | | 79 | | 222 | 78 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | | | 79 | | 222 | 78 |
| tC, single (s) | | | 4.1 | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | | | 2.2 | | 3.5 | 3.3 |
| p0 queue free % | | | 98 | | 100 | 98 |
| cM capacity (veh/h) | | | 1519 | | 752 | 982 |
| Direction, Lane # | EB 1 | WB 1 | WB 2 | NB 1 | | |
| Volume Total | 79 | 28 | 88 | 23 | | |
| Volume Left | 0 | 28 | 0 | 3 | | |
| Volume Right | 1 | 0 | 0 | 20 | | |
| cSH | 1700 | 1519 | 1700 | 944 | | |
| Volume to Capacity | 0.05 | 0.02 | 0.05 | 0.02 | | |
| Queue Length 95th (m) | 0.0 | 0.4 | 0.0 | 0.6 | | |
| Control Delay (s) | 0.0 | 7.4 | 0.0 | 8.9 | | |
| Lane LOS | A | | A | | | |
| Approach Delay (s) | 0.0 | 1.8 | 8.9 | | | |
| Approach LOS | A | | | | | |
| Intersection Summary | | | | | | |
| Average Delay | | | 1.9 | | | |
| Intersection Capacity Utilization | | | 18.1% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | | | |



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|-----------------------------------|-------------|-------------|-------------|----------------------|-------------|-------------|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 67 | 72 | 73 | 1232 | 730 | 66 |
| Future Volume (Veh/h) | 67 | 72 | 73 | 1232 | 730 | 66 |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 73 | 78 | 79 | 1339 | 793 | 72 |
| Pedestrians | | | | | | |
| Lane Width (m) | | | | | | |
| Walking Speed (m/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | None | None | |
| Median storage (veh) | | | | | | |
| Upstream signal (m) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 2290 | 793 | 793 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 2290 | 793 | 793 | | | |
| tC, single (s) | 6.4 | 6.2 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 0 | 80 | 90 | | | |
| cM capacity (veh/h) | 39 | 389 | 828 | | | |
| Direction, Lane # | EB 1 | EB 2 | NB 1 | NB 2 | SB 1 | SB 2 |
| Volume Total | 73 | 78 | 79 | 1339 | 793 | 72 |
| Volume Left | 73 | 0 | 79 | 0 | 0 | 0 |
| Volume Right | 0 | 78 | 0 | 0 | 0 | 72 |
| cSH | 39 | 389 | 828 | 1700 | 1700 | 1700 |
| Volume to Capacity | 1.87 | 0.20 | 0.10 | 0.79 | 0.47 | 0.04 |
| Queue Length 95th (m) | 59.0 | 5.6 | 2.4 | 0.0 | 0.0 | 0.0 |
| Control Delay (s) | 633.0 | 16.6 | 9.8 | 0.0 | 0.0 | 0.0 |
| Lane LOS | F | C | A | | | |
| Approach Delay (s) | 314.6 | | 0.5 | 0.0 | | |
| Approach LOS | F | | | | | |
| Intersection Summary | | | | | | |
| Average Delay | | | 19.8 | | | |
| Intersection Capacity Utilization | | | 75.2% | ICU Level of Service | D | |
| Analysis Period (min) | | | 15 | | | |

2: Development Access & Prov. Park Access Rd

AM Peak -Combined 2027 Weekend

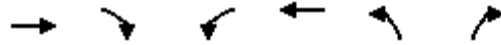
| |  |  |  |  |  |  |
|-----------------------------------|---|---|---|---|---|---|
| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
| Lane Configurations |  | |  |  |  | |
| Traffic Volume (veh/h) | 100 | 22 | 46 | 93 | 27 | 39 |
| Future Volume (Veh/h) | 100 | 22 | 46 | 93 | 27 | 39 |
| Sign Control | Free | | | Free | Stop | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 109 | 24 | 50 | 101 | 29 | 42 |
| Pedestrians | | | | | | |
| Lane Width (m) | | | | | | |
| Walking Speed (m/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | None | | | |
| Median storage (veh) | | | | | | |
| Upstream signal (m) | 27 | | | | | |
| pX, platoon unblocked | | | 1.00 | | 1.00 | 1.00 |
| vC, conflicting volume | | | 133 | | 322 | 121 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | | | 129 | | 318 | 117 |
| tC, single (s) | | | 4.1 | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | | | 2.2 | | 3.5 | 3.3 |
| p0 queue free % | | | 97 | | 96 | 95 |
| cM capacity (veh/h) | | | 1452 | | 650 | 932 |
| Direction, Lane # | EB 1 | WB 1 | WB 2 | NB 1 | | |
| Volume Total | 133 | 50 | 101 | 71 | | |
| Volume Left | 0 | 50 | 0 | 29 | | |
| Volume Right | 24 | 0 | 0 | 42 | | |
| cSH | 1700 | 1452 | 1700 | 792 | | |
| Volume to Capacity | 0.08 | 0.03 | 0.06 | 0.09 | | |
| Queue Length 95th (m) | 0.0 | 0.8 | 0.0 | 2.2 | | |
| Control Delay (s) | 0.0 | 7.6 | 0.0 | 10.0 | | |
| Lane LOS | A | | A | | | |
| Approach Delay (s) | 0.0 | 2.5 | 10.0 | | | |
| Approach LOS | A | | | | | |
| Intersection Summary | | | | | | |
| Average Delay | | | 3.1 | | | |
| Intersection Capacity Utilization | | | 23.8% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | | | |



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|-----------------------------------|--------|------|-------|----------------------|------|------|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 43 | 75 | 51 | 1176 | 1298 | 76 |
| Future Volume (Veh/h) | 43 | 75 | 51 | 1176 | 1298 | 76 |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 47 | 82 | 55 | 1278 | 1411 | 83 |
| Pedestrians | | | | | | |
| Lane Width (m) | | | | | | |
| Walking Speed (m/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | None | None | |
| Median storage (veh) | | | | | | |
| Upstream signal (m) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 2799 | 1411 | 1411 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 2799 | 1411 | 1411 | | | |
| tC, single (s) | 6.4 | 6.2 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 0 | 52 | 89 | | | |
| cM capacity (veh/h) | 18 | 169 | 483 | | | |
| Direction, Lane # | EB 1 | EB 2 | NB 1 | NB 2 | SB 1 | SB 2 |
| Volume Total | 47 | 82 | 55 | 1278 | 1411 | 83 |
| Volume Left | 47 | 0 | 55 | 0 | 0 | 0 |
| Volume Right | 0 | 82 | 0 | 0 | 0 | 83 |
| cSH | 18 | 169 | 483 | 1700 | 1700 | 1700 |
| Volume to Capacity | 2.61 | 0.48 | 0.11 | 0.75 | 0.83 | 0.05 |
| Queue Length 95th (m) | 48.5 | 17.6 | 2.9 | 0.0 | 0.0 | 0.0 |
| Control Delay (s) | 1170.7 | 44.7 | 13.4 | 0.0 | 0.0 | 0.0 |
| Lane LOS | F | E | B | | | |
| Approach Delay (s) | 455.0 | | 0.6 | 0.0 | | |
| Approach LOS | F | | | | | |
| Intersection Summary | | | | | | |
| Average Delay | | | 20.1 | | | |
| Intersection Capacity Utilization | | | 79.6% | ICU Level of Service | D | |
| Analysis Period (min) | | | 15 | | | |

2: Development Access & Prov. Park Access Rd

PM Peak - Combined 2024 Weekend



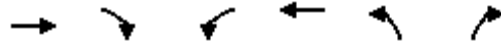
| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|------------------------|------|------|------|------|------|------|
| Lane Configurations | ↔ | | ↔ | ↔ | ↔ | |
| Traffic Volume (veh/h) | 89 | 10 | 41 | 86 | 7 | 29 |
| Future Volume (Veh/h) | 89 | 10 | 41 | 86 | 7 | 29 |
| Sign Control | Free | | | Free | Stop | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 97 | 11 | 45 | 93 | 8 | 32 |
| Pedestrians | | | | | | |
| Lane Width (m) | | | | | | |
| Walking Speed (m/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | None | | | |
| Median storage (veh) | | | | | | |
| Upstream signal (m) | 27 | | | | | |
| pX, platoon unblocked | | | 1.00 | | 1.00 | 1.00 |
| vC, conflicting volume | | | 108 | | 286 | 102 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | | | 105 | | 283 | 99 |
| tC, single (s) | | | 4.1 | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | | | 2.2 | | 3.5 | 3.3 |
| p0 queue free % | | | 97 | | 99 | 97 |
| cM capacity (veh/h) | | | 1483 | | 684 | 954 |

| Direction, Lane # | EB 1 | WB 1 | WB 2 | NB 1 |
|-----------------------|------|------|------|------|
| Volume Total | 108 | 45 | 93 | 40 |
| Volume Left | 0 | 45 | 0 | 8 |
| Volume Right | 11 | 0 | 0 | 32 |
| cSH | 1700 | 1483 | 1700 | 885 |
| Volume to Capacity | 0.06 | 0.03 | 0.05 | 0.05 |
| Queue Length 95th (m) | 0.0 | 0.7 | 0.0 | 1.1 |
| Control Delay (s) | 0.0 | 7.5 | 0.0 | 9.3 |
| Lane LOS | | A | | A |
| Approach Delay (s) | 0.0 | 2.4 | | 9.3 |
| Approach LOS | | | | A |

| Intersection Summary | | | |
|-----------------------------------|--|-------|------------------------|
| Average Delay | | 2.5 | |
| Intersection Capacity Utilization | | 18.9% | ICU Level of Service A |
| Analysis Period (min) | | 15 | |



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|-----------------------------------|------|------|-------|----------------------|------|------|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 7 | 21 | 13 | 638 | 702 | 16 |
| Future Volume (Veh/h) | 7 | 21 | 13 | 638 | 702 | 16 |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 8 | 23 | 14 | 693 | 763 | 17 |
| Pedestrians | | | | | | |
| Lane Width (m) | | | | | | |
| Walking Speed (m/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | None | None | |
| Median storage (veh) | | | | | | |
| Upstream signal (m) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 1484 | 763 | 763 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 1484 | 763 | 763 | | | |
| tC, single (s) | 6.4 | 6.2 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 94 | 94 | 98 | | | |
| cM capacity (veh/h) | 135 | 404 | 850 | | | |
| Direction, Lane # | EB 1 | EB 2 | NB 1 | NB 2 | SB 1 | SB 2 |
| Volume Total | 8 | 23 | 14 | 693 | 763 | 17 |
| Volume Left | 8 | 0 | 14 | 0 | 0 | 0 |
| Volume Right | 0 | 23 | 0 | 0 | 0 | 17 |
| cSH | 135 | 404 | 850 | 1700 | 1700 | 1700 |
| Volume to Capacity | 0.06 | 0.06 | 0.02 | 0.41 | 0.45 | 0.01 |
| Queue Length 95th (m) | 1.4 | 1.4 | 0.4 | 0.0 | 0.0 | 0.0 |
| Control Delay (s) | 33.3 | 14.4 | 9.3 | 0.0 | 0.0 | 0.0 |
| Lane LOS | D | B | A | | | |
| Approach Delay (s) | 19.3 | | 0.2 | 0.0 | | |
| Approach LOS | C | | | | | |
| Intersection Summary | | | | | | |
| Average Delay | | | 0.5 | | | |
| Intersection Capacity Utilization | | | 46.9% | ICU Level of Service | A | |
| Analysis Period (min) | | | 15 | | | |



| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|------------------------|------|------|------|------|------|------|
| Lane Configurations | ↔ | | ↔ | ↔ | ↔ | |
| Traffic Volume (veh/h) | 20 | 1 | 3 | 26 | 1 | 8 |
| Future Volume (Veh/h) | 20 | 1 | 3 | 26 | 1 | 8 |
| Sign Control | Free | | | Free | Stop | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 22 | 1 | 3 | 28 | 1 | 9 |
| Pedestrians | | | | | | |
| Lane Width (m) | | | | | | |
| Walking Speed (m/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | None | | | |
| Median storage (veh) | | | | | | |
| Upstream signal (m) | 27 | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | | | 23 | | 56 | 22 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | | | 23 | | 56 | 22 |
| tC, single (s) | | | 4.1 | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | | | 2.2 | | 3.5 | 3.3 |
| p0 queue free % | | | 100 | | 100 | 99 |
| cM capacity (veh/h) | | | 1592 | | 949 | 1054 |

| Direction, Lane # | EB 1 | WB 1 | WB 2 | NB 1 |
|-----------------------|------|------|------|------|
| Volume Total | 23 | 3 | 28 | 10 |
| Volume Left | 0 | 3 | 0 | 1 |
| Volume Right | 1 | 0 | 0 | 9 |
| cSH | 1700 | 1592 | 1700 | 1043 |
| Volume to Capacity | 0.01 | 0.00 | 0.02 | 0.01 |
| Queue Length 95th (m) | 0.0 | 0.0 | 0.0 | 0.2 |
| Control Delay (s) | 0.0 | 7.3 | 0.0 | 8.5 |
| Lane LOS | | A | | A |
| Approach Delay (s) | 0.0 | 0.7 | | 8.5 |
| Approach LOS | | | | A |

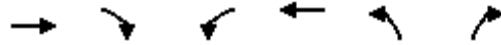
| Intersection Summary | | | |
|-----------------------------------|--|-------|------------------------|
| Average Delay | | 1.7 | |
| Intersection Capacity Utilization | | 13.3% | ICU Level of Service A |
| Analysis Period (min) | | 15 | |



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|-----------------------------------|--------|------|--------|----------------------|------|------|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 30 | 78 | 43 | 1876 | 895 | 83 |
| Future Volume (Veh/h) | 30 | 78 | 43 | 1876 | 895 | 83 |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 33 | 85 | 47 | 2039 | 973 | 90 |
| Pedestrians | | | | | | |
| Lane Width (m) | | | | | | |
| Walking Speed (m/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | None | None | |
| Median storage (veh) | | | | | | |
| Upstream signal (m) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 3106 | 973 | 973 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 3106 | 973 | 973 | | | |
| tC, single (s) | 6.4 | 6.2 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 0 | 72 | 93 | | | |
| cM capacity (veh/h) | 12 | 306 | 709 | | | |
| Direction, Lane # | EB 1 | EB 2 | NB 1 | NB 2 | SB 1 | SB 2 |
| Volume Total | 33 | 85 | 47 | 2039 | 973 | 90 |
| Volume Left | 33 | 0 | 47 | 0 | 0 | 0 |
| Volume Right | 0 | 85 | 0 | 0 | 0 | 90 |
| cSH | 12 | 306 | 709 | 1700 | 1700 | 1700 |
| Volume to Capacity | 2.76 | 0.28 | 0.07 | 1.20 | 0.57 | 0.05 |
| Queue Length 95th (m) | 38.5 | 8.4 | 1.6 | 0.0 | 0.0 | 0.0 |
| Control Delay (s) | 1428.1 | 21.2 | 10.4 | 0.0 | 0.0 | 0.0 |
| Lane LOS | F | C | B | | | |
| Approach Delay (s) | 414.7 | | 0.2 | 0.0 | | |
| Approach LOS | F | | | | | |
| Intersection Summary | | | | | | |
| Average Delay | | | 15.1 | | | |
| Intersection Capacity Utilization | | | 108.7% | ICU Level of Service | G | |
| Analysis Period (min) | | | 15 | | | |

2: Development Access & Prov. Park Access Rd

PM Peak - Combined 2037 Weekday



| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|-----------------------------------|------|------|-------|----------------------|------|------|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 88 | 1 | 27 | 99 | 4 | 20 |
| Future Volume (Veh/h) | 88 | 1 | 27 | 99 | 4 | 20 |
| Sign Control | Free | | Free | | Stop | |
| Grade | 0% | | 0% | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 96 | 1 | 29 | 108 | 4 | 22 |
| Pedestrians | | | | | | |
| Lane Width (m) | | | | | | |
| Walking Speed (m/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | None | | | |
| Median storage (veh) | | | | | | |
| Upstream signal (m) | 27 | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | | | 97 | | 262 | 96 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | | | 97 | | 262 | 96 |
| tC, single (s) | | | 4.1 | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | | | 2.2 | | 3.5 | 3.3 |
| p0 queue free % | | | 98 | | 99 | 98 |
| cM capacity (veh/h) | | | 1496 | | 712 | 960 |
| Direction, Lane # | EB 1 | WB 1 | WB 2 | NB 1 | | |
| Volume Total | 97 | 29 | 108 | 26 | | |
| Volume Left | 0 | 29 | 0 | 4 | | |
| Volume Right | 1 | 0 | 0 | 22 | | |
| cSH | 1700 | 1496 | 1700 | 911 | | |
| Volume to Capacity | 0.06 | 0.02 | 0.06 | 0.03 | | |
| Queue Length 95th (m) | 0.0 | 0.5 | 0.0 | 0.7 | | |
| Control Delay (s) | 0.0 | 7.5 | 0.0 | 9.1 | | |
| Lane LOS | A | | A | | | |
| Approach Delay (s) | 0.0 | 1.6 | 9.1 | | | |
| Approach LOS | A | | | | | |
| Intersection Summary | | | | | | |
| Average Delay | | | 1.7 | | | |
| Intersection Capacity Utilization | | | 18.2% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | | | |



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|-----------------------------------|-------------|-------------|-------------|----------------------|-------------|-------------|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 81 | 86 | 86 | 1502 | 890 | 79 |
| Future Volume (Veh/h) | 81 | 86 | 86 | 1502 | 890 | 79 |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 88 | 93 | 93 | 1633 | 967 | 86 |
| Pedestrians | | | | | | |
| Lane Width (m) | | | | | | |
| Walking Speed (m/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | None | None | |
| Median storage (veh) | | | | | | |
| Upstream signal (m) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 2786 | 967 | 967 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 2786 | 967 | 967 | | | |
| tC, single (s) | 6.4 | 6.2 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 0 | 70 | 87 | | | |
| cM capacity (veh/h) | 18 | 308 | 712 | | | |
| Direction, Lane # | EB 1 | EB 2 | NB 1 | NB 2 | SB 1 | SB 2 |
| Volume Total | 88 | 93 | 93 | 1633 | 967 | 86 |
| Volume Left | 88 | 0 | 93 | 0 | 0 | 0 |
| Volume Right | 0 | 93 | 0 | 0 | 0 | 86 |
| cSH | 18 | 308 | 712 | 1700 | 1700 | 1700 |
| Volume to Capacity | 4.88 | 0.30 | 0.13 | 0.96 | 0.57 | 0.05 |
| Queue Length 95th (m) | Err | 9.4 | 3.4 | 0.0 | 0.0 | 0.0 |
| Control Delay (s) | Err | 21.6 | 10.8 | 0.0 | 0.0 | 0.0 |
| Lane LOS | F | C | B | | | |
| Approach Delay (s) | 4872.5 | | 0.6 | 0.0 | | |
| Approach LOS | F | | | | | |
| Intersection Summary | | | | | | |
| Average Delay | | | 298.3 | | | |
| Intersection Capacity Utilization | | | 90.2% | ICU Level of Service | E | |
| Analysis Period (min) | | | 15 | | | |



| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|-----------------------------------|------|------|-------|------|------------------------|------|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 122 | 27 | 51 | 114 | 32 | 45 |
| Future Volume (Veh/h) | 122 | 27 | 51 | 114 | 32 | 45 |
| Sign Control | Free | | Free | | Stop | |
| Grade | 0% | | 0% | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 133 | 29 | 55 | 124 | 35 | 49 |
| Pedestrians | | | | | | |
| Lane Width (m) | | | | | | |
| Walking Speed (m/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | None | | | |
| Median storage (veh) | | | | | | |
| Upstream signal (m) | 27 | | | | | |
| pX, platoon unblocked | | | 1.00 | | 1.00 | 1.00 |
| vC, conflicting volume | | | 162 | | 382 | 148 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | | | 157 | | 377 | 142 |
| tC, single (s) | | | 4.1 | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | | | 2.2 | | 3.5 | 3.3 |
| p0 queue free % | | | 96 | | 94 | 95 |
| cM capacity (veh/h) | | | 1418 | | 598 | 902 |
| Direction, Lane # | EB 1 | WB 1 | WB 2 | NB 1 | | |
| Volume Total | 162 | 55 | 124 | 84 | | |
| Volume Left | 0 | 55 | 0 | 35 | | |
| Volume Right | 29 | 0 | 0 | 49 | | |
| cSH | 1700 | 1418 | 1700 | 744 | | |
| Volume to Capacity | 0.10 | 0.04 | 0.07 | 0.11 | | |
| Queue Length 95th (m) | 0.0 | 0.9 | 0.0 | 2.9 | | |
| Control Delay (s) | 0.0 | 7.6 | 0.0 | 10.5 | | |
| Lane LOS | A | | B | | | |
| Approach Delay (s) | 0.0 | 2.3 | 10.5 | | | |
| Approach LOS | | | | | B | |
| Intersection Summary | | | | | | |
| Average Delay | | | 3.1 | | | |
| Intersection Capacity Utilization | | | 25.9% | | ICU Level of Service A | |
| Analysis Period (min) | 15 | | | | | |



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|-----------------------------------|-------------|-------------|-------------|----------------------|-------------|-------------|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 52 | 91 | 61 | 1433 | 1582 | 90 |
| Future Volume (Veh/h) | 52 | 91 | 61 | 1433 | 1582 | 90 |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 57 | 99 | 66 | 1558 | 1720 | 98 |
| Pedestrians | | | | | | |
| Lane Width (m) | | | | | | |
| Walking Speed (m/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | None | None | |
| Median storage (veh) | | | | | | |
| Upstream signal (m) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 3410 | 1720 | 1720 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 3410 | 1720 | 1720 | | | |
| tC, single (s) | 6.4 | 6.2 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 0 | 11 | 82 | | | |
| cM capacity (veh/h) | 7 | 111 | 368 | | | |
| Direction, Lane # | EB 1 | EB 2 | NB 1 | NB 2 | SB 1 | SB 2 |
| Volume Total | 57 | 99 | 66 | 1558 | 1720 | 98 |
| Volume Left | 57 | 0 | 66 | 0 | 0 | 0 |
| Volume Right | 0 | 99 | 0 | 0 | 0 | 98 |
| cSH | 7 | 111 | 368 | 1700 | 1700 | 1700 |
| Volume to Capacity | 8.60 | 0.89 | 0.18 | 0.92 | 1.01 | 0.06 |
| Queue Length 95th (m) | Err | 41.0 | 4.9 | 0.0 | 0.0 | 0.0 |
| Control Delay (s) | Err | 130.4 | 16.9 | 0.0 | 0.0 | 0.0 |
| Lane LOS | F | F | C | | | |
| Approach Delay (s) | 3736.2 | | 0.7 | 0.0 | | |
| Approach LOS | F | | | | | |
| Intersection Summary | | | | | | |
| Average Delay | | | 162.3 | | | |
| Intersection Capacity Utilization | | | 95.6% | ICU Level of Service | F | |
| Analysis Period (min) | | | 15 | | | |



| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|------------------------|------|------|------|------|------|------|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 109 | 12 | 46 | 105 | 9 | 34 |
| Future Volume (Veh/h) | 109 | 12 | 46 | 105 | 9 | 34 |
| Sign Control | Free | | Free | | Stop | |
| Grade | 0% | | 0% | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 118 | 13 | 50 | 114 | 10 | 37 |
| Pedestrians | | | | | | |
| Lane Width (m) | | | | | | |
| Walking Speed (m/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | None | | | |
| Median storage (veh) | | | | | | |
| Upstream signal (m) | 27 | | | | | |
| pX, platoon unblocked | | | 1.00 | | 1.00 | 1.00 |
| vC, conflicting volume | | | 131 | | 338 | 124 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | | | 127 | | 335 | 120 |
| tC, single (s) | | | 4.1 | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | | | 2.2 | | 3.5 | 3.3 |
| p0 queue free % | | | 97 | | 98 | 96 |
| cM capacity (veh/h) | | | 1455 | | 636 | 928 |

| Direction, Lane # | EB 1 | WB 1 | WB 2 | NB 1 |
|-----------------------|------|------|------|------|
| Volume Total | 131 | 50 | 114 | 47 |
| Volume Left | 0 | 50 | 0 | 10 |
| Volume Right | 13 | 0 | 0 | 37 |
| cSH | 1700 | 1455 | 1700 | 845 |
| Volume to Capacity | 0.08 | 0.03 | 0.07 | 0.06 |
| Queue Length 95th (m) | 0.0 | 0.8 | 0.0 | 1.3 |
| Control Delay (s) | 0.0 | 7.6 | 0.0 | 9.5 |
| Lane LOS | A | | A | |
| Approach Delay (s) | 0.0 | 2.3 | 9.5 | |
| Approach LOS | A | | | |

| Intersection Summary | | | | |
|-----------------------------------|----|--|-------|------------------------|
| Average Delay | | | 2.4 | |
| Intersection Capacity Utilization | | | 23.1% | ICU Level of Service A |
| Analysis Period (min) | 15 | | | |

APPENDIX D

VEHICLE SWEEP PATH ASSESSMENTS



PRELIMINARY - FOR DISCUSSION ONLY

- ACCOMMODATED
- CONFLICT



TITLE :
PASSENGER + RV TOW CIRCULATION 1
 AUTOTURN ANALYSIS
 PORTEAU COVE CAMPGROUND

DATE : 2024/08/28
 DWG. No. : PC-PRV-1
 SCALE : N.T.S.



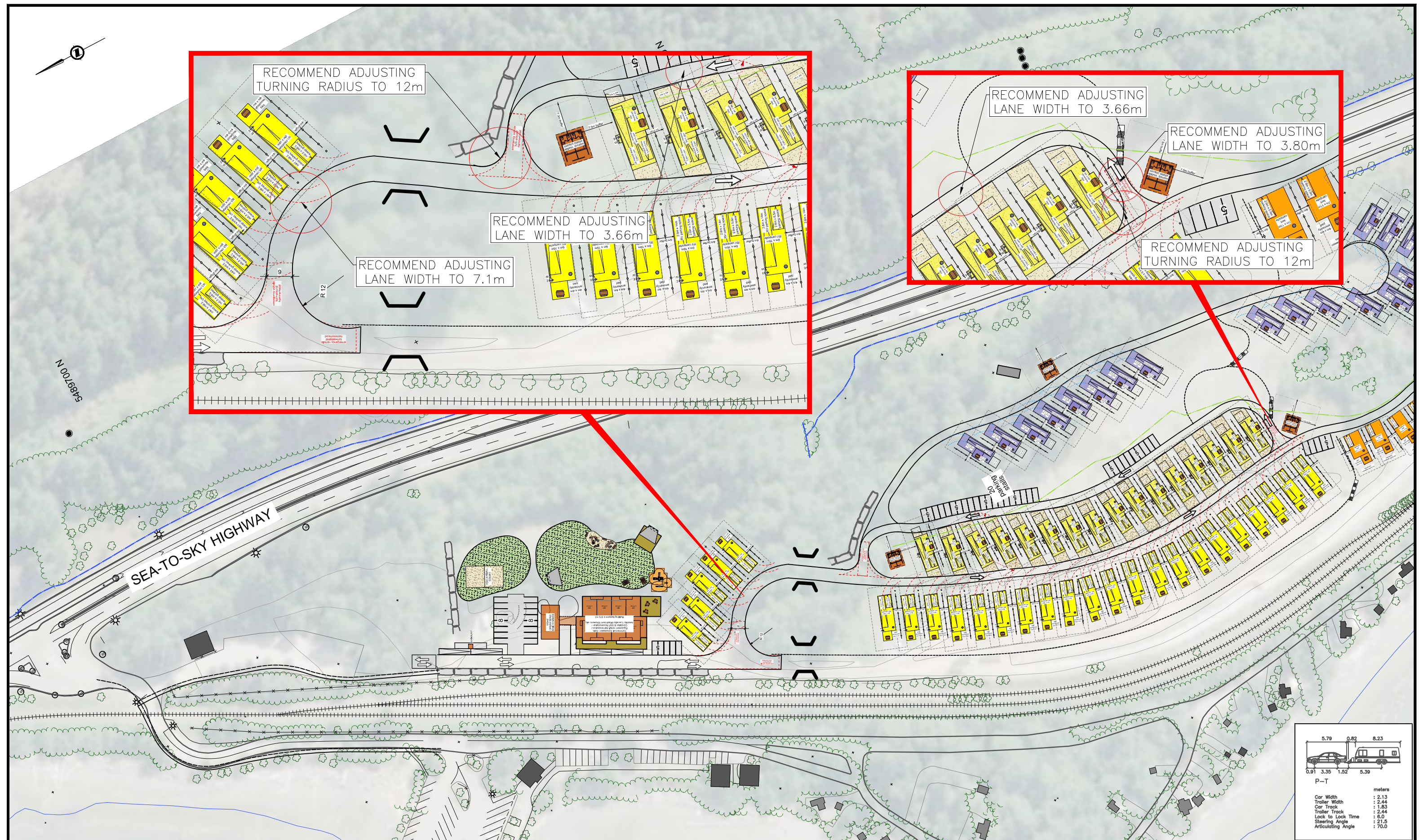
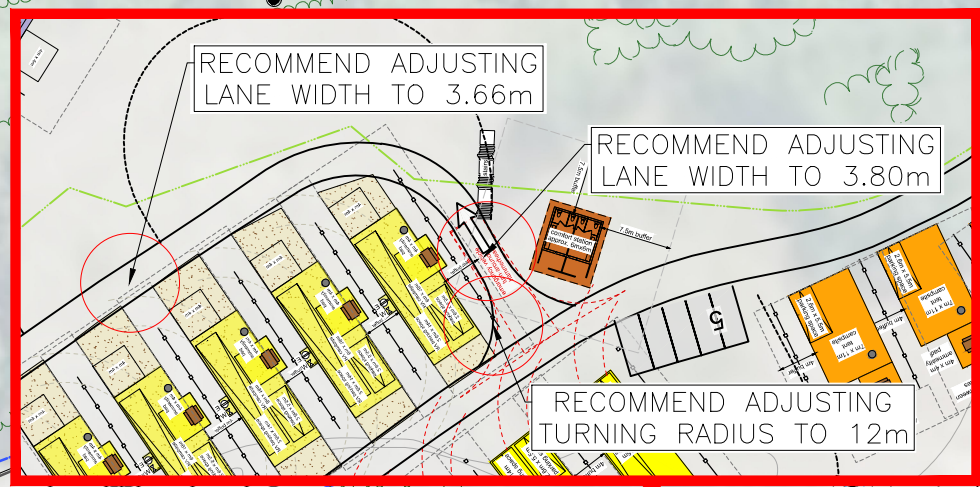
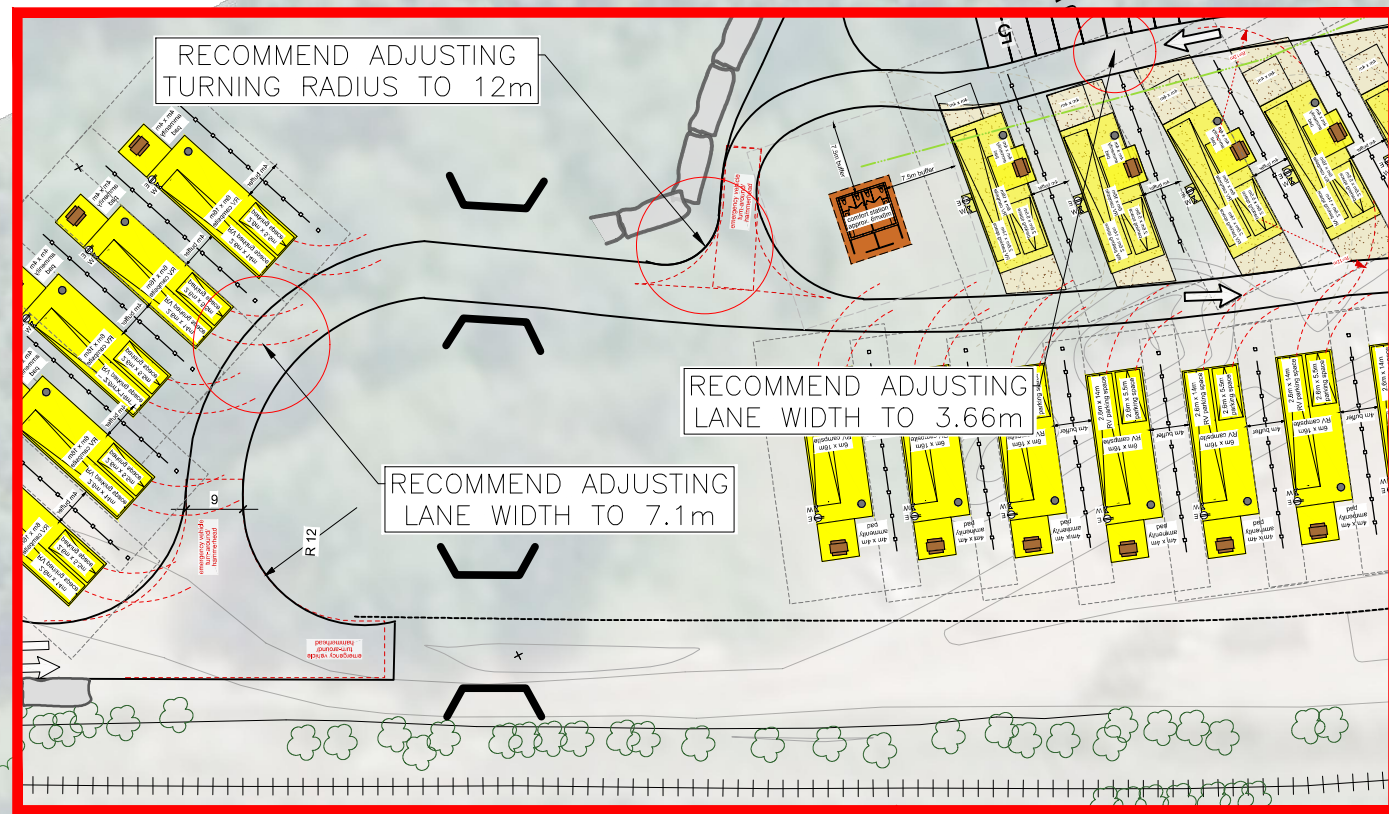
PRELIMINARY - FOR DISCUSSION ONLY

- ACCOMMODATED
- CONFLICT



TITLE :
PASSENGER + RV TOW CIRCULATION 3
 AUTOTURN ANALYSIS
 PORTEAU COVE CAMPGROUND

DATE : 2024/08/28
 DWG. No. : PC-PRV-3
 SCALE : N.T.S.



| | |
|--------------------|--------|
| | |
| P-T | |
| meters | |
| Car Width | : 2.13 |
| Trailer Width | : 2.44 |
| Car Track | : 1.83 |
| Trailer Track | : 2.44 |
| Lock to Lock Time | : 6.0 |
| Steering Angle | : 21.5 |
| Articulating Angle | : 70.0 |

PRELIMINARY - FOR DISCUSSION ONLY

- ACCOMMODATED
- CONFLICT



TITLE :
KEY PLAN AND CONFLICTS
 AUTOTURN ANALYSIS
 PORTEAU COVE CAMPGROUND

DATE : 2024/08/28
 DWG. No. : PC-KEY-1
 SCALE : N.T.S.