

Appendix M

Future Total Synchro Reports

Lanes, Volumes, Timings
1: Private Access/Eighth Line & Steeles Avenue

2031 Future Total AM
12/13/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  		 					
Traffic Volume (vph)	162	756	10	34	825	13	11	210	7	51	186	266
Future Volume (vph)	162	756	10	34	825	13	11	210	7	51	186	266
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	110.0		70.0	130.0		0.0	145.0		35.0	30.0		0.0
Storage Lanes	1		1	1		1	2		0	1		0
Taper Length (m)	7.5			7.5			7.5			7.5		
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	1.00	0.97	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor			0.97	1.00				1.00		1.00		
Frt			0.850			0.850		0.995			0.912	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1656	4940	997	1752	4848	1292	2274	1889	0	1805	1703	0
Flt Permitted	0.158			0.321			0.950			0.607		
Satd. Flow (perm)	275	4940	964	590	4848	1292	2274	1889	0	1148	1703	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			126			126		2			49	
Link Speed (k/h)		60			60			60			70	
Link Distance (m)		485.6			1450.0			261.5			1241.4	
Travel Time (s)		29.1			87.0			15.7			63.8	
Confl. Peds. (#/hr)			5	5					5	5		
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	9%	5%	62%	3%	7%	25%	54%	0%	0%	0%	0%	3%
Adj. Flow (vph)	182	849	11	38	927	15	12	236	8	57	209	299
Shared Lane Traffic (%)												
Lane Group Flow (vph)	182	849	11	38	927	15	12	244	0	57	508	0
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Prot	NA		Perm	NA	
Protected Phases	5	2		1	6		3	8			4	
Permitted Phases	2		2	6		6				4		
Detector Phase	5	2	2	1	6	6	3	8		4	4	
Switch Phase												
Minimum Initial (s)	7.0	20.0	20.0	7.0	20.0	20.0	10.0	10.0		8.0	8.0	
Minimum Split (s)	11.5	30.0	30.0	11.5	30.0	30.0	17.0	35.0		35.0	35.0	
Total Split (s)	16.9	58.5	58.5	13.0	54.6	54.6	26.0	58.5		32.5	32.5	
Total Split (%)	13.0%	45.0%	45.0%	10.0%	42.0%	42.0%	20.0%	45.0%		25.0%	25.0%	
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0	2.0	3.0	3.0		3.0	3.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	6.0	6.0	4.0	6.0	6.0	7.0	7.0		7.0	7.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead			Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes			Yes	Yes	
Recall Mode	None	Min	Min	None	Min	Min	None	Min		Min	Min	
Act Effect Green (s)	38.4	29.8	29.8	30.5	21.2	21.2	10.1	28.6		25.9	25.9	
Actuated g/C Ratio	0.49	0.38	0.38	0.39	0.27	0.27	0.13	0.37		0.33	0.33	
v/c Ratio	0.55	0.45	0.02	0.11	0.71	0.03	0.04	0.35		0.15	0.85	
Control Delay	19.3	20.8	0.1	13.1	29.9	0.2	34.5	19.7		23.0	39.3	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	19.3	20.8	0.1	13.1	29.9	0.2	34.5	19.7		23.0	39.3	
LOS	B	C	A	B	C	A	C	B		C	D	
Approach Delay		20.3			28.8			20.4			37.7	

Lanes, Volumes, Timings
1: Private Access/Eighth Line & Steeles Avenue

2031 Future Total AM
12/13/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS	C			C			C			D		
Queue Length 50th (m)	13.9	36.3	0.0	2.7	44.3	0.0	0.7	25.9		5.6	60.2	
Queue Length 95th (m)	36.5	63.9	0.0	9.8	76.5	0.0	4.0	47.8		19.2	#165.7	
Internal Link Dist (m)	461.6			1426.0			237.5			1217.4		
Turn Bay Length (m)	110.0		70.0	130.0			145.0			30.0		
Base Capacity (vph)	366	3369	697	380	3060	862	561	1264		380	596	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.50	0.25	0.02	0.10	0.30	0.02	0.02	0.19		0.15	0.85	

Intersection Summary

Area Type: Other

Cycle Length: 130

Actuated Cycle Length: 78.1

Natural Cycle: 95

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.85

Intersection Signal Delay: 26.7

Intersection LOS: C

Intersection Capacity Utilization 80.1%

ICU Level of Service D

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 1: Private Access/Eighth Line & Steeles Avenue



Lanes, Volumes, Timings
3: Eighth Line & Future Collector D

2031 Future Total AM
12/13/2024

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	374	512	0
Future Volume (vph)	0	0	0	374	512	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (m)	30.0	0.0	40.0			20.0
Storage Lanes	1	1	1			1
Taper Length (m)	7.5		7.5			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	1863	1863	1863	1863	1863	1863
Flt Permitted						
Satd. Flow (perm)	1863	1863	1863	1863	1863	1863
Link Speed (k/h)	60			70	70	
Link Distance (m)	869.6			1241.4	861.2	
Travel Time (s)	52.2			63.8	44.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	407	557	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	407	557	0
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	30.3%			ICU Level of Service A		
Analysis Period (min)	15					

HCM Unsignalized Intersection Capacity Analysis

3: Eighth Line & Future Collector D

2031 Future Total AM
12/13/2024

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	0	0	374	512	0
Future Volume (Veh/h)	0	0	0	374	512	0
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)	0	0	0	407	557	0
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				TWLT	TWLT	
Median storage veh				2	2	
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	964	557	557			
vC1, stage 1 conf vol	557					
vC2, stage 2 conf vol	407					
vCu, unblocked vol	964	557	557			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)	5.4					
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	100			
cM capacity (veh/h)	491	530	1014			
Direction, Lane #	EB 1	EB 2	NB 1	NB 2	SB 1	SB 2
Volume Total	0	0	0	407	557	0
Volume Left	0	0	0	0	0	0
Volume Right	0	0	0	0	0	0
cSH	1700	1700	1700	1700	1700	1700
Volume to Capacity	0.00	0.00	0.00	0.24	0.33	0.00
Queue Length 95th (m)	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Lane LOS	A	A				
Approach Delay (s)	0.0		0.0		0.0	
Approach LOS	A					
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			30.3%		ICU Level of Service	
					A	
Analysis Period (min)			15			

Lanes, Volumes, Timings
4: Eighth Line & Site Access

2031 Future Total AM
12/13/2024

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	64	16	39	289	0	205
Future Volume (vph)	64	16	39	289	0	205
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (m)	0.0	0.0		0.0	40.0	
Storage Lanes	1	0		0	1	
Taper Length (m)	7.5				7.5	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.974		0.881			
Flt Protected	0.961					
Satd. Flow (prot)	1744	0	1641	0	1863	1863
Flt Permitted	0.961					
Satd. Flow (perm)	1744	0	1641	0	1863	1863
Link Speed (k/h)	40		70			70
Link Distance (m)	520.7		861.2			495.3
Travel Time (s)	46.9		44.3			25.5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	70	17	42	314	0	223
Shared Lane Traffic (%)						
Lane Group Flow (vph)	87	0	356	0	0	223
Sign Control	Stop		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	31.1%			ICU Level of Service A		
Analysis Period (min)	15					

HCM Unsignalized Intersection Capacity Analysis

4: Eighth Line & Site Access

2031 Future Total AM
12/13/2024

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	64	16	39	289	0	205
Future Volume (Veh/h)	64	16	39	289	0	205
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)	70	17	42	314	0	223
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			TWLT		TWLT	
Median storage veh			2		2	
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	422	199			356	
vC1, stage 1 conf vol	199					
vC2, stage 2 conf vol	223					
vCu, unblocked vol	422	199			356	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)	5.4					
tF (s)	3.5	3.3			2.2	
p0 queue free %	90	98			100	
cM capacity (veh/h)	728	842			1203	
Direction, Lane #	WB 1	NB 1	SB 1	SB 2		
Volume Total	87	356	0	223		
Volume Left	70	0	0	0		
Volume Right	17	314	0	0		
cSH	747	1700	1700	1700		
Volume to Capacity	0.12	0.21	0.00	0.13		
Queue Length 95th (m)	3.1	0.0	0.0	0.0		
Control Delay (s)	10.5	0.0	0.0	0.0		
Lane LOS	B					
Approach Delay (s)	10.5	0.0	0.0			
Approach LOS	B					
Intersection Summary						
Average Delay			1.4			
Intersection Capacity Utilization			31.1%		ICU Level of Service	A
Analysis Period (min)			15			

Lanes, Volumes, Timings
1: Private Access/Eighth Line & Steeles Avenue

2031 Future Total PM
12/13/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  		 					
Traffic Volume (vph)	240	1109	21	164	978	297	198	245	202	39	216	184
Future Volume (vph)	240	1109	21	164	978	297	198	245	202	39	216	184
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	110.0		70.0	130.0		0.0	145.0		35.0	30.0		0.0
Storage Lanes	1		1	1		1	2		0	1		0
Taper Length (m)	7.5			7.5			7.5			7.5		
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	1.00	0.97	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00		0.95	1.00		0.97	1.00	0.99		0.99	0.99	
Frt			0.850			0.850		0.932			0.931	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1787	5036	1538	1805	4988	1615	3502	1752	0	1703	1698	0
Flt Permitted	0.129			0.128			0.950			0.477		
Satd. Flow (perm)	242	5036	1467	243	4988	1561	3486	1752	0	850	1698	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			126			338		38			26	
Link Speed (k/h)		60			60			50			70	
Link Distance (m)		485.6			1450.0			261.5			1241.4	
Travel Time (s)		29.1			87.0			18.8			63.8	
Confl. Peds. (#/hr)	5		10	10		5	6		8	8		6
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	1%	3%	5%	0%	4%	0%	0%	0%	0%	6%	0%	7%
Adj. Flow (vph)	273	1260	24	186	1111	338	225	278	230	44	245	209
Shared Lane Traffic (%)												
Lane Group Flow (vph)	273	1260	24	186	1111	338	225	508	0	44	454	0
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Prot	NA		Perm	NA	
Protected Phases	5	2		1	6		3	8			4	
Permitted Phases	2		2	6		6				4		
Detector Phase	5	2	2	1	6	6	3	8		4	4	
Switch Phase												
Minimum Initial (s)	7.0	20.0	20.0	7.0	20.0	20.0	10.0	10.0		8.0	8.0	
Minimum Split (s)	11.5	30.0	30.0	11.5	30.0	30.0	17.0	35.0		35.0	35.0	
Total Split (s)	16.9	54.6	54.6	16.9	54.6	54.6	39.0	58.5		19.5	19.5	
Total Split (%)	13.0%	42.0%	42.0%	13.0%	42.0%	42.0%	30.0%	45.0%		15.0%	15.0%	
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	2.0	2.0	1.0	2.0	2.0	3.0	3.0		3.0	3.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	6.0	6.0	4.0	6.0	6.0	7.0	7.0		7.0	7.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead			Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes			Yes	Yes	
Recall Mode	None	Min	Min	None	Min	Min	None	Min		Min	Min	
Act Effect Green (s)	48.7	33.6	33.6	44.3	31.3	31.3	13.3	36.6		16.1	16.1	
Actuated g/C Ratio	0.49	0.34	0.34	0.45	0.32	0.32	0.13	0.37		0.16	0.16	
v/c Ratio	0.83	0.73	0.04	0.66	0.70	0.47	0.48	0.75		0.32	1.52	
Control Delay	45.0	32.1	0.1	28.8	32.3	5.1	45.4	34.0		46.3	280.5	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	45.0	32.1	0.1	28.8	32.3	5.1	45.4	34.0		46.3	280.5	
LOS	D	C	A	C	C	A	D	C		D	F	
Approach Delay		33.9			26.3			37.5			259.8	

Lanes, Volumes, Timings
1: Private Access/Eighth Line & Steeles Avenue

2031 Future Total PM
12/13/2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS	C			C			D			F		
Queue Length 50th (m)	31.2	74.8	0.0	17.2	65.5	0.0	20.2	78.7		7.6	~125.5	
Queue Length 95th (m)	#101.7	116.8	0.0	45.5	100.5	18.1	40.6	139.2		21.3	#202.6	
Internal Link Dist (m)	461.6			1426.0			237.5			1217.4		
Turn Bay Length (m)	110.0		70.0	130.0			145.0			30.0		
Base Capacity (vph)	327	2552	805	325	2528	957	1168	958		139	299	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.83	0.49	0.03	0.57	0.44	0.35	0.19	0.53		0.32	1.52	

Intersection Summary

Area Type: Other

Cycle Length: 130

Actuated Cycle Length: 98.6

Natural Cycle: 95

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.52

Intersection Signal Delay: 57.1

Intersection LOS: E

Intersection Capacity Utilization 84.6%

ICU Level of Service E

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 1: Private Access/Eighth Line & Steeles Avenue

 Ø1	 Ø2	 Ø3	 Ø4
16.9 s	54.6 s	39 s	19.5 s
 Ø5	 Ø6	 Ø8	
16.9 s	54.6 s	52.5 s	

Lanes, Volumes, Timings
3: Eighth Line & Future Collector D

2031 Future Total PM
12/13/2024

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	764	443	0
Future Volume (vph)	0	0	0	764	443	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (m)	30.0	0.0	40.0			20.0
Storage Lanes	1	1	1			1
Taper Length (m)	7.5		7.5			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	1863	1863	1863	1863	1863	1863
Flt Permitted						
Satd. Flow (perm)	1863	1863	1863	1863	1863	1863
Link Speed (k/h)	60			70	70	
Link Distance (m)	869.6			1241.4	861.2	
Travel Time (s)	52.2			63.8	44.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	830	482	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	830	482	0
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	43.5%			ICU Level of Service A		
Analysis Period (min)	15					

HCM Unsignalized Intersection Capacity Analysis

3: Eighth Line & Future Collector D

2031 Future Total PM
12/13/2024

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	0	0	764	443	0
Future Volume (Veh/h)	0	0	0	764	443	0
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)	0	0	0	830	482	0
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				TWLT	TWLT	
Median storage veh				2	2	
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	1312	482	482			
vC1, stage 1 conf vol	482					
vC2, stage 2 conf vol	830					
vCu, unblocked vol	1312	482	482			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)	5.4					
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	100			
cM capacity (veh/h)	376	584	1081			
Direction, Lane #	EB 1	EB 2	NB 1	NB 2	SB 1	SB 2
Volume Total	0	0	0	830	482	0
Volume Left	0	0	0	0	0	0
Volume Right	0	0	0	0	0	0
cSH	1700	1700	1700	1700	1700	1700
Volume to Capacity	0.00	0.00	0.00	0.49	0.28	0.00
Queue Length 95th (m)	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Lane LOS	A	A				
Approach Delay (s)	0.0	0.0		0.0		
Approach LOS	A					
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			43.5%	ICU Level of Service		A
Analysis Period (min)			15			

Lanes, Volumes, Timings
4: Eighth Line & Site Access

2031 Future Total PM
12/13/2024

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	217	49	473	242	20	240
Future Volume (vph)	217	49	473	242	20	240
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (m)	0.0	0.0		0.0	40.0	
Storage Lanes	1	0		0	1	
Taper Length (m)	7.5				7.5	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.975		0.954			
Flt Protected	0.961				0.950	
Satd. Flow (prot)	1745	0	1777	0	1770	1863
Flt Permitted	0.961				0.950	
Satd. Flow (perm)	1745	0	1777	0	1770	1863
Link Speed (k/h)	40		70			70
Link Distance (m)	520.7		861.2			495.3
Travel Time (s)	46.9		44.3			25.5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	236	53	514	263	22	261
Shared Lane Traffic (%)						
Lane Group Flow (vph)	289	0	777	0	22	261
Sign Control	Stop		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	61.3%			ICU Level of Service B		
Analysis Period (min)	15					

HCM Unsignalized Intersection Capacity Analysis

4: Eighth Line & Site Access

2031 Future Total PM
12/13/2024

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	217	49	473	242	20	240
Future Volume (Veh/h)	217	49	473	242	20	240
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)	236	53	514	263	22	261
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			TWLT		TWLT	
Median storage veh			2		2	
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	950	646			777	
vC1, stage 1 conf vol	646					
vC2, stage 2 conf vol	305					
vCu, unblocked vol	950	646			777	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)	5.4					
tF (s)	3.5	3.3			2.2	
p0 queue free %	50	89			97	
cM capacity (veh/h)	472	472			839	
Direction, Lane #	WB 1	NB 1	SB 1	SB 2		
Volume Total	289	777	22	261		
Volume Left	236	0	22	0		
Volume Right	53	263	0	0		
cSH	472	1700	839	1700		
Volume to Capacity	0.61	0.46	0.03	0.15		
Queue Length 95th (m)	32.2	0.0	0.6	0.0		
Control Delay (s)	23.9	0.0	9.4	0.0		
Lane LOS	C		A			
Approach Delay (s)	23.9	0.0	0.7			
Approach LOS	C					
Intersection Summary						
Average Delay			5.3			
Intersection Capacity Utilization			61.3%		ICU Level of Service	B
Analysis Period (min)			15			