

57: Wellington Rd 24 & Side Rd 27/New Conneting Rodway (Side Rd 27)
Scenario 2_2035_PM Peak_Detoured Truck Traffic

Intersection												
Int Delay, s/veh	2.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	8	0	9	0	0	68	9	441	0	48	197	6
Future Vol, veh/h	8	0	9	0	0	68	9	441	0	48	197	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	30
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	92	89	92	92	92	89	89	92	92	89	89
Heavy Vehicles, %	0	0	0	0	0	100	0	0	0	100	0	20
Mvmt Flow	9	0	10	0	0	74	10	496	0	52	221	7
Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	878	841	221	850	848	496	228	0	0	496	0	0
Stage 1	325	325	-	516	516	-	-	-	-	-	-	-
Stage 2	553	516	-	334	332	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	7.2	4.1	-	-	5.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	4.2	2.2	-	-	3.1	-	-
Pot Cap-1 Maneuver	271	303	824	283	301	419	1352	-	-	707	-	-
Stage 1	692	653	-	546	538	-	-	-	-	-	-	-
Stage 2	521	538	-	684	648	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	207	275	824	260	273	419	1352	-	-	707	-	-
Mov Cap-2 Maneuver	207	275	-	260	273	-	-	-	-	-	-	-
Stage 1	685	598	-	541	533	-	-	-	-	-	-	-
Stage 2	425	533	-	619	594	-	-	-	-	-	-	-
Approach	EB		WB			NB			SB			
HCM Control Delay, s	16.1		15.4			0.2			2			
HCM LOS	C		C									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1352	-	-	343	419	707	-	-				
HCM Lane V/C Ratio	0.007	-	-	0.056	0.176	0.074	-	-				
HCM Control Delay (s)	7.7	0	-	16.1	15.4	10.5	0	-				
HCM Lane LOS	A	A	-	C	C	B	A	-				
HCM 95th %tile Q(veh)	0	-	-	0.2	0.6	0.2	-	-				

50: Wellington Rd 52/9thLine & Wellington Rd 52
Scenario 2_2035_PM Peak_Detoured Truck Traffic

Intersection	
Intersection Delay, s/veh	16.4
Intersection LOS	C

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	23	274	266	28	166	119
Future Vol, veh/h	23	274	266	28	166	119
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles, %	0	21	1	0	30	1
Mvmt Flow	28	330	320	34	200	143
Number of Lanes	1	1	1	0	0	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	2
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	2	0
HCM Control Delay	16	15.3	18
HCM LOS	C	C	C

Lane	NBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	0%	100%	0%	58%
Vol Thru, %	90%	0%	0%	42%
Vol Right, %	10%	0%	100%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	294	23	274	285
LT Vol	0	23	0	166
Through Vol	266	0	0	119
RT Vol	28	0	274	0
Lane Flow Rate	354	28	330	343
Geometry Grp	2	5	5	2
Degree of Util (X)	0.55	0.054	0.561	0.593
Departure Headway (Hd)	5.59	6.972	6.114	6.22
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	641	513	588	577
Service Time	3.649	4.729	3.871	4.28
HCM Lane V/C Ratio	0.552	0.055	0.561	0.594
HCM Control Delay	15.3	10.1	16.5	18
HCM Lane LOS	C	B	C	C
HCM 95th-tile Q	3.4	0.2	3.5	3.9

64: 8th Line & New Conneting Rodway (Side Rd 27)

Scenario 2_2035_PM Peak_Detoured Truck Traffic

Intersection

Intersection Delay, s/veh 9.3

Intersection LOS A

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	48	68	64	39	0
Future Vol, veh/h	0	48	68	64	39	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	100	100	1	6	0
Mvmt Flow	0	52	74	70	42	0
Number of Lanes	1	0	0	1	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	1	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay	7.1	10.6	7.5
HCM LOS	A	B	A

Lane	NBLn1	EBLn1	SBLn1
Vol Left, %	52%	0%	0%
Vol Thru, %	48%	0%	100%
Vol Right, %	0%	100%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	132	48	39
LT Vol	68	0	0
Through Vol	64	0	39
RT Vol	0	48	0
Lane Flow Rate	143	52	42
Geometry Grp	1	1	1
Degree of Util (X)	0.232	0.056	0.051
Departure Headway (Hd)	5.828	3.838	4.303
Convergence, Y/N	Yes	Yes	Yes
Cap	617	938	836
Service Time	3.86	1.842	2.311
HCM Lane V/C Ratio	0.232	0.055	0.05
HCM Control Delay	10.6	7.1	7.5
HCM Lane LOS	B	A	A
HCM 95th-tile Q	0.9	0.2	0.2