



Traffic Impact Study

CBM Safarik Pit

August 2025 | Project # 10367

CBM AGGREGATES, a Division of St. Marys Cement Inc. (Canada)



TYLin

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1 INTRODUCTION

1.1 Scope and Objective

T.Y. Lin International Canada Inc. (TYLin) was retained by CBM Aggregates, a division of St. Marys Cement Inc. (Canada), to conduct a Traffic Impact Study (TIS) for the proposed Safarik Pit, located in the Township of Puslinch. The objective of the study is to assess the traffic impacts resulting from the proposed development, particularly on the local road network, and to identify any required infrastructure improvements to accommodate future traffic volumes.

The Safarik Pit, which is currently operating as a farm, is proposed to be converted into a 'Feeder Pit.' The proposed pit will send unprocessed aggregate to the CBM McNally Pit for primary processing, located approximately 1.4 kilometers to the north along Concession Road 7. The Aberfoyle North Pit, situated 600 meters further north, will serve as a secondary processing facility. Access to the Safarik Pit will be from Concession Road 7, approximately 40 metres and 10 metres north of the existing barn structure and the driveway to 4275 Concession Road 7, respectively.

The primary haul route for the proposed pit, along with the McNally and Aberfoyle North Pits, will be along Concession Road 7. The Safarik Pit is projected to extract up to 1,000,000 tonnes of aggregate annually, with operations occurring daily from 7:00 a.m. to 7:00 p.m. Shipping hours will be weekdays from 7:00 a.m. to 6:00 p.m. and Saturdays from 8:00 a.m. to 4:00 p.m.

The study will include the following:

- **Traffic Data Review:** Analysis of existing traffic data along the boundary road network to establish baseline traffic volumes during weekday AM and PM peak hours.
- **Truck Traffic Projection:** Estimation of truck traffic to be generated by the proposed pit along the haul route.
- **Traffic Operations Analysis:** Evaluation of traffic operations at the proposed pit access and existing processing plant access under future conditions, to assess the ability of the road network to accommodate the additional traffic and identify potential roadway improvements.

The purpose of the study is to determine the anticipated traffic volumes during the weekday AM and PM peak periods, assess their impact on the existing and future road network, and recommend any necessary improvements to accommodate the projected traffic. Additionally, the study will ensure the proposed site access and traffic operations are consistent with Township standards.

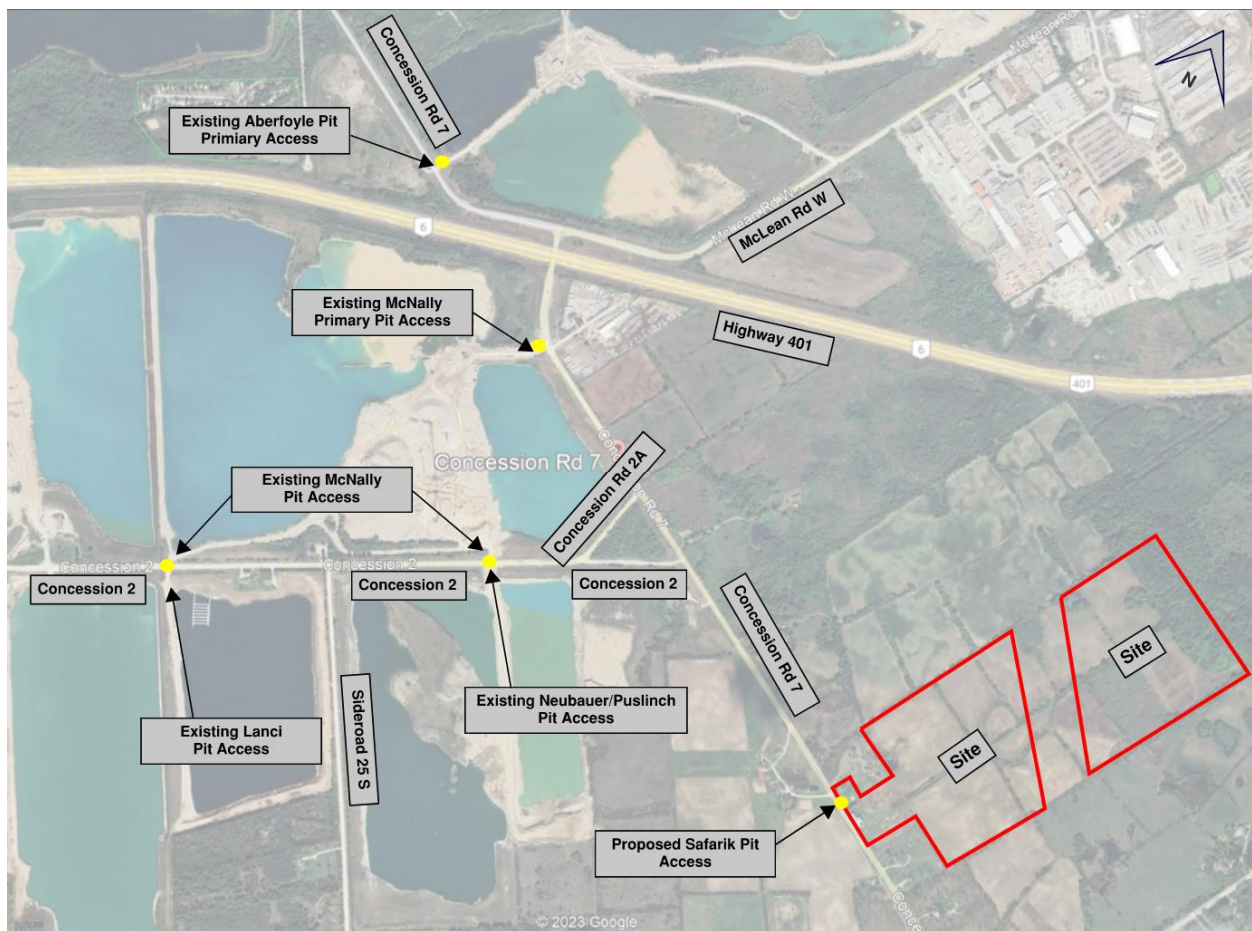
2 SITE CHARACTERISTICS

2.1 Study Environment

The subject site is located at 4275 Concession Road 7 (Part of Lot 29) in the Township of Puslinch, County of Wellington. The site is bounded by agricultural land to the north and south, Concession Road 7 to the east, and additional farmland to the west.

The proposed site and surrounding road network are illustrated in **Figure 2-1**.

Figure 2-1 Site Location



Source: Google Earth

2.2 Study Area Intersections

The study includes the following existing intersections:

- ▶ Concession 2 at Sideroad 20 S (Unsignalized)
- ▶ Concession 2 at the Lanci / McNally Pit Access (Unsignalized)
- ▶ Concession 2 at the McNally / Neubauer (Puslinch) Pit Access (Unsignalized)
- ▶ Concession Road 7 at Concession 2 (Unsignalized)
- ▶ Concession Road 7 Concession at Concession Road 2A (Unsignalized)
- ▶ Concession Road 7 at McNally Pit Access/ Mason Road (Unsignalized)
- ▶ Concession Road 7 at Mclean Road West (Unsignalized)
- ▶ Concession Road 7 at Aberfoyle Pit Access (Unsignalized)

Additionally, the study considers the following site access intersection under future conditions:

- ▶ Future Safarik Pit Access at Concession Road 7

3 EXISTING CONDITIONS

3.1 Road Network

The following describes the existing road network within the study area.

- **Concession Road 7:** is a two-lane rural local road under the jurisdiction of the Township of Puslinch, extending in a north-south direction. The posted speed limit within the study area is 60 km/h. The proposed site will access Concession Road 7 from the east. Sidewalks are not present on either side of the roadway near the proposed study intersection.
- **Concession Road 2:** is a two-lane rural local road under the jurisdiction of the Township of Puslinch, extending in an east-west direction. The posted speed limit within the study area is 60 km/h, and sidewalks are not present on either side of the roadway.
- **Mclean Road West:** is a two-lane rural local road under the jurisdiction of the Township of Puslinch, extending in an east-west direction. The posted speed limit within the study area is 60 km/h, and sidewalks are not present on either side of the roadway.

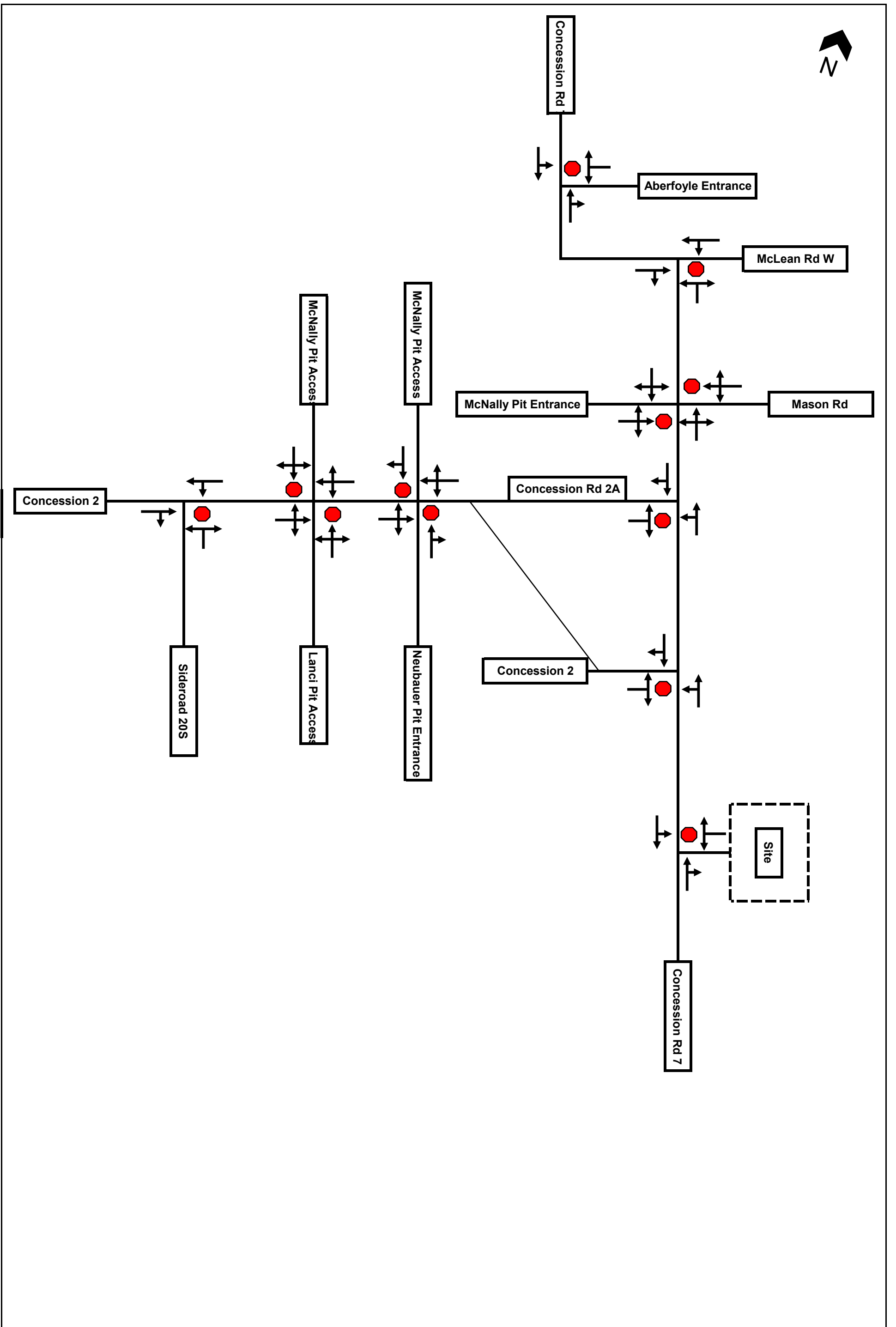
A lane configuration diagram is provided in **Figure 3-1**.

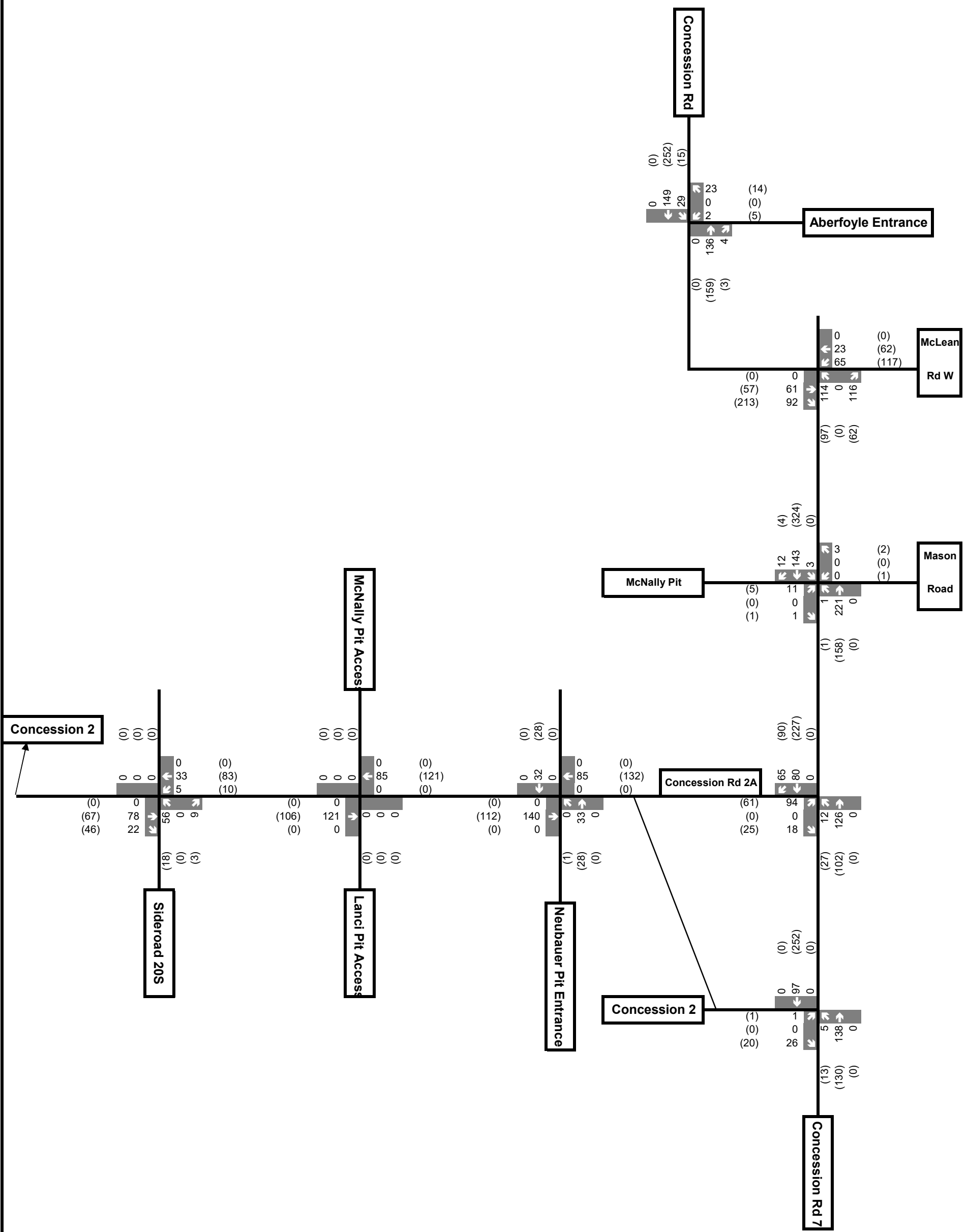
3.2 Existing Traffic Volumes

Existing turning movement counts (TMC) were conducted by TYLin for all the study intersections, including classified vehicle type counts, on June 19, 2024. The data includes counts for passenger cars and heavy vehicles (including trucks), as well as specific counts for aggregate trucks during AM peak hours (6:00 a.m. to 9:00 a.m.) and PM peak hours (3:30 p.m. to 6:30 p.m.). Detailed TMC reports are provided in **Appendix B**.

For this analysis, TMC data for passenger vehicles, heavy trucks, and aggregate trucks are combined to calculate the total existing volume for all movements at each intersection in the study area. This comprehensive approach ensures that all vehicle types are considered when assessing traffic conditions. To provide a conservative estimate of total traffic, peak hour volumes for passenger vehicles and aggregate trucks are combined, despite occurring at different times. This, along with PHF calculations, allows the Synchro analysis to evaluate the worst-case traffic scenario, reflecting the maximum potential impact. This is particularly important for rural or sensitive areas, where higher traffic volumes during peak hours may raise concerns among residents.

A 2% per annum growth rate was applied to the existing 2024 traffic volumes to derive the baseline 2025 traffic volumes. The baseline traffic volumes are presented in **Figure 3-2**.





4 FUTURE CONDITIONS

4.1 Background Growth

A 2% per annum growth rate (compounded annually) was applied to the existing volumes to derive future background corridor growth volumes. The 2% growth rate was based on growth rates adopted for several nearby traffic studies as requested by respective reviewing agencies. Growth was applied to through volumes on Concession Rd 7, Concession 2 and Mclean Road West.

For this analysis, the base year is considered as 2025 with a 5-year horizon period, resulting in a 2030 horizon year. Since the TMC data was collected in 2024, a total of six years of growth was applied to the existing volumes to derive the 2030 background volumes.

4.2 Background Development and Roadway Improvements

As per the recently approved Township of Puslinch's Roads Management Plan (dated August 30, 2023), Concession 2 from County Road 35 to Sideroad 25 S has been identified as one of the top 20 road sections for resurfacing, with work scheduled within the next 1–5 years (2024–2029). The segment from County Road 35 to Sideroad 20 S is recommended for single lift asphalt, while the section from Sideroad 20 S to Sideroad 25 S is designated as a truck route and recommended for a double lift of asphalt. In addition, according to *Puslinch by Design*¹ study Concession Road 7 was repaved in 2023 to accommodate truck traffic in the area.

The background development identified in the vicinity of the study area that is expected to contribute to future background traffic growth is the proposed CBM Aberfoyle South Lake Pit Expansion. The Traffic Impact Study (TIS) for this development was conducted by TYLin in 2023. The site-generated traffic volumes from this background development are included in **Appendix C**.

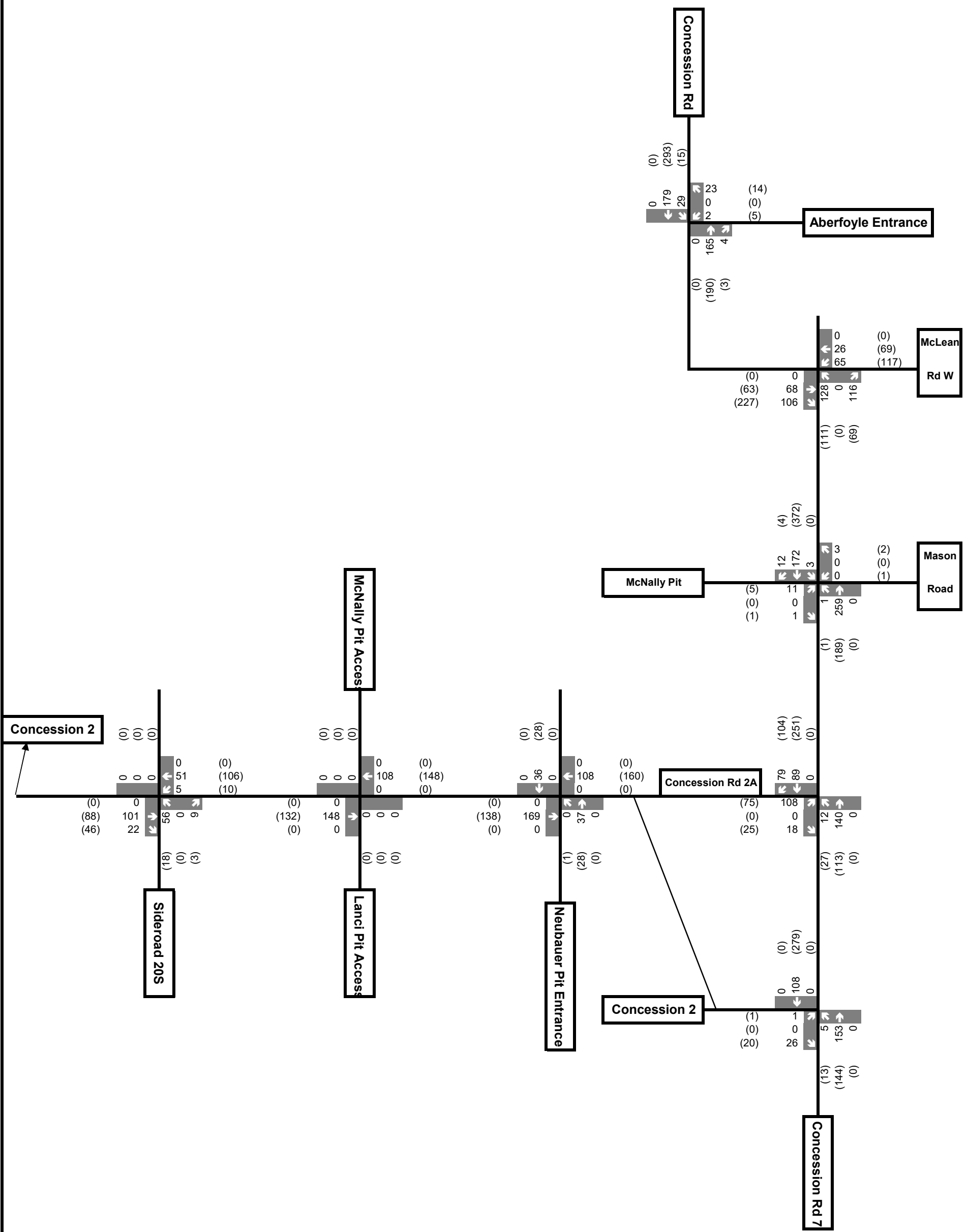
4.3 Horizon Years

A 5-year study horizon to 2030 was selected to assess the impacts of the proposed pit traffic at the study intersections.

¹ *Puslinch by Design – Employment Lands Study: Land Options Report*. County of Wellington and Township of Puslinch, February 2025.

4.4 2030 Future Background Traffic Volumes

The 2030 future background traffic volumes were estimated by combining baseline 2025 traffic, background growth, and traffic from anticipated Aberfoyle South Pit Expansion. This resulted in the projected weekday AM and PM peak hour traffic volumes, as shown in **Figure 4-1**.



5 SITE GENERATED TRAFFIC

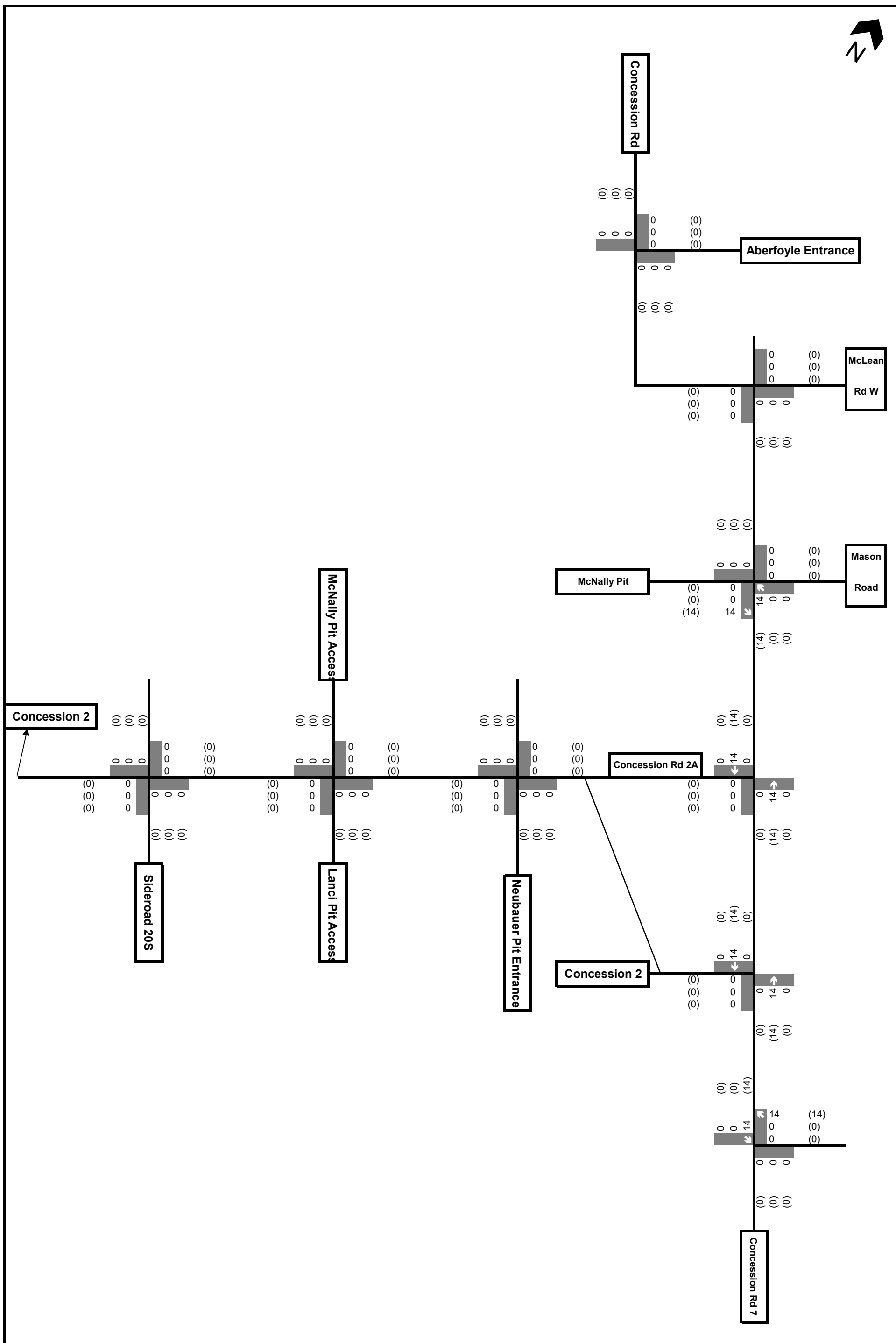
5.1 Site Trip Generation

Operations at the proposed Safarik Pit are expected to proceed at a steady pace from March through December, with truck traffic remaining consistent throughout the day and no dominant peak hour for shipping. Based on consultation with CBM Aggregates and in alignment with the proposed annual tonnage limit, it was confirmed that up to 14 trucks can be loaded per hour using one loader. As a result, TYLin has applied a fixed-rate trip generation model for the pit, projecting a total of 28 trips (14 inbound and 14 outbound) during both the AM and PM peak hours. This typical hourly truck generation rate aligns with similar pit operations, such as the proposed Aberfoyle South Pit Expansion. The rate has been customized to reflect the specific extraction and loading operations planned for the Safarik Pit.

5.2 Site Trip Distribution and Assignment

The proposed Safarik Pit will serve as a feeder pit, with access via Concession Road 7, which is the designated haul route. Unprocessed aggregate from the expanded pit will be transported to the CBM McNally Pit for primary processing, located approximately 1.4 kilometers north along Concession Road 7. The Aberfoyle North Pit, situated another 600 meters further north, will act as a secondary processing facility.

Based on a conservative trip distribution assumptions, the site-generated trips will travel along Concession Road 7 to and from the proposed pit access to and from the existing CBM McNally Pit primary access. **Figure 5-1** illustrates the total site truck traffic generated by the development.



Legend

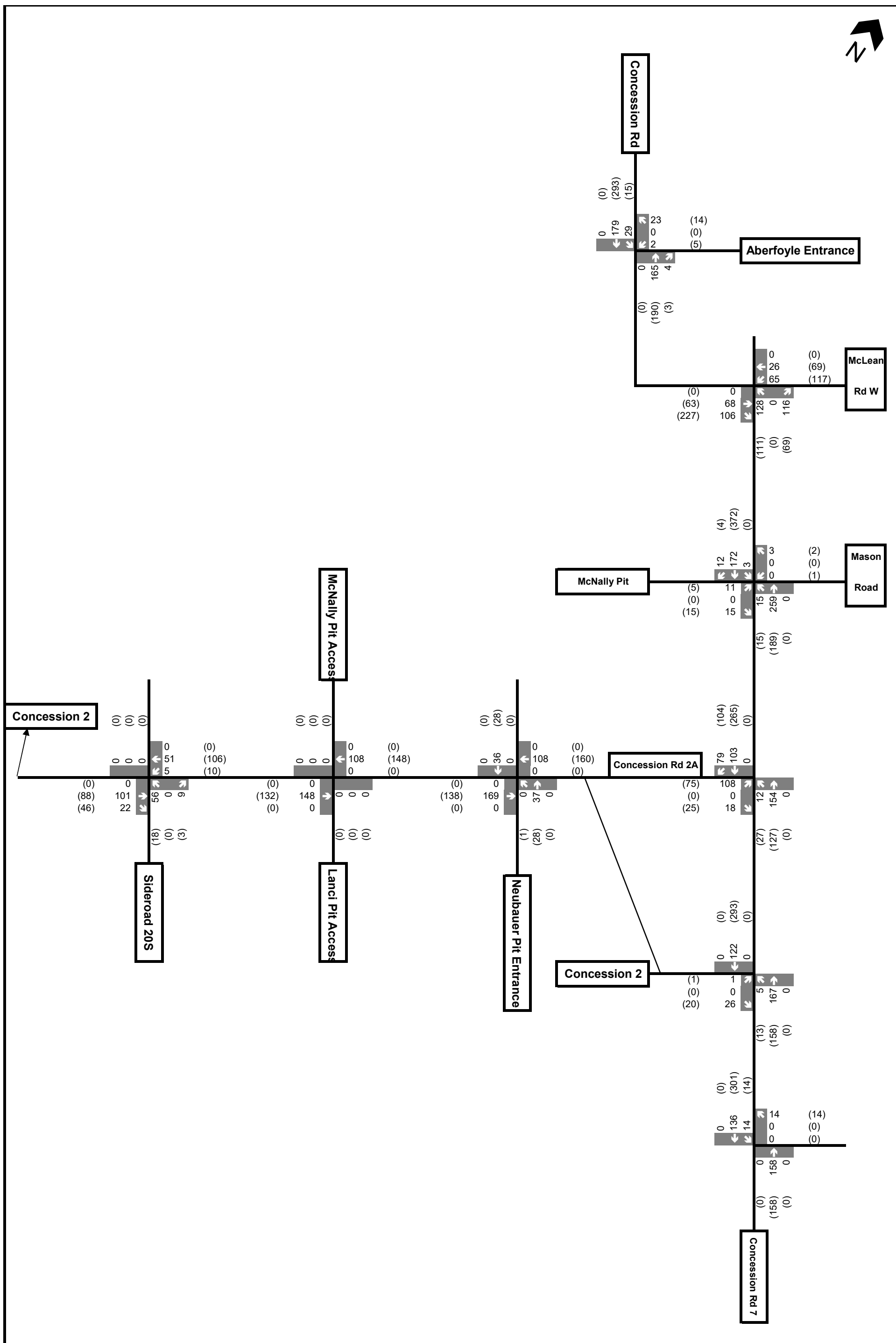
- xx A.M. Peak Hour Traffic
- (xx) P.M. Peak Hour Traffic

Figure 5-1

Site Traffic Volumes

6 FUTURE TOTAL TRAFFIC VOLUMES

The 2030 future total traffic volumes were calculated by adding the projected site-generated trips to the future background traffic volumes. The 2030 future total traffic volumes under the weekday AM and PM peak hours have been illustrated in **Figure 6-1**.



7 TRAFFIC CAPACITY ANALYSIS

TYLin has completed a review of the projected traffic operations for the study intersections under 2030 future total conditions. The analysis in this report utilized the Highway Capacity Manual (HCM) 2000 techniques within the Synchro Version 11 software package. The reported intersection volume-to-capacity ratios (v/c) measure the saturation volume for each turning movement, while the levels-of-service (LOS) measure the average delay for each turning movement. The following tables summarize the Synchro/HCM capacity results for the study intersections during the weekday AM and PM peak hours under baseline, future background, and future total 2030 traffic conditions. Detailed Synchro reports are attached in **Appendix D**.

7.1 Baseline Conditions

The traffic capacity analysis results for the intersections in the study area are summarized in **Table 7-1** for both the weekday AM and PM peak hours under baseline traffic conditions (2025).

Table 7-1 Baseline 2025 Capacity Analysis

Intersection	Movement	Weekday AM Peak Hour			Weekday PM Peak Hour		
		v/c	Delay (s)	LOS	v/c	Delay (s)	LOS
Sideroad 20 at Concession Road 2	EBTR	0.08	0	A	0.07	0	A
	WBLT	0.00	1	A	0.01	1	A
	NBLR	0.11	10	A	0.03	10	A
Concession 2 at Lanci Pit/McNally Pit access	EBTR	0.00	0	A	0.00	0	A
	WBTR	0.00	0	A	0.00	0	A
	NBTR	0.00	0	A	0.00	0	A
Concession 2 at Safarik Pit/Puslinch Pit Entrance	SBTR	0.00	0	A	0.00	0	A
	WBTR	0.00	0	A	0.00	0	A
	NBTR	0.07	11	B	0.05	11	B
Concession Road 7 at Concession 2	SBTR	0.07	11	B	0.05	11	B
	EBLR	0.04	9	A	0.03	10	B
	NBLT	0.00	1	A	0.01	0	A
Concession Road 7 at Concession Road 2A	SBTR	0.07	0	A	0.17	0	A
	EBLR	0.19	11	B	0.18	13	B
	NBLT	0.01	1	A	0.03	2	A
Concession Road 7 at McNally Pit/ Mason Road	SBTR	0.10	0	A	0.22	0	A
	EBLT	0.02	12	B	0.02	13	B
	WBTR	0.00	10	A	0.00	11	B
Concession Road 7 at McLean Road West	NBTR	0.00	0	A	0.00	0	A
	SBTR	0.00	0	A	0.00	0	A
	EBTR	0.09	0	A	0.17	0	A
Concession Road 7 at Aberfoyle Pit Entrance	WBL	0.05	8	A	0.10	9	A
	WBTR	0.01	0	A	0.04	0	A
	NBLR	0.31	12	B	0.30	14	B
Concession Road 7 at Aberfoyle Pit Entrance	WBLR	0.03	9	A	0.03	10	B
	NBTR	0.09	0	A	0.11	0	A
	SBLT	0.02	1	A	0.01	1	A

The capacity analysis for the existing intersections indicates satisfactory traffic conditions during weekdays peak hours. Most movements have low volume-to-capacity (v/c) ratios and minimal delays, achieving level of service (LOS) A and B. Overall, the intersections are operating within acceptable limits, with all movements functioning at capacity and experiencing acceptable delays.

7.2 Future Background Conditions

The traffic capacity analysis results for the study area intersections under 2030 future background conditions are summarized in **Table 7-2** for both the weekday AM and PM peak hours.

Table 7-2 Future Background 2030 Capacity Analysis

Intersection	Movement	Weekday AM Peak Hour			Weekday PM Peak Hour		
		v/c	Delay (s)	LOS	v/c	Delay (s)	LOS
Sideroad 20 at Concession Road 2	EBTR	0.10	0	A	0.09	0	A
	WBLT	0.00	1	A	0.01	1	A
	NBLR	0.12	10	B	0.03	10	B
Concession 2 at Lanci Pit/McNally Pit access	EBTR	0.00	0	A	0.00	0	A
	WBTR	0.00	0	A	0.00	0	A
	NBTR	0.00	0	A	0.00	0	A
	SBTR	0.00	0	A	0.00	0	A
Concession 2 at Safarik Pit/Puslinch Pit Entrance	WBTR	0.00	0	A	0.00	0	A
	NBTR	0.11	14	B	0.07	14	B
	SBTR	0.11	14	B	0.07	14	B
Concession Road 7 at Concession 2	EBLR	0.04	9	A	0.03	10	B
	NBLT	0.00	1	A	0.01	1	A
	SBTR	0.08	0	A	0.19	0	A
Concession Road 7 at Concession Road 2A	EBLR	0.26	13	B	0.26	16	C
	NBLT	0.01	1	A	0.03	2	A
	SBTR	0.12	0	A	0.25	0	A
Concession Road 7 at McNally Pit/ Mason Road	EBLT	0.03	15	B	0.02	16	C
	WBTR	0.00	11	A	0.01	11	B
	NBTR	0.00	0	A	0.00	0	A
	SBTR	0.00	0	A	0.00	0	A
Concession Road 7 at McLean Road West	EBTR	0.11	0	A	0.19	0	A
	WBL	0.06	8	A	0.11	9	A
	WBTR	0.02	0	A	0.04	0	A
	NBLR	0.37	13	B	0.37	16	C
Concession Road 7 at Aberfoyle Pit Entrance	WBLR	0.04	10	A	0.03	11	B
	NBTR	0.12	0	A	0.14	0	A
	SBLT	0.02	1	A	0.01	0	A

The traffic capacity analysis results for the study area intersections under the projected 2030 future background conditions indicate that, overall, the intersections are expected to operate with reserve capacity and acceptable levels of delay, with all movements achieving a Level of Service (LOS) of A and B. Some movements show LOS C during PM peak hours, which is acceptable.

7.3 Future Total Conditions

The traffic capacity analysis results for the study area intersections under the 2030 future total conditions are summarized in **Table 7-2** for both the weekday AM and PM peak hours.

Table 7-3 Future Total 2030 Capacity Analysis

Intersection	Movement	Weekday AM Peak Hour			Weekday PM Peak Hour		
		v/c	Delay (s)	LOS	v/c	Delay (s)	LOS
Sideroad 20 at Concession Road 2	EBTR	0.10	0	A	0.09	0	A
	WBTL	0.00	1	A	0.01	0	A
	NBLR	0.12	10	B	0.03	10	B
Concession 2 at Lanci Pit/McNally Pit access	EBTR	0.00	0	A	0.00	0	A
	WBTR	0.00	0	A	0.00	0	A
	NBTR	0.00	0	A	0.00	0	A
	SBTR	0.00	0	A	0.00	0	A
Concession 2 at Safarik Pit/Puslinch Pit Entrance	WBTR	0.00	0	A	0.00	0	A
	NBTR	0.11	14	B	0.07	14	B
	SBTR	0.11	14	B	0.07	14	B
Concession Road 7 at Concession 2	EBLR	0.04	9	A	0.03	10	B
	NBLT	0.00	0	A	0.01	1	A
	SBTR	0.09	0	A	0.20	0	A
Concession Road 7 at Concession Road 2A	EBLR	0.27	14	B	0.27	16	C
	NBLT	0.01	1	A	0.03	2	A
	SBTR	0.13	0	A	0.26	0	A
Concession Road 7 at McNally Pit/ Mason Road	EBLT	0.06	13	B	0.05	13	B
	WBTR	0.00	11	B	0.01	12	B
	NBTR	0.01	1	A	0.02	1	A
	SBTR	0.00	0	A	0.00	0	A
Concession Road 7 at McLean Road West	EBTR	0.11	0	A	0.19	0	A
	WBL	0.06	8	A	0.11	8	A
	WBTR	0.02	0	A	0.04	0	A
	NBLR	0.37	13	B	0.37	16	C
Concession Road 7 at Aberfoyle Pit Entrance	WBLR	0.04	10	A	0.03	11	B
	NBTR	0.11	0	A	0.14	0	A
	SBLT	0.02	1	A	0.01	1	A
Site Access at Concession Road 7	WBLR	0.04	10	A	0.03	11	B
	NBTR	0.12	0	A	0.14	0	A
	SBLT	0.02	1	A	0.01	0	A

The traffic capacity analysis for intersections in the study area under the 2030 future total traffic conditions indicates that all intersections will operate within capacity, achieving acceptable Levels of Service (LOS) C or better during both the AM and PM peak hours. The analysis shows that all movements will maintain volume-to-capacity (v/c) ratios within acceptable limits, with no intersections exceeding capacity. Overall, the anticipated development is not expected to adversely affect the traffic network, and all intersections will continue to function efficiently with minimal impact on traffic flow.

7.4 Left Turn Lane Warrant

The MTO left-turn lane warrant was used to determine if a southbound or northbound left-turn lane at the proposed pit access or existing McNally Pit primary access, respectively, is warranted.

The 2030 future total turning, advancing, and opposing volumes at the site accesses are provided in **Appendix E**. A posted speed limit of 60 km/h with a design speed of 980 km/h was assumed for Concession 7.

Analysis confirmed that left-turn lanes are not warranted along Concession 7 at the existing McNally and proposed Safarik Pit accesses. Warrant analysis sheets have been included in **Appendix E**.

8 SIGHTLINE ANALYSIS

Following our site visit to the future Safarik Pit on May 14th, 2024, TYLin has reviewed the two potential access locations on Concession Road 7 for the proposed pit and processing plant. This evaluation, in accordance with the Transportation Association of Canada (TAC) Geometric Design Guide, considered both vertical and horizontal sightlines, Stopping Sight Distance (SSD), at each access point.

8.1 Northern Access

TYLin assessed existing vertical sightlines at various potential locations for the northern access, as shown in the attached drawings. The recommended range of possible access locations extends from approximately 10 meters north of the secondary driveway to 4275 Concession Road 7 (which provides access to a shed on the property) to the northern property line of 4275 Concession Road 7. The southern limit of this range is located roughly 10 meters north of the secondary access.

The northern access sightline assessment figures are provided in **Appendix F – Figure 1**, which details the findings and confirms that both access ranges meet the minimum SSD and comply with TAC standards. Any access located within the blue-hatched range shown in **Appendix F – Figure 1** is expected to meet vertical sightline requirements. **Figure 8-1** shows the approximate location of the northern access.

Figure 8-1 Location of the Northern Access



8.2 Southern Access

The southern access, as shown in **Appendix F – Figure 2**, must be positioned at a specific location to meet the SSD requirements in both directions due to vertical sightlines. The optimal location is approximately 2 meters north of a large tree on the east side of Concession Road 7, situated south

of the barn and north of the eastern guardrail. This location ensures adequate SSD and vertical sightlines, as confirmed by our field observations and the photos provided in **Figure 8-2**.

While this location can meet the required sightlines, it will require significant modifications to the existing grading and topography compared to the northern access.

Figure 8-2 Location of the Southern Access



8.3 Additional Considerations:

- **Puslinch Roads Management Plan:** Concession Road 7 was repaved in 2023 and as confirmed in the *Puslinch by Design* study, was improved to accommodate truck traffic. The posted speed limit is 60 km/h.
- **Utility Relocation:** Hydro poles are located along the east side of Concession Road 7 in front of the site. Depending on the final access location, relocation of one or more hydro poles may be necessary.

8.4 Preferred Access

After considering vertical sightline constraints and ensuring sufficient sight distance for design vehicles, it is recommended that the access be positioned closer to the southern limit of the northern access range, as indicated by the 10m yellow hatching in **Appendix F – Figure 1**. A topographic survey of the site focusing on the potential access locations, as well as adjacent roadway features and utilities along Concession Road 7, would help further refine the preferred access location.

9 SUMMARY AND CONCLUSIONS

TYLin was retained to conduct a Traffic Impact Study for the proposed Safarik Pit, which involves the establishment of a feeder pit to extract aggregate for transport to the CBM McNally Pit, located approximately 1.4 kilometers to the north along Concession Road 7. Further north, the Aberfoyle North Pit will act as a secondary processing facility, located roughly 600 meters away. The proposed Safarik Pit is expected to extract up to 1,000,000 tons of aggregate annually and will operate daily from 7:00 AM to 7:00 PM. Shipping hours are proposed for weekdays from 7:00 AM to 6:00 PM, with Saturday hours from 8:00 AM to 4:00 PM.

Traffic Impact Analysis

- **Under Baseline Conditions (2025)** all intersections along Concession Road 7 operate at Levels of Service (LOS) A and B during both AM and PM peak hours. This indicates that the intersections can accommodate current traffic volumes without significant delays or congestion.
- **Future Background Conditions (2030)**, Based on a 2% annual growth rate applied to through movements on Concession Road 7 and Concession Road 2, and accounting for the Aberfoyle South Pit as part of the background development, the 2030 projections indicate that all study area intersections are expected to operate with reserve capacity. Overall, intersections are anticipated to maintain acceptable Levels of Service (LOS) A and B during both AM and PM peak hours. Some individual movements are projected to operate at LOS C during the PM peak hour, which is considered acceptable given the forecasted traffic growth in the area.
- **Traffic Generated by the Proposed Pit** was estimated based on input from CBM, which calculated traffic volumes using truck size, annual tonnage limits, and historical operational data. The study predicts that the proposed pit will generate 28 trips during the AM peak hour (14 inbound and 14 outbound trips) and 28 trips during the PM peak hour (14 inbound and 14 outbound trips). This relatively low volume of additional traffic is not expected to cause significant impact on the surrounding road network.
- **Future Total Conditions (2030)** When combining background traffic with the site-generated traffic from the Safarik Pit, the analysis indicates that intersections along Concession Road 7 will continue to function well in 2030, operating at an acceptable Level of Service (LOS) C and better during a.m. and p.m. peak hours. The traffic system is expected to remain efficient, with no significant capacity issues or unacceptable delays. This suggests that the proposed Pit will have minimal impact on overall traffic operations in the area.

Site Access Evaluation

As part of the TIS, TYLin conducted a site visit to assess the two potential access locations—one northern and one southern—along Concession Road 7 for the proposed pit and processing facility. The evaluation focused on vertical and horizontal sightlines and the Stopping Sight Distance (SSD) for both access points, in accordance with the guidelines provided by the Transportation Association of Canada. Accordingly, the future access opportunities to the proposed pit and is projected to meet (or exceed) the applicable sightline requirements. After considering vertical sightline constraints and ensuring sufficient sight distance for design vehicles, it is recommended that the access be positioned closer to the southern limit of the identified northern access range.

Left-turn analysis confirmed that left-turn lanes are not warranted along Concession 7 at the existing McNally and proposed Safarik Pit accesses.

Conclusion

The Traffic Impact Study for the proposed Safarik Pit indicates that the existing transportation infrastructure can accommodate the projected increase in traffic due to the pit's operation. Both current and future traffic conditions, including the added site-generated traffic, will not result in significant impacts on the surrounding road network.

Appendix A: Project Team Corporate Resumes



YEARS OF EXPERIENCE

15 Years

YEARS WITH TYLIN

7 Years

EDUCATION

Advanced Diploma in Transportation Engineering Technology, Mohawk College, 2010

EMPLOYMENT HISTORY

2016 to Present, TYLin

2012 to 2016, GHD

2007 to 2012, Transtech (The Sernas Group Inc.)

LICENSE

Certified Engineering Technologist, Ontario

CERTIFICATIONS

WHMIS 2015 Training, 2016

AODA Understanding Human Rights, 2016

AODA Customer Service Training, 2016

Supervisor Health and Safety Awareness in 5 Steps, 2016

Workplace Violence and Harassment Training (Bills 168 and 132), 2016

AFFILIATIONS

Ontario Association of Certified Technicians and Technologists (OACETT)

Institute of Transportation Engineers (ITE)

CITY SOLUTIONS

Michael Dowdall, C.E.T., MITE

DIRECTOR OF TRAFFIC

Michael is the Director of Traffic at TYLin with extensive experience in all aspects of the transportation planning field at the municipal, regional, and provincial level. He has significant experience using AutoCAD for the functional design of roadways and site accesses, traffic management implementation plans, and construction management plans. Michael's project experience includes the identification and mitigation of traffic impacts for land development, preparation of conceptual roadway / highway layouts, site access schemes, internal circulation systems, queuing studies, and parking needs reviews. His key public sector experience includes traffic calming, secondary plan road network assessments, and urban / suburban parking studies. This experience enables Michael to prepare thorough and informed transportation studies in support of development applications.

PROJECT EXPERIENCE

Lakeview Village Community Partners for the City of Mississauga | Lakeview Village Transportation Considerations Report | Mississauga, Ontario

Buildings, Traffic | Engineering Fees \$1,500,000 | 2016 – Ongoing | Study-Analysis-Report | Project Director

Project Director for development of vehicle travel demand throughout the study area road network and examining the transportation operations under a series of potential road network design options, and made recommendations on the ultimate road network to accommodate the predicted build-out of the Lakeview Village area and surrounding developments. A Transportation Considerations Report and was submitted in support of the proposed Official Plan, Rezoning and Draft Plan applications for the future development containing approximately 8,050 residential units, and considerable office, institutional, retail, commercial, civic and green space. Subsequent traffic studies were prepared and submitted in support of a Minister's Zoning Order to allow the development of an expected 16,000 new residential units. Michael managed a project team to submit a number of planning and transportation studies in support of the future development of Lakeview Village aimed to promote attractive mobility alternatives to reduce automobile dependency in a stable and sustainable way while promoting the creation of strong, clean, and healthy communities including; the Transportation Considerations Report, Transportation Demand Management and Parking Strategies, and a MiWay Transit Service Plan.

Town of East Gwillimbury, Green Lane MESP | East Gwillimbury, ON

Buildings, Traffic | Engineering Fees \$420,000 | 2017 - 2019 | Study-Analysis-Report | Traffic Analyst
Examined and assessed the operational impacts of trips generated by the Green Lane Secondary Plan area in the context of the broader area transportation demands. Created a micro-analysis traffic operations model using Synchro and tested the major intersections for Level (Quality) of Service, volume to capacity ratios, delay, and queuing. Tested the reasonableness and ability of the planned internal and external road system to accommodate future traffic. In concert with the traffic operations assessment, developed a series of transportation system plans in coordination with the Region's Transportation Master Plan and other relevant documents. Developed a comprehensive strategy to highlight the features and opportunities of the GLSP study area in efforts to encourage a shift away from SOV travel.

Davis Drive 404 Retail Limited Partnership, Davis Drive & Highway 404 Retail Development Transportation Mobility Plan | Newmarket, ON

Buildings, Traffic | Engineering Fees \$95,000 | 2020-Ongoing | Study-Report | Project Director Michael was responsible for the coordination and completion of a traffic impact study, site access configuration assessment, internal circulation review, and functional roadway and intersection design for a 170,000 sq ft membership retail warehouse and 125,00 sq ft of commercial retail located in the southwest quadrant of Harry Walker Parkway and Highway 404 the Town of Newmarket.

Orlando Corporation, Coleraine Business Park | Brampton, ON

Buildings, Traffic | Engineering Fees \$345,000 | 2017-Ongoing | Study-Design-Report | Traffic Lead Led the completion of a Transportation Impact Study for a proposed 3 million sq ft industrial subdivision within the Highway 427 Industrial Secondary Plan Area located west of Highway 50, south of Countryside Drive, in the City of Brampton. The City and Region required the access design to reflect proposed changes to the surrounding road network resulting from the subject development and future growth. Michael also prepared the functional access designs for the future access points on Coleraine Drive, Countryside Drive and Highway 50.

RCG Islington 401 GP Inc., 2200 Islington Avenue Transportation Impact Study | Toronto, ON

Buildings, Traffic | Engineering Fees \$125,000 | 2019-2023 | Study-Analysis-Report | Project Manager TYLin was retained to prepare a Transportation Impact Study for a proposed 162,000 sq ft membership retail warehouse and 330,00 sq ft of commercial retail located at 2200 Islington Avenue located in the southwest quadrant of the intersection of Islington Avenue and Rexdale Boulevard in the City of Toronto. The multi-block development consists of 12 commercial retail blocks, one membership retail warehouse and multi-level parking. Access to the proposed development was secured via new public roads and restricted access to the arterial road network with a direct connection to Islington Avenue. As Project Manager, Michael led the required Loading Study, Parking Study, Traffic Operations Study, and Transportation Impact Study for this assignment.

North Leslie West Residential Subdivisions | Richmond Hill, ON

Buildings, Traffic | Engineering Fees \$100,000 | 2016-Ongoing | Study-Analysis-Report | Project Manager

Michael completed a Traffic Impact Study's for the Raki Holdings Inc., Richview 19 Holdings Inc., Earlglen Investments Inc. and Autumnhill Investment Ltd. Draft Plans within the North Leslie West Secondary Plan consistent with their conditions of approval and the North Leslie MESP. Michael calculated trip generation of the proposed subdivisions and documented the internal road network elements and external arterial access points to ensure the traffic generated by the three subject subdivisions can be accommodated by the network. Traffic Management Implementation Plans and Transportation Demand Management components were included to accommodate other modes of transportation.

Fieldgate Developments, Secondary Mixed-Use Node (SMUN) Lands Transportation Impact Study | Milton, ON

Buildings, Traffic | Engineering Fees \$150,000 | 2016- Ongoing | Study- Design | Project Manager Examined the traffic impacts from a proposed Mixed-Use Node development and considered the Town's Traffic Demand Management Strategies and parking requirements for the site. A review of the design of the site accesses and internal drive aisles was conducted to ensure the efficient movement of cars, delivery vehicles, waste collection vehicles, and emergency vehicles through the site. Site traffic was distributed according to existing traffic patterns and planned changes to the transportation system within the vicinity of the site, including functional design of a proposed roundabout subsequent analysis. coordination with existing roundabouts.

Town of Milton, Traffic Control Plans | Milton, ON

Buildings, Traffic | Engineering Fees \$100,000 | 2016- Ongoing | Design | Designer – Project Manager

Prepared traffic control plans for a variety of residential subdivisions within the Sherwood and Boyne Survey Secondary Plans. The subdivisions included Mattamy Church Lands Neighbourhood, Willmott Neighbourhood Phase 1 & 2, Capozzi Neighbourhood Phase 2A, Fieldgate West, Matamy Bayview Lexis and Tor Lands, and Milton Main Street Homes.

AGGREGATE RESOURCE APPLICATIONS

Michael was responsible for the coordination and completion of Transportation Impact Studies for multiple clients and sites across south and central Ontario. Traffic studies completed for aggregate extraction including haul route assessments, safety reviews and OLT testimony, examined the impacts on the adjacent road network to permit a mineral aggregate operation, or from expanding the extraction area within the existing property boundary. Michael also contributed to the recommendations regarding the access design and road improvements to accommodate the haul vehicles.

- Aggregate Expansion Haul Route Analyses, Transportation Impact Study | Aberfoyle South Pit | Township of Puslinch
- New Aggregate Extraction Haul Route Analyses, Transportation Impact Study, Safety Reviews, and OLT Testimony | Olszowka | Brant County
- Aggregate Expansion Haul Route Analyses, Safety review, Transportation Impact Study, OLT Testimony | Fleming Pit | Township of Ramara
- Aggregate Expansion Haul Route Analyses, Transportation Impact Study, LPAT Expert Witness | Hillsburgh Pit | County of Wellington
- New Asphalt Batch Plant Haul Route Analyses, Transportation Impact Study, LPAT Expert Witness | Dig-Con International | Town of Caledon
- New Aggregate Extraction; Haul Route Analyses, Transportation Impact Study | Caledon Pit / Quarry | Town of Caledon
- Aggregate Expansion Haul Route Analyses, Transportation Impact Study | Goodwood Pit | Township of Uxbridge
- Aggregate Pit Reclamation Haul Route and Transportation Impact Study | Stouffville Pit | Town of Whitchurch-Stouffville
- Aggregate Expansion Haul Route Analyses, Transportation Impact Study | Woodville Pit | Kawartha Lakes
- New Aggregate Extraction; Haul Route Analyses, Transportation Impact Study | Uppers Quarry | Niagara Region
- Annual Traffic and Safety Review Haul Route Analyses, Transportation Impact Study | Codrington Pit | Northumberland County
- Aggregate Expansion Haul Route Analyses, Transportation Impact Study | Paris Pit | Brant County
- Aggregate Expansion Haul Route Analyses, Transportation Impact Study | Milton Quarry | Town of Milton
- Aggregate Expansion Haul Route Analyses, Transportation Impact Study | Hampshire Mills | County of Simcoe

LANDOWNER GROUP ADVISORY SERVICES

Milton Phase IV Landowners Group, Britannia Urban Expansion Area | Milton, ON

Buildings, Traffic | \$75,000 | 2019 - Ongoing | Advisory-Analysis | Project Director

Provide advisory transportation planning / engineering services for the Landowners Group of the South Milton Urban Expansion Area (established through the passing of Regional Official Plan Amendment 38), and of the ongoing and future Transportation Planning assignments and Capital Works projects that will directly affect these lands and the broader development of Milton.

Block 64 South Landowners Group, Trafalgar-Agerton Urban Expansion Area | Vaughan, ON
Buildings, Traffic | \$150,000 | 2019 - Ongoing | Advisory-Study-Analysis | Project Manager
Project manager for advisory services on behalf of the Block 64 South Landowners Group to complete a Transportation Impact Study in support of a Block Plan Amendment to replace previously approved cul-de-sacs with proposed site accesses to the existing arterial boundary road network and proposed new public roads.

Milton Phase IV Landowners Group, Trafalgar-Agerton Urban Expansion Area | Milton, ON
Buildings, Traffic | \$350,000 | 2018 - Ongoing | Advisory-Study-Analysis | Project Director
Project Director for advisory services on behalf of the Milton Phase 4 Trafalgar-Agerton Landowners Group to develop and prepare a Road Network Assessment (RNA), as required by the Town of Milton and Halton Region. The RNA was prepared in tandem with, and in support of, the overall Tertiary Plan for the Trafalgar lands within Milton's Phase 4 Lands defined as the next Urban Expansion Area for the year 2021 and beyond. The Trafalgar Corridor will bring 19,000 jobs and 32,000 residents to Milton over the next 20 years.

Milton Phase III Landowners Group, Boyne Survey Roads Needs Assessment | Milton, ON
Buildings, Traffic | \$500,000 | 2009 - 2016 | Advisory-Study-Analysis | Traffic Analyst
The Boyne Survey Secondary Plan Area is located in the Milton Urban Expansion Area, south of the existing Bristol Survey and Sherwood Survey Secondary Plan Areas. This urban expansion is under construction with a planned future population of 50,000. Michael analyzed the traffic conditions for full build-out and identified the interim and ultimate intersection improvements required to accommodate development based on the scheduled capital works phasing. The Town adopted this study as a basis for all future development within the Boyne Secondary Plan.

ENVIRONMENTAL ASSESSMENTS

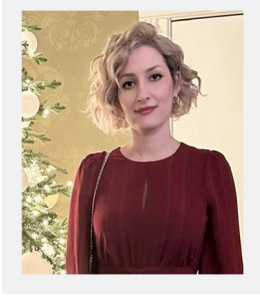
- Burnhamthorpe Road Watermain Twinning EA and Preliminary Design Traffic Analysis | City of Brampton
- Huron Road Improvements | City of Kitchener
- Cawthra Road Watermain Installation Traffic Management Plans | City of Mississauga
- Britannia Road Watermain Installation Traffic Construction Staging | Town of Milton

FUNCTIONAL DESIGN

- Highway 9 and First Line Localized Widening Design, Town of Mono
- Derry / Scott Commercial Access Design, Town of Milton
- William Allen Road Commercial Access Design, City of Toronto
- Caledon-King Townline Residential, Town of Caledon
- 7150 Edwards Boulevard Parking Lot Layout, City of Mississauga
- Richmond Hill GO Access Design, City of Vaughan
- Rotherglen School Parking Layout, Town of Oakville
- Steeles and Financial Drive Access Design, City of Brampton

PARKING STUDIES

- Shingar Banquet Hall, City of Brampton
- Oakville Entertainment Centre, Town of Oakville
- Meadowvale Christian Academy, City of Mississauga
- Trafalgar Sports Park, Town of Milton
- Rotherglen School, Town of Oakville
- Chinguacousy Road Commercial, City of Brampton
- 2441 Finch Residential, City of Toronto
- Faith of Life Place of Worship, City of Mississauga
- Oakleaf Academy, Town of Oakville
- Four Seasons Garden Condominium, Town of Richmond Hill
- Electric Building Condominiums, City of Toronto



YEARS OF EXPERIENCE

5

YEARS WITH TYLIN

1 Year 9 months

EDUCATION

Olum Tahghighat University,
Master of Science,
Transportation Planning
Engineering, Tehran, Iran,
2014

Shahid Rajaei University,
Bachelor of Science, Civil
Engineering, Tehran, Iran,
2010

PROFICIENCIES (E.G. SOFTWARE)

Synchro, SimTraffic, AutoCAD,
AutoTURN, Microsoft Word,
PowerPoint, Excel (Advanced),
Outlook

AFFILIATIONS

Institute of Transportation
Engineers

TRANSPORTATION

Baharak Hosseini

TRANSPORTATION PLANNER

Transportation professional with 5 years of experience in traffic engineering and transportation planning. Skilled in conducting a wide range of traffic studies, including capacity and signal analyses, safety evaluations, traffic calming reviews, TDM plans, and parking justifications. Experienced with intersection analysis, site circulation, signage and pavement marking plans. Proficient in Synchro, AutoCAD, and AutoTURN, with a strong background in preparing technical reports and supporting transportation planning initiatives for mixed-use, residential, and commercial developments.

PROJECT EXPERIENCE

Town of Milton, Frontenac Draft Plan of Subdivision-MP4 Trafalgar, Traffic Impact Study

10218 | City Solutions | Transportation Planner |

Prepared TIS for mixed-use subdivision in MP4 Trafalgar area. Conducted Synchro analysis for 10+ intersections for 2031/2041 horizons. Assessed traffic operations and recommended phased improvements per Milton TMP and Trafalgar RNA. Completed draft plan design review, including intersection spacing and active transportation components. Provided Active Transportation and On-Street Parking Plans aligned with municipal and regional guidelines.

Town of Milton, Mattamy White Squadron Lands of Subdivision-MP4 Trafalgar, Traffic Impact Study

10265 | City Solutions | Transportation Planner |

Prepared comprehensive Transportation Impact Study for mixed-use subdivision including 790+ residential units, school, and commercial blocks. Completed traffic analysis for 2031/2041 horizons using Synchro, assessed arterial and collector intersections, and recommended phased road improvements. Provided Active Transportation Plan and On-Street Parking Plan aligned with Milton and Halton Region guidelines.

Town of Milton, Remington Lands of Subdivision-MP4 Trafalgar, Traffic Impact Study

10494 | City Solutions | Transportation Planner |

Prepared a Transportation Impact Study for a mixed residential subdivision including single detached and townhouse units. Conducted traffic forecasting and intersection operational analyses using Synchro for multiple study intersections, covering 2031 and 2041 horizons. Developed active transportation and pedestrian routing plans along with an on-street parking justification plan. Evaluated site-generated and background traffic impacts based on updated land use assumptions and Trafalgar RNA data. Recommended mitigation measures aligned with Town of Milton and Halton Region guidelines.

City of Clarington, Proposed Concrete Plant and Asphalt Plant, Traffic Impact Study

100339 | City Solutions | Transportation Planner |

Assessed traffic effects from proposed asphalt and concrete batching plants through intersection capacity analysis, peak hour flow estimation, and evaluation of impacts on surrounding road networks.

City of Mississauga, 2330 & 2360 Argentia Road, Proposed Industrial Development Traffic Impact Study

100540 | City Solutions | Transportation Planner |

Conducted intersection capacity, queueing, and signal analyses for 5 intersections. Developed a Transportation Demand Management (TDM) Plan, Reviewed site plan and internal circulation using AutoTurn, sightline analysis.

City of Toronto, 25 Bethridge Road, Proposed Industrial Development Traffic Impact Study

100372 | City Solutions | Transportation Planner |

Conducted intersection capacity and signal analysis. Reviewed site plan, internal circulation (AutoTURN), and parking supply. Developed a Transportation Demand Management (TDM) Plan.

Town of East Gwillimbury, Toyota Automotive Dealership, Traffic Impact Study

100534 | City Solutions | Transportation Planner |

Projected AM/PM peak traffic volumes for 2029 and 2034. Conducted parking assessment, site circulation review (AutoTURN), multi-modal LOS analysis, and developed a TDM plan. Prepared pavement marking and signage plan per Town and Regional standards.

City of Mississauga, 6280 Millcreek, Industrial Building Expansion, Traffic Brief

100528 | City Solutions | Transportation Planner |

Evaluated existing and future traffic operations during AM/PM peak hours. Assessed traffic generation, site access, and impacts on adjacent intersections for proposed industrial expansion.

Town of Aurora, Pedestrian Crossing Assessment of Vandorf Sideroad for Trail Users, Residential Development, Traffic Brief

10187 | City Solutions | Transportation Planner |

Reviewed existing mixed-use path and pedestrian crossing conditions. Confirmed current facilities support active transportation needs. Identified sightline issues at proposed crossing and recommended alternate location with signage for improved safety.

City of Pickering | 1970 Brock Road, Residential Development, Traffic Impact Study Addendum Letter | Pickering, ON, Canada

2428 | City Solutions | Transportation Planner |

Evaluated the impact of revisions in the site plan, including trip generation comparison, vehicle parking justification, site plan review, vehicle maneuvering diagrams, and pavement marking and signage plan.

City of Barrie | 375 Livingstone Street West, Residential Development, Traffic Brief

100354 | City Solutions | Transportation Planner |

Prepared trip generation and access distribution analysis, assessed nearby intersection operations, and reviewed site plan using AutoTURN. Developed Active Transportation Circulation Plan, parking justification per City by-law, and TDM plan to support sustainable development.

City of Vaughan | Highway 7 Development Bicycle Parking Assessment, Traffic Memo

100660 | City Solutions | Transportation Planner |

Assessed bicycle parking demand and supported a revised strategy to replace long-term private spaces with at-grade bike share facilities, aiming to optimize space use, reduce costs, and align with Vaughan's sustainability and active transportation objectives.

Town of Aurora | 10 Goulding Avenue, Traffic Memo

100442 | City Solutions | Transportation Planner |

Prepared Traffic Brief for proposed commercial redevelopment, analyzing trip generation and impacts on Highway 404. Reviewed site plan (including VMDs) proposed a new crosswalk for pedestrian access and developed a TDM plan to support sustainable transportation. Confirmed the design aligns with regulatory and accessibility standards.

Town of Whitby | 4200 Garden St, Land use Change, Traffic Memo

100235 | City Solutions | Transportation Planner |

Prepared Transportation Memo for proposed land use change to Starbucks. Conducted queueing study based on comparable locations, reviewed site plan to confirm adequate space for drive-thru queues and ensured no interference with adjacent Home Depot parking or shared drive aisle.

Town of Picton | Village A Mixed-Use Block, Access Justification Traffic Memo

10762 | City Solutions | Transportation Planner |

Prepared memo evaluating proposed access points to County Road 22 and Kingsley Road. Assessed intersection spacing, corner clearance, and Stopping Sight Distance per TAC guidelines. Recommended speed reduction on County Road 22 to enhance active transportation safety and confirmed alignment with road design standards.

Traffic Calming and Bicycle Lane Feasibility Studies, City of Tehran, Iran

Arta Naghsh Ramona | Traffic Engineer |

Conducted traffic studies to support the design and implementation of traffic calming measures, including pedestrian crossovers (PXOs), road narrowings, speed humps, and signage installation. Performed before-and-after evaluations to assess safety improvements and speed reductions. Led a feasibility study for a bicycle lane near a shopping center to address congestion and encourage sustainable transportation, including road geometry adjustments to improve traffic flow and safety.

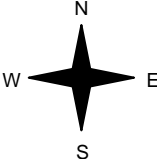
Parand Corridor – Suburban Rail Impact Study, City of Tehran, Iran

Tadbirgaran Road and Railway Consulting Company | Transportation Planning Engineer |

Completed a before-and-after study to assess the impact of a new suburban train line between Tehran and Parand. Collected and analyzed traffic volumes, collision data, and vehicle speeds to evaluate changes in traffic patterns and corridor performance. Findings demonstrated significant improvements in road safety and operational efficiency following the introduction of the rail service.


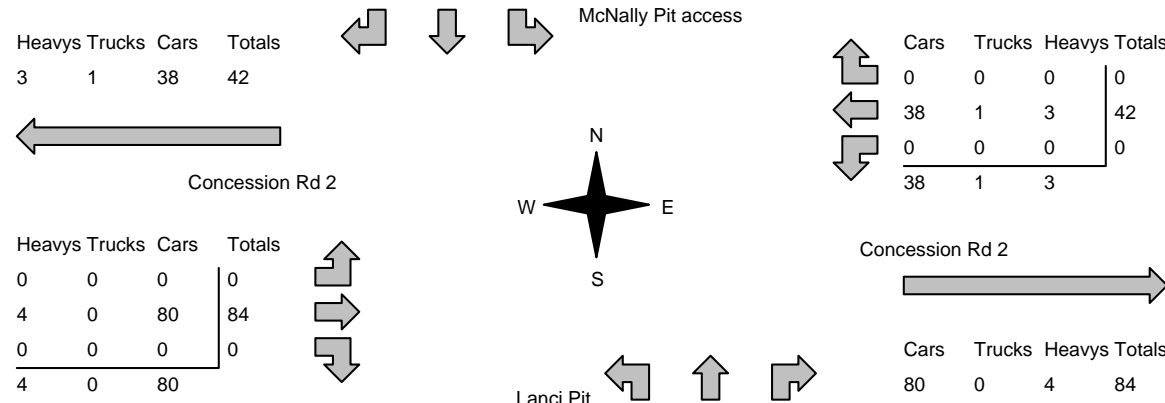

Appendix B: Turning Movement Counts


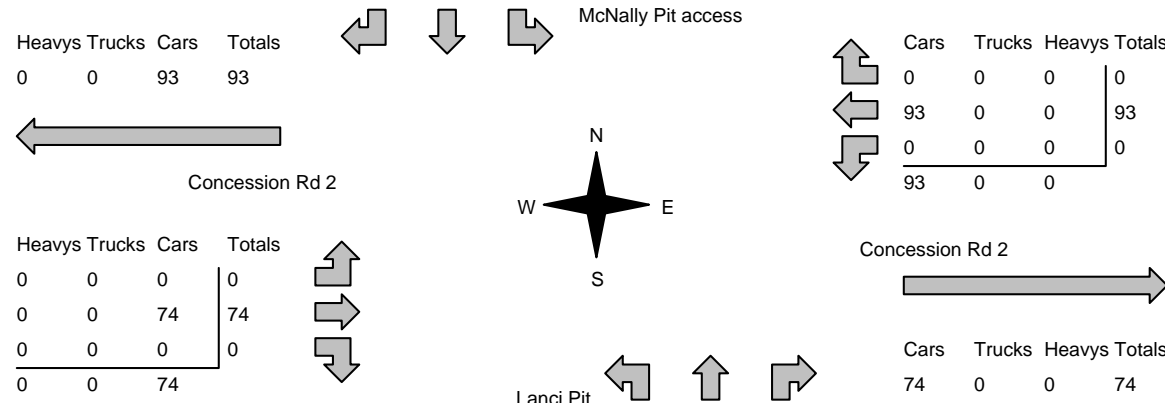
Morning Peak Diagram	Specified Period From: 6:00:00 To: 9:00:00	One Hour Peak From: 7:15:00 To: 8:15:00																																						
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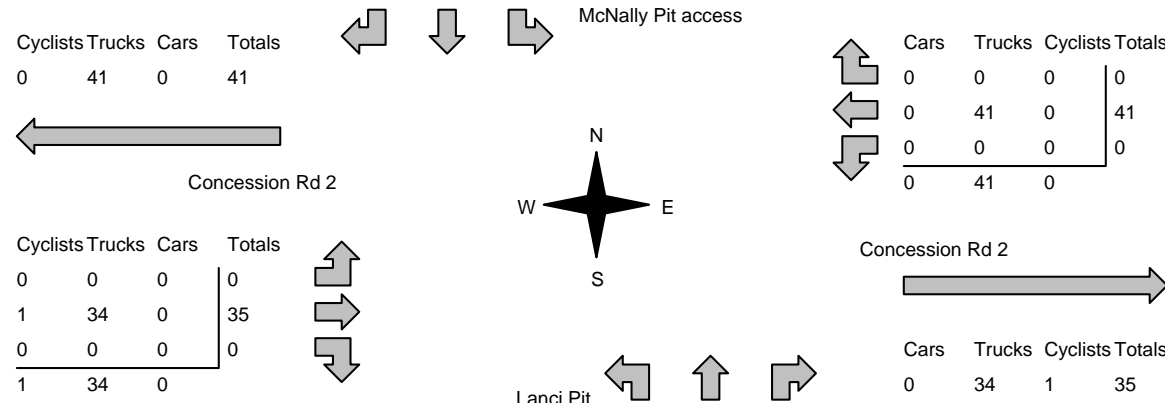

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<table style="width:100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left;">Heavys</th> <th style="text-align: left;">Trucks</th> <th style="text-align: left;">Cars</th> <th style="text-align: left;">Totals</th> </tr> </thead> <tbody> <tr> <td>0</td> <td>0</td> <td>65</td> <td>65</td> </tr> <tr> <td>0</td> <td>0</td> <td>46</td> <td>46</td> </tr> <tr> <td style="border-top: 1px solid black;">0</td> <td style="border-top: 1px solid black;">0</td> <td style="border-top: 1px solid black;">111</td> <td style="border-top: 1px solid black;"></td> </tr> </tbody> </table> <div style="text-align: center; margin-top: 10px;"> </div>	Heavys	Trucks	Cars	Totals	0	0	65	65	0	0	46	46	0	0	111		<table style="width:100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left;">Cars</th> <th style="text-align: left;">Trucks</th> <th style="text-align: left;">Heavys</th> <th style="text-align: left;">Totals</th> </tr> </thead> <tbody> <tr> <td>68</td> <td>0</td> <td>0</td> <td>68</td> </tr> </tbody> </table> <div style="text-align: center; margin-top: 10px;"> </div>	Cars	Trucks	Heavys	Totals	68	0	0	68	
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Cars	Trucks	Heavys	Totals																							
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<table style="width:100%; border-collapse: collapse;"> <tr> <td style="width:50%;"> Peds Cross: 8 West Peds: 0 West Entering: 111 West Leg Total: 210 </td> <td style="width:50%; text-align: right;"> Cars 56 Trucks 0 Heavys 0 Totals 56 </td> </tr> </table>	Peds Cross: 8 West Peds: 0 West Entering: 111 West Leg Total: 210	Cars 56 Trucks 0 Heavys 0 Totals 56	<p>Sideeroad 20 S</p>	<table style="width:100%; border-collapse: collapse;"> <tr> <td style="width:50%;"> Cars 17 Trucks 1 Heavys 0 Totals 18 </td> <td style="width:50%; text-align: right;"> Cars 3 Trucks 0 Heavys 0 Totals 3 </td> </tr> </table>	Cars 17 Trucks 1 Heavys 0 Totals 18	Cars 3 Trucks 0 Heavys 0 Totals 3																				
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







<h2>Morning Peak Diagram</h2>	Specified Period From: 6:00:00 To: 9:00:00	One Hour Peak From: 7:30:00 To: 8:30:00																								
Municipality: Puslinch Site #: 2410800001 Intersection: Concession Rd 2 & Sideeroad 20 S TFR File #: 1 Count date: 19-Jun-24	Weather conditions: Person counted: Person prepared: Person checked:																									
** Non-Signalized Intersection **	Major Road: Concession Rd 2 runs W/E																									
		East Leg Total: 2 East Entering: 1 East Peds: 0 Peds Cross: 8																								
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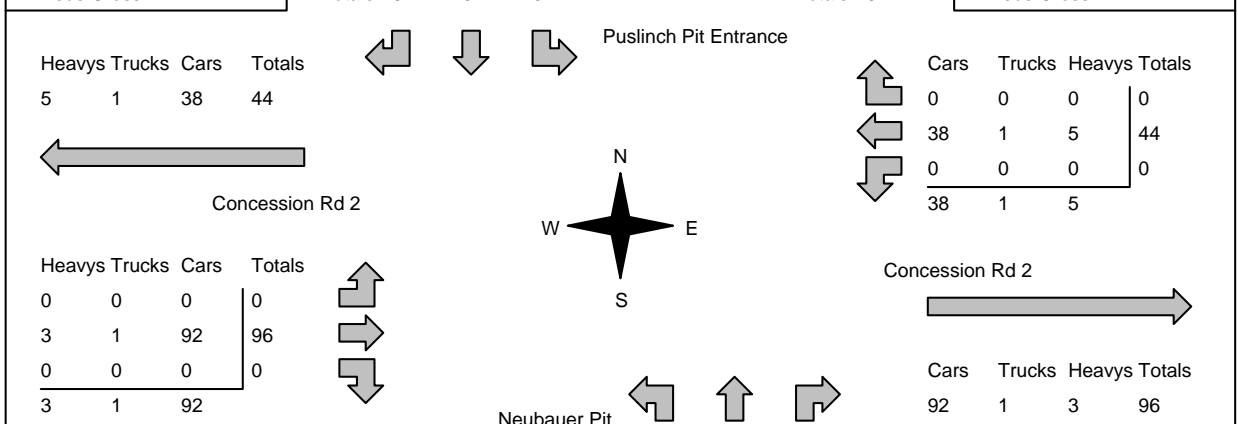

<h2>Afternoon Peak Diagram</h2>	Specified Period From: 15:30:00 To: 18:30:00	One Hour Peak From: 16:15:00 To: 17:15:00																																									
Municipality: Puslinch Site #: 2410800001 Intersection: Concession Rd 2 & Sideeroad 20 S TFR File #: 1 Count date: 19-Jun-24	Weather conditions: Person counted: Person prepared: Person checked:																																										
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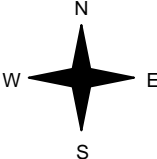


<h1>Morning Peak Diagram</h1>	Specified Period From: 6:00:00 To: 9:00:00	One Hour Peak From: 7:00:00 To: 8:00:00																																								
Municipality: Puslinch Site #: 2410800002 Intersection: Concession Rd 2 & Lanci Pit TFR File #: 1 Count date: 19-Jun-24	Weather conditions: Person counted: Person prepared: Person checked:																																									
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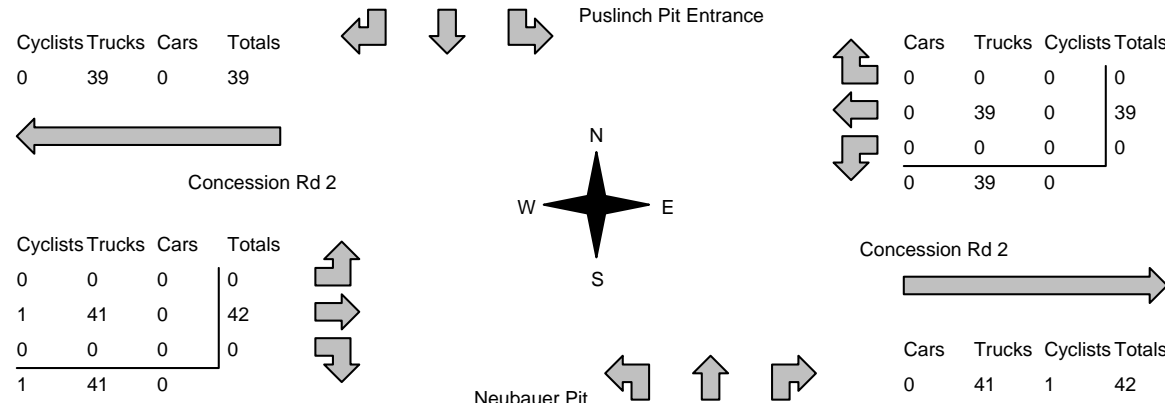

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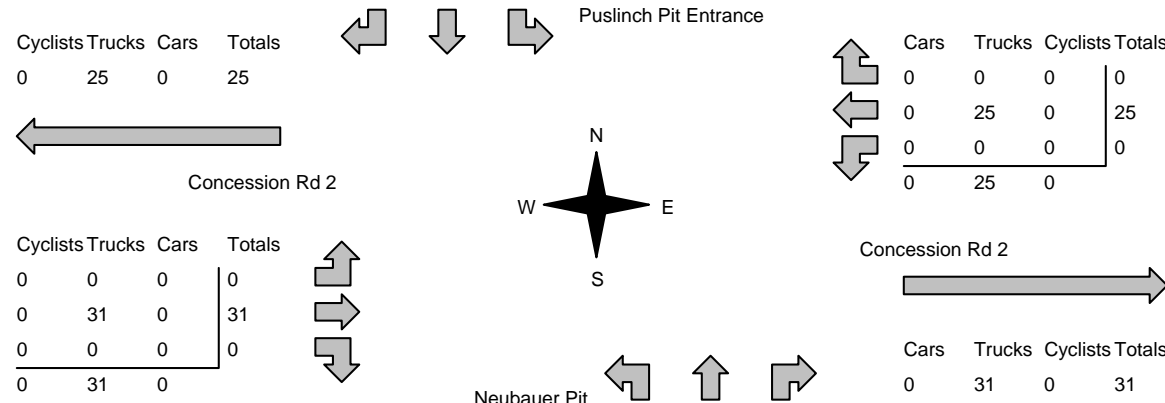

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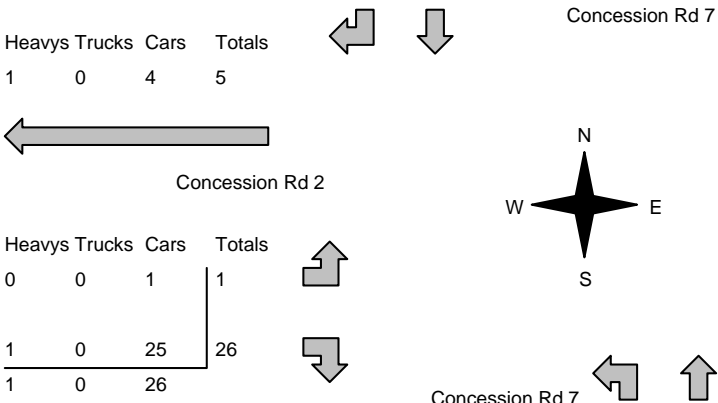
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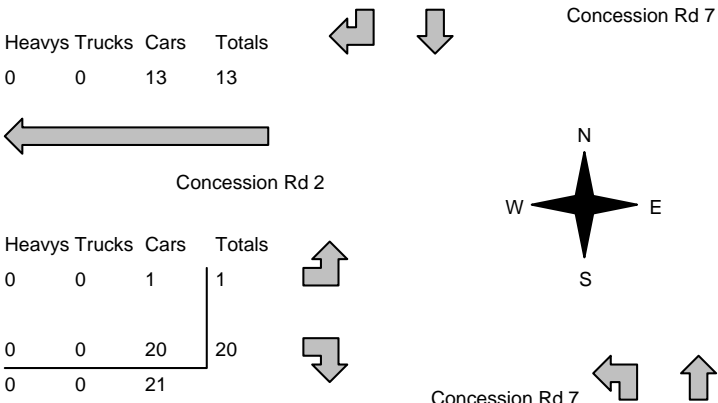
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Peds Cross: 0 West Peds: 0 West Entering: 96 West Leg Total: 140	<table style="width:100%; border-collapse: collapse;"> <tr><td>Cars</td><td>0</td><td>0</td><td>0</td><td>0</td></tr> <tr><td>Trucks</td><td>0</td><td>0</td><td>0</td><td>0</td></tr> <tr><td>Heavys</td><td>0</td><td>0</td><td>0</td><td>0</td></tr> <tr style="border-top: 1px solid black;"><td>Totals</td><td>0</td><td>0</td><td>0</td><td>0</td></tr> </table>	Cars	0	0	0	0	Trucks	0	0	0	0	Heavys	0	0	0	0	Totals	0	0	0	0		Peds Cross: 0 South Peds: 0 South Entering: 0 South Leg Total: 0
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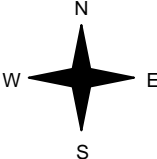
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Peds Cross: 0 West Peds: 0 West Entering: 78 West Leg Total: 183	<table style="border-collapse: collapse;"> <tr><td>Cars</td><td>0</td></tr> <tr><td>Trucks</td><td>0</td></tr> <tr><td>Heavys</td><td>0</td></tr> <tr><td>Totals</td><td>0</td></tr> </table>	Cars	0	Trucks	0	Heavys	0	Totals	0		<table style="border-collapse: collapse;"> <tr><td>Cars</td><td>1</td><td>0</td><td>0</td><td style="border-left: 1px solid black;">1</td></tr> <tr><td>Trucks</td><td>0</td><td>0</td><td>0</td><td style="border-left: 1px solid black;">0</td></tr> <tr><td>Heavys</td><td>0</td><td>0</td><td>0</td><td style="border-left: 1px solid black;">0</td></tr> <tr><td>Totals</td><td>1</td><td>0</td><td>0</td><td style="border-left: 1px solid black;">1</td></tr> </table>	Cars	1	0	0	1	Trucks	0	0	0	0	Heavys	0	0	0	0	Totals	1	0	0	1	Peds Cross: 0 South Peds: 0 South Entering: 1 South Leg Total: 1
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Heavys	0	0	0	0																												
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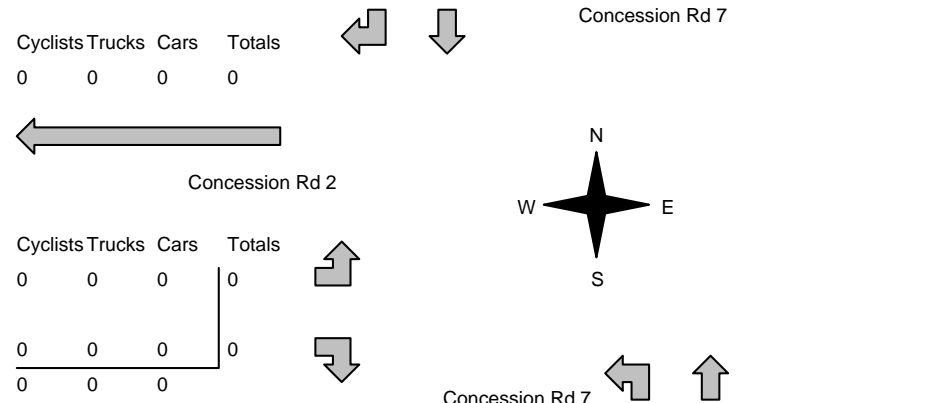

<h2>Morning Peak Diagram</h2>	Specified Period From: 6:00:00 To: 9:00:00	One Hour Peak From: 8:00:00 To: 9:00:00																														
Municipality: Puslinch Site #: 2410800003 Intersection: Concession Rd 2 & Neubauer Pit TFR File #: 1 Count date: 19-Jun-24	Weather conditions: Person counted: Person prepared: Person checked:																															
** Non-Signalized Intersection **	Major Road: Concession Rd 2 runs W/E																															
North Leg Total: 65 North Entering: 32 North Peds: 0 Peds Cross: \bowtie	<table style="border-collapse: collapse;"> <tr><td>Cyclists</td><td>0</td><td>0</td><td>0</td><td>0</td></tr> <tr><td>Trucks</td><td>0</td><td>32</td><td>0</td><td>32</td></tr> <tr><td>Cars</td><td>0</td><td>0</td><td>0</td><td>0</td></tr> <tr style="border-top: 1px solid black;"><td>Totals</td><td>0</td><td>32</td><td>0</td><td>0</td></tr> </table>	Cyclists	0	0	0	0	Trucks	0	32	0	32	Cars	0	0	0	0	Totals	0	32	0	0	 <table style="border-collapse: collapse;"> <tr><td>Cyclists</td><td>0</td></tr> <tr><td>Trucks</td><td>33</td></tr> <tr><td>Cars</td><td>0</td></tr> <tr style="border-top: 1px solid black;"><td>Totals</td><td>33</td></tr> </table>	Cyclists	0	Trucks	33	Cars	0	Totals	33	East Leg Total: 81 East Entering: 39 East Peds: 0 Peds Cross: \bowtie	
Cyclists	0	0	0	0																												
Trucks	0	32	0	32																												
Cars	0	0	0	0																												
Totals	0	32	0	0																												
Cyclists	0																															
Trucks	33																															
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<table style="border-collapse: collapse;"> <tr><td>Cyclists</td><td>Trucks</td><td>Cars</td><td>Totals</td></tr> <tr><td>0</td><td>39</td><td>0</td><td>39</td></tr> </table>	Cyclists	Trucks	Cars	Totals	0	39	0	39			<table style="border-collapse: collapse;"> <tr><td>Cars</td><td>Trucks</td><td>Cyclists</td><td>Totals</td></tr> <tr><td>0</td><td>0</td><td>0</td><td>0</td></tr> <tr><td>0</td><td>39</td><td>0</td><td>39</td></tr> <tr><td>0</td><td>0</td><td>0</td><td>0</td></tr> <tr style="border-top: 1px solid black;"><td>0</td><td>39</td><td>0</td><td>0</td></tr> </table>	Cars	Trucks	Cyclists	Totals	0	0	0	0	0	39	0	39	0	0	0	0	0	39	0	0	
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0	39	0	0																													
<table style="border-collapse: collapse;"> <tr><td>Cyclists</td><td>Trucks</td><td>Cars</td><td>Totals</td></tr> <tr><td>0</td><td>0</td><td>0</td><td>0</td></tr> <tr><td>1</td><td>41</td><td>0</td><td>42</td></tr> <tr><td>0</td><td>0</td><td>0</td><td>0</td></tr> <tr style="border-top: 1px solid black;"><td>1</td><td>41</td><td>0</td><td>0</td></tr> </table>	Cyclists	Trucks	Cars	Totals	0	0	0	0	1	41	0	42	0	0	0	0	1	41	0	0			<table style="border-collapse: collapse;"> <tr><td>Cars</td><td>Trucks</td><td>Cyclists</td><td>Totals</td></tr> <tr><td>0</td><td>41</td><td>1</td><td>42</td></tr> </table>	Cars	Trucks	Cyclists	Totals	0	41	1	42	
Cyclists	Trucks	Cars	Totals																													
0	0	0	0																													
1	41	0	42																													
0	0	0	0																													
1	41	0	0																													
Cars	Trucks	Cyclists	Totals																													
0	41	1	42																													
Peds Cross: \bowtie West Peds: 0 West Entering: 42 West Leg Total: 81	<table style="border-collapse: collapse;"> <tr><td>Cars</td><td>0</td></tr> <tr><td>Trucks</td><td>32</td></tr> <tr><td>Cyclists</td><td>0</td></tr> <tr style="border-top: 1px solid black;"><td>Totals</td><td>32</td></tr> </table>	Cars	0	Trucks	32	Cyclists	0	Totals	32	 <table style="border-collapse: collapse;"> <tr><td>Cars</td><td>0</td><td>0</td><td>0</td><td>0</td></tr> <tr><td>Trucks</td><td>0</td><td>33</td><td>0</td><td>33</td></tr> <tr><td>Cyclists</td><td>0</td><td>0</td><td>0</td><td>0</td></tr> <tr style="border-top: 1px solid black;"><td>Totals</td><td>0</td><td>33</td><td>0</td><td>0</td></tr> </table>	Cars	0	0	0	0	Trucks	0	33	0	33	Cyclists	0	0	0	0	Totals	0	33	0	0	Peds Cross: \bowtie South Peds: 0 South Entering: 33 South Leg Total: 65	
Cars	0																															
Trucks	32																															
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Cars	0	0	0	0																												
Trucks	0	33	0	33																												
Cyclists	0	0	0	0																												
Totals	0	33	0	0																												
<h3>Comments</h3>																																
Trucks = aggregate/quarry trucks																																



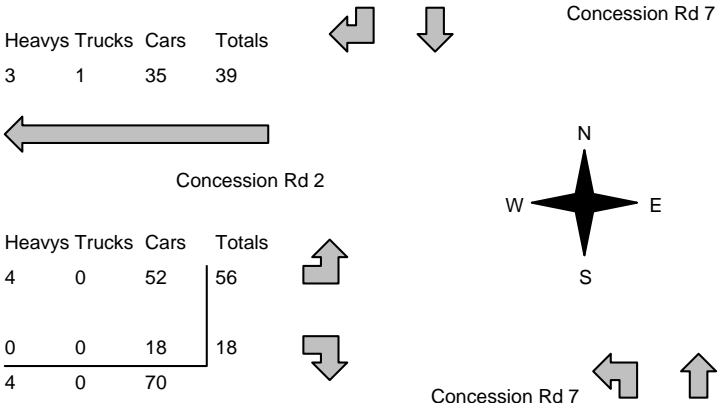



Afternoon Peak Diagram		Specified Period From: 15:30:00 To: 18:30:00	One Hour Peak From: 15:30:00 To: 16:30:00																													
Municipality: Puslinch Site #: 2410800003 Intersection: Concession Rd 2 & Neubauer Pit TFR File #: 1 Count date: 19-Jun-24		Weather conditions: Person counted: Person prepared: Person checked:																														
** Non-Signalized Intersection **		Major Road: Concession Rd 2 runs W/E																														
North Leg Total: 56 North Entering: 28 North Peds: 0 Peds Cross: \bowtie	<table style="border-collapse: collapse;"> <tr><td>Cyclists</td><td>0</td><td>0</td><td>0</td><td style="border-left: 1px solid black;">0</td></tr> <tr><td>Trucks</td><td>0</td><td>28</td><td>0</td><td style="border-left: 1px solid black;">28</td></tr> <tr><td>Cars</td><td>0</td><td>0</td><td>0</td><td style="border-left: 1px solid black;">0</td></tr> <tr><td>Totals</td><td>0</td><td>28</td><td>0</td><td style="border-left: 1px solid black;">0</td></tr> </table>	Cyclists	0	0	0	0	Trucks	0	28	0	28	Cars	0	0	0	0	Totals	0	28	0	0		<table style="border-collapse: collapse;"> <tr><td>Cyclists</td><td>0</td></tr> <tr><td>Trucks</td><td>28</td></tr> <tr><td>Cars</td><td>0</td></tr> <tr><td>Totals</td><td>28</td></tr> </table>	Cyclists	0	Trucks	28	Cars	0	Totals	28	East Leg Total: 56 East Entering: 25 East Peds: 0 Peds Cross: \bowtie
Cyclists	0	0	0	0																												
Trucks	0	28	0	28																												
Cars	0	0	0	0																												
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Cyclists	0																															
Trucks	28																															
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Totals	28																															
																																
Peds Cross: \bowtie West Peds: 0 West Entering: 31 West Leg Total: 56	<table style="border-collapse: collapse;"> <tr><td>Cars</td><td>0</td></tr> <tr><td>Trucks</td><td>28</td></tr> <tr><td>Cyclists</td><td>0</td></tr> <tr><td>Totals</td><td>28</td></tr> </table>	Cars	0	Trucks	28	Cyclists	0	Totals	28		<table style="border-collapse: collapse;"> <tr><td>Cars</td><td>0</td><td>0</td><td>0</td><td style="border-left: 1px solid black;">0</td></tr> <tr><td>Trucks</td><td>0</td><td>28</td><td>0</td><td style="border-left: 1px solid black;">28</td></tr> <tr><td>Cyclists</td><td>0</td><td>0</td><td>0</td><td style="border-left: 1px solid black;">0</td></tr> <tr><td>Totals</td><td>0</td><td>28</td><td>0</td><td style="border-left: 1px solid black;">0</td></tr> </table>	Cars	0	0	0	0	Trucks	0	28	0	28	Cyclists	0	0	0	0	Totals	0	28	0	0	Peds Cross: \bowtie South Peds: 0 South Entering: 28 South Leg Total: 56
Cars	0																															
Trucks	28																															
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Cars	0	0	0	0																												
Trucks	0	28	0	28																												
Cyclists	0	0	0	0																												
Totals	0	28	0	0																												
Comments																																
Trucks = aggregate/quarry trucks																																

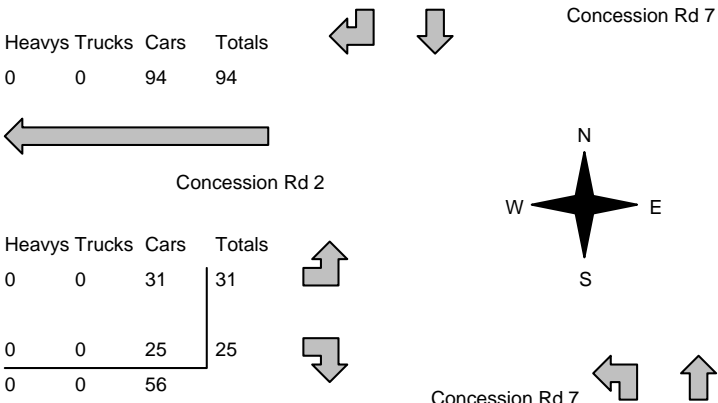
Morning Peak Diagram		Specified Period From: 6:00:00 To: 9:00:00	One Hour Peak From: 7:30:00 To: 8:30:00																								
Municipality: Puslinch Site #: 2410800004 Intersection: Concession Rd 7 & Concession Rd TFR File #: 1 Count date: 19-Jun-24		Weather conditions: Person counted: Person prepared: Person checked:																									
** Non-Signalized Intersection **		Major Road: Concession Rd 7 runs N/S																									
North Leg Total: 218 North Entering: 87 North Peds: 0 Peds Cross:	<table style="border-collapse: collapse;"> <tr><td>Heavys</td><td>0</td><td>0</td><td style="border-left: 1px solid black;">0</td></tr> <tr><td>Trucks</td><td>0</td><td>1</td><td style="border-left: 1px solid black;">1</td></tr> <tr><td>Cars</td><td>0</td><td>86</td><td style="border-left: 1px solid black;">86</td></tr> <tr><td>Totals</td><td>0</td><td>87</td><td style="border-left: 1px solid black;"></td></tr> </table>	Heavys	0	0	0	Trucks	0	1	1	Cars	0	86	86	Totals	0	87		 Concession Rd 7	<table style="border-collapse: collapse;"> <tr><td>Heavys</td><td>2</td></tr> <tr><td>Trucks</td><td>0</td></tr> <tr><td>Cars</td><td>129</td></tr> <tr><td>Totals</td><td>131</td></tr> </table>	Heavys	2	Trucks	0	Cars	129	Totals	131
Heavys	0	0	0																								
Trucks	0	1	1																								
Cars	0	86	86																								
Totals	0	87																									
Heavys	2																										
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Cars	129																										
Totals	131																										
																											
Peds Cross: West Peds: 0 West Entering: 27 West Leg Total: 32	<table style="border-collapse: collapse;"> <tr><td>Cars</td><td>111</td></tr> <tr><td>Trucks</td><td>1</td></tr> <tr><td>Heavys</td><td>1</td></tr> <tr><td>Totals</td><td>113</td></tr> </table>	Cars	111	Trucks	1	Heavys	1	Totals	113	 Concession Rd 7	<table style="border-collapse: collapse;"> <tr><td>Cars</td><td>4</td><td>128</td><td style="border-left: 1px solid black;">132</td></tr> <tr><td>Trucks</td><td>0</td><td>0</td><td style="border-left: 1px solid black;">0</td></tr> <tr><td>Heavys</td><td>1</td><td>2</td><td style="border-left: 1px solid black;">3</td></tr> <tr><td>Totals</td><td>5</td><td>130</td><td style="border-left: 1px solid black;"></td></tr> </table>	Cars	4	128	132	Trucks	0	0	0	Heavys	1	2	3	Totals	5	130	
Cars	111																										
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Heavys	1																										
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Cars	4	128	132																								
Trucks	0	0	0																								
Heavys	1	2	3																								
Totals	5	130																									
Comments																											
south leg																											

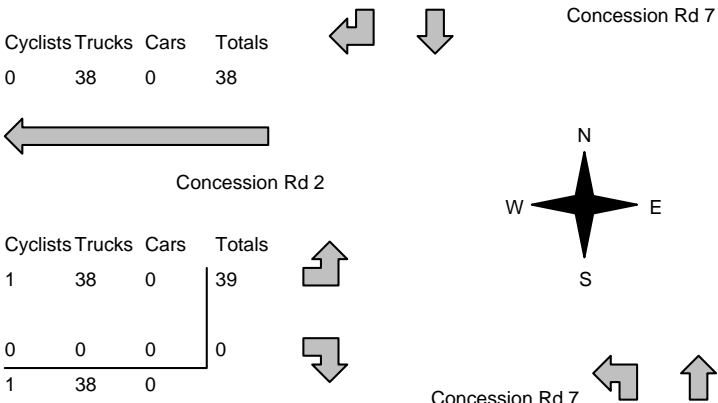
Afternoon Peak Diagram		Specified Period From: 15:30:00 To: 18:30:00	One Hour Peak From: 16:30:00 To: 17:30:00																								
Municipality: Puslinch Site #: 2410800004 Intersection: Concession Rd 7 & Concession Rd TFR File #: 1 Count date: 19-Jun-24		Weather conditions: Person counted: Person prepared: Person checked:																									
** Non-Signalized Intersection **		Major Road: Concession Rd 7 runs N/S																									
North Leg Total: 373 North Entering: 246 North Peds: 0 Peds Cross:	<table style="border-collapse: collapse;"> <tr><td>Heavys</td><td>0</td><td>0</td><td style="border-left: 1px solid black;">0</td></tr> <tr><td>Trucks</td><td>0</td><td>2</td><td style="border-left: 1px solid black;">2</td></tr> <tr><td>Cars</td><td>0</td><td>244</td><td style="border-left: 1px solid black;">244</td></tr> <tr><td>Totals</td><td>0</td><td>246</td><td style="border-left: 1px solid black;"></td></tr> </table>	Heavys	0	0	0	Trucks	0	2	2	Cars	0	244	244	Totals	0	246		 Concession Rd 7	<table style="border-collapse: collapse;"> <tr><td>Heavys</td><td>1</td></tr> <tr><td>Trucks</td><td>0</td></tr> <tr><td>Cars</td><td>126</td></tr> <tr><td>Totals</td><td>127</td></tr> </table>	Heavys	1	Trucks	0	Cars	126	Totals	127
Heavys	0	0	0																								
Trucks	0	2	2																								
Cars	0	244	244																								
Totals	0	246																									
Heavys	1																										
Trucks	0																										
Cars	126																										
Totals	127																										
																											
Peds Cross: West Peds: 0 West Entering: 21 West Leg Total: 34	<table style="border-collapse: collapse;"> <tr><td>Cars</td><td>264</td></tr> <tr><td>Trucks</td><td>2</td></tr> <tr><td>Heavys</td><td>0</td></tr> <tr><td>Totals</td><td>266</td></tr> </table>	Cars	264	Trucks	2	Heavys	0	Totals	266	 Concession Rd 7	<table style="border-collapse: collapse;"> <tr><td>Cars</td><td>13</td><td>125</td><td style="border-left: 1px solid black;">138</td></tr> <tr><td>Trucks</td><td>0</td><td>0</td><td style="border-left: 1px solid black;">0</td></tr> <tr><td>Heavys</td><td>0</td><td>1</td><td style="border-left: 1px solid black;">1</td></tr> <tr><td>Totals</td><td>13</td><td>126</td><td style="border-left: 1px solid black;"></td></tr> </table>	Cars	13	125	138	Trucks	0	0	0	Heavys	0	1	1	Totals	13	126	
Cars	264																										
Trucks	2																										
Heavys	0																										
Totals	266																										
Cars	13	125	138																								
Trucks	0	0	0																								
Heavys	0	1	1																								
Totals	13	126																									
Comments																											
south leg																											

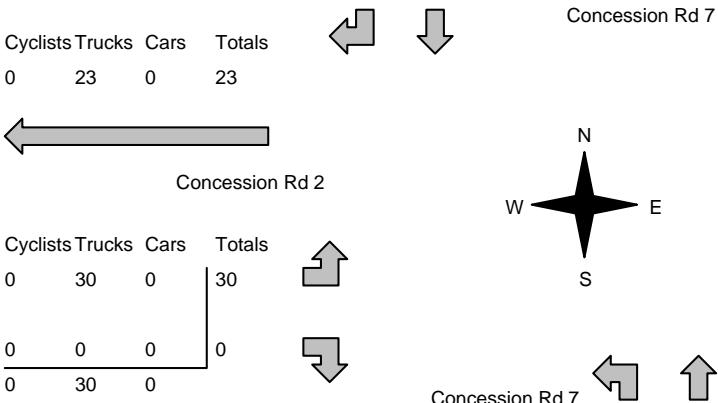
Morning Peak Diagram	Specified Period From: 6:00:00 To: 9:00:00	One Hour Peak From: 8:00:00 To: 9:00:00																																																																																																						
Municipality: Puslinch Site #: 2410800004 Intersection: Concession Rd 7 & Concession Rd TFR File #: 1 Count date: 19-Jun-24	Weather conditions: Person counted: Person prepared: Person checked:																																																																																																							
** Non-Signalized Intersection **	Major Road: Concession Rd 7 runs N/S																																																																																																							
<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 30%;">North Leg Total: 13</td> <td style="width: 30%;">Cyclists 0 0 0</td> <td style="width: 10%; text-align: center;">0</td> <td style="width: 10%;"></td> <td style="width: 10%; text-align: center;">↑</td> <td style="width: 10%;">Cyclists 0</td> </tr> <tr> <td>North Entering: 8</td> <td>Trucks 0 8 8</td> <td style="text-align: center;">8</td> <td></td> <td></td> <td>Trucks 5</td> </tr> <tr> <td>North Peds: 0</td> <td>Cars 0 0 0</td> <td style="text-align: center;">0</td> <td></td> <td></td> <td>Cars 0</td> </tr> <tr> <td>Peds Cross: ⚡</td> <td>Totals 0 8 8</td> <td style="text-align: center;">8</td> <td></td> <td></td> <td>Totals 5</td> </tr> </table>	North Leg Total: 13	Cyclists 0 0 0	0		↑	Cyclists 0	North Entering: 8	Trucks 0 8 8	8			Trucks 5	North Peds: 0	Cars 0 0 0	0			Cars 0	Peds Cross: ⚡	Totals 0 8 8	8			Totals 5	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 30%;"></td> <td style="width: 30%; text-align: center;">← ↓</td> <td style="width: 10%;"></td> <td style="width: 10%;"></td> <td style="width: 10%;"></td> <td style="width: 10%;"></td> </tr> <tr> <td>Cyclists Trucks Cars Totals</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>0 0 0 0</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </table> <p style="text-align: center;">Concession Rd 7</p> <div style="text-align: center;">  </div> <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 30%;"></td> <td style="width: 30%; text-align: center;">← ↓</td> <td style="width: 10%;"></td> <td style="width: 10%;"></td> <td style="width: 10%;"></td> <td style="width: 10%;"></td> </tr> <tr> <td>Cyclists Trucks Cars Totals</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>0 0 0 0</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>0 0 0 0</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>0 0 0 0</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </table> <p style="text-align: center;">Concession Rd 2</p> <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 30%;"></td> <td style="width: 30%; text-align: center;">← ↓</td> <td style="width: 10%;"></td> <td style="width: 10%;"></td> <td style="width: 10%;"></td> <td style="width: 10%;"></td> </tr> <tr> <td>Cyclists Trucks Cars Totals</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>0 0 0 0</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>0 0 0 0</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>0 0 0 0</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </table> <p style="text-align: center;">Concession Rd 7</p>			← ↓					Cyclists Trucks Cars Totals						0 0 0 0							← ↓					Cyclists Trucks Cars Totals						0 0 0 0						0 0 0 0						0 0 0 0							← ↓					Cyclists Trucks Cars Totals						0 0 0 0						0 0 0 0						0 0 0 0					
North Leg Total: 13	Cyclists 0 0 0	0		↑	Cyclists 0																																																																																																			
North Entering: 8	Trucks 0 8 8	8			Trucks 5																																																																																																			
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Trucks = aggregate/quarry trucks																																																																																																								

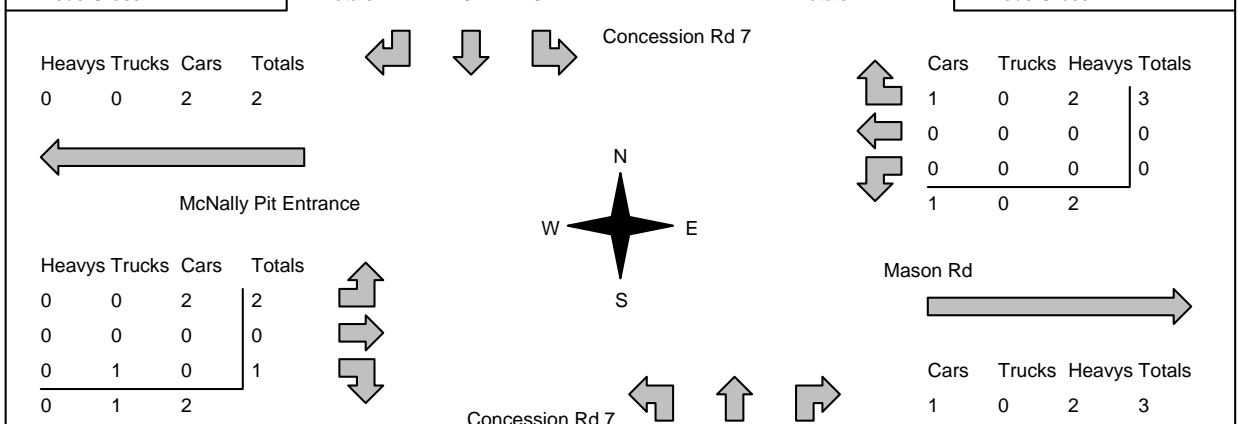
Afternoon Peak Diagram		Specified Period From: 15:30:00 To: 18:30:00	One Hour Peak From: 16:30:00 To: 17:30:00																								
Municipality: Puslinch Site #: 2410800004 Intersection: Concession Rd 7 & Concession Rd TFR File #: 1 Count date: 19-Jun-24		Weather conditions: Person counted: Person prepared: Person checked:																									
** Non-Signalized Intersection **		Major Road: Concession Rd 7 runs N/S																									
North Leg Total: 3 North Entering: 2 North Peds: 0 Peds Cross: \bowtie	<table style="border-collapse: collapse;"> <tr><td>Cyclists</td><td>0</td><td>1</td><td style="border-left: 1px solid black;">1</td></tr> <tr><td>Trucks</td><td>0</td><td>1</td><td style="border-left: 1px solid black;">1</td></tr> <tr><td>Cars</td><td>0</td><td>0</td><td style="border-left: 1px solid black;">0</td></tr> <tr><td>Totals</td><td>0</td><td>2</td><td style="border-left: 1px solid black;"></td></tr> </table>	Cyclists	0	1	1	Trucks	0	1	1	Cars	0	0	0	Totals	0	2			<table style="border-collapse: collapse;"> <tr><td>Cyclists</td><td>0</td></tr> <tr><td>Trucks</td><td>1</td></tr> <tr><td>Cars</td><td>0</td></tr> <tr><td>Totals</td><td>1</td></tr> </table>	Cyclists	0	Trucks	1	Cars	0	Totals	1
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Trucks	0	1	1																								
Cars	0	0	0																								
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Peds Cross: \bowtie West Peds: 0 West Entering: 0 West Leg Total: 0	<table style="border-collapse: collapse;"> <tr><td>Cars</td><td>0</td></tr> <tr><td>Trucks</td><td>1</td></tr> <tr><td>Cyclists</td><td>1</td></tr> <tr><td>Totals</td><td>2</td></tr> </table>	Cars	0	Trucks	1	Cyclists	1	Totals	2		<table style="border-collapse: collapse;"> <tr><td>Cars</td><td>0</td><td>0</td><td style="border-left: 1px solid black;">0</td></tr> <tr><td>Trucks</td><td>0</td><td>1</td><td style="border-left: 1px solid black;">1</td></tr> <tr><td>Cyclists</td><td>0</td><td>0</td><td style="border-left: 1px solid black;">0</td></tr> <tr><td>Totals</td><td>0</td><td>1</td><td style="border-left: 1px solid black;"></td></tr> </table>	Cars	0	0	0	Trucks	0	1	1	Cyclists	0	0	0	Totals	0	1	
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Trucks	1																										
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Cars	0	0	0																								
Trucks	0	1	1																								
Cyclists	0	0	0																								
Totals	0	1																									
Comments																											
Trucks = aggregate/quarry trucks																											


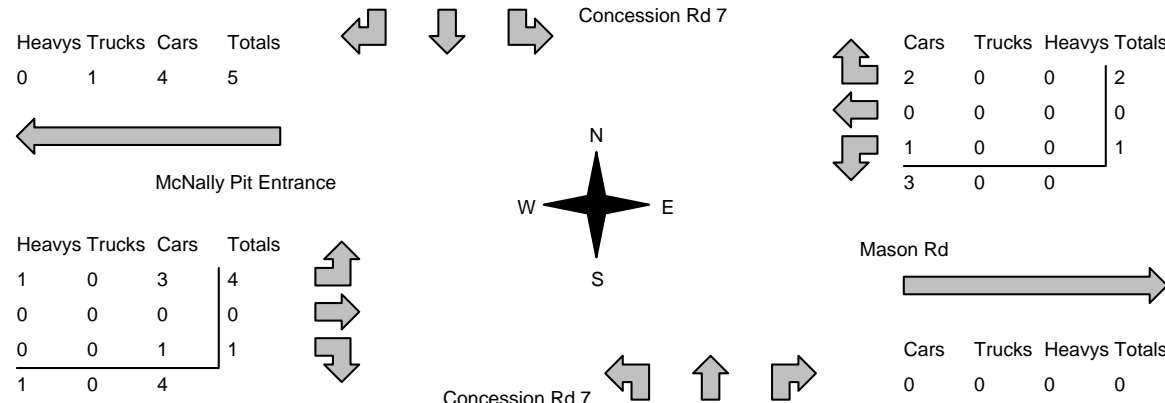

Morning Peak Diagram		Specified Period From: 6:00:00 To: 9:00:00	One Hour Peak From: 7:30:00 To: 8:30:00																																
Municipality: Puslinch Site #: 2410800005 Intersection: Concession Rd 7 & Concession Rd TFR File #: 1 Count date: 19-Jun-24		Weather conditions: Person counted: Person prepared: Person checked:																																	
** Non-Signalized Intersection **		Major Road: Concession Rd 7 runs N/S																																	
North Leg Total: 270 North Entering: 97 North Peds: 0 Peds Cross: 	<table style="width:100%; border-collapse: collapse;"> <tr><td>Heavys</td><td>3</td><td>0</td><td style="border-left: 1px solid black;">3</td></tr> <tr><td>Trucks</td><td>1</td><td>1</td><td style="border-left: 1px solid black;">2</td></tr> <tr><td>Cars</td><td>23</td><td>69</td><td style="border-left: 1px solid black;">92</td></tr> <tr><td>Totals</td><td>27</td><td>70</td><td style="border-left: 1px solid black;"></td></tr> </table>	Heavys	3	0	3	Trucks	1	1	2	Cars	23	69	92	Totals	27	70			<table style="width:100%; border-collapse: collapse;"> <tr><td>Heavys</td><td>5</td><td></td><td></td></tr> <tr><td>Trucks</td><td>0</td><td></td><td></td></tr> <tr><td>Cars</td><td>168</td><td></td><td></td></tr> <tr><td>Totals</td><td>173</td><td></td><td></td></tr> </table>	Heavys	5			Trucks	0			Cars	168			Totals	173		
Heavys	3	0	3																																
Trucks	1	1	2																																
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Totals	27	70																																	
Heavys	5																																		
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Cars	168																																		
Totals	173																																		
																																			
Peds Cross:  West Peds: 0 West Entering: 74 West Leg Total: 113	<table style="width:100%; border-collapse: collapse;"> <tr><td>Cars</td><td>87</td><td></td><td></td></tr> <tr><td>Trucks</td><td>1</td><td></td><td></td></tr> <tr><td>Heavys</td><td>0</td><td></td><td></td></tr> <tr><td>Totals</td><td>88</td><td></td><td></td></tr> </table>	Cars	87			Trucks	1			Heavys	0			Totals	88				<table style="width:100%; border-collapse: collapse;"> <tr><td>Cars</td><td>12</td><td>116</td><td style="border-left: 1px solid black;">128</td></tr> <tr><td>Trucks</td><td>0</td><td>0</td><td style="border-left: 1px solid black;">0</td></tr> <tr><td>Heavys</td><td>0</td><td>1</td><td style="border-left: 1px solid black;">1</td></tr> <tr><td>Totals</td><td>12</td><td>117</td><td style="border-left: 1px solid black;"></td></tr> </table>	Cars	12	116	128	Trucks	0	0	0	Heavys	0	1	1	Totals	12	117	
Cars	87																																		
Trucks	1																																		
Heavys	0																																		
Totals	88																																		
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Trucks	0	0	0																																
Heavys	0	1	1																																
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Peds Cross:  South Peds: 0 South Entering: 129 South Leg Total: 217																																			

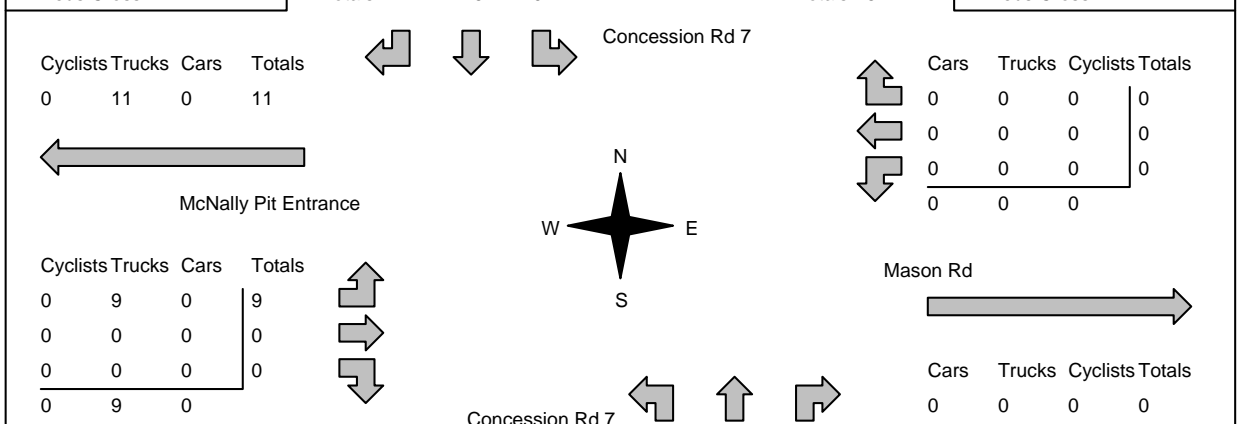
Afternoon Peak Diagram		Specified Period From: 15:30:00 To: 18:30:00	One Hour Peak From: 16:30:00 To: 17:30:00																								
Municipality: Puslinch Site #: 2410800005 Intersection: Concession Rd 7 & Concession Rd TFR File #: 1 Count date: 19-Jun-24		Weather conditions: Person counted: Person prepared: Person checked:																									
** Non-Signalized Intersection **		Major Road: Concession Rd 7 runs N/S																									
North Leg Total: 420 North Entering: 289 North Peds: 0 Peds Cross:	<table style="width:100%; border-collapse: collapse;"> <tr><td>Heavys</td><td>0</td><td>0</td><td>0</td></tr> <tr><td>Trucks</td><td>0</td><td>2</td><td>2</td></tr> <tr><td>Cars</td><td>67</td><td>220</td><td>287</td></tr> <tr><td>Totals</td><td>67</td><td>222</td><td></td></tr> </table>	Heavys	0	0	0	Trucks	0	2	2	Cars	67	220	287	Totals	67	222		 Concession Rd 7	<table style="width:100%; border-collapse: collapse;"> <tr><td>Heavys</td><td>1</td></tr> <tr><td>Trucks</td><td>0</td></tr> <tr><td>Cars</td><td>130</td></tr> <tr><td>Totals</td><td>131</td></tr> </table>	Heavys	1	Trucks	0	Cars	130	Totals	131
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Cars	67	220	287																								
Totals	67	222																									
Heavys	1																										
Trucks	0																										
Cars	130																										
Totals	131																										
																											
Peds Cross: West Peds: 0 West Entering: 56 West Leg Total: 150	<table style="width:100%; border-collapse: collapse;"> <tr><td>Cars</td><td>245</td></tr> <tr><td>Trucks</td><td>2</td></tr> <tr><td>Heavys</td><td>0</td></tr> <tr><td>Totals</td><td>247</td></tr> </table>	Cars	245	Trucks	2	Heavys	0	Totals	247	 Concession Rd 7	<table style="width:100%; border-collapse: collapse;"> <tr><td>Cars</td><td>27</td><td>99</td><td>126</td></tr> <tr><td>Trucks</td><td>0</td><td>0</td><td>0</td></tr> <tr><td>Heavys</td><td>0</td><td>1</td><td>1</td></tr> <tr><td>Totals</td><td>27</td><td>100</td><td></td></tr> </table>	Cars	27	99	126	Trucks	0	0	0	Heavys	0	1	1	Totals	27	100	
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Trucks	2																										
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Cars	27	99	126																								
Trucks	0	0	0																								
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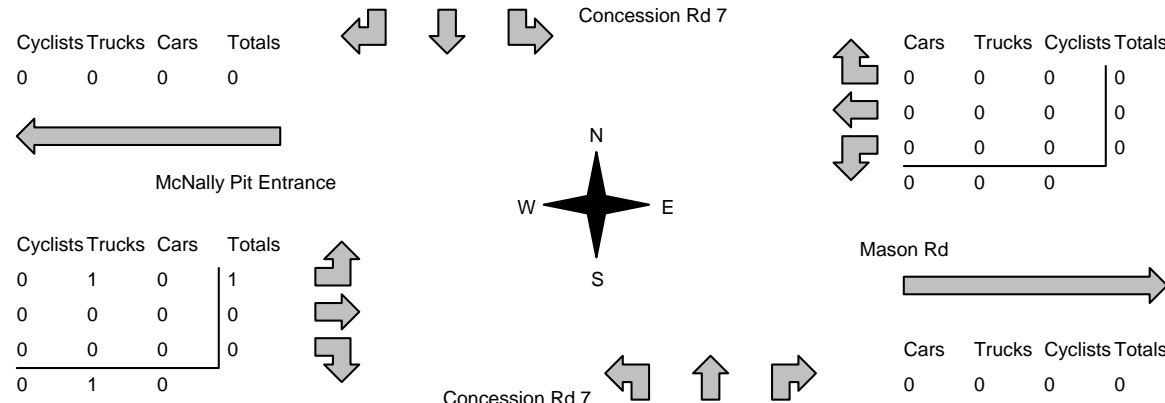

Morning Peak Diagram		Specified Period From: 6:00:00 To: 9:00:00	One Hour Peak From: 8:00:00 To: 9:00:00																								
Municipality: Puslinch Site #: 2410800005 Intersection: Concession Rd 7 & Concession Rd TFR File #: 1 Count date: 19-Jun-24		Weather conditions: Person counted: Person prepared: Person checked:																									
** Non-Signalized Intersection **		Major Road: Concession Rd 7 runs N/S																									
North Leg Total: 91 North Entering: 46 North Peds: 0 Peds Cross:	<table style="border-collapse: collapse;"> <tr><td>Cyclists</td><td>0</td><td>0</td><td style="border-left: 1px solid black;">0</td></tr> <tr><td>Trucks</td><td>38</td><td>8</td><td style="border-left: 1px solid black;">46</td></tr> <tr><td>Cars</td><td>0</td><td>0</td><td style="border-left: 1px solid black;">0</td></tr> <tr><td>Totals</td><td>38</td><td>8</td><td style="border-left: 1px solid black;">46</td></tr> </table>	Cyclists	0	0	0	Trucks	38	8	46	Cars	0	0	0	Totals	38	8	46		<table style="border-collapse: collapse;"> <tr><td>Cyclists</td><td>1</td></tr> <tr><td>Trucks</td><td>44</td></tr> <tr><td>Cars</td><td>0</td></tr> <tr><td>Totals</td><td>45</td></tr> </table>	Cyclists	1	Trucks	44	Cars	0	Totals	45
Cyclists	0	0	0																								
Trucks	38	8	46																								
Cars	0	0	0																								
Totals	38	8	46																								
Cyclists	1																										
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Totals	45																										
																											
Cyclists Trucks Cars Totals 0 38 0 38 ←	Concession Rd 2 ↑ ↓																										
Peds Cross: West Peds: 0 West Entering: 39 West Leg Total: 77	<table style="border-collapse: collapse;"> <tr><td>Cars</td><td>0</td></tr> <tr><td>Trucks</td><td>8</td></tr> <tr><td>Cyclists</td><td>0</td></tr> <tr><td>Totals</td><td>8</td></tr> </table>	Cars	0	Trucks	8	Cyclists	0	Totals	8		<table style="border-collapse: collapse;"> <tr><td>Cars</td><td>0</td><td>0</td><td style="border-left: 1px solid black;">0</td></tr> <tr><td>Trucks</td><td>0</td><td>6</td><td style="border-left: 1px solid black;">6</td></tr> <tr><td>Cyclists</td><td>0</td><td>0</td><td style="border-left: 1px solid black;">0</td></tr> <tr><td>Totals</td><td>0</td><td>6</td><td style="border-left: 1px solid black;">6</td></tr> </table>	Cars	0	0	0	Trucks	0	6	6	Cyclists	0	0	0	Totals	0	6	6
Cars	0																										
Trucks	8																										
Cyclists	0																										
Totals	8																										
Cars	0	0	0																								
Trucks	0	6	6																								
Cyclists	0	0	0																								
Totals	0	6	6																								
			Peds Cross: South Peds: 0 South Entering: 6 South Leg Total: 14																								
Comments																											
Trucks = aggregate/quarry trucks																											

Afternoon Peak Diagram		Specified Period From: 15:30:00 To: 18:30:00	One Hour Peak From: 15:30:00 To: 16:30:00																								
Municipality: Puslinch Site #: 2410800005 Intersection: Concession Rd 7 & Concession Rd TFR File #: 1 Count date: 19-Jun-24		Weather conditions: Person counted: Person prepared: Person checked:																									
** Non-Signalized Intersection **		Major Road: Concession Rd 7 runs N/S																									
North Leg Total: 53 North Entering: 23 North Peds: 0 Peds Cross:	<table style="border-collapse: collapse;"> <tr> <td style="padding: 2px;">Cyclists</td><td style="padding: 2px;">0</td><td style="padding: 2px;">0</td><td style="padding: 2px;">0</td></tr> <tr> <td style="padding: 2px;">Trucks</td><td style="padding: 2px;">23</td><td style="padding: 2px;">0</td><td style="padding: 2px;">23</td></tr> <tr> <td style="padding: 2px;">Cars</td><td style="padding: 2px;">0</td><td style="padding: 2px;">0</td><td style="padding: 2px;">0</td></tr> <tr style="border-top: 1px solid black;"> <td style="padding: 2px;">Totals</td><td style="padding: 2px;">23</td><td style="padding: 2px;">0</td><td style="padding: 2px;">23</td></tr> </table>	Cyclists	0	0	0	Trucks	23	0	23	Cars	0	0	0	Totals	23	0	23		<table style="border-collapse: collapse;"> <tr> <td style="padding: 2px;">Cyclists</td><td style="padding: 2px;">0</td></tr> <tr> <td style="padding: 2px;">Trucks</td><td style="padding: 2px;">30</td></tr> <tr> <td style="padding: 2px;">Cars</td><td style="padding: 2px;">0</td></tr> <tr style="border-top: 1px solid black;"> <td style="padding: 2px;">Totals</td><td style="padding: 2px;">30</td></tr> </table>	Cyclists	0	Trucks	30	Cars	0	Totals	30
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Trucks	23	0	23																								
Cars	0	0	0																								
Totals	23	0	23																								
Cyclists	0																										
Trucks	30																										
Cars	0																										
Totals	30																										
																											
Peds Cross: X West Peds: 0 West Entering: 30 West Leg Total: 53	<table style="border-collapse: collapse;"> <tr> <td style="padding: 2px;">Cars</td><td style="padding: 2px;">0</td></tr> <tr> <td style="padding: 2px;">Trucks</td><td style="padding: 2px;">0</td></tr> <tr> <td style="padding: 2px;">Cyclists</td><td style="padding: 2px;">0</td></tr> <tr style="border-top: 1px solid black;"> <td style="padding: 2px;">Totals</td><td style="padding: 2px;">0</td></tr> </table>	Cars	0	Trucks	0	Cyclists	0	Totals	0		<table style="border-collapse: collapse;"> <tr> <td style="padding: 2px;">Cars</td><td style="padding: 2px;">0</td><td style="padding: 2px;">0</td><td style="padding: 2px;">0</td></tr> <tr> <td style="padding: 2px;">Trucks</td><td style="padding: 2px;">0</td><td style="padding: 2px;">0</td><td style="padding: 2px;">0</td></tr> <tr> <td style="padding: 2px;">Cyclists</td><td style="padding: 2px;">0</td><td style="padding: 2px;">0</td><td style="padding: 2px;">0</td></tr> <tr style="border-top: 1px solid black;"> <td style="padding: 2px;">Totals</td><td style="padding: 2px;">0</td><td style="padding: 2px;">0</td><td style="padding: 2px;">0</td></tr> </table>	Cars	0	0	0	Trucks	0	0	0	Cyclists	0	0	0	Totals	0	0	0
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			Peds Cross: X South Peds: 0 South Entering: 0 South Leg Total: 0																								
Comments																											
Trucks = aggregate/quarry trucks																											

<h1>Morning Peak Diagram</h1>	Specified Period From: 6:00:00 To: 9:00:00	One Hour Peak From: 7:30:00 To: 8:30:00																													
Municipality: Puslinch Site #: 2410800006 Intersection: Concession Rd 7 & McNally Pit Ent TFR File #: 1 Count date: 19-Jun-24	Weather conditions: Person counted: Person prepared: Person checked:																														
** Non-Signalized Intersection **	Major Road: Concession Rd 7 runs N/S																														
North Leg Total: 275 North Entering: 98 North Peds: 0 Peds Cross: \bowtie	<table style="width:100%; border-collapse: collapse;"> <tr><td>Heavys</td><td>0</td><td>3</td><td>2</td><td style="border-left: 1px solid black;">5</td></tr> <tr><td>Trucks</td><td>0</td><td>3</td><td>0</td><td style="border-left: 1px solid black;">3</td></tr> <tr><td>Cars</td><td>1</td><td>88</td><td>1</td><td style="border-left: 1px solid black;">90</td></tr> <tr><td>Totals</td><td>1</td><td>94</td><td>3</td><td style="border-left: 1px solid black;"></td></tr> </table>	Heavys	0	3	2	5	Trucks	0	3	0	3	Cars	1	88	1	90	Totals	1	94	3		<table style="width:100%; border-collapse: collapse;"> <tr><td>Heavys</td><td>6</td></tr> <tr><td>Trucks</td><td>1</td></tr> <tr><td>Cars</td><td>170</td></tr> <tr><td>Totals</td><td>177</td></tr> </table>	Heavys	6	Trucks	1	Cars	170	Totals	177	East Leg Total: 6 East Entering: 3 East Peds: 0 Peds Cross: \bowtie
Heavys	0	3	2	5																											
Trucks	0	3	0	3																											
Cars	1	88	1	90																											
Totals	1	94	3																												
Heavys	6																														
Trucks	1																														
Cars	170																														
Totals	177																														
																															
Peds Cross: \bowtie West Peds: 0 West Entering: 3 West Leg Total: 5	<table style="width:100%; border-collapse: collapse;"> <tr><td>Cars</td><td>88</td></tr> <tr><td>Trucks</td><td>4</td></tr> <tr><td>Heavys</td><td>3</td></tr> <tr><td>Totals</td><td>95</td></tr> </table>	Cars	88	Trucks	4	Heavys	3	Totals	95	<table style="width:100%; border-collapse: collapse;"> <tr><td>Cars</td><td>1</td><td>167</td><td>0</td><td style="border-left: 1px solid black;">168</td></tr> <tr><td>Trucks</td><td>0</td><td>1</td><td>0</td><td style="border-left: 1px solid black;">1</td></tr> <tr><td>Heavys</td><td>0</td><td>4</td><td>0</td><td style="border-left: 1px solid black;">4</td></tr> <tr><td>Totals</td><td>1</td><td>172</td><td>0</td><td style="border-left: 1px solid black;"></td></tr> </table>	Cars	1	167	0	168	Trucks	0	1	0	1	Heavys	0	4	0	4	Totals	1	172	0		Peds Cross: \bowtie South Peds: 0 South Entering: 173 South Leg Total: 268
Cars	88																														
Trucks	4																														
Heavys	3																														
Totals	95																														
Cars	1	167	0	168																											
Trucks	0	1	0	1																											
Heavys	0	4	0	4																											
Totals	1	172	0																												
<h2>Comments</h2>																															

Afternoon Peak Diagram		Specified Period From: 15:30:00 To: 18:30:00	One Hour Peak From: 16:15:00 To: 17:15:00																													
Municipality: Puslinch Site #: 2410800006 Intersection: Concession Rd 7 & McNally Pit Ent TFR File #: 1 Count date: 19-Jun-24		Weather conditions: Person counted: Person prepared: Person checked:																														
** Non-Signalized Intersection **		Major Road: Concession Rd 7 runs N/S																														
North Leg Total: 428 North Entering: 299 North Peds: 0 Peds Cross: \bowtie	<table style="border-collapse: collapse;"> <tr><td>Heavys</td><td>0</td><td>3</td><td>0</td><td style="border-left: 1px solid black;">3</td></tr> <tr><td>Trucks</td><td>1</td><td>3</td><td>0</td><td style="border-left: 1px solid black;">4</td></tr> <tr><td>Cars</td><td>3</td><td>289</td><td>0</td><td style="border-left: 1px solid black;">292</td></tr> <tr><td>Totals</td><td>4</td><td>295</td><td>0</td><td style="border-left: 1px solid black;"></td></tr> </table>	Heavys	0	3	0	3	Trucks	1	3	0	4	Cars	3	289	0	292	Totals	4	295	0			<table style="border-collapse: collapse;"> <tr><td>Heavys</td><td>2</td></tr> <tr><td>Trucks</td><td>1</td></tr> <tr><td>Cars</td><td>126</td></tr> <tr><td>Totals</td><td>129</td></tr> </table>	Heavys	2	Trucks	1	Cars	126	Totals	129	East Leg Total: 3 East Entering: 3 East Peds: 0 Peds Cross: \bowtie
Heavys	0	3	0	3																												
Trucks	1	3	0	4																												
Cars	3	289	0	292																												
Totals	4	295	0																													
Heavys	2																															
Trucks	1																															
Cars	126																															
Totals	129																															
 <p style="text-align: center;">Concession Rd 7</p> <p style="text-align: center;">McNally Pit Entrance</p> <p style="text-align: center;">Mason Rd</p> <p style="text-align: center;">Concession Rd 7</p>																																
Peds Cross: \bowtie West Peds: 0 West Entering: 5 West Leg Total: 10	<table style="border-collapse: collapse;"> <tr><td>Cars</td><td>291</td></tr> <tr><td>Trucks</td><td>3</td></tr> <tr><td>Heavys</td><td>3</td></tr> <tr><td>Totals</td><td>297</td></tr> </table>	Cars	291	Trucks	3	Heavys	3	Totals	297		<table style="border-collapse: collapse;"> <tr><td>Cars</td><td>1</td><td>121</td><td>0</td><td style="border-left: 1px solid black;">122</td></tr> <tr><td>Trucks</td><td>0</td><td>1</td><td>0</td><td style="border-left: 1px solid black;">1</td></tr> <tr><td>Heavys</td><td>0</td><td>1</td><td>0</td><td style="border-left: 1px solid black;">1</td></tr> <tr><td>Totals</td><td>1</td><td>123</td><td>0</td><td style="border-left: 1px solid black;"></td></tr> </table>	Cars	1	121	0	122	Trucks	0	1	0	1	Heavys	0	1	0	1	Totals	1	123	0		Peds Cross: \bowtie South Peds: 0 South Entering: 124 South Leg Total: 421
Cars	291																															
Trucks	3																															
Heavys	3																															
Totals	297																															
Cars	1	121	0	122																												
Trucks	0	1	0	1																												
Heavys	0	1	0	1																												
Totals	1	123	0																													
Comments																																

<h2>Morning Peak Diagram</h2>	Specified Period From: 6:00:00 To: 9:00:00	One Hour Peak From: 8:00:00 To: 9:00:00																													
Municipality: Puslinch Site #: 2410800006 Intersection: Concession Rd 7 & McNally Pit Ent TFR File #: 1 Count date: 19-Jun-24	Weather conditions: Person counted: Person prepared: Person checked:																														
** Non-Signalized Intersection **	Major Road: Concession Rd 7 runs N/S																														
North Leg Total: 111 North Entering: 57 North Peds: 0 Peds Cross: \bowtie	<table style="width:100%; border-collapse: collapse;"> <tr><td>Cyclists</td><td>0</td><td>0</td><td>0</td><td style="border-left: 1px solid black;">0</td></tr> <tr><td>Trucks</td><td>11</td><td>46</td><td>0</td><td style="border-left: 1px solid black;">57</td></tr> <tr><td>Cars</td><td>0</td><td>0</td><td>0</td><td style="border-left: 1px solid black;">0</td></tr> <tr><td>Totals</td><td>11</td><td>46</td><td>0</td><td style="border-left: 1px solid black;">0</td></tr> </table>	Cyclists	0	0	0	0	Trucks	11	46	0	57	Cars	0	0	0	0	Totals	11	46	0	0	<table style="width:100%; border-collapse: collapse;"> <tr><td>Cyclists</td><td>1</td></tr> <tr><td>Trucks</td><td>53</td></tr> <tr><td>Cars</td><td>0</td></tr> <tr><td>Totals</td><td>54</td></tr> </table>	Cyclists	1	Trucks	53	Cars	0	Totals	54	East Leg Total: 0 East Entering: 0 East Peds: 0 Peds Cross: \bowtie
Cyclists	0	0	0	0																											
Trucks	11	46	0	57																											
Cars	0	0	0	0																											
Totals	11	46	0	0																											
Cyclists	1																														
Trucks	53																														
Cars	0																														
Totals	54																														
																															
Peds Cross: \bowtie West Peds: 0 West Entering: 9 West Leg Total: 20	<table style="width:100%; border-collapse: collapse;"> <tr><td>Cars</td><td>0</td></tr> <tr><td>Trucks</td><td>46</td></tr> <tr><td>Cyclists</td><td>0</td></tr> <tr><td>Totals</td><td>46</td></tr> </table>	Cars	0	Trucks	46	Cyclists	0	Totals	46	<table style="width:100%; border-collapse: collapse;"> <tr><td>Cars</td><td>0</td><td>0</td><td>0</td><td style="border-left: 1px solid black;">0</td></tr> <tr><td>Trucks</td><td>0</td><td>44</td><td>0</td><td style="border-left: 1px solid black;">44</td></tr> <tr><td>Cyclists</td><td>0</td><td>1</td><td>0</td><td style="border-left: 1px solid black;">1</td></tr> <tr><td>Totals</td><td>0</td><td>45</td><td>0</td><td style="border-left: 1px solid black;">1</td></tr> </table>	Cars	0	0	0	0	Trucks	0	44	0	44	Cyclists	0	1	0	1	Totals	0	45	0	1	Peds Cross: \bowtie South Peds: 0 South Entering: 45 South Leg Total: 91
Cars	0																														
Trucks	46																														
Cyclists	0																														
Totals	46																														
Cars	0	0	0	0																											
Trucks	0	44	0	44																											
Cyclists	0	1	0	1																											
Totals	0	45	0	1																											
<h3>Comments</h3>																															
Trucks = aggregate/quarry trucks																															

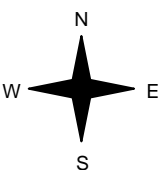
Afternoon Peak Diagram		Specified Period From: 15:30:00 To: 18:30:00	One Hour Peak From: 15:30:00 To: 16:30:00																													
Municipality: Puslinch Site #: 2410800006 Intersection: Concession Rd 7 & McNally Pit Ent TFR File #: 1 Count date: 19-Jun-24		Weather conditions: Person counted: Person prepared: Person checked:																														
** Non-Signalized Intersection **		Major Road: Concession Rd 7 runs N/S																														
North Leg Total: 54 North Entering: 22 North Peds: 0 Peds Cross: \bowtie	<table style="border-collapse: collapse;"> <tr><td>Cyclists</td><td>0</td><td>0</td><td>0</td><td style="border-left: 1px solid black;">0</td></tr> <tr><td>Trucks</td><td>0</td><td>22</td><td>0</td><td style="border-left: 1px solid black;">22</td></tr> <tr><td>Cars</td><td>0</td><td>0</td><td>0</td><td style="border-left: 1px solid black;">0</td></tr> <tr><td>Totals</td><td>0</td><td>22</td><td>0</td><td style="border-left: 1px solid black;">22</td></tr> </table>	Cyclists	0	0	0	0	Trucks	0	22	0	22	Cars	0	0	0	0	Totals	0	22	0	22		<table style="border-collapse: collapse;"> <tr><td>Cyclists</td><td>0</td></tr> <tr><td>Trucks</td><td>32</td></tr> <tr><td>Cars</td><td>0</td></tr> <tr><td>Totals</td><td>32</td></tr> </table>	Cyclists	0	Trucks	32	Cars	0	Totals	32	East Leg Total: 0 East Entering: 0 East Peds: 0 Peds Cross: \bowtie
Cyclists	0	0	0	0																												
Trucks	0	22	0	22																												
Cars	0	0	0	0																												
Totals	0	22	0	22																												
Cyclists	0																															
Trucks	32																															
Cars	0																															
Totals	32																															
																																
Peds Cross: \bowtie West Peds: 0 West Entering: 1 West Leg Total: 1	<table style="border-collapse: collapse;"> <tr><td>Cars</td><td>0</td></tr> <tr><td>Trucks</td><td>22</td></tr> <tr><td>Cyclists</td><td>0</td></tr> <tr><td>Totals</td><td>22</td></tr> </table>	Cars	0	Trucks	22	Cyclists	0	Totals	22		<table style="border-collapse: collapse;"> <tr><td>Cars</td><td>0</td><td>0</td><td>0</td><td style="border-left: 1px solid black;">0</td></tr> <tr><td>Trucks</td><td>0</td><td>31</td><td>0</td><td style="border-left: 1px solid black;">31</td></tr> <tr><td>Cyclists</td><td>0</td><td>0</td><td>0</td><td style="border-left: 1px solid black;">0</td></tr> <tr><td>Totals</td><td>0</td><td>31</td><td>0</td><td style="border-left: 1px solid black;">31</td></tr> </table>	Cars	0	0	0	0	Trucks	0	31	0	31	Cyclists	0	0	0	0	Totals	0	31	0	31	Peds Cross: \bowtie South Peds: 0 South Entering: 31 South Leg Total: 53
Cars	0																															
Trucks	22																															
Cyclists	0																															
Totals	22																															
Cars	0	0	0	0																												
Trucks	0	31	0	31																												
Cyclists	0	0	0	0																												
Totals	0	31	0	31																												
Comments																																
Trucks = aggregate/quarry trucks																																

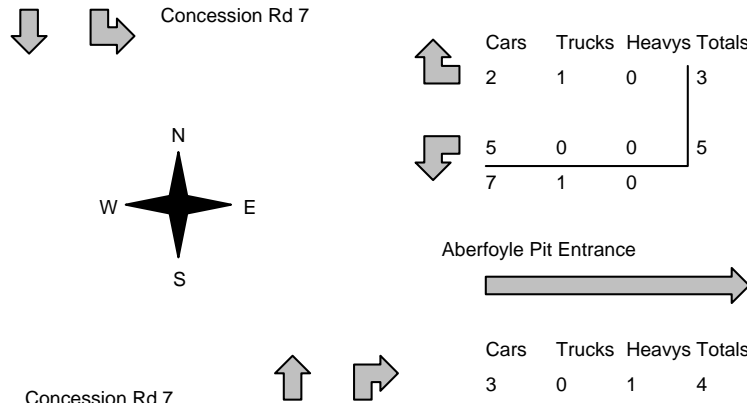
<h2>Morning Peak Diagram</h2>	Specified Period From: 6:00:00 To: 9:00:00	One Hour Peak From: 7:30:00 To: 8:30:00																								
Municipality: Puslinch Site #: 2410800007 Intersection: McLean Rd W & Concession Rd 7 TFR File #: 1 Count date: 19-Jun-24	Weather conditions: Person counted: Person prepared: Person checked:																									
** Non-Signalized Intersection **	Major Road: McLean Rd W runs W/E																									
		East Leg Total: 192 East Entering: 52 East Peds: 0 Peds Cross: 8																								
<table style="width:100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left;">Heavys</th> <th style="text-align: left;">Trucks</th> <th style="text-align: left;">Cars</th> <th style="text-align: left;">Totals</th> </tr> </thead> <tbody> <tr> <td>11</td> <td>2</td> <td>97</td> <td>110</td> </tr> </tbody> </table> <div style="text-align: center; margin-top: 10px;"> <p>Concession Rd 7</p> </div>	Heavys	Trucks	Cars	Totals	11	2	97	110		<table style="width:100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left;">Cars</th> <th style="text-align: left;">Trucks</th> <th style="text-align: left;">Heavys</th> <th style="text-align: left;">Totals</th> </tr> </thead> <tbody> <tr> <td>10</td> <td>1</td> <td>5</td> <td>16</td> </tr> <tr> <td>31</td> <td>2</td> <td>3</td> <td>36</td> </tr> <tr> <td style="border-top: 1px solid black;">41</td> <td style="border-top: 1px solid black;">3</td> <td style="border-top: 1px solid black;">8</td> <td></td> </tr> </tbody> </table> <div style="text-align: center; margin-top: 10px;"> <p>McLean Rd W</p> </div>	Cars	Trucks	Heavys	Totals	10	1	5	16	31	2	3	36	41	3	8	
Heavys	Trucks	Cars	Totals																							
11	2	97	110																							
Cars	Trucks	Heavys	Totals																							
10	1	5	16																							
31	2	3	36																							
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<table style="width:100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left;">Heavys</th> <th style="text-align: left;">Trucks</th> <th style="text-align: left;">Cars</th> <th style="text-align: left;">Totals</th> </tr> </thead> <tbody> <tr> <td>4</td> <td>3</td> <td>47</td> <td>54</td> </tr> <tr> <td>1</td> <td>2</td> <td>61</td> <td>64</td> </tr> <tr> <td style="border-top: 1px solid black;">5</td> <td style="border-top: 1px solid black;">5</td> <td style="border-top: 1px solid black;">108</td> <td></td> </tr> </tbody> </table> <div style="text-align: center; margin-top: 10px;"> </div>	Heavys	Trucks	Cars	Totals	4	3	47	54	1	2	61	64	5	5	108		<table style="width:100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left;">Cars</th> <th style="text-align: left;">Trucks</th> <th style="text-align: left;">Heavys</th> <th style="text-align: left;">Totals</th> </tr> </thead> <tbody> <tr> <td>132</td> <td>3</td> <td>5</td> <td>140</td> </tr> </tbody> </table>	Cars	Trucks	Heavys	Totals	132	3	5	140	
Heavys	Trucks	Cars	Totals																							
4	3	47	54																							
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Cars	Trucks	Heavys	Totals																							
132	3	5	140																							
<table style="width:100%; border-collapse: collapse;"> <tr> <td style="width:50%;"> Peds Cross: 8 West Peds: 0 West Entering: 118 West Leg Total: 228 </td> <td style="width:50%; text-align: center;"> <table style="width:100%; border-collapse: collapse;"> <tr> <td style="width:50%;"> Cars 92 Trucks 4 Heavys 4 Totals 100 </td> <td style="width:50%; text-align: center;"> </td> <td style="width:50%;"> Cars 87 Trucks 1 Heavys 6 Totals 94 </td> <td style="width:50%; text-align: center;"> </td> <td style="width:50%;"> <table style="width:100%; border-collapse: collapse;"> <tr> <td style="width:50%; text-align: right;">85</td> <td style="width:50%; text-align: left;">172</td> </tr> <tr> <td style="text-align: right;">0</td> <td style="text-align: left;">1</td> </tr> <tr> <td style="text-align: right;">1</td> <td style="text-align: left;">7</td> </tr> <tr> <td style="text-align: right; border-top: 1px solid black;">86</td> <td style="border-top: 1px solid black;"></td> </tr> </table> </td> </tr> </table> </td> <td style="vertical-align: top;"> <table style="width:100%; border-collapse: collapse;"> <tr> <td style="width:50%;"> Peds Cross: 8 South Peds: 0 South Entering: 180 South Leg Total: 280 </td> <td style="width:50%;"></td> </tr> </table> </td> </tr> <tr> <td colspan="3" style="text-align: center; vertical-align: top;"><h3>Comments</h3></td> </tr> </table>	Peds Cross: 8 West Peds: 0 West Entering: 118 West Leg Total: 228	<table style="width:100%; border-collapse: collapse;"> <tr> <td style="width:50%;"> Cars 92 Trucks 4 Heavys 4 Totals 100 </td> <td style="width:50%; text-align: center;"> </td> <td style="width:50%;"> Cars 87 Trucks 1 Heavys 6 Totals 94 </td> <td style="width:50%; text-align: center;"> </td> <td style="width:50%;"> <table style="width:100%; border-collapse: collapse;"> <tr> <td style="width:50%; text-align: right;">85</td> <td style="width:50%; text-align: left;">172</td> </tr> <tr> <td style="text-align: right;">0</td> <td style="text-align: left;">1</td> </tr> <tr> <td style="text-align: right;">1</td> <td style="text-align: left;">7</td> </tr> <tr> <td style="text-align: right; border-top: 1px solid black;">86</td> <td style="border-top: 1px solid black;"></td> </tr> </table> </td> </tr> </table>	Cars 92 Trucks 4 Heavys 4 Totals 100		Cars 87 Trucks 1 Heavys 6 Totals 94		<table style="width:100%; border-collapse: collapse;"> <tr> <td style="width:50%; text-align: right;">85</td> <td style="width:50%; text-align: left;">172</td> </tr> <tr> <td style="text-align: right;">0</td> <td style="text-align: left;">1</td> </tr> <tr> <td style="text-align: right;">1</td> <td style="text-align: left;">7</td> </tr> <tr> <td style="text-align: right; border-top: 1px solid black;">86</td> <td style="border-top: 1px solid black;"></td> </tr> </table>	85	172	0	1	1	7	86		<table style="width:100%; border-collapse: collapse;"> <tr> <td style="width:50%;"> Peds Cross: 8 South Peds: 0 South Entering: 180 South Leg Total: 280 </td> <td style="width:50%;"></td> </tr> </table>	Peds Cross: 8 South Peds: 0 South Entering: 180 South Leg Total: 280		<h3>Comments</h3>							
Peds Cross: 8 West Peds: 0 West Entering: 118 West Leg Total: 228	<table style="width:100%; border-collapse: collapse;"> <tr> <td style="width:50%;"> Cars 92 Trucks 4 Heavys 4 Totals 100 </td> <td style="width:50%; text-align: center;"> </td> <td style="width:50%;"> Cars 87 Trucks 1 Heavys 6 Totals 94 </td> <td style="width:50%; text-align: center;"> </td> <td style="width:50%;"> <table style="width:100%; border-collapse: collapse;"> <tr> <td style="width:50%; text-align: right;">85</td> <td style="width:50%; text-align: left;">172</td> </tr> <tr> <td style="text-align: right;">0</td> <td style="text-align: left;">1</td> </tr> <tr> <td style="text-align: right;">1</td> <td style="text-align: left;">7</td> </tr> <tr> <td style="text-align: right; border-top: 1px solid black;">86</td> <td style="border-top: 1px solid black;"></td> </tr> </table> </td> </tr> </table>	Cars 92 Trucks 4 Heavys 4 Totals 100		Cars 87 Trucks 1 Heavys 6 Totals 94		<table style="width:100%; border-collapse: collapse;"> <tr> <td style="width:50%; text-align: right;">85</td> <td style="width:50%; text-align: left;">172</td> </tr> <tr> <td style="text-align: right;">0</td> <td style="text-align: left;">1</td> </tr> <tr> <td style="text-align: right;">1</td> <td style="text-align: left;">7</td> </tr> <tr> <td style="text-align: right; border-top: 1px solid black;">86</td> <td style="border-top: 1px solid black;"></td> </tr> </table>	85	172	0	1	1	7	86		<table style="width:100%; border-collapse: collapse;"> <tr> <td style="width:50%;"> Peds Cross: 8 South Peds: 0 South Entering: 180 South Leg Total: 280 </td> <td style="width:50%;"></td> </tr> </table>	Peds Cross: 8 South Peds: 0 South Entering: 180 South Leg Total: 280										
Cars 92 Trucks 4 Heavys 4 Totals 100		Cars 87 Trucks 1 Heavys 6 Totals 94		<table style="width:100%; border-collapse: collapse;"> <tr> <td style="width:50%; text-align: right;">85</td> <td style="width:50%; text-align: left;">172</td> </tr> <tr> <td style="text-align: right;">0</td> <td style="text-align: left;">1</td> </tr> <tr> <td style="text-align: right;">1</td> <td style="text-align: left;">7</td> </tr> <tr> <td style="text-align: right; border-top: 1px solid black;">86</td> <td style="border-top: 1px solid black;"></td> </tr> </table>	85	172	0	1	1	7	86															
85	172																									
0	1																									
1	7																									
86																										
Peds Cross: 8 South Peds: 0 South Entering: 180 South Leg Total: 280																										
<h3>Comments</h3>																										


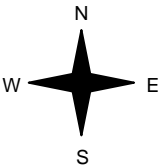






<h2>Afternoon Peak Diagram</h2>	Specified Period From: 15:30:00 To: 18:30:00	One Hour Peak From: 16:15:00 To: 17:15:00																								
Municipality: Puslinch Site #: 2410800007 Intersection: McLean Rd W & Concession Rd 7 TFR File #: 1 Count date: 19-Jun-24	Weather conditions: Person counted: Person prepared: Person checked:																									
** Non-Signalized Intersection **	Major Road: McLean Rd W runs W/E																									
		East Leg Total: 246 East Entering: 165 East Peds: 0 Peds Cross: 8																								
<table style="width:100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left;">Heavys</th> <th style="text-align: left;">Trucks</th> <th style="text-align: left;">Cars</th> <th style="text-align: left;">Totals</th> </tr> </thead> <tbody> <tr> <td>2</td> <td>3</td> <td>140</td> <td>145</td> </tr> </tbody> </table> <div style="text-align: center; margin-top: 10px;"> <p>Concession Rd 7</p> </div>	Heavys	Trucks	Cars	Totals	2	3	140	145		<table style="width:100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left;">Cars</th> <th style="text-align: left;">Trucks</th> <th style="text-align: left;">Heavys</th> <th style="text-align: left;">Totals</th> </tr> </thead> <tbody> <tr> <td>55</td> <td>2</td> <td>2</td> <td>59</td> </tr> <tr> <td>105</td> <td>1</td> <td>0</td> <td>106</td> </tr> <tr> <td style="border-top: 1px solid black;">160</td> <td style="border-top: 1px solid black;">3</td> <td style="border-top: 1px solid black;">2</td> <td></td> </tr> </tbody> </table> <div style="text-align: center; margin-top: 10px;"> <p>McLean Rd W</p> </div>	Cars	Trucks	Heavys	Totals	55	2	2	59	105	1	0	106	160	3	2	
Heavys	Trucks	Cars	Totals																							
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<table style="width:100%; border-collapse: collapse;"> <tr> <td style="width:50%;"> Peds Cross: 8 West Peds: 0 West Entering: 236 West Leg Total: 381 </td> <td style="width:50%; text-align: center;"> <table style="width:100%; border-collapse: collapse;"> <tr> <td style="width:50%;"> Cars 296 Trucks 4 Heavys 3 Totals 303 </td> <td style="width:50%; text-align: center;"> </td> <td style="width:50%;"> Cars 85 Trucks 1 Heavys 0 Totals 86 </td> <td style="width:50%; text-align: center;"> <table style="width:100%; border-collapse: collapse;"> <tr> <td style="width:50%;"> Cars 40 Trucks 1 Heavys 1 Totals 42 </td> <td style="width:50%; text-align: center;"> </td> </tr> </table> </td> </tr> </table> </td> <td style="vertical-align: top;"> <table style="width:100%; border-collapse: collapse;"> <tr> <td style="width:50%;"> Peds Cross: 8 South Peds: 0 South Entering: 128 South Leg Total: 431 </td> <td style="width:50%;"></td> </tr> </table> </td> </tr> <tr> <td colspan="3" style="text-align: center; vertical-align: top;"><h3>Comments</h3></td> </tr> </table>	Peds Cross: 8 West Peds: 0 West Entering: 236 West Leg Total: 381	<table style="width:100%; border-collapse: collapse;"> <tr> <td style="width:50%;"> Cars 296 Trucks 4 Heavys 3 Totals 303 </td> <td style="width:50%; text-align: center;"> </td> <td style="width:50%;"> Cars 85 Trucks 1 Heavys 0 Totals 86 </td> <td style="width:50%; text-align: center;"> <table style="width:100%; border-collapse: collapse;"> <tr> <td style="width:50%;"> Cars 40 Trucks 1 Heavys 1 Totals 42 </td> <td style="width:50%; text-align: center;"> </td> </tr> </table> </td> </tr> </table>	Cars 296 Trucks 4 Heavys 3 Totals 303		Cars 85 Trucks 1 Heavys 0 Totals 86	<table style="width:100%; border-collapse: collapse;"> <tr> <td style="width:50%;"> Cars 40 Trucks 1 Heavys 1 Totals 42 </td> <td style="width:50%; text-align: center;"> </td> </tr> </table>	Cars 40 Trucks 1 Heavys 1 Totals 42		<table style="width:100%; border-collapse: collapse;"> <tr> <td style="width:50%;"> Peds Cross: 8 South Peds: 0 South Entering: 128 South Leg Total: 431 </td> <td style="width:50%;"></td> </tr> </table>	Peds Cross: 8 South Peds: 0 South Entering: 128 South Leg Total: 431		<h3>Comments</h3>														
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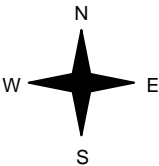




<h2>Morning Peak Diagram</h2>	Specified Period From: 6:00:00 To: 9:00:00	One Hour Peak From: 8:00:00 To: 9:00:00																								
Municipality: Puslinch Site #: 2410800007 Intersection: McLean Rd W & Concession Rd 7 TFR File #: 1 Count date: 19-Jun-24	Weather conditions: Person counted: Person prepared: Person checked:																									
** Non-Signalized Intersection **	Major Road: McLean Rd W runs W/E																									
		East Leg Total: 71 East Entering: 35 East Peds: 0 Peds Cross: 8																								
<table style="width:100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left;">Cyclists</th> <th style="text-align: left;">Trucks</th> <th style="text-align: left;">Cars</th> <th style="text-align: left;">Totals</th> </tr> </thead> <tbody> <tr> <td>0</td> <td>26</td> <td>0</td> <td>26</td> </tr> </tbody> </table> <div style="text-align: center; margin-top: 10px;"> <p>Concession Rd 7</p> </div>	Cyclists	Trucks	Cars	Totals	0	26	0	26		<table style="width:100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left;">Cars</th> <th style="text-align: left;">Trucks</th> <th style="text-align: left;">Cyclists</th> <th style="text-align: left;">Totals</th> </tr> </thead> <tbody> <tr> <td>0</td> <td>6</td> <td>0</td> <td>6</td> </tr> <tr> <td>0</td> <td>29</td> <td>0</td> <td>29</td> </tr> <tr> <td>0</td> <td>35</td> <td>0</td> <td>35</td> </tr> </tbody> </table> <div style="text-align: center; margin-top: 10px;"> <p>McLean Rd W</p> </div>	Cars	Trucks	Cyclists	Totals	0	6	0	6	0	29	0	29	0	35	0	35
Cyclists	Trucks	Cars	Totals																							
0	26	0	26																							
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0	6	0	6																							
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Cyclists	Trucks	Cars	Totals																							
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<table style="width:100%; border-collapse: collapse;"> <tr> <td style="width:50%;"> Peds Cross: 8 West Peds: 0 West Entering: 33 West Leg Total: 59 </td> <td style="width:50%; text-align: right;"> <table style="width:100%; border-collapse: collapse;"> <tr> <td style="width:25%;">Cars 0</td> <td style="width:25%;">Trucks 57</td> <td style="width:25%;">Cyclists 0</td> <td style="width:25%;">Totals 57</td> </tr> </table> </td> </tr> </table>	Peds Cross: 8 West Peds: 0 West Entering: 33 West Leg Total: 59	<table style="width:100%; border-collapse: collapse;"> <tr> <td style="width:25%;">Cars 0</td> <td style="width:25%;">Trucks 57</td> <td style="width:25%;">Cyclists 0</td> <td style="width:25%;">Totals 57</td> </tr> </table>	Cars 0	Trucks 57	Cyclists 0	Totals 57	<table style="width:100%; border-collapse: collapse;"> <tr> <td style="width:50%;"> Peds Cross: 0 South Peds: 0 South Entering: 51 South Leg Total: 108 </td> <td style="width:50%; text-align: right;"> <table style="width:100%; border-collapse: collapse;"> <tr> <td style="width:25%;">Cars 0</td> <td style="width:25%;">Trucks 20</td> <td style="width:25%;">Cyclists 0</td> <td style="width:25%;">Totals 20</td> </tr> <tr> <td style="width:25%;">0</td> <td style="width:25%;">30</td> <td style="width:25%;">1</td> <td style="width:25%;">31</td> </tr> </table> </td> </tr> </table>	Peds Cross: 0 South Peds: 0 South Entering: 51 South Leg Total: 108	<table style="width:100%; border-collapse: collapse;"> <tr> <td style="width:25%;">Cars 0</td> <td style="width:25%;">Trucks 20</td> <td style="width:25%;">Cyclists 0</td> <td style="width:25%;">Totals 20</td> </tr> <tr> <td style="width:25%;">0</td> <td style="width:25%;">30</td> <td style="width:25%;">1</td> <td style="width:25%;">31</td> </tr> </table>	Cars 0	Trucks 20	Cyclists 0	Totals 20	0	30	1	31									
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<h2>Afternoon Peak Diagram</h2>	Specified Period From: 15:30:00 To: 18:30:00	One Hour Peak From: 15:30:00 To: 16:30:00																														
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		East Leg Total: 39 East Entering: 12 East Peds: 0 Peds Cross: 8																														
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Peds Cross: 8 West Peds: 0 West Entering: 17 West Leg Total: 29	<table style="width:100%; border-collapse: collapse;"> <tr><td>Cars</td><td style="text-align: right;">0</td></tr> <tr><td>Trucks</td><td style="text-align: right;">21</td></tr> <tr><td>Cyclists</td><td style="text-align: right;">0</td></tr> <tr><td>Totals</td><td style="text-align: right;">21</td></tr> </table>	Cars	0	Trucks	21	Cyclists	0	Totals	21																							
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Cyclists	0																															
Totals	20																															
Peds Cross: 8 South Peds: 0 South Entering: 31 South Leg Total: 52	<table style="width:100%; border-collapse: collapse;"> <tr><td>Cars</td><td style="text-align: right;">0</td></tr> <tr><td>Trucks</td><td style="text-align: right;">20</td></tr> <tr><td>Cyclists</td><td style="text-align: right;">0</td></tr> <tr><td>Totals</td><td style="text-align: right;">20</td></tr> </table>	Cars	0	Trucks	20	Cyclists	0	Totals	20																							
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Trucks = aggregate/quarry trucks																																

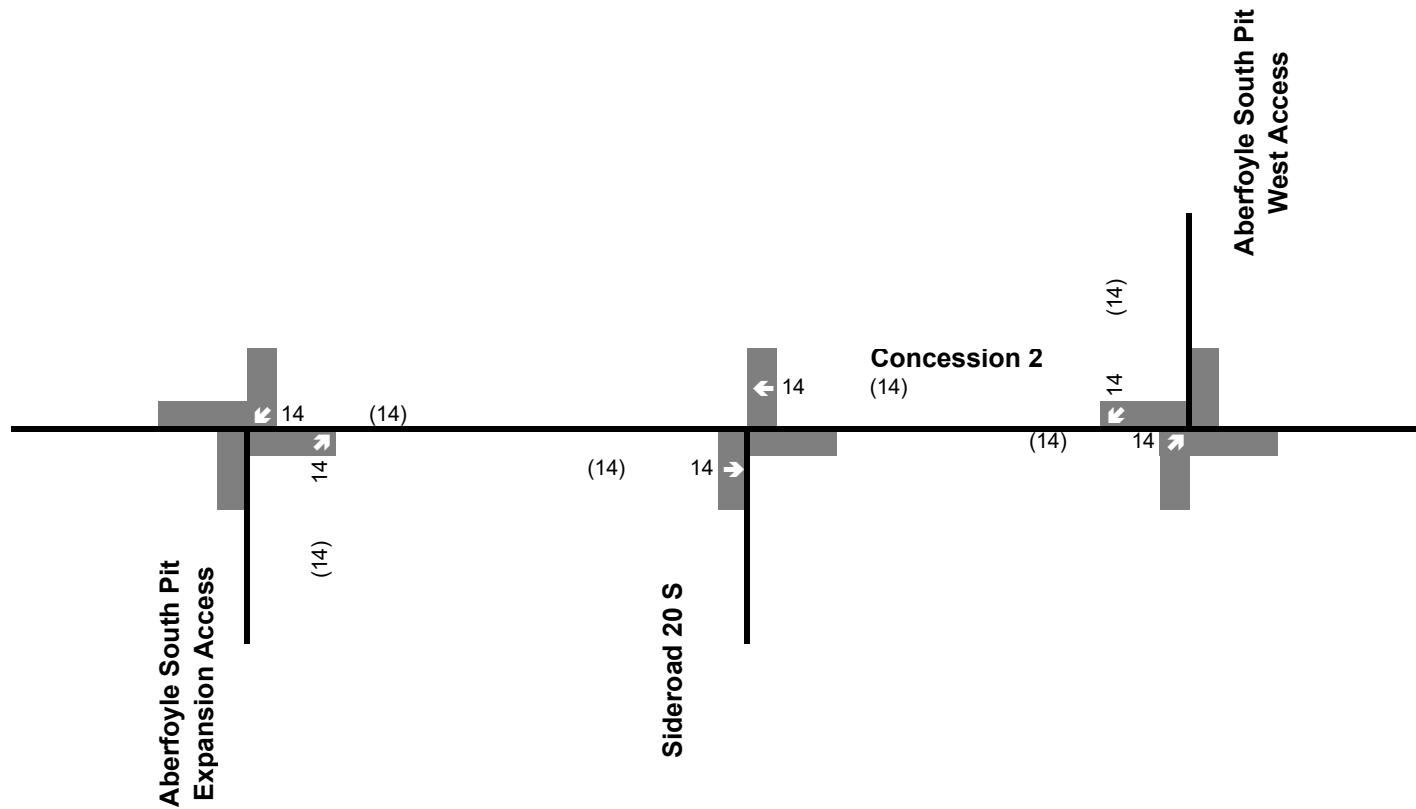
Morning Peak Diagram	Specified Period From: 6:00:00 To: 9:00:00	One Hour Peak From: 7:30:00 To: 8:30:00																																																			
Municipality: Puslinch Site #: 2410800008 Intersection: Concession Rd 7 & Aberfoyle Pit E TFR File #: 1 Count date: 19-Jun-24	Weather conditions: Person counted: Person prepared: Person checked:																																																				
** Non-Signalized Intersection **	Major Road: Concession Rd 7 runs N/S																																																				
North Leg Total: 226 North Entering: 116 North Peds: 0 Peds Cross:	<table style="margin: auto;"> <tr> <td style="text-align: right;">Heavys</td> <td style="text-align: center;">6</td> <td style="text-align: center;">1</td> <td style="border-left: 1px solid black; text-align: center;">7</td> <td style="width: 20px;"></td> <td style="text-align: left;">Heavys</td> <td style="text-align: center;">13</td> </tr> <tr> <td style="text-align: right;">Trucks</td> <td style="text-align: center;">4</td> <td style="text-align: center;">0</td> <td style="border-left: 1px solid black; text-align: center;">4</td> <td style="text-align: center;"></td> <td style="text-align: left;">Trucks</td> <td style="text-align: center;">3</td> </tr> <tr> <td style="text-align: right;">Cars</td> <td style="text-align: center;">104</td> <td style="text-align: center;">1</td> <td style="border-left: 1px solid black; text-align: center;">105</td> <td></td> <td style="text-align: left;">Cars</td> <td style="text-align: center;">94</td> </tr> <tr> <td style="text-align: right;">Totals</td> <td style="text-align: center;">114</td> <td style="text-align: center;">2</td> <td style="border-left: 1px solid black; text-align: center;">116</td> <td></td> <td style="text-align: left;">Totals</td> <td style="text-align: center;">110</td> </tr> </table>		Heavys	6	1	7		Heavys	13	Trucks	4	0	4		Trucks	3	Cars	104	1	105		Cars	94	Totals	114	2	116		Totals	110																							
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<div style="display: flex; justify-content: space-between; align-items: center;"> <div style="text-align: center;"> <p>Concession Rd 7</p> </div> <div style="text-align: center;"> <p>Concession Rd 7</p> </div> </div>																																																					
<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 30%;"></td> <td style="width: 30%; text-align: center;"> <table border="1" style="margin: auto; border-collapse: collapse;"> <tr><td style="text-align: center;">Cars</td><td style="text-align: center;">1</td><td style="text-align: center;">0</td><td style="text-align: center;">1</td><td style="text-align: center;">2</td></tr> <tr><td style="text-align: center;">Trucks</td><td style="text-align: center;">0</td><td style="text-align: center;">0</td><td style="text-align: center;">0</td><td style="text-align: center;">0</td></tr> <tr><td style="text-align: center;">Heavys</td><td style="text-align: center;">0</td><td style="text-align: center;">0</td><td style="text-align: center;">0</td><td style="text-align: center;">0</td></tr> <tr><td style="text-align: center;">Totals</td><td style="text-align: center;">1</td><td style="text-align: center;">0</td><td style="text-align: center;">1</td><td style="text-align: center;">2</td></tr> </table> </td> <td style="width: 30%;"></td> </tr> <tr> <td></td> <td style="text-align: center;"> <table border="1" style="margin: auto; border-collapse: collapse;"> <tr><td style="text-align: center;">Cars</td><td style="text-align: center;">2</td><td style="text-align: center;">0</td><td style="text-align: center;">0</td><td style="text-align: center;">2</td></tr> <tr><td style="text-align: center;">Trucks</td><td style="text-align: center;">0</td><td style="text-align: center;">0</td><td style="text-align: center;">0</td><td style="text-align: center;">0</td></tr> <tr><td style="text-align: center;">Heavys</td><td style="text-align: center;">0</td><td style="text-align: center;">0</td><td style="text-align: center;">0</td><td style="text-align: center;">0</td></tr> <tr><td style="text-align: center;">Totals</td><td style="text-align: center;">2</td><td style="text-align: center;">0</td><td style="text-align: center;">0</td><td style="text-align: center;">2</td></tr> </table> </td> <td></td> </tr> </table>				<table border="1" style="margin: auto; border-collapse: collapse;"> <tr><td style="text-align: center;">Cars</td><td style="text-align: center;">1</td><td style="text-align: center;">0</td><td style="text-align: center;">1</td><td style="text-align: center;">2</td></tr> <tr><td style="text-align: center;">Trucks</td><td style="text-align: center;">0</td><td style="text-align: center;">0</td><td style="text-align: center;">0</td><td style="text-align: center;">0</td></tr> <tr><td style="text-align: center;">Heavys</td><td style="text-align: center;">0</td><td style="text-align: center;">0</td><td style="text-align: center;">0</td><td style="text-align: center;">0</td></tr> <tr><td style="text-align: center;">Totals</td><td style="text-align: center;">1</td><td style="text-align: center;">0</td><td style="text-align: center;">1</td><td style="text-align: center;">2</td></tr> </table>	Cars	1	0	1	2	Trucks	0	0	0	0	Heavys	0	0	0	0	Totals	1	0	1	2			<table border="1" style="margin: auto; border-collapse: collapse;"> <tr><td style="text-align: center;">Cars</td><td style="text-align: center;">2</td><td style="text-align: center;">0</td><td style="text-align: center;">0</td><td style="text-align: center;">2</td></tr> <tr><td style="text-align: center;">Trucks</td><td style="text-align: center;">0</td><td style="text-align: center;">0</td><td style="text-align: center;">0</td><td style="text-align: center;">0</td></tr> <tr><td style="text-align: center;">Heavys</td><td style="text-align: center;">0</td><td style="text-align: center;">0</td><td style="text-align: center;">0</td><td style="text-align: center;">0</td></tr> <tr><td style="text-align: center;">Totals</td><td style="text-align: center;">2</td><td style="text-align: center;">0</td><td style="text-align: center;">0</td><td style="text-align: center;">2</td></tr> </table>	Cars	2	0	0	2	Trucks	0	0	0	0	Heavys	0	0	0	0	Totals	2	0	0	2						
	<table border="1" style="margin: auto; border-collapse: collapse;"> <tr><td style="text-align: center;">Cars</td><td style="text-align: center;">1</td><td style="text-align: center;">0</td><td style="text-align: center;">1</td><td style="text-align: center;">2</td></tr> <tr><td style="text-align: center;">Trucks</td><td style="text-align: center;">0</td><td style="text-align: center;">0</td><td style="text-align: center;">0</td><td style="text-align: center;">0</td></tr> <tr><td style="text-align: center;">Heavys</td><td style="text-align: center;">0</td><td style="text-align: center;">0</td><td style="text-align: center;">0</td><td style="text-align: center;">0</td></tr> <tr><td style="text-align: center;">Totals</td><td style="text-align: center;">1</td><td style="text-align: center;">0</td><td style="text-align: center;">1</td><td style="text-align: center;">2</td></tr> </table>	Cars	1	0	1	2	Trucks	0	0	0	0	Heavys	0	0	0	0	Totals	1	0	1	2																																
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	<table border="1" style="margin: auto; border-collapse: collapse;"> <tr><td style="text-align: center;">Cars</td><td style="text-align: center;">2</td><td style="text-align: center;">0</td><td style="text-align: center;">0</td><td style="text-align: center;">2</td></tr> <tr><td style="text-align: center;">Trucks</td><td style="text-align: center;">0</td><td style="text-align: center;">0</td><td style="text-align: center;">0</td><td style="text-align: center;">0</td></tr> <tr><td style="text-align: center;">Heavys</td><td style="text-align: center;">0</td><td style="text-align: center;">0</td><td style="text-align: center;">0</td><td style="text-align: center;">0</td></tr> <tr><td style="text-align: center;">Totals</td><td style="text-align: center;">2</td><td style="text-align: center;">0</td><td style="text-align: center;">0</td><td style="text-align: center;">2</td></tr> </table>	Cars	2	0	0	2	Trucks	0	0	0	0	Heavys	0	0	0	0	Totals	2	0	0	2																																
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South Entering:	112	South Entering:																																																			
South Leg Total:	228	South Leg Total:																																																			
Comments																																																					

Afternoon Peak Diagram		Specified Period From: 15:30:00 To: 18:30:00	One Hour Peak From: 16:15:00 To: 17:15:00																																																											
Municipality: Puslinch Site #: 2410800008 Intersection: Concession Rd 7 & Aberfoyle Pit E TFR File #: 1 Count date: 19-Jun-24		Weather conditions: Person counted: Person prepared: Person checked:																																																												
** Non-Signalized Intersection **		Major Road: Concession Rd 7 runs N/S																																																												
North Leg Total: 380 North Entering: 234 North Peds: 0 Peds Cross:	<table style="border-collapse: collapse; margin-left: 20px;"> <tr><td>Heavys</td><td>13</td><td>0</td><td>13</td></tr> <tr><td>Trucks</td><td>3</td><td>0</td><td>3</td></tr> <tr><td>Cars</td><td>217</td><td>1</td><td>218</td></tr> <tr><td colspan="4"><hr/></td></tr> <tr><td>Totals</td><td>233</td><td>1</td><td></td></tr> </table>	Heavys	13	0	13	Trucks	3	0	3	Cars	217	1	218	<hr/>				Totals	233	1		<table style="border-collapse: collapse; margin-left: 20px;"> <tr><td>Heavys</td><td>3</td></tr> <tr><td>Trucks</td><td>3</td></tr> <tr><td>Cars</td><td>140</td></tr> <tr><td colspan="2"><hr/></td></tr> <tr><td>Totals</td><td>146</td></tr> </table>	Heavys	3	Trucks	3	Cars	140	<hr/>		Totals	146	East Leg Total: 12 East Entering: 8 East Peds: 0 Peds Cross:																													
Heavys	13	0	13																																																											
Trucks	3	0	3																																																											
Cars	217	1	218																																																											
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Totals	233	1																																																												
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<table style="border-collapse: collapse; margin-left: 20px;"> <tr><td>Cars</td><td>222</td></tr> <tr><td>Trucks</td><td>3</td></tr> <tr><td>Heavys</td><td>13</td></tr> <tr><td colspan="2"><hr/></td></tr> <tr><td>Totals</td><td>238</td></tr> </table>		Cars	222	Trucks	3	Heavys	13	<hr/>		Totals	238	<table style="border-collapse: collapse; margin-left: 20px;"> <tr><td>Cars</td><td>138</td><td>2</td><td>140</td></tr> <tr><td>Trucks</td><td>2</td><td>0</td><td>2</td></tr> <tr><td>Heavys</td><td>3</td><td>1</td><td>4</td></tr> <tr><td colspan="4"><hr/></td></tr> <tr><td>Totals</td><td>143</td><td>3</td><td></td></tr> </table>	Cars	138	2	140	Trucks	2	0	2	Heavys	3	1	4	<hr/>				Totals	143	3		<table style="border-collapse: collapse; margin-left: 20px;"> <tr><td>Cars</td><td>Trucks</td><td>Heavys</td><td>Totals</td></tr> <tr><td>2</td><td>1</td><td>0</td><td>3</td></tr> <tr><td colspan="4"><hr/></td></tr> <tr><td>5</td><td>0</td><td>0</td><td>5</td></tr> <tr><td>7</td><td>1</td><td>0</td><td></td></tr> </table> <table style="border-collapse: collapse; margin-left: 20px;"> <tr><td>Cars</td><td>Trucks</td><td>Heavys</td><td>Totals</td></tr> <tr><td>3</td><td>0</td><td>1</td><td>4</td></tr> </table>		Cars	Trucks	Heavys	Totals	2	1	0	3	<hr/>				5	0	0	5	7	1	0		Cars	Trucks	Heavys	Totals	3	0	1	4
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Cars	Trucks	Heavys	Totals																																																											
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Comments																																																														

Morning Peak Diagram		Specified Period From: 6:00:00 To: 9:00:00	One Hour Peak From: 7:45:00 To: 8:45:00																																																																			
Municipality: Puslinch Site #: 2410800008 Intersection: Concession Rd 7 & Aberfoyle Pit E TFR File #: 1 Count date: 19-Jun-24		Weather conditions: Person counted: Person prepared: Person checked:																																																																				
** Non-Signalized Intersection **		Major Road: Concession Rd 7 runs N/S																																																																				
North Leg Total: 105 North Entering: 59 North Peds: 0 Peds Cross: ∇	<table style="border-collapse: collapse;"> <tr><td>Cyclists</td><td>0</td><td>0</td><td>0</td></tr> <tr><td>Trucks</td><td>32</td><td>27</td><td>59</td></tr> <tr><td>Cars</td><td>0</td><td>0</td><td>0</td></tr> <tr style="border-top: 1px solid black;"><td>Totals</td><td>32</td><td>27</td><td></td></tr> </table>	Cyclists	0	0	0	Trucks	32	27	59	Cars	0	0	0	Totals	32	27			<table style="border-collapse: collapse;"> <tr><td>Cyclists</td><td>0</td></tr> <tr><td>Trucks</td><td>46</td></tr> <tr><td>Cars</td><td>0</td></tr> <tr style="border-top: 1px solid black;"><td>Totals</td><td>46</td></tr> </table>	Cyclists	0	Trucks	46	Cars	0	Totals	46	East Leg Total: 48 East Entering: 21 East Peds: 0 Peds Cross: ∇																																										
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		<table style="border-collapse: collapse;"> <tr><td>Cars</td><td>0</td><td>0</td><td>0</td></tr> <tr><td>Trucks</td><td>32</td><td>25</td><td>25</td></tr> <tr><td>Cyclists</td><td>0</td><td>0</td><td>0</td></tr> <tr style="border-top: 1px solid black;"><td>Totals</td><td>32</td><td>25</td><td>0</td></tr> </table>	Cars	0	0	0	Trucks	32	25	25	Cyclists	0	0	0	Totals	32	25	0	<table style="border-collapse: collapse;"> <tr><td>Cars</td><td>0</td><td>0</td><td>0</td></tr> <tr><td>Trucks</td><td>25</td><td>0</td><td>25</td></tr> <tr><td>Cyclists</td><td>0</td><td>0</td><td>0</td></tr> <tr style="border-top: 1px solid black;"><td>Totals</td><td>25</td><td>0</td><td></td></tr> </table>	Cars	0	0	0	Trucks	25	0	25	Cyclists	0	0	0	Totals	25	0		<table style="border-collapse: collapse;"> <tr><td>Cars</td><td>0</td><td>0</td><td>21</td></tr> <tr><td>Trucks</td><td>21</td><td>0</td><td></td></tr> <tr><td>Cyclists</td><td>0</td><td>0</td><td></td></tr> <tr style="border-top: 1px solid black;"><td>Totals</td><td>0</td><td>21</td><td>0</td></tr> </table>	Cars	0	0	21	Trucks	21	0		Cyclists	0	0		Totals	0	21	0	<table style="border-collapse: collapse;"> <tr><td>Cars</td><td>0</td><td>0</td><td>0</td></tr> <tr><td>Trucks</td><td>27</td><td>0</td><td>27</td></tr> <tr><td>Cyclists</td><td>0</td><td>0</td><td></td></tr> <tr style="border-top: 1px solid black;"><td>Totals</td><td>0</td><td>27</td><td>0</td></tr> </table>	Cars	0	0	0	Trucks	27	0	27	Cyclists	0	0		Totals	0	27	0	Peds Cross: ∇ South Peds: 0 South Entering: 25 South Leg Total: 57
Cars	0	0	0																																																																			
Trucks	32	25	25																																																																			
Cyclists	0	0	0																																																																			
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Trucks = aggregate/quarry trucks																																																																						

Afternoon Peak Diagram		Specified Period From: 15:30:00 To: 18:30:00	One Hour Peak From: 15:30:00 To: 16:30:00																																																																		
Municipality: Puslinch Site #: 2410800008 Intersection: Concession Rd 7 & Aberfoyle Pit E TFR File #: 1 Count date: 19-Jun-24		Weather conditions: Person counted: Person prepared: Person checked:																																																																			
** Non-Signalized Intersection **		Major Road: Concession Rd 7 runs N/S																																																																			
North Leg Total: 51 North Entering: 28 North Peds: 0 Peds Cross: ∇	<table style="border-collapse: collapse;"> <tr><td>Cyclists</td><td>0</td><td>0</td><td>0</td></tr> <tr><td>Trucks</td><td>14</td><td>14</td><td>28</td></tr> <tr><td>Cars</td><td>0</td><td>0</td><td>0</td></tr> <tr style="border-top: 1px solid black;"><td>Totals</td><td>14</td><td>14</td><td></td></tr> </table>	Cyclists	0	0	0	Trucks	14	14	28	Cars	0	0	0	Totals	14	14			<table style="border-collapse: collapse;"> <tr><td>Cyclists</td><td>0</td></tr> <tr><td>Trucks</td><td>23</td></tr> <tr><td>Cars</td><td>0</td></tr> <tr style="border-top: 1px solid black;"><td>Totals</td><td>23</td></tr> </table>	Cyclists	0	Trucks	23	Cars	0	Totals	23	East Leg Total: 25 East Entering: 11 East Peds: 0 Peds Cross: ∇																																									
Cyclists	0	0	0																																																																		
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Cars	0	0	0																																																																		
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<table style="border-collapse: collapse;"> <tr><td>Cars</td><td>0</td></tr> <tr><td>Trucks</td><td>14</td></tr> <tr><td>Cyclists</td><td>0</td></tr> <tr style="border-top: 1px solid black;"><td>Totals</td><td>14</td></tr> </table>		Cars	0	Trucks	14	Cyclists	0	Totals	14	<table style="border-collapse: collapse;"> <tr><td>Cars</td><td>0</td><td>0</td><td>0</td></tr> <tr><td>Trucks</td><td>12</td><td>0</td><td>12</td></tr> <tr><td>Cyclists</td><td>0</td><td>0</td><td>0</td></tr> <tr style="border-top: 1px solid black;"><td>Totals</td><td>12</td><td>0</td><td></td></tr> </table>	Cars	0	0	0	Trucks	12	0	12	Cyclists	0	0	0	Totals	12	0		<table style="border-collapse: collapse;"> <tr><td>Cars</td><td>0</td><td>11</td><td>0</td><td>11</td></tr> <tr><td>Trucks</td><td>0</td><td>0</td><td>0</td><td>0</td></tr> <tr><td>Cyclists</td><td>0</td><td>0</td><td>0</td><td>0</td></tr> <tr style="border-top: 1px solid black;"><td>Totals</td><td>0</td><td>11</td><td>0</td><td></td></tr> </table>	Cars	0	11	0	11	Trucks	0	0	0	0	Cyclists	0	0	0	0	Totals	0	11	0		<table style="border-collapse: collapse;"> <tr><td>Cars</td><td>0</td><td>14</td><td>0</td><td>14</td></tr> <tr><td>Trucks</td><td>0</td><td>0</td><td>0</td><td>0</td></tr> <tr><td>Cyclists</td><td>0</td><td>0</td><td>0</td><td>0</td></tr> <tr style="border-top: 1px solid black;"><td>Totals</td><td>0</td><td>14</td><td>0</td><td></td></tr> </table>	Cars	0	14	0	14	Trucks	0	0	0	0	Cyclists	0	0	0	0	Totals	0	14	0		Peds Cross: ∇ South Peds: 0 South Entering: 12 South Leg Total: 26
Cars	0																																																																				
Trucks	14																																																																				
Cyclists	0																																																																				
Totals	14																																																																				
Cars	0	0	0																																																																		
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Cyclists	0	0	0	0																																																																	
Totals	0	14	0																																																																		
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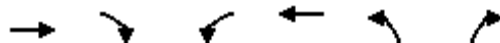
Appendix C: Background Development Traffic



Appendix D: Synchro Capacity Analysis

Lanes, Volumes, Timings
 1: Sideroad 20 S & Concession Rd 2

06/09/2025



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	76	22	5	32	56	9
Future Volume (vph)	76	22	5	32	56	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.0	3.0	3.0	3.0	3.5	3.5
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.969			0.981		
Flt Protected				0.993	0.959	
Satd. Flow (prot)	1685	0	0	1726	1733	0
Flt Permitted				0.993	0.959	
Satd. Flow (perm)	1685	0	0	1726	1733	0
Link Speed (k/h)	60			60	60	
Link Distance (m)	588.5			1636.7	191.2	
Travel Time (s)	35.3			98.2	11.5	
Peak Hour Factor	0.72	0.72	0.72	0.72	0.72	0.72
Adj. Flow (vph)	106	31	7	44	78	13
Shared Lane Traffic (%)						
Lane Group Flow (vph)	137	0	0	51	91	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	0.0			0.0	3.5	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	4.9			4.9	4.9	
Two way Left Turn Lane						
Headway Factor	1.09	1.09	1.09	1.09	1.01	1.01
Turning Speed (k/h)	14		24	24		14
Sign Control	Free			Free	Stop	

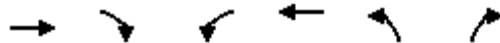
Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	16.2% ICU Level of Service A
Analysis Period (min)	15

HCM Unsignalized Intersection Capacity Analysis

1: Sideroad 20 S & Concession Rd 2

06/09/2025



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	→			←	↘	↙
Traffic Volume (veh/h)	76	22	5	32	56	9
Future Volume (Veh/h)	76	22	5	32	56	9
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.72	0.72	0.72	0.72	0.72	0.72
Hourly flow rate (vph)	106	31	7	44	78	12
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			137		180	122
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			137		180	122
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		90	99
cM capacity (veh/h)			1447		806	930
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	137	51	90			
Volume Left	0	7	78			
Volume Right	31	0	12			
cSH	1700	1447	821			
Volume to Capacity	0.08	0.00	0.11			
Queue Length 95th (m)	0.0	0.1	2.8			
Control Delay (s)	0.0	1.1	9.9			
Lane LOS		A	A			
Approach Delay (s)	0.0	1.1	9.9			
Approach LOS			A			
Intersection Summary						
Average Delay			3.4			
Intersection Capacity Utilization			16.2%	ICU Level of Service	A	
Analysis Period (min)			15			

Lanes, Volumes, Timings

2: Lanci Pit Access/McNally Pit Access & Concession Rd 2

06/09/2025



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	0	118	0	0	83	0	0	0	0	0	0	0
Future Volume (vph)	0	118	0	0	83	0	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.5	3.5	3.5	3.5	3.5	3.5	4.3	4.3	4.3	4.3	4.3	4.3
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt												
Flt Protected												
Satd. Flow (prot)	0	1842	0	0	1842	0	0	2008	0	0	2008	0
Flt Permitted												
Satd. Flow (perm)	0	1842	0	0	1842	0	0	2008	0	0	2008	0
Link Speed (k/h)		60			60			30			30	
Link Distance (m)		1636.7			809.6			614.6			507.0	
Travel Time (s)		98.2			48.6			73.8			60.8	
Peak Hour Factor	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74
Adj. Flow (vph)	0	159	0	0	112	0	0	0	0	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	159	0	0	112	0	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		0.0			0.0			0.0			0.0	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.9			4.9			4.9			4.9	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	1.01	1.01	1.01	0.91	0.91	0.91	0.91	0.91	0.91
Turning Speed (k/h)	24		14	24		14	24		14	24		14
Sign Control		Free			Free			Stop			Stop	

















Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	9.5%
ICU Level of Service	A
Analysis Period (min)	15

HCM Unsignalized Intersection Capacity Analysis

2: Lanci Pit Access/McNally Pit Access & Concession Rd 2

06/09/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	118	0	0	83	0	0	0	0	0	0	0
Future Volume (Veh/h)	0	118	0	0	83	0	0	0	0	0	0	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74
Hourly flow rate (vph)	0	159	0	0	112	0	0	0	0	0	0	0
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	112			159			271	271	159	271	271	112
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	112			159			271	271	159	271	271	112
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			100	100	100	100	100	100
cM capacity (veh/h)	1478			1420			682	636	886	682	636	941
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	159	112	0	0								
Volume Left	0	0	0	0								
Volume Right	0	0	0	0								
cSH	1478	1420	1700	1700								
Volume to Capacity	0.00	0.00	0.00	0.00								
Queue Length 95th (m)	0.0	0.0	0.0	0.0								
Control Delay (s)	0.0	0.0	0.0	0.0								
Lane LOS			A	A								
Approach Delay (s)	0.0	0.0	0.0	0.0								
Approach LOS			A	A								
Intersection Summary												
Average Delay			0.0									
Intersection Capacity Utilization			9.5%		ICU Level of Service				A			
Analysis Period (min)			15									

Lanes, Volumes, Timings

3: Safarik Pit Entrance & Concession Rd 2/Cocession Rd 2A

06/09/2025


















Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↔			↕			↕	
Traffic Volume (vph)	0	137	0	0	83	0	0	33	0	0	32	0
Future Volume (vph)	0	137	0	0	83	0	0	33	0	0	32	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.0	3.7	3.0	3.7	3.7	3.7	4.3	4.3	3.7	3.7	4.3	4.3
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt												
Flt Protected												
Satd. Flow (prot)	0	0	0	0	1883	0	0	2008	0	0	2008	0
Flt Permitted												
Satd. Flow (perm)	0	0	0	0	1883	0	0	2008	0	0	2008	0
Link Speed (k/h)		60			60			30			30	
Link Distance (m)		809.6			461.6			161.1			81.8	
Travel Time (s)		48.6			27.7			19.3			9.8	
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
Adj. Flow (vph)	0	183	0	0	111	0	0	44	0	0	43	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	183	0	0	111	0	0	44	0	0	43	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		0.0			0.0			0.0			0.0	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.9			1.6			4.9			4.9	
Two way Left Turn Lane												
Headway Factor	1.09	0.99	1.09	0.99	0.99	0.99	0.91	0.91	0.99	0.99	0.91	0.91
Turning Speed (k/h)	24		14	24		14	24		14	24		14
Sign Control		Free			Free			Stop			Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization Err%	ICU Level of Service H
Analysis Period (min)	15

HCM Unsignalized Intersection Capacity Analysis
 3: Safarik Pit Entrance & Concession Rd 2/Cocession Rd 2A

06/09/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	137	0	0	83	0	0	33	0	0	32	0
Future Volume (Veh/h)	0	137	0	0	83	0	0	33	0	0	32	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
Hourly flow rate (vph)	0	183	0	0	111	0	0	44	0	0	43	0
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	111			183			316	294	183	316	294	111
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	111			183			316	294	183	316	294	111
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			100	93	100	100	93	100
cM capacity (veh/h)	1479			1392			603	617	859	602	617	942
Direction, Lane #	WB 1	NB 1	SB 1									
Volume Total	111	44	43									
Volume Left	0	0	0									
Volume Right	0	0	0									
cSH	1392	617	617									
Volume to Capacity	0.00	0.07	0.07									
Queue Length 95th (m)	0.0	1.7	1.7									
Control Delay (s)	0.0	11.3	11.3									
Lane LOS		B	B									
Approach Delay (s)	0.0	11.3	11.3									
Approach LOS		B	B									
Intersection Summary												
Average Delay			Err									
Intersection Capacity Utilization			Err%		ICU Level of Service				H			
Analysis Period (min)			15									

Lanes, Volumes, Timings
4: Concession Rd 7 & Concession 2

06/09/2025



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1	26	5	135	95	0
Future Volume (vph)	1	26	5	135	95	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (m)	4.0	4.0	3.7	3.7	3.7	3.7
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.869					
Flt Protected	0.999			0.998		
Satd. Flow (prot)	1689	0	0	1880	1883	0
Flt Permitted	0.999			0.998		
Satd. Flow (perm)	1689	0	0	1880	1883	0
Link Speed (k/h)	30			60	60	
Link Distance (m)	219.6			791.0	202.0	
Travel Time (s)	26.4			47.5	12.1	
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79
Adj. Flow (vph)	1	33	6	171	120	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	34	0	0	177	120	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	4.0			0.0	0.0	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	4.9			4.9	4.9	
Two way Left Turn Lane						
Headway Factor	0.94	0.94	0.99	0.99	0.99	0.99
Turning Speed (k/h)	24	14	24			14
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	21.2%
ICU Level of Service	A
Analysis Period (min)	15

HCM Unsignalized Intersection Capacity Analysis

4: Concession Rd 7 & Concession 2

06/09/2025



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	1	26	5	135	95	0
Future Volume (Veh/h)	1	26	5	135	95	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79
Hourly flow rate (vph)	1	33	6	171	120	0
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	303	120	120			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	303	120	120			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	96	100			
cM capacity (veh/h)	686	931	1468			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	34	177	120			
Volume Left	1	6	0			
Volume Right	33	0	0			
cSH	922	1468	1700			
Volume to Capacity	0.04	0.00	0.07			
Queue Length 95th (m)	0.9	0.1	0.0			
Control Delay (s)	9.1	0.3	0.0			
Lane LOS	A	A				
Approach Delay (s)	9.1	0.3	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay			1.1			
Intersection Capacity Utilization			21.2%	ICU Level of Service	A	
Analysis Period (min)			15			

Lanes, Volumes, Timings
 5: Concession Rd 7 & Cocession Rd 2A

06/09/2025



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	94	18	12	123	78	65
Future Volume (vph)	94	18	12	123	78	65
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (m)	4.0	4.0	3.7	3.7	3.7	3.7
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.978				0.939	
Flt Protected	0.960			0.996		
Satd. Flow (prot)	1827	0	0	1876	1769	0
Flt Permitted	0.960			0.996		
Satd. Flow (perm)	1827	0	0	1876	1769	0
Link Speed (k/h)	30			60	60	
Link Distance (m)	461.6			202.0	440.0	
Travel Time (s)	55.4			12.1	26.4	
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Adj. Flow (vph)	113	22	14	148	94	78
Shared Lane Traffic (%)						
Lane Group Flow (vph)	135	0	0	162	172	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	4.0			0.0	0.0	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	1.6			4.9	4.9	
Two way Left Turn Lane						
Headway Factor	0.94	0.94	0.99	0.99	0.99	0.99
Turning Speed (k/h)	24	14	24			14
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	29.4%
ICU Level of Service	A
Analysis Period (min)	15

HCM Unsignalized Intersection Capacity Analysis

5: Concession Rd 7 & Cocession Rd 2A

06/09/2025



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	94	18	12	123	78	65
Future Volume (Veh/h)	94	18	12	123	78	65
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Hourly flow rate (vph)	113	22	14	148	94	78
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	309	133	172			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	309	133	172			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	83	98	99			
cM capacity (veh/h)	676	916	1405			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	135	162	172			
Volume Left	113	14	0			
Volume Right	22	0	78			
cSH	707	1405	1700			
Volume to Capacity	0.19	0.01	0.10			
Queue Length 95th (m)	5.3	0.2	0.0			
Control Delay (s)	11.3	0.7	0.0			
Lane LOS	B	A				
Approach Delay (s)	11.3	0.7	0.0			
Approach LOS	B					
Intersection Summary						
Average Delay			3.5			
Intersection Capacity Utilization			29.4%	ICU Level of Service	A	
Analysis Period (min)			15			

Lanes, Volumes, Timings
6: Concession Rd 7 & McNally Pit /Mason Rd

06/09/2025



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	11	0	1	0	0	3	1	216	0	3	140	12
Future Volume (vph)	11	0	1	0	0	3	1	216	0	3	140	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (m)	4.8	4.8	4.8	3.0	3.0	3.0	3.7	3.7	3.7	4.2	4.2	4.2
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.990			0.865							0.990
Flt Protected		0.956										0.999
Satd. Flow (prot)	0	1998	0	0	1504	0	0	1883	0	0	1965	0
Flt Permitted		0.956										0.999
Satd. Flow (perm)	0	1998	0	0	1504	0	0	1883	0	0	1965	0
Link Speed (k/h)		30			50			60			60	
Link Distance (m)		121.1			203.7			440.0			304.7	
Travel Time (s)		14.5			14.7			26.4			18.3	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	12	0	1	0	0	3	1	237	0	3	154	13
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	13	0	0	3	0	0	238	0	0	170	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		0.0			0.0			0.0			0.0	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.9			4.9			4.9			4.9	
Two way Left Turn Lane												
Headway Factor	0.85	0.85	0.85	1.09	1.09	1.09	0.99	0.99	0.99	0.92	0.92	0.92
Turning Speed (k/h)	24		14	24		14	24		14	24		14
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 25.9%

ICU Level of Service A

Analysis Period (min) 15

HCM Unsignalized Intersection Capacity Analysis

6: Concession Rd 7 & McNally Pit /Mason Rd

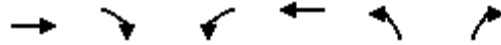
06/09/2025



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (veh/h)	11	0	1	0	0	3	1	216	0	3	140	12
Future Volume (Veh/h)	11	0	1	0	0	3	1	216	0	3	140	12
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Hourly flow rate (vph)	12	0	1	0	0	3	1	237	0	3	154	13
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type												
Median storage veh												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	408	406	160	406	412	237	167			237		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	408	406	160	406	412	237	167			237		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	98	100	100	100	100	100	100			100		
cM capacity (veh/h)	550	533	885	553	528	802	1411			1330		
Direction, Lane #												
	EB 1	WB 1	NB 1	SB 1								
Volume Total	13	3	238	170								
Volume Left	12	0	1	3								
Volume Right	1	3	0	13								
cSH	566	802	1411	1330								
Volume to Capacity	0.02	0.00	0.00	0.00								
Queue Length 95th (m)	0.5	0.1	0.0	0.1								
Control Delay (s)	11.5	9.5	0.0	0.2								
Lane LOS	B	A	A	A								
Approach Delay (s)	11.5	9.5	0.0	0.2								
Approach LOS	B	A										
Intersection Summary												
Average Delay			0.5									
Intersection Capacity Utilization			25.9%	ICU Level of Service		A						
Analysis Period (min)			15									

Lanes, Volumes, Timings
7: Concession Rd 7 & McLean Rd W

06/09/2025



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	59	92	65	22	114	116
Future Volume (vph)	59	92	65	22	114	116
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.7	3.7	3.7	3.7	4.2	4.2
Storage Length (m)		0.0	115.0		0.0	0.0
Storage Lanes		0	1		1	0
Taper Length (m)			88.0		7.6	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t	0.918				0.932	
Fl _t Protected			0.950		0.976	
Satd. Flow (prot)	1729	0	1789	1883	1807	0
Fl _t Permitted			0.950		0.976	
Satd. Flow (perm)	1729	0	1789	1883	1807	0
Link Speed (k/h)	60			60	60	
Link Distance (m)	212.1			305.2	304.7	
Travel Time (s)	12.7			18.3	18.3	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	63	98	69	23	121	123
Shared Lane Traffic (%)						
Lane Group Flow (vph)	161	0	69	23	244	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	3.7			3.7	4.2	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	4.9			4.9	4.9	
Two way Left Turn Lane						
Headway Factor	0.99	0.99	0.99	0.99	0.92	0.92
Turning Speed (k/h)		14	24		24	14
Sign Control	Free			Free	Stop	

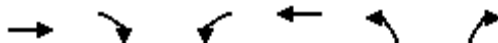
Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	35.8%
ICU Level of Service	A
Analysis Period (min)	15

HCM Unsignalized Intersection Capacity Analysis

7: Concession Rd 7 & McLean Rd W

06/09/2025



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	→		↵	↑	↵	
Traffic Volume (veh/h)	59	92	65	22	114	116
Future Volume (Veh/h)	59	92	65	22	114	116
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	63	98	69	23	121	123
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			161		273	112
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			161		273	112
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			95		82	87
cM capacity (veh/h)			1418		682	941
Direction, Lane #	EB 1	WB 1	WB 2	NB 1		
Volume Total	161	69	23	244		
Volume Left	0	69	0	121		
Volume Right	98	0	0	123		
cSH	1700	1418	1700	792		
Volume to Capacity	0.09	0.05	0.01	0.31		
Queue Length 95th (m)	0.0	1.2	0.0	10.0		
Control Delay (s)	0.0	7.7	0.0	11.6		
Lane LOS	A			B		
Approach Delay (s)	0.0	5.8		11.6		
Approach LOS				B		
Intersection Summary						
Average Delay			6.7			
Intersection Capacity Utilization			35.8%	ICU Level of Service	A	
Analysis Period (min)			15			

Lanes, Volumes, Timings
 8: Aberfoyle Entrance & Concession Rd 7

06/09/2025



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	2	23	133	4	29	146
Future Volume (vph)	2	23	133	4	29	146
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (m)	4.2	4.2	3.7	3.7	3.7	3.7
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.874		0.996			
Flt Protected	0.997					0.992
Satd. Flow (prot)	1731	0	1876	0	0	1868
Flt Permitted	0.997					0.992
Satd. Flow (perm)	1731	0	1876	0	0	1868
Link Speed (k/h)	30		60			60
Link Distance (m)	166.8		161.0			129.4
Travel Time (s)	20.0		9.7			7.8
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Adj. Flow (vph)	2	27	155	5	34	170
Shared Lane Traffic (%)						
Lane Group Flow (vph)	29	0	160	0	0	204
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(m)	4.2		0.0			0.0
Link Offset(m)	0.0		0.0			0.0
Crosswalk Width(m)	4.9		4.9			4.9
Two way Left Turn Lane						
Headway Factor	0.92	0.92	0.99	0.99	0.99	0.99
Turning Speed (k/h)	24	14		14	24	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	29.9%
ICU Level of Service	A
Analysis Period (min)	15

HCM Unsignalized Intersection Capacity Analysis

8: Aberfoyle Entrance & Concession Rd 7

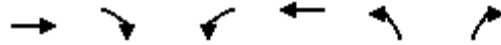
06/09/2025



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	2	23	133	4	29	146
Future Volume (Veh/h)	2	23	133	4	29	146
Sign Control	Stop		Free		Free	
Grade	0%		0%		0%	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Hourly flow rate (vph)	2	27	155	5	34	170
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	396	158			160	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	396	158			160	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	97			98	
cM capacity (veh/h)	595	888			1419	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	29	160	204			
Volume Left	2	0	34			
Volume Right	27	5	0			
cSH	859	1700	1419			
Volume to Capacity	0.03	0.09	0.02			
Queue Length 95th (m)	0.8	0.0	0.6			
Control Delay (s)	9.3	0.0	1.4			
Lane LOS	A		A			
Approach Delay (s)	9.3	0.0	1.4			
Approach LOS	A					
Intersection Summary						
Average Delay			1.4			
Intersection Capacity Utilization			29.9%		ICU Level of Service	A
Analysis Period (min)			15			

Lanes, Volumes, Timings
 1: Sideroad 20 S & Concession Rd 2

06/09/2025



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	65	46	10	81	18	3
Future Volume (vph)	65	46	10	81	18	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.0	3.0	3.0	3.0	3.5	3.5
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.944			0.982		
Flt Protected				0.995	0.958	
Satd. Flow (prot)	1641	0	0	1730	1733	0
Flt Permitted				0.995	0.958	
Satd. Flow (perm)	1641	0	0	1730	1733	0
Link Speed (k/h)	60			60	60	
Link Distance (m)	588.5			1636.7	191.2	
Travel Time (s)	35.3			98.2	11.5	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	74	52	11	92	20	3
Shared Lane Traffic (%)						
Lane Group Flow (vph)	126	0	0	103	23	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	0.0			0.0	3.5	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	4.9			4.9	4.9	
Two way Left Turn Lane						
Headway Factor	1.09	1.09	1.09	1.09	1.01	1.01
Turning Speed (k/h)	14		24	24		14
Sign Control	Free			Free	Stop	

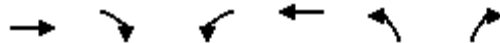
Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	21.5%
	ICU Level of Service A
Analysis Period (min)	15

HCM Unsignalized Intersection Capacity Analysis

1: Sideroad 20 S & Concession Rd 2

06/09/2025



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	→			←	↘	↙
Traffic Volume (veh/h)	65	46	10	81	18	3
Future Volume (Veh/h)	65	46	10	81	18	3
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	74	52	11	92	20	3
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			126			100
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			126			100
tC, single (s)			4.1			6.2
tC, 2 stage (s)						
tF (s)			2.2			3.3
p0 queue free %			99			100
cM capacity (veh/h)			1460			956
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	126	103	23			
Volume Left	0	11	20			
Volume Right	52	0	3			
cSH	1700	1460	789			
Volume to Capacity	0.07	0.01	0.03			
Queue Length 95th (m)	0.0	0.2	0.7			
Control Delay (s)	0.0	0.9	9.7			
Lane LOS			A			
Approach Delay (s)	0.0	0.9	9.7			
Approach LOS			A			
Intersection Summary						
Average Delay			1.2			
Intersection Capacity Utilization			21.5%	ICU Level of Service	A	
Analysis Period (min)			15			

Lanes, Volumes, Timings

2: Lanci Pit Access/McNally Pit Access & Concession Rd 2

06/09/2025



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	0	103	0	0	118	0	0	0	0	0	0	0
Future Volume (vph)	0	103	0	0	118	0	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.5	3.5	3.5	3.5	3.5	3.5	4.3	4.3	4.3	4.3	4.3	4.3
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt												
Flt Protected												
Satd. Flow (prot)	0	1842	0	0	1842	0	0	2008	0	0	2008	0
Flt Permitted												
Satd. Flow (perm)	0	1842	0	0	1842	0	0	2008	0	0	2008	0
Link Speed (k/h)		60			60			30			30	
Link Distance (m)		1636.7			809.6			614.6			507.0	
Travel Time (s)		98.2			48.6			73.8			60.8	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Adj. Flow (vph)	0	121	0	0	139	0	0	0	0	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	121	0	0	139	0	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		0.0			0.0			0.0			0.0	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.9			4.9			4.9			4.9	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	1.01	1.01	1.01	0.91	0.91	0.91	0.91	0.91	0.91
Turning Speed (k/h)	24		14	24		14	24		14	24		14
Sign Control		Free			Free			Stop			Stop	

















Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	9.5%
ICU Level of Service	A
Analysis Period (min)	15

HCM Unsignalized Intersection Capacity Analysis

2: Lanci Pit Access/McNally Pit Access & Concession Rd 2

06/09/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	103	0	0	118	0	0	0	0	0	0	0
Future Volume (Veh/h)	0	103	0	0	118	0	0	0	0	0	0	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	0	121	0	0	139	0	0	0	0	0	0	0
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	139			121			260	260	121	260	260	139
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	139			121			260	260	121	260	260	139
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			100	100	100	100	100	100
cM capacity (veh/h)	1445			1467			693	645	930	693	645	909
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	121	139	0	0								
Volume Left	0	0	0	0								
Volume Right	0	0	0	0								
cSH	1445	1467	1700	1700								
Volume to Capacity	0.00	0.00	0.00	0.00								
Queue Length 95th (m)	0.0	0.0	0.0	0.0								
Control Delay (s)	0.0	0.0	0.0	0.0								
Lane LOS			A	A								
Approach Delay (s)	0.0	0.0	0.0	0.0								
Approach LOS			A	A								
Intersection Summary												
Average Delay			0.0									
Intersection Capacity Utilization			9.5%	ICU Level of Service						A		
Analysis Period (min)			15									

Lanes, Volumes, Timings

3: Safarik Pit Entrance & Concession Rd 2/Cocession Rd 2A

06/09/2025



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations					↔			↔			↔		
Traffic Volume (vph)	0	109	0	0	129	0	1	28	0	0	28	0	
Future Volume (vph)	0	109	0	0	129	0	1	28	0	0	28	0	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Lane Width (m)	3.0	3.7	3.0	3.7	3.7	3.7	4.3	4.3	3.7	3.7	4.3	4.3	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Frt													
Flt Protected									0.998				
Satd. Flow (prot)	0	0	0	0	1883	0	0	2004	0	0	2008	0	
Flt Permitted									0.998				
Satd. Flow (perm)	0	0	0	0	1883	0	0	2004	0	0	2008	0	
Link Speed (k/h)					60			48		30			
Link Distance (m)	809.6				461.6			161.1		81.8			
Travel Time (s)	48.6				34.6			19.3		9.8			
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	
Adj. Flow (vph)	0	125	0	0	148	0	1	32	0	0	32	0	
Shared Lane Traffic (%)													
Lane Group Flow (vph)	0	125	0	0	148	0	0	33	0	0	32	0	
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No	
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right	
Median Width(m)	0.0				0.0			0.0		0.0			
Link Offset(m)	0.0				0.0			0.0		0.0			
Crosswalk Width(m)	4.9				1.6			4.9		4.9			
Two way Left Turn Lane													
Headway Factor	1.09	0.99	1.09	0.99	0.99	0.99	0.91	0.91	0.99	0.99	0.91	0.91	
Turning Speed (k/h)	24		14		97		97		24		97		
Sign Control	Free				Free			Stop		Stop			

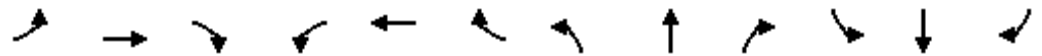
Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization Err%	ICU Level of Service H
Analysis Period (min)	15

HCM Unsignalized Intersection Capacity Analysis

3: Safarik Pit Entrance & Concession Rd 2/Cocession Rd 2A

06/09/2025



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↔			↔			↔	
Traffic Volume (veh/h)	0	109	0	0	129	0	1	28	0	0	28	0
Future Volume (Veh/h)	0	109	0	0	129	0	1	28	0	0	28	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Hourly flow rate (vph)	0	125	0	0	148	0	1	32	0	0	32	0
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	148			125			289	273	125	289	273	148
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	148			125			289	273	125	289	273	148
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			100	95	100	100	95	100
cM capacity (veh/h)	1434			1462			638	634	926	638	634	899
Direction, Lane #												
	WB 1	NB 1	SB 1									
Volume Total	148	33	32									
Volume Left	0	1	0									
Volume Right	0	0	0									
cSH	1462	634	634									
Volume to Capacity	0.00	0.05	0.05									
Queue Length 95th (m)	0.0	1.2	1.2									
Control Delay (s)	0.0	11.0	11.0									
Lane LOS		B	B									
Approach Delay (s)	0.0	11.0	11.0									
Approach LOS		B	B									
Intersection Summary												
Average Delay			Err									
Intersection Capacity Utilization			Err%	ICU Level of Service						H		
Analysis Period (min)			15									

Lanes, Volumes, Timings
4: Concession Rd 7 & Concession 2

06/09/2025



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1	20	13	127	247	0
Future Volume (vph)	1	20	13	127	247	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (m)	4.0	4.0	3.7	3.7	3.7	3.7
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.871					
Flt Protected	0.998			0.995		
Satd. Flow (prot)	1691	0	0	1874	1883	0
Flt Permitted	0.998			0.995		
Satd. Flow (perm)	1691	0	0	1874	1883	0
Link Speed (k/h)	30			60	60	
Link Distance (m)	219.6			791.0	202.0	
Travel Time (s)	26.4			47.5	12.1	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Adj. Flow (vph)	1	23	15	148	287	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	24	0	0	163	287	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	4.0			0.0	0.0	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	4.9			4.9	4.9	
Two way Left Turn Lane						
Headway Factor	0.94	0.94	0.99	0.99	0.99	0.99
Turning Speed (k/h)	24	14	24			14
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	27.5%
ICU Level of Service	A
Analysis Period (min)	15

HCM Unsignalized Intersection Capacity Analysis

4: Concession Rd 7 & Concession 2

06/09/2025



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	1	20	13	127	247	0
Future Volume (Veh/h)	1	20	13	127	247	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Hourly flow rate (vph)	1	23	15	148	287	0
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	465	287	287			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	465	287	287			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	97	99			
cM capacity (veh/h)	549	752	1275			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	24	163	287			
Volume Left	1	15	0			
Volume Right	23	0	0			
cSH	741	1275	1700			
Volume to Capacity	0.03	0.01	0.17			
Queue Length 95th (m)	0.8	0.3	0.0			
Control Delay (s)	10.0	0.8	0.0			
Lane LOS	B	A				
Approach Delay (s)	10.0	0.8	0.0			
Approach LOS	B					
Intersection Summary						
Average Delay			0.8			
Intersection Capacity Utilization			27.5%	ICU Level of Service	A	
Analysis Period (min)			15			

Lanes, Volumes, Timings
5: Concession Rd 7 & Cocession Rd 2A

06/09/2025



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	61	25	27	100	222	90
Future Volume (vph)	61	25	27	100	222	90
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (m)	4.0	4.0	3.7	3.7	3.7	3.7
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.961				0.961	
Flt Protected	0.966			0.989		
Satd. Flow (prot)	1806	0	0	1863	1810	0
Flt Permitted	0.966			0.989		
Satd. Flow (perm)	1806	0	0	1863	1810	0
Link Speed (k/h)	48			60	60	
Link Distance (m)	461.6			202.0	440.0	
Travel Time (s)	34.6			12.1	26.4	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Adj. Flow (vph)	72	29	32	118	261	106
Shared Lane Traffic (%)						
Lane Group Flow (vph)	101	0	0	150	367	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	4.0			0.0	0.0	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	1.6			4.9	4.9	
Two way Left Turn Lane						
Headway Factor	0.94	0.94	0.99	0.99	0.99	0.99
Turning Speed (k/h)	97	97	97			97
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	38.8%
ICU Level of Service	A
Analysis Period (min)	15

HCM Unsignalized Intersection Capacity Analysis

5: Concession Rd 7 & Cocession Rd 2A

06/09/2025



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	61	25	27	100	222	90
Future Volume (Veh/h)	61	25	27	100	222	90
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	72	29	32	118	261	106
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	496	314	367			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	496	314	367			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	86	96	97			
cM capacity (veh/h)	519	726	1192			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	101	150	367			
Volume Left	72	32	0			
Volume Right	29	0	106			
cSH	565	1192	1700			
Volume to Capacity	0.18	0.03	0.22			
Queue Length 95th (m)	4.9	0.6	0.0			
Control Delay (s)	12.7	1.9	0.0			
Lane LOS	B	A				
Approach Delay (s)	12.7	1.9	0.0			
Approach LOS	B					
Intersection Summary						
Average Delay			2.5			
Intersection Capacity Utilization			38.8%	ICU Level of Service	A	
Analysis Period (min)			15			

Lanes, Volumes, Timings
6: Concession Rd 7 & McNally Pit /Mason Rd

06/09/2025



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	5	0	1	1	0	2	1	154	0	0	317	4
Future Volume (vph)	5	0	1	1	0	2	1	154	0	0	317	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (m)	4.8	4.8	4.8	3.0	3.0	3.0	3.7	3.7	3.7	4.2	4.2	4.2
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.981			0.899						0.998	
Flt Protected		0.959			0.988							
Satd. Flow (prot)	0	1986	0	0	1544	0	0	1883	0	0	1983	0
Flt Permitted		0.959			0.988							
Satd. Flow (perm)	0	1986	0	0	1544	0	0	1883	0	0	1983	0
Link Speed (k/h)		30			30			60			60	
Link Distance (m)		121.1			203.7			440.0			304.7	
Travel Time (s)		14.5			24.4			26.4			18.3	
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Adj. Flow (vph)	6	0	1	1	0	3	1	193	0	0	396	5
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	7	0	0	4	0	0	194	0	0	401	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		0.0			0.0			0.0			0.0	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.9			4.9			4.9			4.9	
Two way Left Turn Lane												
Headway Factor	0.85	0.85	0.85	1.09	1.09	1.09	0.99	0.99	0.99	0.92	0.92	0.92
Turning Speed (k/h)	24		14	24		14	24		14	24		14
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

















Intersection Capacity Utilization 26.9% ICU Level of Service A

Analysis Period (min) 15

HCM Unsignalized Intersection Capacity Analysis

6: Concession Rd 7 & McNally Pit /Mason Rd

06/09/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	0	1	1	0	2	1	154	0	0	317	4
Future Volume (Veh/h)	5	0	1	1	0	2	1	154	0	0	317	4
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Hourly flow rate (vph)	6	0	1	1	0	2	1	192	0	0	396	5
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type												
Median storage veh												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	594	592	398	594	595	192	401			192		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	594	592	398	594	595	192	401			192		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	99	100	100	100	100	100	100			100		
cM capacity (veh/h)	415	418	651	416	417	850	1158			1381		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	7	3	193	401								
Volume Left	6	1	1	0								
Volume Right	1	2	0	5								
cSH	438	631	1158	1381								
Volume to Capacity	0.02	0.00	0.00	0.00								
Queue Length 95th (m)	0.4	0.1	0.0	0.0								
Control Delay (s)	13.4	10.7	0.0	0.0								
Lane LOS	B	B	A									
Approach Delay (s)	13.4	10.7	0.0	0.0								
Approach LOS	B	B										
Intersection Summary												
Average Delay			0.2									
Intersection Capacity Utilization			26.9%		ICU Level of Service					A		
Analysis Period (min)			15									

Lanes, Volumes, Timings
7: Concession Rd 7 & McLean Rd W

06/09/2025

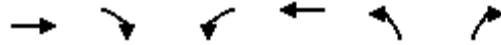


Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	55	213	117	60	97	62
Future Volume (vph)	55	213	117	60	97	62
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.7	3.7	3.7	3.7	4.2	4.2
Storage Length (m)		0.0	115.0		0.0	0.0
Storage Lanes		0	1		1	0
Taper Length (m)			88.0		7.6	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t	0.893				0.947	
Fl _t Protected			0.950		0.970	
Satd. Flow (prot)	1682	0	1789	1883	1825	0
Fl _t Permitted			0.950		0.970	
Satd. Flow (perm)	1682	0	1789	1883	1825	0
Link Speed (k/h)	60			60	60	
Link Distance (m)	212.1			305.2	304.7	
Travel Time (s)	12.7			18.3	18.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	60	232	127	65	105	67
Shared Lane Traffic (%)						
Lane Group Flow (vph)	292	0	127	65	172	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	3.7			3.7	4.2	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	4.9			4.9	4.9	
Two way Left Turn Lane						
Headway Factor	0.99	0.99	0.99	0.99	0.92	0.92
Turning Speed (k/h)		14	24		24	14
Sign Control	Free			Free	Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	41.7%			ICU Level of Service A		
Analysis Period (min)	15					

HCM Unsignalized Intersection Capacity Analysis

7: Concession Rd 7 & McLean Rd W

06/09/2025



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	→		↵	↑	↵	
Traffic Volume (veh/h)	55	213	117	60	97	62
Future Volume (Veh/h)	55	213	117	60	97	62
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)	60	232	127	65	105	67
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			292		495	176
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			292		495	176
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			90		78	92
cM capacity (veh/h)			1270		480	867
Direction, Lane #	EB 1	WB 1	WB 2	NB 1		
Volume Total	292	127	65	172		
Volume Left	0	127	0	105		
Volume Right	232	0	0	67		
cSH	1700	1270	1700	581		
Volume to Capacity	0.17	0.10	0.04	0.30		
Queue Length 95th (m)	0.0	2.5	0.0	9.4		
Control Delay (s)	0.0	8.2	0.0	13.8		
Lane LOS	A		B			
Approach Delay (s)	0.0	5.4	13.8			
Approach LOS	B					
Intersection Summary						
Average Delay			5.2			
Intersection Capacity Utilization			41.7%	ICU Level of Service	A	
Analysis Period (min)			15			

Lanes, Volumes, Timings
8: Aberfoyle Entrance & Concession Rd 7

06/09/2025



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	5	14	155	3	15	247
Future Volume (vph)	5	14	155	3	15	247
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (m)	4.2	4.2	3.7	3.7	3.7	3.7
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.900		0.997			
Flt Protected	0.987					0.997
Satd. Flow (prot)	1765	0	1878	0	0	1878
Flt Permitted	0.987					0.997
Satd. Flow (perm)	1765	0	1878	0	0	1878
Link Speed (k/h)	30		60			60
Link Distance (m)	166.8		161.0			129.4
Travel Time (s)	20.0		9.7			7.8
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81
Adj. Flow (vph)	6	17	191	4	19	305
Shared Lane Traffic (%)						
Lane Group Flow (vph)	23	0	195	0	0	324
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(m)	4.2		0.0			0.0
Link Offset(m)	0.0		0.0			0.0
Crosswalk Width(m)	4.9		4.9			4.9
Two way Left Turn Lane						
Headway Factor	0.92	0.92	0.99	0.99	0.99	0.99
Turning Speed (k/h)	24	14		14	24	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	35.3%
Analysis Period (min)	15
	ICU Level of Service A

HCM Unsignalized Intersection Capacity Analysis

8: Aberfoyle Entrance & Concession Rd 7

06/09/2025

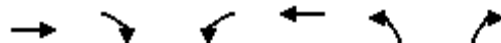


Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	5	14	155	3	15	247
Future Volume (Veh/h)	5	14	155	3	15	247
Sign Control	Stop		Free		Free	
Grade	0%		0%		0%	
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81
Hourly flow rate (vph)	6	17	191	4	19	305
Pedestrians						
Lane Width (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	536	193			195	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	536	193			195	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	99	98			99	
cM capacity (veh/h)	498	849			1378	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	23	195	324			
Volume Left	6	0	19			
Volume Right	17	4	0			
cSH	717	1700	1378			
Volume to Capacity	0.03	0.11	0.01			
Queue Length 95th (m)	0.8	0.0	0.3			
Control Delay (s)	10.2	0.0	0.6			
Lane LOS	B		A			
Approach Delay (s)	10.2	0.0	0.6			
Approach LOS	B					
Intersection Summary						
Average Delay			0.8			
Intersection Capacity Utilization			35.3%		ICU Level of Service	A
Analysis Period (min)			15			

Lanes, Volumes, Timings

1: Sideroad 20 S & Concession Rd 2

06/09/2025



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	101	22	5	51	56	9
Future Volume (vph)	101	22	5	51	56	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.0	3.0	3.0	3.0	3.5	3.5
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.976			0.981		
Flt Protected				0.996	0.959	
Satd. Flow (prot)	1731	0	0	1766	1768	0
Flt Permitted				0.996	0.959	
Satd. Flow (perm)	1731	0	0	1766	1768	0
Link Speed (k/h)	60			60	60	
Link Distance (m)	588.5			1636.7	191.2	
Travel Time (s)	35.3			98.2	11.5	
Peak Hour Factor	0.72	0.72	0.72	0.72	0.72	0.72
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	140	31	7	71	78	13
Shared Lane Traffic (%)						
Lane Group Flow (vph)	171	0	0	78	91	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	0.0			0.0	3.5	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	4.9			4.9	4.9	
Two way Left Turn Lane						
Headway Factor	1.09	1.09	1.09	1.09	1.01	1.01
Turning Speed (k/h)	14		24	24		14
Sign Control	Free			Free	Stop	

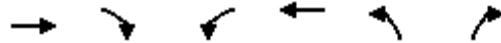
Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	17.2%
ICU Level of Service	A
Analysis Period (min)	15

HCM Unsignalized Intersection Capacity Analysis

1: Sideroad 20 S & Concession Rd 2

06/09/2025



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	→			←	←	↘
Traffic Volume (veh/h)	101	22	5	51	56	9
Future Volume (Veh/h)	101	22	5	51	56	9
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.72	0.72	0.72	0.72	0.72	0.72
Hourly flow rate (vph)	140	31	7	71	78	12
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			171		240	156
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			171		240	156
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		90	99
cM capacity (veh/h)			1418		748	896
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	171	78	90			
Volume Left	0	7	78			
Volume Right	31	0	12			
cSH	1700	1418	765			
Volume to Capacity	0.10	0.00	0.12			
Queue Length 95th (m)	0.0	0.1	3.0			
Control Delay (s)	0.0	0.7	10.3			
Lane LOS		A	B			
Approach Delay (s)	0.0	0.7	10.3			
Approach LOS			B			
Intersection Summary						
Average Delay			2.9			
Intersection Capacity Utilization			17.2%	ICU Level of Service	A	
Analysis Period (min)			15			

Lanes, Volumes, Timings

2: Lanci Pit Access/McNally Pit Access & Concession Rd 2

06/09/2025



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	0	148	0	0	108	0	0	0	0	0	0	0
Future Volume (vph)	0	148	0	0	108	0	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.5	3.5	3.5	3.5	3.5	3.5	4.3	4.3	4.3	4.3	4.3	4.3
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt												
Flt Protected												
Satd. Flow (prot)	0	1413	0	0	1212	0	0	2008	0	0	2008	0
Flt Permitted												
Satd. Flow (perm)	0	1413	0	0	1212	0	0	2008	0	0	2008	0
Link Speed (k/h)		60			60			30			30	
Link Distance (m)		1636.7			809.6			614.6			507.0	
Travel Time (s)		98.2			48.6			73.8			60.8	
Peak Hour Factor	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74
Heavy Vehicles (%)	2%	33%	2%	2%	55%	2%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	0	200	0	0	146	0	0	0	0	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	200	0	0	146	0	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		0.0			0.0			0.0			0.0	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.9			4.9			4.9			4.9	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	1.01	1.01	1.01	0.91	0.91	0.91	0.91	0.91	0.91
Turning Speed (k/h)	24		14	24		14	24		14	24		14
Sign Control		Free			Free			Stop			Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	11.1%
Analysis Period (min)	15
	ICU Level of Service A

HCM Unsignalized Intersection Capacity Analysis

2: Lanci Pit Access/McNally Pit Access & Concession Rd 2

06/09/2025

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	148	0	0	108	0	0	0	0	0	0	0
Future Volume (Veh/h)	0	148	0	0	108	0	0	0	0	0	0	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74
Hourly flow rate (vph)	0	200	0	0	146	0	0	0	0	0	0	0
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	146			200			346	346	200	346	346	146
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	146			200			346	346	200	346	346	146
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			100	100	100	100	100	100
cM capacity (veh/h)	1436			1372			608	577	841	608	577	901
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	200	146	0	0								
Volume Left	0	0	0	0								
Volume Right	0	0	0	0								
cSH	1436	1372	1700	1700								
Volume to Capacity	0.00	0.00	0.00	0.00								
Queue Length 95th (m)	0.0	0.0	0.0	0.0								
Control Delay (s)	0.0	0.0	0.0	0.0								
Lane LOS			A	A								
Approach Delay (s)	0.0	0.0	0.0	0.0								
Approach LOS			A	A								
Intersection Summary												
Average Delay			0.0									
Intersection Capacity Utilization			11.1%	ICU Level of Service		A						
Analysis Period (min)			15									

Lanes, Volumes, Timings

3: Safarik Pit Entrance & Concession Rd 2/Cocession Rd 2A

06/09/2025



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↔			↗			↖	
Traffic Volume (vph)	0	169	0	0	108	0	0	37	0	0	36	0
Future Volume (vph)	0	169	0	0	108	0	0	37	0	0	36	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.0	3.7	3.0	3.7	3.7	3.7	4.3	4.3	3.7	3.7	4.3	4.3
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt												
Flt Protected												
Satd. Flow (prot)	0	0	0	0	1239	0	0	1024	0	0	1024	0
Flt Permitted												
Satd. Flow (perm)	0	0	0	0	1239	0	0	1024	0	0	1024	0
Link Speed (k/h)	60				60			30		30		
Link Distance (m)	809.6				461.6			161.1		81.8		
Travel Time (s)	48.6				27.7			19.3		9.8		
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
Heavy Vehicles (%)	2%	33%	2%	2%	55%	2%	2%	100%	2%	2%	100%	2%
Adj. Flow (vph)	0	225	0	0	144	0	0	49	0	0	48	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	225	0	0	144	0	0	49	0	0	48	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)	0.0				0.0			0.0		0.0		
Link Offset(m)	0.0				0.0			0.0		0.0		
Crosswalk Width(m)	4.9				1.6			4.9		4.9		
Two way Left Turn Lane												
Headway Factor	1.09	0.99	1.09	0.99	0.99	0.99	0.91	0.91	0.99	0.99	0.91	0.91
Turning Speed (k/h)	24		14		24		14		24		14	
Sign Control	Free				Free			Stop		Stop		

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization Err%	ICU Level of Service H
Analysis Period (min)	15

HCM Unsignalized Intersection Capacity Analysis

3: Safarik Pit Entrance & Concession Rd 2/Cocession Rd 2A

06/09/2025



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↔			↔			↔	
Traffic Volume (veh/h)	0	169	0	0	108	0	0	37	0	0	36	0
Future Volume (Veh/h)	0	169	0	0	108	0	0	37	0	0	36	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
Hourly flow rate (vph)	0	225	0	0	144	0	0	49	0	0	48	0
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	144			225			393	369	225	394	369	144
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	144			225			393	369	225	394	369	144
tC, single (s)	4.1			4.1			7.1	7.5	6.2	7.1	7.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.9	3.3	3.5	4.9	3.3
p0 queue free %	100			100			100	89	100	100	89	100
cM capacity (veh/h)	1438			1344			518	433	814	517	433	903
Direction, Lane #												
	WB 1	NB 1	SB 1									
Volume Total	144	49	48									
Volume Left	0	0	0									
Volume Right	0	0	0									
cSH	1344	433	433									
Volume to Capacity	0.00	0.11	0.11									
Queue Length 95th (m)	0.0	2.9	2.8									
Control Delay (s)	0.0	14.4	14.3									
Lane LOS		B	B									
Approach Delay (s)	0.0	14.4	14.3									
Approach LOS		B	B									
Intersection Summary												
Average Delay			Err									
Intersection Capacity Utilization			Err%	ICU Level of Service						H		
Analysis Period (min)			15									

Lanes, Volumes, Timings
4: Concession Rd 7 & Concession 2

06/09/2025



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1	26	5	153	108	0
Future Volume (vph)	1	26	5	153	108	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (m)	4.0	4.0	3.7	3.7	3.7	3.7
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.869					
Flt Protected	0.999			0.999		
Satd. Flow (prot)	1658	0	0	1803	1746	0
Flt Permitted	0.999			0.999		
Satd. Flow (perm)	1658	0	0	1803	1746	0
Link Speed (k/h)	30			60	60	
Link Distance (m)	219.6			791.0	202.0	
Travel Time (s)	26.4			47.5	12.1	
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79
Heavy Vehicles (%)	0%	4%	20%	6%	10%	2%
Adj. Flow (vph)	1	33	6	194	137	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	34	0	0	200	137	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	4.0			0.0	0.0	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	4.9			4.9	4.9	
Two way Left Turn Lane						
Headway Factor	0.94	0.94	0.99	0.99	0.99	0.99
Turning Speed (k/h)	24	14	24			14
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	22.1%
Analysis Period (min)	15
	ICU Level of Service A

HCM Unsignalized Intersection Capacity Analysis

4: Concession Rd 7 & Concession 2

06/09/2025



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	1	26	5	153	108	0
Future Volume (Veh/h)	1	26	5	153	108	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79
Hourly flow rate (vph)	1	33	6	194	137	0
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	343	137	137			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	343	137	137			
tC, single (s)	6.4	6.2	4.3			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.4			
p0 queue free %	100	96	100			
cM capacity (veh/h)	654	906	1343			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	34	200	137			
Volume Left	1	6	0			
Volume Right	33	0	0			
cSH	896	1343	1700			
Volume to Capacity	0.04	0.00	0.08			
Queue Length 95th (m)	0.9	0.1	0.0			
Control Delay (s)	9.2	0.3	0.0			
Lane LOS	A	A				
Approach Delay (s)	9.2	0.3	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay			1.0			
Intersection Capacity Utilization			22.1%	ICU Level of Service	A	
Analysis Period (min)			15			

Lanes, Volumes, Timings
5: Concession Rd 7 & Cocession Rd 2A

06/09/2025



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	108	18	12	140	89	79
Future Volume (vph)	108	18	12	140	89	79
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (m)	4.0	4.0	3.7	3.7	3.7	3.7
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.980				0.937	
Flt Protected	0.959			0.996		
Satd. Flow (prot)	1347	0	0	1813	1315	0
Flt Permitted	0.959			0.996		
Satd. Flow (perm)	1347	0	0	1813	1315	0
Link Speed (k/h)	30			60	60	
Link Distance (m)	461.6			202.0	440.0	
Travel Time (s)	55.4			12.1	26.4	
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles (%)	45%	0%	0%	6%	12%	65%
Adj. Flow (vph)	130	22	14	169	107	95
Shared Lane Traffic (%)						
Lane Group Flow (vph)	152	0	0	183	202	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	4.0			0.0	0.0	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	1.6			4.9	4.9	
Two way Left Turn Lane						
Headway Factor	0.94	0.94	0.99	0.99	0.99	0.99
Turning Speed (k/h)	24	14	24			14
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	31.0%
ICU Level of Service	A
Analysis Period (min)	15

HCM Unsignalized Intersection Capacity Analysis

5: Concession Rd 7 & Cocession Rd 2A

06/09/2025



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	108	18	12	140	89	79
Future Volume (Veh/h)	108	18	12	140	89	79
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Hourly flow rate (vph)	130	22	14	169	107	95
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	352	154	202			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	352	154	202			
tC, single (s)	6.8	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.9	3.3	2.2			
p0 queue free %	77	98	99			
cM capacity (veh/h)	562	897	1382			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	152	183	202			
Volume Left	130	14	0			
Volume Right	22	0	95			
cSH	594	1382	1700			
Volume to Capacity	0.26	0.01	0.12			
Queue Length 95th (m)	7.7	0.2	0.0			
Control Delay (s)	13.1	0.7	0.0			
Lane LOS	B	A				
Approach Delay (s)	13.1	0.7	0.0			
Approach LOS	B					
Intersection Summary						
Average Delay	3.9					
Intersection Capacity Utilization	31.0%			ICU Level of Service	A	
Analysis Period (min)	15					

Lanes, Volumes, Timings
6: Concession Rd 7 & McNally Pit /Mason Rd

06/09/2025



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	11	0	1	0	0	3	1	259	0	3	172	12
Future Volume (vph)	11	0	1	0	0	3	1	259	0	3	172	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (m)	4.8	4.8	4.8	3.0	3.0	3.0	3.7	3.7	3.7	4.2	4.2	4.2
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.990			0.865							0.991
Flt Protected		0.956										0.999
Satd. Flow (prot)	0	1111	0	0	919	0	0	1563	0	0	1414	0
Flt Permitted		0.956										0.999
Satd. Flow (perm)	0	1111	0	0	919	0	0	1563	0	0	1414	0
Link Speed (k/h)		30			50			60			60	
Link Distance (m)		121.1			203.7			440.0			304.7	
Travel Time (s)		14.5			14.7			26.4			18.3	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	82%	2%	100%	2%	2%	67%	0%	23%	2%	67%	38%	92%
Adj. Flow (vph)	12	0	1	0	0	3	1	285	0	3	189	13
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	13	0	0	3	0	0	286	0	0	205	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		0.0			0.0			0.0			0.0	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.9			4.9			4.9			4.9	
Two way Left Turn Lane												
Headway Factor	0.85	0.85	0.85	1.09	1.09	1.09	0.99	0.99	0.99	0.92	0.92	0.92
Turning Speed (k/h)	24		14	24		14	24		14	24		14
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

















Intersection Capacity Utilization 28.2% ICU Level of Service A

Analysis Period (min) 15

HCM Unsignalized Intersection Capacity Analysis

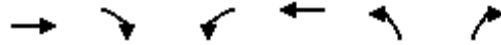
6: Concession Rd 7 & McNally Pit /Mason Rd

06/09/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	11	0	1	0	0	3	1	259	0	3	172	12
Future Volume (Veh/h)	11	0	1	0	0	3	1	259	0	3	172	12
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Hourly flow rate (vph)	12	0	1	0	0	3	1	285	0	3	189	13
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type												
Median storage veh												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	492	488	196	490	495	285	202			285		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	492	488	196	490	495	285	202			285		
tC, single (s)	7.9	6.5	7.2	7.1	6.5	6.9	4.1			4.8		
tC, 2 stage (s)												
tF (s)	4.2	4.0	4.2	3.5	4.0	3.9	2.2			2.8		
p0 queue free %	97	100	100	100	100	100	100			100		
cM capacity (veh/h)	377	478	648	487	474	622	1382			982		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	13	3	286	205								
Volume Left	12	0	1	3								
Volume Right	1	3	0	13								
cSH	389	622	1382	982								
Volume to Capacity	0.03	0.00	0.00	0.00								
Queue Length 95th (m)	0.8	0.1	0.0	0.1								
Control Delay (s)	14.6	10.8	0.0	0.2								
Lane LOS	B	B	A	A								
Approach Delay (s)	14.6	10.8	0.0	0.2								
Approach LOS	B	B										
Intersection Summary												
Average Delay			0.5									
Intersection Capacity Utilization			28.2%		ICU Level of Service					A		
Analysis Period (min)			15									

Lanes, Volumes, Timings
7: Concession Rd 7 & McLean Rd W

06/09/2025



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↻		↻	↻	↻	
Traffic Volume (vph)	68	106	65	26	128	116
Future Volume (vph)	68	106	65	26	128	116
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.7	3.7	3.7	3.7	4.2	4.2
Storage Length (m)		0.0	115.0		0.0	0.0
Storage Lanes		0	1		1	0
Taper Length (m)			88.0		7.6	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t	0.918				0.936	
Fl _t Protected			0.950		0.974	
Satd. Flow (prot)	1368	0	1193	1239	1473	0
Fl _t Permitted			0.950		0.974	
Satd. Flow (perm)	1368	0	1193	1239	1473	0
Link Speed (k/h)	60			60	60	
Link Distance (m)	212.1			305.2	304.7	
Travel Time (s)	12.7			18.3	18.3	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	21%	34%	53%	55%	24%	27%
Adj. Flow (vph)	72	113	69	28	136	123
Shared Lane Traffic (%)						
Lane Group Flow (vph)	185	0	69	28	259	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	3.7			3.7	4.2	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	4.9			4.9	4.9	
Two way Left Turn Lane						
Headway Factor	0.99	0.99	0.99	0.99	0.92	0.92
Turning Speed (k/h)		14	24		24	14
Sign Control	Free			Free	Stop	

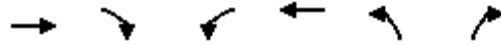
Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	37.9%
ICU Level of Service	A
Analysis Period (min)	15

HCM Unsignalized Intersection Capacity Analysis

7: Concession Rd 7 & McLean Rd W

06/09/2025



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	→		↵	↑	↵	
Traffic Volume (veh/h)	68	106	65	26	128	116
Future Volume (Veh/h)	68	106	65	26	128	116
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	72	113	69	28	136	123
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			185		294	128
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			185		294	128
tC, single (s)			4.6		6.6	6.5
tC, 2 stage (s)						
tF (s)			2.7		3.7	3.5
p0 queue free %			94		78	86
cM capacity (veh/h)			1135		613	859
Direction, Lane #	EB 1	WB 1	WB 2	NB 1		
Volume Total	185	69	28	259		
Volume Left	0	69	0	136		
Volume Right	113	0	0	123		
cSH	1700	1135	1700	709		
Volume to Capacity	0.11	0.06	0.02	0.37		
Queue Length 95th (m)	0.0	1.5	0.0	12.7		
Control Delay (s)	0.0	8.4	0.0	13.0		
Lane LOS	A		B			
Approach Delay (s)	0.0	6.0	13.0			
Approach LOS	B					
Intersection Summary						
Average Delay			7.3			
Intersection Capacity Utilization			37.9%	ICU Level of Service	A	
Analysis Period (min)			15			

Lanes, Volumes, Timings
8: Aberfoyle Entrance & Concession Rd 7

06/09/2025



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	2	23	165	4	29	179
Future Volume (vph)	2	23	165	4	29	179
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (m)	4.2	4.2	3.7	3.7	3.7	3.7
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.874		0.997			
Flt Protected	0.997					0.993
Satd. Flow (prot)	1766	0	1915	0	0	1908
Flt Permitted	0.997					0.993
Satd. Flow (perm)	1766	0	1915	0	0	1908
Link Speed (k/h)	30		60			60
Link Distance (m)	166.8		161.0			129.4
Travel Time (s)	20.0		9.7			7.8
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	2	27	192	5	34	208
Shared Lane Traffic (%)						
Lane Group Flow (vph)	29	0	197	0	0	242
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(m)	4.2		0.0			0.0
Link Offset(m)	0.0		0.0			0.0
Crosswalk Width(m)	4.9		4.9			4.9
Two way Left Turn Lane						
Headway Factor	0.92	0.92	0.99	0.99	0.99	0.99
Turning Speed (k/h)	24	14		14	24	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	33.3%
Analysis Period (min)	15
	ICU Level of Service A

HCM Unsignalized Intersection Capacity Analysis

8: Aberfoyle Entrance & Concession Rd 7

06/09/2025



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	2	23	165	4	29	179
Future Volume (Veh/h)	2	23	165	4	29	179
Sign Control	Stop		Free		Free	
Grade	0%		0%		0%	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Hourly flow rate (vph)	2	27	192	5	34	208
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	470	194			197	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	470	194			197	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	97			98	
cM capacity (veh/h)	542	852			1388	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	29	197	242			
Volume Left	2	0	34			
Volume Right	27	5	0			
cSH	820	1700	1388			
Volume to Capacity	0.04	0.12	0.02			
Queue Length 95th (m)	0.8	0.0	0.6			
Control Delay (s)	9.6	0.0	1.3			
Lane LOS	A		A			
Approach Delay (s)	9.6	0.0	1.3			
Approach LOS	A					
Intersection Summary						
Average Delay			1.2			
Intersection Capacity Utilization			33.3%		ICU Level of Service	A
Analysis Period (min)			15			

Lanes, Volumes, Timings
 101: Future Site Access & Concession Rd 7

06/09/2025



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	0	158	0	0	136
Future Volume (vph)	0	0	158	0	0	136
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.7	3.7	3.0	3.0	3.0	3.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	1883	0	1739	0	0	1739
Flt Permitted						
Satd. Flow (perm)	1883	0	1739	0	0	1739
Link Speed (k/h)	30		60			60
Link Distance (m)	169.8		151.7			791.0
Travel Time (s)	20.4		9.1			47.5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	172	0	0	148
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	172	0	0	148
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(m)	3.7		0.0			0.0
Link Offset(m)	0.0		0.0			0.0
Crosswalk Width(m)	4.9		4.9			4.9
Two way Left Turn Lane						
Headway Factor	0.99	0.99	1.09	1.09	1.09	1.09
Turning Speed (k/h)	24	14		14	24	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	11.6%
Analysis Period (min)	15
	ICU Level of Service A

HCM Unsignalized Intersection Capacity Analysis
 101: Future Site Access & Concession Rd 7

06/09/2025

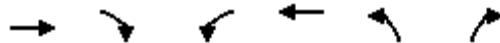


Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	0	0	158	0	0	136
Future Volume (Veh/h)	0	0	158	0	0	136
Sign Control	Stop		Free		Free	
Grade	0%		0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	172	0	0	148
Pedestrians						
Lane Width (m)						
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	320	172			172	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	320	172			172	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			100	
cM capacity (veh/h)	673	872			1405	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	0	172	148			
Volume Left	0	0	0			
Volume Right	0	0	0			
cSH	1700	1700	1405			
Volume to Capacity	0.00	0.10	0.00			
Queue Length 95th (m)	0.0	0.0	0.0			
Control Delay (s)	0.0	0.0	0.0			
Lane LOS	A					
Approach Delay (s)	0.0	0.0	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			11.6%	ICU Level of Service	A	
Analysis Period (min)			15			

Lanes, Volumes, Timings

1: Sideroad 20 S & Concession Rd 2

06/09/2025



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	88	46	10	106	18	3
Future Volume (vph)	88	46	10	106	18	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.0	3.0	3.0	3.0	3.5	3.5
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.954			0.982		
Flt Protected				0.996	0.958	
Satd. Flow (prot)	1692	0	0	1766	1680	0
Flt Permitted				0.996	0.958	
Satd. Flow (perm)	1692	0	0	1766	1680	0
Link Speed (k/h)	60			60	60	
Link Distance (m)	588.5			1636.7	191.2	
Travel Time (s)	35.3			98.2	11.5	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	0%	0%	0%	0%	6%	0%
Adj. Flow (vph)	100	52	11	120	20	3
Shared Lane Traffic (%)						
Lane Group Flow (vph)	152	0	0	131	23	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	0.0			0.0	3.5	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	4.9			4.9	4.9	
Two way Left Turn Lane						
Headway Factor	1.09	1.09	1.09	1.09	1.01	1.01
Turning Speed (k/h)	14		24	24		14
Sign Control	Free			Free	Stop	

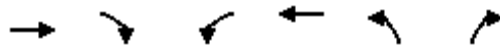
Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	23.9%
ICU Level of Service	A
Analysis Period (min)	15

HCM Unsignalized Intersection Capacity Analysis

1: Sideroad 20 S & Concession Rd 2

06/09/2025



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	→			←	↘	↙
Traffic Volume (veh/h)	88	46	10	106	18	3
Future Volume (Veh/h)	88	46	10	106	18	3
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	100	52	11	120	20	3
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			152		268	126
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			152		268	126
tC, single (s)			4.1		6.5	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.6	3.3
p0 queue free %			99		97	100
cM capacity (veh/h)			1441		707	930
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	152	131	23			
Volume Left	0	11	20			
Volume Right	52	0	3			
cSH	1700	1441	730			
Volume to Capacity	0.09	0.01	0.03			
Queue Length 95th (m)	0.0	0.2	0.7			
Control Delay (s)	0.0	0.7	10.1			
Lane LOS		A	B			
Approach Delay (s)	0.0	0.7	10.1			
Approach LOS			B			
Intersection Summary						
Average Delay			1.1			
Intersection Capacity Utilization			23.9%	ICU Level of Service	A	
Analysis Period (min)			15			

Lanes, Volumes, Timings

2: Lanci Pit Access/McNally Pit Access & Concession Rd 2

06/09/2025



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	0	132	0	0	148	0	0	0	0	0	0	0
Future Volume (vph)	0	132	0	0	148	0	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.5	3.5	3.5	3.5	3.5	3.5	4.3	4.3	4.3	4.3	4.3	4.3
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt												
Flt Protected												
Satd. Flow (prot)	0	1457	0	0	1540	0	0	2008	0	0	2008	0
Flt Permitted												
Satd. Flow (perm)	0	1457	0	0	1540	0	0	2008	0	0	2008	0
Link Speed (k/h)		60			60			30			30	
Link Distance (m)		1636.7			809.6			614.6			507.0	
Travel Time (s)		98.2			48.6			73.8			60.8	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles (%)	2%	29%	2%	2%	22%	2%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	0	155	0	0	174	0	0	0	0	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	155	0	0	174	0	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		0.0			0.0			0.0			0.0	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.9			4.9			4.9			4.9	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	1.01	1.01	1.01	0.91	0.91	0.91	0.91	0.91	0.91
Turning Speed (k/h)	24		14	24		14	24		14	24		14
Sign Control		Free			Free			Stop			Stop	

















Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	11.1%
Analysis Period (min)	15
	ICU Level of Service A

HCM Unsignalized Intersection Capacity Analysis

2: Lanci Pit Access/McNally Pit Access & Concession Rd 2

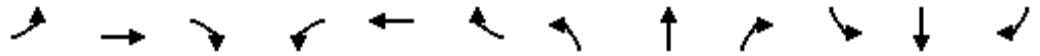
06/09/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	132	0	0	148	0	0	0	0	0	0	0
Future Volume (Veh/h)	0	132	0	0	148	0	0	0	0	0	0	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	0	155	0	0	174	0	0	0	0	0	0	0
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	174			155			329	329	155	329	329	174
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	174			155			329	329	155	329	329	174
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			100	100	100	100	100	100
cM capacity (veh/h)	1403			1425			624	590	891	624	590	869
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	155	174	0	0								
Volume Left	0	0	0	0								
Volume Right	0	0	0	0								
cSH	1403	1425	1700	1700								
Volume to Capacity	0.00	0.00	0.00	0.00								
Queue Length 95th (m)	0.0	0.0	0.0	0.0								
Control Delay (s)	0.0	0.0	0.0	0.0								
Lane LOS			A	A								
Approach Delay (s)	0.0	0.0	0.0	0.0								
Approach LOS			A	A								
Intersection Summary												
Average Delay			0.0									
Intersection Capacity Utilization			11.1%		ICU Level of Service				A			
Analysis Period (min)			15									

Lanes, Volumes, Timings

3: Safarik Pit Entrance & Concession Rd 2/Cocession Rd 2A

06/09/2025



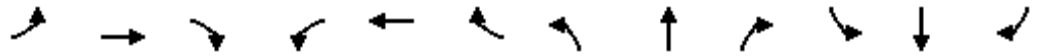
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↔			↕			↕	
Traffic Volume (vph)	0	138	0	0	160	0	1	28	0	0	28	0
Future Volume (vph)	0	138	0	0	160	0	1	28	0	0	28	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.0	3.7	3.0	3.7	3.7	3.7	4.3	4.3	3.7	3.7	4.3	4.3
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt												
Flt Protected								0.998				
Satd. Flow (prot)	0	0	0	0	1588	0	0	1038	0	0	1024	0
Flt Permitted								0.998				
Satd. Flow (perm)	0	0	0	0	1588	0	0	1038	0	0	1024	0
Link Speed (k/h)		60			48			30			30	
Link Distance (m)		809.6			461.6			161.1			81.8	
Travel Time (s)		48.6			34.6			19.3			9.8	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	2%	29%	2%	2%	21%	2%	0%	100%	2%	2%	100%	2%
Adj. Flow (vph)	0	159	0	0	184	0	1	32	0	0	32	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	159	0	0	184	0	0	33	0	0	32	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		0.0			0.0			0.0			0.0	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.9			1.6			4.9			4.9	
Two way Left Turn Lane												
Headway Factor	1.09	0.99	1.09	0.99	0.99	0.99	0.91	0.91	0.99	0.99	0.91	0.91
Turning Speed (k/h)	24		14	97		97	24		97	97		14
Sign Control		Free			Free			Stop			Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization Err%	ICU Level of Service H
Analysis Period (min)	15

HCM Unsignalized Intersection Capacity Analysis
 3: Safarik Pit Entrance & Concession Rd 2/Cocession Rd 2A

06/09/2025



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↔			↔			↔	
Traffic Volume (veh/h)	0	138	0	0	160	0	1	28	0	0	28	0
Future Volume (Veh/h)	0	138	0	0	160	0	1	28	0	0	28	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Hourly flow rate (vph)	0	159	0	0	184	0	1	32	0	0	32	0
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	184			159			359	343	159	359	343	184
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	184			159			359	343	159	359	343	184
tC, single (s)	4.1			4.1			7.1	7.5	6.2	7.1	7.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.9	3.3	3.5	4.9	3.3
p0 queue free %	100			100			100	93	100	100	93	100
cM capacity (veh/h)	1391			1420			568	450	886	564	450	858
Direction, Lane #												
	WB 1	NB 1	SB 1									
Volume Total	184	33	32									
Volume Left	0	1	0									
Volume Right	0	0	0									
cSH	1420	453	450									
Volume to Capacity	0.00	0.07	0.07									
Queue Length 95th (m)	0.0	1.8	1.7									
Control Delay (s)	0.0	13.6	13.6									
Lane LOS		B	B									
Approach Delay (s)	0.0	13.6	13.6									
Approach LOS		B	B									
Intersection Summary												
Average Delay			Err									
Intersection Capacity Utilization			Err%	ICU Level of Service						H		
Analysis Period (min)			15									

Lanes, Volumes, Timings
4: Concession Rd 7 & Concession 2

06/09/2025



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1	20	13	144	279	0
Future Volume (vph)	1	20	13	144	279	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (m)	4.0	4.0	3.7	3.7	3.7	3.7
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.871					
Flt Protected	0.998			0.996		
Satd. Flow (prot)	1725	0	0	1879	1883	0
Flt Permitted	0.998			0.996		
Satd. Flow (perm)	1725	0	0	1879	1883	0
Link Speed (k/h)	30			60	60	
Link Distance (m)	219.6			791.0	202.0	
Travel Time (s)	26.4			47.5	12.1	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	0%	0%	0%	2%	2%	2%
Adj. Flow (vph)	1	23	15	167	324	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	24	0	0	182	324	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	4.0			0.0	0.0	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	4.9			4.9	4.9	
Two way Left Turn Lane						
Headway Factor	0.94	0.94	0.99	0.99	0.99	0.99
Turning Speed (k/h)	24	14	24			14
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	28.3%
Analysis Period (min)	15
	ICU Level of Service A

HCM Unsignalized Intersection Capacity Analysis

4: Concession Rd 7 & Concession 2

06/09/2025



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	1	20	13	144	279	0
Future Volume (Veh/h)	1	20	13	144	279	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Hourly flow rate (vph)	1	23	15	167	324	0
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	521	324	324			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	521	324	324			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	97	99			
cM capacity (veh/h)	513	722	1247			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	24	182	324			
Volume Left	1	15	0			
Volume Right	23	0	0			
cSH	710	1247	1700			
Volume to Capacity	0.03	0.01	0.19			
Queue Length 95th (m)	0.8	0.3	0.0			
Control Delay (s)	10.3	0.7	0.0			
Lane LOS	B	A				
Approach Delay (s)	10.3	0.7	0.0			
Approach LOS	B					
Intersection Summary						
Average Delay			0.7			
Intersection Capacity Utilization			28.3%	ICU Level of Service	A	
Analysis Period (min)			15			

Lanes, Volumes, Timings
5: Concession Rd 7 & Cocession Rd 2A

06/09/2025



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	75	25	27	113	251	104
Future Volume (vph)	75	25	27	113	251	104
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (m)	4.0	4.0	3.7	3.7	3.7	3.7
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.967				0.961	
Flt Protected	0.964			0.990		
Satd. Flow (prot)	1344	0	0	1887	1704	0
Flt Permitted	0.964			0.990		
Satd. Flow (perm)	1344	0	0	1887	1704	0
Link Speed (k/h)	48			60	60	
Link Distance (m)	461.6			202.0	440.0	
Travel Time (s)	34.6			12.1	26.4	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles (%)	50%	0%	0%	1%	1%	26%
Adj. Flow (vph)	88	29	32	133	295	122
Shared Lane Traffic (%)						
Lane Group Flow (vph)	117	0	0	165	417	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	4.0			0.0	0.0	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	1.6			4.9	4.9	
Two way Left Turn Lane						
Headway Factor	0.94	0.94	0.99	0.99	0.99	0.99
Turning Speed (k/h)	97	97	97			97
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	41.6%
ICU Level of Service	A
Analysis Period (min)	15

HCM Unsignalized Intersection Capacity Analysis

5: Concession Rd 7 & Cocession Rd 2A

06/09/2025



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	75	25	27	113	251	104
Future Volume (Veh/h)	75	25	27	113	251	104
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	88	29	32	133	295	122
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	553	356	417			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	553	356	417			
tC, single (s)	6.9	6.2	4.1			
tC, 2 stage (s)						
tF (s)	4.0	3.3	2.2			
p0 queue free %	79	96	97			
cM capacity (veh/h)	410	693	1153			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	117	165	417			
Volume Left	88	32	0			
Volume Right	29	0	122			
cSH	456	1153	1700			
Volume to Capacity	0.26	0.03	0.25			
Queue Length 95th (m)	7.7	0.7	0.0			
Control Delay (s)	15.6	1.8	0.0			
Lane LOS	C	A				
Approach Delay (s)	15.6	1.8	0.0			
Approach LOS	C					
Intersection Summary						
Average Delay			3.0			
Intersection Capacity Utilization			41.6%	ICU Level of Service	A	
Analysis Period (min)			15			

Lanes, Volumes, Timings
6: Concession Rd 7 & McNally Pit /Mason Rd

06/09/2025



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	5	0	1	1	0	2	1	189	0	0	372	4
Future Volume (vph)	5	0	1	1	0	2	1	189	0	0	372	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (m)	4.8	4.8	4.8	3.0	3.0	3.0	3.7	3.7	3.7	4.2	4.2	4.2
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.981			0.899						0.999	
Flt Protected		0.959			0.988							
Satd. Flow (prot)	0	1509	0	0	1575	0	0	1576	0	0	1855	0
Flt Permitted		0.959			0.988							
Satd. Flow (perm)	0	1509	0	0	1575	0	0	1576	0	0	1855	0
Link Speed (k/h)		30			30			60			60	
Link Distance (m)		121.1			203.7			440.0			304.7	
Travel Time (s)		14.5			24.4			26.4			18.3	
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Heavy Vehicles (%)	40%	2%	0%	0%	2%	0%	0%	22%	2%	2%	9%	25%
Adj. Flow (vph)	6	0	1	1	0	3	1	236	0	0	465	5
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	7	0	0	4	0	0	237	0	0	470	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		0.0			0.0			0.0			0.0	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.9			4.9			4.9			4.9	
Two way Left Turn Lane												
Headway Factor	0.85	0.85	0.85	1.09	1.09	1.09	0.99	0.99	0.99	0.92	0.92	0.92
Turning Speed (k/h)	24		14	24		14	24		14	24		14
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	29.8%
ICU Level of Service	A
Analysis Period (min)	15

HCM Unsignalized Intersection Capacity Analysis

6: Concession Rd 7 & McNally Pit /Mason Rd

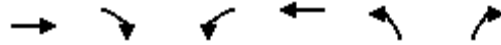
06/09/2025



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (veh/h)	5	0	1	1	0	2	1	189	0	0	372	4
Future Volume (Veh/h)	5	0	1	1	0	2	1	189	0	0	372	4
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Hourly flow rate (vph)	6	0	1	1	0	2	1	236	0	0	465	5
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	708	706	468	706	708	236	470			236		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	708	706	468	706	708	236	470			236		
tC, single (s)	7.5	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.9	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	98	100	100	100	100	100	100			100		
cM capacity (veh/h)	304	360	600	352	359	808	1102			1331		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	7	3	237	470								
Volume Left	6	1	1	0								
Volume Right	1	2	0	5								
cSH	327	564	1102	1331								
Volume to Capacity	0.02	0.01	0.00	0.00								
Queue Length 95th (m)	0.5	0.1	0.0	0.0								
Control Delay (s)	16.3	11.4	0.0	0.0								
Lane LOS	C	B	A									
Approach Delay (s)	16.3	11.4	0.0	0.0								
Approach LOS	C	B										
Intersection Summary												
Average Delay			0.2									
Intersection Capacity Utilization			29.8%		ICU Level of Service					A		
Analysis Period (min)			15									

Lanes, Volumes, Timings
7: Concession Rd 7 & McLean Rd W

06/09/2025



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	63	227	117	69	111	69
Future Volume (vph)	63	227	117	69	111	69
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.7	3.7	3.7	3.7	4.2	4.2
Storage Length (m)		0.0	115.0		0.0	0.0
Storage Lanes		0	1		1	0
Taper Length (m)			88.0		7.6	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.894				0.948	
Flt Protected			0.950		0.970	
Satd. Flow (prot)	1523	0	1644	1762	1530	0
Flt Permitted			0.950		0.970	
Satd. Flow (perm)	1523	0	1644	1762	1530	0
Link Speed (k/h)	60			60	60	
Link Distance (m)	212.1			305.2	304.7	
Travel Time (s)	12.7			18.3	18.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	30%	8%	11%	9%	13%	36%
Adj. Flow (vph)	68	247	127	75	121	75
Shared Lane Traffic (%)						
Lane Group Flow (vph)	315	0	127	75	196	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	3.7			3.7	4.2	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	4.9			4.9	4.9	
Two way Left Turn Lane						
Headway Factor	0.99	0.99	0.99	0.99	0.92	0.92
Turning Speed (k/h)		14	24		24	14
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	44.1%
ICU Level of Service	A
Analysis Period (min)	15

HCM Unsignalized Intersection Capacity Analysis

7: Concession Rd 7 & McLean Rd W

06/09/2025



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	→		↵	→	↵	
Traffic Volume (veh/h)	63	227	117	69	111	69
Future Volume (Veh/h)	63	227	117	69	111	69
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)	68	247	127	75	121	75
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			315		520	192
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			315		520	192
tC, single (s)			4.2		6.5	6.6
tC, 2 stage (s)						
tF (s)			2.3		3.6	3.6
p0 queue free %			89		73	90
cM capacity (veh/h)			1196		444	770
Direction, Lane #	EB 1	WB 1	WB 2	NB 1		
Volume Total	315	127	75	196		
Volume Left	0	127	0	121		
Volume Right	247	0	0	75		
cSH	1700	1196	1700	530		
Volume to Capacity	0.19	0.11	0.04	0.37		
Queue Length 95th (m)	0.0	2.7	0.0	12.8		
Control Delay (s)	0.0	8.4	0.0	15.7		
Lane LOS	A			C		
Approach Delay (s)	0.0	5.3		15.7		
Approach LOS				C		
Intersection Summary						
Average Delay			5.8			
Intersection Capacity Utilization			44.1%	ICU Level of Service	A	
Analysis Period (min)			15			

Lanes, Volumes, Timings
 8: Aberfoyle Entrance & Concession Rd 7

06/09/2025



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	5	14	190	3	15	293
Future Volume (vph)	5	14	190	3	15	293
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (m)	4.2	4.2	3.7	3.7	3.7	3.7
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.900		0.998			
Flt Protected	0.987					0.998
Satd. Flow (prot)	1800	0	1917	0	0	1917
Flt Permitted	0.987					0.998
Satd. Flow (perm)	1800	0	1917	0	0	1917
Link Speed (k/h)	30		60			60
Link Distance (m)	166.8		161.0			129.4
Travel Time (s)	20.0		9.7			7.8
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	6	17	235	4	19	362
Shared Lane Traffic (%)						
Lane Group Flow (vph)	23	0	239	0	0	381
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(m)	4.2		0.0			0.0
Link Offset(m)	0.0		0.0			0.0
Crosswalk Width(m)	4.9		4.9			4.9
Two way Left Turn Lane						
Headway Factor	0.92	0.92	0.99	0.99	0.99	0.99
Turning Speed (k/h)	24	14		14	24	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	37.6%
Analysis Period (min)	15
	ICU Level of Service A

HCM Unsignalized Intersection Capacity Analysis

8: Aberfoyle Entrance & Concession Rd 7

06/09/2025



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	5	14	190	3	15	293
Future Volume (Veh/h)	5	14	190	3	15	293
Sign Control	Stop		Free		Free	
Grade	0%		0%		0%	
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81
Hourly flow rate (vph)	6	17	235	4	19	362
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	637	237			239	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	637	237			239	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	99	98			99	
cM capacity (veh/h)	438	807			1340	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	23	239	381			
Volume Left	6	0	19			
Volume Right	17	4	0			
cSH	662	1700	1340			
Volume to Capacity	0.03	0.14	0.01			
Queue Length 95th (m)	0.8	0.0	0.3			
Control Delay (s)	10.6	0.0	0.5			
Lane LOS	B		A			
Approach Delay (s)	10.6	0.0	0.5			
Approach LOS	B					
Intersection Summary						
Average Delay			0.7			
Intersection Capacity Utilization			37.6%		ICU Level of Service	A
Analysis Period (min)			15			

Lanes, Volumes, Timings
 101: Future Site Access & Concession Rd 7

06/09/2025



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	0	158	0	0	301
Future Volume (vph)	0	0	158	0	0	301
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.7	3.7	3.0	3.0	3.0	3.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	1883	0	1739	0	0	1739
Flt Permitted						
Satd. Flow (perm)	1883	0	1739	0	0	1739
Link Speed (k/h)	30		60			60
Link Distance (m)	169.8		151.7			791.0
Travel Time (s)	20.4		9.1			47.5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	172	0	0	327
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	172	0	0	327
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(m)	3.7		0.0			0.0
Link Offset(m)	0.0		0.0			0.0
Crosswalk Width(m)	4.9		4.9			4.9
Two way Left Turn Lane						
Headway Factor	0.99	0.99	1.09	1.09	1.09	1.09
Turning Speed (k/h)	24	14		14	24	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	19.2%
Analysis Period (min)	15
	ICU Level of Service A

HCM Unsignalized Intersection Capacity Analysis
 101: Future Site Access & Concession Rd 7

06/09/2025

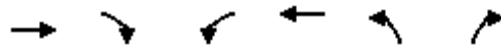


Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	0	0	158	0	0	301
Future Volume (Veh/h)	0	0	158	0	0	301
Sign Control	Stop		Free		Free	
Grade	0%		0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	172	0	0	327
Pedestrians						
Lane Width (m)						
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	499	172			172	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	499	172			172	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			100	
cM capacity (veh/h)	531	872			1405	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	0	172	327			
Volume Left	0	0	0			
Volume Right	0	0	0			
cSH	1700	1700	1405			
Volume to Capacity	0.00	0.10	0.00			
Queue Length 95th (m)	0.0	0.0	0.0			
Control Delay (s)	0.0	0.0	0.0			
Lane LOS	A					
Approach Delay (s)	0.0	0.0	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			19.2%	ICU Level of Service		A
Analysis Period (min)			15			

Lanes, Volumes, Timings

1: Sideroad 20 S & Concession Rd 2

06/09/2025



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	101	22	5	51	56	9
Future Volume (vph)	101	22	5	51	56	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.0	3.0	3.0	3.0	3.5	3.5
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.976			0.981		
Flt Protected				0.996	0.959	
Satd. Flow (prot)	1731	0	0	1766	1768	0
Flt Permitted				0.996	0.959	
Satd. Flow (perm)	1731	0	0	1766	1768	0
Link Speed (k/h)	60			60	60	
Link Distance (m)	588.5			1636.7	191.2	
Travel Time (s)	35.3			98.2	11.5	
Peak Hour Factor	0.72	0.72	0.72	0.72	0.72	0.72
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	140	31	7	71	78	13
Shared Lane Traffic (%)						
Lane Group Flow (vph)	171	0	0	78	91	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	0.0			0.0	3.5	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	4.9			4.9	4.9	
Two way Left Turn Lane						
Headway Factor	1.09	1.09	1.09	1.09	1.01	1.01
Turning Speed (k/h)	14		24	24		14
Sign Control	Free			Free	Stop	

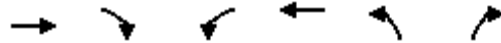
Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	17.2%
Analysis Period (min)	15
	ICU Level of Service A

HCM Unsignalized Intersection Capacity Analysis

1: Sideroad 20 S & Concession Rd 2

06/09/2025



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	→			←	←	↘
Traffic Volume (veh/h)	101	22	5	51	56	9
Future Volume (Veh/h)	101	22	5	51	56	9
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.72	0.72	0.72	0.72	0.72	0.72
Hourly flow rate (vph)	140	31	7	71	78	12
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			171		240	156
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			171		240	156
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		90	99
cM capacity (veh/h)			1418		748	896
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	171	78	90			
Volume Left	0	7	78			
Volume Right	31	0	12			
cSH	1700	1418	765			
Volume to Capacity	0.10	0.00	0.12			
Queue Length 95th (m)	0.0	0.1	3.0			
Control Delay (s)	0.0	0.7	10.3			
Lane LOS		A	B			
Approach Delay (s)	0.0	0.7	10.3			
Approach LOS			B			
Intersection Summary						
Average Delay			2.9			
Intersection Capacity Utilization			17.2%	ICU Level of Service	A	
Analysis Period (min)			15			

Lanes, Volumes, Timings

2: Lanci Pit Access/McNally Pit Access & Concession Rd 2

06/09/2025



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	0	148	0	0	108	0	0	0	0	0	0	0
Future Volume (vph)	0	148	0	0	108	0	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.5	3.5	3.5	3.5	3.5	3.5	4.3	4.3	4.3	4.3	4.3	4.3
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt												
Flt Protected												
Satd. Flow (prot)	0	1413	0	0	1212	0	0	2008	0	0	2008	0
Flt Permitted												
Satd. Flow (perm)	0	1413	0	0	1212	0	0	2008	0	0	2008	0
Link Speed (k/h)		60			60			30			30	
Link Distance (m)		1636.7			809.6			614.6			507.0	
Travel Time (s)		98.2			48.6			73.8			60.8	
Peak Hour Factor	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74
Heavy Vehicles (%)	2%	33%	2%	2%	55%	2%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	0	200	0	0	146	0	0	0	0	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	200	0	0	146	0	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		0.0			0.0			0.0			0.0	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.9			4.9			4.9			4.9	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	1.01	1.01	1.01	0.91	0.91	0.91	0.91	0.91	0.91
Turning Speed (k/h)	24		14	24		14	24		14	24		14
Sign Control		Free			Free			Stop			Stop	

















Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	11.1%
ICU Level of Service	A
Analysis Period (min)	15

HCM Unsignalized Intersection Capacity Analysis

2: Lanci Pit Access/McNally Pit Access & Concession Rd 2

06/09/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	148	0	0	108	0	0	0	0	0	0	0
Future Volume (Veh/h)	0	148	0	0	108	0	0	0	0	0	0	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74
Hourly flow rate (vph)	0	200	0	0	146	0	0	0	0	0	0	0
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	146			200			346	346	200	346	346	146
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	146			200			346	346	200	346	346	146
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			100	100	100	100	100	100
cM capacity (veh/h)	1436			1372			608	577	841	608	577	901
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	200	146	0	0								
Volume Left	0	0	0	0								
Volume Right	0	0	0	0								
cSH	1436	1372	1700	1700								
Volume to Capacity	0.00	0.00	0.00	0.00								
Queue Length 95th (m)	0.0	0.0	0.0	0.0								
Control Delay (s)	0.0	0.0	0.0	0.0								
Lane LOS			A	A								
Approach Delay (s)	0.0	0.0	0.0	0.0								
Approach LOS			A	A								
Intersection Summary												
Average Delay			0.0									
Intersection Capacity Utilization			11.1%	ICU Level of Service						A		
Analysis Period (min)			15									

Lanes, Volumes, Timings

3: Safarik Pit Entrance & Concession Rd 2/Cocession Rd 2A

06/09/2025



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↔			↔			↔	
Traffic Volume (vph)	0	169	0	0	108	0	0	37	0	0	36	0
Future Volume (vph)	0	169	0	0	108	0	0	37	0	0	36	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.0	3.7	3.0	3.7	3.7	3.7	4.3	4.3	3.7	3.7	4.3	4.3
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt												
Flt Protected												
Satd. Flow (prot)	0	0	0	0	1239	0	0	1024	0	0	1024	0
Flt Permitted												
Satd. Flow (perm)	0	0	0	0	1239	0	0	1024	0	0	1024	0
Link Speed (k/h)	60				60				30		30	
Link Distance (m)	809.6				461.6				161.1		81.8	
Travel Time (s)	48.6				27.7				19.3		9.8	
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
Heavy Vehicles (%)	2%	33%	2%	2%	55%	2%	2%	100%	2%	2%	100%	2%
Adj. Flow (vph)	0	225	0	0	144	0	0	49	0	0	48	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	225	0	0	144	0	0	49	0	0	48	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)	0.0				0.0				0.0		0.0	
Link Offset(m)	0.0				0.0				0.0		0.0	
Crosswalk Width(m)	4.9				1.6				4.9		4.9	
Two way Left Turn Lane												
Headway Factor	1.09	0.99	1.09	0.99	0.99	0.99	0.91	0.91	0.99	0.99	0.91	0.91
Turning Speed (k/h)	24		14		24		14		24		14	
Sign Control	Free				Free				Stop		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization Err%	ICU Level of Service H
Analysis Period (min)	15

HCM Unsignalized Intersection Capacity Analysis

3: Safarik Pit Entrance & Concession Rd 2/Cocession Rd 2A

06/09/2025



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↔			↔			↔	
Traffic Volume (veh/h)	0	169	0	0	108	0	0	37	0	0	36	0
Future Volume (Veh/h)	0	169	0	0	108	0	0	37	0	0	36	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
Hourly flow rate (vph)	0	225	0	0	144	0	0	49	0	0	48	0
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	144			225			393	369	225	394	369	144
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	144			225			393	369	225	394	369	144
tC, single (s)	4.1			4.1			7.1	7.5	6.2	7.1	7.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.9	3.3	3.5	4.9	3.3
p0 queue free %	100			100			100	89	100	100	89	100
cM capacity (veh/h)	1438			1344			518	433	814	517	433	903
Direction, Lane #												
	WB 1	NB 1	SB 1									
Volume Total	144	49	48									
Volume Left	0	0	0									
Volume Right	0	0	0									
cSH	1344	433	433									
Volume to Capacity	0.00	0.11	0.11									
Queue Length 95th (m)	0.0	2.9	2.8									
Control Delay (s)	0.0	14.4	14.3									
Lane LOS		B	B									
Approach Delay (s)	0.0	14.4	14.3									
Approach LOS		B	B									
Intersection Summary												
Average Delay			Err									
Intersection Capacity Utilization			Err%	ICU Level of Service						H		
Analysis Period (min)			15									

Lanes, Volumes, Timings
4: Concession Rd 7 & Concession 2

06/09/2025



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1	26	5	167	122	0
Future Volume (vph)	1	26	5	167	122	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (m)	4.0	4.0	3.7	3.7	3.7	3.7
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.869					
Flt Protected	0.999			0.999		
Satd. Flow (prot)	1658	0	0	1804	1746	0
Flt Permitted	0.999			0.999		
Satd. Flow (perm)	1658	0	0	1804	1746	0
Link Speed (k/h)	30			60	60	
Link Distance (m)	219.6			791.0	202.0	
Travel Time (s)	26.4			47.5	12.1	
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79
Heavy Vehicles (%)	0%	4%	20%	6%	10%	2%
Adj. Flow (vph)	1	33	6	211	154	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	34	0	0	217	154	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	4.0			0.0	0.0	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	4.9			4.9	4.9	
Two way Left Turn Lane						
Headway Factor	0.94	0.94	0.99	0.99	0.99	0.99
Turning Speed (k/h)	24	14	24			14
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	22.8%
ICU Level of Service	A
Analysis Period (min)	15

HCM Unsignalized Intersection Capacity Analysis

4: Concession Rd 7 & Concession 2

06/09/2025



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	1	26	5	167	122	0
Future Volume (Veh/h)	1	26	5	167	122	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79
Hourly flow rate (vph)	1	33	6	211	154	0
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	377	154	154			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	377	154	154			
tC, single (s)	6.4	6.2	4.3			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.4			
p0 queue free %	100	96	100			
cM capacity (veh/h)	626	887	1324			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	34	217	154			
Volume Left	1	6	0			
Volume Right	33	0	0			
cSH	876	1324	1700			
Volume to Capacity	0.04	0.00	0.09			
Queue Length 95th (m)	0.9	0.1	0.0			
Control Delay (s)	9.3	0.3	0.0			
Lane LOS	A	A				
Approach Delay (s)	9.3	0.3	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay			0.9			
Intersection Capacity Utilization			22.8%	ICU Level of Service	A	
Analysis Period (min)			15			

Lanes, Volumes, Timings
5: Concession Rd 7 & Cocession Rd 2A

06/09/2025



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	108	18	12	154	103	79
Future Volume (vph)	108	18	12	154	103	79
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (m)	4.0	4.0	3.7	3.7	3.7	3.7
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.980				0.941	
Flt Protected	0.959			0.997		
Satd. Flow (prot)	1347	0	0	1814	1339	0
Flt Permitted	0.959			0.997		
Satd. Flow (perm)	1347	0	0	1814	1339	0
Link Speed (k/h)	30			60	60	
Link Distance (m)	461.6			202.0	440.0	
Travel Time (s)	55.4			12.1	26.4	
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles (%)	45%	0%	0%	6%	12%	65%
Adj. Flow (vph)	130	22	14	186	124	95
Shared Lane Traffic (%)						
Lane Group Flow (vph)	152	0	0	200	219	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	4.0			0.0	0.0	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	1.6			4.9	4.9	
Two way Left Turn Lane						
Headway Factor	0.94	0.94	0.99	0.99	0.99	0.99
Turning Speed (k/h)	24	14	24			14
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	31.7%
ICU Level of Service	A
Analysis Period (min)	15

HCM Unsignalized Intersection Capacity Analysis

5: Concession Rd 7 & Cocession Rd 2A

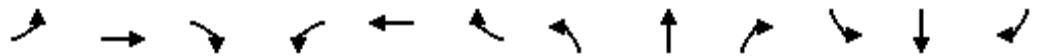
06/09/2025



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	108	18	12	154	103	79
Future Volume (Veh/h)	108	18	12	154	103	79
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Hourly flow rate (vph)	130	22	14	186	124	95
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	386	172	219			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	386	172	219			
tC, single (s)	6.8	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.9	3.3	2.2			
p0 queue free %	76	97	99			
cM capacity (veh/h)	536	877	1362			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	152	200	219			
Volume Left	130	14	0			
Volume Right	22	0	95			
cSH	568	1362	1700			
Volume to Capacity	0.27	0.01	0.13			
Queue Length 95th (m)	8.2	0.2	0.0			
Control Delay (s)	13.6	0.6	0.0			
Lane LOS	B	A				
Approach Delay (s)	13.6	0.6	0.0			
Approach LOS	B					
Intersection Summary						
Average Delay			3.8			
Intersection Capacity Utilization			31.7%	ICU Level of Service	A	
Analysis Period (min)			15			

Lanes, Volumes, Timings
6: Concession Rd 7 & McNally Pit /Mason Rd

06/09/2025



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	11	0	15	0	0	3	15	259	0	3	172	12
Future Volume (vph)	11	0	15	0	0	3	15	259	0	3	172	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (m)	4.8	4.8	4.8	3.0	3.0	3.0	3.7	3.7	3.7	4.2	4.2	4.2
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.923			0.865							0.991
Flt Protected		0.979						0.997				0.999
Satd. Flow (prot)	0	1012	0	0	919	0	0	1573	0	0	1414	0
Flt Permitted		0.979						0.997				0.999
Satd. Flow (perm)	0	1012	0	0	919	0	0	1573	0	0	1414	0
Link Speed (k/h)		30			50			60				60
Link Distance (m)		121.1			203.7			440.0				304.7
Travel Time (s)		14.5			14.7			26.4				18.3
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	82%	2%	100%	2%	2%	67%	0%	23%	2%	67%	38%	92%
Adj. Flow (vph)	12	0	16	0	0	3	16	285	0	3	189	13
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	28	0	0	3	0	0	301	0	0	205	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		0.0			0.0			0.0				0.0
Link Offset(m)		0.0			0.0			0.0				0.0
Crosswalk Width(m)		4.9			4.9			4.9				4.9
Two way Left Turn Lane												
Headway Factor	0.85	0.85	0.85	1.09	1.09	1.09	0.99	0.99	0.99	0.92	0.92	0.92
Turning Speed (k/h)	24		14	24		14	24		14	24		14
Sign Control		Stop			Stop			Free				Free

Intersection Summary	
Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	36.9%
ICU Level of Service	A
Analysis Period (min)	15

HCM Unsignalized Intersection Capacity Analysis

6: Concession Rd 7 & McNally Pit /Mason Rd

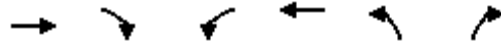
06/09/2025



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (veh/h)	11	0	15	0	0	3	15	259	0	3	172	12
Future Volume (Veh/h)	11	0	15	0	0	3	15	259	0	3	172	12
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Hourly flow rate (vph)	12	0	16	0	0	3	16	285	0	3	189	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	522	518	196	534	525	285	202			285		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	522	518	196	534	525	285	202			285		
tC, single (s)	7.9	6.5	7.2	7.1	6.5	6.9	4.1			4.8		
tC, 2 stage (s)												
tF (s)	4.2	4.0	4.2	3.5	4.0	3.9	2.2			2.8		
p0 queue free %	97	100	98	100	100	100	99			100		
cM capacity (veh/h)	355	455	648	440	451	622	1382			982		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	28	3	301	205								
Volume Left	12	0	16	3								
Volume Right	16	3	0	13								
cSH	479	622	1382	982								
Volume to Capacity	0.06	0.00	0.01	0.00								
Queue Length 95th (m)	1.4	0.1	0.3	0.1								
Control Delay (s)	13.0	10.8	0.5	0.2								
Lane LOS	B	B	A	A								
Approach Delay (s)	13.0	10.8	0.5	0.2								
Approach LOS	B	B										
Intersection Summary												
Average Delay			1.1									
Intersection Capacity Utilization			36.9%		ICU Level of Service					A		
Analysis Period (min)			15									

Lanes, Volumes, Timings
7: Concession Rd 7 & McLean Rd W

06/09/2025



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	68	106	65	26	128	116
Future Volume (vph)	68	106	65	26	128	116
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.7	3.7	3.7	3.7	4.2	4.2
Storage Length (m)		0.0	115.0		0.0	0.0
Storage Lanes		0	1		1	0
Taper Length (m)			88.0		7.6	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.918				0.936	
Flt Protected			0.950		0.974	
Satd. Flow (prot)	1368	0	1193	1239	1473	0
Flt Permitted			0.950		0.974	
Satd. Flow (perm)	1368	0	1193	1239	1473	0
Link Speed (k/h)	60			60	60	
Link Distance (m)	212.1			305.2	304.7	
Travel Time (s)	12.7			18.3	18.3	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	21%	34%	53%	55%	24%	27%
Adj. Flow (vph)	72	113	69	28	136	123
Shared Lane Traffic (%)						
Lane Group Flow (vph)	185	0	69	28	259	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	3.7			3.7	4.2	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	4.9			4.9	4.9	
Two way Left Turn Lane						
Headway Factor	0.99	0.99	0.99	0.99	0.92	0.92
Turning Speed (k/h)		14	24		24	14
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	37.9%
ICU Level of Service	A
Analysis Period (min)	15

HCM Unsignalized Intersection Capacity Analysis

7: Concession Rd 7 & McLean Rd W

06/09/2025



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	→		↵	↑	↵	
Traffic Volume (veh/h)	68	106	65	26	128	116
Future Volume (Veh/h)	68	106	65	26	128	116
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	72	113	69	28	136	123
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			185		294	128
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			185		294	128
tC, single (s)			4.6		6.6	6.5
tC, 2 stage (s)						
tF (s)			2.7		3.7	3.5
p0 queue free %			94		78	86
cM capacity (veh/h)			1135		613	859
Direction, Lane #	EB 1	WB 1	WB 2	NB 1		
Volume Total	185	69	28	259		
Volume Left	0	69	0	136		
Volume Right	113	0	0	123		
cSH	1700	1135	1700	709		
Volume to Capacity	0.11	0.06	0.02	0.37		
Queue Length 95th (m)	0.0	1.5	0.0	12.7		
Control Delay (s)	0.0	8.4	0.0	13.0		
Lane LOS	A		B			
Approach Delay (s)	0.0	6.0		13.0		
Approach LOS					B	
Intersection Summary						
Average Delay			7.3			
Intersection Capacity Utilization			37.9%	ICU Level of Service	A	
Analysis Period (min)			15			

Lanes, Volumes, Timings
8: Aberfoyle Entrance & Concession Rd 7

06/09/2025



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	2	23	165	4	29	179
Future Volume (vph)	2	23	165	4	29	179
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (m)	4.2	4.2	3.7	3.7	3.7	3.7
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.874		0.997			
Flt Protected	0.997					0.993
Satd. Flow (prot)	1766	0	1915	0	0	1908
Flt Permitted	0.997					0.993
Satd. Flow (perm)	1766	0	1915	0	0	1908
Link Speed (k/h)	30		60			60
Link Distance (m)	166.8		161.0			129.4
Travel Time (s)	20.0		9.7			7.8
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	2	27	192	5	34	208
Shared Lane Traffic (%)						
Lane Group Flow (vph)	29	0	197	0	0	242
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(m)	4.2		0.0			0.0
Link Offset(m)	0.0		0.0			0.0
Crosswalk Width(m)	4.9		4.9			4.9
Two way Left Turn Lane						
Headway Factor	0.92	0.92	0.99	0.99	0.99	0.99
Turning Speed (k/h)	24	14		14	24	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	33.3%
Analysis Period (min)	15
	ICU Level of Service A

HCM Unsignalized Intersection Capacity Analysis

8: Aberfoyle Entrance & Concession Rd 7

06/09/2025



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	2	23	165	4	29	179
Future Volume (Veh/h)	2	23	165	4	29	179
Sign Control	Stop		Free		Free	
Grade	0%		0%		0%	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Hourly flow rate (vph)	2	27	192	5	34	208
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	470	194			197	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	470	194			197	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	97			98	
cM capacity (veh/h)	542	852			1388	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	29	197	242			
Volume Left	2	0	34			
Volume Right	27	5	0			
cSH	820	1700	1388			
Volume to Capacity	0.04	0.12	0.02			
Queue Length 95th (m)	0.8	0.0	0.6			
Control Delay (s)	9.6	0.0	1.3			
Lane LOS	A		A			
Approach Delay (s)	9.6	0.0	1.3			
Approach LOS	A					
Intersection Summary						
Average Delay			1.2			
Intersection Capacity Utilization			33.3%		ICU Level of Service	A
Analysis Period (min)			15			

Lanes, Volumes, Timings
 101: Future Site Access & Concession Rd 7

06/09/2025



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	14	158	0	14	136
Future Volume (vph)	0	14	158	0	14	136
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.7	3.7	3.0	3.0	3.0	3.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t	0.865					
Fl _t Protected						0.995
Satd. Flow (prot)	1629	0	1739	0	0	1730
Fl _t Permitted						0.995
Satd. Flow (perm)	1629	0	1739	0	0	1730
Link Speed (k/h)	30		60		60	
Link Distance (m)	169.8		151.7		791.0	
Travel Time (s)	20.4		9.1		47.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	15	172	0	15	148
Shared Lane Traffic (%)						
Lane Group Flow (vph)	15	0	172	0	0	163
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(m)	3.7		0.0		0.0	
Link Offset(m)	0.0		0.0		0.0	
Crosswalk Width(m)	4.9		4.9		4.9	
Two way Left Turn Lane						
Headway Factor	0.99	0.99	1.09	1.09	1.09	1.09
Turning Speed (k/h)	24	14		14	24	
Sign Control	Stop		Free		Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	28.8%
ICU Level of Service	A
Analysis Period (min)	15

HCM Unsignalized Intersection Capacity Analysis
 101: Future Site Access & Concession Rd 7

06/09/2025

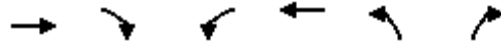


Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	0	14	158	0	14	136
Future Volume (Veh/h)	0	14	158	0	14	136
Sign Control	Stop		Free		Free	
Grade	0%		0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	15	172	0	15	148
Pedestrians						
Lane Width (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	350	172			172	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	350	172			172	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	98			99	
cM capacity (veh/h)	640	872			1405	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	15	172	163			
Volume Left	0	0	15			
Volume Right	15	0	0			
cSH	872	1700	1405			
Volume to Capacity	0.02	0.10	0.01			
Queue Length 95th (m)	0.4	0.0	0.2			
Control Delay (s)	9.2	0.0	0.8			
Lane LOS	A		A			
Approach Delay (s)	9.2	0.0	0.8			
Approach LOS	A					
Intersection Summary						
Average Delay			0.8			
Intersection Capacity Utilization			28.8%	ICU Level of Service	A	
Analysis Period (min)			15			

Lanes, Volumes, Timings

1: Sideroad 20 S & Concession Rd 2

06/09/2025



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	88	46	10	106	18	3
Future Volume (vph)	88	46	10	106	18	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.0	3.0	3.0	3.0	3.5	3.5
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.954			0.982		
Flt Protected				0.996	0.958	
Satd. Flow (prot)	1692	0	0	1766	1680	0
Flt Permitted				0.996	0.958	
Satd. Flow (perm)	1692	0	0	1766	1680	0
Link Speed (k/h)	60			60	60	
Link Distance (m)	588.5			1636.7	191.2	
Travel Time (s)	35.3			98.2	11.5	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	0%	0%	0%	0%	6%	0%
Adj. Flow (vph)	100	52	11	120	20	3
Shared Lane Traffic (%)						
Lane Group Flow (vph)	152	0	0	131	23	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	0.0			0.0	3.5	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	4.9			4.9	4.9	
Two way Left Turn Lane						
Headway Factor	1.09	1.09	1.09	1.09	1.01	1.01
Turning Speed (k/h)	14		24	24		14
Sign Control	Free			Free	Stop	

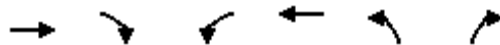
Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	23.9%
ICU Level of Service	A
Analysis Period (min)	15

HCM Unsignalized Intersection Capacity Analysis

1: Sideroad 20 S & Concession Rd 2

06/09/2025



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	→			←	↘	↙
Traffic Volume (veh/h)	88	46	10	106	18	3
Future Volume (Veh/h)	88	46	10	106	18	3
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	100	52	11	120	20	3
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			152		268	126
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			152		268	126
tC, single (s)			4.1		6.5	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.6	3.3
p0 queue free %			99		97	100
cM capacity (veh/h)			1441		707	930
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	152	131	23			
Volume Left	0	11	20			
Volume Right	52	0	3			
cSH	1700	1441	730			
Volume to Capacity	0.09	0.01	0.03			
Queue Length 95th (m)	0.0	0.2	0.7			
Control Delay (s)	0.0	0.7	10.1			
Lane LOS		A	B			
Approach Delay (s)	0.0	0.7	10.1			
Approach LOS			B			
Intersection Summary						
Average Delay			1.1			
Intersection Capacity Utilization			23.9%	ICU Level of Service	A	
Analysis Period (min)			15			

Lanes, Volumes, Timings

2: Lanci Pit Access/McNally Pit Access & Concession Rd 2

06/09/2025



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	0	132	0	0	148	0	0	0	0	0	0	0
Future Volume (vph)	0	132	0	0	148	0	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.5	3.5	3.5	3.5	3.5	3.5	4.3	4.3	4.3	4.3	4.3	4.3
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt												
Flt Protected												
Satd. Flow (prot)	0	1457	0	0	1540	0	0	2008	0	0	2008	0
Flt Permitted												
Satd. Flow (perm)	0	1457	0	0	1540	0	0	2008	0	0	2008	0
Link Speed (k/h)		60			60			30			30	
Link Distance (m)		1636.7			809.6			614.6			507.0	
Travel Time (s)		98.2			48.6			73.8			60.8	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles (%)	2%	29%	2%	2%	22%	2%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	0	155	0	0	174	0	0	0	0	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	155	0	0	174	0	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		0.0			0.0			0.0			0.0	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.9			4.9			4.9			4.9	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	1.01	1.01	1.01	0.91	0.91	0.91	0.91	0.91	0.91
Turning Speed (k/h)	24		14	24		14	24		14	24		14
Sign Control		Free			Free			Stop			Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	11.1%
Analysis Period (min)	15
	ICU Level of Service A

HCM Unsignalized Intersection Capacity Analysis

2: Lanci Pit Access/McNally Pit Access & Concession Rd 2

06/09/2025

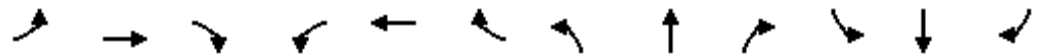


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (veh/h)	0	132	0	0	148	0	0	0	0	0	0	0
Future Volume (Veh/h)	0	132	0	0	148	0	0	0	0	0	0	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	0	155	0	0	174	0	0	0	0	0	0	0
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	174			155			329	329	155	329	329	174
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	174			155			329	329	155	329	329	174
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			100	100	100	100	100	100
cM capacity (veh/h)	1403			1425			624	590	891	624	590	869
Direction, Lane #												
	EB 1	WB 1	NB 1	SB 1								
Volume Total	155	174	0	0								
Volume Left	0	0	0	0								
Volume Right	0	0	0	0								
cSH	1403	1425	1700	1700								
Volume to Capacity	0.00	0.00	0.00	0.00								
Queue Length 95th (m)	0.0	0.0	0.0	0.0								
Control Delay (s)	0.0	0.0	0.0	0.0								
Lane LOS			A	A								
Approach Delay (s)	0.0	0.0	0.0	0.0								
Approach LOS			A	A								
Intersection Summary												
Average Delay			0.0									
Intersection Capacity Utilization			11.1%	ICU Level of Service						A		
Analysis Period (min)			15									

Lanes, Volumes, Timings

3: Safarik Pit Entrance & Concession Rd 2/Cocession Rd 2A

06/09/2025



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations					↔			↕			↗		
Traffic Volume (vph)	0	138	0	0	160	0	1	28	0	0	28	0	
Future Volume (vph)	0	138	0	0	160	0	1	28	0	0	28	0	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Lane Width (m)	3.0	3.7	3.0	3.7	3.7	3.7	4.3	4.3	3.7	3.7	4.3	4.3	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Frt													
Flt Protected									0.998				
Satd. Flow (prot)	0	0	0	0	1588	0	0	1038	0	0	1024	0	
Flt Permitted									0.998				
Satd. Flow (perm)	0	0	0	0	1588	0	0	1038	0	0	1024	0	
Link Speed (k/h)					60			48		30			
Link Distance (m)	809.6				461.6			161.1		81.8			
Travel Time (s)	48.6				34.6			19.3		9.8			
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	
Heavy Vehicles (%)	2%	29%	2%	2%	21%	2%	0%	100%	2%	2%	100%	2%	
Adj. Flow (vph)	0	159	0	0	184	0	1	32	0	0	32	0	
Shared Lane Traffic (%)													
Lane Group Flow (vph)	0	159	0	0	184	0	0	33	0	0	32	0	
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No	
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right	
Median Width(m)	0.0				0.0			0.0		0.0			
Link Offset(m)	0.0				0.0			0.0		0.0			
Crosswalk Width(m)	4.9				1.6			4.9		4.9			
Two way Left Turn Lane													
Headway Factor	1.09	0.99	1.09	0.99	0.99	0.99	0.91	0.91	0.99	0.99	0.91	0.91	
Turning Speed (k/h)	24		14		97		97		24		97		
Sign Control	Free				Free			Stop		Stop			

Intersection Summary	
Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization Err%	ICU Level of Service H
Analysis Period (min)	15

HCM Unsignalized Intersection Capacity Analysis

3: Safarik Pit Entrance & Concession Rd 2/Cocession Rd 2A

06/09/2025



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↔			↔			↔	
Traffic Volume (veh/h)	0	138	0	0	160	0	1	28	0	0	28	0
Future Volume (Veh/h)	0	138	0	0	160	0	1	28	0	0	28	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Hourly flow rate (vph)	0	159	0	0	184	0	1	32	0	0	32	0
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	184			159			359	343	159	359	343	184
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	184			159			359	343	159	359	343	184
tC, single (s)	4.1			4.1			7.1	7.5	6.2	7.1	7.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.9	3.3	3.5	4.9	3.3
p0 queue free %	100			100			100	93	100	100	93	100
cM capacity (veh/h)	1391			1420			568	450	886	564	450	858
Direction, Lane #												
	WB 1	NB 1	SB 1									
Volume Total	184	33	32									
Volume Left	0	1	0									
Volume Right	0	0	0									
cSH	1420	453	450									
Volume to Capacity	0.00	0.07	0.07									
Queue Length 95th (m)	0.0	1.8	1.7									
Control Delay (s)	0.0	13.6	13.6									
Lane LOS		B	B									
Approach Delay (s)	0.0	13.6	13.6									
Approach LOS		B	B									
Intersection Summary												
Average Delay			Err									
Intersection Capacity Utilization			Err%	ICU Level of Service						H		
Analysis Period (min)			15									

Lanes, Volumes, Timings
4: Concession Rd 7 & Concession 2

06/09/2025



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1	20	13	158	293	0
Future Volume (vph)	1	20	13	158	293	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (m)	4.0	4.0	3.7	3.7	3.7	3.7
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.871					
Flt Protected	0.998			0.996		
Satd. Flow (prot)	1725	0	0	1879	1883	0
Flt Permitted	0.998			0.996		
Satd. Flow (perm)	1725	0	0	1879	1883	0
Link Speed (k/h)	30			60	60	
Link Distance (m)	219.6			791.0	202.0	
Travel Time (s)	26.4			47.5	12.1	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	0%	0%	0%	2%	2%	2%
Adj. Flow (vph)	1	23	15	184	341	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	24	0	0	199	341	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	4.0			0.0	0.0	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	4.9			4.9	4.9	
Two way Left Turn Lane						
Headway Factor	0.94	0.94	0.99	0.99	0.99	0.99
Turning Speed (k/h)	24	14	24			14
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	29.1%
Analysis Period (min)	15
	ICU Level of Service A

HCM Unsignalized Intersection Capacity Analysis

4: Concession Rd 7 & Concession 2

06/09/2025



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	1	20	13	158	293	0
Future Volume (Veh/h)	1	20	13	158	293	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Hourly flow rate (vph)	1	23	15	184	341	0
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	555	341	341			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	555	341	341			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	97	99			
cM capacity (veh/h)	490	706	1229			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	24	199	341			
Volume Left	1	15	0			
Volume Right	23	0	0			
cSH	693	1229	1700			
Volume to Capacity	0.03	0.01	0.20			
Queue Length 95th (m)	0.8	0.3	0.0			
Control Delay (s)	10.4	0.7	0.0			
Lane LOS	B	A				
Approach Delay (s)	10.4	0.7	0.0			
Approach LOS	B					
Intersection Summary						
Average Delay			0.7			
Intersection Capacity Utilization			29.1%	ICU Level of Service	A	
Analysis Period (min)			15			

Lanes, Volumes, Timings
5: Concession Rd 7 & Cocession Rd 2A

06/09/2025



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	75	25	27	127	265	104
Future Volume (vph)	75	25	27	127	265	104
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (m)	4.0	4.0	3.7	3.7	3.7	3.7
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.967				0.962	
Flt Protected	0.964			0.991		
Satd. Flow (prot)	1344	0	0	1888	1711	0
Flt Permitted	0.964			0.991		
Satd. Flow (perm)	1344	0	0	1888	1711	0
Link Speed (k/h)	48			60	60	
Link Distance (m)	461.6			202.0	440.0	
Travel Time (s)	34.6			12.1	26.4	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles (%)	50%	0%	0%	1%	1%	26%
Adj. Flow (vph)	88	29	32	149	312	122
Shared Lane Traffic (%)						
Lane Group Flow (vph)	117	0	0	181	434	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	4.0			0.0	0.0	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	1.6			4.9	4.9	
Two way Left Turn Lane						
Headway Factor	0.94	0.94	0.99	0.99	0.99	0.99
Turning Speed (k/h)	97	97	97			97
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	42.2%
ICU Level of Service	A
Analysis Period (min)	15

HCM Unsignalized Intersection Capacity Analysis

5: Concession Rd 7 & Cocession Rd 2A

06/09/2025



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	75	25	27	127	265	104
Future Volume (Veh/h)	75	25	27	127	265	104
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	88	29	32	149	312	122
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	586	373	434			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	586	373	434			
tC, single (s)	6.9	6.2	4.1			
tC, 2 stage (s)						
tF (s)	4.0	3.3	2.2			
p0 queue free %	77	96	97			
cM capacity (veh/h)	391	678	1136			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	117	181	434			
Volume Left	88	32	0			
Volume Right	29	0	122			
cSH	436	1136	1700			
Volume to Capacity	0.27	0.03	0.26			
Queue Length 95th (m)	8.1	0.7	0.0			
Control Delay (s)	16.2	1.7	0.0			
Lane LOS	C	A				
Approach Delay (s)	16.2	1.7	0.0			
Approach LOS	C					
Intersection Summary						
Average Delay			3.0			
Intersection Capacity Utilization			42.2%	ICU Level of Service	A	
Analysis Period (min)			15			

Lanes, Volumes, Timings
6: Concession Rd 7 & McNally Pit /Mason Rd

06/09/2025



















Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	5	0	15	1	0	2	15	189	0	0	372	4
Future Volume (vph)	5	0	15	1	0	2	15	189	0	0	372	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (m)	4.8	4.8	4.8	3.0	3.0	3.0	3.7	3.7	3.7	4.2	4.2	4.2
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.897			0.899						0.999	
Flt Protected		0.988			0.988			0.996				
Satd. Flow (prot)	0	1741	0	0	1575	0	0	1590	0	0	1855	0
Flt Permitted		0.988			0.988			0.996				
Satd. Flow (perm)	0	1741	0	0	1575	0	0	1590	0	0	1855	0
Link Speed (k/h)		30			30			60			60	
Link Distance (m)		121.1			203.7			440.0			304.7	
Travel Time (s)		14.5			24.4			26.4			18.3	
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Heavy Vehicles (%)	40%	2%	0%	0%	2%	0%	0%	22%	2%	2%	9%	25%
Adj. Flow (vph)	6	0	19	1	0	3	19	236	0	0	465	5
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	25	0	0	4	0	0	255	0	0	470	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		0.0			0.0			0.0			0.0	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.9			4.9			4.9			4.9	
Two way Left Turn Lane												
Headway Factor	0.85	0.85	0.85	1.09	1.09	1.09	0.99	0.99	0.99	0.92	0.92	0.92
Turning Speed (k/h)	24		14	24		14	24		14	24		14
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	32.3%
ICU Level of Service	A
Analysis Period (min)	15

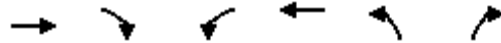
HCM Unsignalized Intersection Capacity Analysis
 6: Concession Rd 7 & McNally Pit /Mason Rd

06/09/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	0	15	1	0	2	15	189	0	0	372	4
Future Volume (Veh/h)	5	0	15	1	0	2	15	189	0	0	372	4
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Hourly flow rate (vph)	6	0	19	1	0	2	19	236	0	0	465	5
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	744	742	468	760	744	236	470			236		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	744	742	468	760	744	236	470			236		
tC, single (s)	7.5	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.9	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	98	100	97	100	100	100	98			100		
cM capacity (veh/h)	283	338	600	310	337	808	1102			1331		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	25	3	255	470								
Volume Left	6	1	19	0								
Volume Right	19	2	0	5								
cSH	473	527	1102	1331								
Volume to Capacity	0.05	0.01	0.02	0.00								
Queue Length 95th (m)	1.3	0.1	0.4	0.0								
Control Delay (s)	13.0	11.9	0.8	0.0								
Lane LOS	B	B	A									
Approach Delay (s)	13.0	11.9	0.8	0.0								
Approach LOS	B	B										
Intersection Summary												
Average Delay			0.7									
Intersection Capacity Utilization			32.3%		ICU Level of Service					A		
Analysis Period (min)			15									

Lanes, Volumes, Timings
7: Concession Rd 7 & McLean Rd W

06/09/2025



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	63	227	117	69	111	69
Future Volume (vph)	63	227	117	69	111	69
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.7	3.7	3.7	3.7	4.2	4.2
Storage Length (m)		0.0	115.0		0.0	0.0
Storage Lanes		0	1		1	0
Taper Length (m)			88.0		7.6	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.894				0.948	
Flt Protected			0.950		0.970	
Satd. Flow (prot)	1523	0	1644	1762	1530	0
Flt Permitted			0.950		0.970	
Satd. Flow (perm)	1523	0	1644	1762	1530	0
Link Speed (k/h)	60			60	60	
Link Distance (m)	212.1			305.2	304.7	
Travel Time (s)	12.7			18.3	18.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	30%	8%	11%	9%	13%	36%
Adj. Flow (vph)	68	247	127	75	121	75
Shared Lane Traffic (%)						
Lane Group Flow (vph)	315	0	127	75	196	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	3.7			3.7	4.2	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	4.9			4.9	4.9	
Two way Left Turn Lane						
Headway Factor	0.99	0.99	0.99	0.99	0.92	0.92
Turning Speed (k/h)		14	24		24	14
Sign Control	Free			Free	Stop	

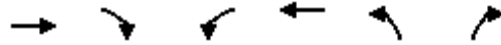
Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	44.1%
ICU Level of Service	A
Analysis Period (min)	15

HCM Unsignalized Intersection Capacity Analysis

7: Concession Rd 7 & McLean Rd W

06/09/2025



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	→		↙	↑	↘	
Traffic Volume (veh/h)	63	227	117	69	111	69
Future Volume (Veh/h)	63	227	117	69	111	69
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)	68	247	127	75	121	75
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			315		520	192
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			315		520	192
tC, single (s)			4.2		6.5	6.6
tC, 2 stage (s)						
tF (s)			2.3		3.6	3.6
p0 queue free %			89		73	90
cM capacity (veh/h)			1196		444	770
Direction, Lane #	EB 1	WB 1	WB 2	NB 1		
Volume Total	315	127	75	196		
Volume Left	0	127	0	121		
Volume Right	247	0	0	75		
cSH	1700	1196	1700	530		
Volume to Capacity	0.19	0.11	0.04	0.37		
Queue Length 95th (m)	0.0	2.7	0.0	12.8		
Control Delay (s)	0.0	8.4	0.0	15.7		
Lane LOS	A			C		
Approach Delay (s)	0.0	5.3		15.7		
Approach LOS				C		
Intersection Summary						
Average Delay			5.8			
Intersection Capacity Utilization			44.1%	ICU Level of Service	A	
Analysis Period (min)			15			

Lanes, Volumes, Timings
8: Aberfoyle Entrance & Concession Rd 7

06/09/2025



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	5	14	190	3	15	293
Future Volume (vph)	5	14	190	3	15	293
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (m)	4.2	4.2	3.7	3.7	3.7	3.7
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.900		0.998			
Flt Protected	0.987					0.998
Satd. Flow (prot)	1800	0	1917	0	0	1917
Flt Permitted	0.987					0.998
Satd. Flow (perm)	1800	0	1917	0	0	1917
Link Speed (k/h)	30		60			60
Link Distance (m)	166.8		161.0			129.4
Travel Time (s)	20.0		9.7			7.8
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	6	17	235	4	19	362
Shared Lane Traffic (%)						
Lane Group Flow (vph)	23	0	239	0	0	381
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(m)	4.2		0.0			0.0
Link Offset(m)	0.0		0.0			0.0
Crosswalk Width(m)	4.9		4.9			4.9
Two way Left Turn Lane						
Headway Factor	0.92	0.92	0.99	0.99	0.99	0.99
Turning Speed (k/h)	24	14		14	24	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	37.6%
Analysis Period (min)	15
	ICU Level of Service A

HCM Unsignalized Intersection Capacity Analysis

8: Aberfoyle Entrance & Concession Rd 7

06/09/2025



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	5	14	190	3	15	293
Future Volume (Veh/h)	5	14	190	3	15	293
Sign Control	Stop		Free		Free	
Grade	0%		0%		0%	
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81
Hourly flow rate (vph)	6	17	235	4	19	362
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	637	237			239	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	637	237			239	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	99	98			99	
cM capacity (veh/h)	438	807			1340	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	23	239	381			
Volume Left	6	0	19			
Volume Right	17	4	0			
cSH	662	1700	1340			
Volume to Capacity	0.03	0.14	0.01			
Queue Length 95th (m)	0.8	0.0	0.3			
Control Delay (s)	10.6	0.0	0.5			
Lane LOS	B		A			
Approach Delay (s)	10.6	0.0	0.5			
Approach LOS	B					
Intersection Summary						
Average Delay			0.7			
Intersection Capacity Utilization			37.6%	ICU Level of Service	A	
Analysis Period (min)			15			

Lanes, Volumes, Timings
 101: Future Site Access & Concession Rd 7

06/09/2025



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	14	158	0	14	301
Future Volume (vph)	0	14	158	0	14	301
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.7	3.7	3.0	3.0	3.0	3.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.865					
Flt Protected						0.998
Satd. Flow (prot)	1629	0	1739	0	0	1735
Flt Permitted						0.998
Satd. Flow (perm)	1629	0	1739	0	0	1735
Link Speed (k/h)	30		60		60	
Link Distance (m)	169.8		151.7		791.0	
Travel Time (s)	20.4		9.1		47.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	15	172	0	15	327
Shared Lane Traffic (%)						
Lane Group Flow (vph)	15	0	172	0	0	342
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(m)	3.7		0.0		0.0	
Link Offset(m)	0.0		0.0		0.0	
Crosswalk Width(m)	4.9		4.9		4.9	
Two way Left Turn Lane						
Headway Factor	0.99	0.99	1.09	1.09	1.09	1.09
Turning Speed (k/h)	24	14		14	24	
Sign Control	Stop		Free		Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	37.2%
Analysis Period (min)	15
	ICU Level of Service A

HCM Unsignalized Intersection Capacity Analysis
 101: Future Site Access & Concession Rd 7

06/09/2025



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	0	14	158	0	14	301
Future Volume (Veh/h)	0	14	158	0	14	301
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	15	172	0	15	327
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	529	172			172	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	529	172			172	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	98			99	
cM capacity (veh/h)	505	872			1405	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	15	172	342			
Volume Left	0	0	15			
Volume Right	15	0	0			
cSH	872	1700	1405			
Volume to Capacity	0.02	0.10	0.01			
Queue Length 95th (m)	0.4	0.0	0.2			
Control Delay (s)	9.2	0.0	0.4			
Lane LOS	A		A			
Approach Delay (s)	9.2	0.0	0.4			
Approach LOS	A					
Intersection Summary						
Average Delay			0.5			
Intersection Capacity Utilization		37.2%		ICU Level of Service		A
Analysis Period (min)		15				

Appendix E: Left Turn Warrants

Left-Turn Lane Warrant Analysis

Enter Values in dark grey cells

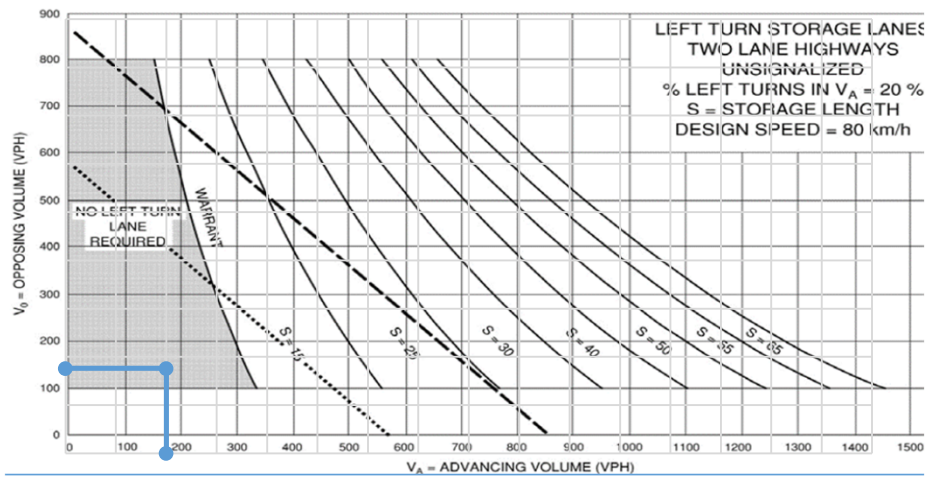
Do not edit formulas in grey cells

P Cars Heavy

Based on MTO's Geometric Design Guidelines for Ontario Highways

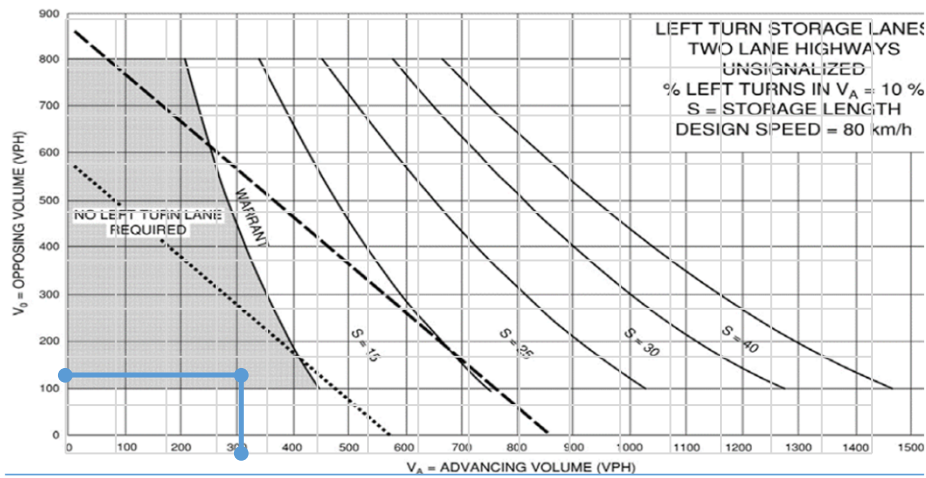
Approach Direction		Northbound		Southbound		Eastbound		Westbound	
Peak Hours		AM	PM	AM	PM	AM	PM	AM	PM
Advancing Traffic	Vehicles	149	156	125	298	0	6	0	0
	Trucks	9	2	25	17	0	0	14	14
	Truck Equivalent	3	3	3	3	3	3	3	3
	Total	176	162	200	349	0	6	42	42
Opposing Traffic	Cars	125	298	149	156	0	0	0	6
	Trucks	25	17	9	2	14	14	0	0
	Truck Equivalent	3	3	3	3	3	3	3	3
	Total	200	349	176	162	42	42	0	6
Left Turning Traffic	Cars	0	0	0	0	0	0	0	0
	Trucks	0	0	14	14	0	0	0	0
	Truck Equivalent	3	3	3	3	3	3	3	3
	Total	0	0	42	42	0	0	0	0
Left Turn Warrant	Design speed =	80							
	(Va) Advancing Traffic =	176	162	200	349	0	6	42	42
	(Vo) Opposing Traffic =	200	349	176	162	42	42	0	6
	LT Traffic =	0	0	42	42	0	0	0	0
	%LT Traffic =	0%	0%	21%	12%	#DIV/0!	0%	0%	0%
	Rounded to nearest 5%	0.0%	0.0%	4.0%	2.0%	#DIV/0!	0.0%	0.0%	0.0%
	% Trucks in LT Traffic	#DIV/0!	#DIV/0!	100%	100%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!

SAFARIK PIT ACCESS AT CONCESSION 7



AM	Peak Period
SB	Analysis Approach
20	%LT
80_20	Scenario
200	Advancing Volumes
176	Opposing Volumes

SAFARIK PIT ACCESS AT CONCESSION 7



PM	Peak Period
SB	Analysis Approach
10	%LT
80_10	Scenario
349	Advancing Volumes
162	Opposing Volumes

Left-Turn Lane Warrant Analysis

Enter Values in dark grey cells

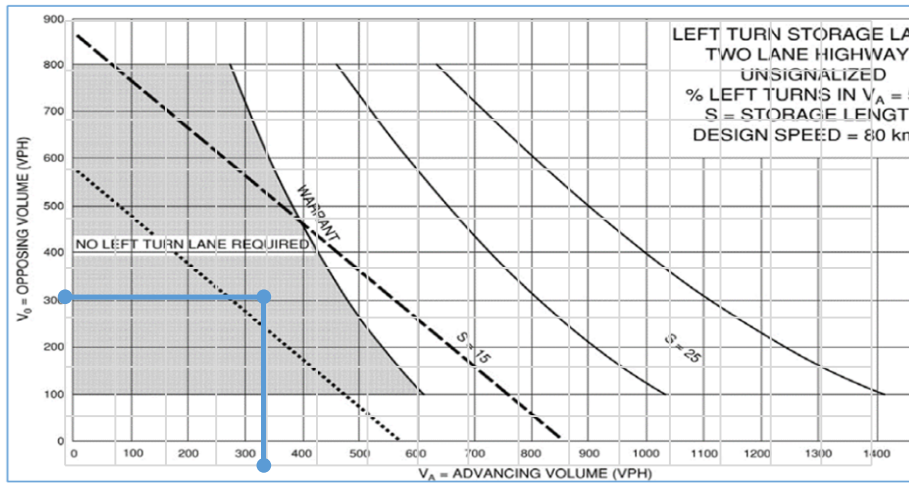
Do not edit formulas in grey cells

P Cars Heavy

Based on MTO's Geometric Design Guidelines for Ontario Highways

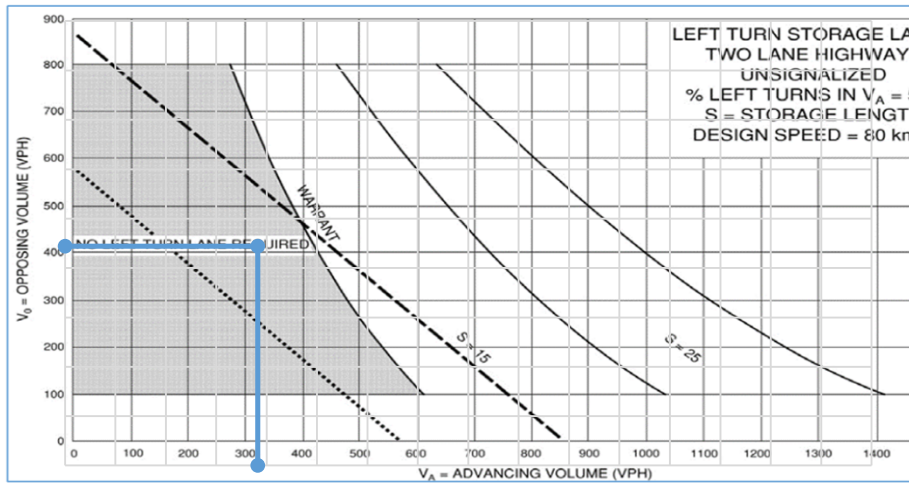
Approach Direction		Northbound		Southbound		Eastbound		Westbound	
Peak Hours		AM	PM	AM	PM	AM	PM	AM	PM
Advancing Traffic	Vehicles	214	220	110	342	2	18	1	3
	Trucks	60	54	77	34	24	2	2	0
	Truck Equivalent	3	3	3	3	3	3	3	3
	Total	394	382	341	444	74	24	7	3
Opposing Traffic	Cars	110	342	214	220	1	3	2	18
	Trucks	77	34	60	54	2	0	24	2
	Truck Equivalent	3	3	3	3	3	3	3	3
	Total	341	444	394	382	7	3	74	24
Left Turning Traffic	Cars	15	15	1	0	2	3	0	1
	Trucks	0	0	2	0	9	2	0	0
	Truck Equivalent	3	3	3	3	3	3	3	3
	Total	15	15	7	0	29	9	0	1
Left Turn Warrant									
Design speed =		80							
(Va) Advancing Traffic =		394	382	341	444	74	24	7	3
(Vo) Opposing Traffic =		341	444	394	382	7	3	74	24
LT Traffic =		15	15	7	0	29	9	0	1
%LT Traffic =		4%	4%	2%	0%	39%	38%	0%	33%
Rounded to nearest 5%		1.0%	1.0%	0.0%	0.0%	8.0%	8.0%	0.0%	7.0%
Rounded to nearest 5%		5%	5%	5%	0%	40%	40%	0%	35%
% Trucks in LT Traffic		0%	0%	67%	#DIV/0!	82%	40%	#DIV/0!	0%

MCNALLY PIT PRIMARY ACCESS AT CONCESSION 7



AM	Peak Period
NB	Analysis Approach
5	%LT
80_5	Scenario
394	Advancing Volumes
341	Opposing Volumes

MCNALLY PIT PRIMARY ACCESS AT CONCESSION 7



PM	Peak Period
NB	Analysis Approach
5	%LT
80_5	Scenario
382	Advancing Volumes
444	Opposing Volumes

Appendix F: Sightline Review

LOOKING NORTH



LOOKING SOUTH



LOOKING NORTH



LOOKING SOUTH

