

TRAFFIC IMPACT ASSESSMENT

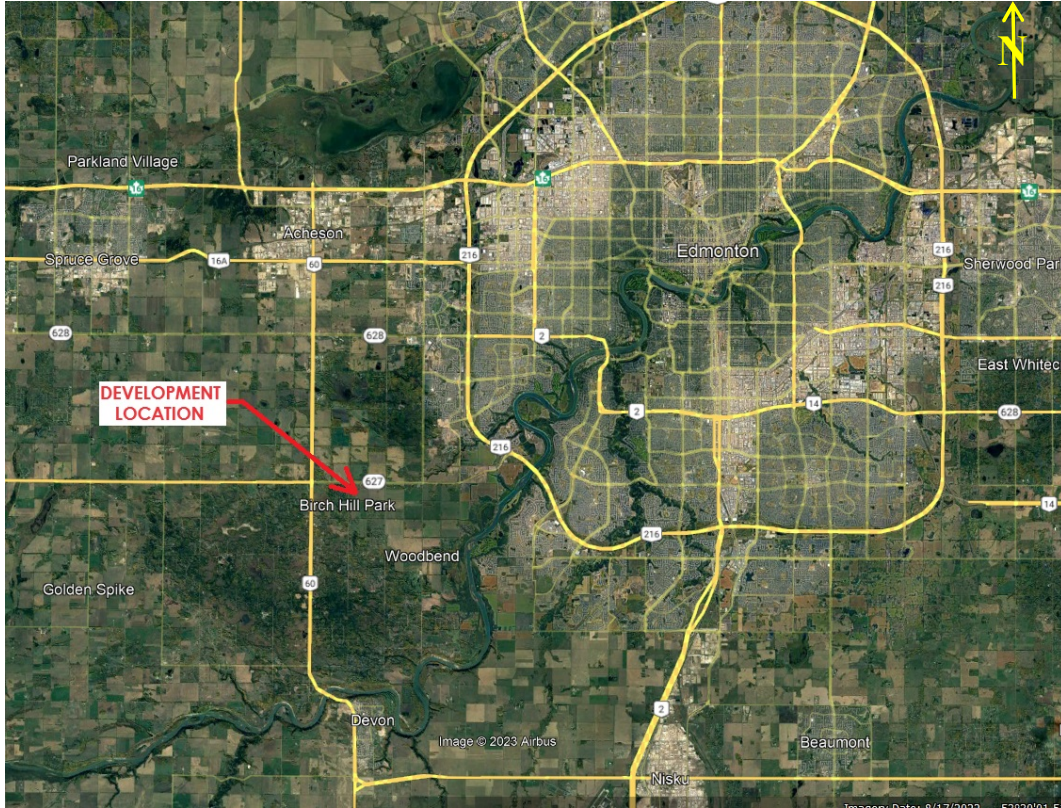
GRACELIFE CHURCH EXPANSION

LOT 1A & 1B, Blk. 1, Plan 1020669, NW-35-51-26-W4M
Parkland County

Hwy. 627:04 (Garden Valley Rd.) & Rge. Rd. 262 (Willowdale Rd.)



LOCATION PLAN L-1



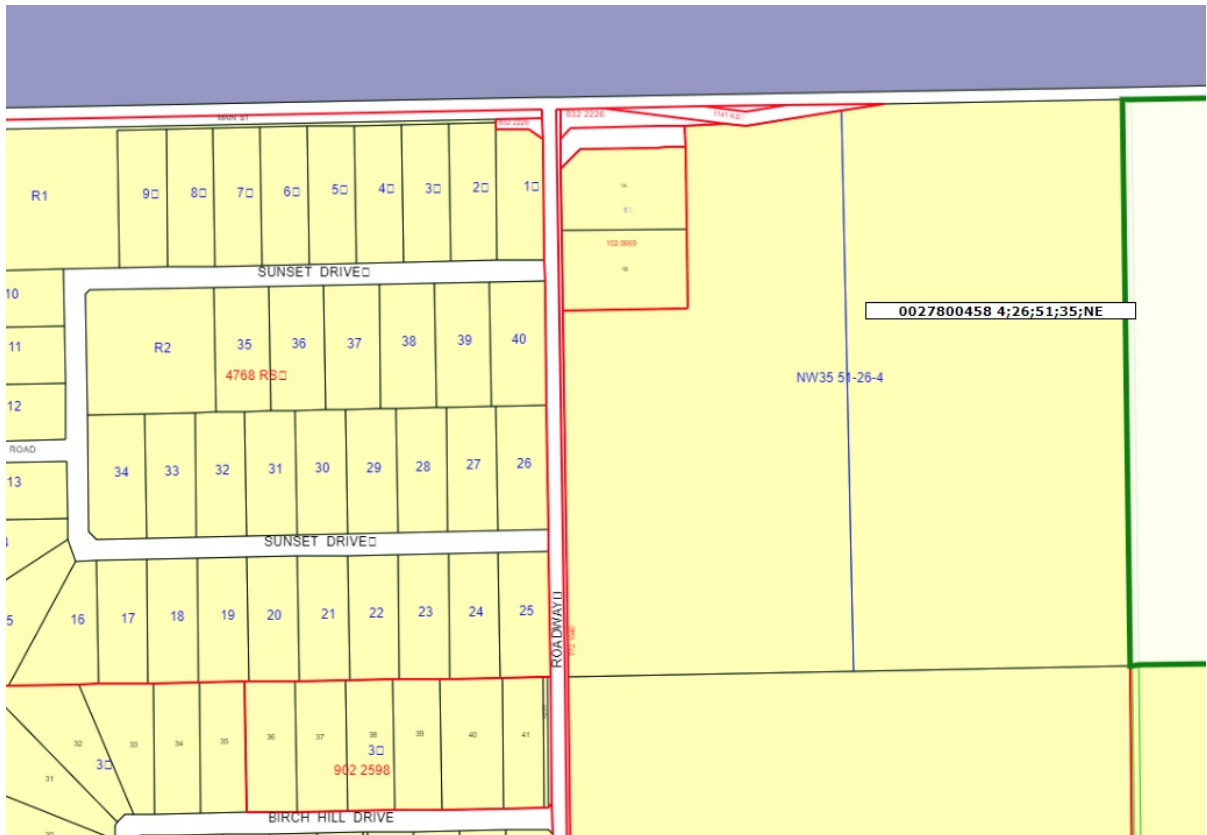
LOCATION PLAN L-2



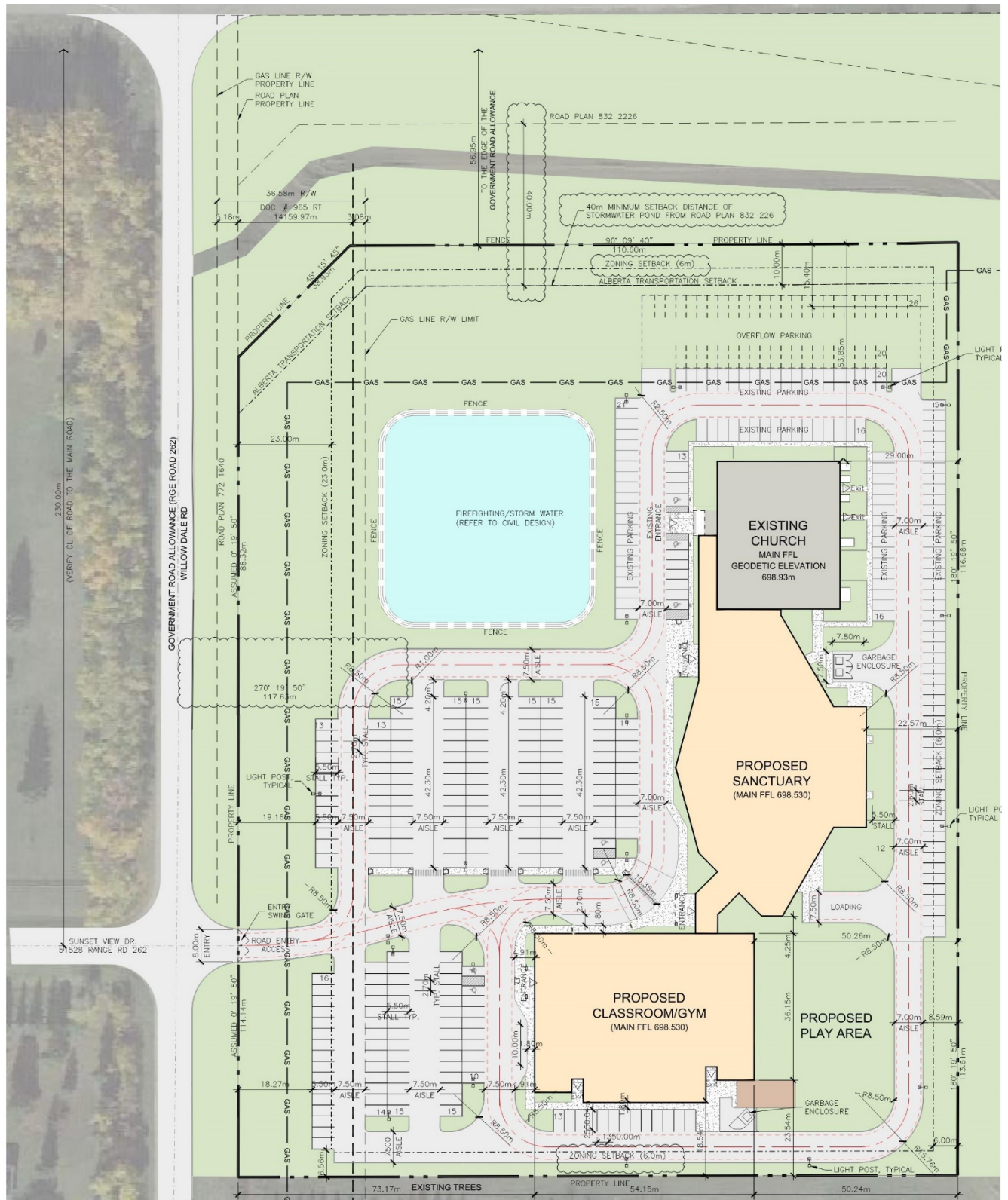
LOCATION PLAN 3



SPIN PLAN S-1



DEVELOPMENT PLAN D-1



DEVELOPMENT PLAN D-2

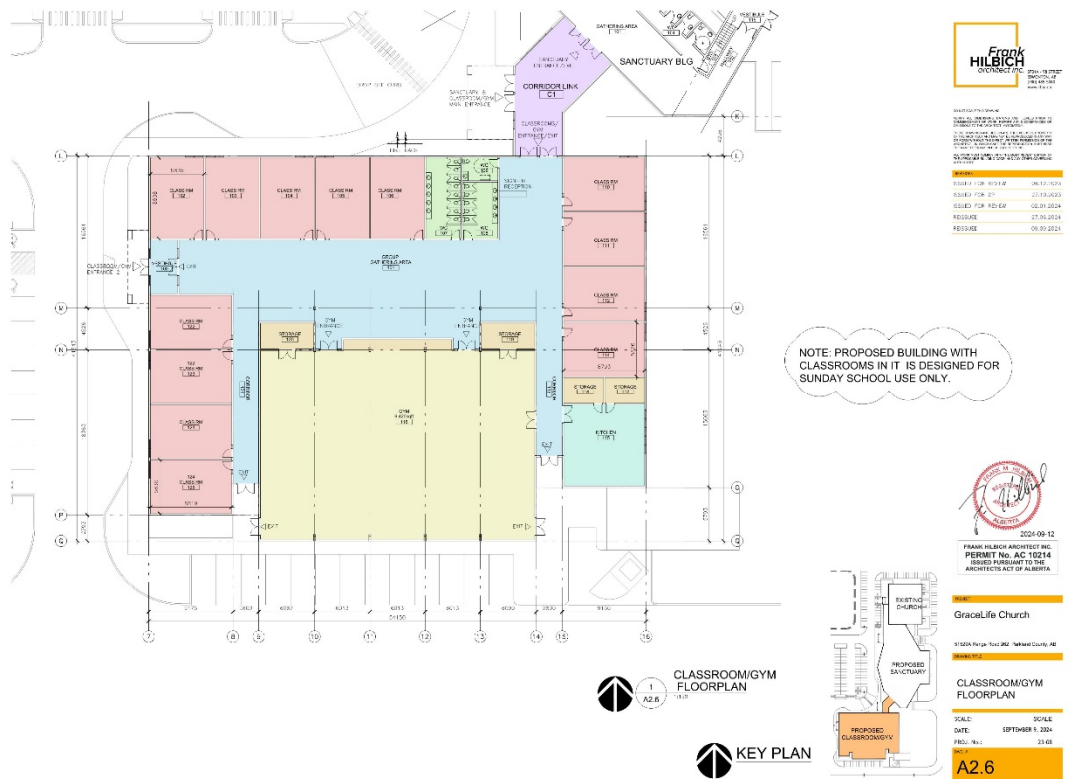
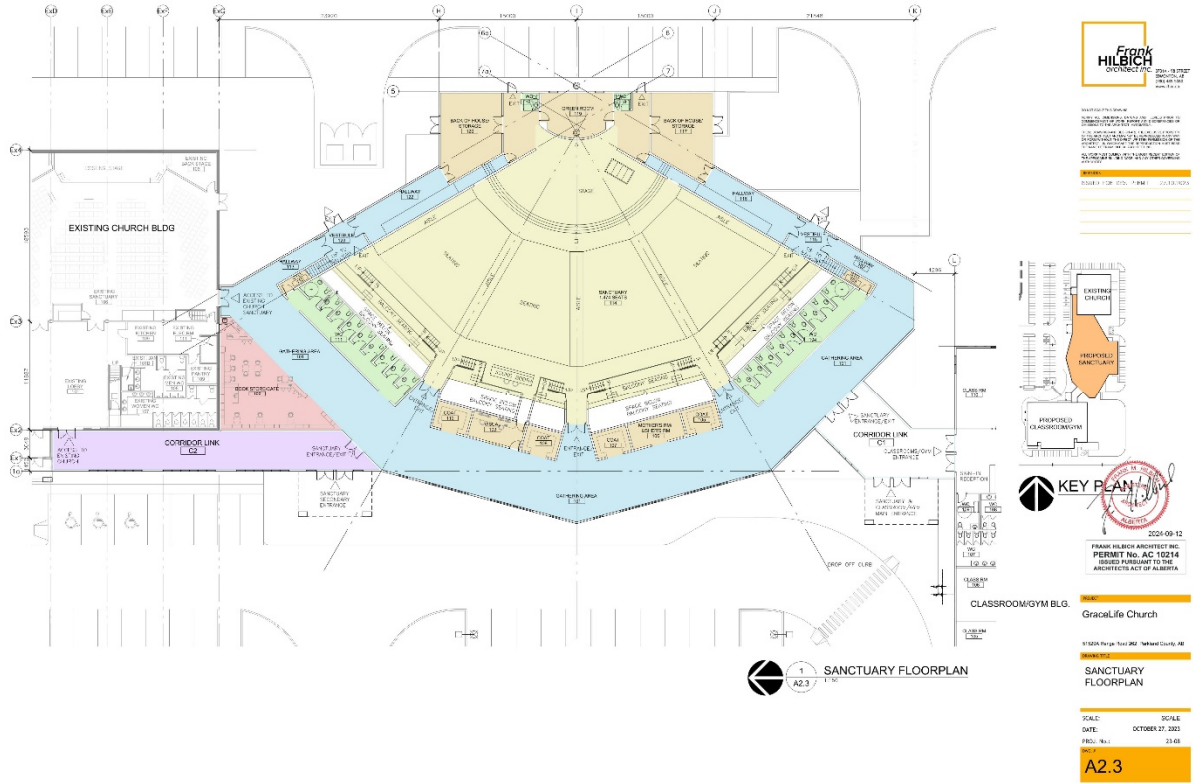


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1. INTRODUCTION

This report is a Traffic Impact Assessment (TIA) report for an expansion of the GraceLife Church facilities within Lot 1A and Lot 1B, Block 1, Plan 1020669 within the NW quarter section of Section 35, Township 51, Range 26, West of 4th Meridian. See Location Plans before this report.

This report has been prepared to determine the impact of the proposed development on traffic using Willowdale Road (Rge. Rd. 262) and Highway 627:04, southwest of Edmonton. The scope of work in this case, is to assess the roadways for adequacy and any required intersection treatment as a result of the increased traffic volumes and turning movements attributed to the development. This document will address the following:

- Collect 2022 traffic volume data.
- Determine present traffic volumes for 2023.
- Determine projected traffic volumes to 2024, 2034 and 2044.
- Determine traffic volumes generated from the development.
- Determine combined traffic volumes for 2024, 2034 and 2044.
- Complete intersectional analysis of the intersections with Highway 627:04 (Garden Valley Road) at Willowdale Road (Range Road 262).
- Identifies geometric deficiencies based on current 3R/4R guidelines.
- Review sight distance requirements.
- Complete illumination and signalization warrant analysis, if required.
- Provides a preliminary engineering cost estimate for recommended improvements.

This report is based on information provided by owners of the land and developers of the site, site observations from Mr. Darcy Paulichuk, P. Eng., traffic volume data from Alberta Transportation, intersectional analysis procedures and standards documented in Alberta Infrastructure and Transportation's "Highway Geometric Design Guide", 1999, and Alberta Infrastructure and Transportation's "Traffic Impact Assessment Guideline", 2005.

This report has been prepared for owners of the land and developers of the site for purposes of gaining approval from municipal and provincial governments for the development of this site.

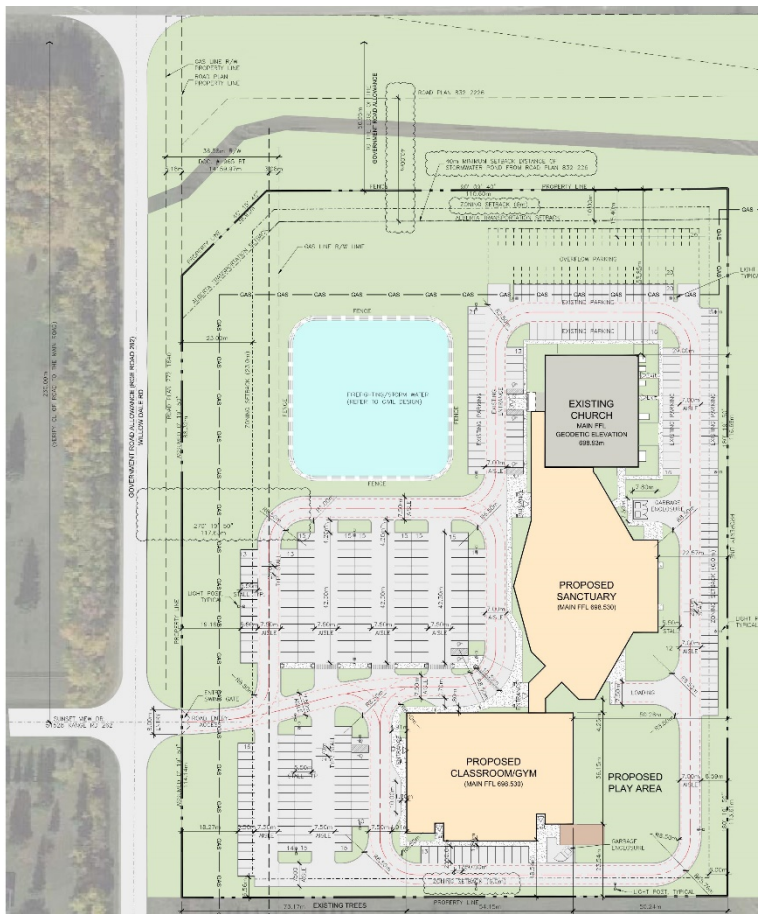
TRAFFIC IMPACT ASSESSMENT

GRACELIFE CHURCH EXPANSION LOT 1A & 1B, Blk. 1, Plan 1020669, NW-35-51-26-W4M Parkland County Hwy. 627:04 (Garden Valley Rd.) & Rge. Rd. 262 (Willowdale Rd.)

2. PROPOSED DEVELOPMENT

2.1 Development Details

The proposed development comprises of an expansion to the existing GraceLife Church site with the addition of a Sanctuary building and a Classroom/Gym building located within Lot 1A and Lot 1B in Block 1 in Plan 1020669 (4.04 ha) within NW 35-51-26-W4M as shown below. The expansion includes significant expansion of the parking lot and the addition of a Stormwater Management Pond. Access to the site would be made utilizing a new access built directly across and aligned with **Sunset View Drive** on Willowdale Road (Range Road 262) and then to Highway 627:04 (Garden Valley Road).



FIRE WATER CALCULATION

EXISTING CHURCH	PROPOSED SANCTUARY	PROPOSED CLASSROOM/GYM
REQUIRED VOLUME: 8,102.8 m ³ REQUIRED WATER EFFICIENCY: 1.5 REQUIRED WATER CAPACITY: 12,154.2 m ³	REQUIRED VOLUME: 12,028.8 m ³ REQUIRED WATER EFFICIENCY: 1.5 REQUIRED WATER CAPACITY: 18,043.2 m ³	REQUIRED VOLUME: 17,744.0 m ³ REQUIRED WATER EFFICIENCY: 1.5 REQUIRED WATER CAPACITY: 26,616.0 m ³
FIRE FIGHTING: 0 = 8,192.2 x 1.5 x 15 = 184,303.5 litres	FIRE FIGHTING: 0 = 24,000.0 x 1.5 x 15 = 405,000.0 litres	FIRE FIGHTING: 0 = 21,244.0 x 1.5 x 15 = 324,744.0 litres
TOTAL FIRE FIGHTING CAPACITY REQUIRED: 58,308.5 litres		

Frank Hilbich Architect Inc.
 2504 - 100th Street, Suite 100, Edmonton, Alberta T5A 4A7
 780-443-3333
 www.frankhilbich.com

SITE DEVELOPMENT ANALYSIS

Legal Address: SM 2 (151) 251-223, S44-35-01-26-W4
Manager Address: 21520 Range Road 262, Parkland County, AB
DISTRICT: 2019 County Recreational District
Land Use: Recreational Use
Zoning Code/Division: Public Open - Religious Societies
Proposed Zoning Reg. - Religious Assembly
Proposed Code/Division Reg. - Religious Assembly
Proposed Code/Division Reg. - Religious Assembly

SITE AREA:
 Lot 1A = 20,000.00 m² (2.22 ha)
 Lot 1B = 20,000.00 m² (2.22 ha)
 TOTAL = 40,000.00 m² (4.44 ha)

FLOOR AREA:
 Existing Church: 1,122m²
 Stormwater Management Pond: 2,500m²
 Proposed Sanctuary: 2,400m²
 Proposed Classroom/Gym: 2,624m²
 Total Floor Area: 8,646m²
 Total Floor Area: 8,646m²

SITE COVERAGE F.A.R.:
 0.215 / 0.215 (100%) = 0.998 (97%)

MINIMUM SETBACKS:
 Front: 4.7m
 Side: 3.0m
 Rear: 3.0m

BUILDING HEIGHTS:
 Existing Church: 8.60m
 Proposed Sanctuary: 9.50m
 Proposed Classroom/GYM: 9.50m

OVERSIGHT (FOV): Existing Church: 348 degrees/Obscured
 Proposed Sanctuary: 1,474 degrees view (Obscured/Obscured total)
 Proposed Classroom/Gym: 1,474 degrees view (Obscured/Obscured total)

PERMITTED REQUIREMENTS:
 Site Occupancy of proposed buildings on this is appropriate, therefore no restrictions are based on the occupancy use. The number of proposed occupants:
 Proposed Sanctuary Bldg. with proposed occupancy load: 1,474 Seats
 Proposed Classroom/Gym with proposed occupancy load: 1,200 Seats
 Total Occupant: 2,674

Occupancy Requirements for Religious Assembly: 1 parking space per 10 seats
 Required No. of Seats: 2,674 / 10 = 267.4
 Required Number of Lower Level Seats: 267.4 x 0.50 = 134 Seats
 Required Number of Upper Level Seats: 267.4 x 0.50 = 133 Seats
 Proposed Number of Upper Seats: 130 Seats
 Proposed Number of Lower Seats: 134 Seats
 Proposed Total Number of Seats: 264 Seats

1 SITE PLAN
 A1.1 1:500

2024-09-12

FRANK HILBICH ARCHITECT INC.
PERMIT No. AC 10214
 ISSUED PURSUANT TO THE ARCHITECTS ACT OF ALBERTA

GraceLife Church
 5100A Range Road 262, Parkland County AB
 S44-35-01-26-W4

SITE PLAN

SCALE: AS NOTED
 DATE: SEPTEMBER 9, 2024
 PROJ. NO.: 23-08

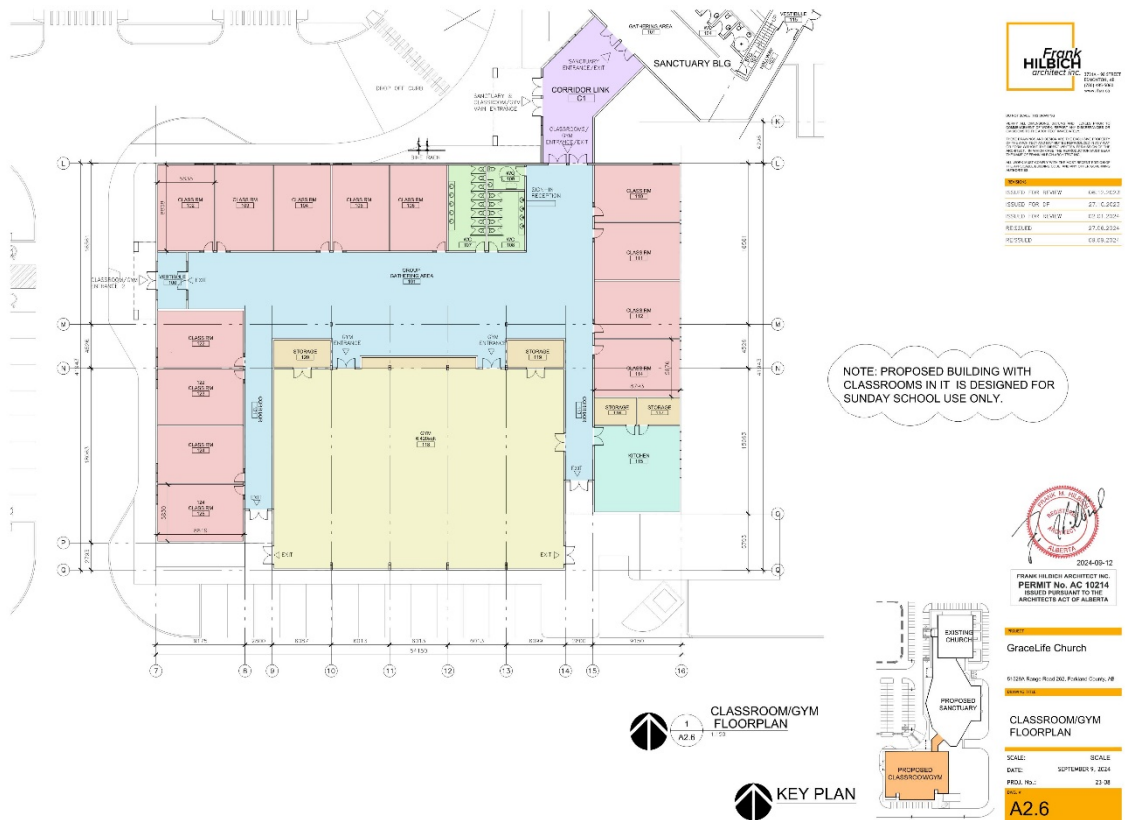
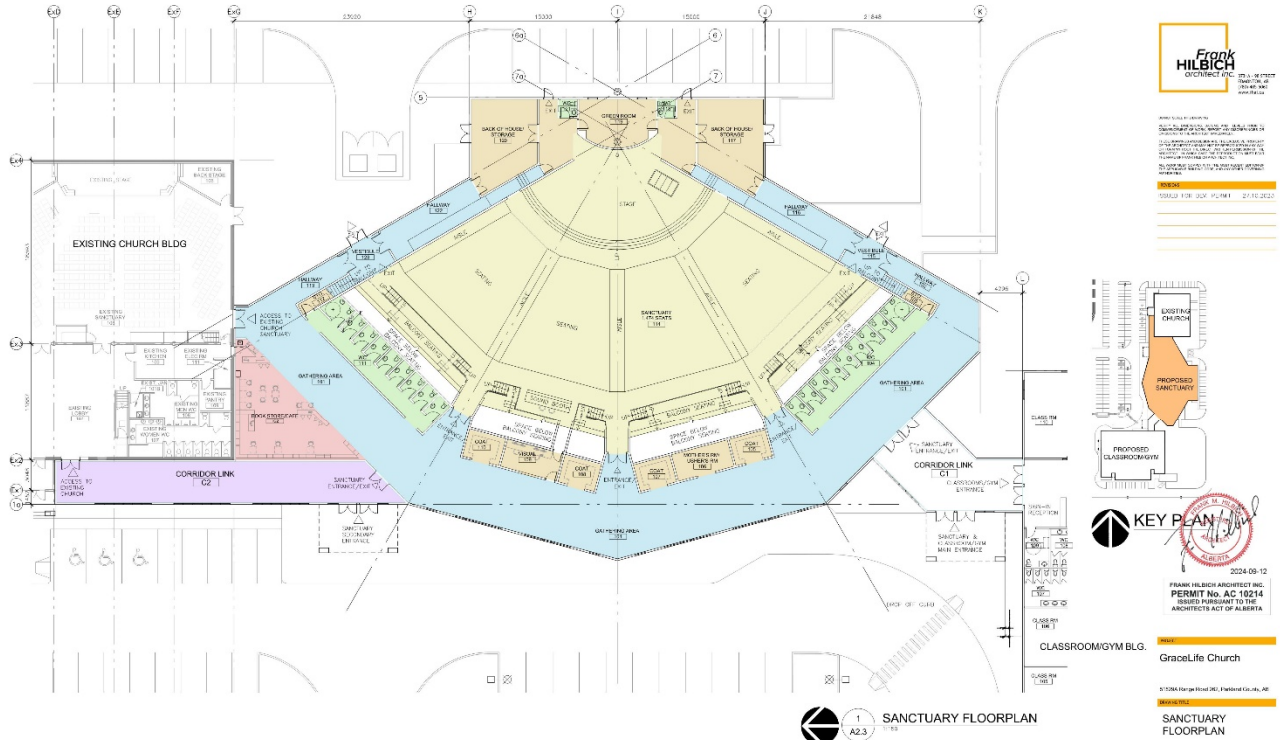
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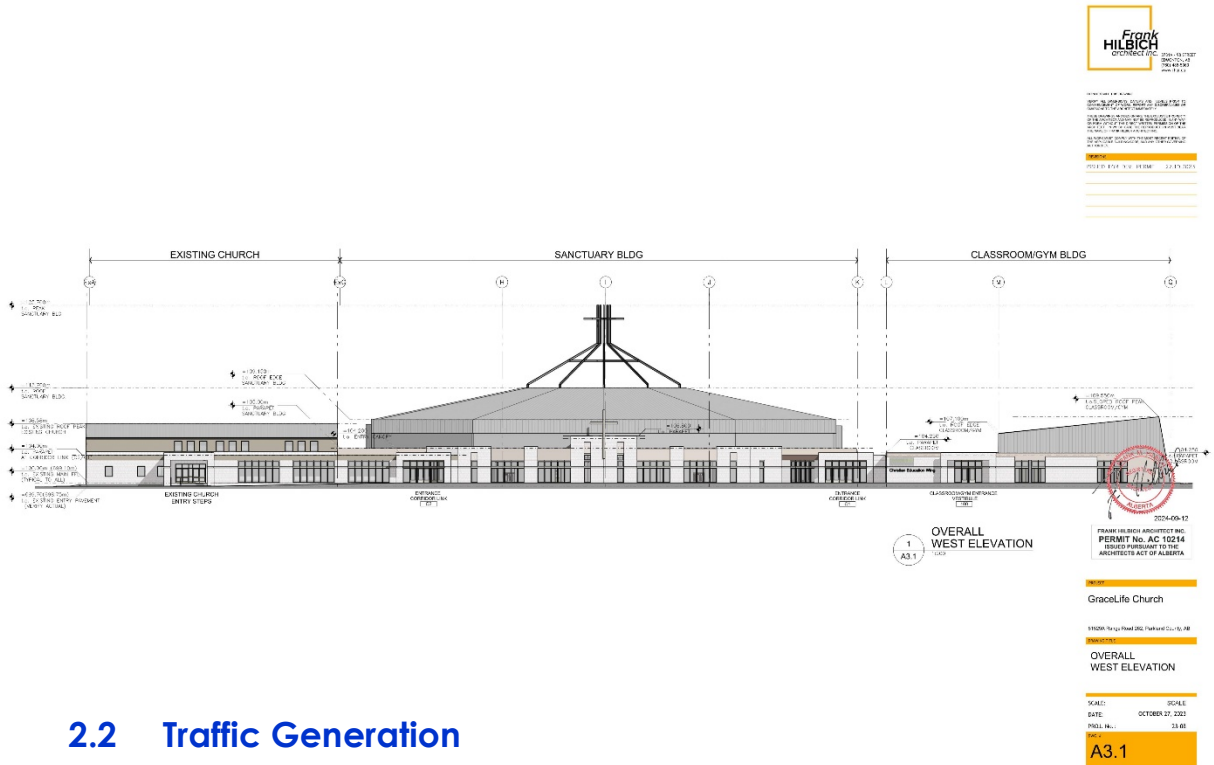
The existing access to the site to the north will be closed. The new access will be constructed directly across of **Sunset View Acres (Sunset View Drive)** to the west.

The details on the building spaces are shown below.

TRAFFIC IMPACT ASSESSMENT

GRACELIFE CHURCH EXPANSION
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Parkland County
Hwy. 627:04 (Garden Valley Rd.) & Rge. Rd. 262 (Willowdale Rd.)





2.2 Traffic Generation

The proposed expansion is projected to add traffic to the site for use of the new facilities as follows:

- Mondays: No activities planned.
- Tuesdays: Evening Family Use: 30 – 40 families from 7:00pm to 10:00pm
- Wednesdays: Late Morning Use: 80 vehicles from 9:30am to 11:30am
- Wednesdays: Evening Family Use: 60 families from 7:00pm to 10:00pm
- Thursdays: Evening Family Use: 30 – 40 families from 7:00pm to 10:00pm
- Fridays: Evening Family Use: 30 – 40 families from 7:00pm to 10:00pm
(2 times per month only)
- Saturdays: Evening Family Use: 30 – 40 families from 7:00pm to 10:00pm
(2 times per month only)
- Sundays: Daily Use: Regular use as per past; **already accounting for in AT traffic count. No additional traffic anticipated on Sundays.**

Overall, the increase in traffic for this site could be summarized to add 80 trips per day on the average. On Wednesdays the traffic volume peaks at approximately 140 trips in and 140 trips out for the whole day. On Mondays and every second Fridays & Saturdays, there may be no additional trips all day.

It is important to note that none of this increased activities and additional traffic generation will occur during the AM Peak Weekday Hour (7:30am – 8:30am) of traffic

or the PM Peak Weekday Hour (4:30pm – 5:30pm) of traffic for the local roadways and highways in the area.

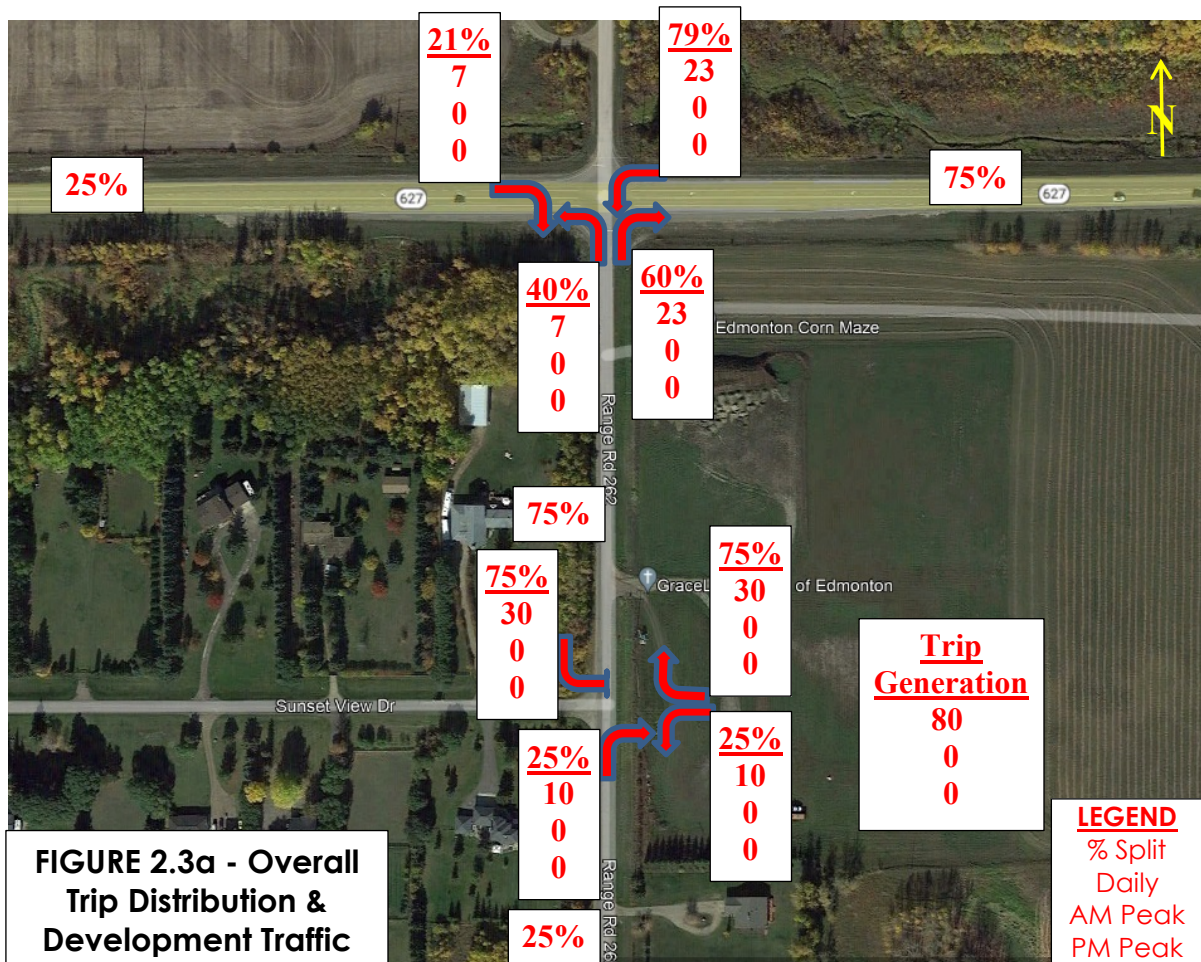
Projected Traffic Summary

Daily Traffic:	= 80 trips per day
AM Peak Hour:	= 0 trips per hour
PM Peak Hour:	= 0 trips per hour

These values above represent the traffic generation once the development is fully built and operating.

2.3 Trip Distribution & Development Traffic

Development traffic is projected to distribute similarly to existing traffic at the intersection of Highway 627:04 & Rge. Rd. 262 as follows:



3. EXISTING CONDITIONS

3.1 Physical Properties

Highway 627:04 traverses between the Junction of Highway 779 and the City of Edmonton.

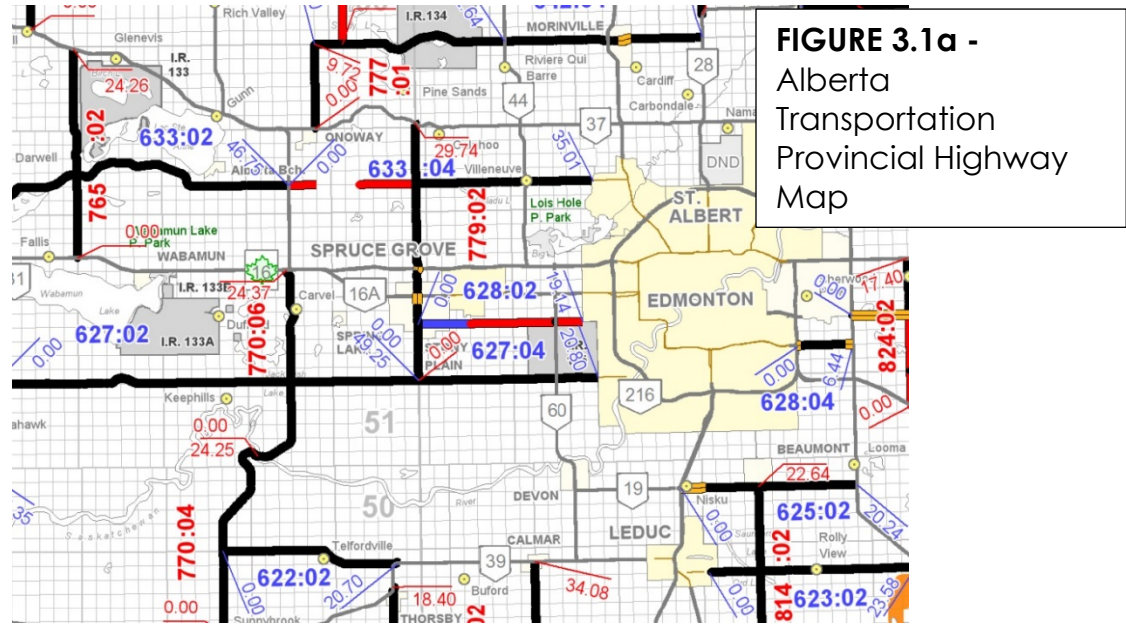
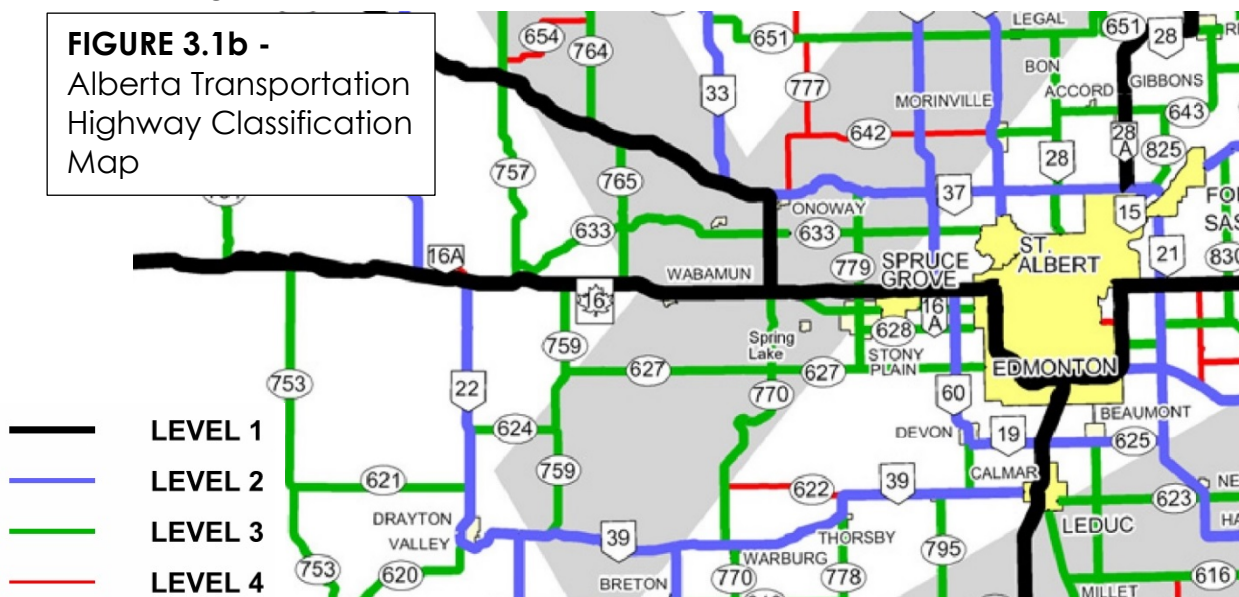


FIGURE 3.1a -
 Alberta
 Transportation
 Provincial Highway
 Map

Hwy. 627:04 is classified as a Level 3 roadway in accordance with Alberta Transportation's "Provincial Highway Service Classification System". Level 3 roadways typically carry traffic from major generators such as communities and/or resource and developments but with overall shorter travel distances. These roadways provide the connection between Level 4 and Level 2 roadways, and generally serve traffic of an intra regional or inter county nature.

FIGURE 3.1b -
 Alberta Transportation
 Highway Classification
 Map



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GRACELIFE CHURCH EXPANSION
LOT 1A & 1B, Blk. 1, Plan 1020669, NW-35-51-26-W4M
Parkland County
Hwy. 627:04 (Garden Valley Rd.) & Rge. Rd. 262 (Willowdale Rd.)

The intersection of Hwy. 627:04 and Rge. Rd. 262 exists approximately at km 17.54. The intersection is on a horizontal tangent. The intersection is on a -0.4% grade, sloping to the east. The sight distance appears to be greater than 650m in both directions.

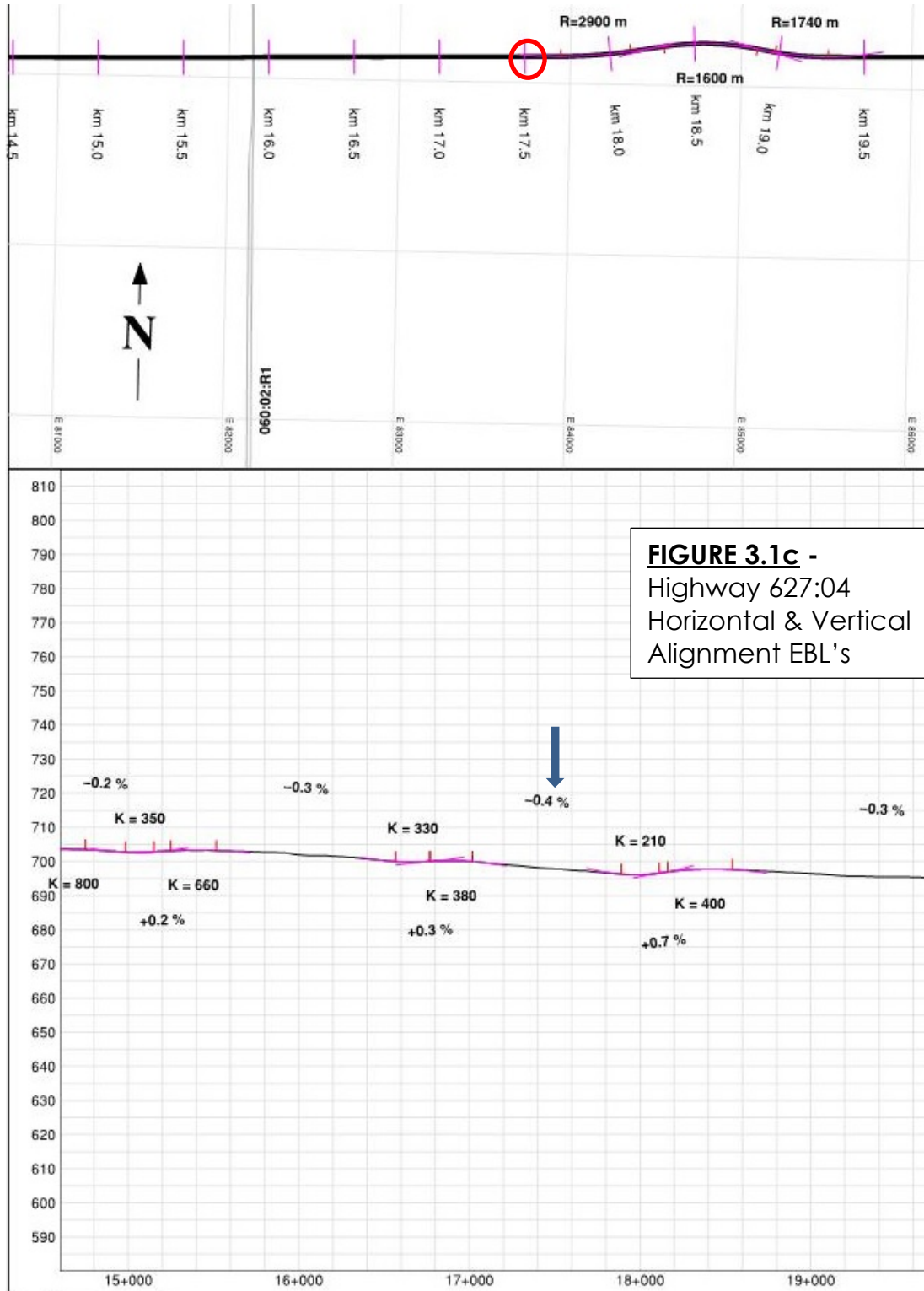
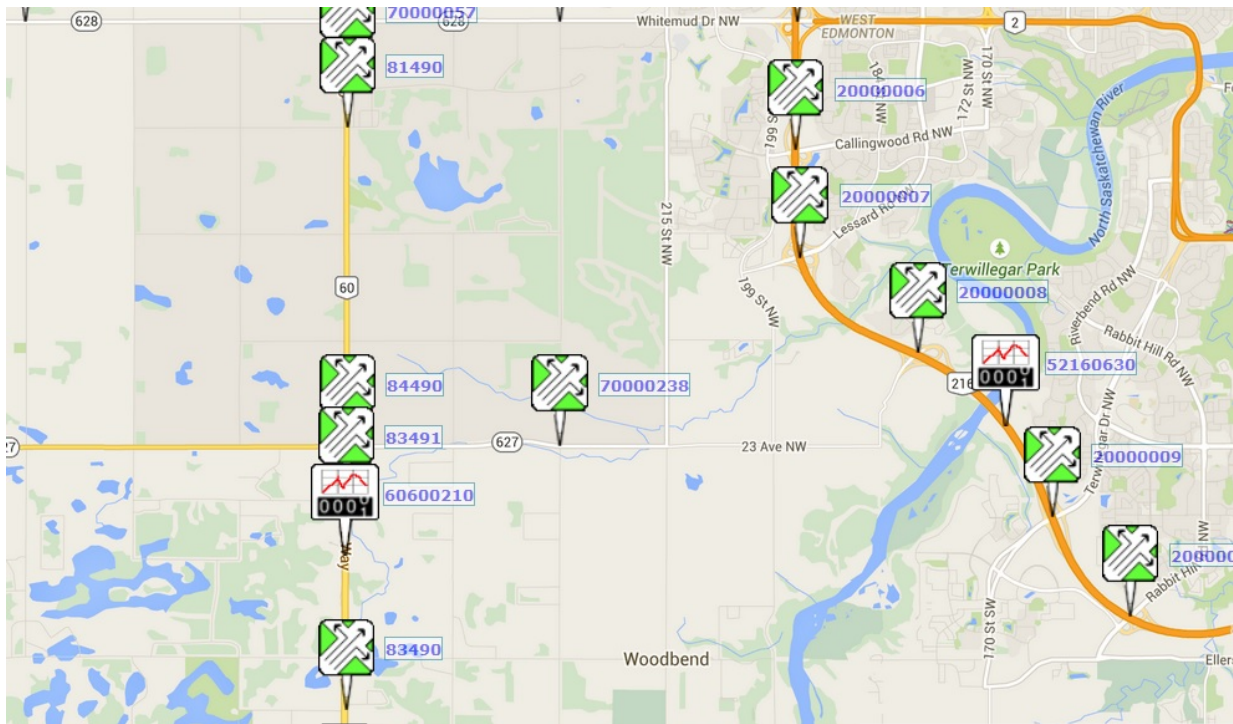


FIGURE 3.1c -
 Highway 627:04
 Horizontal & Vertical
 Alignment EBL's

3.2 Traffic Properties

Existing Alberta Transportation intersectional traffic count locations are shown in the map below:



The AT website <https://www.transportation.alberta.ca/mapping/> has traffic counts available that are relevant for comparison purposes for this assessment. There is no specific traffic count available for the intersection of Hwy. 627:04 and Rge. Rd. 262, however there are counts located at the junction of Highway 60 and Rge. Rd. 261.

See below.

Table-2.2a: 2022 AADT and ASDT from Alberta Highways Traffic Volume History

Intersection Leg	2022 AADT Hwy. 627	2022 ASDT Hwy. 627	2022 % Trucks Hwy. 627
60 & 627 W of Edmonton (84490)	3860	4450	3.9%
627 & Rge Rd 261 (Fleming Road) (7000238)	4360	5030	2.9%

TRAFFIC IMPACT ASSESSMENT

GRACELIFE CHURCH EXPANSION
LOT 1A & 1B, Blk. 1, Plan 1020669, NW-35-51-26-W4M

Parkland County

Hwy. 627:04 (Garden Valley Rd.) & Rge. Rd. 262 (Willowdale Rd.)

Reference Number:
84490

Intersection of:
60 & 627 W OF EDMONTON

North On: 60	Vehicle Type	Volume	%
	A: Passenger Vehicle	8,270	84.4%
	B: Recreational Vehicle	124	1.3%
	C: Bus	30	0.3%
	D: Single Unit Truck	496	5.1%
	E: Tractor Trailer Unit	880	9.0%
		AADT	9,800
		ASDT	11,320

2022 AADT / ASDT Estimates			
Leg AADT Volumes			
		9,800	
6,460			3,860
		12,040	
Total Entering Volume: 16,080			

From North			
4,900			
	Right	Thru	Left
	810	3,850	240
A	659	3,247	203
B	2	60	3
C	3	10	4
D	40	178	25
E	106	355	5

To North			
4,900			
	A	B	C
	4,161	59	13
	253		
	414		

To West			
3,220			
	A	B	C
	2,908	21	13
	101		
	177		

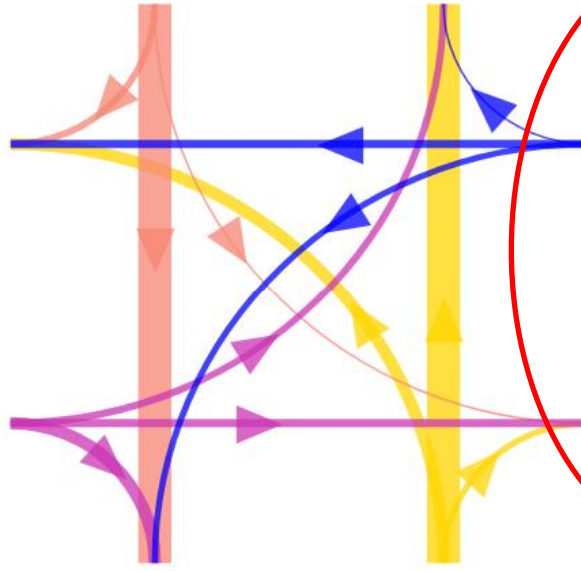
West On: 627	Volume	%
A	5,818	90.1%
B	48	0.7%
C	27	0.4%
D	214	3.3%
E	353	5.5%
AADT		6,460
ASDT		7,460

From West			
3,240			
	Left	Thru	Right
	820	970	1,450
A	667	932	1,311
B	3	3	21
C	4	6	4
D	37	25	51
E	109	4	63

From East			
1,920			
	Left	Thru	Right
	720	970	230
A	706	924	191
B	3	3	2
C	2	7	2
D	8	25	29
E	1	11	6

East On: 627	Vehicle Type	Volume	%
	A: Passenger Vehicle	3,667	95.0%
	B: Recreational Vehicle	20	0.5%
	C: Bus	24	0.6%
	D: Single Unit Truck	122	3.2%
	E: Tractor Trailer Unit	27	0.7%
AADT		3,860	
ASDT		4,450	

To East			
1,940			
	A	B	C
	1,846	12	13
	60		
	9		



ABBREVIATIONS:

AADT: Annual Average Daily Traffic.
 Average daily traffic expressed as vehicles per day for the period from January 1 to December 31 (inclusive), 365 days.

ASDT: Average Summer Daily Traffic.
 Average daily traffic expressed as vehicles per day for the period from May 1 to September 30 (inclusive), 153 days.

To South			
6,020			
	A	B	C
	5,264	84	16
	237		
	419		

From South			
6,020			
	Left	Thru	Right
	1,440	3,850	730
A	1,325	3,303	711
B	16	54	6
C	3	7	3
D	36	187	10
E	60	299	0

South On: 60	Vehicle Type	Volume	%
	A: Passenger Vehicle	10,603	88.1%
	B: Recreational Vehicle	160	1.3%
	C: Bus	29	0.2%
	D: Single Unit Truck	470	3.9%
	E: Tractor Trailer Unit	778	6.5%
AADT		12,040	
ASDT		13,880	

NOTE:
 Coloured line thickness corresponds to turning movement volume.

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LOT 1A & 1B, Blk. 1, Plan 1020669, NW-35-51-26-W4M

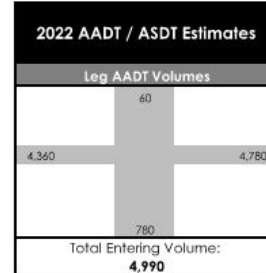
Parkland County

Hwy. 627:04 (Garden Valley Rd.) & Rge. Rd. 262 (Willowdale Rd.)

Reference Number:
70000238

Intersection of:
627 & RGE RD 261 (FLEMING RD) 35-51-26-400000000

Vehicle Type	Volume	%
A: Passenger Vehicle	58	96.7%
B: Recreational Vehicle	0	0.0%
C: Bus	0	0.0%
D: Single Unit Truck	0	0.0%
E: Tractor Trailer Unit	2	3.3%
AAADT	60	
ASDT	80	



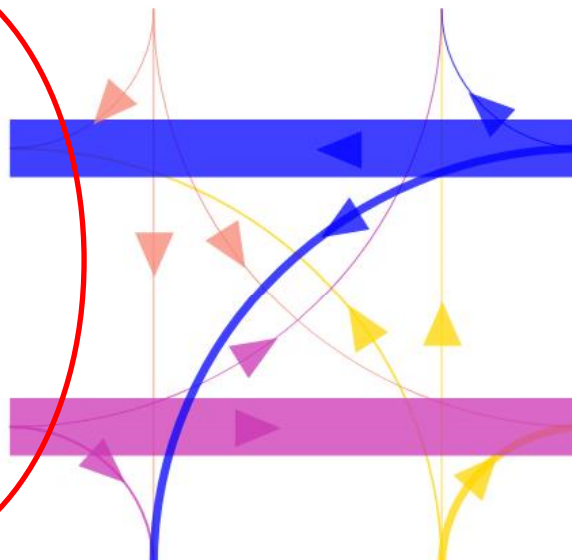
From North			
	30		
	Right	Thru	Left
	10	10	10
A	10	10	10
B	0	0	0
C	0	0	0
D	0	0	0
E	0	0	0

To North		
		30
A		28
B		0
C		0
D		0
E		2

To West	
	2,170
A	2,084
B	6
C	19
D	52
E	9

Volume	%
A	4,187 96.0%
B	10 0.2%
C	34 0.8%
D	111 2.5%
E	18 0.4%
AAADT	4,360
ASDT	5,030

From West		
	2,190	
	Left	Thru Right
	10	2,090 90
A	10	2,013 80
B	0	4 0
C	0	13 2
D	0	55 4
E	0	5 4



From East		
	2,390	
	Left	Thru Right
	300	2,080 10
A	290	2,007 8
B	1	6 0
C	0	18 0
D	9	45 0
E	0	4 2

Vehicle Type	Volume	%
A	4,615	96.5%
B	11	0.2%
C	32	0.7%
D	111	2.3%
E	11	0.2%
AAADT	4,780	
ASDT	5,530	

To East	
	2,390
A	2,310
B	4
C	14
D	57
E	5

ABBREVIATIONS:

AAADT: Annual Average Daily Traffic.
Average daily traffic expressed as vehicles per day for the period from January 1 to December 31 (inclusive), 365 days.

ASDT: Average Summer Daily Traffic.
Average daily traffic expressed as vehicles per day for the period from May 1 to September 30 (inclusive), 153 days.

To South	
	400
A	380
B	1
C	2
D	13
E	4

From South		
	380	
	Left	Thru Right
	80	10 290
A	67	10 287
B	0	0 0
C	1	0 1
D	7	0 2
E	5	0 0

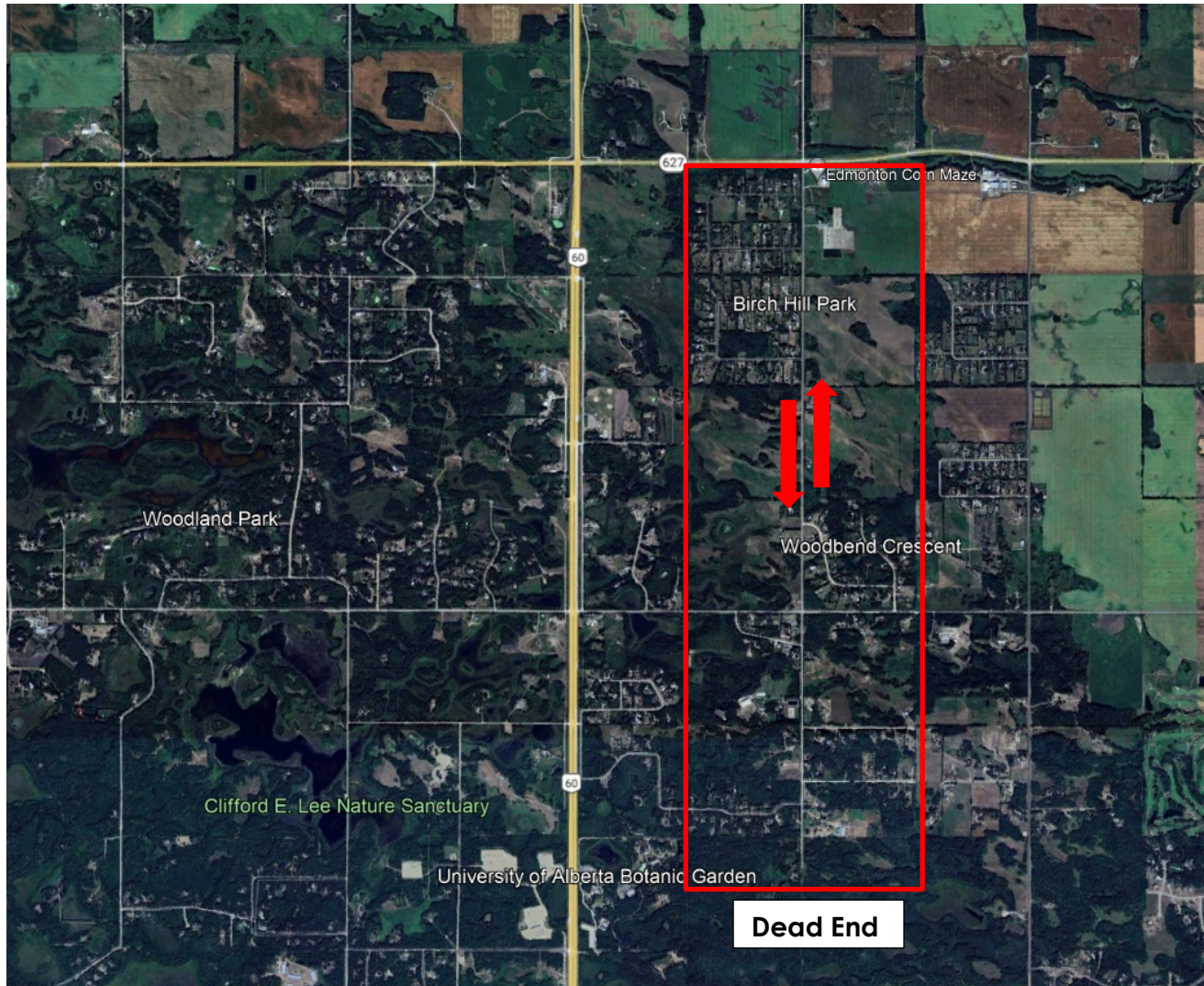
Vehicle Type	Volume	%
A: Passenger Vehicle	744	95.4%
B: Recreational Vehicle	1	0.1%
C: Bus	4	0.5%
D: Single Unit Truck	22	2.8%
E: Tractor Trailer Unit	9	1.2%
AAADT	780	
ASDT	890	

NOTE:
Coloured line thickness corresponds to turning movement volume.

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Between the two traffic counts, there is a noticeable increase of 500 vehicles from the east leg of the Hwy. 60 count and the west leg of the Rge. Rd. 621 count. Most of this is likely attributed to the traffic coming from Rge. Rd. 262 south. If review of the traffic collection basin for the area surrounding Range Road 262 south of Highway 627:04, the following traffic volumes can be projected:



This area includes the following developments and estimated weekday trips:

170 Country Residential Homes:	170 units x 6.5 trips per day =	1105 trips/day
8 Farmsteads:	8 units x 12 trips per day =	96 trips/day
2 Equestrian Business & Farmstead:	2 units x 30 trips per day =	60 trips/day
1 Businesses:	1 unit x 25 trips per day =	25 trips/day
1 RV Storage Business: (past TIA)	=	37 trips/day
GraceLife Church:	(weekday only) =	10 trips/day
TOTAL:		1333 trips/day

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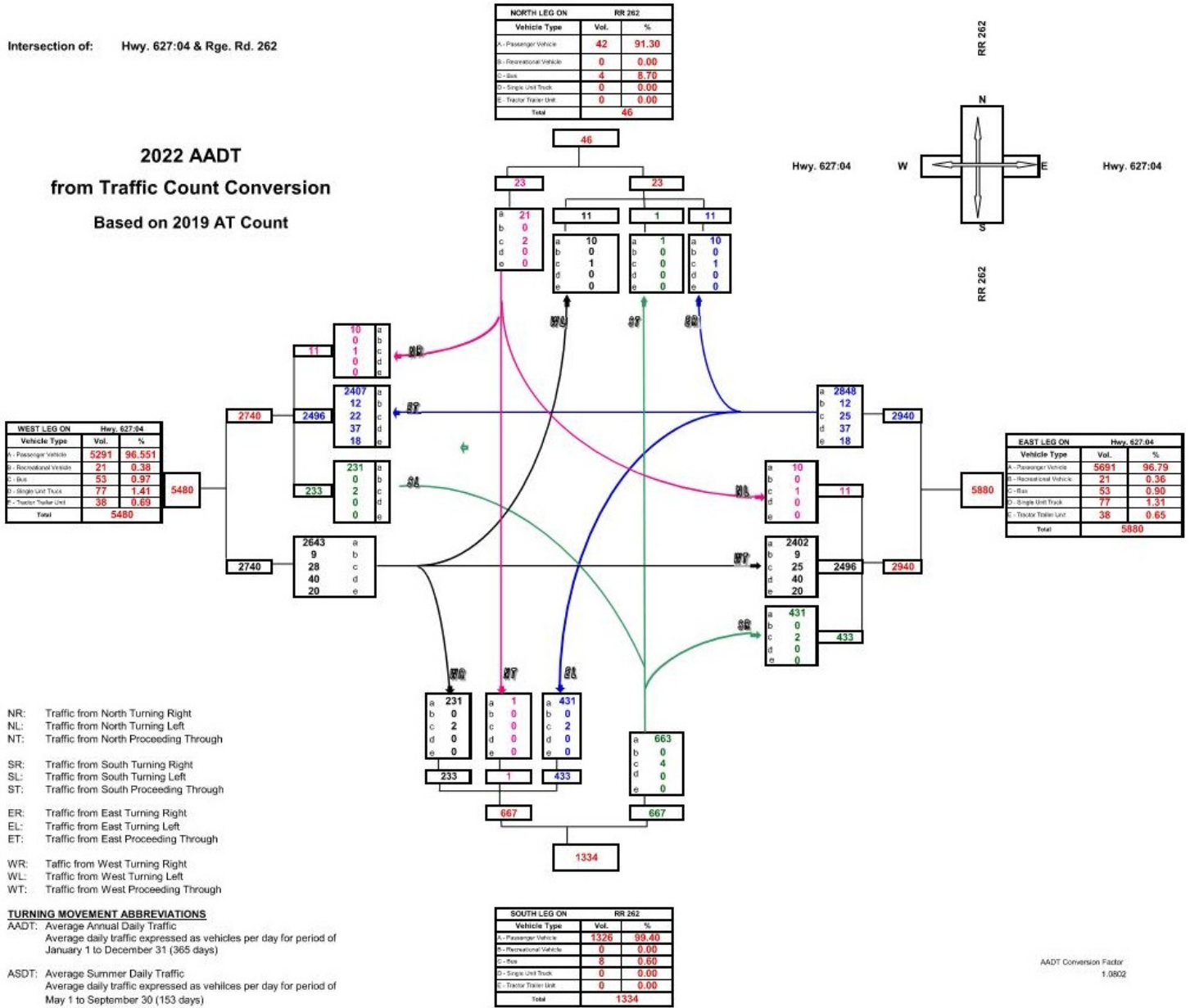
Using the above projections, the following turning movement diagram for 2022 is estimated for Hwy. 627:04 & Rge. Rd. 262 intersection:



Turning Movement Summary Diagram

Intersection of: Hwy. 627:04 & Rge. Rd. 262

2022 AADT
from Traffic Count Conversion
Based on 2019 AT Count

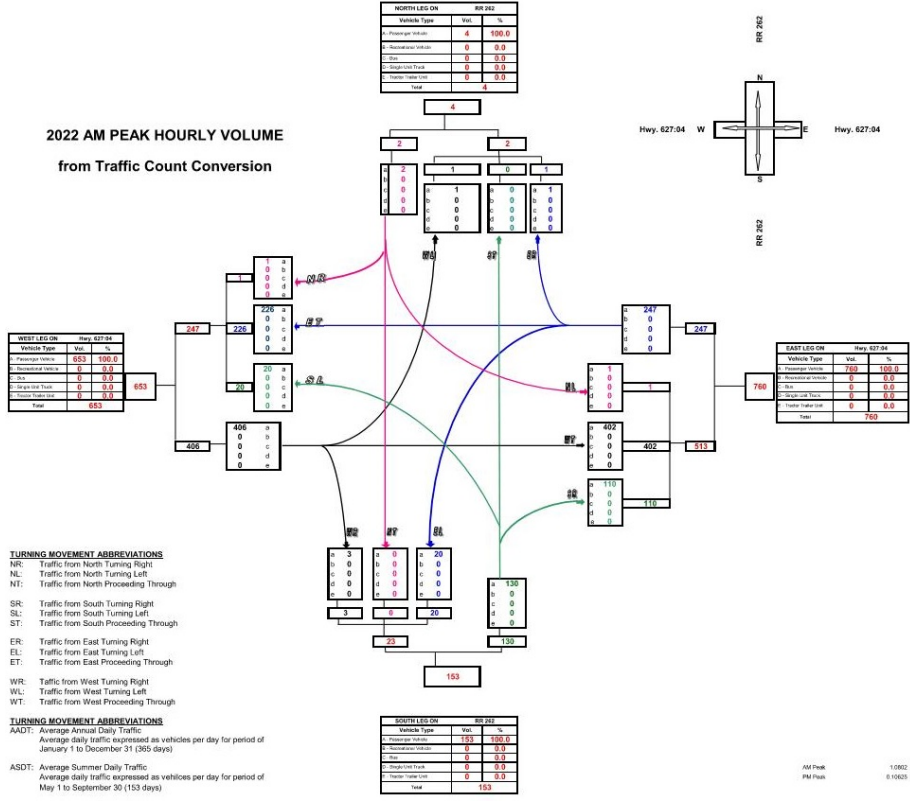


TRAFFIC IMPACT ASSESSMENT

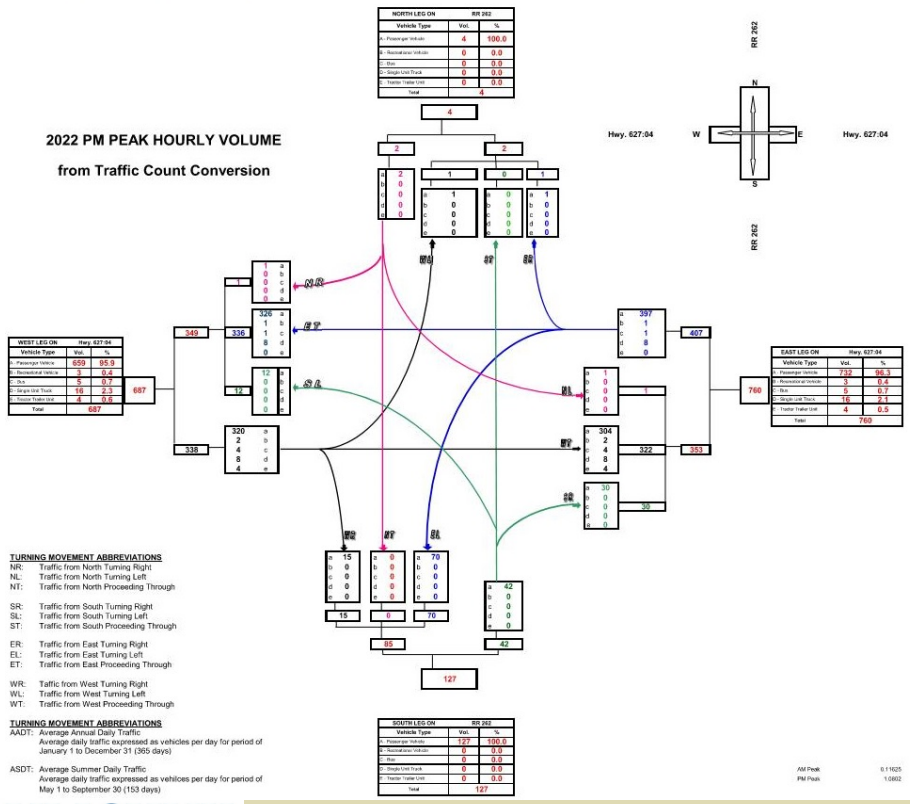
GRACELIFE CHURCH EXPANSION LOT 1A & 1B, Blk. 1, Plan 1020669, NW-35-51-26-W4M Parkland County Hwy. 627:04 (Garden Valley Rd.) & Rge. Rd. 262 (Willowdale Rd.)



Turning Movement Summary Diagram



Turning Movement Summary Diagram



3.3 Site Observations

The details of the intersection site are as follows:

- Highway 627:04 is a two-laned roadway and is paved.
- The intersection has an existing treatment as follows:
 - EBL's
 - An approximate 87.5m taper and 75m right turn deceleration lane exists for EB to SB turns.
 - An approximate 77m right turn acceleration lane and 91m taper exists for NB to EB turns.
 - WBL's
 - An approximate 120m taper and 190m left turn deceleration lane exists for WB to SB left turns. A by-pass lane is to the north.
 - An approximate 60m right turn acceleration lane and 200m taper exists for NB to WB turns.
 - Overall, the existing treatment is near a Type IVb intersection treatment with just some differences between taper and lane lengths however the total being within or exceeding requirements.
- Vehicles on Highway 627 appeared to be traveling at the posted speed limit of 100 km/hr.
- The side slopes seem to be 4:1 or better throughout.
- There is no existing illumination at this location.
- Intersectional sight distance from Rge. Rd. 262 onto Hwy. 627:04 is greater than 450m in both east and west directions.



TRAFFIC IMPACT ASSESSMENT

GRACELIFE CHURCH EXPANSION
LOT 1A & 1B, Blk. 1, Plan 1020669, NW-35-51-26-W4M
Parkland County
Hwy. 627:04 (Garden Valley Rd.) & Rge. Rd. 262 (Willowdale Rd.)



Viewing East, on Hwy. 627 EBL, just west of the intersection with Rge. Rd. 262.



Viewing East, on Hwy. 627 EBL, just west of the intersection with Rge. Rd. 262.

TRAFFIC IMPACT ASSESSMENT

GRACELIFE CHURCH EXPANSION
LOT 1A & 1B, Blk. 1, Plan 1020669, NW-35-51-26-W4M
Parkland County
Hwy. 627:04 (Garden Valley Rd.) & Rge. Rd. 262 (Willowdale Rd.)



Viewing South, on Hwy. 627 towards Rge. Rd. 262 South.



Viewing West, on Hwy. 627 EBL, just east of the intersection with Rge. Rd. 262.

3.4 Highway Traffic Projections – 627:04

The following historical traffic data for Highway 627:04 is available from the Alberta Transportation's website indicates a growth rate of 4.06% for the east leg of the Hwy. 60:02 and Hwy. 627:04 intersection from 1989 to 2019 (30 years), 2.76% growth from 1999 to 2019 (20 years), 2.44% growth from 2004 to 2019 (15 years), 3.79% from 2009 to 2019 (10 years) and 4.38% from 2014 to 2019 (5 years). The average of these 5 rates is 3.49%. The growth rate from 1989 to 2022 (33 years) is 1.54%.

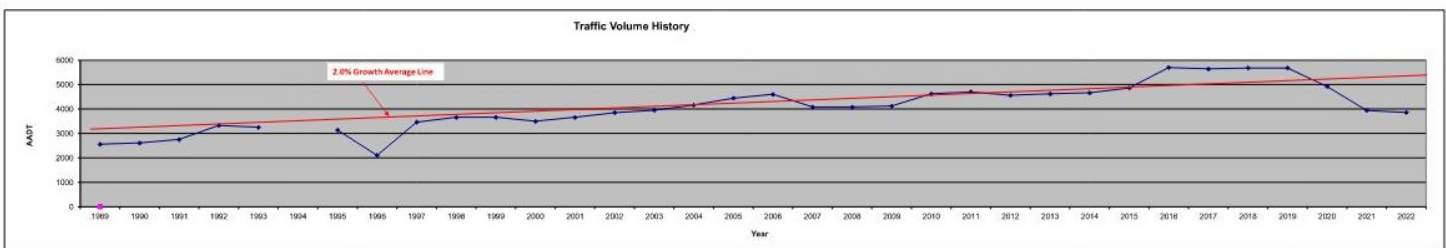
Historical Traffic Volumes – Hwy. 627:04

Year	2015	2016	2017	2018	2019	2020	2021	2022
AADT	4860	5700	5640	5640	5680	4920	3940	3860

Year	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
AADT	3950	4160	4440	4600	4080	4080	4120	4620	4700	4560	4620	4660

Year	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002
AADT	2560	2610	2750	3330	3250		3140	2110	3460	3660	3660	3500	3660	3850

TRAFFIC VOLUME HISTORY																																				
Location	AADT 1989	AADT 1990	AADT 1991	AADT 1992	AADT 1993	AADT 1994	AADT 1995	AADT 1996	AADT 1997	AADT 1998	AADT 1999	AADT 2000	AADT 2001	AADT 2002	AADT 2003	AADT 2004	AADT 2005	AADT 2006	AADT 2007	AADT 2008	AADT 2009	AADT 2010	AADT 2011	AADT 2012	AADT 2013	AADT 2014	AADT 2015	AADT 2016	AADT 2017	AADT 2018	AADT 2019	AADT 2020	AADT 2021	AADT 2022	Growth Rate	
Highway 627:04, E. of Hwy. 60	2560	2610	2750	3330	3250		3140	2110	3460	3660	3660	3500	3660	3850	3950	4160	4440	4600	4080	4080	4120	4620	4620	4700	4560	4660	4890	5700	5640	5680	5680	4920	3940	3860	1.54%	
Highway 627:04																																				3.50%
Rge. Rd. 262																																				2.00%



For analysis purposes, a growth rate of 3.5% non-compounded annually will be used for Hwy. 627:04 for the next 20 years, which is approximately the average of the five rates above using data from 1989 to 2019.

A growth rate of 2.0% will be used for Range Road 262.

Projected AADT values for Hwy. 627:04 are presented in the table below for key times:

Existing Highway Traffic Forecast, Daily Volumes

Year	Hwy. 627:04 West Leg	Hwy. 627:04 East Leg	Rge. Rd. 262 South Leg
2019	5848	6264	1386
2029 (10 Year)	7692	8188	1650
2039 (20 Year)	9537	10113	1922

Peak hour traffic loading (100th highest hour) is shown below for am/pm volumes:

Existing Highway Traffic Forecast, Peak Hour Volumes

Year	Hwy. 627:04 West Leg a.m. & p.m.	Hwy. 627:04 East Leg a.m. & p.m.	Rge. Rd. 262 South Leg a.m. & p.m.
2019	698 / 729	809 / 809	159 / 131
2029 (10 Year)	923 / 1055	970 / 1060	190 / 158
2039 (20 Year)	1147 / 1206	1301 / 1311	220 / 183

The following tables show the estimated combined traffic volumes at the Highway 627:04 and Rge. Rd. 262 intersection.

Combined Highway Traffic Forecast, Daily Volumes

Year	Hwy. 627:04 West Leg	Hwy. 627:04 East Leg	Rge. Rd. 262 South Leg
2024	5862	6310	1446
2034 (10 Year)	7706	8234	1710
2044 (20 Year)	9551	10159	1982

Peak hour traffic loading (100th highest hour) is shown below for am/pm volumes:

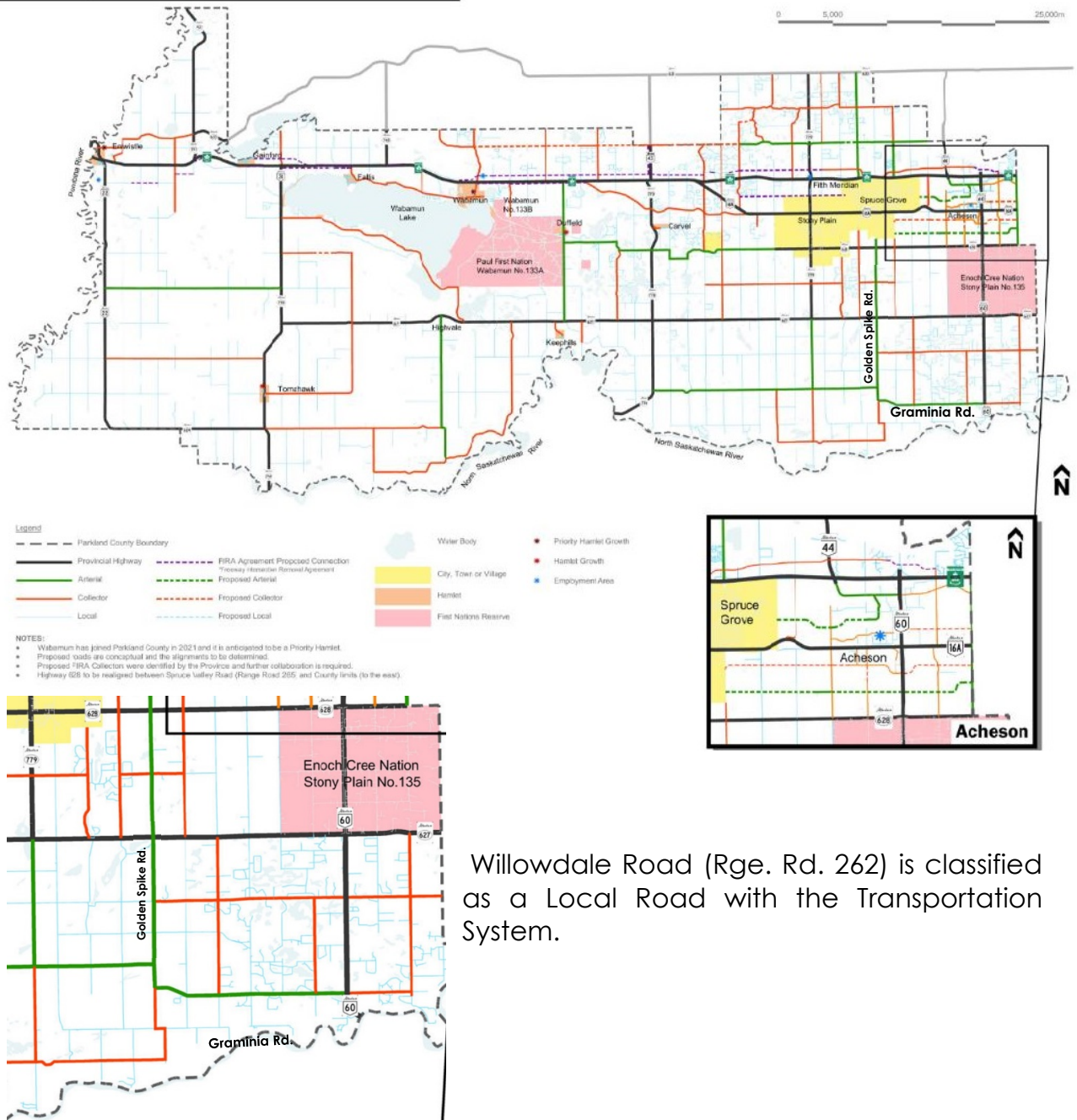
Combined Highway Traffic Forecast, Peak Hour Volumes

Year	Hwy. 627:04 West Leg a.m. & p.m.	Hwy. 627:04 East Leg a.m. & p.m.	Rge. Rd. 262 South Leg a.m. & p.m.
2024	698 / 732	809 / 809	159 / 131
2034 (10 Year)	923 / 1055	970 / 1060	190 / 158
2044 (20 Year)	1147 / 1206	1301 / 1311	220 / 183

3.5 Physical Properties – Willowdale Road (Range Road 262)

Willowdale Road (Rge. Rd. 262) traverses from Hwy. 627 and continues to the south for 5.0 km where it terminates as a dead end.

FIGURE 17 | PROPOSED MAIN ROAD NETWORK



Willowdale Road (Rge. Rd. 262) is classified as a Local Road with the Transportation System.

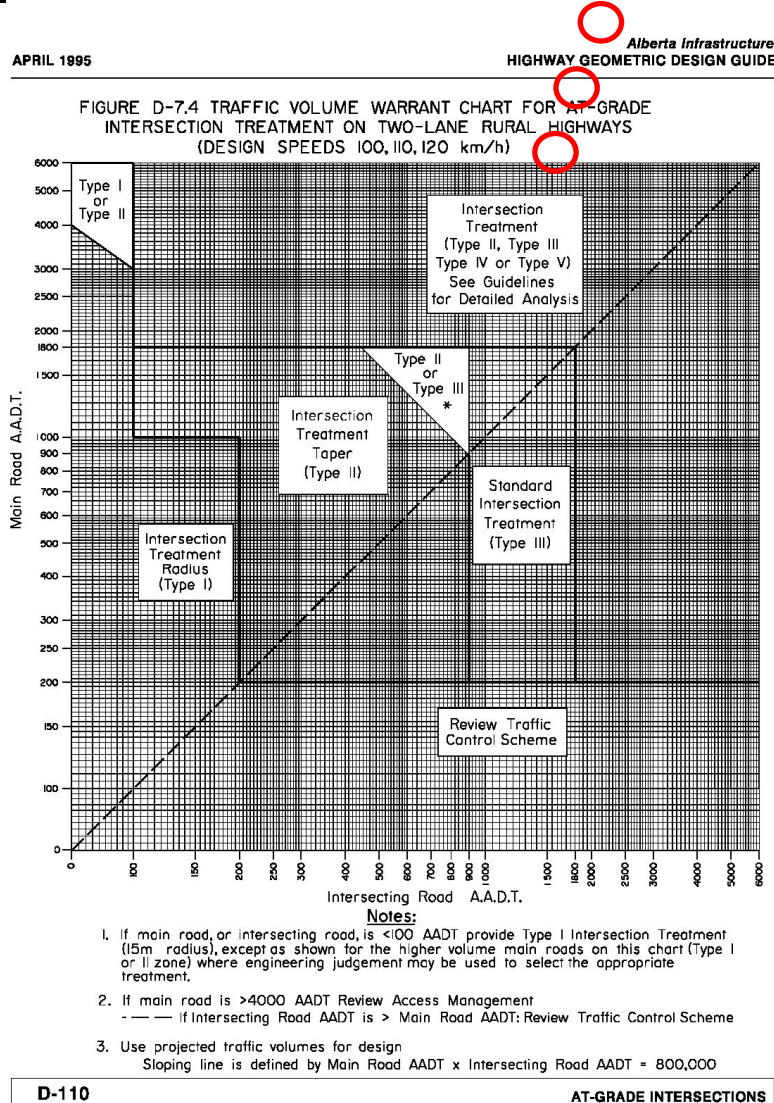
4. TRAFFIC ANALYSIS – HIGHWAY 627:04 & RGE. RD. 262

4.1 Design Speed

The posted speed on Highway 627:04 at this location is 100 km/hr. It is therefore reasonable to conclude that a design speed of 110 km/h is suitable.

4.2 Detailed Analysis

Using the 2024, 2034 and 2044 AADT values for the Highway 627:04 & Rge. Rd. 262 intersection indicate from referencing Figure D-7.4, "Traffic Volume Warrant Chart for At-Grade Intersection Treatment on Two-Lane Rural Highways (Design Speeds 100/110/120 km/h)", that a **Type II, III or IV intersection may be warranted pending a detailed analysis.**



TRAFFIC IMPACT ASSESSMENT

GRACELIFE CHURCH EXPANSION
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Parkland County
Hwy. 627:04 (Garden Valley Rd.) & Rge. Rd. 262 (Willowdale Rd.)

Using the Alberta Transportation Warrant Spreadsheet, version 2 (Jan. 2020), confirms that a Type IV intersection would be warranted for the junction of Highway 627:04 and Range Road 262 in 2034 and 2044. See below.

**Alberta Transportation
 Intersection Analysis
 Two-Lane Undivided Highways**

Main Rd: Highway 627:04
 Minor Rd: Rge. Rd. 262

Direction: EB
 Period: AM Peak

Year of Analysis: 2034
 Date of Analysis: 10-Nov-2023

INPUT	Value
85 th percentile speed, km/h:	100
Main Road A.A.D.T.	8,234
Minor (intersecting) Road A.A.D.T	1,710
Left turn volume (V_{LT}), veh/h:	25
Advancing volume (V_{adv}), veh/h:	347
Opposing volume (V_{opp}), veh/h:	576
Left turn truck volume, trucks/h:	3
Right turn volume (V_{RT}), veh/day:	295

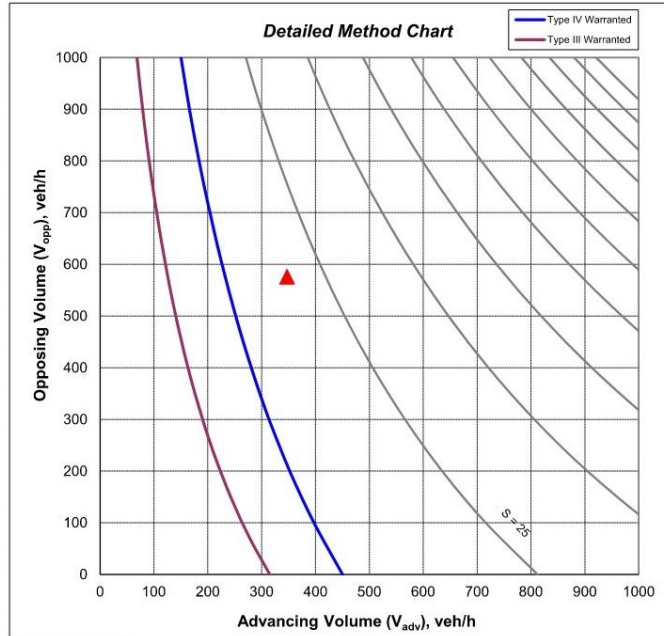
OUTPUT	Value
Percent left-turns in advancing volume:	7.2%
Percent trucks in left turn volume:	12.0%
Probability of conflict threshold:	0.89%
Calculated probability of conflicting arrival:	2.0%
Calculated conflicts per hour, veh/h:	6.9

Use Detailed Method

Type IV

Additional Storage Not Required	base storage requirement	-
	- standard storage length	-
	+ additional truck storage	-
	= total additional storage required	-

CALIBRATION CONSTANTS	
Variable	Value
Average time for making left-turn, s:	3.0
Critical headway (gap), s:	5.0
Average time to clear, s:	1.9



In 2034 in the AM Peak Hour, a Type IV intersection treatment is warranted with no additional storage needed for the left turns from WB to SB.

**Alberta Transportation
 Intersection Analysis
 Two-Lane Undivided Highways**

Main Rd: Highway 627:04
 Minor Rd: Rge. Rd. 262

Direction: EB
 Period: PM Peak

Year of Analysis: 2034
 Date of Analysis: 10-Nov-2023

INPUT	Value
85 th percentile speed, km/h:	100
Main Road A.A.D.T.	8,234
Minor (intersecting) Road A.A.D.T	1,710
Left turn volume (V_{LT}), veh/h:	87
Advancing volume (V_{adv}), veh/h:	564
Opposing volume (V_{opp}), veh/h:	478
Left turn truck volume, trucks/h:	8
Right turn volume (V_{RT}), veh/day:	295

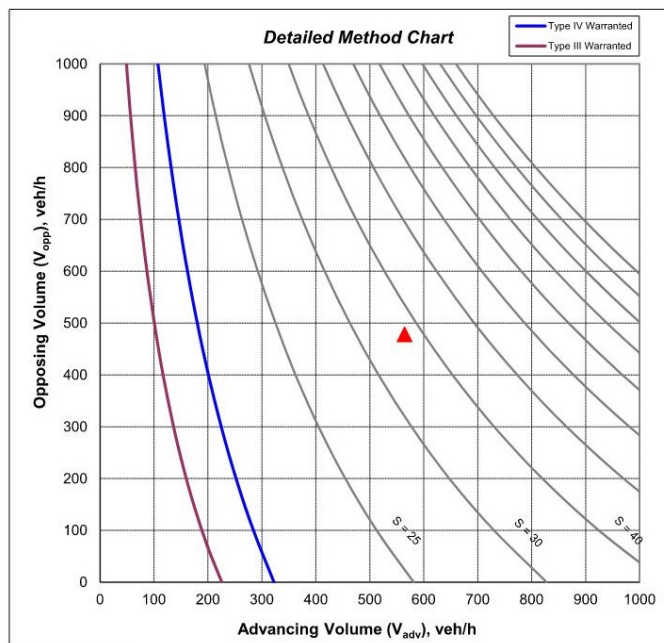
OUTPUT	Value
Percent left-turns in advancing volume:	15.4%
Percent trucks in left turn volume:	9.2%
Probability of conflict threshold:	0.89%
Calculated probability of conflicting arrival:	8.4%
Calculated conflicts per hour, veh/h:	47.1

Use Detailed Method

Type IV

Additional Storage Required	base storage requirement	30 m
	- standard storage length	20 m
	+ additional truck storage	0 m
	= total additional storage required	10 m

CALIBRATION CONSTANTS	
Variable	Value
Average time for making left-turn, s:	3.0
Critical headway (gap), s:	5.0
Average time to clear, s:	1.9



TRAFFIC IMPACT ASSESSMENT

GRACELIFE CHURCH EXPANSION
LOT 1A & 1B, Blk. 1, Plan 1020669, NW-35-51-26-W4M
Parkland County
Hwy. 627:04 (Garden Valley Rd.) & Rge. Rd. 262 (Willowdale Rd.)

In 2034 in the PM Peak Hour, a Type IV intersection treatment is warranted with 10m of additional storage is needed for the left turns from WB to SB.

Alberta Transportation
Intersection Analysis
Two-Lane Undivided Highways

Main Rd: Highway 627:04
 Minor Rd: Rge. Rd. 262

Direction: EB
 Period: AM Peak

Year of Analysis: 2044
 Date of Analysis: 10-Nov-2023

INPUT		Value
85 th percentile speed, km/h:		100
Main Road A.A.D.T.		10,113
Minor (intersecting) Road A.A.D.T		1,922
Left turn volume (V_{LT}), veh/h:		29
Advancing volume (V_{adv}), veh/h:		430
Opposing volume (V_{opp}), veh/h:		717
Left turn truck volume, trucks/h:		5
Right turn volume (V_{RT}), veh/day:		343

OUTPUT		Value
Percent left-turns in advancing volume:		6.7%
Percent trucks in left turn volume:		17.2%
Probability of conflict threshold:		0.89%
Calculated probability of conflicting arrival:		3.9%
Calculated conflicts per hour, veh/h:		16.7

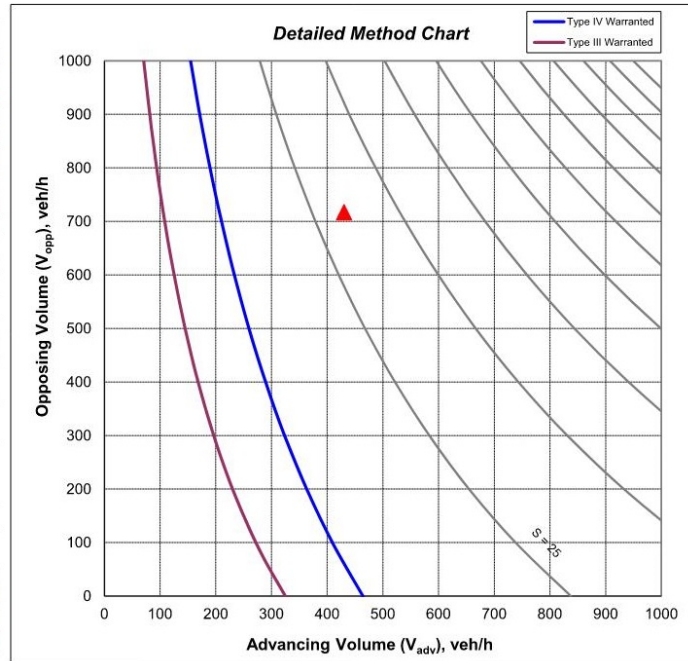
Use Detailed Method

Type IV

Additional Storage Required	base storage requirement	25 m
	- standard storage length	20 m
	+ additional truck storage	0 m
	= total additional storage required	5 m

CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway (gap), s:	5.0
Average time to clear, s:	1.9



In 2044 in the AM Peak Hour, a Type IV intersection treatment is warranted with 5m of additional storage is needed for the left turns from WB to SB.

Alberta Transportation
Intersection Analysis
Two-Lane Undivided Highways

Main Rd: Highway 627:04
 Minor Rd: Rge. Rd. 262

Direction: EB
 Period: PM Peak

Year of Analysis: 2044
 Date of Analysis: 10-Nov-2023

INPUT		Value
85 th percentile speed, km/h:		100
Main Road A.A.D.T.		10,113
Minor (intersecting) Road A.A.D.T		1,922
Left turn volume (V_{LT}), veh/h:		101
Advancing volume (V_{adv}), veh/h:		697
Opposing volume (V_{opp}), veh/h:		593
Left turn truck volume, trucks/h:		10
Right turn volume (V_{RT}), veh/day:		343

OUTPUT		Value
Percent left-turns in advancing volume:		14.5%
Percent trucks in left turn volume:		9.9%
Probability of conflict threshold:		0.89%
Calculated probability of conflicting arrival:		15.5%
Calculated conflicts per hour, veh/h:		107.9

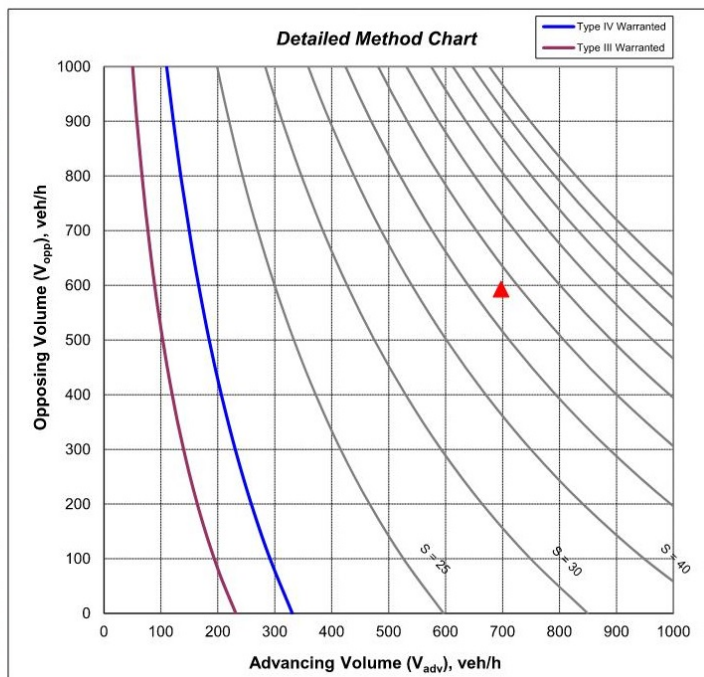
Use Detailed Method

Type IV

Additional Storage Required	base storage requirement	50 m
	- standard storage length	20 m
	+ additional truck storage	0 m
	= total additional storage required	30 m

CALIBRATION CONSTANTS

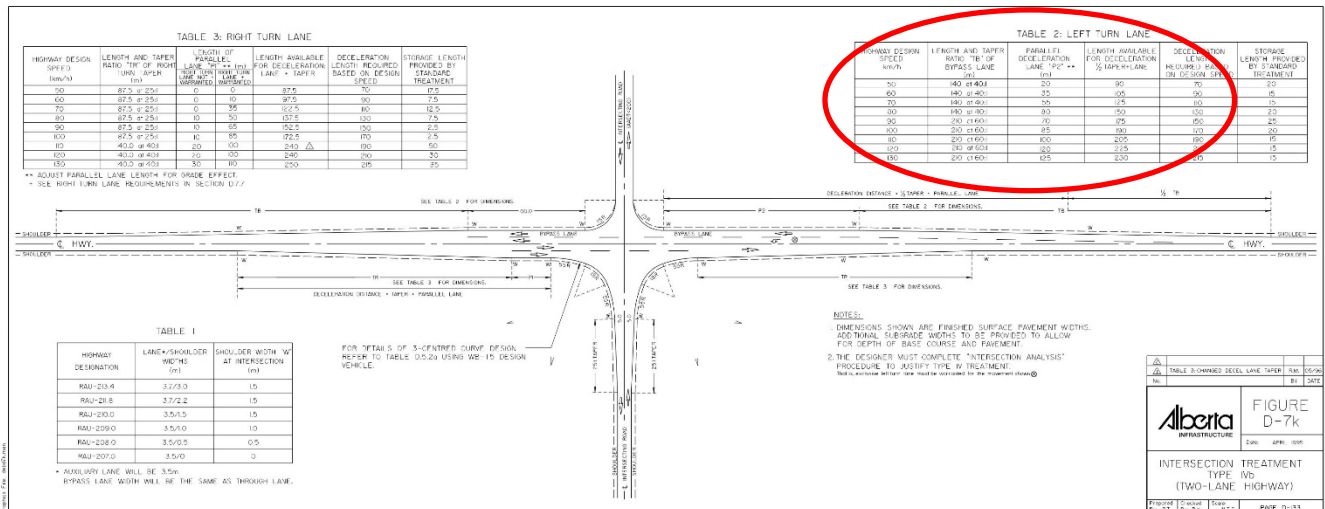
Variable	Value
Average time for making left-turn, s:	3.0
Critical headway (gap), s:	5.0
Average time to clear, s:	1.9



TRAFFIC IMPACT ASSESSMENT

GRACELIFE CHURCH EXPANSION
LOT 1A & 1B, Blk. 1, Plan 1020669, NW-35-51-26-W4M
Parkland County
Hwy. 627:04 (Garden Valley Rd.) & Rge. Rd. 262 (Willowdale Rd.)

In 2044 in the PM Peak Hour, a Type IV intersection treatment is warranted with 30m of additional storage is needed for the left turns from WB to SB. The existing intersection contains a 120m taper and 190m left turn deceleration lane (total of 310m) for WB to SB left turns as shown below.



SUMMARY

The requirement for left turns with a Type IVb intersection treatment is 100m for a deceleration lane and 210m for a deceleration taper. Since the existing deceleration lane is 190m and the taper is 120m, the existing treatment meets this requirement.

For 2034, the PM Peak Hour warrants an additional 10m of storage and the 2044 PM Peak Hour warrants an additional 30m of storage.

Since the proposed development is not projected to add any additional traffic during the AM Peak Hour or the PM Peak Hour of traffic, this development does not trigger these improvements (additional left turn storage) being made in the future. The left turn capacity for WB to SB traffic is sufficient for the next 20 years during the off-peak hours and evening hours when the addition to the church site is to be mainly used. Therefore, no improvements are recommended.

4.3 Intersectional Sight Distance

In accordance with section D.4, "Sight Distances at Intersections", the sight distance for left turning vehicles from the approach, without interfering with vehicles nearing the intersection, is used for determination of minimum sight distance requirements. Using Fig. D-4.2.2.2, shown in Appendix C, the required sight distances for various vehicle types with a 90 km/hr design speed are as follows:

Vehicle Type	Required Sight Distance – 110 km/hr.
Passenger Vehicle (P)	212 m
Single Unit or Bus (SU)	325 m
Semi-Trailer Combination (WB15)	427 m
Semi-Trailer Combination (WB21, WB23, WB28, WB33)	561 m

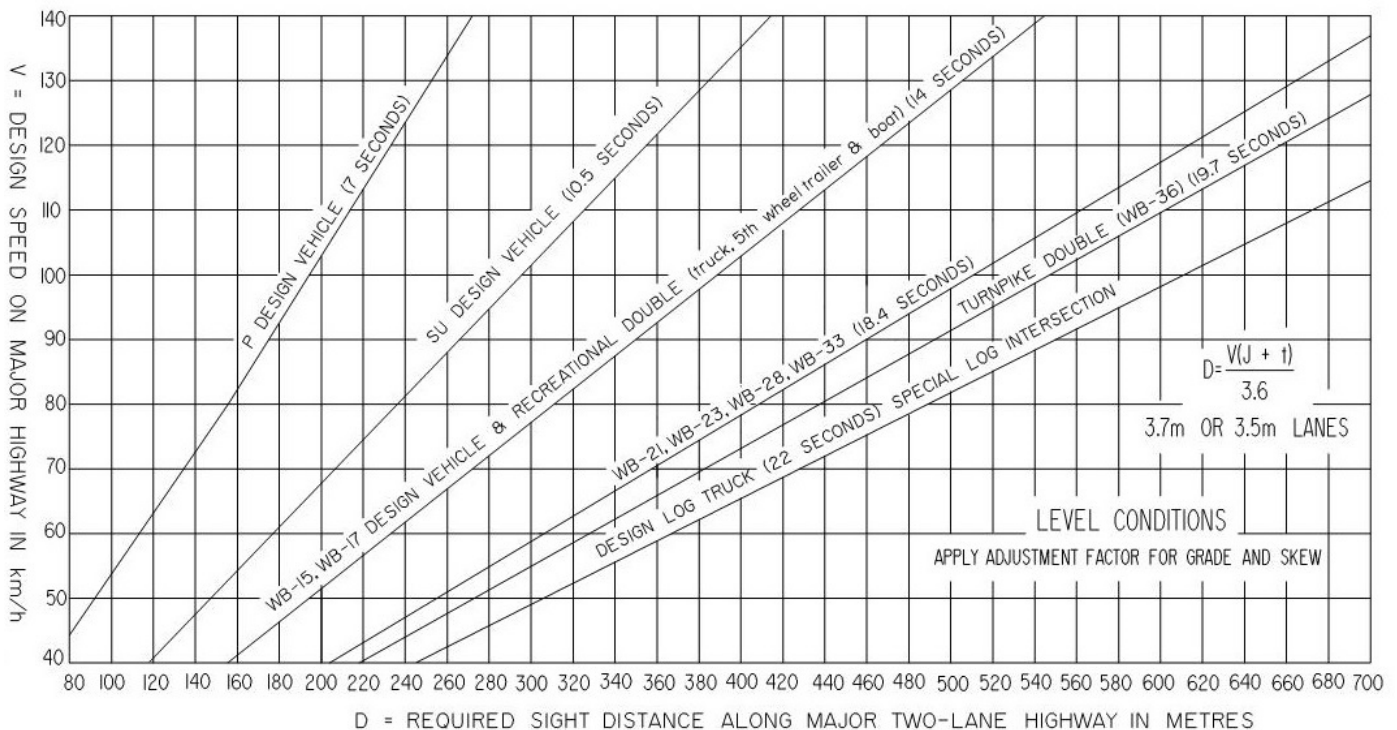


FIGURE D-4.1a SIGHT TRIANGLE (HORIZONTAL PLANE)

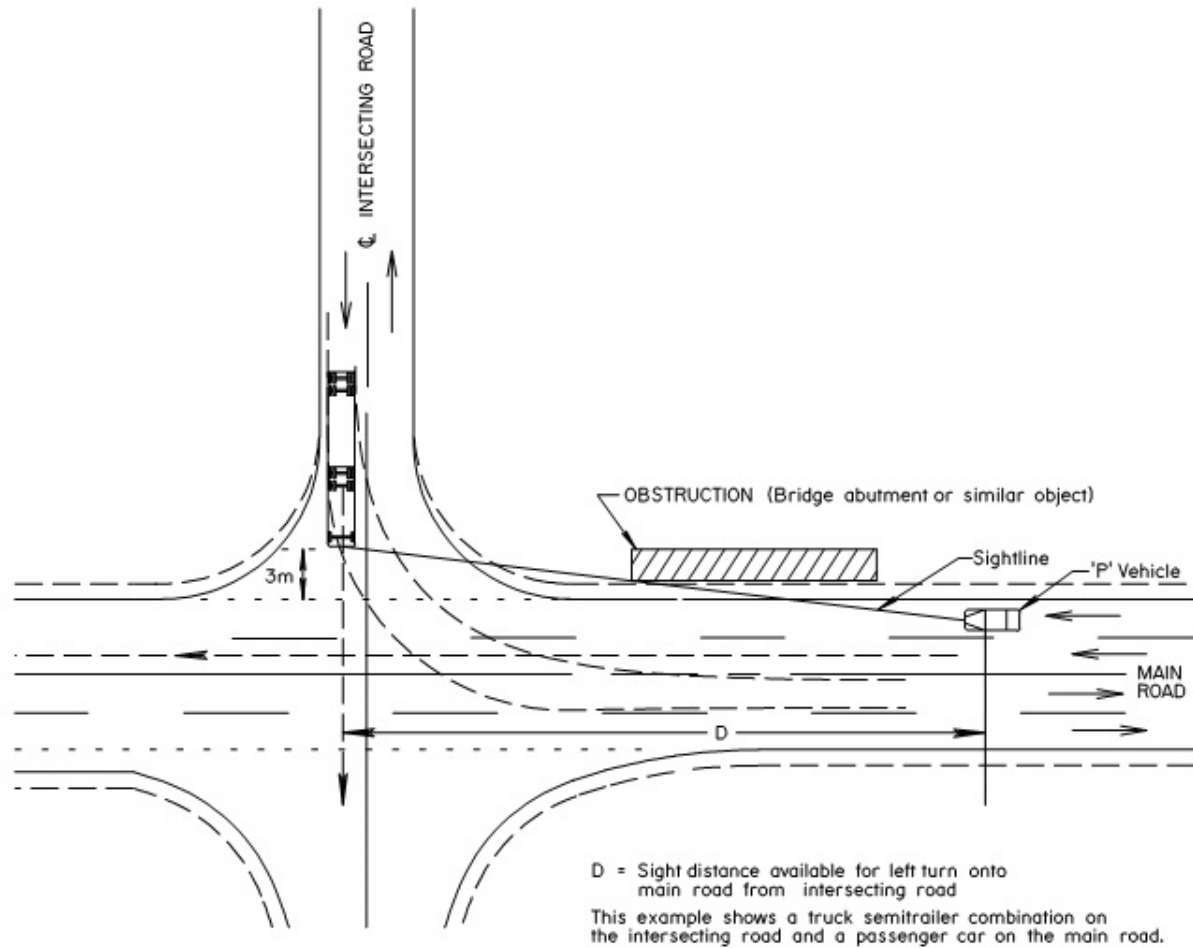
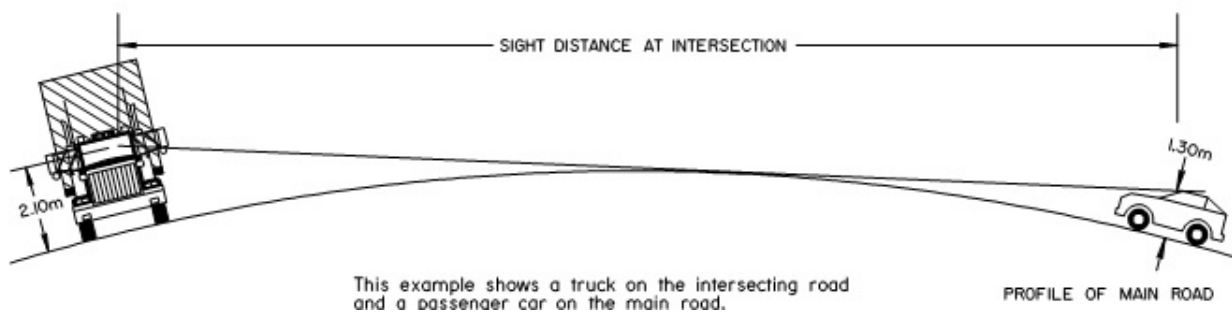


FIGURE D-4.1b SIGHT LINE (VERTICAL PLANE)



As per the site inspection notes, the intersectional sight distance available at both intersections in both directions is greater than 450m which exceeds the required

intersectional sight distance of 350m for a WB-15 design vehicle. Larger vehicles are not anticipated to use these intersections.

4.4 Illumination & Signalization Warrants

Illumination is not warranted at the intersection of Highway 627:04 and Range Road 262 presently and for the next 20 years upon calculation of the illumination warrant.

Location	Year	Illumination Warrant Score	Illumination Warrant Met? (Min. 120)	Signalization Warrant Score	Signalization Warrant Met?
Highway 627:04 & Rge. Rd. 262	2024	121 Delineation Lighting Only	Traffic Volumes Too Low		Traffic Volumes Too Low
Highway 627:04 & Rge. Rd. 262	2034	141 Delineation Lighting Only	Traffic Volumes Too Low		Traffic Volumes Too Low
Highway 627:04 & Rge. Rd. 262	2044	141 Delineation Lighting Only	Traffic Volumes Too Low	1	Traffic Volumes Too Low

The illumination analysis indicates for all three time milestones that “Illumination Warranted Delineation Lighting to Illuminate Pedestrians or Cross Street Traffic”. It is important to note that neither pedestrians are using or projected to use this rural intersection on the highway or any significant cross traffic is occurring. Also, the traffic turning movement diagrams projects only 1 cross movement per day in each direction on Range Road 262 since the north leg of intersection is within the Enoch First Nations. This is very minimal and would likely occur during daylight. Therefore, illumination is not recommended for this intersection for the next 20 years for these reasons.

TRAFFIC IMPACT ASSESSMENT

GRACELIFE CHURCH EXPANSION
LOT 1A & 1B, Blk. 1, Plan 1020669, NW-35-51-26-W4M
Parkland County
Hwy. 627:04 (Garden Valley Rd.) & Rge. Rd. 262 (Willowdale Rd.)

Illumination of Isolated Rural Intersections LIGHTING WARRANT SPREADSHEET

This spreadsheet is to be used in conjunction with *Illumination of Isolated Rural Intersections*, Transportation Association of Canada, February 2001.

Please enter information in the cells with yellow background

INTERSECTION CHARACTERISTICS

Hwy. 627:04	Main Road
Rge. Rd. 262	Minor Road
	City/Town

Date	Nov. 10, 2023
Other	YEAR 2044

GEOMETRIC FACTORS

	Value	Rating	Weight	Comments	Check	Score
Channelization Rating		0		Refer to Table 1(A) to determine rating value	OK	
Presence of raised channelization? (Y / N)	n				OK	
Highest operating speed on raised, channelized approach (km/h)	50		5		OK	
Channelization Factor					OK	0
Approach Sight Distance on most constrained approach (%)	100	0	10	Relative to the recommended minimum sight distance	OK	0
Posted Speed limit (in 10's of km/h)	100				OK	
Radius of Horizontal Curve (m)	T			Enter "T" for tangent (no horizontal curve at the intersection)	OK	
Posted Speed Category =		0				
Posted Speed Category =	B	0				
Posted Speed Category =		0				
Posted Speed Category =		0				
Horizontal Curvature Factor			5		OK	0
Angle of Intersection (10's of Degrees)	90	0	5		OK	0
Downhill Approach Grade (x,x%)	0.0	0	3	Rounded to nearest tenth of a percent	OK	0
Number of Intersection Legs	4	2	3	Number of legs = 3 or more	OK	6
Geometric Factors Subtotal						6

OPERATIONAL FACTORS

Is the intersection signalized? (Y / N)	n			Calculate the Signalization Warrant Factor		
AADT on Major Road (2-way)	10159	4	10		OK	40
AADT on Minor Road (2-way)	1982	3	20	Either Use the two AADT inputs OR the Descriptive Signalization Warrant (Unused values should be set to Zero) Refer to Table 1(B) for description and rating values for signalization warrant.	OK	60
Signalization Warrant	Descriptive	0	30		OK	0
Night-Time Hourly Pedestrian Volume	0	0	10	Refer to Table 1(B), note #2, to account for children and seniors	OK	0
Intersecting Roadway Classification	Descriptive	0	5	Refer to Table 1(B) for ratings.	OK	0
Operating Speed or Posted Speed on Major Road (km/h)	100	4	5	Refer to Table 1(B), note #3	OK	20
Operating Speed on Minor Road (km/h)	80	3	5	Refer to Table 1(B), note #3	OK	15
Operational Factors Subtotal						135

ENVIRONMENTAL FACTOR

Lighted Developments within 150 m radius of intersection	0	0	5	Maximum of 4 quadrants	OK	0
Environmental Factor Subtotal						0

COLLISION HISTORY

Average Annual night-time collision frequency due to inadequate lighting (collisions/yr, rounded to nearest whole #)	0.0	0	0	Enter either the annual frequency (See Table 1(C), note #4)	OK	0
OR				OR the number of collisions / MEV	OK	0
Collision Rate over last 3 years, due to inadequate lighting (/MEV)	0	0	0	(Unused values should be set to Zero)	OK	0
Is the average ratio of all night to day collisions >= 1.5 (Y/N)	n	0			OK	
Collision History Subtotal						0

Check Intersection Signalization:
 Intersection is not Signalized

ILLUMINATION WARRANTED
 DELINEATION LIGHTING TO ILLUMINATE PEDESTRIANS OR
 CROSS STREET TRAFFIC

SUMMARY

Geometric Factors Subtotal	6
Operational Factor Subtotal	135
Environmental Factor Subtotal	0
Collision History Subtotal	0
TOTAL POINTS	141

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 Transportation Association of Canada 2001

TRAFFIC IMPACT ASSESSMENT

GRACELIFE CHURCH EXPANSION
LOT 1A & 1B, Blk. 1, Plan 1020669, NW-35-51-26-W4M

Parkland County

Hwy. 627:04 (Garden Valley Rd.) & Rge. Rd. 262 (Willowdale Rd.)

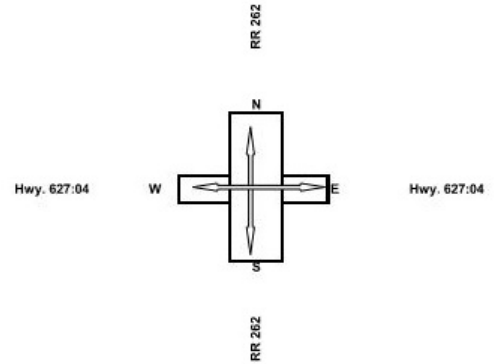


Turning Movement Summary Diagram

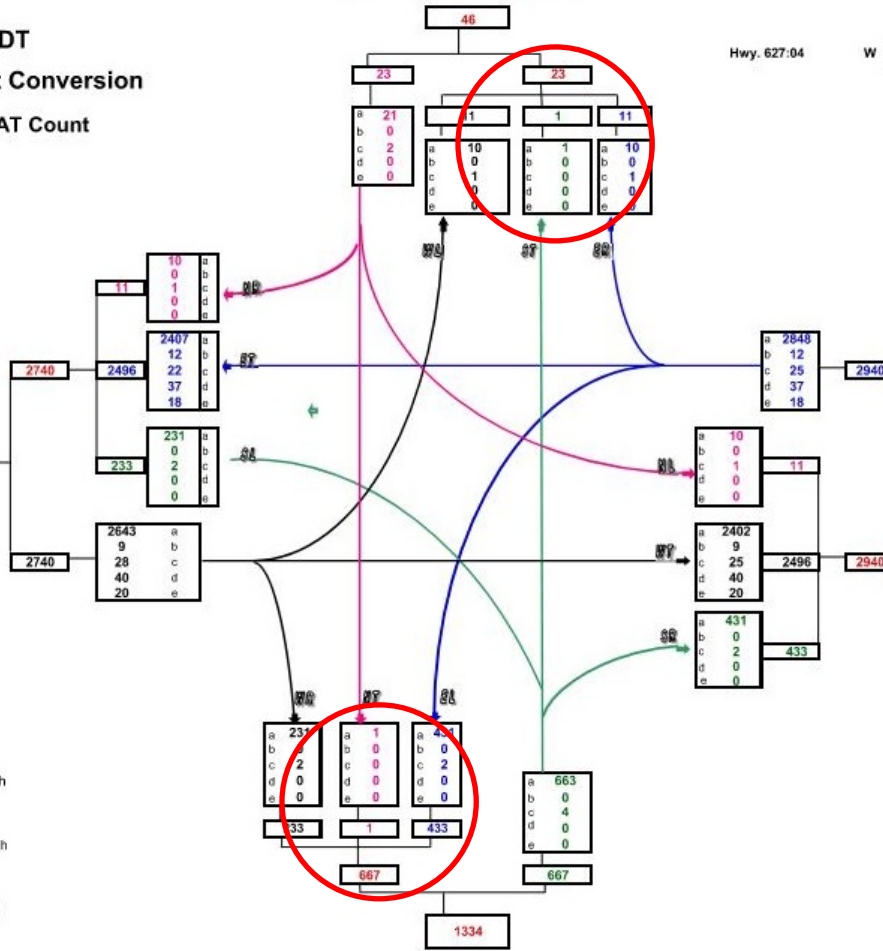
Intersection of: Hwy. 627:04 & Rge. Rd. 262

2022 AADT
from Traffic Count Conversion
Based on 2019 AT Count

NORTH LEG ON		RR 262	
Vehicle Type	Vol.	%	
A- Passenger Vehicle	42	91.30	
B- Recreational Vehicle	0	0.00	
C- Bus	4	8.70	
D- Single Unit Truck	0	0.00	
E- Tractor Trailer Unit	0	0.00	
Total	46		



WEST LEG ON		Hwy. 627:04	
Vehicle Type	Vol.	%	
A- Passenger Vehicle	5291	96.551	
B- Recreational Vehicle	21	0.36	
C- Bus	53	0.97	
D- Single Unit Truck	77	1.41	
E- Tractor Trailer Unit	36	0.69	
Total	5480		



EAST LEG ON		Hwy. 627:04	
Vehicle Type	Vol.	%	
A- Passenger Vehicle	5691	96.79	
B- Recreational Vehicle	21	0.36	
C- Bus	53	0.90	
D- Single Unit Truck	77	1.31	
E- Tractor Trailer Unit	38	0.65	
Total	5880		

- NR: Traffic from North Turning Right
- NL: Traffic from North Turning Left
- NT: Traffic from North Proceeding Through
- SR: Traffic from South Turning Right
- SL: Traffic from South Turning Left
- ST: Traffic from South Proceeding Through
- ER: Traffic from East Turning Right
- EL: Traffic from East Turning Left
- ET: Traffic from East Proceeding Through
- WR: Traffic from West Turning Right
- WL: Traffic from West Turning Left
- WT: Traffic from West Proceeding Through

TURNING MOVEMENT ABBREVIATIONS

- AADT: Average Annual Daily Traffic
Average daily traffic expressed as vehicles per day for period of January 1 to December 31 (365 days)
- ASDT: Average Summer Daily Traffic
Average daily traffic expressed as vehicles per day for period of May 1 to September 30 (153 days)

SOUTH LEG ON		RR 262	
Vehicle Type	Vol.	%	
A- Passenger Vehicle	1326	99.40	
B- Recreational Vehicle	0	0.00	
C- Bus	8	0.60	
D- Single Unit Truck	0	0.00	
E- Tractor Trailer Unit	0	0.00	
Total	1334		

AADT Conversion Factor
1.0802

TRAFFIC IMPACT ASSESSMENT

GRACELIFE CHURCH EXPANSION
 LOT 1A & 1B, Blk. 1, Plan 1020669, NW-35-51-26-W4M
 Parkland County
 Hwy. 627:04 (Garden Valley Rd.) & Rge. Rd. 262 (Willowdale Rd.)

Signalization is not warranted at the intersection for the next 20 years.

2005 Canadian Matrix Traffic Signal Warrant Analysis

Main Street (name)	Highway 627:04	Direction (EW or NS)	EW	Date:	Nov 10, 2023
Side Street (name)	Rge. Rd. 262	Direction (EW or NS)	NW	City:	Rural
Quadrant (if appl)	Year 2044				

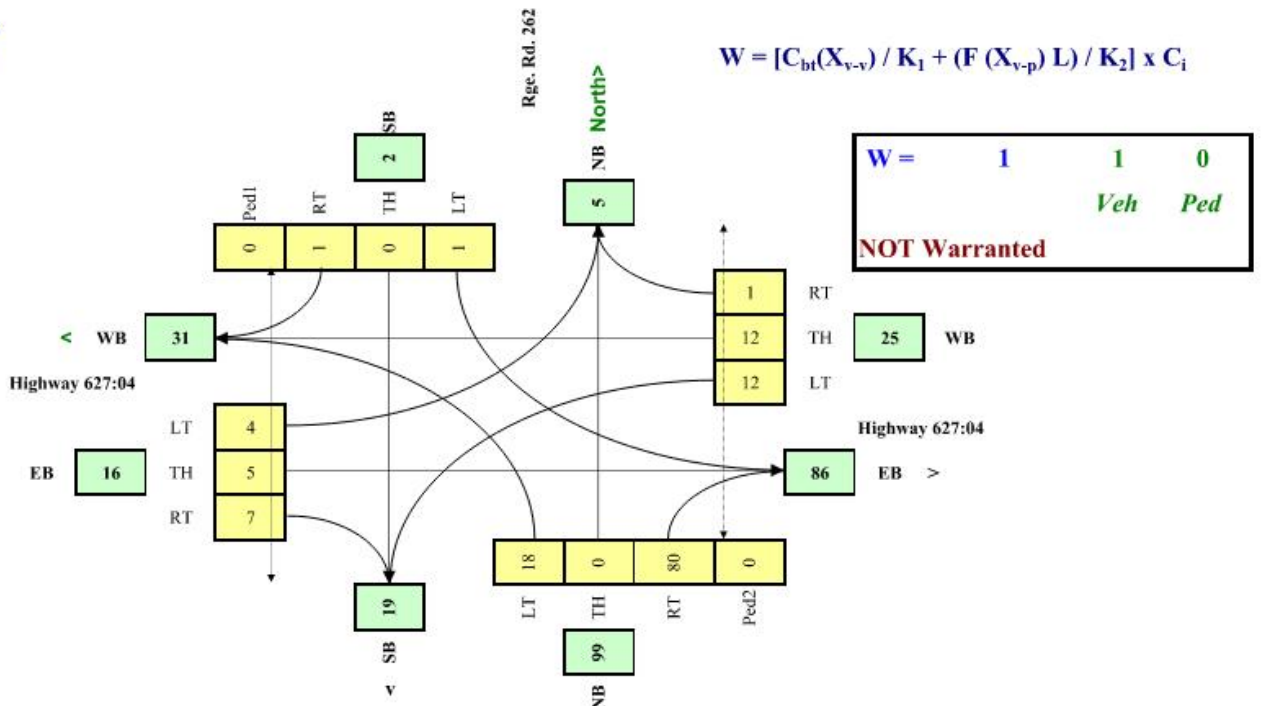
Lane Configuration		Excl LT	Th & LT	Through or Th+RT+LT	Th & RT	Excl RT	UpStream Signal (m)	# of Thru Lanes
Hwy. 627:04	WB	1	0	0	1	0	0	1
Hwy. 627:04	EB	0	1	0	0	1	0	1
Rge. Rd. 262	NB	0	0	1	0	0		
Rge. Rd. 262	SB	0	0	1	0	0		

Demographics		
Elementary School	(y/n)	n
Senior's Complex	(y/n)	n
Pathway to School	(y/n)	n
Metro Area Population	(#)	n
Central Business District	(y/n)	n

Other input		Speed (Km/h)	Trucks %	Bus Rt (y/n)	Median (m)
Highway 627:04	EW	100	10.0%	y	0.0
Rge. Rd. 262	NW	80	5.0%	y	

Traffic Input	NB			SB			WB			EB			Ped1	Ped2	Ped3	Ped4
	LT	Th	RT	LT	Th	RT	LT	Th	RT	LT	Th	RT	NS W Side	NS E Side	EW N Side	EW S side
7:30 - 8:30	29	0	158	1	0	1	29	400	1	1	712	4	0	0	0	0
8:30 - 9:30	26	0	142	1	0	1	26	360	1	1	641	4	0	0	0	0
11:30 - 12:30	15	0	79	1	0	1	15	200	1	1	356	2	0	0	0	0
12:30 - 13:30	9	0	22	1	0	1	51	298	1	1	285	11	0	0	0	0
16:00 - 17:00	15	0	39	1	0	1	91	536	1	1	513	20	0	0	0	0
17:00 - 18:00	17	0	43	1	0	1	101	595	1	1	570	22	0	0	0	0
Total (6-hour peak)	110	0	482	5	0	5	71	69	8	24	27	42	0	0	0	0
Average (6-hour peak)	18	0	80	1	0	1	12	12	1	4	5	7	0	0	0	0

Average 6-hour Peak Turning Movements



4.5 Capacity Analysis

A capacity analysis was performed for the intersection for the 100th highest hour for the AM Peak and PM Peak for Years 2044. The traffic analysis was completed using Synchro 10 software based on HCM 2000 methodology. A saturation flow of 1700 vpl was used in this analysis. See the tables below for the results.

WITH DEVELOPMENT

YEAR		Highway 627:04		Rge. Rd. 262	
TIME PERIOD	PARAMETERS	EB All Turns	WB All Turns	SB All Turns	
Year 2034	AM Peak	LOS	A	A	C
		Delay (s)	0.0	8.9	20.8
		v/c Ratio	0.0	0.21	0.44
		Queue Length (m)	0.0	0.7	17.3
	PM Peak	LOS	A	A	C
		Delay (s)	0.0	8.8	19.0
		v/c Ratio	0.01	0.30	0.18
		Queue Length (m)	0.0	2.4	5.1
Year 2044	AM Peak	LOS	A	A	E
		Delay (s)	0.0	9.5	37.6
		v/c Ratio	0.0	0.26	0.67
		Queue Length (m)	0.0	1.0	35.7
	PM Peak	LOS	A	A	D
		Delay (s)	0.0	9.4	27.9
		v/c Ratio	0.01	0.38	0.29
		Queue Length (m)	0.0	3.2	9.4

The results indicate that a Level of Service (LOS) of A is maintained for eastbound traffic on Highway 627:04 for the next 20 years. This confirms that left turns into Rge. Rd. 262 does not impact through traffic going eastbound on Highway 627:04. For left turns out of Rge. Rd. 262, the Level of Service (LOS) drops only to D and E in 2044. This is where the intersection may be approaching the requirement for traffic signals and should be reviewed at this time. Again, since the development is not projected to add any traffic during the peak hours of traffic, improvements to the intersection are not recommended for the approval of this project and the development does not

TRAFFIC IMPACT ASSESSMENT

GRACELIFE CHURCH EXPANSION
LOT 1A & 1B, Blk. 1, Plan 1020669, NW-35-51-26-W4M

Parkland County

Hwy. 627:04 (Garden Valley Rd.) & Rge. Rd. 262 (Willowdale Rd.)

add any additional traffic during the peak hours of traffic flow to make the Level of Service worse any quicker.



TRAFFIC IMPACT ASSESSMENT

GRACELIFE CHURCH EXPANSION
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Parkland County

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Control Delay Per Vehicle (s)	LOS by Volume to Capacity Ratio	
	≤1	>1
≤10	A	F
>10 and ≤15	B	F
>15 and ≤25	C	F
>25 and ≤35	D	F
>35 and ≤50	E	F
>50	F	F



Level of Service "A"



Level of Service "B"



Level of Service "C"



Level of Service "D"



Level of Service "E"



Level of Service "F"

5. LOCAL ROADWAY ASSESSMENTS

5.1 Assessment Scope

This section will review the local roadways of Range Road 262, for accessing the proposed development.

5.2 Posted Speed

Posted speed is assumed to be 80 km/h for these routes with a design speed of 90 km/h.

5.3 Roadway Standards

The local roads that the development will use are within Parkland County.

It is important to note that the following standards are mainly for new development and do not differentiate between development of a new road versus upgrading/rehabilitating an existing road. Most of the local roads in Alberta were built many years ago and likely followed a lower set of standards than is used today. Therefore, there must be some engineering judgement used in regards to which parameters of the standards can be allowed some flexibility when applying them to these existing roads. Other jurisdictions such as Alberta Transportation provide allowances for rehabilitation of existing roadways with some flexibility towards the roadway standards. These standards are known as the 3R/4R Geometric Design Guidelines. The purpose of these guidelines is "to extend the service life of existing paved highways and enhance highway safety on a network basis. To accomplish this objective, the standards focus on the most safety-cost effective improvements and also encourage the use of low-cost opportunities to improve safety where major reconstruction is not cost-effective".

Parkland County provides a section for Roadway Systems in their "Engineering Design Standards", dated/amended June 2014. These standards are noted to be used for roadways for new subdivision development within Parkland County. The roadway standards for various road classifications are shown below.

Range Road 262 is classified as a "Local Road" as they contain a low volume of traffic. The County's standards define the function of a Local Road "to provide access to adjacent properties carrying traffic from higher order roads to individual land parcels. Local roads are typically low speed and low volume roadways. They connect to other local roadways or collectors."

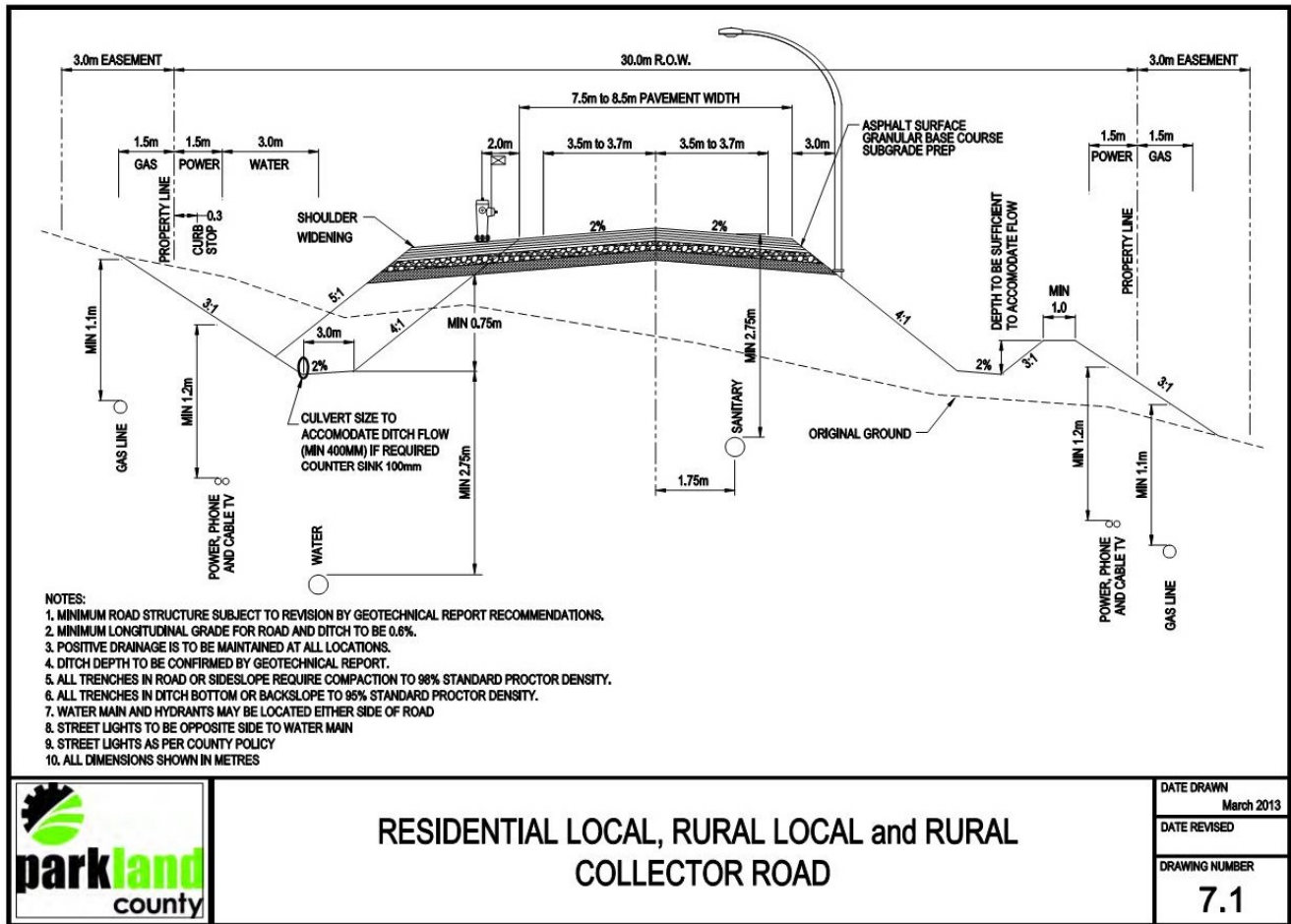
Table 7.1 – Roadway Design Standards

Design Criteria	Arterials		Major Collectors		Minor Collectors		Local		
	Rural RAU 90 RAD 90	Industrial RAU 90 RAD 90	Rural RCU 90	Industrial RCU 80	Rural RCU 90	Industrial RCU 70	Rural RLU 90	Industrial RLU 60	Residential RLU 60
Drawing Reference	No. 7.6/7.7	No. 7.6/7.7	No. 7.1	No. 7.4/7.5	No. 7.1	No. 7.3	No. 7.1	No. 7.2	No. 7.1
Design Speed (km/hr)	90	80	90	70	90	60	90	60	60
Right-of-Way Width (m)	40	40	40	40	30	30	30	30	30
Pavement ACP Width (m)	10.4/18.0	10.4/18.0	8.5	9.5/17.0	8.0	9.0	7.5	9.0	7.5
Travel Lanes (m)	2 x 3.7m 4 x 3.7m & Median	2 x 3.7m 4 x 3.7m & Median	2 x 3.7m	2 x 3.7m 4 x 3.7m	2 x 3.7m	2 x 3.7m	2 x 3.7m	2 x 3.7m	2 x 3.5m
Max. Gradient (%)	6	6	6	6	6	6	9	6	9
Min "k" Value Crest Curve	55	55	55	35	55	25	55	15	16
Min "k" Value Sag Curve Comfort Control	N/A	21	N/A	17	N/A	13	N/A	10	N/A
Min "k" Value Sag Curve Headlight Control	40	40	40	35	40	25	40	20	20
Max Super Elev. (%)	6	6	6	4	6	2	6	2 Normal Crown	2 Normal Crown
Min Radius of Curve (m)	340	340	340	250	340	190	340	130	130
Min Property Corner Cut at Intersections (m)	10	10	10	10	10	5	10	10	5
Parking	Restricted	Restricted	Permitted	Restricted	Permitted	Restricted	Permitted	Restricted	Permitted
Minimum Access/Intersection Spacing (m)	400	200	200	100	200	60	200	40	40

The nearest designations for comparison purposes for the local roads in this area appear to be a RLU 60 and RLU 90. Finished pavement widths for this road standard is normally 7.5m with maximum gradient of 9%.

The roadway typical standard for a Local Road shown on Drawing Number 7.1 indicates a range of 7.5 – 8.5m of pavement width with 4:1 sideslopes, a 3.0m wide ditch and 3:1 backslopes, all within a 30.0m right-of-way.

The roadway surfacing structure is also shown as an asphalt surface on a granular base course over a prepared subgrade.



5.4 Site Inspection

A detailed inspection of the roadway was conducted in October 2023. The following provides notes and photos of this inspection.

Range Road 262

- Range Road 262 contains a paved surface and is approx. 7.5 – 8.0m wide.
- The side slopes seem to be 4:1 or better throughout.
- There is no existing illumination along this roadway.
- Road Ban limits exist likely in Spring, so large heavy trucks not often use this route.
- Road vertical profile is relatively flat with no issues with sag or crest curves.



Range Road 262: Viewing north, south of Sunset View Rd.

Overall, this local roadway appears to be adequate as a local road in providing access to the proposed development.

In review of the roadway widths during this assessment, various roadway widths were measured on the roads inspected. Local roads in Alberta can vary in widths from 5 to 10m. It is important to determine when roadway widths are sufficient to support the proposed traffic and when there may be concerns. The County Road Standards, tend to relate to new roads that are to be constructed by do not address the numerous existing roads that were built many years ago with lesser levels of service.

APRIL 1995 Alberta Infrastructure
HIGHWAY GEOMETRIC DESIGN GUIDE

FIGURE D-5a DESIGN VEHICLES

			HEIGHT OF VEHICLE	HEIGHT OF EYE
Passenger car	P		1.30m	1.05m
Single unit or bus	SU		4.15m	1.80m
Intercity bus	I-BUS		4.15m	1.80m
Semitrailer combination	WB12		4.15m	2.10m
Semitrailer combination	WB15		4.15m	2.10m
Semitrailer combination	WB17		4.15m	2.10m

D-40

AT-GRADE INTERSECTIONS

GRAPHICS FILE: debs5a.mxd

Vehicle widths are approximately 2.6m in width as shown below in the Alberta Transportation Design Guide. Therefore, any width less than 5.5m is deemed impassable.

This road appears to be functioning with its present width of 6.5m which allows for normal operation at the posted speed.

When referring to the Transportation Association of Canada's (TAC) Geometric Design Guide for Canadian Roads, Section 2.2.2, shown below provide some direction on acceptable road widths:

As per Table 2.2.2.1, road widths for Local Roads are required to be 6.0m minimum. Since the roadway of Range Road 262 is greater than 7.5m at 8.0m, the roadway is adequate as a local road in providing access to the proposed development.



2.2.2 LANE WIDTHS

increase in safety for lane widths beyond the 3.7 m range.³

2.2.2.1 Through Lane Widths

Design Domain: Quantitative Aids

Technical Foundation

Lane width and condition of the roadway surface have a significant influence on the safety and comfort of the travelling public. The capacity of a roadway is markedly affected by lane width, with wider lanes having the ability to carry a larger volume of traffic than a narrower lane. In general, safety increases with wider lanes up to a width of about 3.7 m. There is no further

Lane widths are dependent upon design speed and the volume of traffic the roadway is intended to carry, and the number and types of trucks on the roadway. Design domain widths for rural two-lane roadways are provided in Table 2.2.2.1 while lane widths for multilane rural roadways are given in Table 2.2.2.2. Lane widths for through lanes on urban roadways are provided in Table 2.2.2.3.

Table 2.2.2.1 Lane Widths for Two-Lane Rural Roadways

Design Speed (km/h)	Classification and Design Hour Volume					
	Local	Collector Design Hour Volume			Arterial Design Hour Volume	
		<250	250-450	>450	<450	>450
30, 40	3.0 - 3.7					
50	3.0 - 3.7	3.3 - 3.7	3.3 - 3.7	3.5 - 3.7		
60	3.0 - 3.7	3.3 - 3.7	3.3 - 3.7	3.5 - 3.7		
70	3.0 - 3.7	3.5 - 3.7	3.5 - 3.7	3.7		
80	3.0 - 3.7	3.5 - 3.7	3.5 - 3.7	3.7	3.5 - 3.7	3.7
90	3.3 - 3.7	3.5 - 3.7	3.5 - 3.7	3.7	3.5 - 3.7	3.7
100	3.3 - 3.7	3.5 - 3.7	3.5 - 3.7	3.7	3.5 - 3.7	3.7
110					3.7	3.7
120					3.7	3.7
130					3.7	3.7

Table 2.2.2.2 Lane Widths for Multilane Rural Roadways

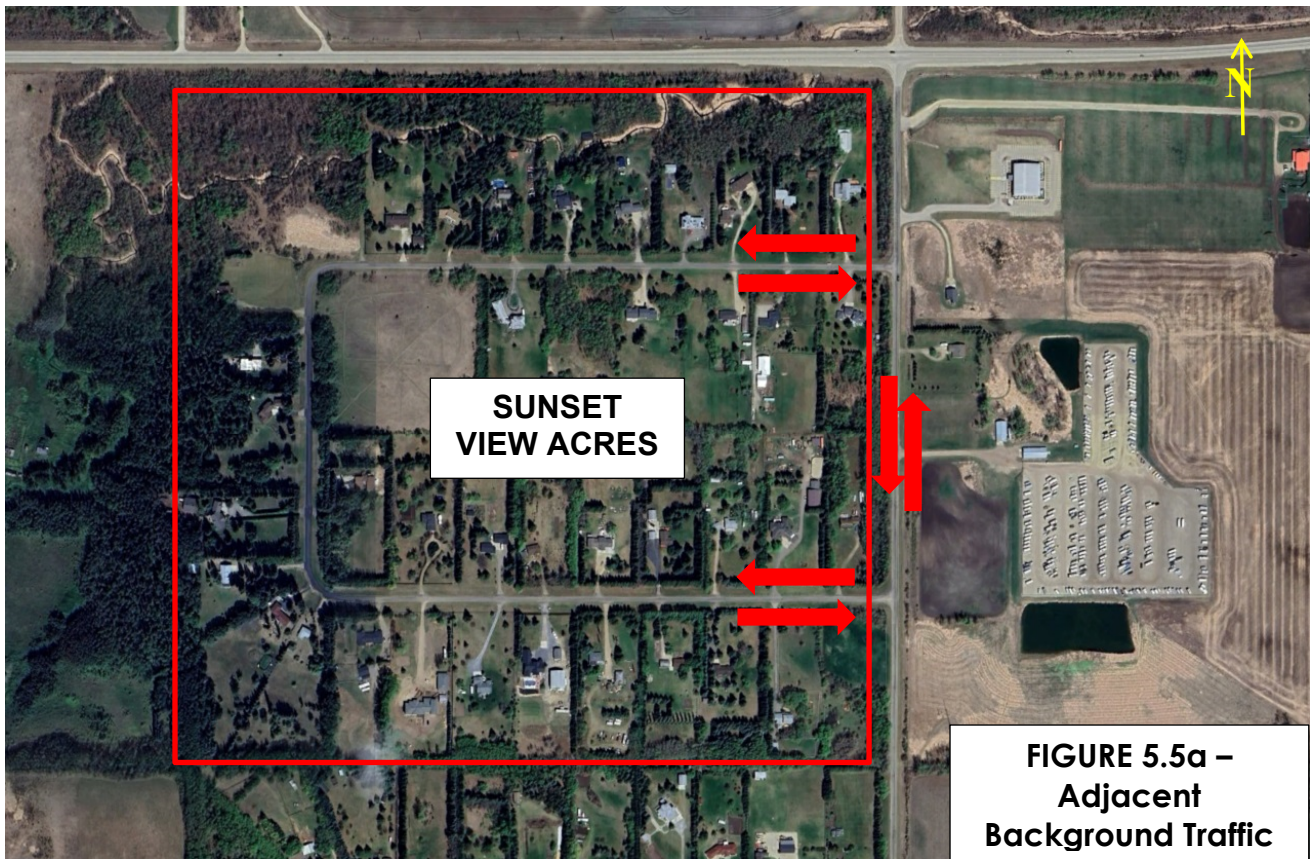
Design Speed	Lane Width (m)
less than 100 km/h	3.5 - 3.7
100 km/h and greater	3.7

5.5 Background Traffic – Rge. Rd. 262

The development will now create a four-legged intersection at the junction of Range Road 262 and Sunset View Drive. The background traffic from the west from the Sunset View Acres is estimated as follows:

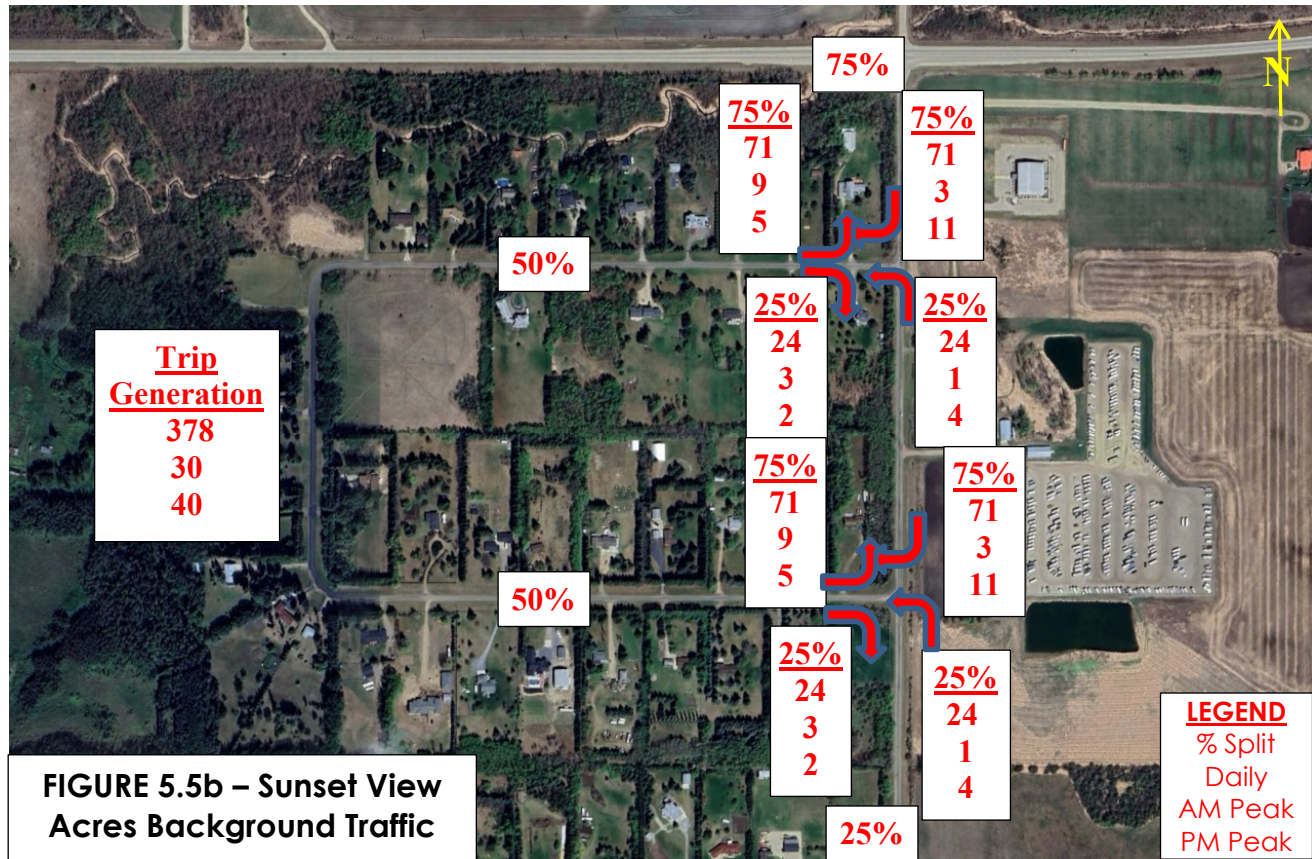
There are approximately 40 country residential lots within the Sunset View Acres subdivision. Therefore, the estimated trip generation of this existing subdivision is as follows:

Daily Traffic:	40 lots x 9.44 trips/day	= 378 trips per day
AM Peak Hour:	40 lots x 0.74 trips/hour	= 30 trips per hour
PM Peak Hour:	40 lots x 0.99 trips/hour	= 40 trips per hour



The split of traffic going north versus south is estimated to be 75% north and 25% south, as per the development traffic splits.

The trip splits and distribution for the two accesses to Sunset View Acres is estimated as shown below.



Using the background traffic taken from the latest Alberta Transportation traffic counts on Highway 627 and estimated for Rge. Rd. 262 South and the estimated turning movements above, the following diagrams represent the estimated background traffic for the development access intersection with Rge. Rd. 262 and Sunset View Drive.

Daily week day traffic is estimated to be 20 trips per day for the GraceLife Church access.

The growth rate on Range Road 262 is assumed to be 2.0% as per Highway 627 and 0% for to Sunset View Acres and GraceLife Church.

Using the above projections the following turning movement diagram for 2024 is estimated for the Rge. Rd. 262 and Sunsetview Drive Access intersection:

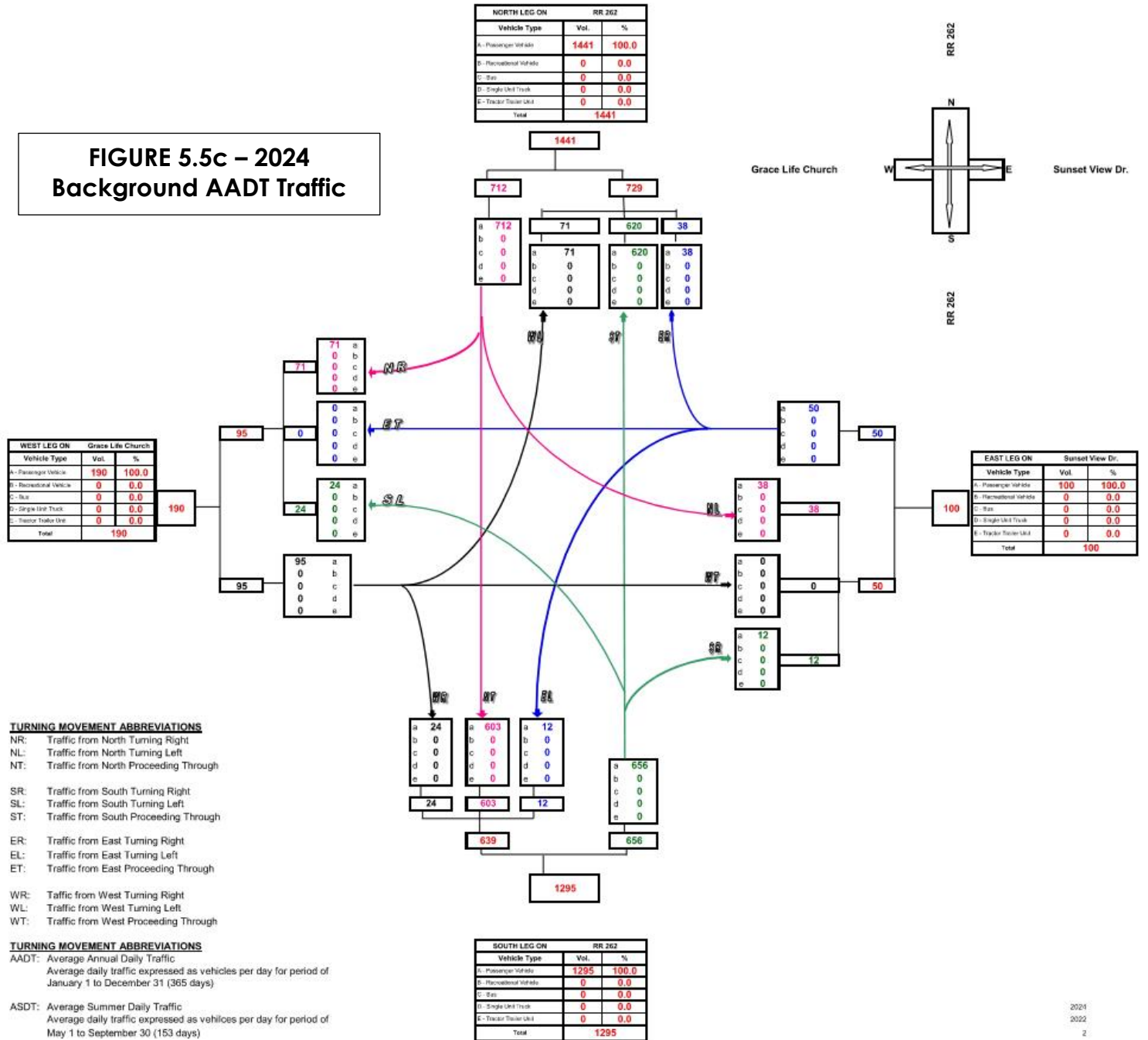
TRAFFIC IMPACT ASSESSMENT

GRACELIFE CHURCH EXPANSION
LOT 1A & 1B, Blk. 1, Plan 1020669, NW-35-51-26-W4M
Parkland County
Hwy. 627:04 (Garden Valley Rd.) & Rge. Rd. 262 (Willowdale Rd.)



Turning Movement Summary Diagram

FIGURE 5.5c – 2024 Background AADT Traffic



TRAFFIC IMPACT ASSESSMENT

GRACELIFE CHURCH EXPANSION
LOT 1A & 1B, Blk. 1, Plan 1020669, NW-35-51-26-W4M
Parkland County
Hwy. 627:04 (Garden Valley Rd.) & Rge. Rd. 262 (Willowdale Rd.)



FIGURE 5.5d – 2024 Background AM Peak Traffic

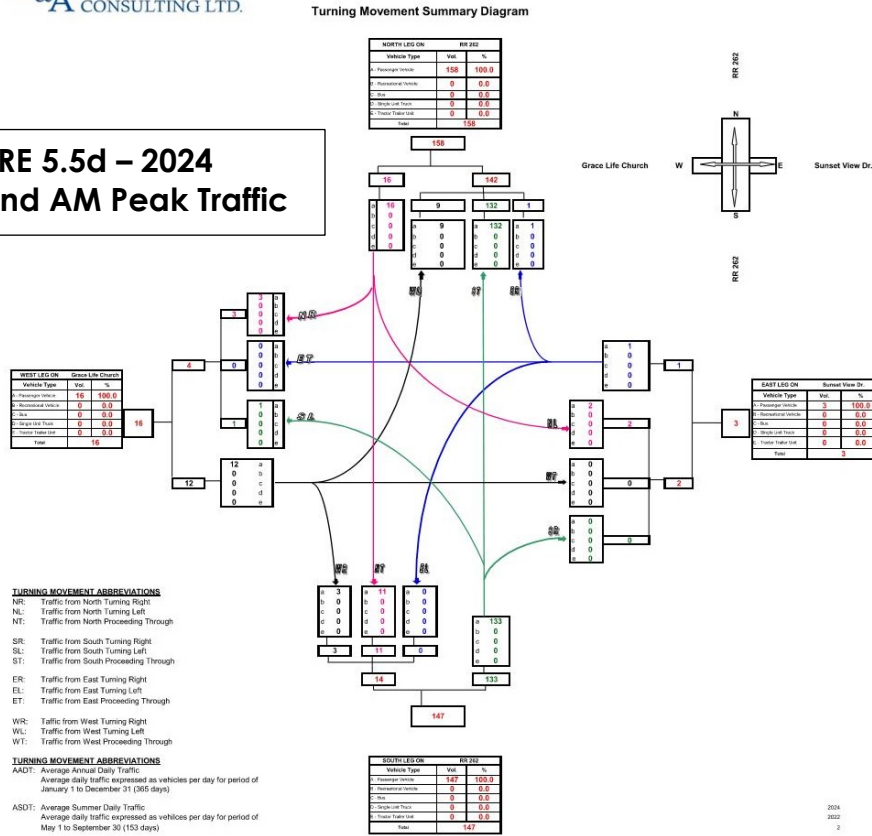
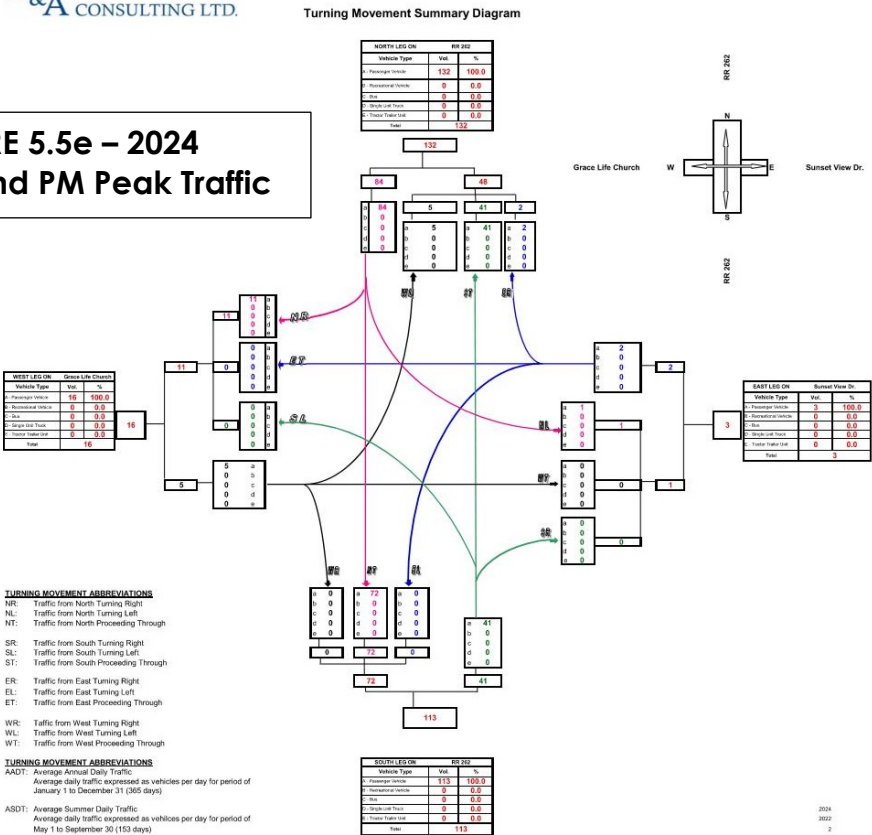


FIGURE 5.5e – 2024 Background PM Peak Traffic



TRAFFIC IMPACT ASSESSMENT

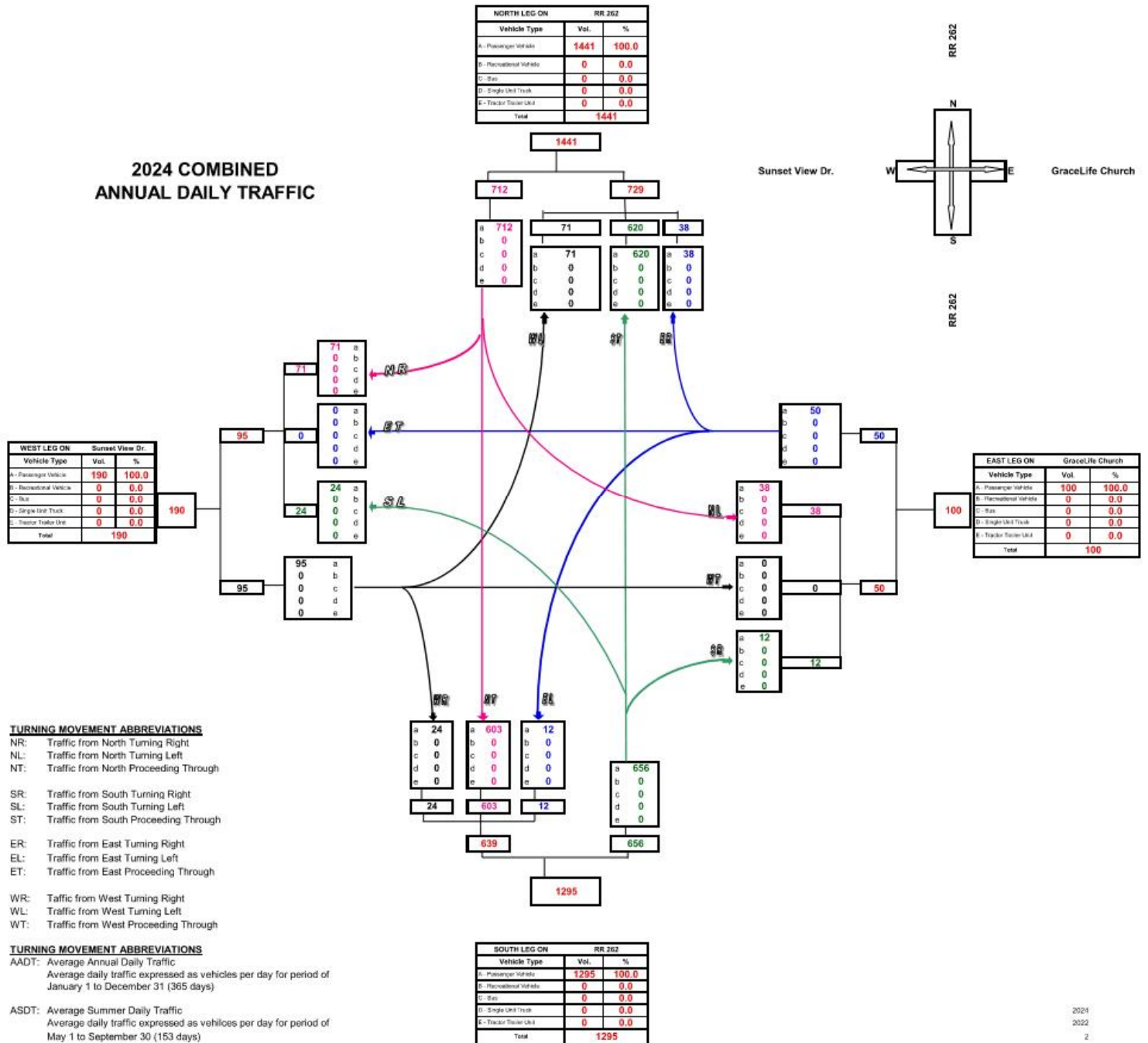
GRACELIFE CHURCH EXPANSION
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Parkland County
Hwy. 627:04 (Garden Valley Rd.) & Rge. Rd. 262 (Willowdale Rd.)

Using the above projections, projected traffic volumes on Rge. Rd 262 and the estimated development traffic volumes from Gracelife Church, the following turning movement diagram for 2024 is estimated for the Rge. Rd. 262 and Sunsetview Drive/Gracelife Church Accesses intersection:



FIGURE 5.5f – 2024 Combined AADT Traffic

Turning Movement Summary Diagram



TRAFFIC IMPACT ASSESSMENT

GRACELIFE CHURCH EXPANSION LOT 1A & 1B, Blk. 1, Plan 1020669, NW-35-51-26-W4M Parkland County Hwy. 627:04 (Garden Valley Rd.) & Rge. Rd. 262 (Willowdale Rd.)



Turning Movement Summary Diagram

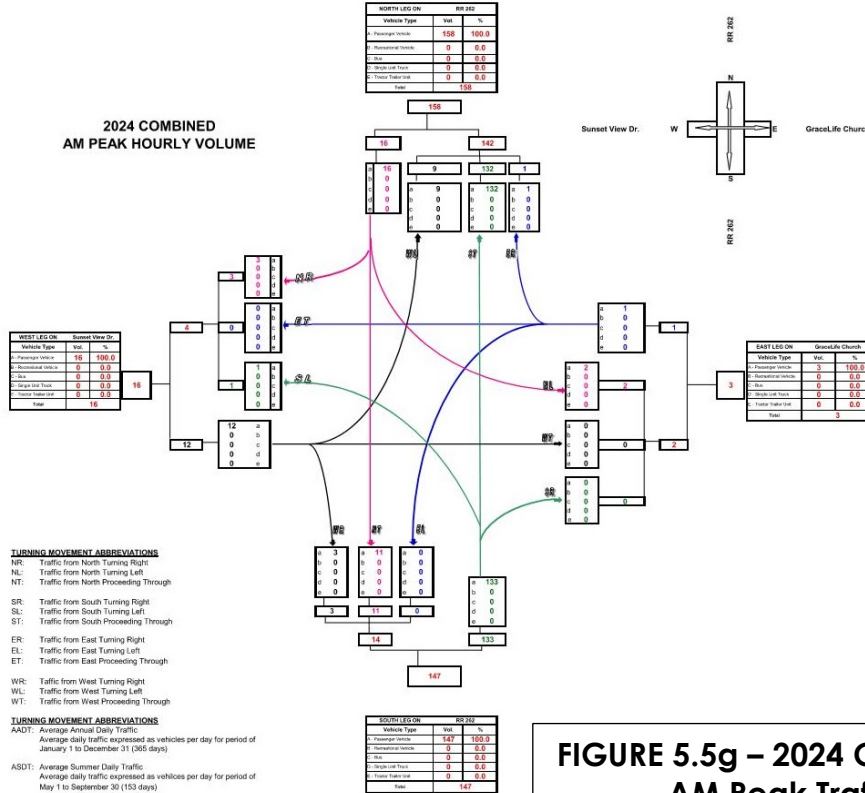


FIGURE 5.5g – 2024 Combined AM Peak Traffic



Turning Movement Summary Diagram

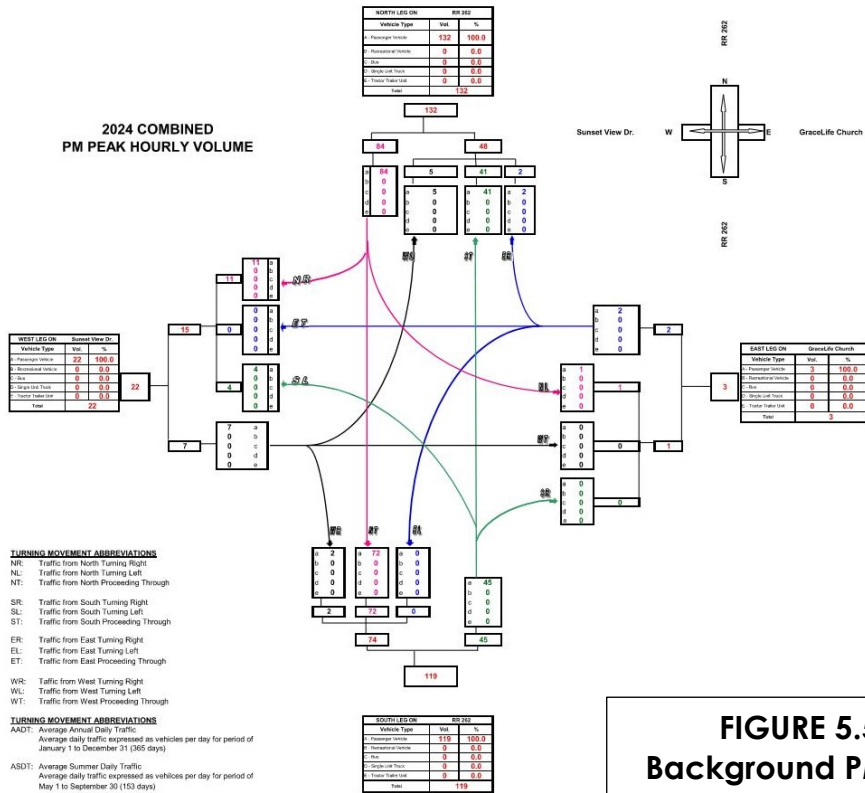


FIGURE 5.5h – 2024 Background PM Peak Traffic

TRAFFIC IMPACT ASSESSMENT

GRACELIFE CHURCH EXPANSION
LOT 1A & 1B, Blk. 1, Plan 1020669, NW-35-51-26-W4M
Parkland County
Hwy. 627:04 (Garden Valley Rd.) & Rge. Rd. 262 (Willowdale Rd.)

Using the above combined traffic volumes for the Rge. Rd. 262 and Sunset View Drive/GraceLife Church Accesses intersection, a capacity analysis was performed for the intersection for the 100th highest hour for the AM Peak and PM Peak for Years 2024, 2034 and 2044. The traffic analysis was completed using Synchro 10 software based on HCM 2000 methodology. A saturation flow of 1700 vpl was used in this analysis. See the tables below for the results.

WITH DEVELOPMENT

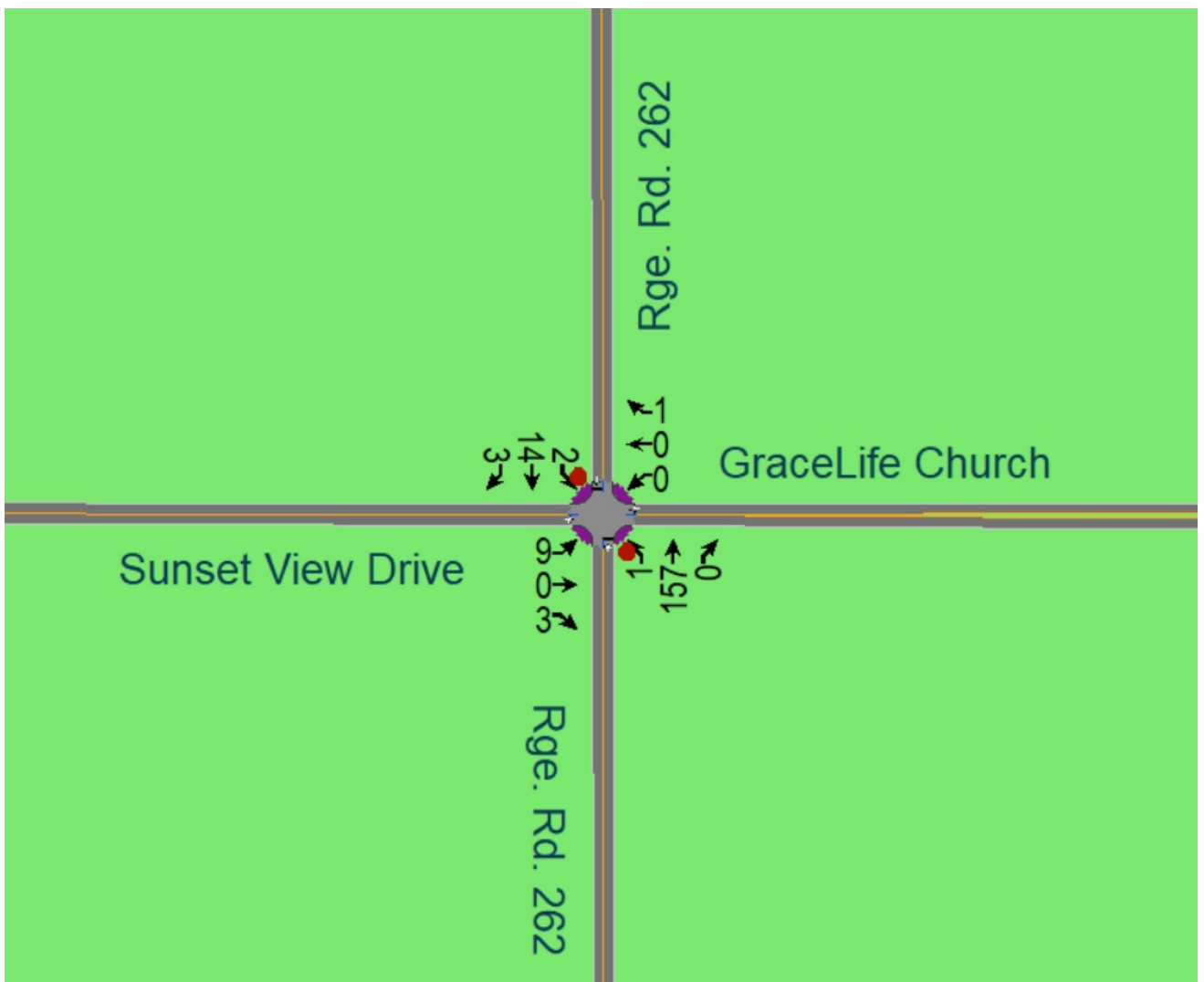
YEAR		Rge. Rd. 262		Sunset View Dr.	GraceLife Church Access	
TIME PERIOD	PARAMETERS	NB All Turns	SB All Turns	EB All Turns	WB All Turns	
Year 2024	AM Peak	LOS	B	A	A	A
		Delay (s)	10.0	9.2	5.6	0.0
		v/c Ratio	0.17	0.02	0.01	0.0
		Queue Length (m)	4.8	0.5	0.2	0.0
	PM Peak	LOS	A	A	A	A
		Delay (s)	9.4	9.5	5.2	0.0
		v/c Ratio	0.06	0.10	0.00	0.0
		Queue Length (m)	1.4	2.7	0.1	0.0
Year 2034	AM Peak	LOS	B	A	A	A
		Delay (s)	10.2	9.2	5.6	0.0
		v/c Ratio	0.20	0.02	0.01	0.0
		Queue Length (m)	5.9	0.6	0.2	0.0
	PM Peak	LOS	A	A	A	A
		Delay (s)	9.4	9.6	5.2	0.0
		v/c Ratio	0.06	0.12	0.00	0.0
		Queue Length (m)	1.6	3.2	0.1	0.0
Year 2044	AM Peak	LOS	B	A	A	A
		Delay (s)	10.4	9.3	5.6	0.0
		v/c Ratio	0.23	0.03	0.01	0.0
		Queue Length (m)	7.2	0.6	0.2	0.0
	PM Peak	LOS	A	A	A	A
		Delay (s)	9.5	9.7	5.2	0.0

TRAFFIC IMPACT ASSESSMENT

GRACELIFE CHURCH EXPANSION
 LOT 1A & 1B, Blk. 1, Plan 1020669, NW-35-51-26-W4M
 Parkland County
 Hwy. 627:04 (Garden Valley Rd.) & Rge. Rd. 262 (Willowdale Rd.)

		v/c Ratio	0.07	0.14	0.00	0.0
		Queue Length (m)	1.9	3.7	0.1	0.0

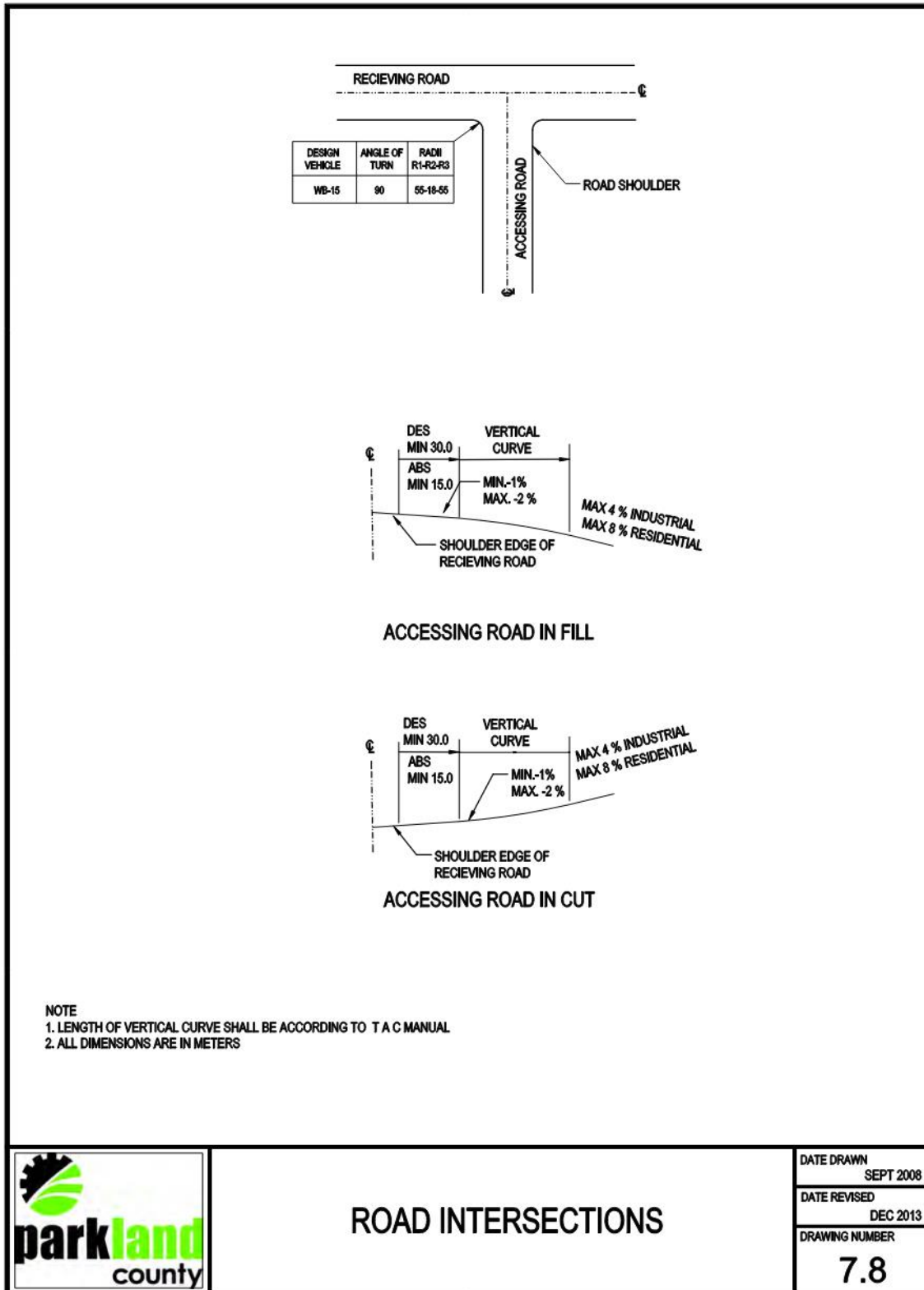
The results indicate that a Level of Service (LOS) of B is maintained for northbound traffic on Range Road 262 for the next 20 years and a Level of Service (LOS) of A is maintained for southbound traffic on Range Road 262 for the next 20 years. **No intersection improvements are warranted for the next 20 years with the estimated traffic volumes.**



TRAFFIC IMPACT ASSESSMENT

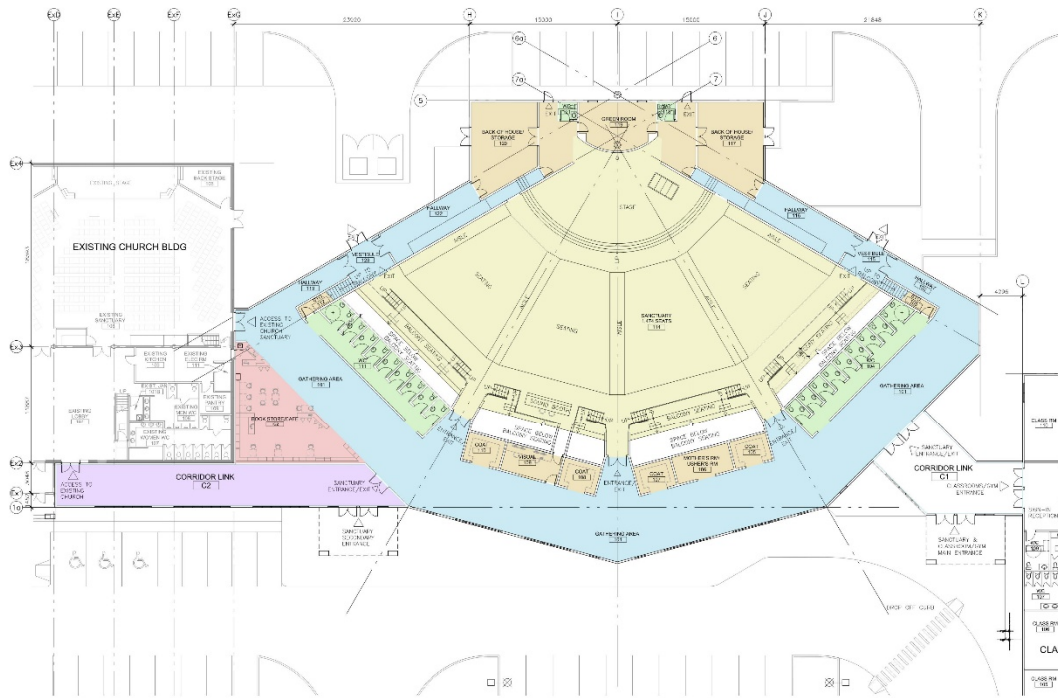
GRACELIFE CHURCH EXPANSION
 LOT 1A & 1B, Blk. 1, Plan 1020669, NW-35-51-26-W4M
 Parkland County
 Hwy. 627:04 (Garden Valley Rd.) & Rge. Rd. 262 (Willowdale Rd.)

For this location, Parkland County standards require the approach to the development site to be in accordance with Figure 7.8 as shown below:



TRAFFIC IMPACT ASSESSMENT

GRACELIFE CHURCH EXPANSION
LOT 1A & 1B, Blk. 1, Plan 1020669, NW-35-51-26-W4M
Parkland County
Hwy. 627:04 (Garden Valley Rd.) & Rge. Rd. 262 (Willowdale Rd.)



Frank HILBICH ARCHITECT INC.
 274, 36 STREET
 SHERBOURNE, ONTARIO
 N4B 1Y4
 TEL: 519-837-1111
 WWW.FRANKHILBICH.COM

PROJECT:
 GRACELIFE CHURCH EXPANSION
 2710 09.12



KEY PLAN

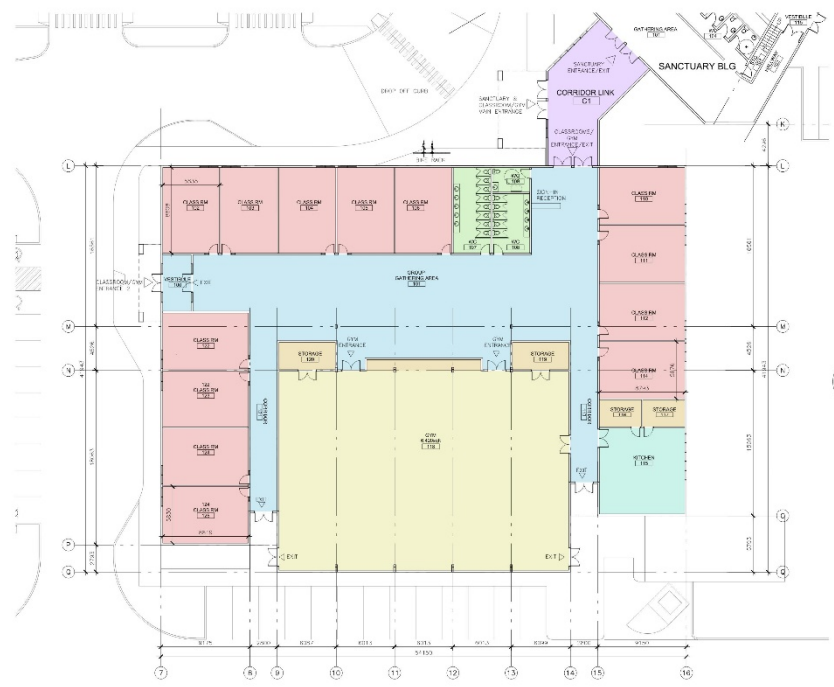
2024-09-12
 FRANK HILBICH ARCHITECT INC.
 PERMIT No. AC 10214
 ISSUED PURSUANT TO THE ARCHITECTS ACT OF ALBERTA

1 A2.3 SANCTUARY FLOORPLAN

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PROJECT:
 GRACELIFE CHURCH

SCALE: SCALE
DATE: OCTOBER 21, 2023
PROJ. No.: 23-08
REV.:
A2.3



Frank HILBICH ARCHITECT INC.
 274, 36 STREET
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 N4B 1Y4
 TEL: 519-837-1111
 WWW.FRANKHILBICH.COM

PROJECT:
 GRACELIFE CHURCH EXPANSION
 2710 09.12

SCALE: 1/8" = 1'-0"
DATE: 27.08.2024
PROJ. No.: 23-08
REV.: 18.09.2024

NOTE: PROPOSED BUILDING WITH CLASSROOMS IN IT IS DESIGNED FOR SUNDAY SCHOOL USE ONLY.

2024-09-12
 FRANK HILBICH ARCHITECT INC.
 PERMIT No. AC 10214
 ISSUED PURSUANT TO THE ARCHITECTS ACT OF ALBERTA



1 A2.6 CLASSROOM/GYM FLOORPLAN

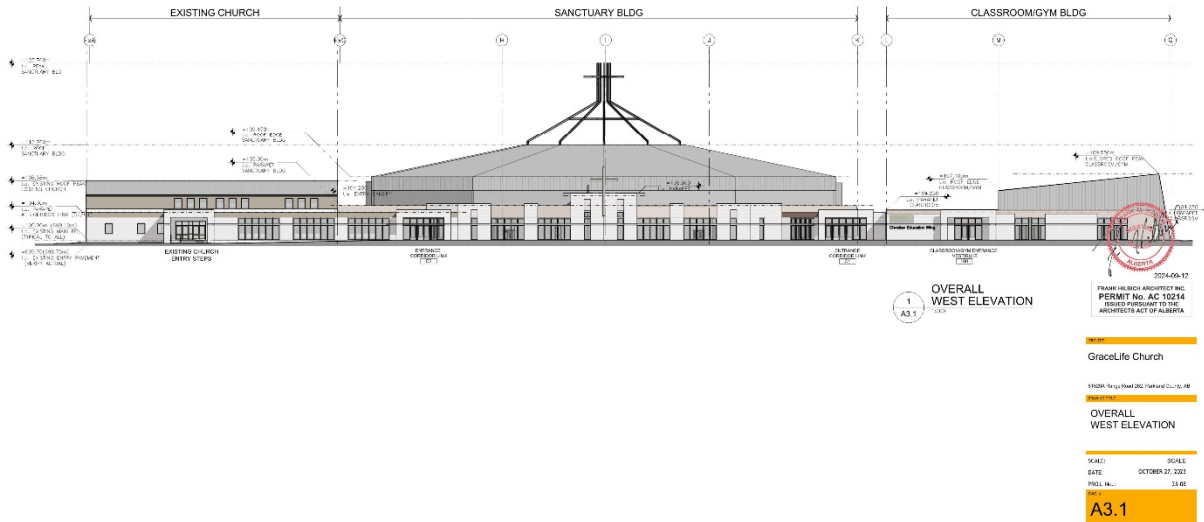
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PROJECT:
 GRACELIFE CHURCH

SCALE: SCALE
DATE: SEPTEMBER 9, 2024
PROJ. No.: 23-08
REV.:
A2.6

TRAFFIC IMPACT ASSESSMENT

GRACELIFE CHURCH EXPANSION
LOT 1A & 1B, Blk. 1, Plan 1020669, NW-35-51-26-W4M
Parkland County
Hwy. 627:04 (Garden Valley Rd.) & Rge. Rd. 262 (Willowdale Rd.)



The proposed expansion is projected to add traffic to the site for use of the new facilities as follows:

- Mondays: No activities planned.
- Tuesdays: Evening Family Use: 30 – 40 families from 7:00pm to 10:00pm
- Wednesdays: Late Morning Use: 80 vehicles from 9:30am to 11:30am
- Wednesdays: Evening Family Use: 60 families from 7:00pm to 10:00pm
- Thursdays: Evening Family Use: 30 – 40 families from 7:00pm to 10:00pm
- Fridays: Evening Family Use: 30 – 40 families from 7:00pm to 10:00pm
(2 times per month only)
- Saturdays: Evening Family Use: 30 – 40 families from 7:00pm to 10:00pm
(2 times per month only)
- Sundays: Daily Use: Regular use as per past; already accounting for in traffic

Overall, the increase in traffic for this site could be summarized to add 80 trips per day on the average. On Wednesdays the traffic volume peaks at approximately 140 trips in and 140 trips out for the whole day. On Mondays and every second Fridays & Saturdays, there may be no additional trips all day.

It is important to note that none of this increased activities and additional traffic generation will occur during the AM Peak Weekday Hour (7:30am – 8:30am) of traffic or the PM Peak Weekday Hour (4:30pm – 5:30pm) of traffic for the local roadways and highways in the area.

Projected Traffic Summary

Daily Traffic:	= 80 trips per day
AM Peak Hour:	= 0 trips per hour
PM Peak Hour:	= 0 trips per hour

These values above represent the traffic generation once the development is fully built and operating.

Since the proposed development is not projected to add any additional traffic during the AM Peak Hour or the PM Peak Hour of traffic, this development does not trigger these improvements (additional left turn storage) being made in the future. The left turn capacity for WB to SB traffic is sufficient for the next 20 years during the off-peak hours and evening hours when the addition to the church site is to be mainly used. Therefore, no improvements are recommended.

Illumination is not warranted at the intersection of Highway 627:04 and Range Road 262 presently and for the next 20 years upon calculation of the illumination warrant. The illumination analysis indicates for all three time milestones that "Illumination Warranted Delineation Lighting to Illuminate Pedestrians or Cross Street Traffic". It is important to note that neither pedestrians are using or projected to use this rural intersection on the highway or any significant cross traffic is occurring. Also, the traffic turning movement diagrams projects only 1 cross movement per day in each direction on Range Road 262 since the north leg of intersection is within the Enoch First Nations. This is very minimal and would likely occur during daylight. Therefore, illumination is not recommended for this intersection for the next 20 years for these reasons.

Signalization is not warranted at the intersection for the next 20 years.

In summary, the proposed development does not impact the existing transportation infrastructure at the Highway 627:04 and Range Road 262 intersections from 2024 to 2044 **as well as the intersection to the development access with Range Road 262,**

6.2 Closure

We trust the information provided meets your present requirements. Should any questions arise, please contact our office at your convenience.



Darcy O. Paulichuk, P. Eng.



Oct. 4, 2024

APEGGA Permit to Practice Number: P12132

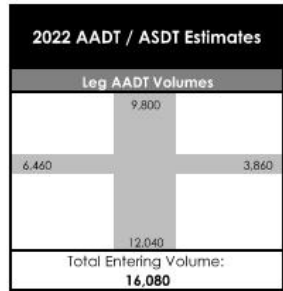
APPENDIX A

ALBERTA HIGHWAYS TRAFFIC COUNT

Reference Number:
84490

Intersection of:
60 & 627 W OF EDMONTON

North On: 60	Vehicle Type	Volume	%
	A: Passenger Vehicle	8,270	84.4%
	B: Recreational Vehicle	124	1.3%
	C: Bus	30	0.3%
	D: Single Unit Truck	496	5.1%
	E: Tractor Trailer Unit	880	9.0%
	AADT	9,800	
	ASDT	11,320	



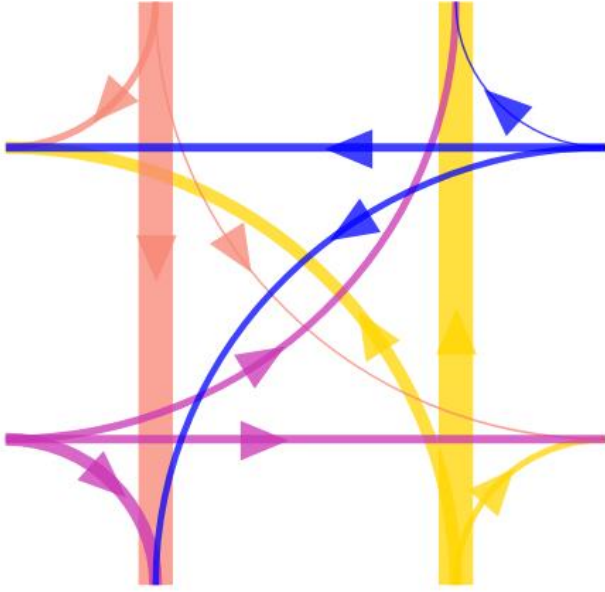
From North			
4,900			
	Right	Thru	Left
	810	3,850	240
A	659	3,247	203
B	2	60	3
C	3	10	4
D	40	178	25
E	106	355	5

To North	
4,900	
A	4,161
B	59
C	13
D	253
E	414

To West	
3,220	
A	2,908
B	21
C	13
D	101
E	177

West On: 627	Volume	%
A	5,818	90.1%
B	48	0.7%
C	27	0.4%
D	214	3.3%
E	353	5.5%
AADT	6,460	
ASDT	7,460	

From West			
3,240			
	Left	Thru	Right
	820	970	1,450
A	667	932	1,311
B	3	3	21
C	4	6	4
D	37	25	51
E	109	4	63



From East			
1,920			
	Left	Thru	Right
	720	970	230
A	706	924	191
B	3	3	2
C	2	7	2
D	8	25	29
E	1	11	6

East On: 627	Vehicle Type	Volume	%
	A	3,667	95.0%
	B	20	0.5%
	C	24	0.6%
	D	122	3.2%
	E	27	0.7%
AADT	3,860		
ASDT	4,450		

To East	
1,940	
A	1,846
B	12
C	13
D	60
E	9

ABBREVIATIONS:

AADT: Annual Average Daily Traffic.
Average daily traffic expressed as vehicles per day for the period from January 1 to December 31 (inclusive), 365 days.

ASDT: Average Summer Daily Traffic.
Average daily traffic expressed as vehicles per day for the period from May 1 to September 30 (inclusive), 153 days.

To South	
6,020	
A	5,264
B	84
C	16
D	237
E	419

From South			
6,020			
	Left	Thru	Right
	1,440	3,850	730
A	1,325	3,303	711
B	16	54	6
C	3	7	3
D	36	187	10
E	60	299	0

South On: 60	Vehicle Type	Volume	%
	A: Passenger Vehicle	10,603	88.1%
	B: Recreational Vehicle	160	1.3%
	C: Bus	29	0.2%
	D: Single Unit Truck	470	3.9%
	E: Tractor Trailer Unit	778	6.5%
	AADT	12,040	
	ASDT	13,880	

NOTE:
Coloured line thickness corresponds to turning movement volume.

Reference Number:
84490

Intersection of:
60 & 627 W OF EDMONTON

North On: 40	Vehicle Type	Volume	%
	A: Passenger Vehicle	1,032	86.2%
	B: Recreational Vehicle	0	0.0%
	C: Bus	7	0.6%
	D: Single Unit Truck	63	5.3%
	E: Tractor Trailer Unit	95	7.9%
	AM	1,197	

2022 AM 100th Highest Hour Estimates	
Leg AM Volumes	
	1,197
878	412
	1,455
Total Entering Volume: 1,971	

From North			
	Right	Thru	Left
	46	294	21
A	34	227	10
B	0	0	0
C	0	1	4
D	6	22	7
E	6	44	0

To North	
	Volume
	836
A	761
B	0
C	2
D	28
E	45

To West	
	Volume
	285
A	262
B	0
C	0
D	14
E	9

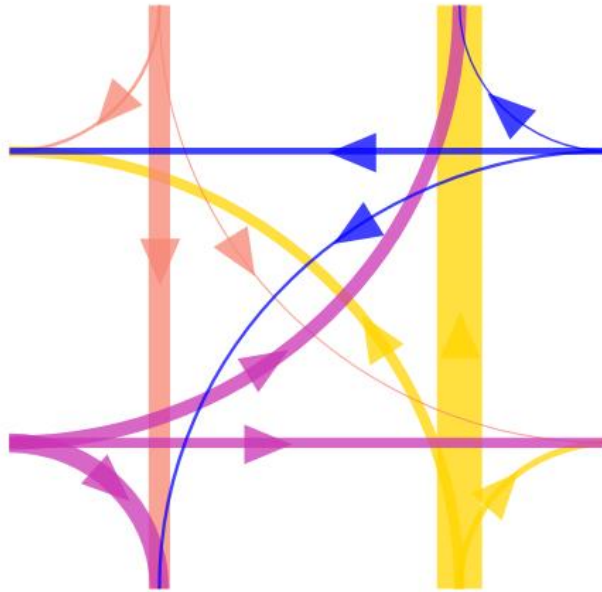
West On: 627	Volume	%
A	816	92.9%
B	0	0.0%
C	7	0.8%
D	27	3.1%
E	28	3.2%
	AM	878

From West			
	Left	Thru	Right
	191	140	262
A	174	133	247
B	0	0	0
C	1	6	0
D	6	1	6
E	10	0	9

From East			
	Left	Thru	Right
	44	92	26
A	44	91	26
B	0	0	0
C	0	0	0
D	0	1	0
E	0	0	0

East On: 627	Vehicle Type	Volume	%
	A	390	94.7%
	B	0	0.0%
	C	10	2.4%
	D	12	2.9%
	E	0	0.0%
	AM	412	

To East	
	Volume
	250
A	229
B	0
C	10
D	11
E	0



To South	
	Volume
	600
A	518
B	0
C	1
D	28
E	53

From South			
	Left	Thru	Right
	147	419	89
A	137	561	86
B	0	0	0
C	0	1	0
D	7	22	3
E	3	35	0

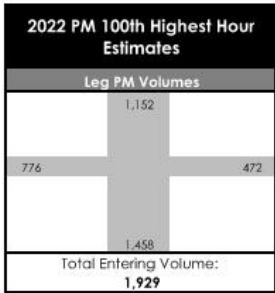
South On: 60	Vehicle Type	Volume	%
	A: Passenger Vehicle	1,302	89.5%
	B: Recreational Vehicle	0	0.0%
	C: Bus	2	0.1%
	D: Single Unit Truck	60	4.1%
	E: Tractor Trailer Unit	91	6.3%
	AM	1,455	

NOTE:
Coloured line thickness corresponds to turning movement volume.

Reference Number:
84490

Intersection of:
60 & 627 W OF EDMONTON

Vehicle Type	Volume	%
A: Passenger Vehicle	1,061	92.1%
B: Recreational Vehicle	14	1.2%
C: Bus	0	0.0%
D: Single Unit Truck	34	3.0%
E: Tractor Trailer Unit	43	3.7%
PM		1,152



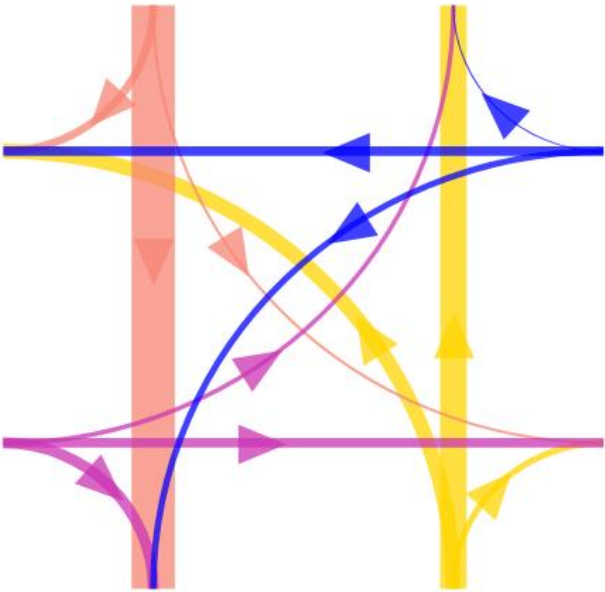
From North			
	Right	Thru	Left
	110	582	37
A	107	545	36
B	0	9	1
C	0	0	0
D	2	10	0
E	1	18	0

To North	
	Volume
	423
A	373
B	4
C	0
D	22
E	24

To West	
	Volume
	441
A	432
B	3
C	0
D	5
E	1

Volume	%
A	755 97.3%
B	5 0.6%
C	0 0.0%
D	9 1.2%
E	7 0.9%
PM	
776	

From West			
	Left	Thru	Right
	60	128	147
A	52	128	143
B	1	0	1
C	0	0	0
D	3	0	1
E	4	0	2



From East		
Left	Thru	Right
86	128	8
83	126	8
1	1	0
0	0	0
2	1	0
0	0	0

Vehicle Type	Volume	%
A	465	98.5%
B	3	0.6%
C	1	0.2%
D	3	0.6%
E	0	0.0%
PM		472

To East	
	Volume
	250
A	248
B	1
C	1
D	0
E	0

To South	
	Volume
	815
A	771
B	11
C	0
D	13
E	20

From South		
Left	Thru	Right
203	355	85
199	313	84
2	3	0
0	0	1
2	19	0
0	20	0

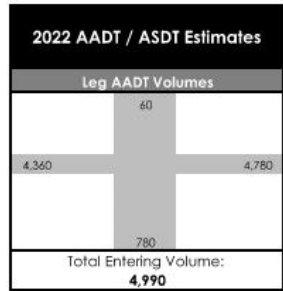
Vehicle Type	Volume	%
A: Passenger Vehicle	1,367	93.8%
B: Recreational Vehicle	16	1.1%
C: Bus	1	0.1%
D: Single Unit Truck	34	2.3%
E: Tractor Trailer Unit	40	2.7%
PM		1,458

NOTE:
Coloured line thickness corresponds to turning movement volume.

Reference Number:
70000238

Intersection of:
627 & RGE RD 261 (FLEMING RD) 35-51-26-400000000

Vehicle Type	Volume	%
A: Passenger Vehicle	58	96.7%
B: Recreational Vehicle	0	0.0%
C: Bus	0	0.0%
D: Single Unit Truck	0	0.0%
E: Tractor Trailer Unit	2	3.3%
AADT	60	
ASDT	80	



From North			
	Right	Thru	Left
	10	10	10
A	0	0	0
B	0	0	0
C	0	0	0
D	0	0	0
E	0	0	0

To North	
	Volume
	30
A	28
B	0
C	0
D	0
E	2

To West	
	Volume
	2,170
A	2,084
B	6
C	19
D	52
E	9

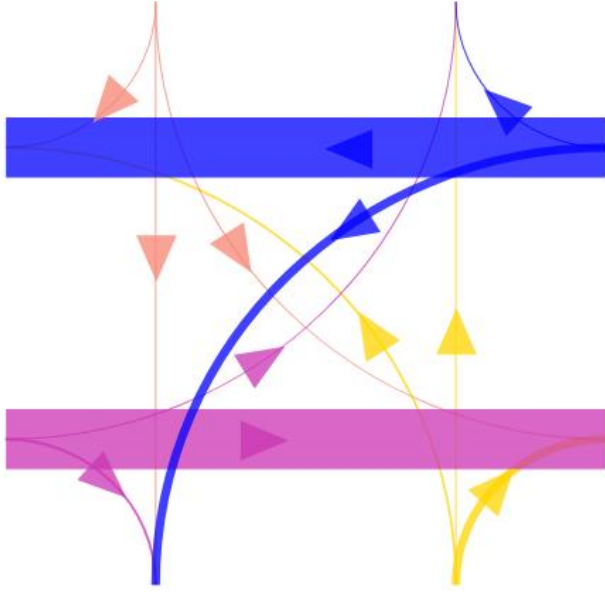
Volume	%
A: 4,187	96.0%
B: 10	0.2%
C: 34	0.8%
D: 111	2.5%
E: 18	0.4%
AADT	4,360
ASDT	5,030

From West			
	Left	Thru	Right
	10	2,090	90
A	10	2,013	80
B	0	4	0
C	0	13	2
D	0	55	4
E	0	5	4

From East			
	Left	Thru	Right
	300	2,080	10
A	290	2,007	8
B	1	6	0
C	0	18	0
D	9	45	0
E	0	4	2

Vehicle Type	Volume	%
A: Passenger Vehicle	4,615	96.5%
B: Recreational Vehicle	11	0.2%
C: Bus	32	0.7%
D: Single Unit Truck	111	2.3%
E: Tractor Trailer Unit	11	0.2%
AADT	4,780	
ASDT	5,530	

To East	
	Volume
	2,390
A	2,310
B	4
C	14
D	57
E	5



To South	
	Volume
	400
A	380
B	1
C	2
D	13
E	4

From South			
	Left	Thru	Right
	80	10	290
A	67	10	287
B	0	0	0
C	1	0	1
D	7	0	2
E	5	0	0

Vehicle Type	Volume	%
A: Passenger Vehicle	744	95.4%
B: Recreational Vehicle	1	0.1%
C: Bus	4	0.5%
D: Single Unit Truck	22	2.8%
E: Tractor Trailer Unit	9	1.2%
AADT	780	
ASDT	890	

ABBREVIATIONS:

AADT: Annual Average Daily Traffic.
Average daily traffic expressed as vehicles per day for the period from January 1 to December 31 (inclusive), 365 days.

ASDT: Average Summer Daily Traffic.
Average daily traffic expressed as vehicles per day for the period from May 1 to September 30 (inclusive), 153 days.

NOTE:
Coloured line thickness corresponds to turning movement volume.

Reference Number:
70000238

Intersection of:
627 & RGE RD 261 (FLEMING RD) 35-
51-26-400000000

North On: Rge Rd 261	Vehicle Type	Volume	%
	A: Passenger Vehicle	6	100.0%
	B: Recreational Vehicle	0	0.0%
	C: Bus	0	0.0%
	D: Single Unit Truck	0	0.0%
	E: Tractor Trailer Unit	0	0.0%
	AM	6	

2022 AM 100th Highest Hour Estimates

Leg AM Volumes	
6	6
518	581
121	121
Total Entering Volume: 613	

From North

	Right	Thru	Left
	0	2	2
A	0	2	2
B	0	0	0
C	0	0	0
D	0	0	0
E	0	0	0

To North

	Volume
	2
A	2
B	0
C	0
D	0
E	0

To West

	Volume
	209
A	202
B	0
C	2
D	5
E	0

West On: 627

Vehicle Type	Volume	%
A	487	94.0%
B	0	0.0%
C	7	1.4%
D	21	4.1%
E	3	0.6%
AM	518	

From East

	Left	Thru	Right
	19	197	0
A	19	192	0
B	0	0	0
C	0	0	0
D	0	5	0
E	0	0	0

East On: 627

Vehicle Type	Volume	%
A	554	95.4%
B	0	0.0%
C	5	0.9%
D	19	3.3%
E	3	0.5%
AM	581	

From West

	Left	Thru	Right
	0	293	16
A	0	271	14
B	0	0	0
C	0	5	0
D	0	14	2
E	0	3	0

To East

	Volume
	365
A	343
B	0
C	5
D	14
E	3

To South

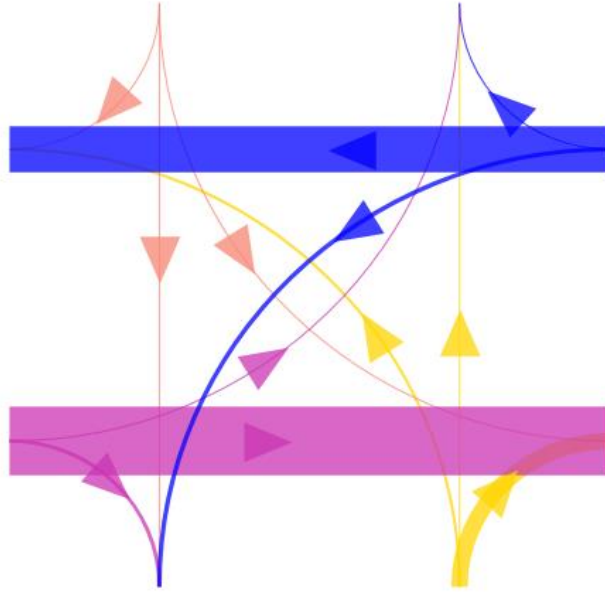
	Volume
	37
A	35
B	0
C	0
D	2
E	0

From South

	Left	Thru	Right
	12	2	70
A	10	2	70
B	0	0	0
C	2	0	0
D	0	0	0
E	0	0	0

South On: Rge Rd 261

Vehicle Type	Volume	%
A: Passenger Vehicle	117	96.7%
B: Recreational Vehicle	0	0.0%
C: Bus	2	1.7%
D: Single Unit Truck	2	1.7%
E: Tractor Trailer Unit	0	0.0%
AM	121	



NOTE:
Coloured line thickness corresponds to turning movement volume.

Reference Number:
70000238

Intersection of:
627 & RGE RD 261 (FLEMING RD) 35-
51-26-400000000

North On: Rge Rd 261	Vehicle Type	Volume	%
	A: Passenger Vehicle	4	100.0%
	B: Recreational Vehicle	0	0.0%
	C: Bus	0	0.0%
	D: Single Unit Truck	0	0.0%
	E: Tractor Trailer Unit	0	0.0%
	PM	4	

2022 PM 100th Highest Hour Estimates		
Leg PM Volumes		
	4	
528		580
	88	
Total Entering Volume: 600		

From North			
	Right	Thru	Left
	0	1	0
A	0	1	0
B	0	0	0
C	0	0	0
D	0	0	0
E	0	0	0

To North	
	Volume
	3
A	3
B	0
C	0
D	0
E	0

To West	
	Volume
	256
A	249
B	0
C	4
D	3
E	0

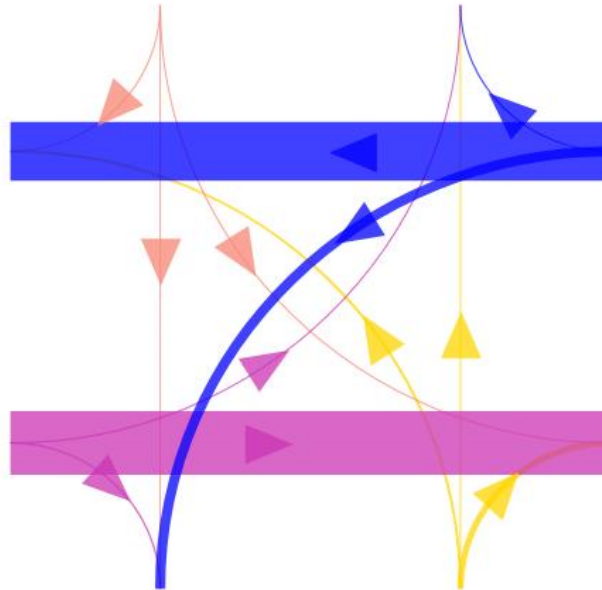
West On: 627	Volume	%
A	515	97.5%
B	0	0.0%
C	6	1.1%
D	7	1.3%
E	0	0.0%
	PM	528

From West			
	Left	Thru	Right
	0	260	6
A	0	260	6
B	0	0	0
C	0	1	1
D	0	4	0
E	0	0	0

From East			
	Left	Thru	Right
	42	245	2
A	41	239	2
B	1	0	0
C	0	4	0
D	0	2	0
E	0	0	0

East On: 627	Volume	%
A	567	97.8%
B	1	0.2%
C	5	0.9%
D	7	1.2%
E	0	0.0%
	PM	580

To East	
	Volume
	291
A	285
B	0
C	1
D	5
E	0



To South	
	Volume
	50
A	48
B	1
C	1
D	0
E	0

From South			
	Left	Thru	Right
	11	1	26
A	10	1	25
B	0	0	0
C	0	0	0
D	1	0	1
E	0	0	0

South On: Rge Rd 261	Vehicle Type	Volume	%
	A: Passenger Vehicle	84	95.5%
	B: Recreational Vehicle	1	1.1%
	C: Bus	1	1.1%
	D: Single Unit Truck	2	2.3%
	E: Tractor Trailer Unit	0	0.0%
	PM	88	

NOTE:
Coloured line thickness corresponds to turning movement volume.

Turning Movement Summary Diagram

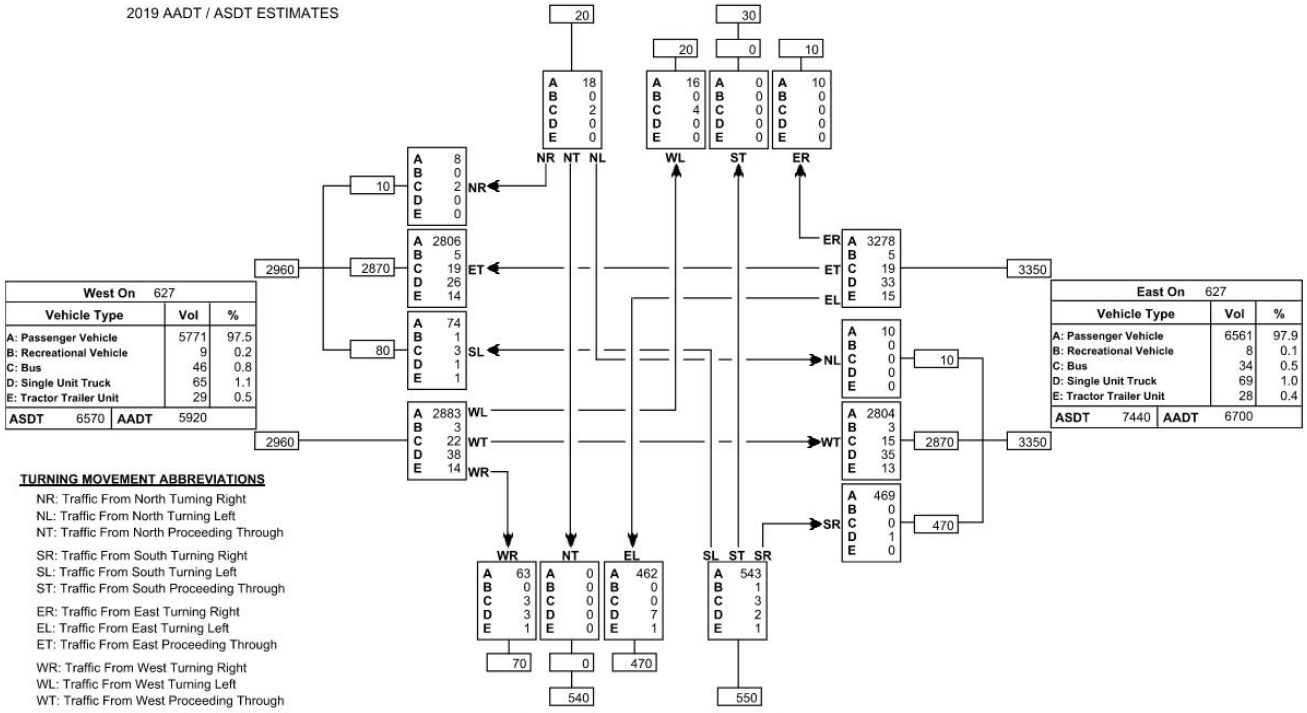
Reference No.: 70000238

Intersection of:

627 & RGE RD 261 (FLEMING RD) 35-51-26-400000000

2019 AADT / ASDT ESTIMATES

North On Rge Rd 261		
Vehicle Type	Vol	%
A: Passenger Vehicle	44	88.0
B: Recreational Vehicle	0	0.0
C: Bus	6	12.0
D: Single Unit Truck	0	0.0
E: Tractor Trailer Unit	0	0.0
ASDT	60	
AADT	50	



TURNING MOVEMENT ABBREVIATIONS

AADT: Annual Average Daily Traffic
 Average daily traffic expressed as vehicles per day for period of January 1 to December 31 (365 days)
 ASDT: Average Summer Daily Traffic
 Average daily traffic expressed as vehicles per day for period of May 1 to September 30 (153 days)

South On Rge Rd 261		
Vehicle Type	Vol	%
A: Passenger Vehicle	1068	98.0
B: Recreational Vehicle	1	0.1
C: Bus	6	0.6
D: Single Unit Truck	12	1.1
E: Tractor Trailer Unit	3	0.3
ASDT	1210	
AADT	1090	

Turning Movement Summary Diagram

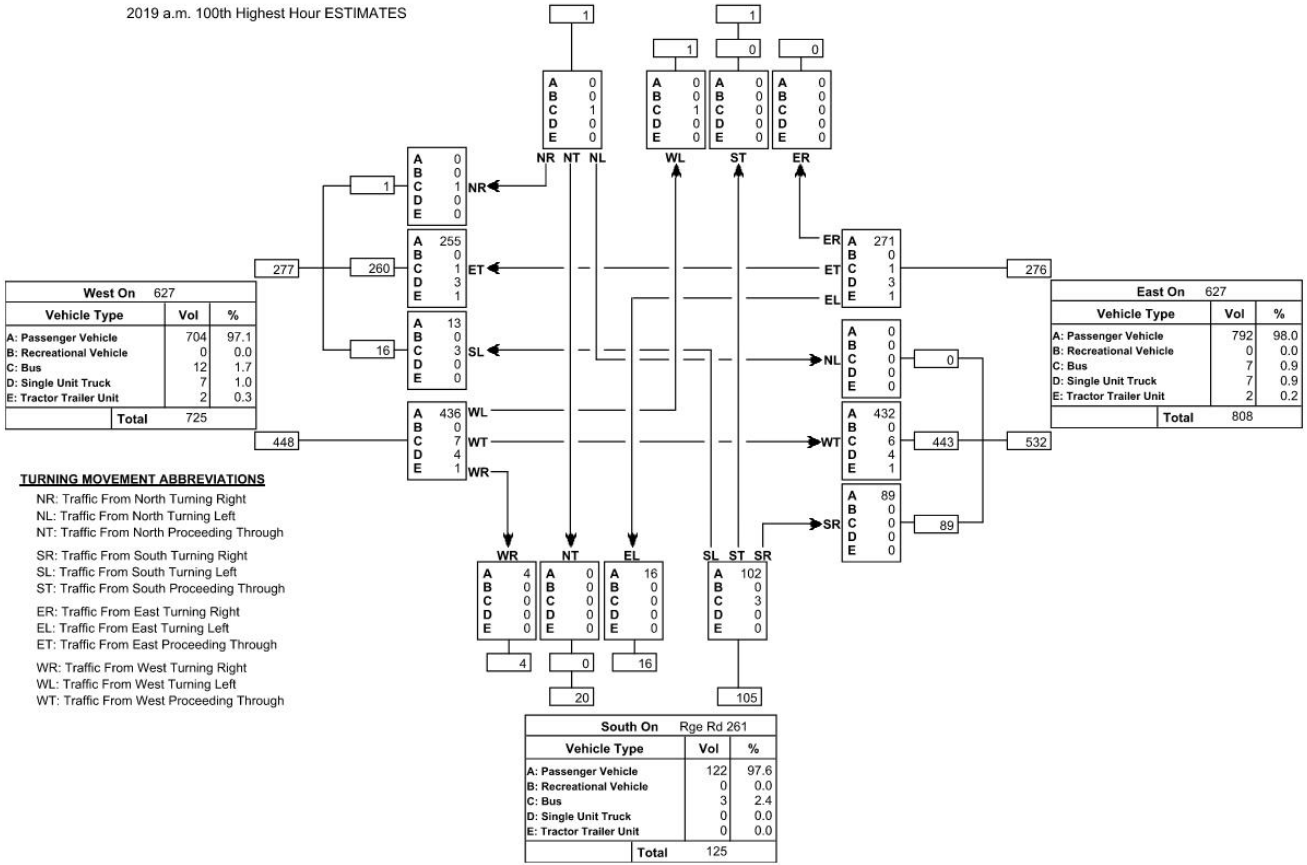
Reference No.: 70000238

Intersection of:

627 & RGE RD 261 (FLEMING RD) 35-51-26-40000000

2019 a.m. 100th Highest Hour ESTIMATES

North On Rge Rd 261		
Vehicle Type	Vol	%
A: Passenger Vehicle	0	0.0
B: Recreational Vehicle	0	0.0
C: Bus	2	100.0
D: Single Unit Truck	0	0.0
E: Tractor Trailer Unit	0	0.0
Total	2	



Turning Movement Summary Diagram

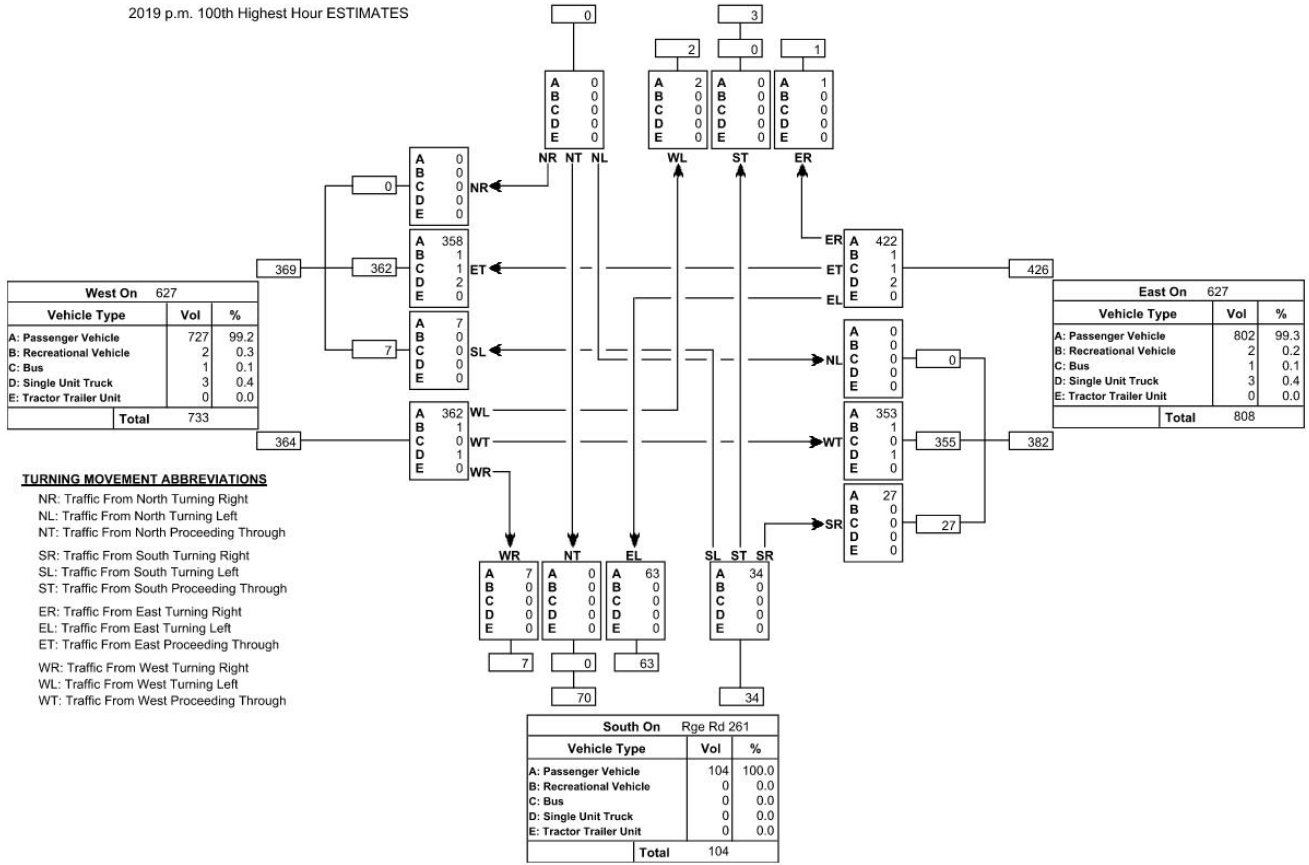
Reference No.: 70000238

Intersection of:

627 & RGE RD 261 (FLEMING RD) 35-51-26-40000000

2019 p.m. 100th Highest Hour ESTIMATES

North On Rge Rd 261		
Vehicle Type	Vol	%
A: Passenger Vehicle	3	100.0
B: Recreational Vehicle	0	0.0
C: Bus	0	0.0
D: Single Unit Truck	0	0.0
E: Tractor Trailer Unit	0	0.0
Total	3	



APPENDIX B

2023 – 2044 TURNING MOVEMENT DIAGRAMS
– Highway 627:04 & Rge. Rd. 262

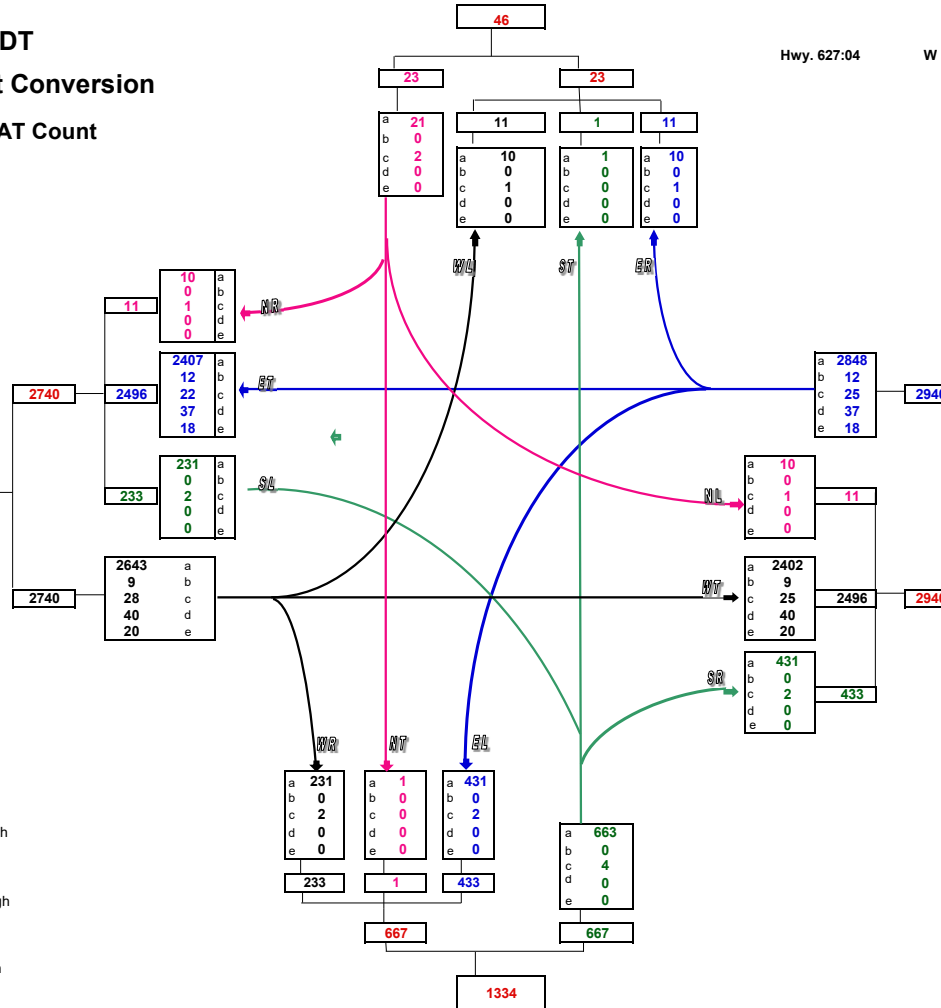
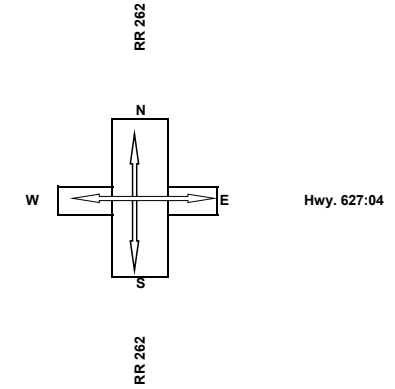
Turning Movement Summary Diagram

Intersection of: Hwy. 627:04 & Rge. Rd. 262

2022 AADT
from Traffic Count Conversion
Based on 2019 AT Count

WEST LEG ON Hwy. 627:04		
Vehicle Type	Vol.	%
A - Passenger Vehicle	5291	96.6
B - Recreational Vehicle	21	0.4
C - Bus	53	1.0
D - Single Unit Truck	77	1.4
E - Tractor Trailer Unit	38	0.7
Total	5480	

NORTH LEG ON RR 262		
Vehicle Type	Vol.	%
A - Passenger Vehicle	42	91.3
B - Recreational Vehicle	0	0.0
C - Bus	4	8.7
D - Single Unit Truck	0	0.0
E - Tractor Trailer Unit	0	0.0
Total	46	



NR: Traffic from North Turning Right
NL: Traffic from North Turning Left
NT: Traffic from North Proceeding Through

SR: Traffic from South Turning Right
SL: Traffic from South Turning Left
ST: Traffic from South Proceeding Through

ER: Traffic from East Turning Right
EL: Traffic from East Turning Left
ET: Traffic from East Proceeding Through

WR: Traffic from West Turning Right
WL: Traffic from West Turning Left
WT: Traffic from West Proceeding Through

TURNING MOVEMENT ABBREVIATIONS

AAAT: Average Annual Daily Traffic
Average daily traffic expressed as vehicles per day for period of January 1 to December 31 (365 days)

ASDT: Average Summer Daily Traffic
Average daily traffic expressed as vehicles per day for period of May 1 to September 30 (153 days)

SOUTH LEG ON RR 262		
Vehicle Type	Vol.	%
A - Passenger Vehicle	1326	99.4
B - Recreational Vehicle	0	0.0
C - Bus	8	0.6
D - Single Unit Truck	0	0.0
E - Tractor Trailer Unit	0	0.0
Total	1334	

EAST LEG ON Hwy. 627:04		
Vehicle Type	Vol.	%
A - Passenger Vehicle	5691	96.8
B - Recreational Vehicle	21	0.4
C - Bus	53	0.9
D - Single Unit Truck	77	1.3
E - Tractor Trailer Unit	38	0.6
Total	5880	

AAAT Conversion Factor
1.0802

Turning Movement Summary Diagram

2022 AM PEAK HOURLY VOLUME
from Traffic Count Conversion

WEST LEG ON Hwy. 627:04		
Vehicle Type	Vol.	%
A - Passenger Vehicle	653	100.0
B - Recreational Vehicle	0	0.0
C - Bus	0	0.0
D - Single Unit Truck	0	0.0
E - Tractor Trailer Unit	0	0.0
Total	653	

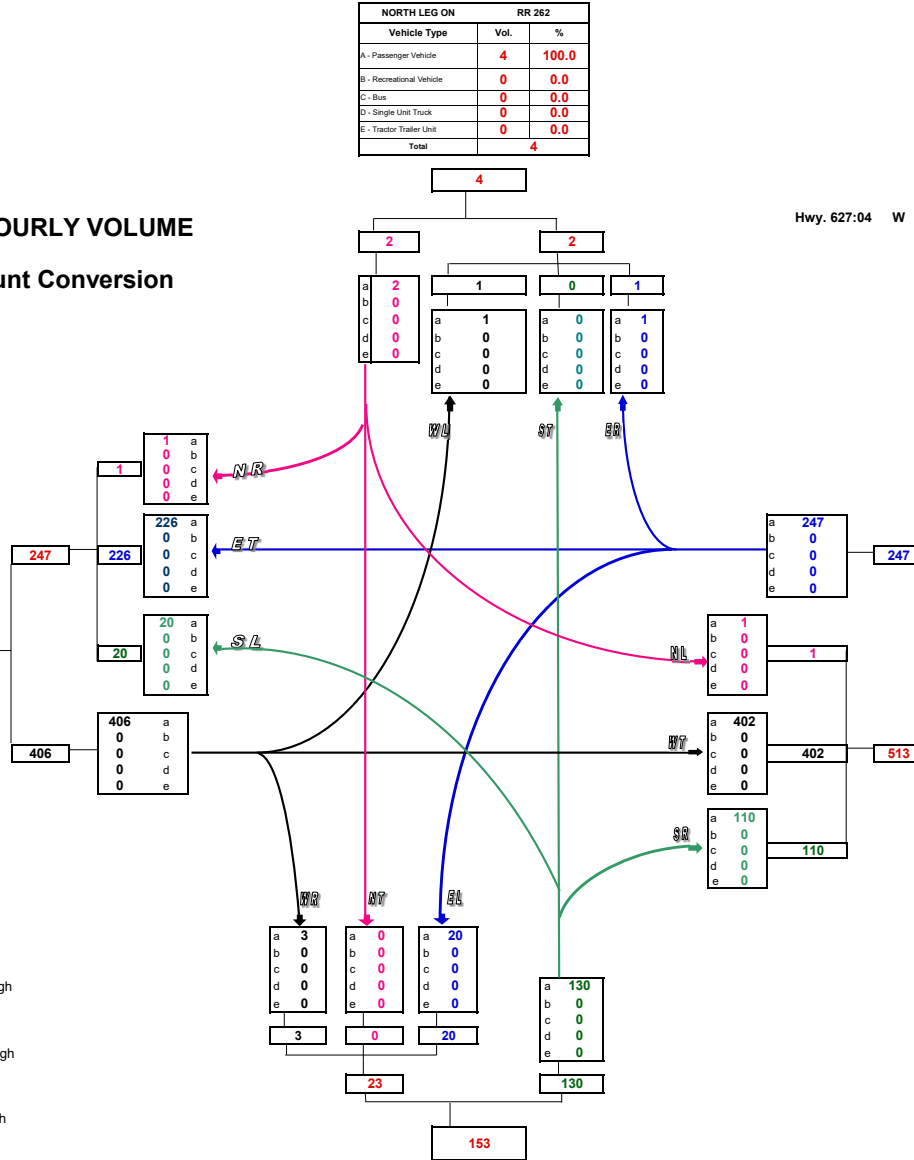
NORTH LEG ON RR 262		
Vehicle Type	Vol.	%
A - Passenger Vehicle	4	100.0
B - Recreational Vehicle	0	0.0
C - Bus	0	0.0
D - Single Unit Truck	0	0.0
E - Tractor Trailer Unit	0	0.0
Total	4	

EAST LEG ON Hwy. 627:04		
Vehicle Type	Vol.	%
A - Passenger Vehicle	760	100.0
B - Recreational Vehicle	0	0.0
C - Bus	0	0.0
D - Single Unit Truck	0	0.0
E - Tractor Trailer Unit	0	0.0
Total	760	

SOUTH LEG ON RR 262		
Vehicle Type	Vol.	%
A - Passenger Vehicle	153	100.0
B - Recreational Vehicle	0	0.0
C - Bus	0	0.0
D - Single Unit Truck	0	0.0
E - Tractor Trailer Unit	0	0.0
Total	153	

- TURNING MOVEMENT ABBREVIATIONS**
- NR: Traffic from North Turning Right
 - NL: Traffic from North Turning Left
 - NT: Traffic from North Proceeding Through
 - SR: Traffic from South Turning Right
 - SL: Traffic from South Turning Left
 - ST: Traffic from South Proceeding Through
 - ER: Traffic from East Turning Right
 - EL: Traffic from East Turning Left
 - ET: Traffic from East Proceeding Through
 - WR: Traffic from West Turning Right
 - WL: Traffic from West Turning Left
 - WT: Traffic from West Proceeding Through

- TURNING MOVEMENT ABBREVIATIONS**
- AADT: Average Annual Daily Traffic
Average daily traffic expressed as vehicles per day for period of January 1 to December 31 (365 days)
 - ASDT: Average Summer Daily Traffic
Average daily traffic expressed as vehicles per day for period of May 1 to September 30 (153 days)



Turning Movement Summary Diagram

2022 PM PEAK HOURLY VOLUME
from Traffic Count Conversion

WEST LEG ON Hwy. 627:04		
Vehicle Type	Vol.	%
A - Passenger Vehicle	659	95.9
B - Recreational Vehicle	3	0.4
C - Bus	5	0.7
D - Single Unit Truck	16	2.3
E - Tractor Trailer Unit	4	0.6
Total	687	

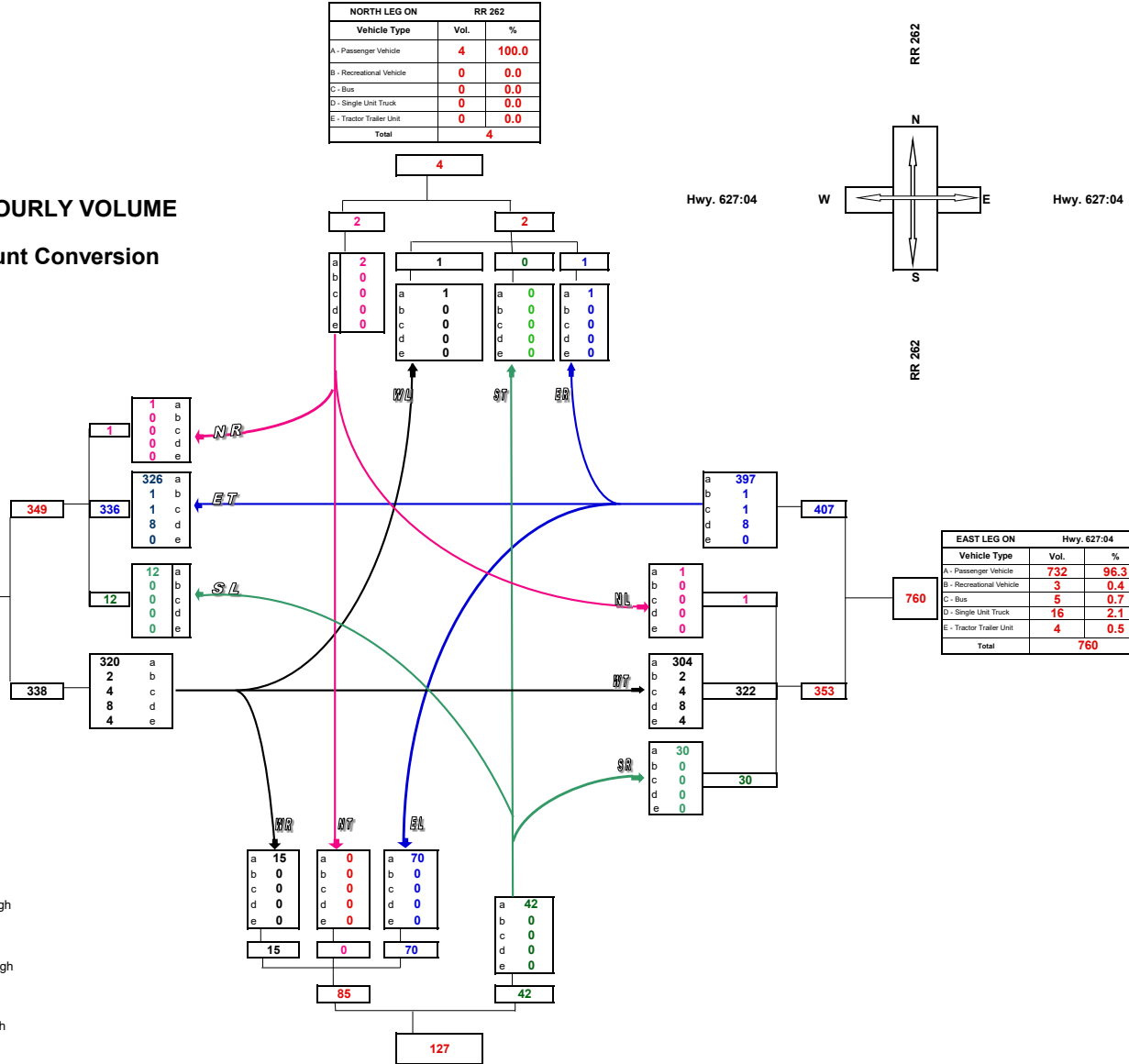
NORTH LEG ON RR 262		
Vehicle Type	Vol.	%
A - Passenger Vehicle	4	100.0
B - Recreational Vehicle	0	0.0
C - Bus	0	0.0
D - Single Unit Truck	0	0.0
E - Tractor Trailer Unit	0	0.0
Total	4	

EAST LEG ON Hwy. 627:04		
Vehicle Type	Vol.	%
A - Passenger Vehicle	732	96.3
B - Recreational Vehicle	3	0.4
C - Bus	5	0.7
D - Single Unit Truck	16	2.1
E - Tractor Trailer Unit	4	0.5
Total	760	

SOUTH LEG ON RR 262		
Vehicle Type	Vol.	%
A - Passenger Vehicle	127	100.0
B - Recreational Vehicle	0	0.0
C - Bus	0	0.0
D - Single Unit Truck	0	0.0
E - Tractor Trailer Unit	0	0.0
Total	127	

- TURNING MOVEMENT ABBREVIATIONS**
- NR: Traffic from North Turning Right
 - NL: Traffic from North Turning Left
 - NT: Traffic from North Proceeding Through
 - SR: Traffic from South Turning Right
 - SL: Traffic from South Turning Left
 - ST: Traffic from South Proceeding Through
 - ER: Traffic from East Turning Right
 - EL: Traffic from East Turning Left
 - ET: Traffic from East Proceeding Through
 - WR: Traffic from West Turning Right
 - WL: Traffic from West Turning Left
 - WT: Traffic from West Proceeding Through

- TURNING MOVEMENT ABBREVIATIONS**
- AADT: Average Annual Daily Traffic
Average daily traffic expressed as vehicles per day for period of January 1 to December 31 (365 days)
 - ASDT: Average Summer Daily Traffic
Average daily traffic expressed as vehicles per day for period of May 1 to September 30 (153 days)

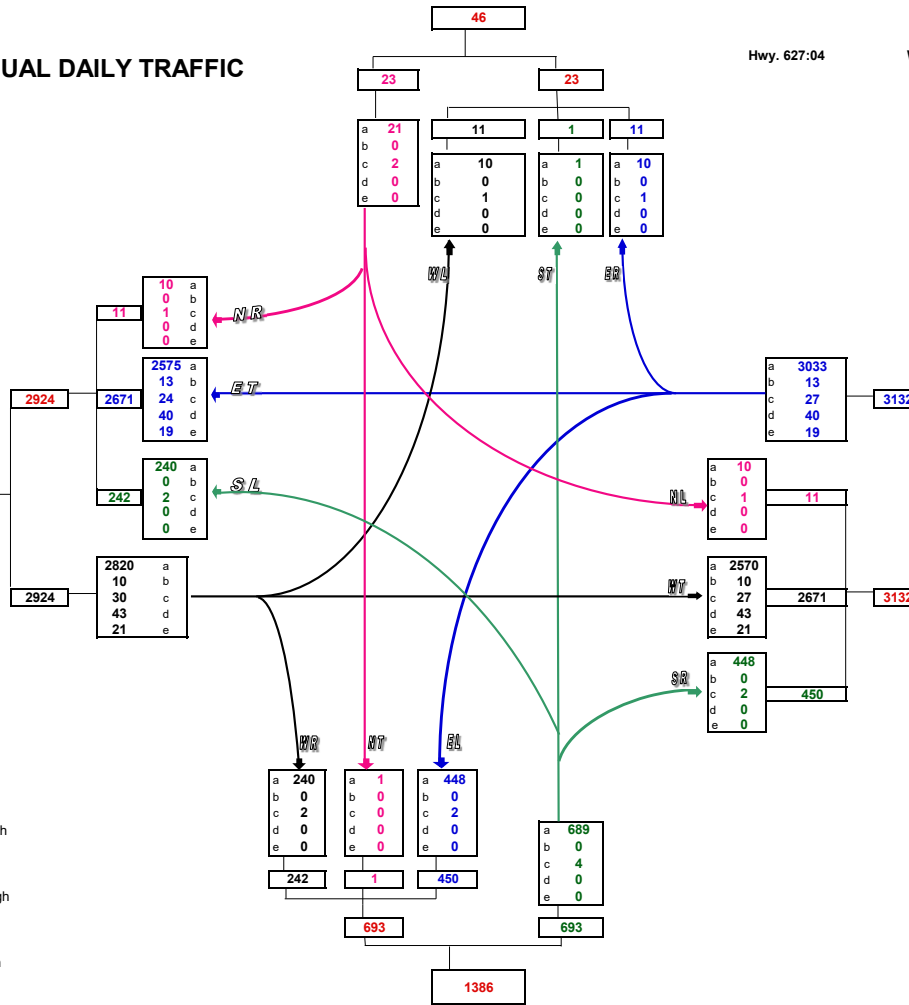
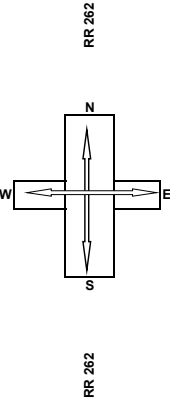


Turning Movement Summary Diagram

2024 ESTIMATED ANNUAL DAILY TRAFFIC

WEST LEG ON Hwy. 627:04		
Vehicle Type	Vol.	%
A - Passenger Vehicle	5645	96.5
B - Recreational Vehicle	23	0.4
C - Bus	57	1.0
D - Single Unit Truck	83	1.4
E - Tractor Trailer Unit	40	0.7
Total	5848	

NORTH LEG ON RR 262		
Vehicle Type	Vol.	%
A - Passenger Vehicle	42	91.3
B - Recreational Vehicle	0	0.0
C - Bus	4	8.7
D - Single Unit Truck	0	0.0
E - Tractor Trailer Unit	0	0.0
Total	46	



EAST LEG ON Hwy. 627:04		
Vehicle Type	Vol.	%
A - Passenger Vehicle	6061	96.8
B - Recreational Vehicle	23	0.4
C - Bus	57	0.9
D - Single Unit Truck	83	1.3
E - Tractor Trailer Unit	40	0.6
Total	6264	

- TURNING MOVEMENT ABBREVIATIONS**
- NR: Traffic from North Turning Right
 - NL: Traffic from North Turning Left
 - NT: Traffic from North Proceeding Through
 - SR: Traffic from South Turning Right
 - SL: Traffic from South Turning Left
 - ST: Traffic from South Proceeding Through
 - ER: Traffic from East Turning Right
 - EL: Traffic from East Turning Left
 - ET: Traffic from East Proceeding Through
 - WR: Traffic from West Turning Right
 - WL: Traffic from West Turning Left
 - WT: Traffic from West Proceeding Through

SOUTH LEG ON RR 262		
Vehicle Type	Vol.	%
A - Passenger Vehicle	1376	99.4
B - Recreational Vehicle	0	0.0
C - Bus	8	0.6
D - Single Unit Truck	0	0.0
E - Tractor Trailer Unit	0	0.0
Total	1386	

- TURNING MOVEMENT ABBREVIATIONS**
- AADT: Average Annual Daily Traffic
 - Average daily traffic expressed as vehicles per day for period of January 1 to December 31 (365 days)
 - ASDT: Average Summer Daily Traffic
 - Average daily traffic expressed as vehicles per day for period of May 1 to September 30 (153 days)

Turning Movement Summary Diagram

2024 ESTIMATED AM PEAK HOURLY VOLUME

WEST LEG ON Hwy. 627:04		
Vehicle Type	Vol.	%
A - Passenger Vehicle	698	100.0
B - Recreational Vehicle	0	0.0
C - Bus	0	0.0
D - Single Unit Truck	0	0.0
E - Tractor Trailer Unit	0	0.0
Total	698	

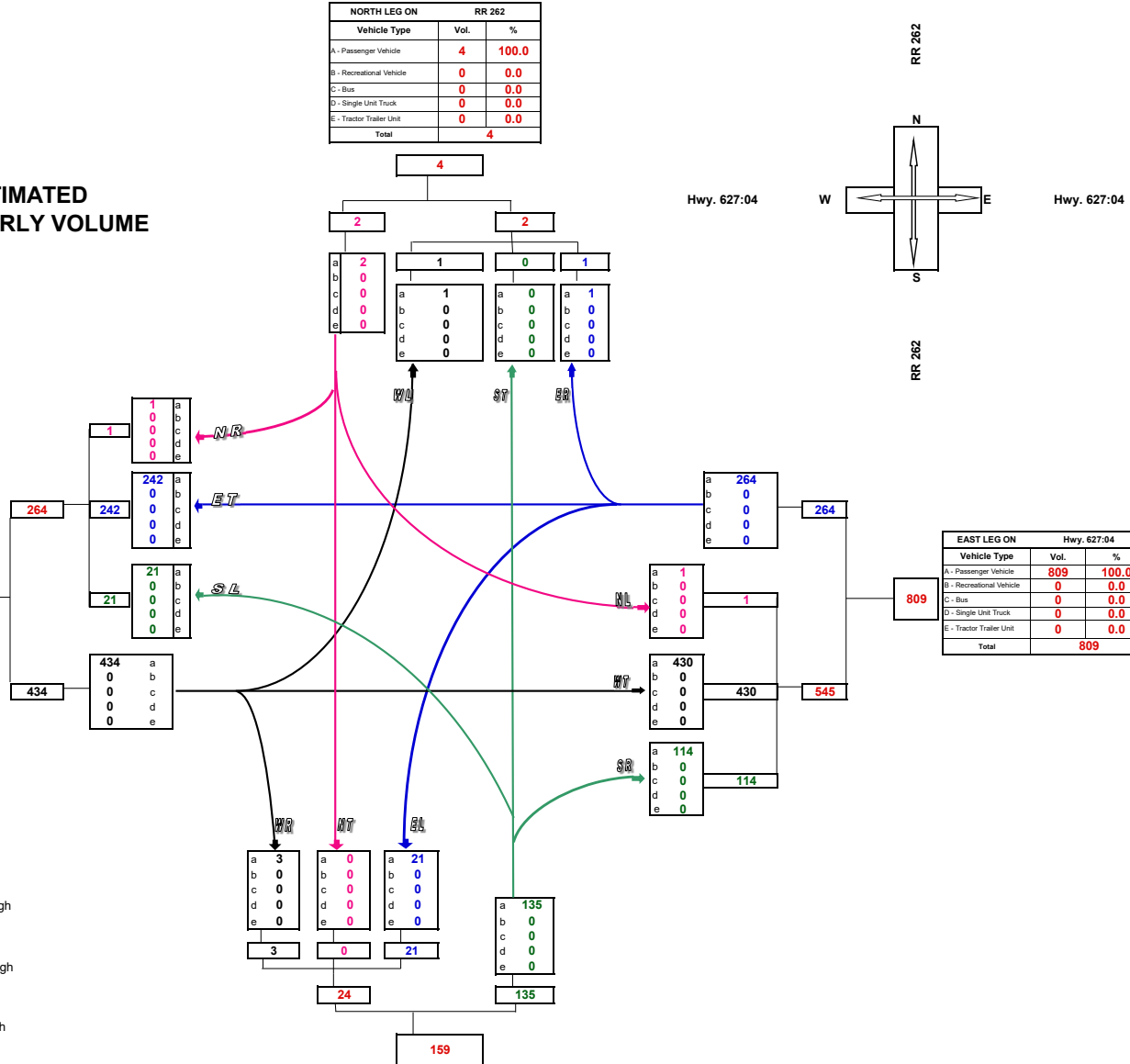
NORTH LEG ON RR 262		
Vehicle Type	Vol.	%
A - Passenger Vehicle	4	100.0
B - Recreational Vehicle	0	0.0
C - Bus	0	0.0
D - Single Unit Truck	0	0.0
E - Tractor Trailer Unit	0	0.0
Total	4	

EAST LEG ON Hwy. 627:04		
Vehicle Type	Vol.	%
A - Passenger Vehicle	809	100.0
B - Recreational Vehicle	0	0.0
C - Bus	0	0.0
D - Single Unit Truck	0	0.0
E - Tractor Trailer Unit	0	0.0
Total	809	

SOUTH LEG ON RR 262		
Vehicle Type	Vol.	%
A - Passenger Vehicle	159	100.0
B - Recreational Vehicle	0	0.0
C - Bus	0	0.0
D - Single Unit Truck	0	0.0
E - Tractor Trailer Unit	0	0.0
Total	159	

- TURNING MOVEMENT ABBREVIATIONS**
- NR: Traffic from North Turning Right
 - NL: Traffic from North Turning Left
 - NT: Traffic from North Proceeding Through
 - SR: Traffic from South Turning Right
 - SL: Traffic from South Turning Left
 - ST: Traffic from South Proceeding Through
 - ER: Traffic from East Turning Right
 - EL: Traffic from East Turning Left
 - ET: Traffic from East Proceeding Through
 - WR: Traffic from West Turning Right
 - WL: Traffic from West Turning Left
 - WT: Traffic from West Proceeding Through

- TURNING MOVEMENT ABBREVIATIONS**
- AADT: Average Annual Daily Traffic
Average daily traffic expressed as vehicles per day for period of January 1 to December 31 (365 days)
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Average daily traffic expressed as vehicles per day for period of May 1 to September 30 (153 days)



Turning Movement Summary Diagram

**2024 ESTIMATED
PM PEAK HOURLY VOLUME**

WEST LEG ON Hwy. 627:04		
Vehicle Type	Vol.	%
A - Passenger Vehicle	704	95.9
B - Recreational Vehicle	3	0.4
C - Bus	5	0.7
D - Single Unit Truck	18	2.5
E - Tractor Trailer Unit	4	0.5
Total	734	

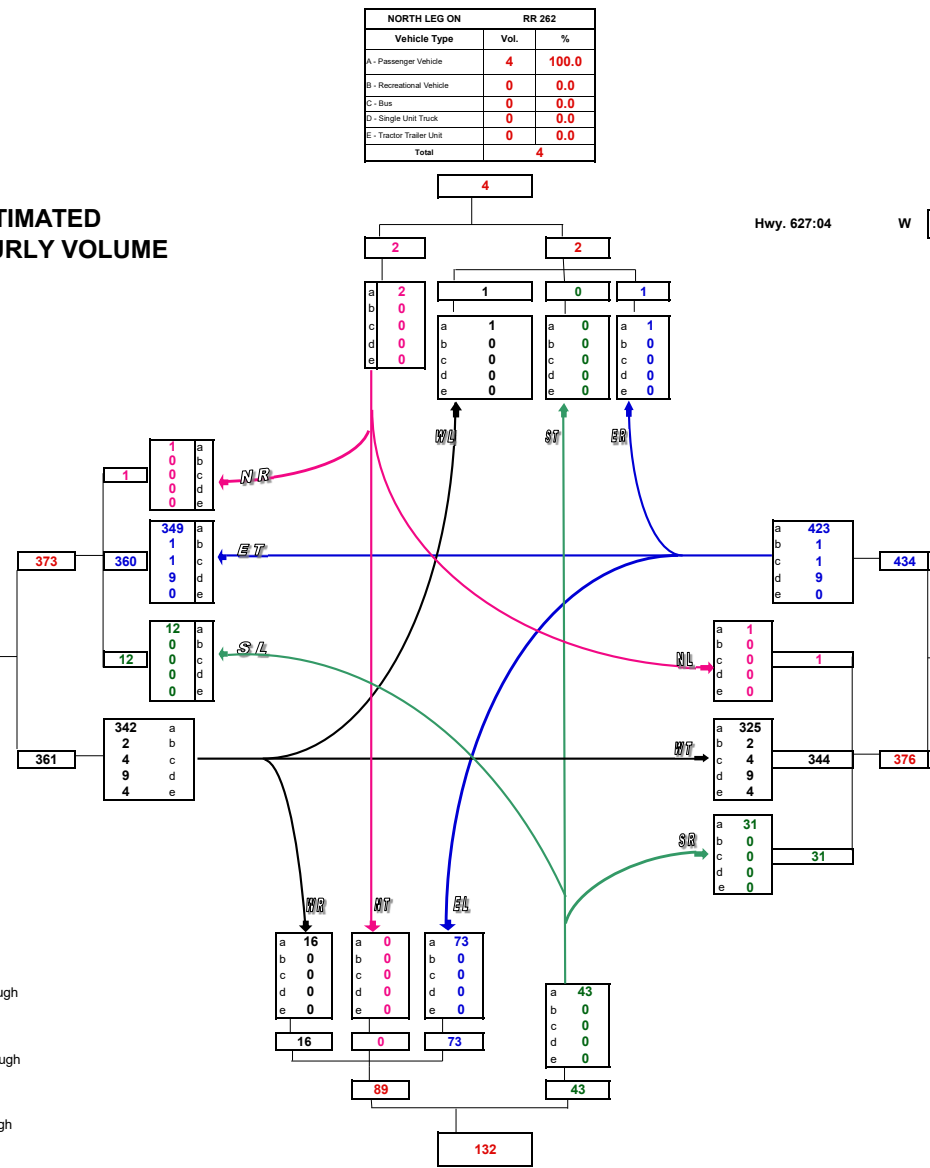
NORTH LEG ON RR 262		
Vehicle Type	Vol.	%
A - Passenger Vehicle	4	100.0
B - Recreational Vehicle	0	0.0
C - Bus	0	0.0
D - Single Unit Truck	0	0.0
E - Tractor Trailer Unit	0	0.0
Total	4	

EAST LEG ON Hwy. 627:04		
Vehicle Type	Vol.	%
A - Passenger Vehicle	780	96.3
B - Recreational Vehicle	3	0.4
C - Bus	5	0.6
D - Single Unit Truck	18	2.2
E - Tractor Trailer Unit	4	0.5
Total	810	

SOUTH LEG ON RR 262		
Vehicle Type	Vol.	%
A - Passenger Vehicle	132	100.0
B - Recreational Vehicle	0	0.0
C - Bus	0	0.0
D - Single Unit Truck	0	0.0
E - Tractor Trailer Unit	0	0.0
Total	132	

- TURNING MOVEMENT ABBREVIATIONS**
- NR: Traffic from North Turning Right
 - NL: Traffic from North Turning Left
 - NT: Traffic from North Proceeding Through
 - SR: Traffic from South Turning Right
 - SL: Traffic from South Turning Left
 - ST: Traffic from South Proceeding Through
 - ER: Traffic from East Turning Right
 - EL: Traffic from East Turning Left
 - ET: Traffic from East Proceeding Through
 - WR: Traffic from West Turning Right
 - WL: Traffic from West Turning Left
 - WT: Traffic from West Proceeding Through

- TURNING MOVEMENT ABBREVIATIONS**
- AADT: Average Annual Daily Traffic
Average daily traffic expressed as vehicles per day for period of January 1 to December 31 (365 days)
 - ASDT: Average Summer Daily Traffic
Average daily traffic expressed as vehicles per day for period of May 1 to September 30 (153 days)



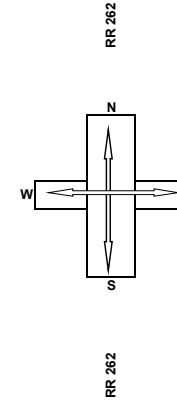
Turning Movement Summary Diagram

2024 PROJECTED DEVELOPMENT ANNUAL AVERAGE DAILY TRAFFIC

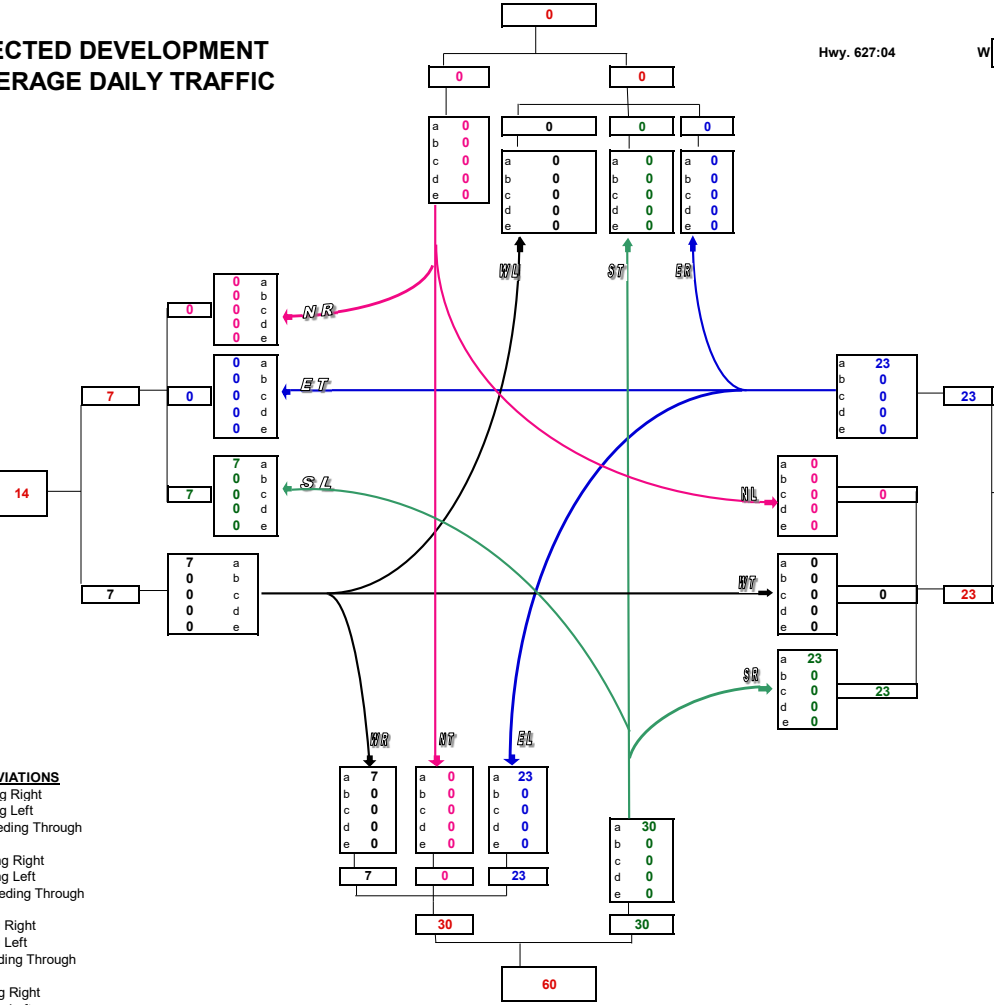
WEST LEG ON		Hwy. 627:04	
Vehicle Type	Vol.	%	
A - Passenger Vehicle	14	100.0	
B - Recreational Vehicle	0	0.0	
C - Bus	0	0.0	
D - Single Unit Truck	0	0.0	
E - Tractor Trailer Unit	0	0.0	
Total	14		

NORTH LEG ON		RR 262	
Vehicle Type	Vol.	%	
A - Passenger Vehicle	0	#DIV/0!	
B - Recreational Vehicle	0	#DIV/0!	
C - Bus	0	#DIV/0!	
D - Single Unit Truck	0	#DIV/0!	
E - Tractor Trailer Unit	0	#DIV/0!	
Total	0		

Hwy. 627:04



Hwy. 627:04



EAST LEG ON		Hwy. 627:04	
Vehicle Type	Vol.	%	
A - Passenger Vehicle	46	100.0	
B - Recreational Vehicle	0	0.0	
C - Bus	0	0.0	
D - Single Unit Truck	0	0.0	
E - Tractor Trailer Unit	0	0.0	
Total	46		

TURNING MOVEMENT ABBREVIATIONS

- NR: Traffic from North Turning Right
- NL: Traffic from North Turning Left
- NT: Traffic from North Proceeding Through

- SR: Traffic from South Turning Right
- SL: Traffic from South Turning Left
- ST: Traffic from South Proceeding Through

- ER: Traffic from East Turning Right
- EL: Traffic from East Turning Left
- ET: Traffic from East Proceeding Through

- WR: Traffic from West Turning Right
- WL: Traffic from West Turning Left
- WT: Traffic from West Proceeding Through

TURNING MOVEMENT ABBREVIATIONS

AADT: Average Annual Daily Traffic
Average daily traffic expressed as vehicles per day for period of January 1 to December 31 (365 days)

ASDT: Average Summer Daily Traffic
Average daily traffic expressed as vehicles per day for period of May 1 to September 30 (153 days)

SOUTH LEG ON		RR 262	
Vehicle Type	Vol.	%	
A - Passenger Vehicle	60	100.0	
B - Recreational Vehicle	0	0.0	
C - Bus	0	0.0	
D - Single Unit Truck	0	0.0	
E - Tractor Trailer Unit	0	0.0	
Total	60		

Turning Movement Summary Diagram

**2024 DEVELOPMENT
AM PEAK HOURLY VOLUME**

WEST LEG ON Hwy. 627:04		
Vehicle Type	Vol.	%
A - Passenger Vehicle	0	#DIV/0!
B - Recreational Vehicle	0	#DIV/0!
C - Bus	0	#DIV/0!
D - Single Unit Truck	0	#DIV/0!
E - Tractor Trailer Unit	0	#DIV/0!
Total	0	

NORTH LEG ON RR 262		
Vehicle Type	Vol.	%
A - Passenger Vehicle	0	#DIV/0!
B - Recreational Vehicle	0	#DIV/0!
C - Bus	0	#DIV/0!
D - Single Unit Truck	0	#DIV/0!
E - Tractor Trailer Unit	0	#DIV/0!
Total	0	

EAST LEG ON Hwy. 627:04		
Vehicle Type	Vol.	%
A - Passenger Vehicle	0	#DIV/0!
B - Recreational Vehicle	0	#DIV/0!
C - Bus	0	#DIV/0!
D - Single Unit Truck	0	#DIV/0!
E - Tractor Trailer Unit	0	#DIV/0!
Total	0	

SOUTH LEG ON RR 262		
Vehicle Type	Vol.	%
A - Passenger Vehicle	0	#DIV/0!
B - Recreational Vehicle	0	#DIV/0!
C - Bus	0	#DIV/0!
D - Single Unit Truck	0	#DIV/0!
E - Tractor Trailer Unit	0	#DIV/0!
Total	0	

- TURNING MOVEMENT ABBREVIATIONS**
- NR: Traffic from North Turning Right
 - NL: Traffic from North Turning Left
 - NT: Traffic from North Proceeding Through

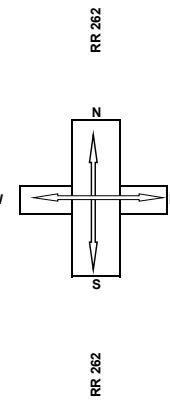
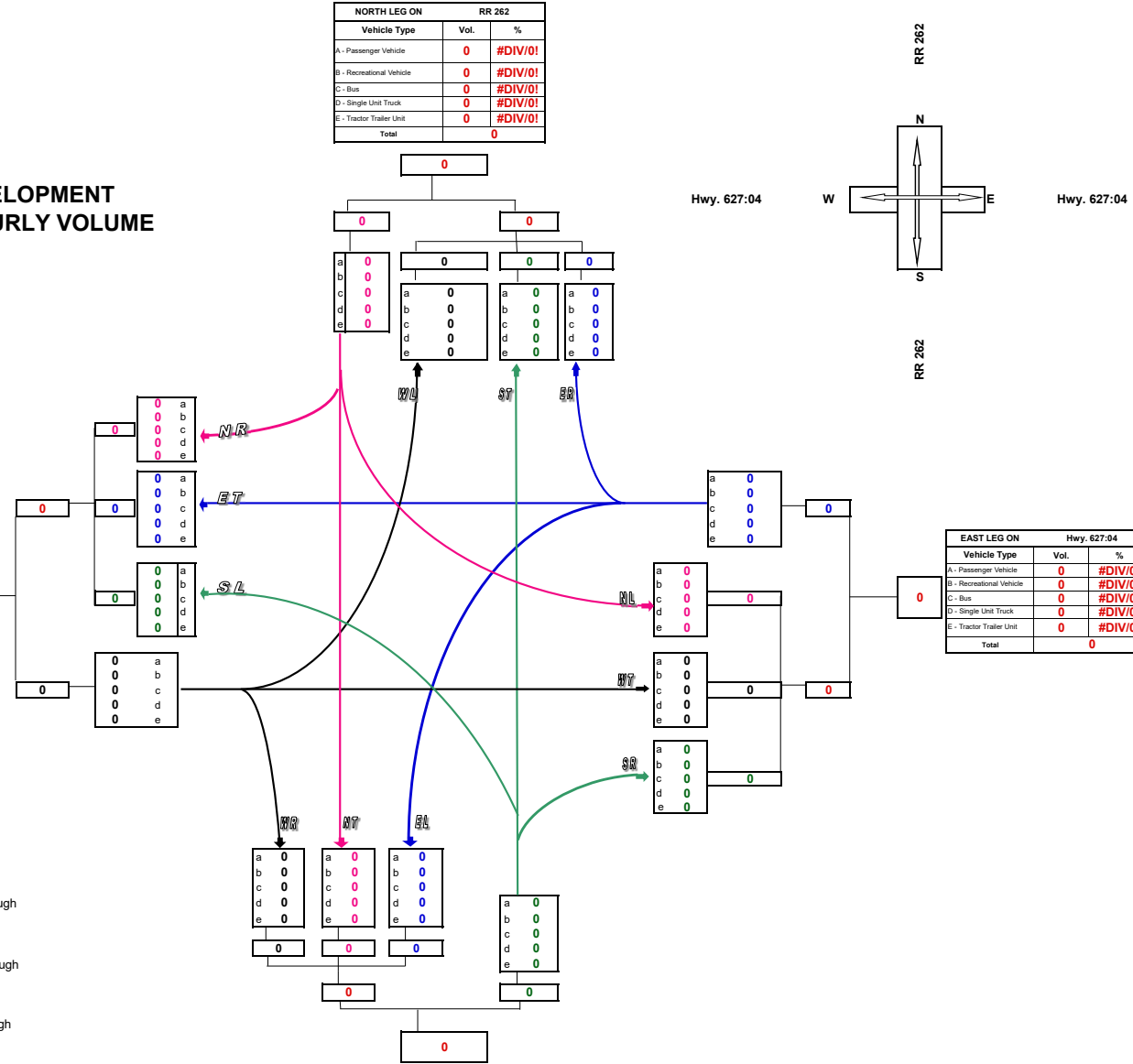
 - SR: Traffic from South Turning Right
 - SL: Traffic from South Turning Left
 - ST: Traffic from South Proceeding Through

 - ER: Traffic from East Turning Right
 - EL: Traffic from East Turning Left
 - ET: Traffic from East Proceeding Through

 - WR: Traffic from West Turning Right
 - WL: Traffic from West Turning Left
 - WT: Traffic from West Proceeding Through

- TURNING MOVEMENT ABBREVIATIONS**
- AADT: Average Annual Daily Traffic
Average daily traffic expressed as vehicles per day for period of January 1 to December 31 (365 days)

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Average daily traffic expressed as vehicles per day for period of May 1 to September 30 (153 days)



Turning Movement Summary Diagram

2024 DEVELOPMENT PM PEAK HOURLY VOLUME

WEST LEG ON Hwy. 627:04		
Vehicle Type	Vol.	%
A - Passenger Vehicle	0	#DIV/0!
B - Recreational Vehicle	0	#DIV/0!
C - Bus	0	#DIV/0!
D - Single Unit Truck	0	#DIV/0!
E - Tractor Trailer Unit	0	#DIV/0!
Total	0	

NORTH LEG ON RR 262		
Vehicle Type	Vol.	%
A - Passenger Vehicle	0	#DIV/0!
B - Recreational Vehicle	0	#DIV/0!
C - Bus	0	#DIV/0!
D - Single Unit Truck	0	#DIV/0!
E - Tractor Trailer Unit	0	#DIV/0!
Total	0	

EAST LEG ON Hwy. 627:04		
Vehicle Type	Vol.	%
A - Passenger Vehicle	0	#DIV/0!
B - Recreational Vehicle	0	#DIV/0!
C - Bus	0	#DIV/0!
D - Single Unit Truck	0	#DIV/0!
E - Tractor Trailer Unit	0	#DIV/0!
Total	0	

SOUTH LEG ON RR 262		
Vehicle Type	Vol.	%
A - Passenger Vehicle	0	#DIV/0!
B - Recreational Vehicle	0	#DIV/0!
C - Bus	0	#DIV/0!
D - Single Unit Truck	0	#DIV/0!
E - Tractor Trailer Unit	0	#DIV/0!
Total	0	

TURNING MOVEMENT ABBREVIATIONS

NR: Traffic from North Turning Right
 NL: Traffic from North Turning Left
 NT: Traffic from North Proceeding Through

SR: Traffic from South Turning Right
 SL: Traffic from South Turning Left
 ST: Traffic from South Proceeding Through

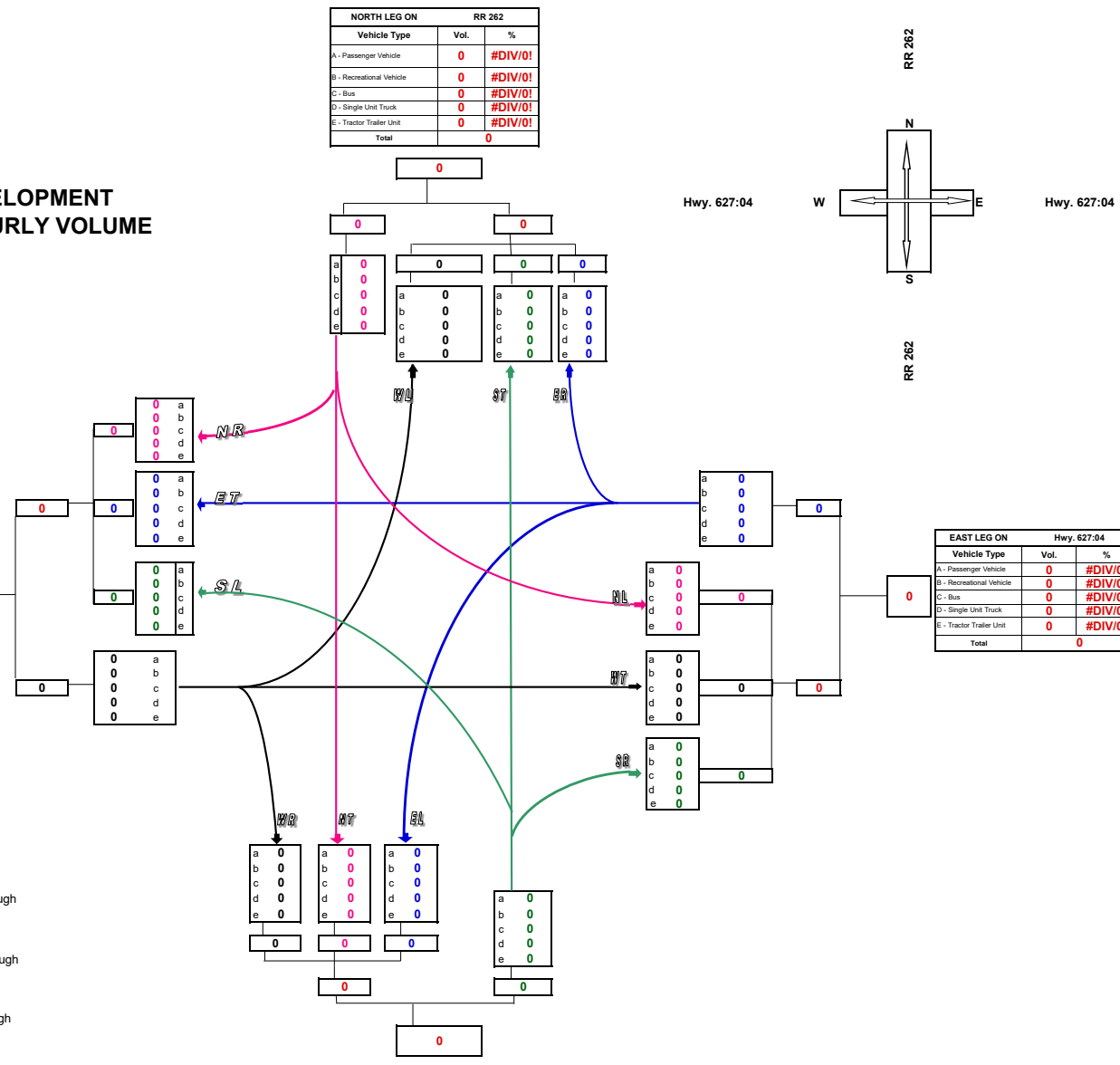
ER: Traffic from East Turning Right
 EL: Traffic from East Turning Left
 ET: Traffic from East Proceeding Through

WR: Traffic from West Turning Right
 WL: Traffic from West Turning Left
 WT: Traffic from West Proceeding Through

TURNING MOVEMENT ABBREVIATIONS

AADT: Average Annual Daily Traffic
 Average daily traffic expressed as vehicles per day for period of January 1 to December 31 (365 days)

ASDT: Average Summer Daily Traffic
 Average daily traffic expressed as vehicles per day for period of May 1 to September 30 (153 days)

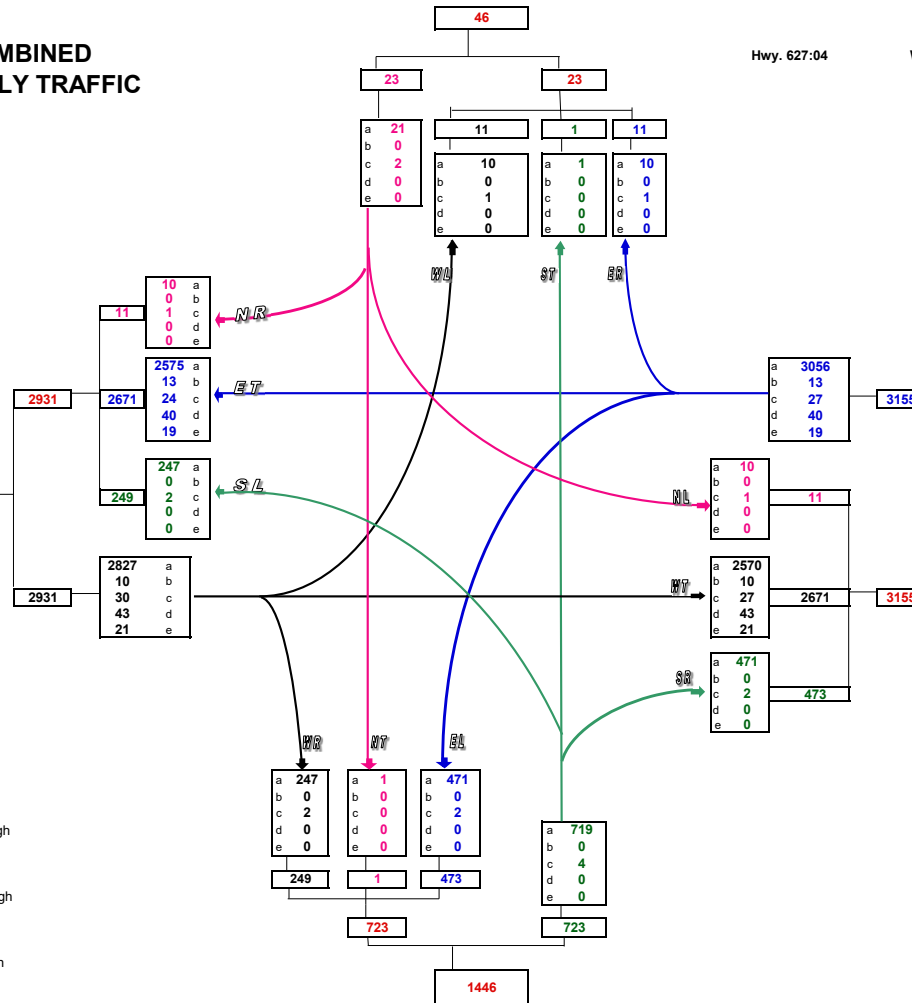
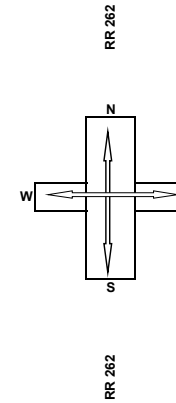


Turning Movement Summary Diagram

2023 COMBINED ANNUAL DAILY TRAFFIC

WEST LEG ON Hwy. 627:04		
Vehicle Type	Vol.	%
A - Passenger Vehicle	5659	96.5
B - Recreational Vehicle	23	0.4
C - Bus	57	1.0
D - Single Unit Truck	83	1.4
E - Tractor Trailer Unit	40	0.7
Total	5862	

NORTH LEG ON RR 262		
Vehicle Type	Vol.	%
A - Passenger Vehicle	42	91.3
B - Recreational Vehicle	0	0.0
C - Bus	4	8.7
D - Single Unit Truck	0	0.0
E - Tractor Trailer Unit	0	0.0
Total	46	



EAST LEG ON Hwy. 627:04		
Vehicle Type	Vol.	%
A - Passenger Vehicle	6107	96.8
B - Recreational Vehicle	23	0.4
C - Bus	57	0.9
D - Single Unit Truck	83	1.3
E - Tractor Trailer Unit	40	0.6
Total	6310	

- TURNING MOVEMENT ABBREVIATIONS**
- NR: Traffic from North Turning Right
 - NL: Traffic from North Turning Left
 - NT: Traffic from North Proceeding Through
 - SR: Traffic from South Turning Right
 - SL: Traffic from South Turning Left
 - ST: Traffic from South Proceeding Through
 - ER: Traffic from East Turning Right
 - EL: Traffic from East Turning Left
 - ET: Traffic from East Proceeding Through
 - WR: Traffic from West Turning Right
 - WL: Traffic from West Turning Left
 - WT: Traffic from West Proceeding Through

- TURNING MOVEMENT ABBREVIATIONS**
- AADT: Average Annual Daily Traffic
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Average daily traffic expressed as vehicles per day for period of May 1 to September 30 (153 days)

SOUTH LEG ON RR 262		
Vehicle Type	Vol.	%
A - Passenger Vehicle	1438	99.4
B - Recreational Vehicle	0	0.0
C - Bus	8	0.6
D - Single Unit Truck	0	0.0
E - Tractor Trailer Unit	0	0.0
Total	1446	

Turning Movement Summary Diagram

**2023 COMBINED
AM PEAK HOURLY VOLUME**

WEST LEG ON Hwy. 627:04		
Vehicle Type	Vol.	%
A - Passenger Vehicle	698	100.0
B - Recreational Vehicle	0	0.0
C - Bus	0	0.0
D - Single Unit Truck	0	0.0
E - Tractor Trailer Unit	0	0.0
Total	698	

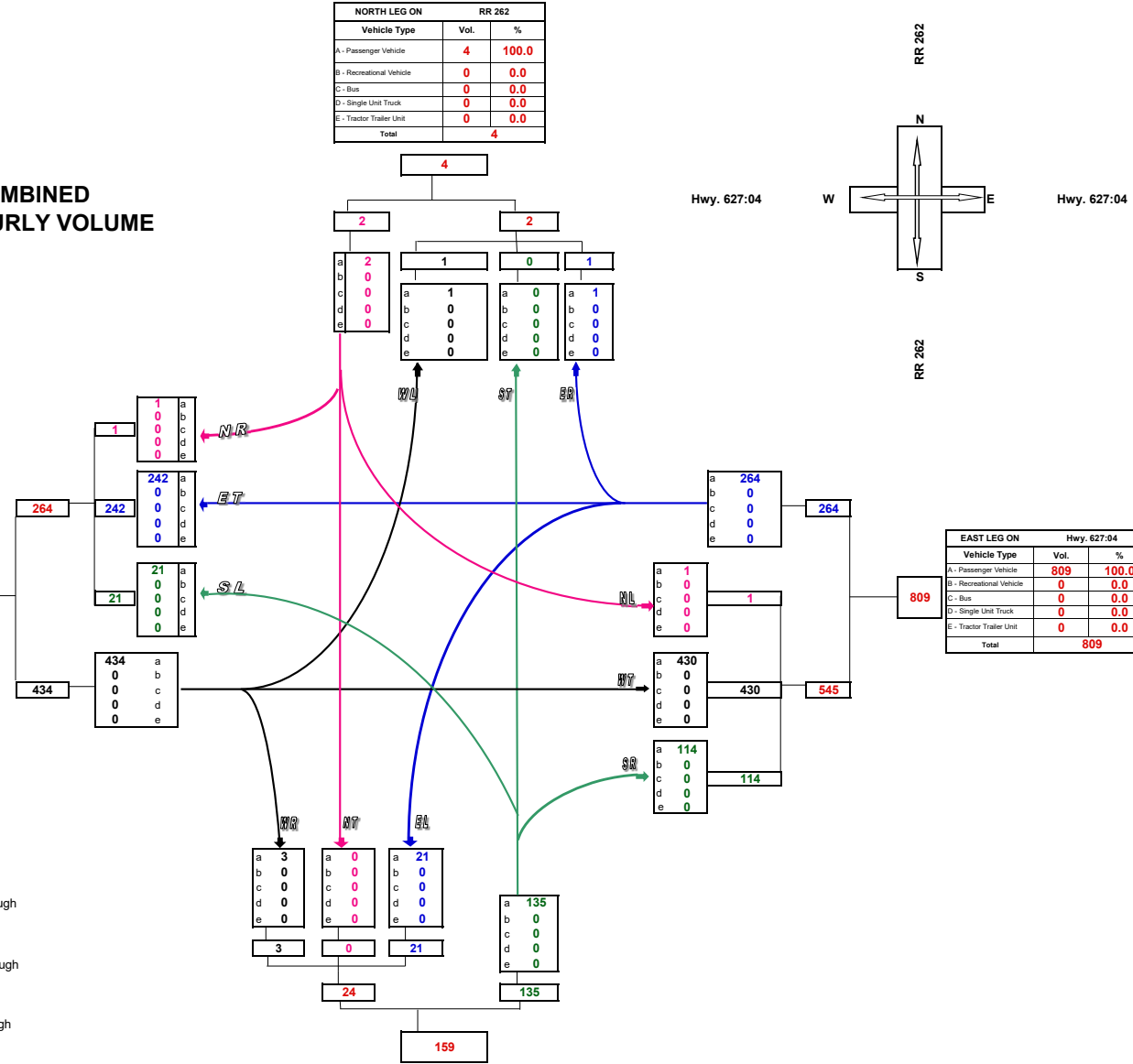
NORTH LEG ON RR 262		
Vehicle Type	Vol.	%
A - Passenger Vehicle	4	100.0
B - Recreational Vehicle	0	0.0
C - Bus	0	0.0
D - Single Unit Truck	0	0.0
E - Tractor Trailer Unit	0	0.0
Total	4	

EAST LEG ON Hwy. 627:04		
Vehicle Type	Vol.	%
A - Passenger Vehicle	809	100.0
B - Recreational Vehicle	0	0.0
C - Bus	0	0.0
D - Single Unit Truck	0	0.0
E - Tractor Trailer Unit	0	0.0
Total	809	

SOUTH LEG ON RR 262		
Vehicle Type	Vol.	%
A - Passenger Vehicle	159	100.0
B - Recreational Vehicle	0	0.0
C - Bus	0	0.0
D - Single Unit Truck	0	0.0
E - Tractor Trailer Unit	0	0.0
Total	159	

- TURNING MOVEMENT ABBREVIATIONS**
- NR: Traffic from North Turning Right
 - NL: Traffic from North Turning Left
 - NT: Traffic from North Proceeding Through
 - SR: Traffic from South Turning Right
 - SL: Traffic from South Turning Left
 - ST: Traffic from South Proceeding Through
 - ER: Traffic from East Turning Right
 - EL: Traffic from East Turning Left
 - ET: Traffic from East Proceeding Through
 - WR: Traffic from West Turning Right
 - WL: Traffic from West Turning Left
 - WT: Traffic from West Proceeding Through

- TURNING MOVEMENT ABBREVIATIONS**
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Average daily traffic expressed as vehicles per day for period of May 1 to September 30 (153 days)



Turning Movement Summary Diagram

**2024 COMBINED
PM PEAK HOURLY VOLUME**

WEST LEG ON Hwy. 627:04		
Vehicle Type	Vol.	%
A - Passenger Vehicle	703	96.0
B - Recreational Vehicle	3	0.4
C - Bus	5	0.7
D - Single Unit Truck	17	2.3
E - Tractor Trailer Unit	4	0.5
Total	732	

NORTH LEG ON RR 262		
Vehicle Type	Vol.	%
A - Passenger Vehicle	4	100.0
B - Recreational Vehicle	0	0.0
C - Bus	0	0.0
D - Single Unit Truck	0	0.0
E - Tractor Trailer Unit	0	0.0
Total	4	

EAST LEG ON Hwy. 627:04		
Vehicle Type	Vol.	%
A - Passenger Vehicle	780	96.4
B - Recreational Vehicle	3	0.4
C - Bus	5	0.6
D - Single Unit Truck	17	2.1
E - Tractor Trailer Unit	4	0.5
Total	809	

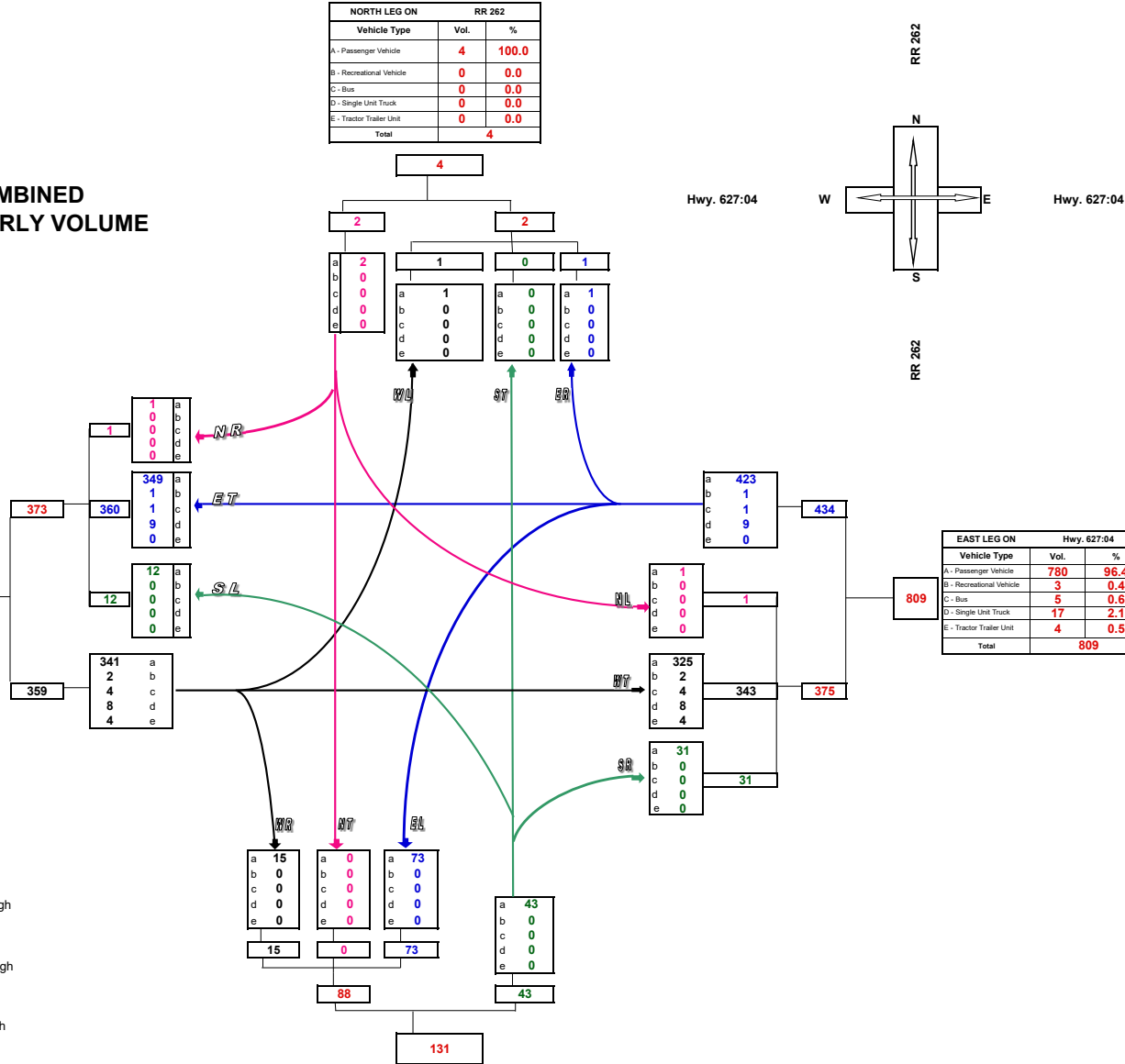
SOUTH LEG ON RR 262		
Vehicle Type	Vol.	%
A - Passenger Vehicle	131	100.0
B - Recreational Vehicle	0	0.0
C - Bus	0	0.0
D - Single Unit Truck	0	0.0
E - Tractor Trailer Unit	0	0.0
Total	131	

TURNING MOVEMENT ABBREVIATIONS

- NR: Traffic from North Turning Right
- NL: Traffic from North Turning Left
- NT: Traffic from North Proceeding Through
- SR: Traffic from South Turning Right
- SL: Traffic from South Turning Left
- ST: Traffic from South Proceeding Through
- ER: Traffic from East Turning Right
- EL: Traffic from East Turning Left
- ET: Traffic from East Proceeding Through
- WR: Traffic from West Turning Right
- WL: Traffic from West Turning Left
- WT: Traffic from West Proceeding Through

TURNING MOVEMENT ABBREVIATIONS

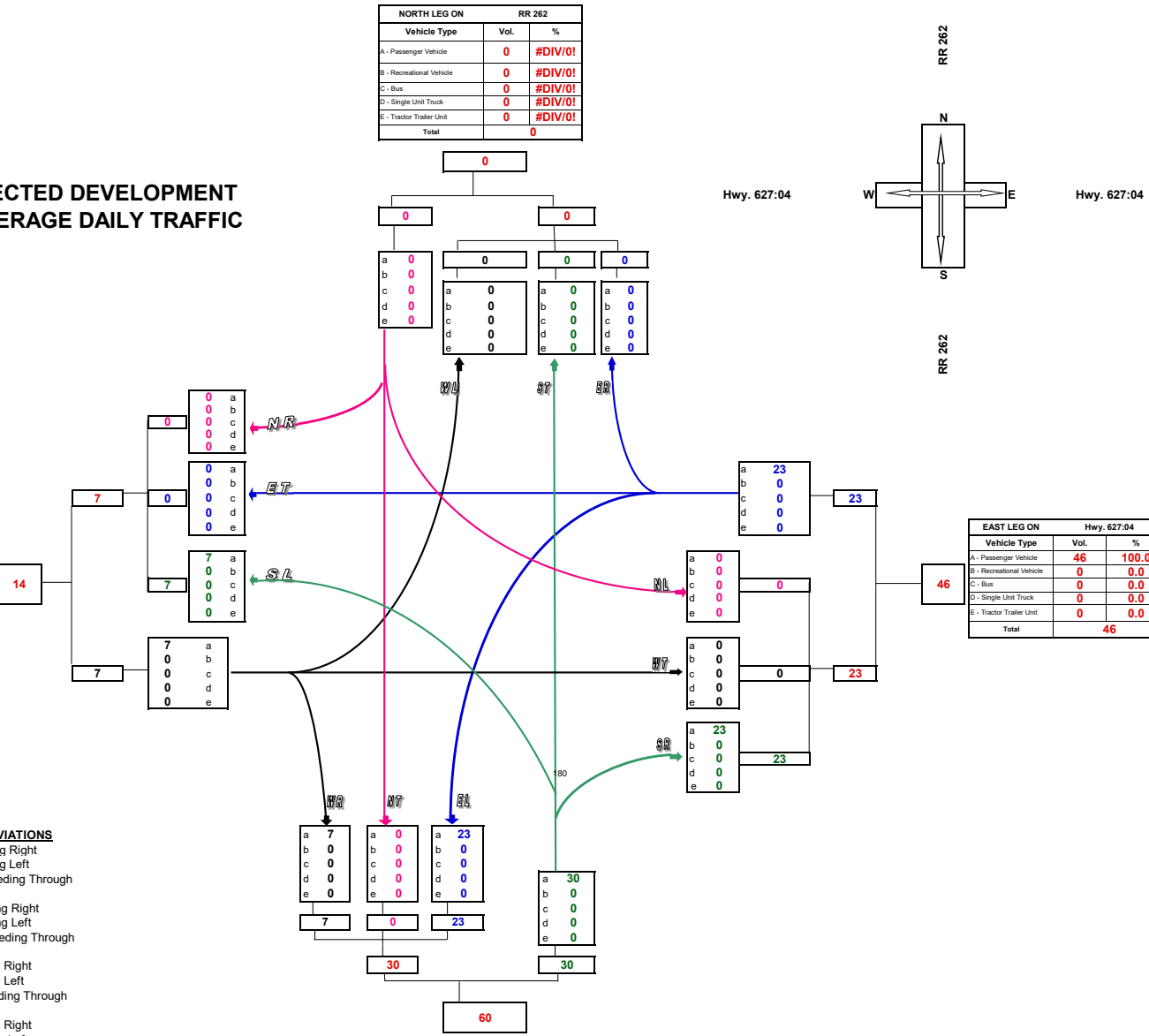
- AADT: Average Annual Daily Traffic
Average daily traffic expressed as vehicles per day for period of January 1 to December 31 (365 days)
- ASDT: Average Summer Daily Traffic
Average daily traffic expressed as vehicles per day for period of May 1 to September 30 (153 days)



Turning Movement Summary Diagram

2034 PROJECTED DEVELOPMENT ANNUAL AVERAGE DAILY TRAFFIC

WEST LEG ON		Hwy. 627:04	
Vehicle Type	Vol.	%	
A - Passenger Vehicle	14	100.0	
B - Recreational Vehicle	0	0.0	
C - Bus	0	0.0	
D - Single Unit Truck	0	0.0	
E - Tractor Trailer Unit	0	0.0	
Total	14		



- TURNING MOVEMENT ABBREVIATIONS**
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 - NT: Traffic from North Proceeding Through
 - SR: Traffic from South Turning Right
 - SL: Traffic from South Turning Left
 - ST: Traffic from South Proceeding Through
 - ER: Traffic from East Turning Right
 - EL: Traffic from East Turning Left
 - ET: Traffic from East Proceeding Through
 - WR: Traffic from West Turning Right
 - WL: Traffic from West Turning Left
 - WT: Traffic from West Proceeding Through

- TURNING MOVEMENT ABBREVIATIONS**
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SOUTH LEG ON		RR 262	
Vehicle Type	Vol.	%	
A - Passenger Vehicle	60	100.0	
B - Recreational Vehicle	0	0.0	
C - Bus	0	0.0	
D - Single Unit Truck	0	0.0	
E - Tractor Trailer Unit	0	0.0	
Total	60		

Turning Movement Summary Diagram

**2034 DEVELOPMENT
AM PEAK HOURLY VOLUME**

WEST LEG ON Hwy. 627-04		
Vehicle Type	Vol.	%
A - Passenger Vehicle	0	#DIV/0!
B - Recreational Vehicle	0	#DIV/0!
C - Bus	0	#DIV/0!
D - Single Unit Truck	0	#DIV/0!
E - Tractor Trailer Unit	0	#DIV/0!
Total	0	

NORTH LEG ON RR 262		
Vehicle Type	Vol.	%
A - Passenger Vehicle	0	#DIV/0!
B - Recreational Vehicle	0	#DIV/0!
C - Bus	0	#DIV/0!
D - Single Unit Truck	0	#DIV/0!
E - Tractor Trailer Unit	0	#DIV/0!
Total	0	

EAST LEG ON Hwy. 627-04		
Vehicle Type	Vol.	%
A - Passenger Vehicle	0	#DIV/0!
B - Recreational Vehicle	0	#DIV/0!
C - Bus	0	#DIV/0!
D - Single Unit Truck	0	#DIV/0!
E - Tractor Trailer Unit	0	#DIV/0!
Total	0	

SOUTH LEG ON RR 262		
Vehicle Type	Vol.	%
A - Passenger Vehicle	0	#DIV/0!
B - Recreational Vehicle	0	#DIV/0!
C - Bus	0	#DIV/0!
D - Single Unit Truck	0	#DIV/0!
E - Tractor Trailer Unit	0	#DIV/0!
Total	0	

- TURNING MOVEMENT ABBREVIATIONS**
- NR: Traffic from North Turning Right
 - NL: Traffic from North Turning Left
 - NT: Traffic from North Proceeding Through

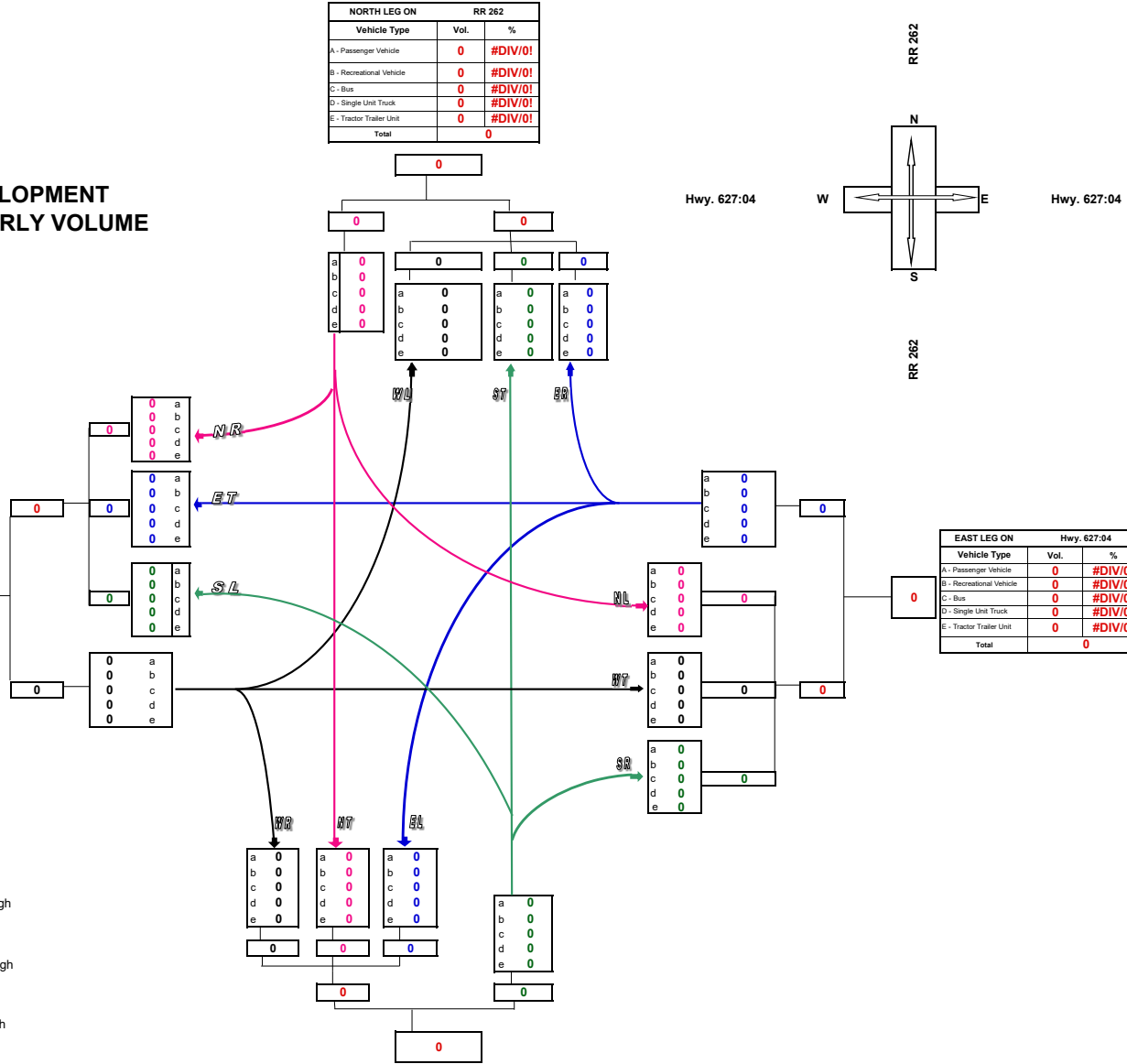
 - SR: Traffic from South Turning Right
 - SL: Traffic from South Turning Left
 - ST: Traffic from South Proceeding Through

 - ER: Traffic from East Turning Right
 - EL: Traffic from East Turning Left
 - ET: Traffic from East Proceeding Through

 - WR: Traffic from West Turning Right
 - WL: Traffic from West Turning Left
 - WT: Traffic from West Proceeding Through

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Turning Movement Summary Diagram

**2034 DEVELOPMENT
PM PEAK HOURLY VOLUME**

WEST LEG ON Hwy. 627:04		
Vehicle Type	Vol.	%
A - Passenger Vehicle	0	#DIV/0!
B - Recreational Vehicle	0	#DIV/0!
C - Bus	0	#DIV/0!
D - Single Unit Truck	0	#DIV/0!
E - Tractor Trailer Unit	0	#DIV/0!
Total	0	

NORTH LEG ON RR 262		
Vehicle Type	Vol.	%
A - Passenger Vehicle	0	#DIV/0!
B - Recreational Vehicle	0	#DIV/0!
C - Bus	0	#DIV/0!
D - Single Unit Truck	0	#DIV/0!
E - Tractor Trailer Unit	0	#DIV/0!
Total	0	

EAST LEG ON Hwy. 627:04		
Vehicle Type	Vol.	%
A - Passenger Vehicle	0	#DIV/0!
B - Recreational Vehicle	0	#DIV/0!
C - Bus	0	#DIV/0!
D - Single Unit Truck	0	#DIV/0!
E - Tractor Trailer Unit	0	#DIV/0!
Total	0	

SOUTH LEG ON RR 262		
Vehicle Type	Vol.	%
A - Passenger Vehicle	0	#DIV/0!
B - Recreational Vehicle	0	#DIV/0!
C - Bus	0	#DIV/0!
D - Single Unit Truck	0	#DIV/0!
E - Tractor Trailer Unit	0	#DIV/0!
Total	0	

- TURNING MOVEMENT ABBREVIATIONS**
- NR: Traffic from North Turning Right
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 - NT: Traffic from North Proceeding Through

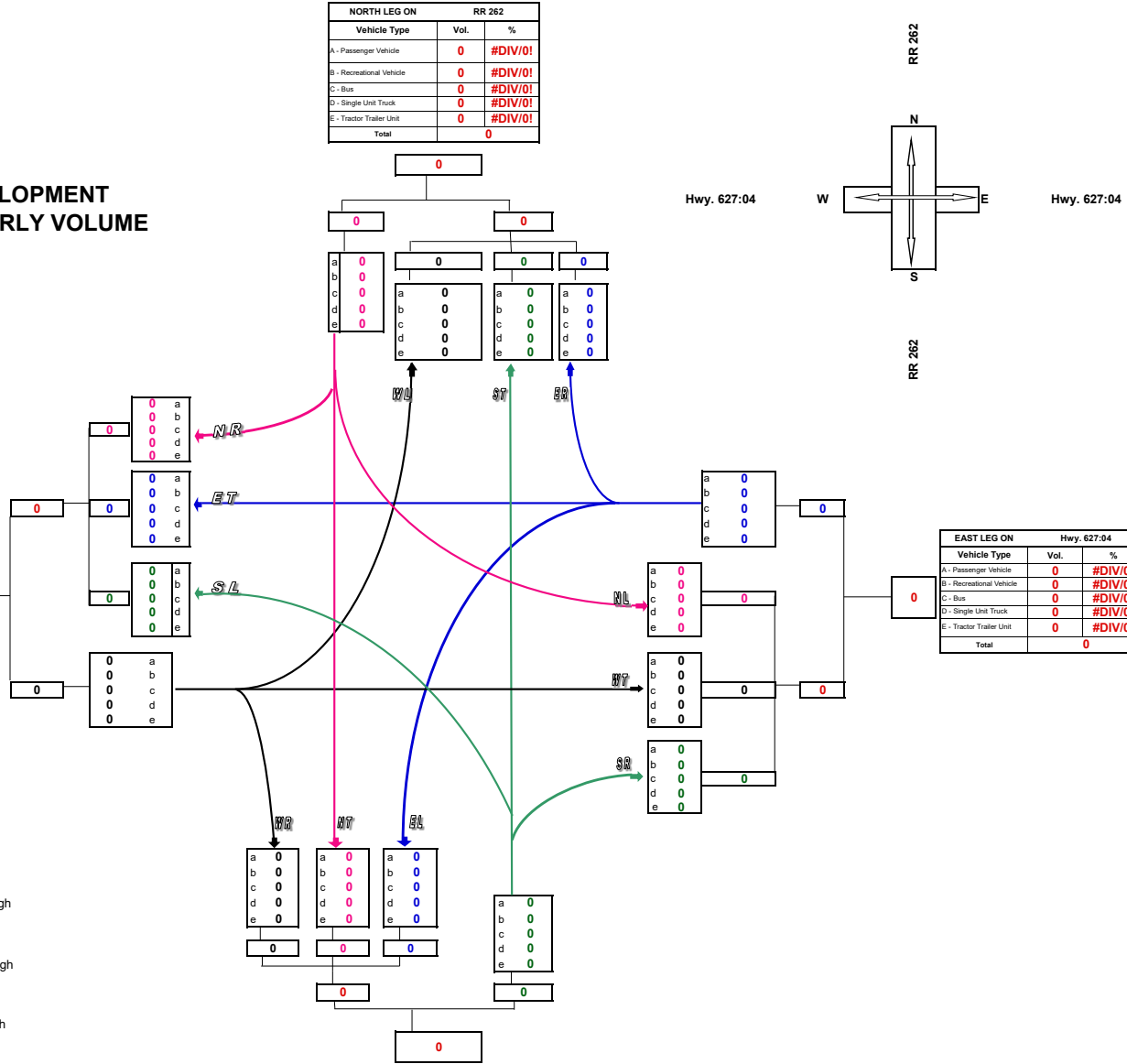
 - SR: Traffic from South Turning Right
 - SL: Traffic from South Turning Left
 - ST: Traffic from South Proceeding Through

 - ER: Traffic from East Turning Right
 - EL: Traffic from East Turning Left
 - ET: Traffic from East Proceeding Through

 - WR: Traffic from West Turning Right
 - WL: Traffic from West Turning Left
 - WT: Traffic from West Proceeding Through

- TURNING MOVEMENT ABBREVIATIONS**
- AADT: Average Annual Daily Traffic
Average daily traffic expressed as vehicles per day for period of January 1 to December 31 (365 days)

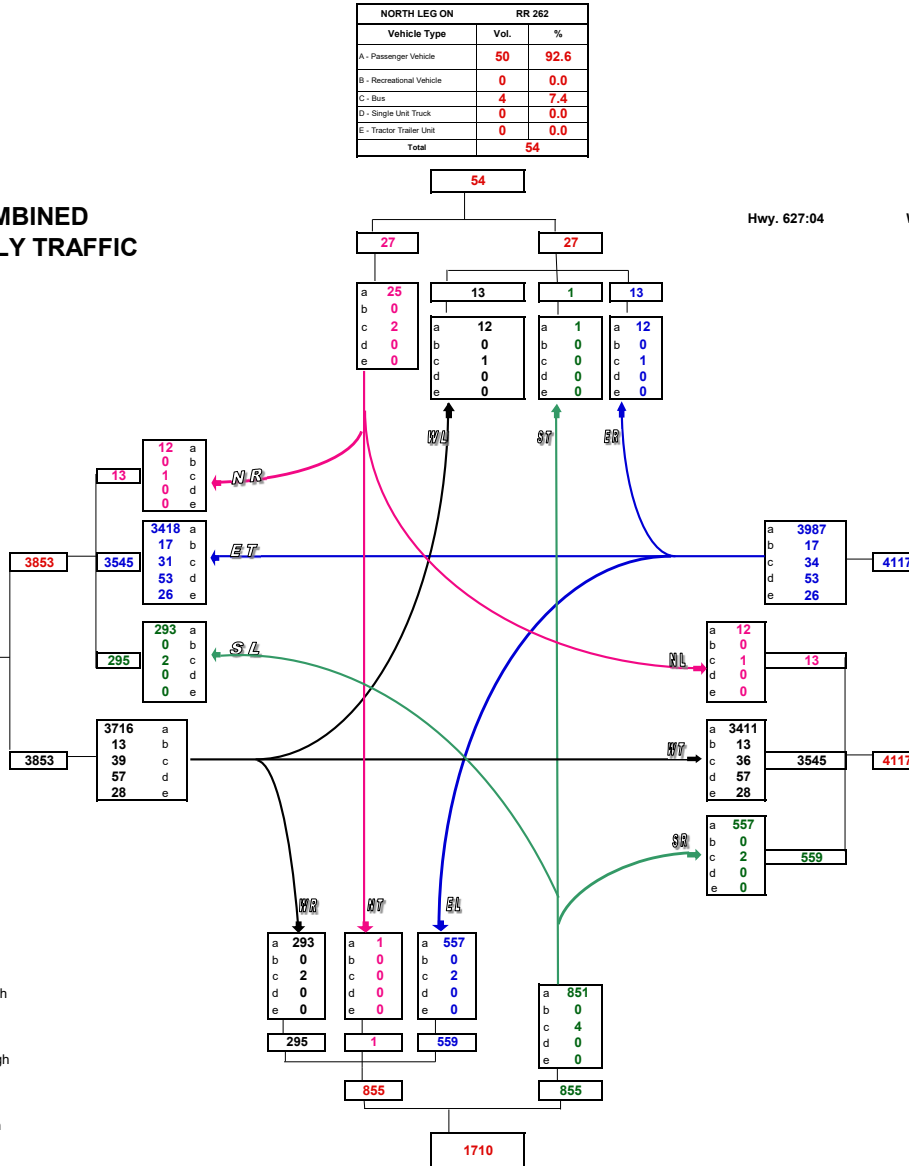
 - ASDT: Average Summer Daily Traffic
Average daily traffic expressed as vehicles per day for period of May 1 to September 30 (153 days)



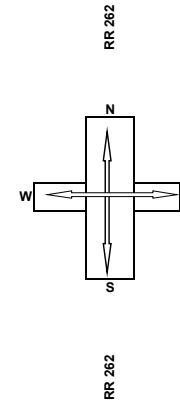
Turning Movement Summary Diagram

2034 COMBINED ANNUAL DAILY TRAFFIC

WEST LEG ON Hwy. 627:04		
Vehicle Type	Vol.	%
A - Passenger Vehicle	7439	96.5
B - Recreational Vehicle	30	0.4
C - Bus	73	0.9
D - Single Unit Truck	110	1.4
E - Tractor Trailer Unit	54	0.7
Total	7706	



NORTH LEG ON RR 262		
Vehicle Type	Vol.	%
A - Passenger Vehicle	50	92.6
B - Recreational Vehicle	0	0.0
C - Bus	4	7.4
D - Single Unit Truck	0	0.0
E - Tractor Trailer Unit	0	0.0
Total	54	



EAST LEG ON Hwy. 627:04		
Vehicle Type	Vol.	%
A - Passenger Vehicle	7967	96.8
B - Recreational Vehicle	30	0.4
C - Bus	73	0.9
D - Single Unit Truck	110	1.3
E - Tractor Trailer Unit	54	0.7
Total	8234	

- TURNING MOVEMENT ABBREVIATIONS**
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 - ST: Traffic from South Proceeding Through
 - ER: Traffic from East Turning Right
 - EL: Traffic from East Turning Left
 - ET: Traffic from East Proceeding Through
 - WR: Traffic from West Turning Right
 - WL: Traffic from West Turning Left
 - WT: Traffic from West Proceeding Through

SOUTH LEG ON RR 262		
Vehicle Type	Vol.	%
A - Passenger Vehicle	1702	99.5
B - Recreational Vehicle	0	0.0
C - Bus	8	0.5
D - Single Unit Truck	0	0.0
E - Tractor Trailer Unit	0	0.0
Total	1710	

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Turning Movement Summary Diagram

**2034 COMBINED
AM PEAK HOURLY VOLUME**

WEST LEG ON Hwy. 627:04		
Vehicle Type	Vol.	%
A - Passenger Vehicle	923	100.0
B - Recreational Vehicle	0	0.0
C - Bus	0	0.0
D - Single Unit Truck	0	0.0
E - Tractor Trailer Unit	0	0.0
Total	923	

NORTH LEG ON RR 262		
Vehicle Type	Vol.	%
A - Passenger Vehicle	4	100.0
B - Recreational Vehicle	0	0.0
C - Bus	0	0.0
D - Single Unit Truck	0	0.0
E - Tractor Trailer Unit	0	0.0
Total	4	

EAST LEG ON Hwy. 627:04		
Vehicle Type	Vol.	%
A - Passenger Vehicle	1055	100.0
B - Recreational Vehicle	0	0.0
C - Bus	0	0.0
D - Single Unit Truck	0	0.0
E - Tractor Trailer Unit	0	0.0
Total	1055	

SOUTH LEG ON RR 262		
Vehicle Type	Vol.	%
A - Passenger Vehicle	190	100.0
B - Recreational Vehicle	0	0.0
C - Bus	0	0.0
D - Single Unit Truck	0	0.0
E - Tractor Trailer Unit	0	0.0
Total	190	

TURNING MOVEMENT ABBREVIATIONS
 NR: Traffic from North Turning Right
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 NT: Traffic from North Proceeding Through

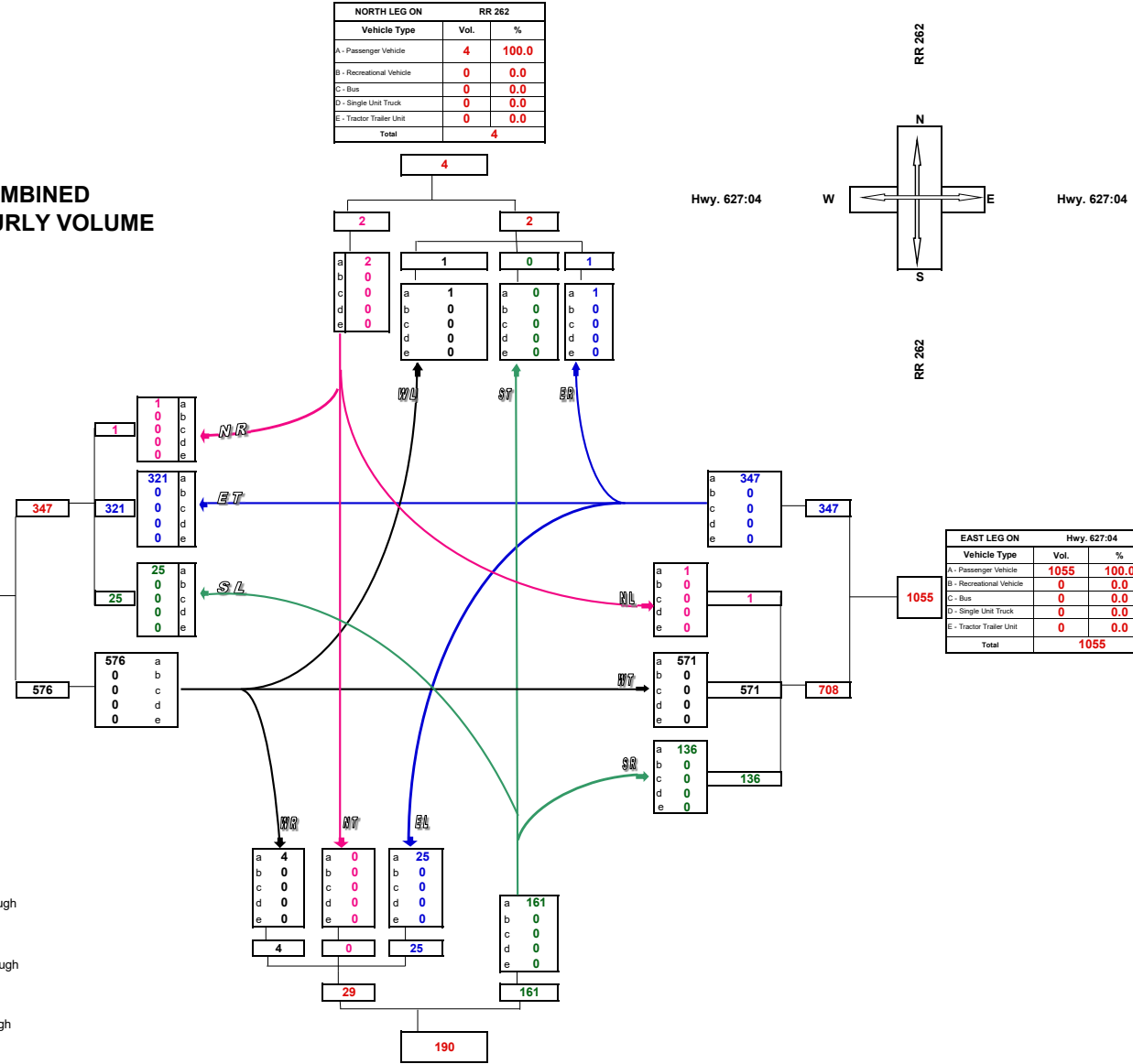
 SR: Traffic from South Turning Right
 SL: Traffic from South Turning Left
 ST: Traffic from South Proceeding Through

 ER: Traffic from East Turning Right
 EL: Traffic from East Turning Left
 ET: Traffic from East Proceeding Through

 WR: Traffic from West Turning Right
 WL: Traffic from West Turning Left
 WT: Traffic from West Proceeding Through

TURNING MOVEMENT ABBREVIATIONS
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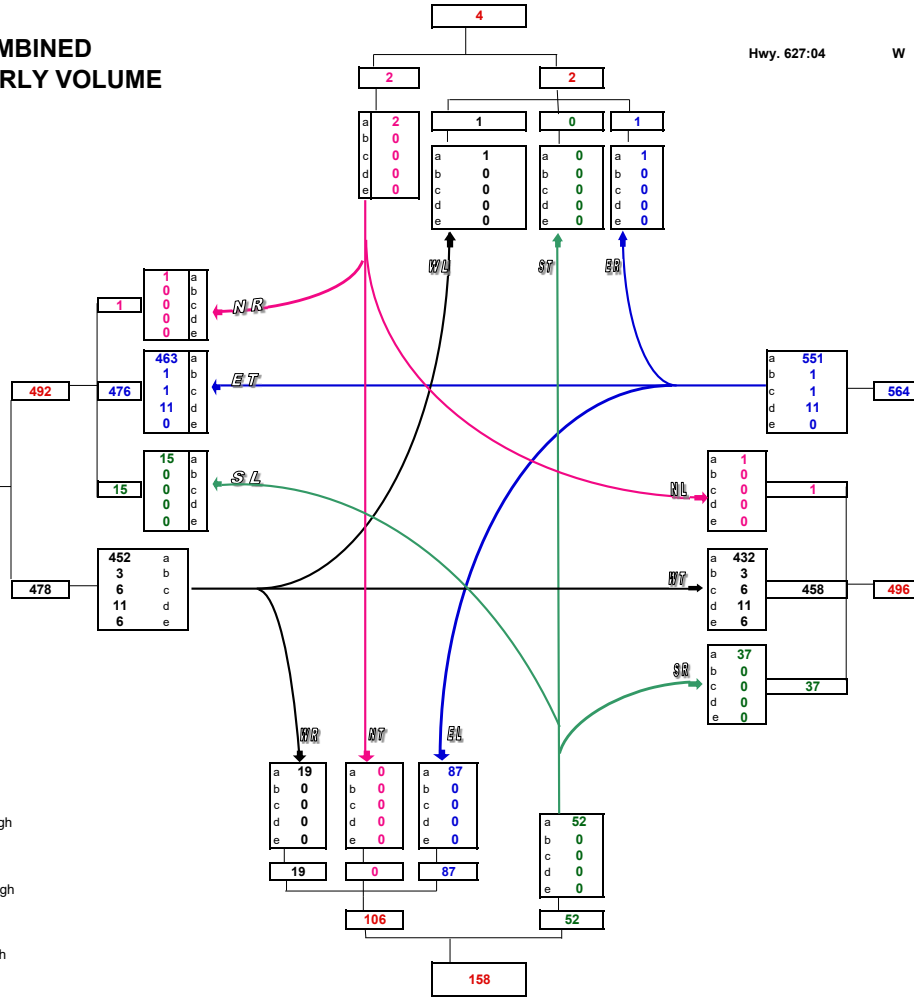
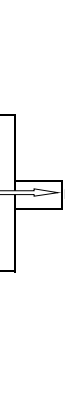


Turning Movement Summary Diagram

**2034 COMBINED
PM PEAK HOURLY VOLUME**

WEST LEG ON Hwy. 627:04		
Vehicle Type	Vol.	%
A - Passenger Vehicle	931	96.0
B - Recreational Vehicle	4	0.4
C - Bus	7	0.7
D - Single Unit Truck	22	2.3
E - Tractor Trailer Unit	6	0.6
Total	970	

NORTH LEG ON RR 262		
Vehicle Type	Vol.	%
A - Passenger Vehicle	4	100.0
B - Recreational Vehicle	0	0.0
C - Bus	0	0.0
D - Single Unit Truck	0	0.0
E - Tractor Trailer Unit	0	0.0
Total	4	



- TURNING MOVEMENT ABBREVIATIONS**
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 - NT: Traffic from North Proceeding Through
 - SR: Traffic from South Turning Right
 - SL: Traffic from South Turning Left
 - ST: Traffic from South Proceeding Through
 - ER: Traffic from East Turning Right
 - EL: Traffic from East Turning Left
 - ET: Traffic from East Proceeding Through
 - WR: Traffic from West Turning Right
 - WL: Traffic from West Turning Left
 - WT: Traffic from West Proceeding Through

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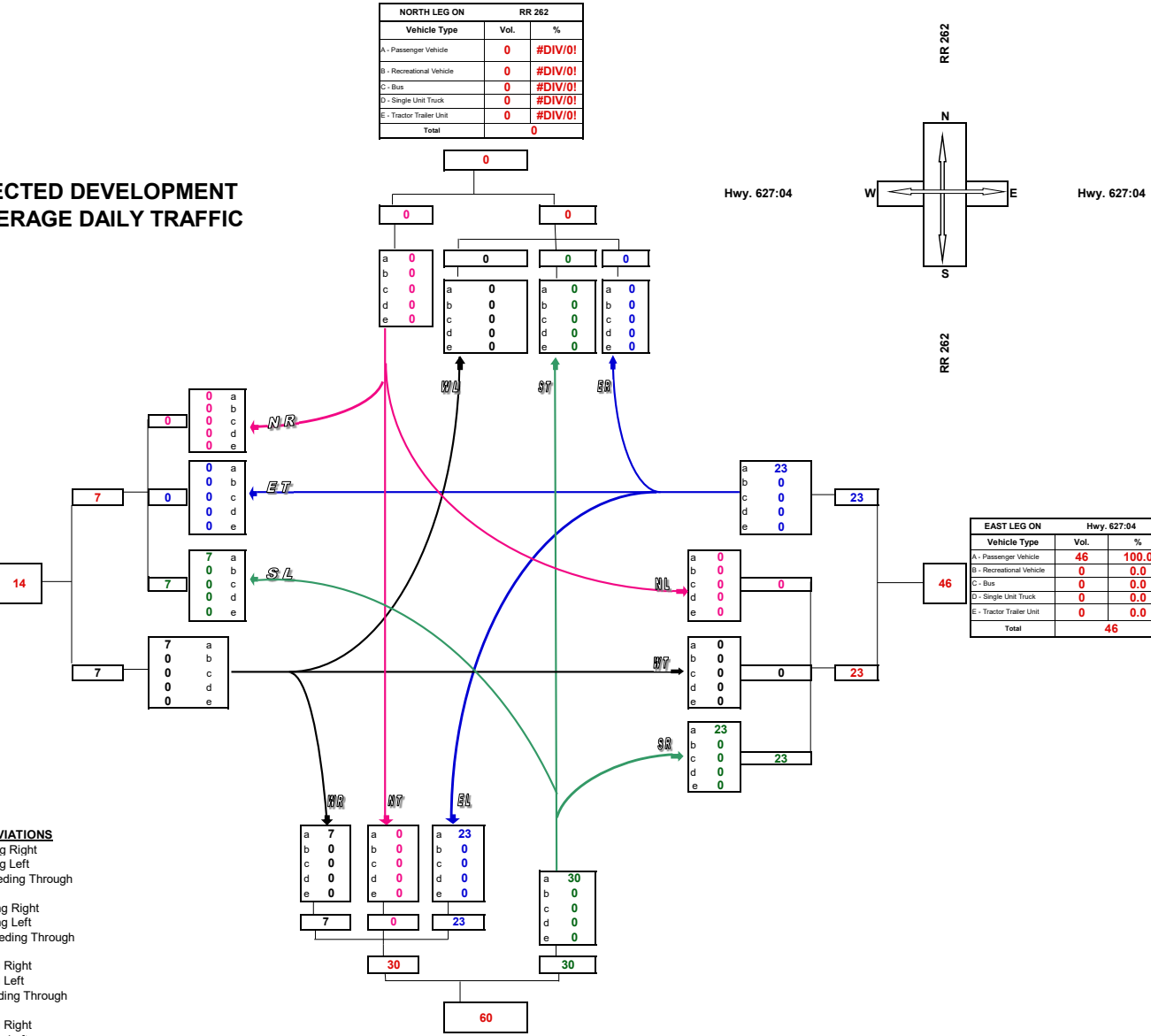
SOUTH LEG ON RR 262		
Vehicle Type	Vol.	%
A - Passenger Vehicle	158	100.0
B - Recreational Vehicle	0	0.0
C - Bus	0	0.0
D - Single Unit Truck	0	0.0
E - Tractor Trailer Unit	0	0.0
Total	158	

EAST LEG ON Hwy. 627:04		
Vehicle Type	Vol.	%
A - Passenger Vehicle	1021	96.3
B - Recreational Vehicle	4	0.4
C - Bus	7	0.7
D - Single Unit Truck	22	2.1
E - Tractor Trailer Unit	6	0.6
Total	1060	

Turning Movement Summary Diagram

2044 PROJECTED DEVELOPMENT ANNUAL AVERAGE DAILY TRAFFIC

WEST LEG ON		Hwy. 627:04	
Vehicle Type	Vol.	%	
A - Passenger Vehicle	14	100.0	
B - Recreational Vehicle	0	0.0	
C - Bus	0	0.0	
D - Single Unit Truck	0	0.0	
E - Tractor Trailer Unit	0	0.0	
Total	14		



- TURNING MOVEMENT ABBREVIATIONS**
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 - NT: Traffic from North Proceeding Through
 - SR: Traffic from South Turning Right
 - SL: Traffic from South Turning Left
 - ST: Traffic from South Proceeding Through
 - ER: Traffic from East Turning Right
 - EL: Traffic from East Turning Left
 - ET: Traffic from East Proceeding Through
 - WR: Traffic from West Turning Right
 - WL: Traffic from West Turning Left
 - WT: Traffic from West Proceeding Through

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Turning Movement Summary Diagram

2044 DEVELOPMENT AM PEAK HOURLY VOLUME

WEST LEG ON Hwy. 627:04		
Vehicle Type	Vol.	%
A - Passenger Vehicle	0	#DIV/0!
B - Recreational Vehicle	0	#DIV/0!
C - Bus	0	#DIV/0!
D - Single Unit Truck	0	#DIV/0!
E - Tractor Trailer Unit	0	#DIV/0!
Total	0	

NORTH LEG ON RR 262		
Vehicle Type	Vol.	%
A - Passenger Vehicle	0	#DIV/0!
B - Recreational Vehicle	0	#DIV/0!
C - Bus	0	#DIV/0!
D - Single Unit Truck	0	#DIV/0!
E - Tractor Trailer Unit	0	#DIV/0!
Total	0	

EAST LEG ON Hwy. 627:04		
Vehicle Type	Vol.	%
A - Passenger Vehicle	0	#DIV/0!
B - Recreational Vehicle	0	#DIV/0!
C - Bus	0	#DIV/0!
D - Single Unit Truck	0	#DIV/0!
E - Tractor Trailer Unit	0	#DIV/0!
Total	0	

SOUTH LEG ON RR 262		
Vehicle Type	Vol.	%
A - Passenger Vehicle	0	#DIV/0!
B - Recreational Vehicle	0	#DIV/0!
C - Bus	0	#DIV/0!
D - Single Unit Truck	0	#DIV/0!
E - Tractor Trailer Unit	0	#DIV/0!
Total	0	

- TURNING MOVEMENT ABBREVIATIONS**
- NR: Traffic from North Turning Right
 - NL: Traffic from North Turning Left
 - NT: Traffic from North Proceeding Through

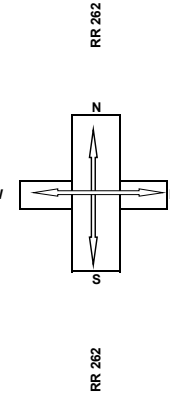
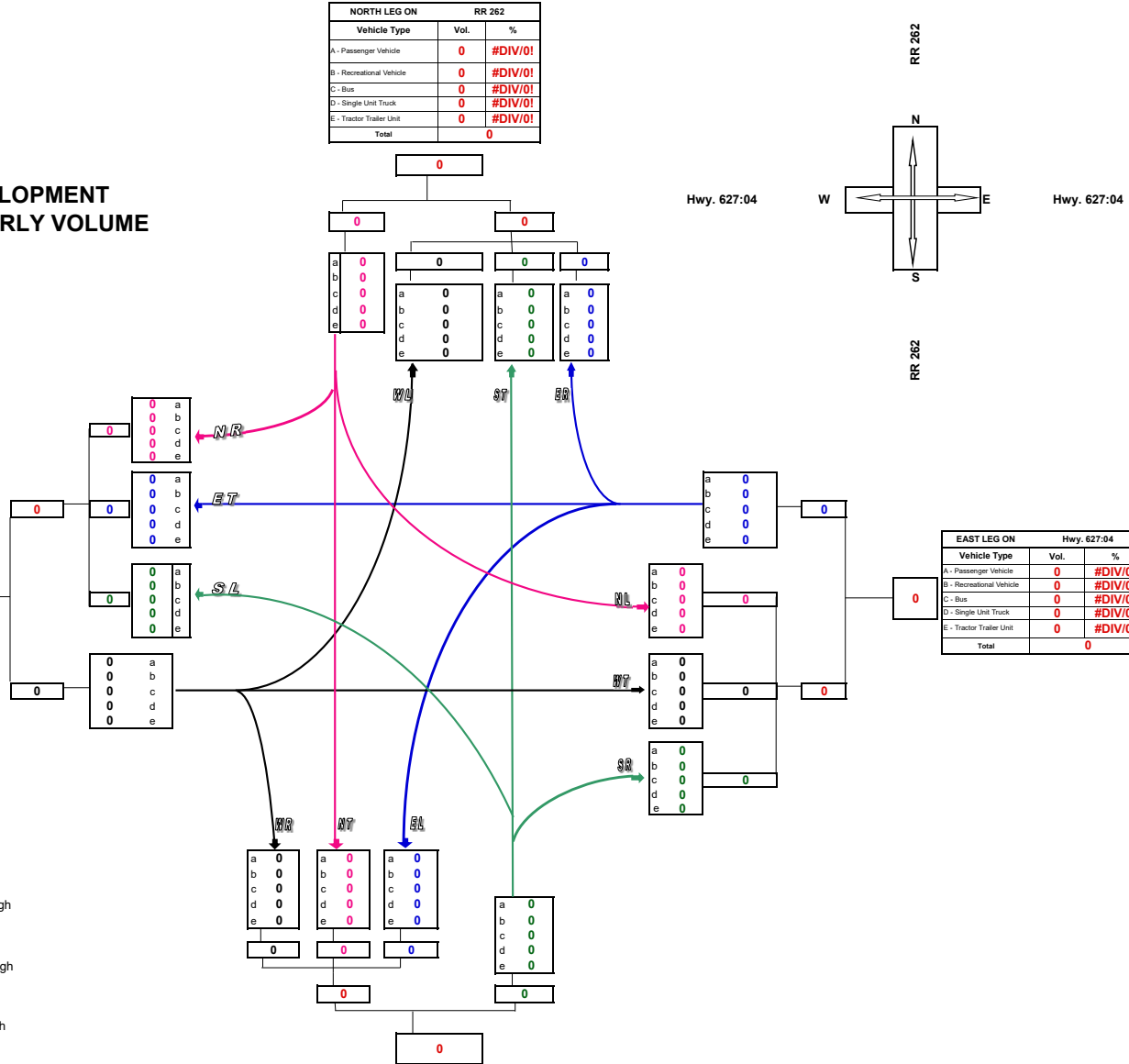
 - SR: Traffic from South Turning Right
 - SL: Traffic from South Turning Left
 - ST: Traffic from South Proceeding Through

 - ER: Traffic from East Turning Right
 - EL: Traffic from East Turning Left
 - ET: Traffic from East Proceeding Through

 - WR: Traffic from West Turning Right
 - WL: Traffic from West Turning Left
 - WT: Traffic from West Proceeding Through

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Turning Movement Summary Diagram

**2044 DEVELOPMENT
PM PEAK HOURLY VOLUME**

WEST LEG ON Hwy. 627-04		
Vehicle Type	Vol.	%
A - Passenger Vehicle	0	#DIV/0!
B - Recreational Vehicle	0	#DIV/0!
C - Bus	0	#DIV/0!
D - Single Unit Truck	0	#DIV/0!
E - Tractor Trailer Unit	0	#DIV/0!
Total	0	

NORTH LEG ON RR 262		
Vehicle Type	Vol.	%
A - Passenger Vehicle	0	#DIV/0!
B - Recreational Vehicle	0	#DIV/0!
C - Bus	0	#DIV/0!
D - Single Unit Truck	0	#DIV/0!
E - Tractor Trailer Unit	0	#DIV/0!
Total	0	

EAST LEG ON Hwy. 627-04		
Vehicle Type	Vol.	%
A - Passenger Vehicle	0	#DIV/0!
B - Recreational Vehicle	0	#DIV/0!
C - Bus	0	#DIV/0!
D - Single Unit Truck	0	#DIV/0!
E - Tractor Trailer Unit	0	#DIV/0!
Total	0	

SOUTH LEG ON RR 262		
Vehicle Type	Vol.	%
A - Passenger Vehicle	0	#DIV/0!
B - Recreational Vehicle	0	#DIV/0!
C - Bus	0	#DIV/0!
D - Single Unit Truck	0	#DIV/0!
E - Tractor Trailer Unit	0	#DIV/0!
Total	0	

TURNING MOVEMENT ABBREVIATIONS

- NR: Traffic from North Turning Right
- NL: Traffic from North Turning Left
- NT: Traffic from North Proceeding Through

- SR: Traffic from South Turning Right
- SL: Traffic from South Turning Left
- ST: Traffic from South Proceeding Through

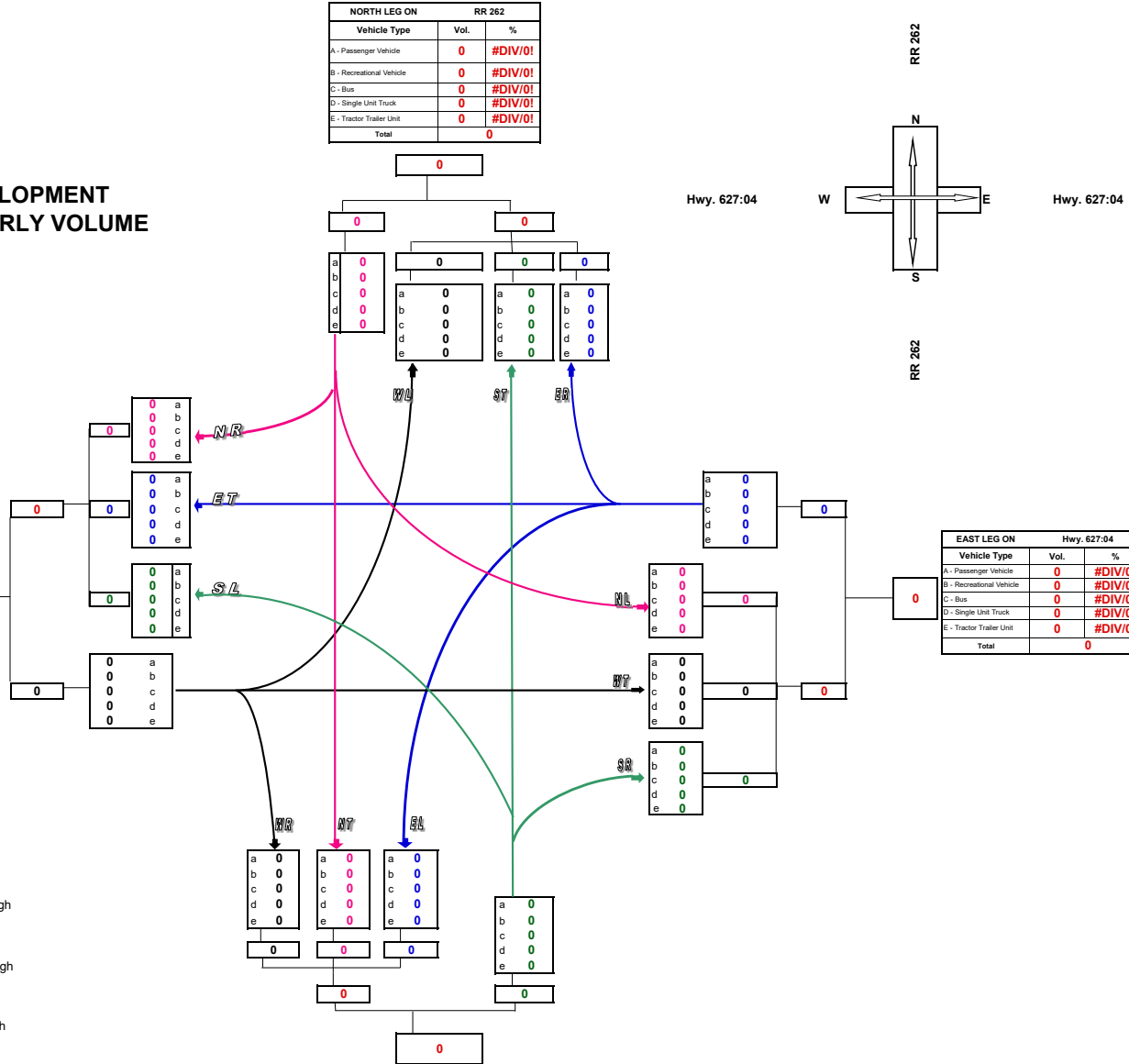
- ER: Traffic from East Turning Right
- EL: Traffic from East Turning Left
- ET: Traffic from East Proceeding Through

- WR: Traffic from West Turning Right
- WL: Traffic from West Turning Left
- WT: Traffic from West Proceeding Through

TURNING MOVEMENT ABBREVIATIONS

- AADT: Average Annual Daily Traffic
Average daily traffic expressed as vehicles per day for period of January 1 to December 31 (365 days)

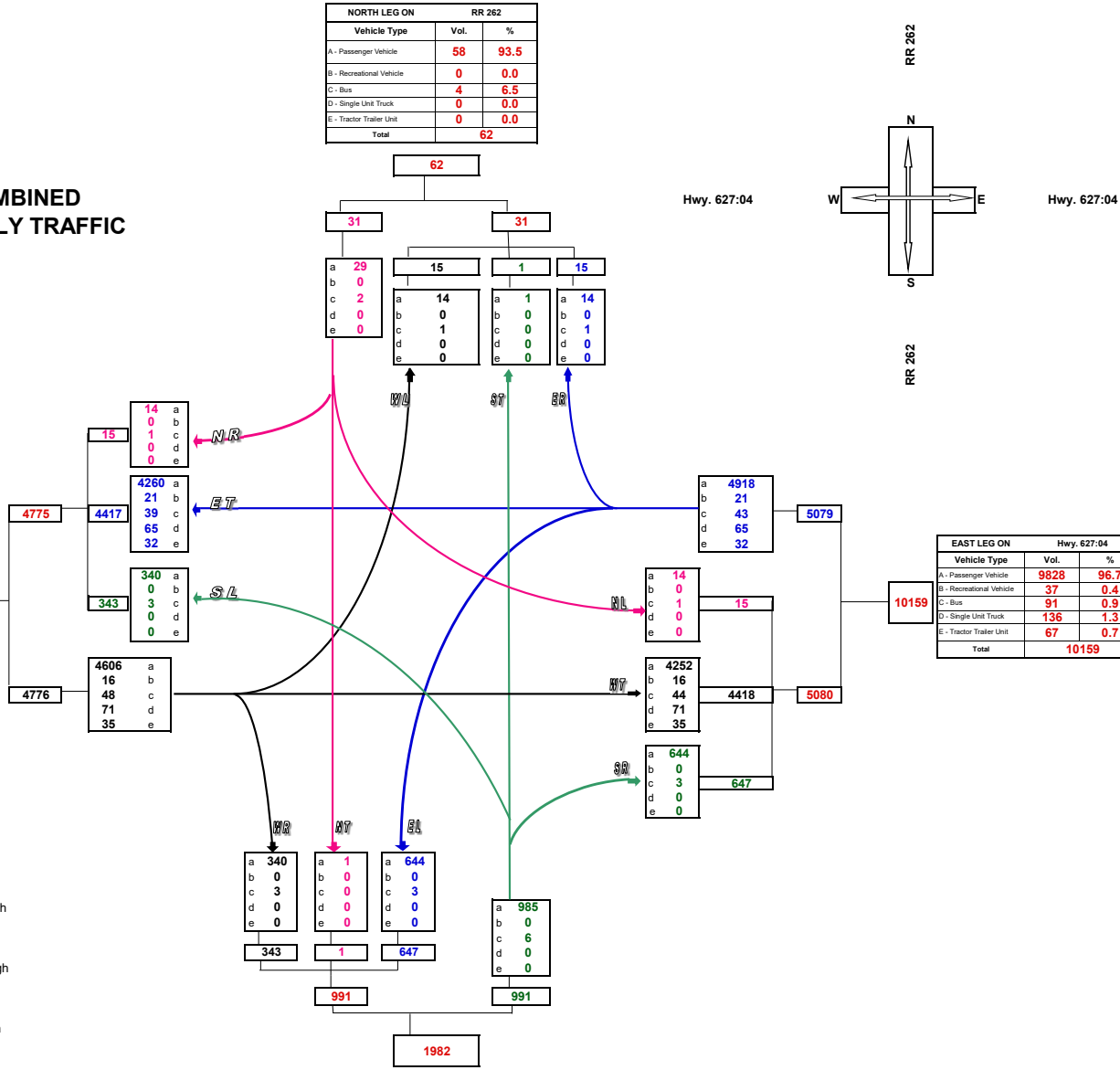
- ASDT: Average Summer Daily Traffic
Average daily traffic expressed as vehicles per day for period of May 1 to September 30 (153 days)



Turning Movement Summary Diagram

2044 COMBINED ANNUAL DAILY TRAFFIC

WEST LEG ON Hwy. 627:04		
Vehicle Type	Vol.	%
A - Passenger Vehicle	9220	96.5
B - Recreational Vehicle	37	0.4
C - Bus	91	1.0
D - Single Unit Truck	136	1.4
E - Tractor Trailer Unit	67	0.7
Total	9551	



- TURNING MOVEMENT ABBREVIATIONS**
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 - NT: Traffic from North Proceeding Through
 - SR: Traffic from South Turning Right
 - SL: Traffic from South Turning Left
 - ST: Traffic from South Proceeding Through
 - ER: Traffic from East Turning Right
 - EL: Traffic from East Turning Left
 - ET: Traffic from East Proceeding Through
 - WR: Traffic from West Turning Right
 - WL: Traffic from West Turning Left
 - WT: Traffic from West Proceeding Through

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Turning Movement Summary Diagram

2044 COMBINED AM PEAK HOURLY VOLUME

WEST LEG ON Hwy. 627:04		
Vehicle Type	Vol.	%
A - Passenger Vehicle	1147	100.0
B - Recreational Vehicle	0	0.0
C - Bus	0	0.0
D - Single Unit Truck	0	0.0
E - Tractor Trailer Unit	0	0.0
Total	1147	

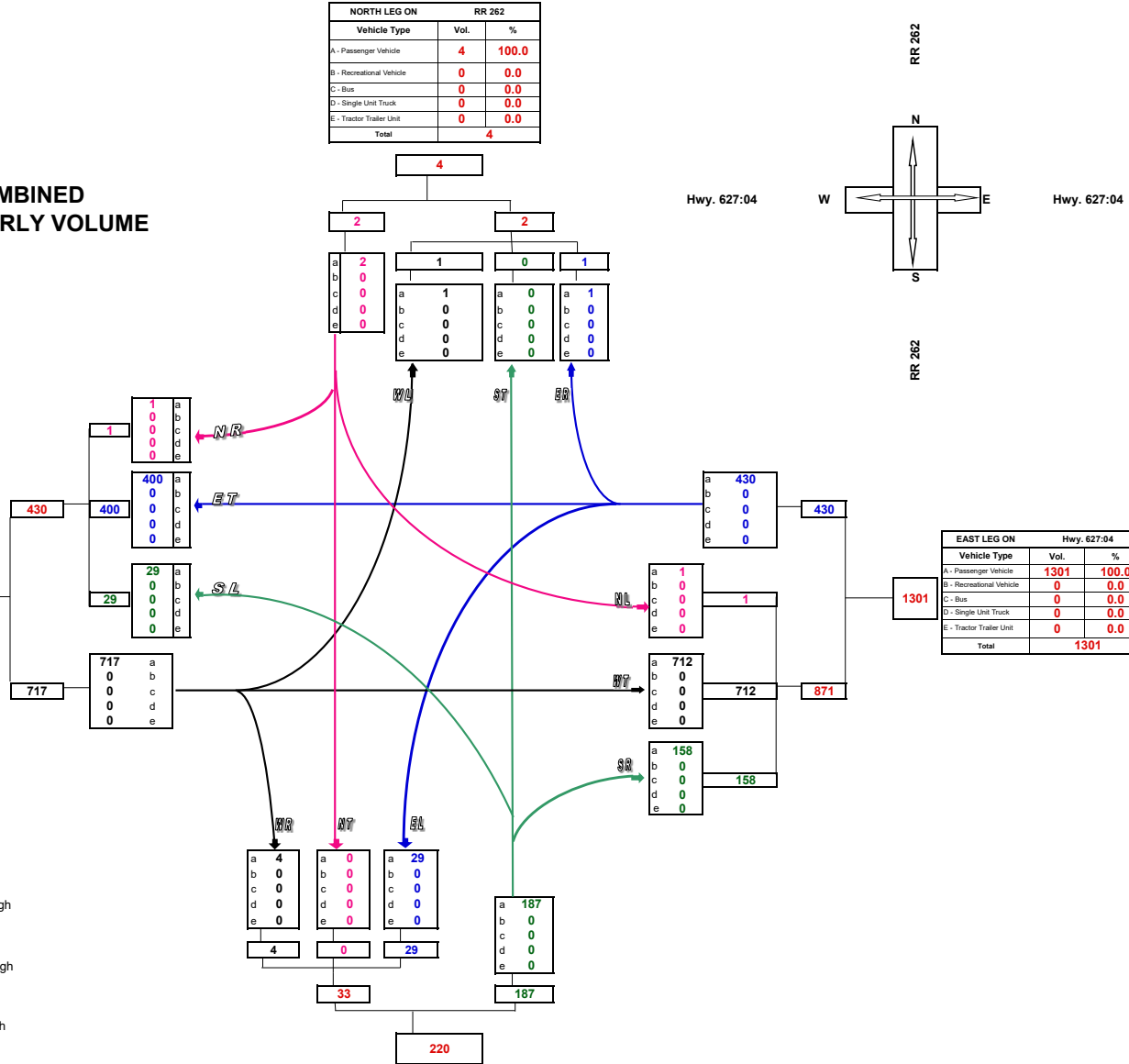
NORTH LEG ON RR 262		
Vehicle Type	Vol.	%
A - Passenger Vehicle	4	100.0
B - Recreational Vehicle	0	0.0
C - Bus	0	0.0
D - Single Unit Truck	0	0.0
E - Tractor Trailer Unit	0	0.0
Total	4	

EAST LEG ON Hwy. 627:04		
Vehicle Type	Vol.	%
A - Passenger Vehicle	1301	100.0
B - Recreational Vehicle	0	0.0
C - Bus	0	0.0
D - Single Unit Truck	0	0.0
E - Tractor Trailer Unit	0	0.0
Total	1301	

SOUTH LEG ON RR 262		
Vehicle Type	Vol.	%
A - Passenger Vehicle	220	100.0
B - Recreational Vehicle	0	0.0
C - Bus	0	0.0
D - Single Unit Truck	0	0.0
E - Tractor Trailer Unit	0	0.0
Total	220	

- TURNING MOVEMENT ABBREVIATIONS**
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 - NT: Traffic from North Proceeding Through
 - SR: Traffic from South Turning Right
 - SL: Traffic from South Turning Left
 - ST: Traffic from South Proceeding Through
 - ER: Traffic from East Turning Right
 - EL: Traffic from East Turning Left
 - ET: Traffic from East Proceeding Through
 - WR: Traffic from West Turning Right
 - WL: Traffic from West Turning Left
 - WT: Traffic from West Proceeding Through

- TURNING MOVEMENT ABBREVIATIONS**
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Turning Movement Summary Diagram

2027 COMBINED PM PEAK HOURLY VOLUME

WEST LEG ON Hwy. 627:04		
Vehicle Type	Vol.	%
A - Passenger Vehicle	1156	95.9
B - Recreational Vehicle	6	0.5
C - Bus	9	0.7
D - Single Unit Truck	28	2.3
E - Tractor Trailer Unit	7	0.6
Total	1206	

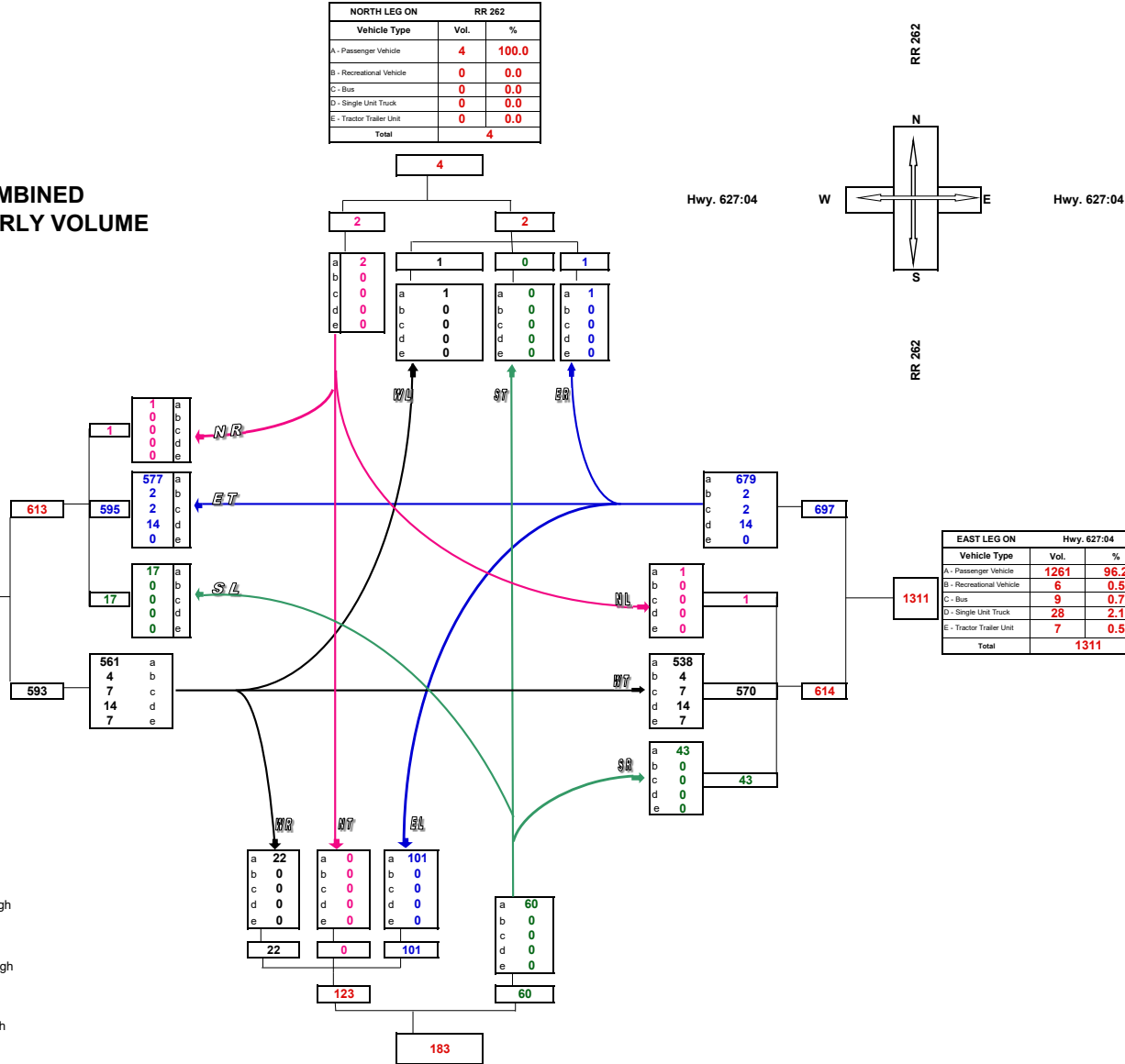
NORTH LEG ON RR 262		
Vehicle Type	Vol.	%
A - Passenger Vehicle	4	100.0
B - Recreational Vehicle	0	0.0
C - Bus	0	0.0
D - Single Unit Truck	0	0.0
E - Tractor Trailer Unit	0	0.0
Total	4	

EAST LEG ON Hwy. 627:04		
Vehicle Type	Vol.	%
A - Passenger Vehicle	1261	96.2
B - Recreational Vehicle	6	0.5
C - Bus	9	0.7
D - Single Unit Truck	28	2.1
E - Tractor Trailer Unit	7	0.5
Total	1311	

SOUTH LEG ON RR 262		
Vehicle Type	Vol.	%
A - Passenger Vehicle	183	100.0
B - Recreational Vehicle	0	0.0
C - Bus	0	0.0
D - Single Unit Truck	0	0.0
E - Tractor Trailer Unit	0	0.0
Total	183	

- TURNING MOVEMENT ABBREVIATIONS**
- NR: Traffic from North Turning Right
 - NL: Traffic from North Turning Left
 - NT: Traffic from North Proceeding Through
 - SR: Traffic from South Turning Right
 - SL: Traffic from South Turning Left
 - ST: Traffic from South Proceeding Through
 - ER: Traffic from East Turning Right
 - EL: Traffic from East Turning Left
 - ET: Traffic from East Proceeding Through
 - WR: Traffic from West Turning Right
 - WL: Traffic from West Turning Left
 - WT: Traffic from West Proceeding Through

- TURNING MOVEMENT ABBREVIATIONS**
- AADT: Average Annual Daily Traffic
Average daily traffic expressed as vehicles per day for period of January 1 to December 31 (365 days)
 - ASDT: Average Summer Daily Traffic
Average daily traffic expressed as vehicles per day for period of May 1 to September 30 (153 days)



APPENDIX C

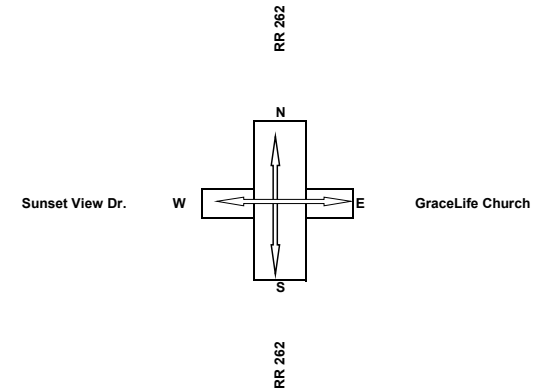
- 2022 – 2044 TURNING MOVEMENT DIAGRAMS**
– **Rge. Rd. 262 & Sunset View Drive/GraceLife Church Access**

Turning Movement Summary Diagram

Intersection of: Rge. Rd. 262 & GraceLife Church/Sunset View Dr.

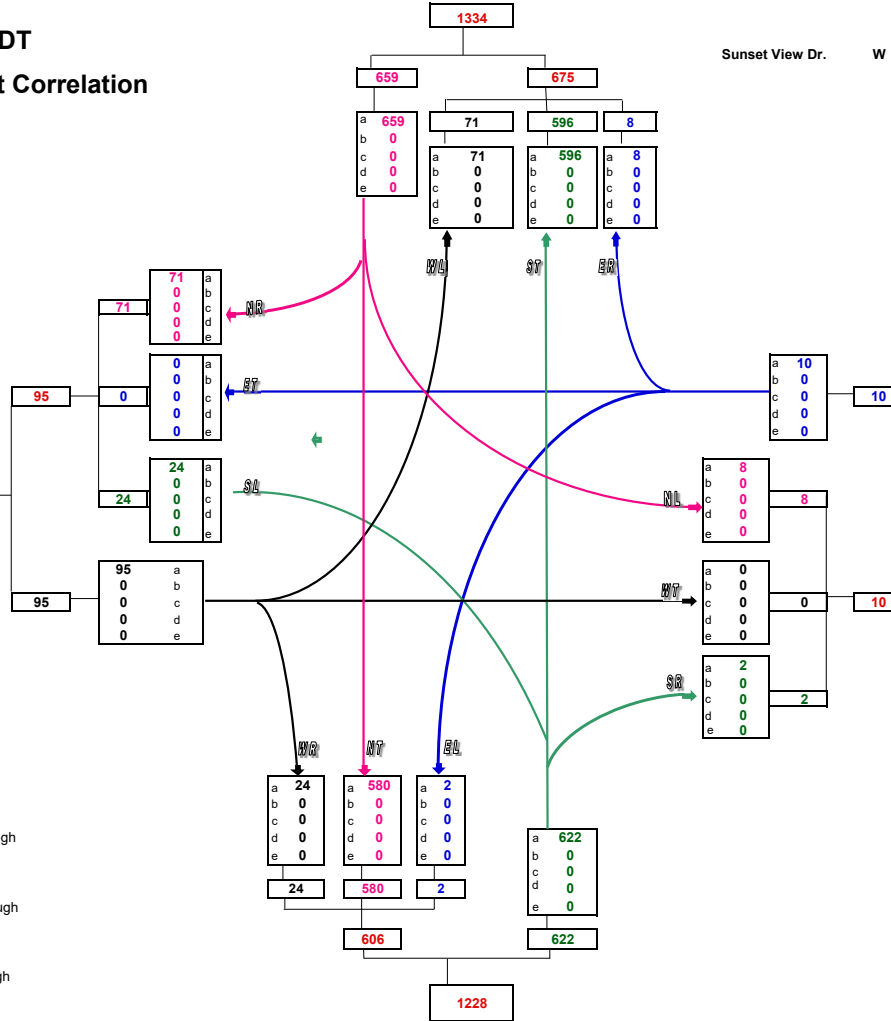
2022 AADT
from Traffic Count Correlation

NORTH LEG ON		RR 262	
Vehicle Type	Vol.	%	
A - Passenger Vehicle	1334	100.00	
B - Recreational Vehicle	0	0.00	
C - Bus	0	0.00	
D - Single Unit Truck	0	0.00	
E - Tractor Trailer Unit	0	0.00	
Total	1334		



WEST LEG ON		Sunset View Dr.	
Vehicle Type	Vol.	%	
A - Passenger Vehicle	190	100	
B - Recreational Vehicle	0	0.00	
C - Bus	0	0.00	
D - Single Unit Truck	0	0.00	
E - Tractor Trailer Unit	0	0.00	
Total	190		

EAST LEG ON		GraceLife Church	
Vehicle Type	Vol.	%	
A - Passenger Vehicle	20	100.00	
B - Recreational Vehicle	0	0.00	
C - Bus	0	0.00	
D - Single Unit Truck	0	0.00	
E - Tractor Trailer Unit	0	0.00	
Total	20		



NR: Traffic from North Turning Right
NL: Traffic from North Turning Left
NT: Traffic from North Proceeding Through

SR: Traffic from South Turning Right
SL: Traffic from South Turning Left
ST: Traffic from South Proceeding Through

ER: Traffic from East Turning Right
EL: Traffic from East Turning Left
ET: Traffic from East Proceeding Through

WR: Traffic from West Turning Right
WL: Traffic from West Turning Left
WT: Traffic from West Proceeding Through

TURNING MOVEMENT ABBREVIATIONS

AADT: Average Annual Daily Traffic
Average daily traffic expressed as vehicles per day for period of January 1 to December 31 (365 days)

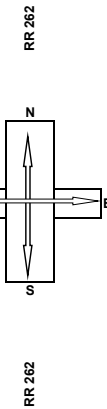
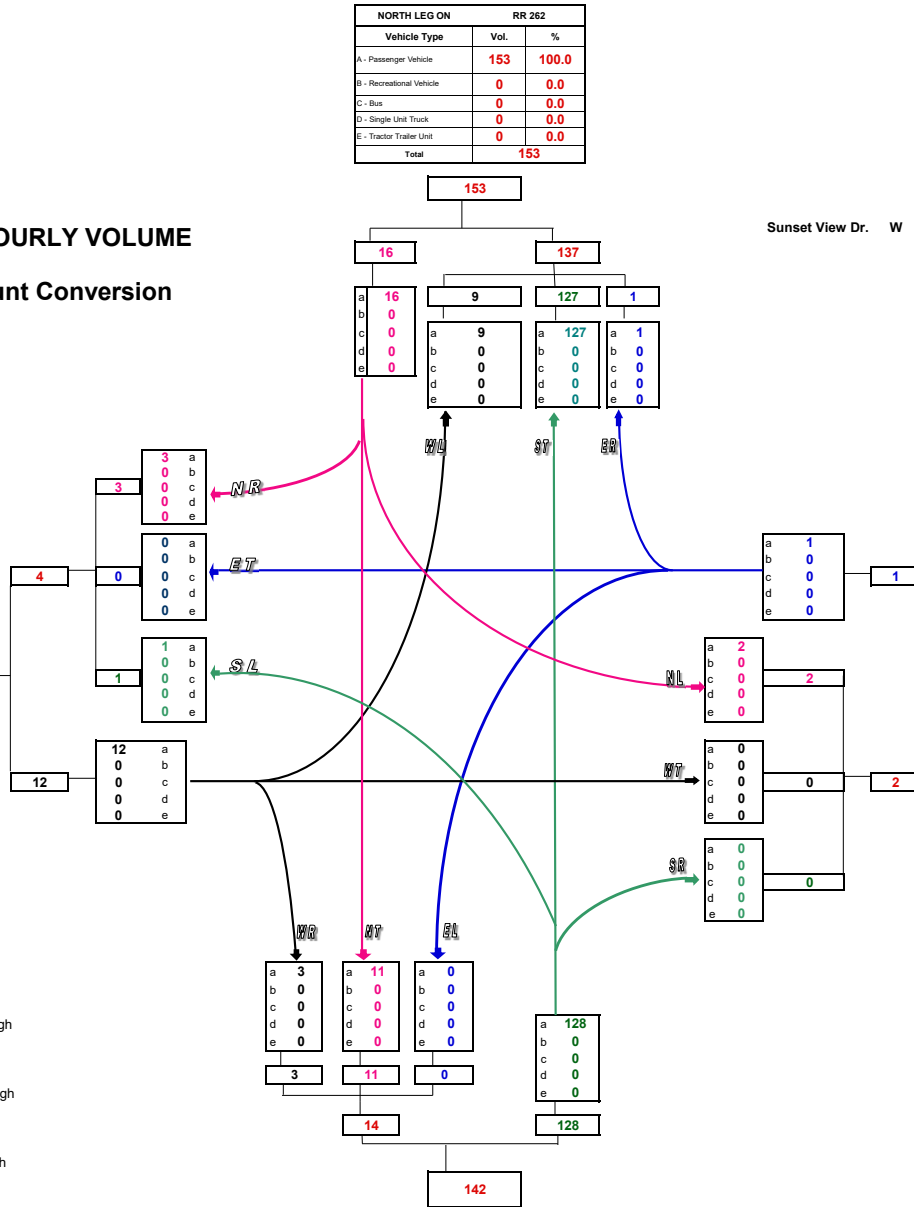
ASDT: Average Summer Daily Traffic
Average daily traffic expressed as vehicles per day for period of May 1 to September 30 (153 days)

SOUTH LEG ON		RR 262	
Vehicle Type	Vol.	%	
A - Passenger Vehicle	1228	100.00	
B - Recreational Vehicle	0	0.00	
C - Bus	0	0.00	
D - Single Unit Truck	0	0.00	
E - Tractor Trailer Unit	0	0.00	
Total	1228		

Turning Movement Summary Diagram

2022 AM PEAK HOURLY VOLUME
from Traffic Count Conversion

WEST LEG ON		Sunset View Dr.	
Vehicle Type	Vol.	%	
A - Passenger Vehicle	16	100.0	
B - Recreational Vehicle	0	0.0	
C - Bus	0	0.0	
D - Single Unit Truck	0	0.0	
E - Tractor Trailer Unit	0	0.0	
Total	16		



Sunset View Dr. W E GraceLife Church

- TURNING MOVEMENT ABBREVIATIONS**
- NR: Traffic from North Turning Right
 - NL: Traffic from North Turning Left
 - NT: Traffic from North Proceeding Through
 - SR: Traffic from South Turning Right
 - SL: Traffic from South Turning Left
 - ST: Traffic from South Proceeding Through
 - ER: Traffic from East Turning Right
 - EL: Traffic from East Turning Left
 - ET: Traffic from East Proceeding Through
 - WR: Traffic from West Turning Right
 - WL: Traffic from West Turning Left
 - WT: Traffic from West Proceeding Through

- TURNING MOVEMENT ABBREVIATIONS**
- AADT: Average Annual Daily Traffic
Average daily traffic expressed as vehicles per day for period of January 1 to December 31 (365 days)
 - ASDT: Average Summer Daily Traffic
Average daily traffic expressed as vehicles per day for period of May 1 to September 30 (153 days)

NORTH LEG ON		RR 262	
Vehicle Type	Vol.	%	
A - Passenger Vehicle	153	100.0	
B - Recreational Vehicle	0	0.0	
C - Bus	0	0.0	
D - Single Unit Truck	0	0.0	
E - Tractor Trailer Unit	0	0.0	
Total	153		

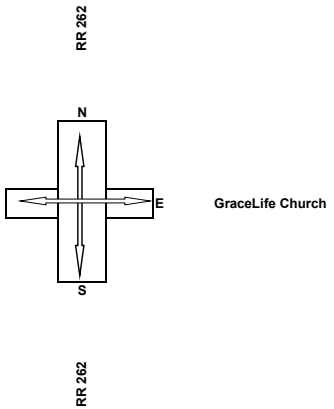
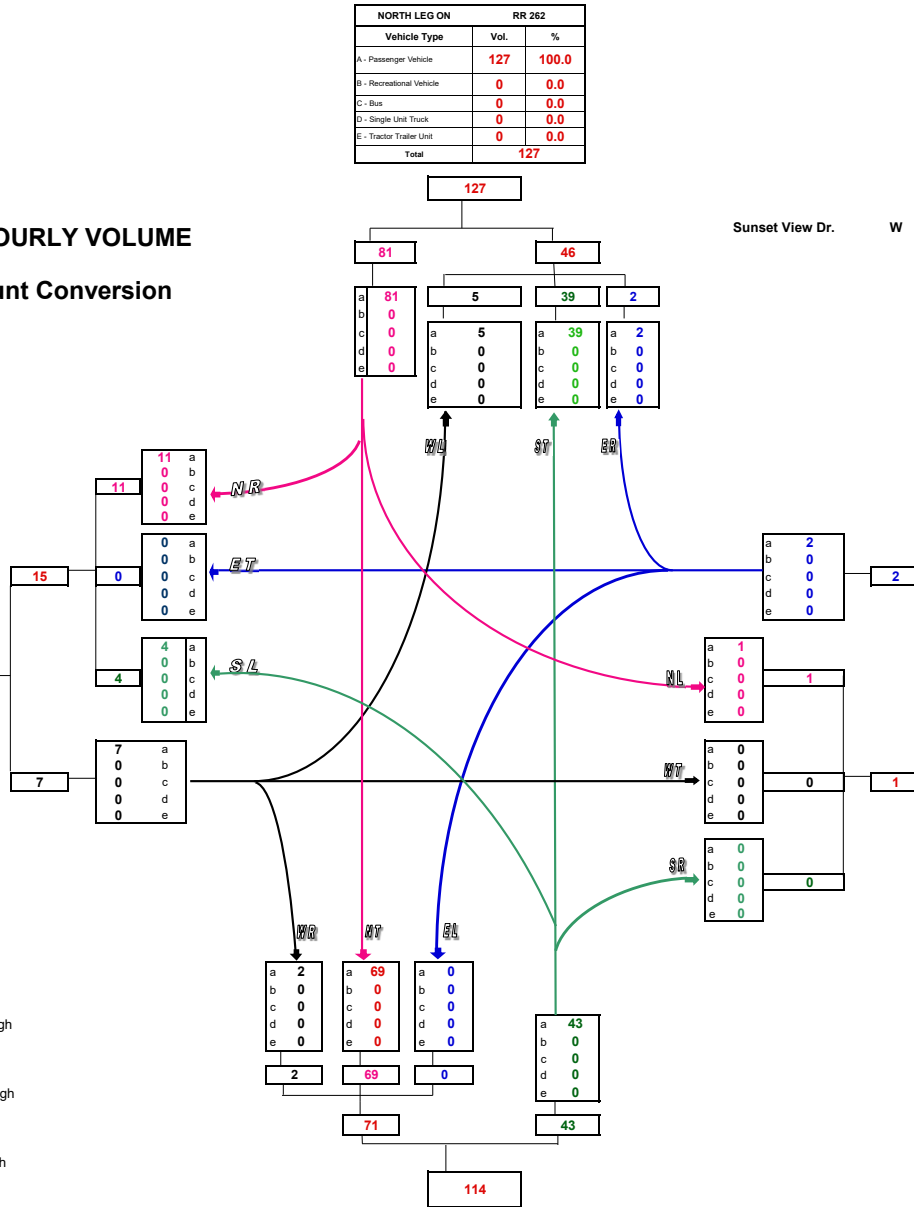
EAST LEG ON		GraceLife Church	
Vehicle Type	Vol.	%	
A - Passenger Vehicle	3	100.0	
B - Recreational Vehicle	0	0.0	
C - Bus	0	0.0	
D - Single Unit Truck	0	0.0	
E - Tractor Trailer Unit	0	0.0	
Total	3		

SOUTH LEG ON		RR 262	
Vehicle Type	Vol.	%	
A - Passenger Vehicle	142	100.0	
B - Recreational Vehicle	0	0.0	
C - Bus	0	0.0	
D - Single Unit Truck	0	0.0	
E - Tractor Trailer Unit	0	0.0	
Total	142		

Turning Movement Summary Diagram

2022 PM PEAK HOURLY VOLUME
from Traffic Count Conversion

WEST LEG ON		Sunset View Dr.	
Vehicle Type	Vol.	%	
A - Passenger Vehicle	22	100.0	
B - Recreational Vehicle	0	0.0	
C - Bus	0	0.0	
D - Single Unit Truck	0	0.0	
E - Tractor Trailer Unit	0	0.0	
Total	22		



- TURNING MOVEMENT ABBREVIATIONS**
- NR: Traffic from North Turning Right
 - NL: Traffic from North Turning Left
 - NT: Traffic from North Proceeding Through
 - SR: Traffic from South Turning Right
 - SL: Traffic from South Turning Left
 - ST: Traffic from South Proceeding Through
 - ER: Traffic from East Turning Right
 - EL: Traffic from East Turning Left
 - ET: Traffic from East Proceeding Through
 - WR: Traffic from West Turning Right
 - WL: Traffic from West Turning Left
 - WT: Traffic from West Proceeding Through

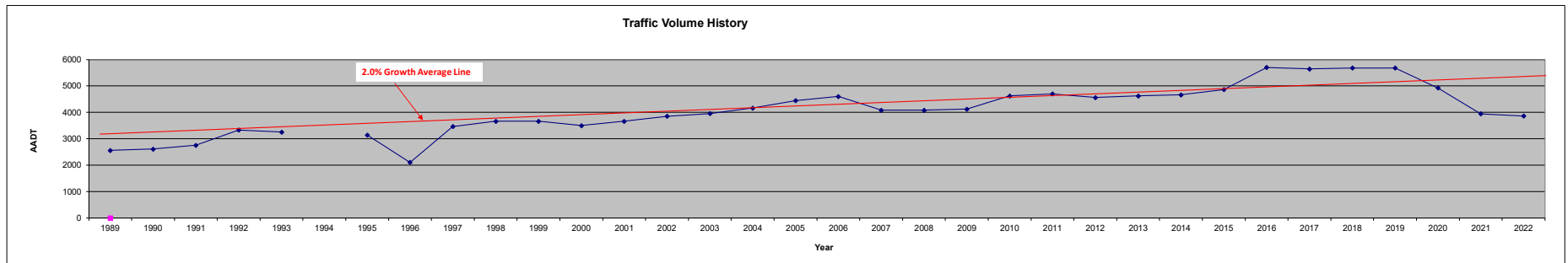
- TURNING MOVEMENT ABBREVIATIONS**
- AADT: Average Annual Daily Traffic
Average daily traffic expressed as vehicles per day for period of January 1 to December 31 (365 days)
 - ASDT: Average Summer Daily Traffic
Average daily traffic expressed as vehicles per day for period of May 1 to September 30 (153 days)

SOUTH LEG ON		RR 262	
Vehicle Type	Vol.	%	
A - Passenger Vehicle	114	100.0	
B - Recreational Vehicle	0	0.0	
C - Bus	0	0.0	
D - Single Unit Truck	0	0.0	
E - Tractor Trailer Unit	0	0.0	
Total	114		

EAST LEG ON		GraceLife Church	
Vehicle Type	Vol.	%	
A - Passenger Vehicle	3	100.0	
B - Recreational Vehicle	0	0.0	
C - Bus	0	0.0	
D - Single Unit Truck	0	0.0	
E - Tractor Trailer Unit	0	0.0	
Total	3		

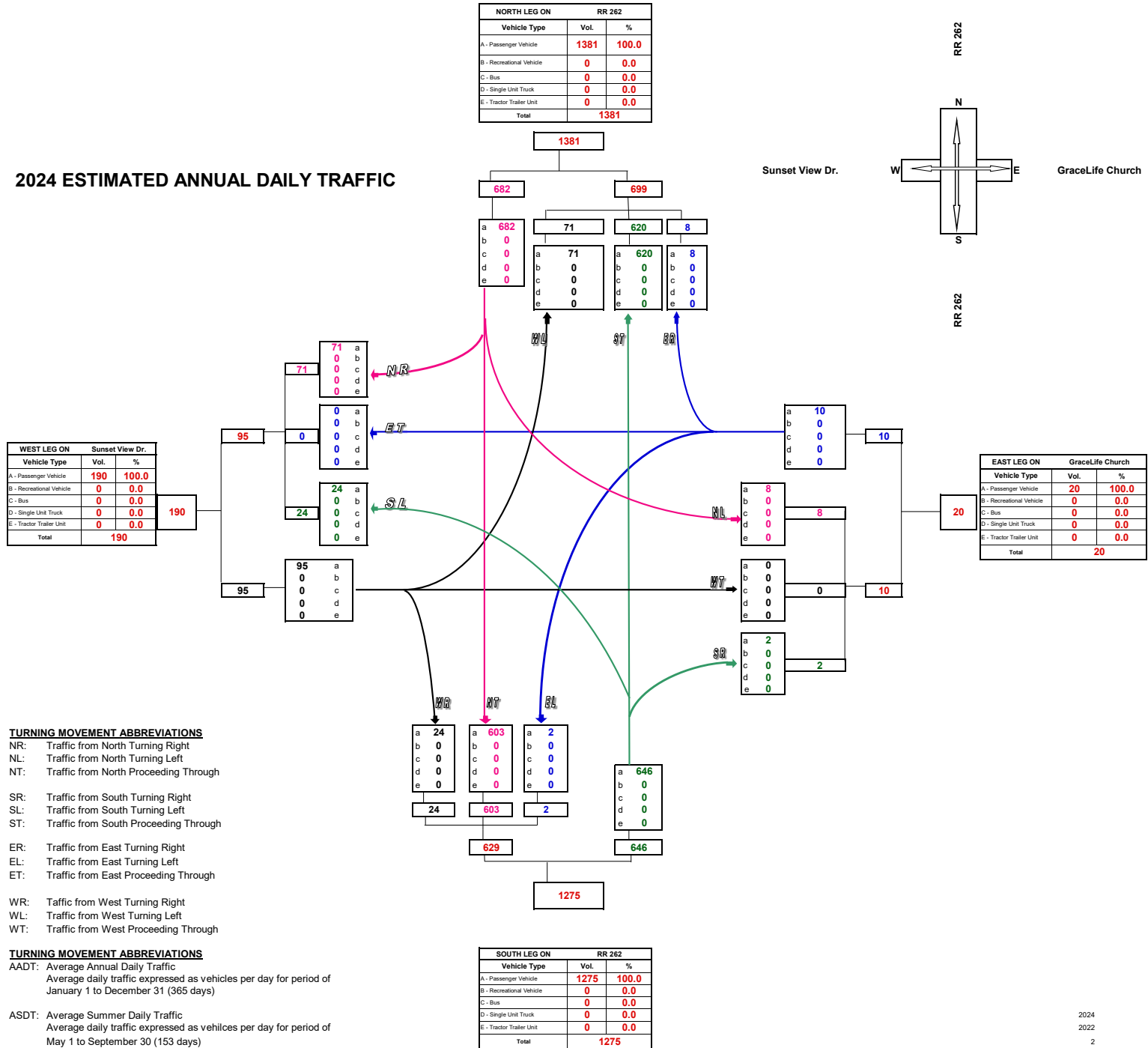
TRAFFIC VOLUME HISTORY & GROWTH RATES

TRAFFIC VOLUME HISTORY																																			
Location	AADT 1989	AADT 1990	AADT 1991	AADT 1992	AADT 1993	AADT 1994	AADT 1995	AADT 1996	AADT 1997	AADT 1998	AADT 1999	AADT 2000	AADT 2001	AADT 2002	AADT 2003	AADT 2004	AADT 2005	AADT 2006	AADT 2007	AADT 2008	AADT 2009	AADT 2010	AADT 2011	AADT 2012	AADT 2013	AADT 2014	AADT 2015	AADT 2016	AADT 2017	AADT 2018	AADT 2019	AADT 2020	AADT 2021	AADT 2022	Growth Rate
Highway 627:04, E. of Hwy. 60	2560	2610	2750	3330	3250		3140	2110	3460	3660	3660	3500	3660	3850	3950	4160	4440	4600	4080	4080	4120	4620	4700	4560	4620	4660	4860	5700	5640	5680	5680	4920	3940	3860	1.54%
Rge. Rd. 262																																			Use Growth Rate: 2.00%
Subdivision/Church Access																																			Use Growth Rate: 0.00%



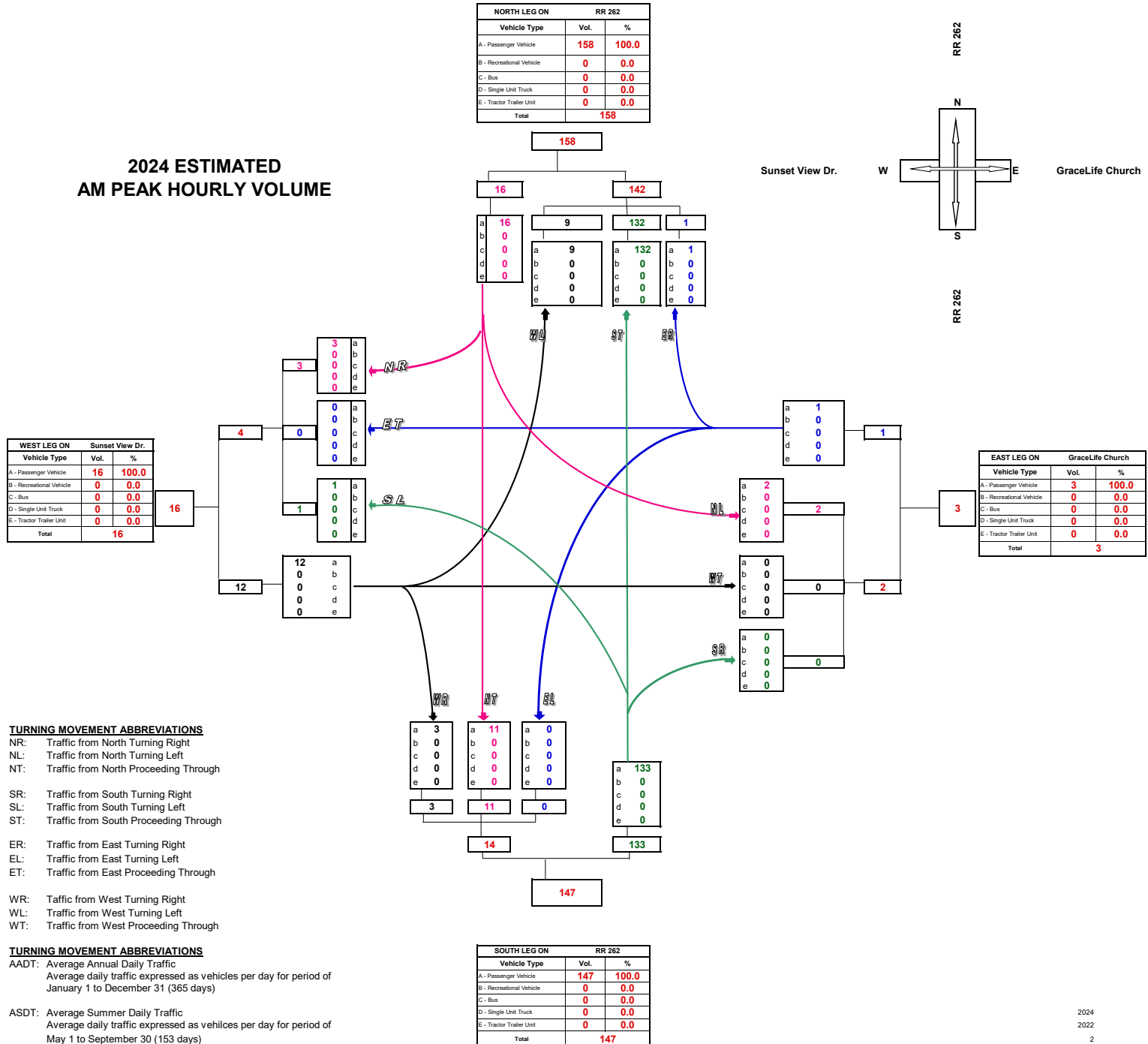
Turning Movement Summary Diagram

2024 ESTIMATED ANNUAL DAILY TRAFFIC



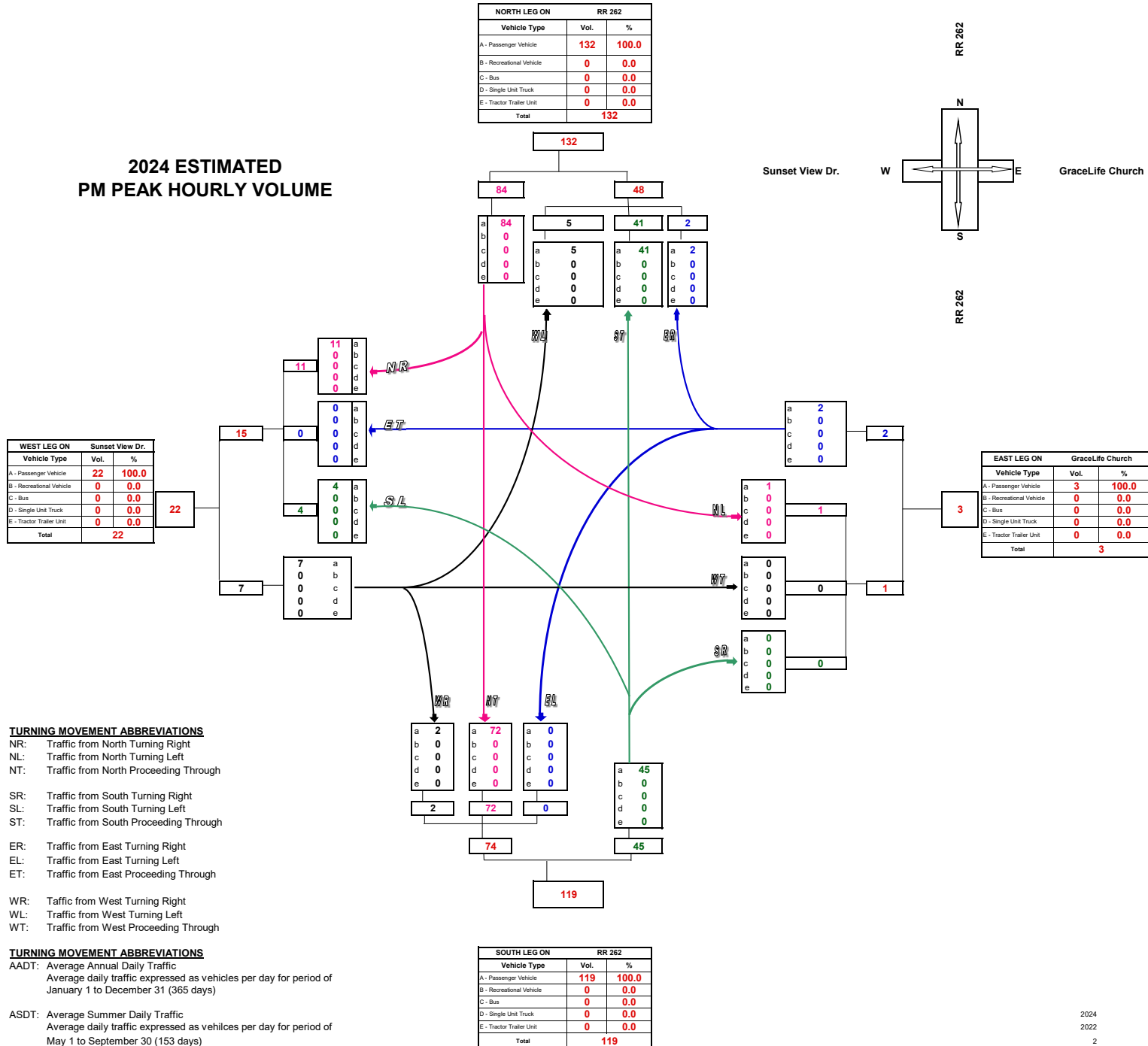
Turning Movement Summary Diagram

**2024 ESTIMATED
AM PEAK HOURLY VOLUME**



Turning Movement Summary Diagram

**2024 ESTIMATED
PM PEAK HOURLY VOLUME**



Turning Movement Summary Diagram

2024 PROJECTED DEVELOPMENT ANNUAL AVERAGE DAILY TRAFFIC

WEST LEG ON		Sunset View Dr.	
Vehicle Type	Vol.	%	
A - Passenger Vehicle	0	#DIV/0!	
B - Recreational Vehicle	0	#DIV/0!	
C - Bus	0	#DIV/0!	
D - Single Unit Truck	0	#DIV/0!	
E - Tractor Trailer Unit	0	#DIV/0!	
Total	0		

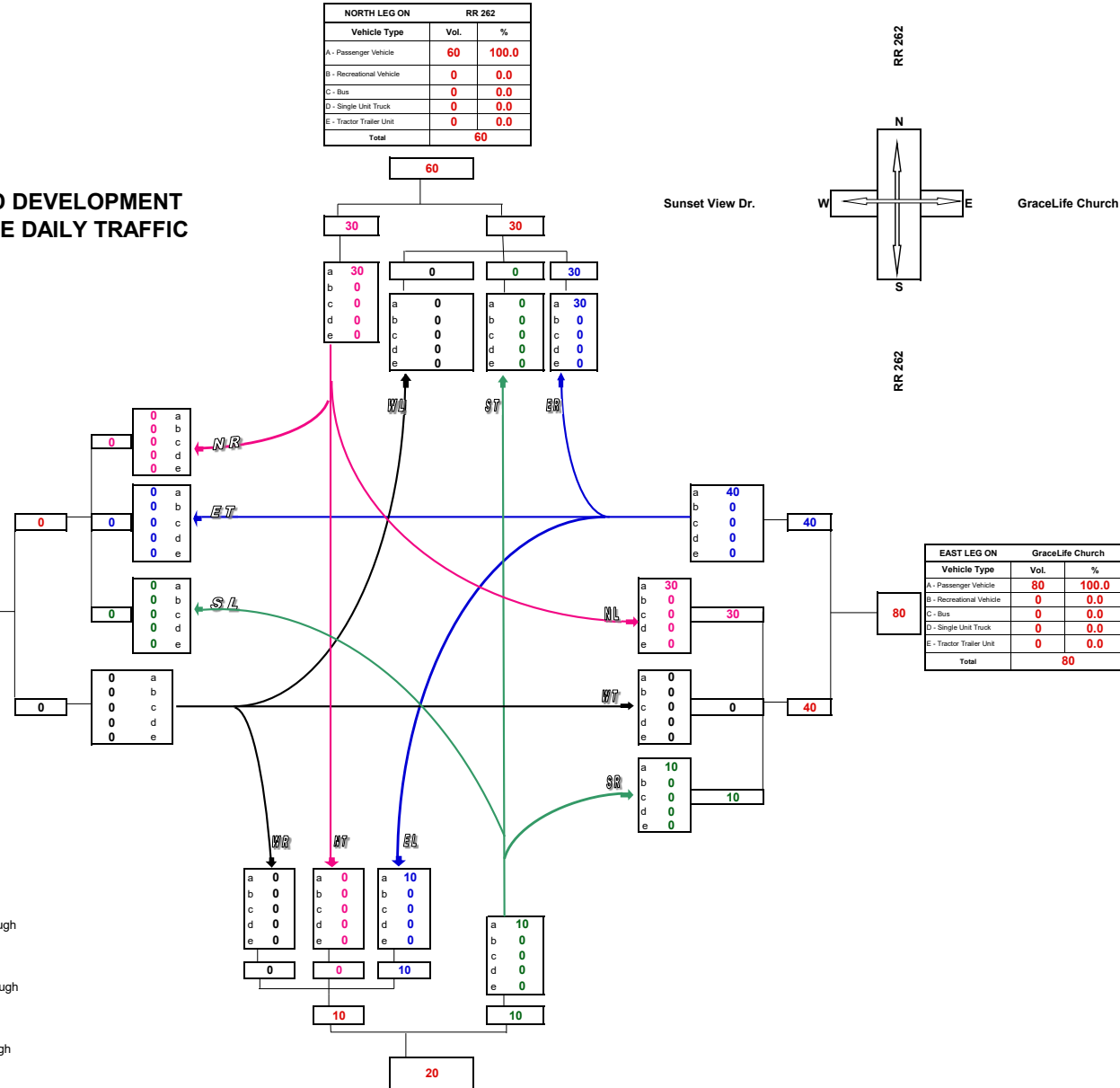
NORTH LEG ON		RR 262	
Vehicle Type	Vol.	%	
A - Passenger Vehicle	60	100.0	
B - Recreational Vehicle	0	0.0	
C - Bus	0	0.0	
D - Single Unit Truck	0	0.0	
E - Tractor Trailer Unit	0	0.0	
Total	60		

EAST LEG ON		GraceLife Church	
Vehicle Type	Vol.	%	
A - Passenger Vehicle	80	100.0	
B - Recreational Vehicle	0	0.0	
C - Bus	0	0.0	
D - Single Unit Truck	0	0.0	
E - Tractor Trailer Unit	0	0.0	
Total	80		

SOUTH LEG ON		RR 262	
Vehicle Type	Vol.	%	
A - Passenger Vehicle	20	100.0	
B - Recreational Vehicle	0	0.0	
C - Bus	0	0.0	
D - Single Unit Truck	0	0.0	
E - Tractor Trailer Unit	0	0.0	
Total	20		

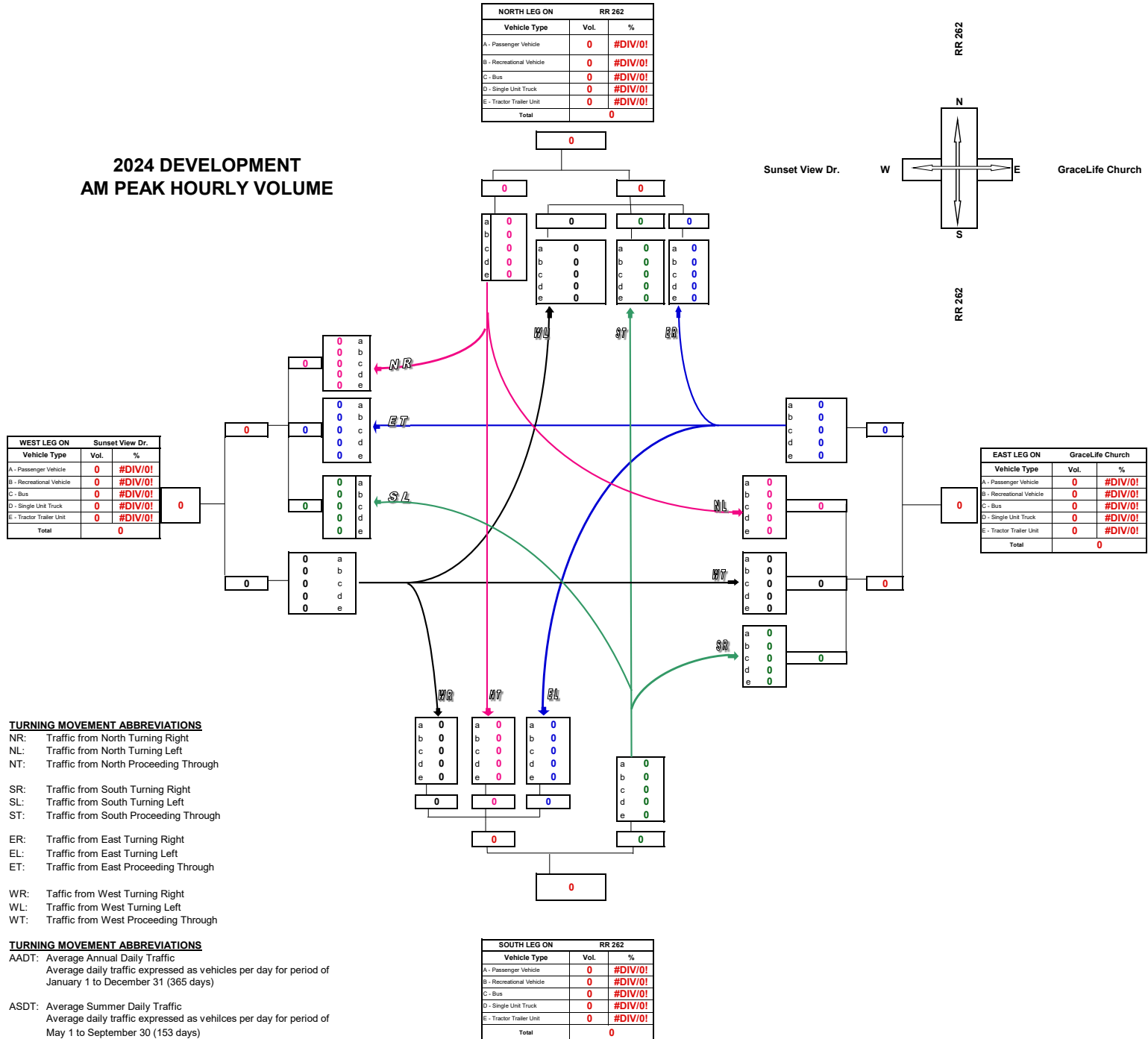
- TURNING MOVEMENT ABBREVIATIONS**
- NR: Traffic from North Turning Right
 - NL: Traffic from North Turning Left
 - NT: Traffic from North Proceeding Through
 - SR: Traffic from South Turning Right
 - SL: Traffic from South Turning Left
 - ST: Traffic from South Proceeding Through
 - ER: Traffic from East Turning Right
 - EL: Traffic from East Turning Left
 - ET: Traffic from East Proceeding Through
 - WR: Traffic from West Turning Right
 - WL: Traffic from West Turning Left
 - WT: Traffic from West Proceeding Through

- TURNING MOVEMENT ABBREVIATIONS**
- AADT: Average Annual Daily Traffic
Average daily traffic expressed as vehicles per day for period of January 1 to December 31 (365 days)
 - ASDT: Average Summer Daily Traffic
Average daily traffic expressed as vehicles per day for period of May 1 to September 30 (153 days)



Turning Movement Summary Diagram

**2024 DEVELOPMENT
AM PEAK HOURLY VOLUME**



Turning Movement Summary Diagram

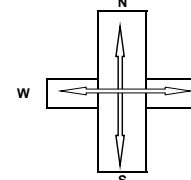
**2024 DEVELOPMENT
PM PEAK HOURLY VOLUME**

WEST LEG ON		Sunset View Dr.	
Vehicle Type	Vol.		%
A - Passenger Vehicle	0	#DIV/0!	
B - Recreational Vehicle	0	#DIV/0!	
C - Bus	0	#DIV/0!	
D - Single Unit Truck	0	#DIV/0!	
E - Tractor Trailer Unit	0	#DIV/0!	
Total	0		

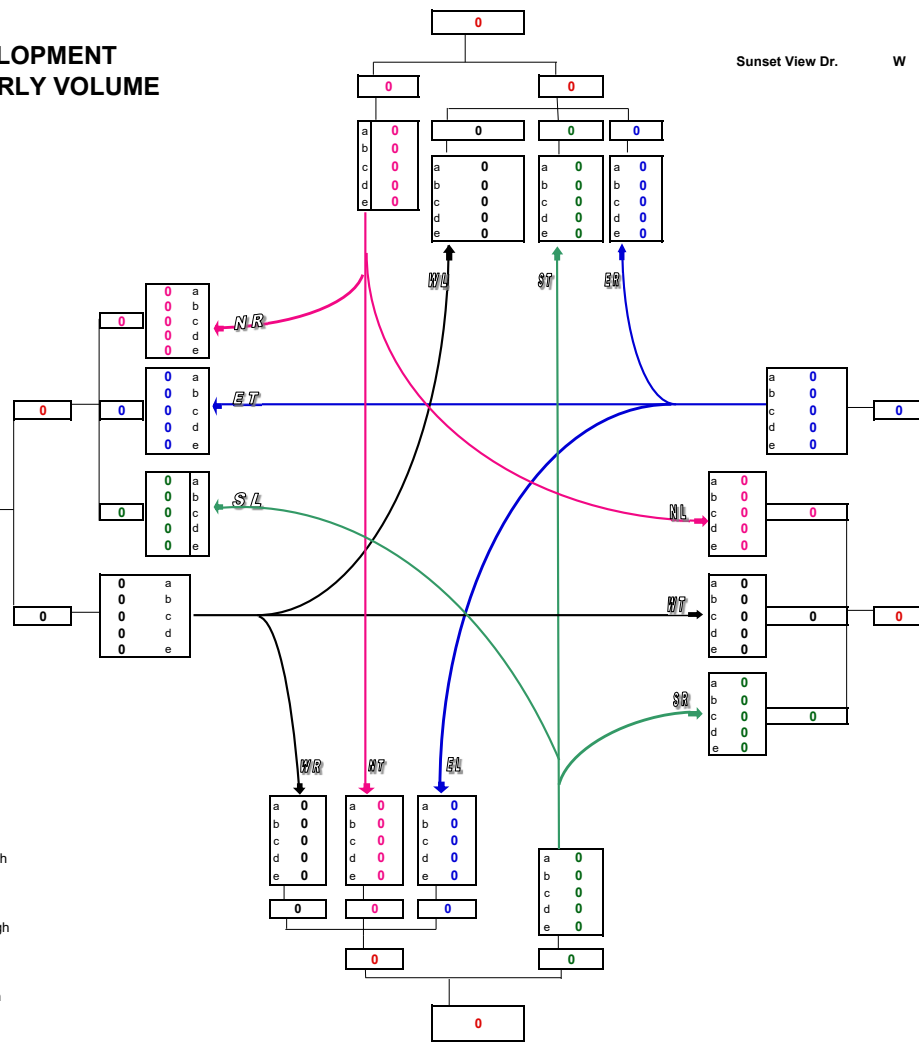
NORTH LEG ON		RR 262	
Vehicle Type	Vol.		%
A - Passenger Vehicle	0	#DIV/0!	
B - Recreational Vehicle	0	#DIV/0!	
C - Bus	0	#DIV/0!	
D - Single Unit Truck	0	#DIV/0!	
E - Tractor Trailer Unit	0	#DIV/0!	
Total	0		

RR 262
N
S

Sunset View Dr.



GraceLife Church



EAST LEG ON		GraceLife Church	
Vehicle Type	Vol.		%
A - Passenger Vehicle	0	#DIV/0!	
B - Recreational Vehicle	0	#DIV/0!	
C - Bus	0	#DIV/0!	
D - Single Unit Truck	0	#DIV/0!	
E - Tractor Trailer Unit	0	#DIV/0!	
Total	0		

- TURNING MOVEMENT ABBREVIATIONS**
- NR: Traffic from North Turning Right
 - NL: Traffic from North Turning Left
 - NT: Traffic from North Proceeding Through

 - SR: Traffic from South Turning Right
 - SL: Traffic from South Turning Left
 - ST: Traffic from South Proceeding Through

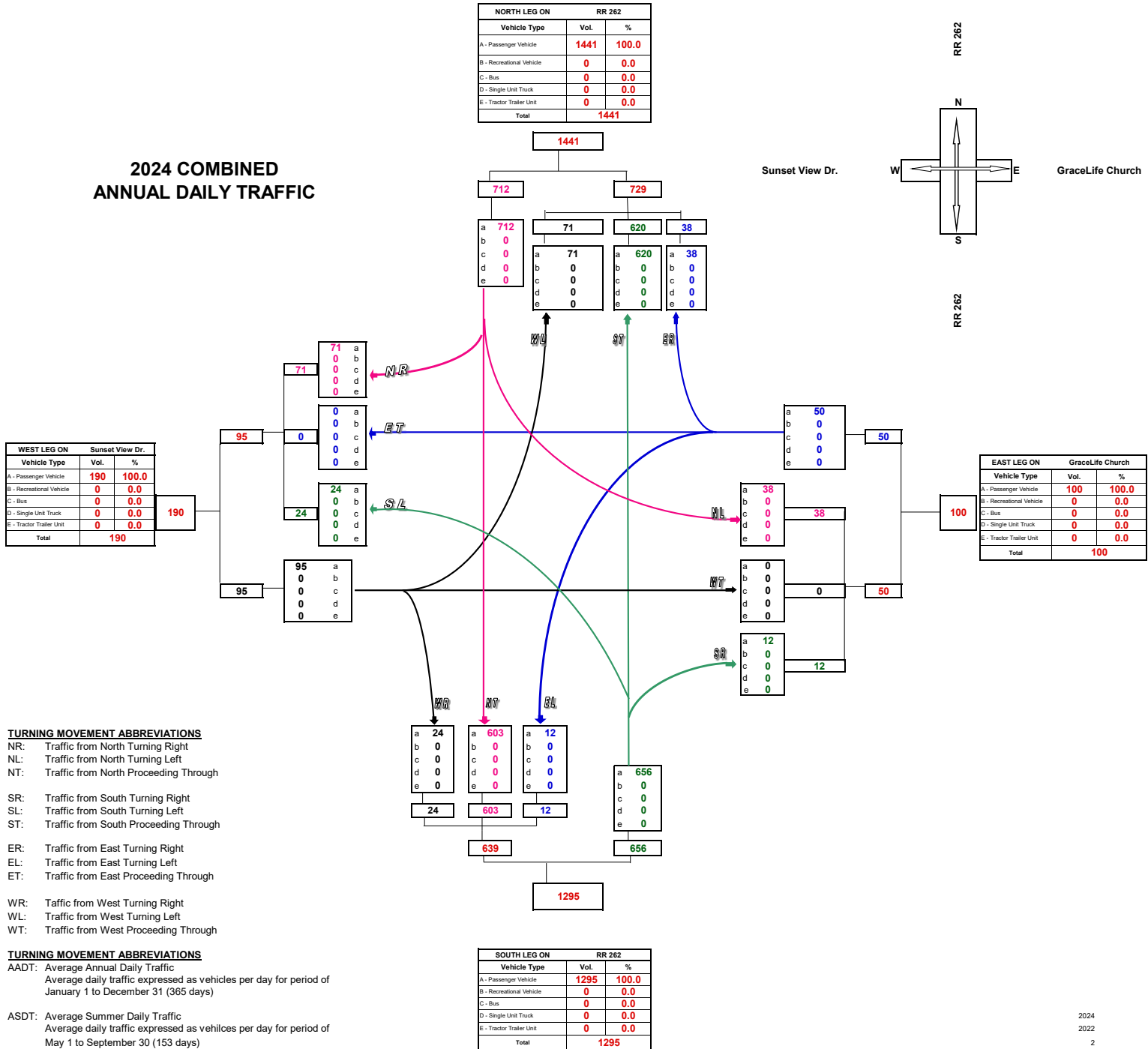
 - ER: Traffic from East Turning Right
 - EL: Traffic from East Turning Left
 - ET: Traffic from East Proceeding Through

 - WR: Traffic from West Turning Right
 - WL: Traffic from West Turning Left
 - WT: Traffic from West Proceeding Through

- TURNING MOVEMENT ABBREVIATIONS**
- AADT: Average Annual Daily Traffic
Average daily traffic expressed as vehicles per day for period of January 1 to December 31 (365 days)
 - ASDT: Average Summer Daily Traffic
Average daily traffic expressed as vehicles per day for period of May 1 to September 30 (153 days)

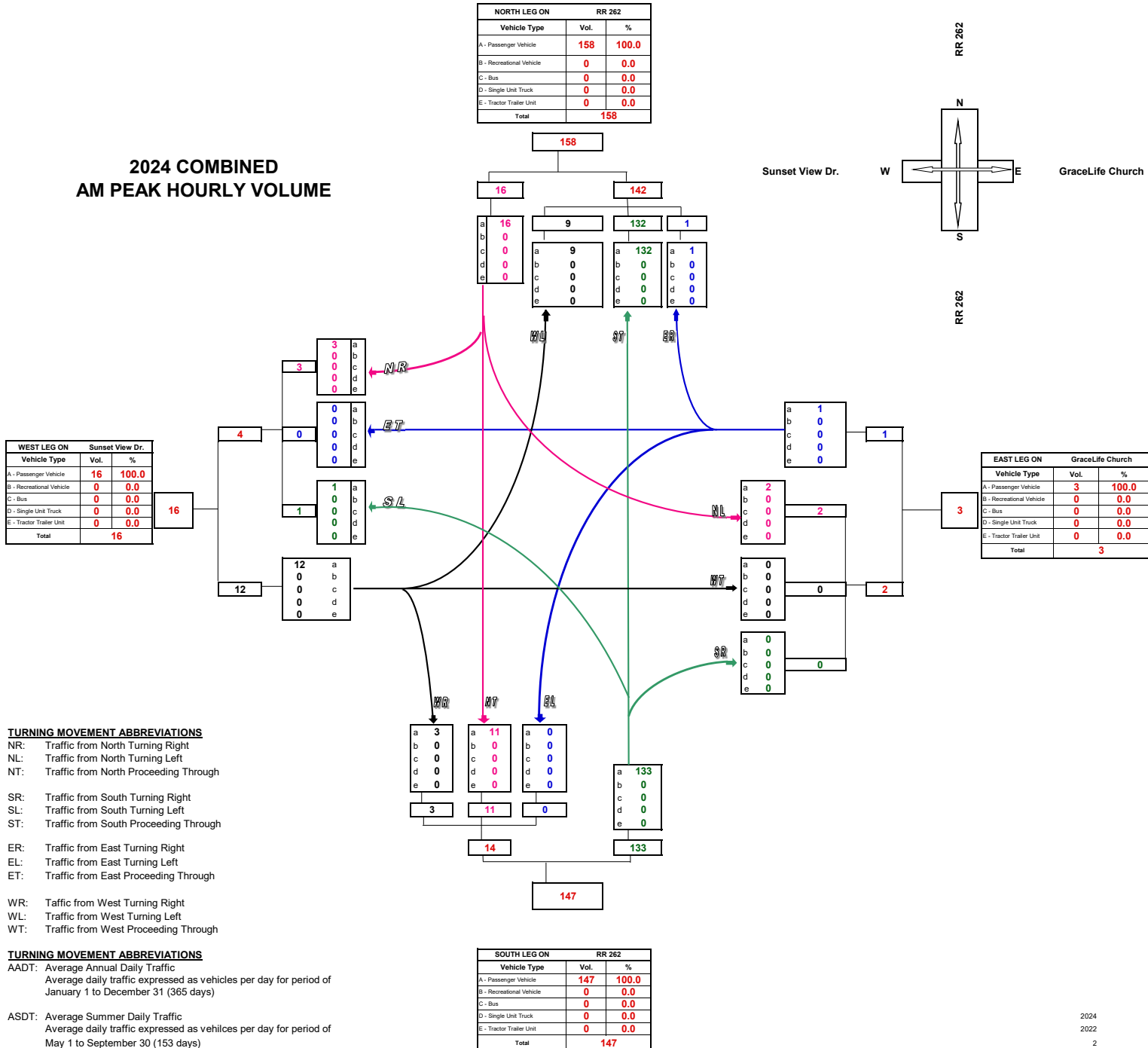
SOUTH LEG ON		RR 262	
Vehicle Type	Vol.		%
A - Passenger Vehicle	0	#DIV/0!	
B - Recreational Vehicle	0	#DIV/0!	
C - Bus	0	#DIV/0!	
D - Single Unit Truck	0	#DIV/0!	
E - Tractor Trailer Unit	0	#DIV/0!	
Total	0		

Turning Movement Summary Diagram



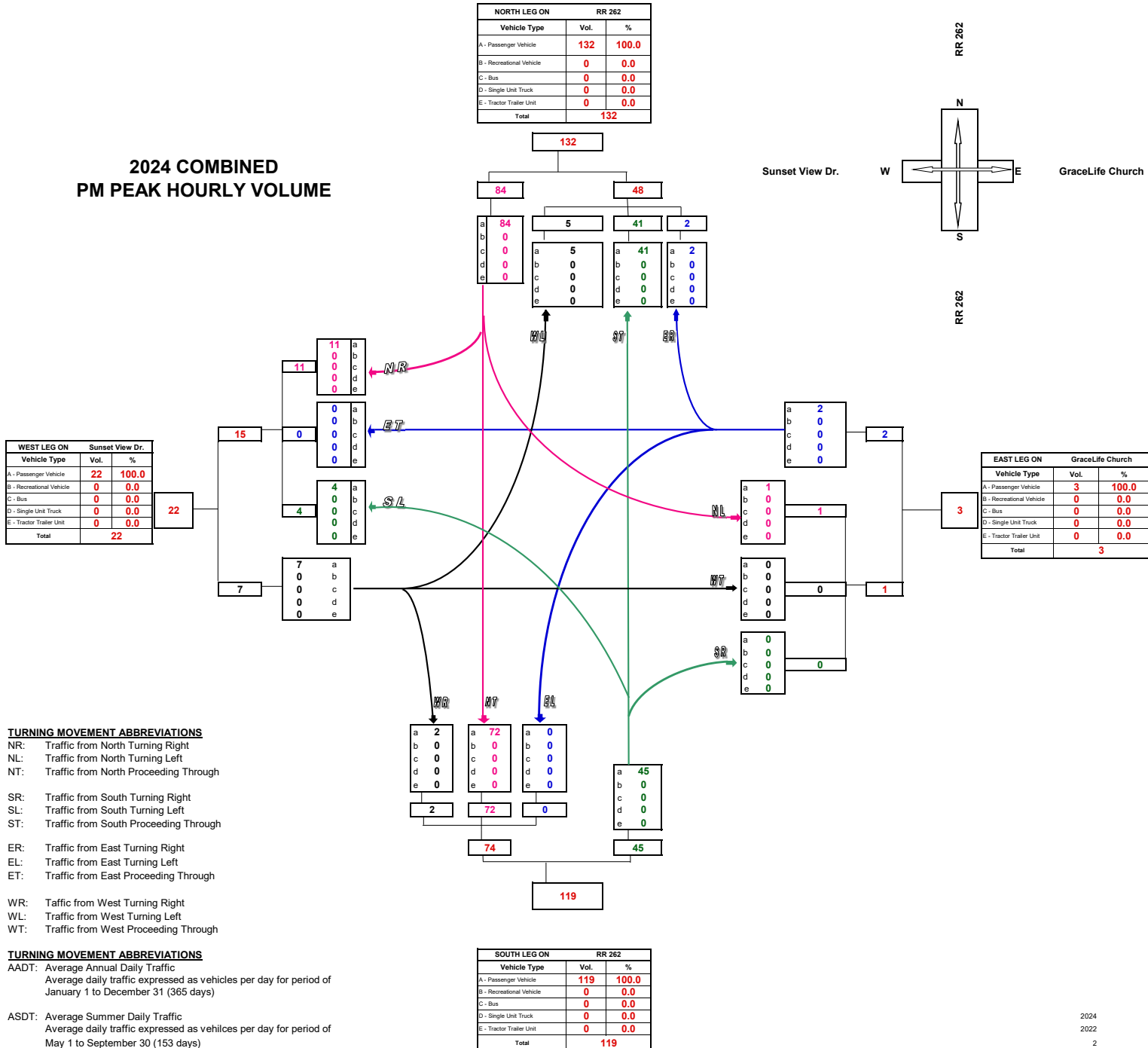
Turning Movement Summary Diagram

**2024 COMBINED
AM PEAK HOURLY VOLUME**



Turning Movement Summary Diagram

**2024 COMBINED
PM PEAK HOURLY VOLUME**



Turning Movement Summary Diagram

2034 PROJECTED DEVELOPMENT ANNUAL AVERAGE DAILY TRAFFIC

WEST LEG ON		Sunset View Dr.	
Vehicle Type	Vol.		%
A - Passenger Vehicle	0	#DIV/0!	
B - Recreational Vehicle	0	#DIV/0!	
C - Bus	0	#DIV/0!	
D - Single Unit Truck	0	#DIV/0!	
E - Tractor Trailer Unit	0	#DIV/0!	
Total	0		

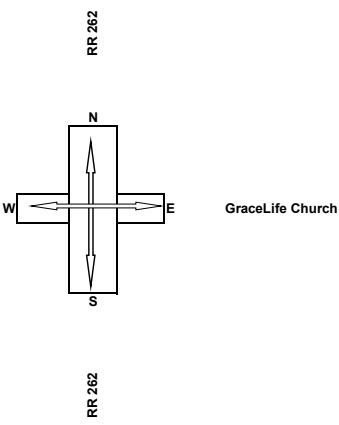
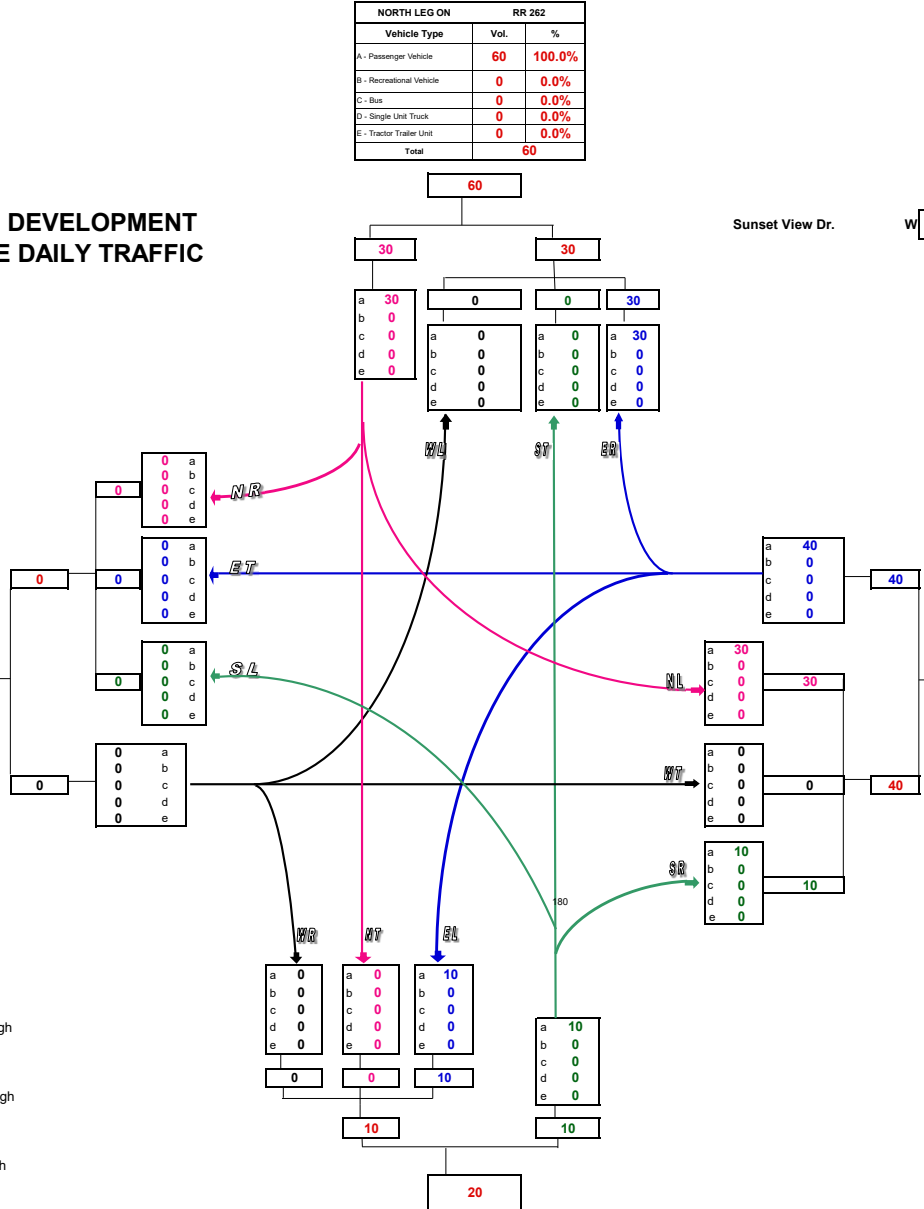
NORTH LEG ON		RR 262	
Vehicle Type	Vol.		%
A - Passenger Vehicle	60	100.0%	
B - Recreational Vehicle	0	0.0%	
C - Bus	0	0.0%	
D - Single Unit Truck	0	0.0%	
E - Tractor Trailer Unit	0	0.0%	
Total	60		

EAST LEG ON		GraceLife Church	
Vehicle Type	Vol.		%
A - Passenger Vehicle	80	100.0	
B - Recreational Vehicle	0	0.0	
C - Bus	0	0.0	
D - Single Unit Truck	0	0.0	
E - Tractor Trailer Unit	0	0.0	
Total	80		

SOUTH LEG ON		RR 262	
Vehicle Type	Vol.		%
A - Passenger Vehicle	20	100.0	
B - Recreational Vehicle	0	0.0	
C - Bus	0	0.0	
D - Single Unit Truck	0	0.0	
E - Tractor Trailer Unit	0	0.0	
Total	20		

- TURNING MOVEMENT ABBREVIATIONS**
- NR: Traffic from North Turning Right
 - NL: Traffic from North Turning Left
 - NT: Traffic from North Proceeding Through
 - SR: Traffic from South Turning Right
 - SL: Traffic from South Turning Left
 - ST: Traffic from South Proceeding Through
 - ER: Traffic from East Turning Right
 - EL: Traffic from East Turning Left
 - ET: Traffic from East Proceeding Through
 - WR: Traffic from West Turning Right
 - WL: Traffic from West Turning Left
 - WT: Traffic from West Proceeding Through

- TURNING MOVEMENT ABBREVIATIONS**
- AADT: Average Annual Daily Traffic
Average daily traffic expressed as vehicles per day for period of January 1 to December 31 (365 days)
 - ASDT: Average Summer Daily Traffic
Average daily traffic expressed as vehicles per day for period of May 1 to September 30 (153 days)



Turning Movement Summary Diagram

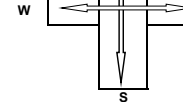
**2034 DEVELOPMENT
AM PEAK HOURLY VOLUME**

WEST LEG ON		Sunset View Dr.	
Vehicle Type	Vol.	Vol.	%
A - Passenger Vehicle	0	0	#DIV/0!
B - Recreational Vehicle	0	0	#DIV/0!
C - Bus	0	0	#DIV/0!
D - Single Unit Truck	0	0	#DIV/0!
E - Tractor Trailer Unit	0	0	#DIV/0!
Total	0		

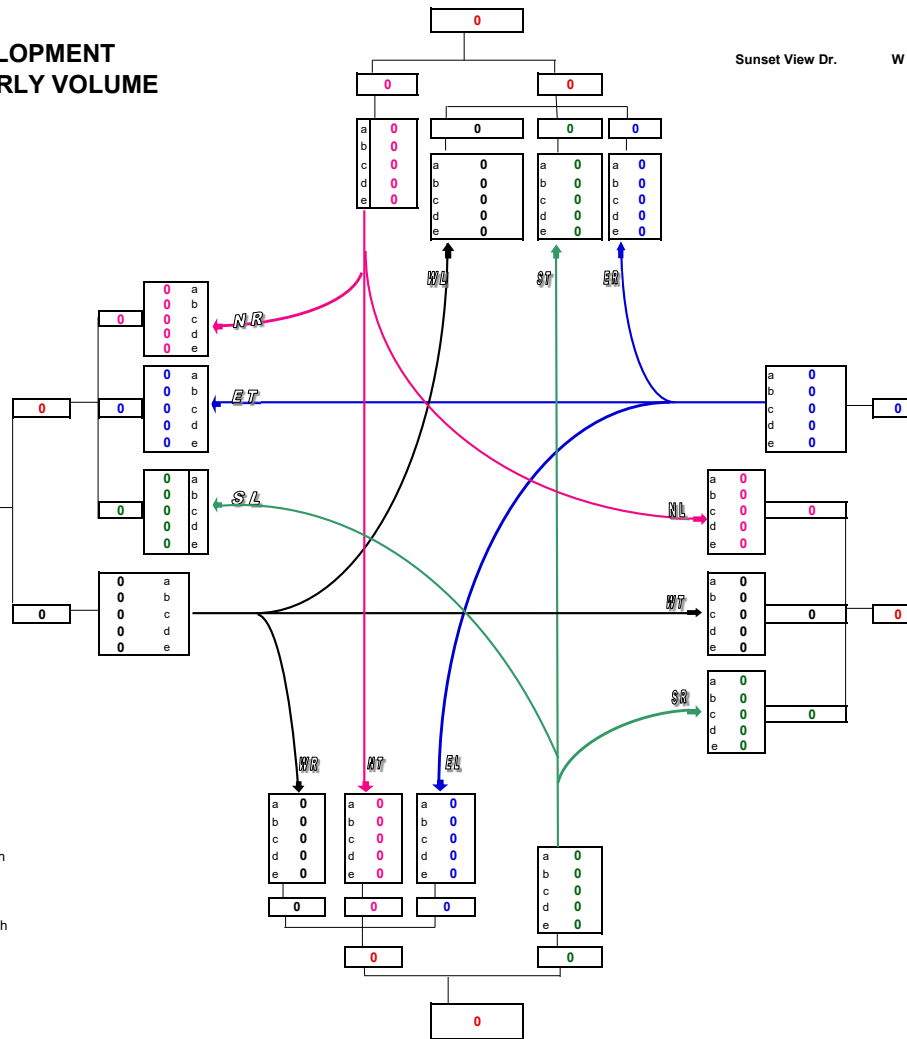
NORTH LEG ON		RR 262	
Vehicle Type	Vol.	Vol.	%
A - Passenger Vehicle	0	0	#DIV/0!
B - Recreational Vehicle	0	0	#DIV/0!
C - Bus	0	0	#DIV/0!
D - Single Unit Truck	0	0	#DIV/0!
E - Tractor Trailer Unit	0	0	#DIV/0!
Total	0		



Sunset View Dr.



GraceLife Church



EAST LEG ON		GraceLife Church	
Vehicle Type	Vol.	Vol.	%
A - Passenger Vehicle	0	0	#DIV/0!
B - Recreational Vehicle	0	0	#DIV/0!
C - Bus	0	0	#DIV/0!
D - Single Unit Truck	0	0	#DIV/0!
E - Tractor Trailer Unit	0	0	#DIV/0!
Total	0		

- TURNING MOVEMENT ABBREVIATIONS**
- NR: Traffic from North Turning Right
 - NL: Traffic from North Turning Left
 - NT: Traffic from North Proceeding Through

 - SR: Traffic from South Turning Right
 - SL: Traffic from South Turning Left
 - ST: Traffic from South Proceeding Through

 - ER: Traffic from East Turning Right
 - EL: Traffic from East Turning Left
 - ET: Traffic from East Proceeding Through

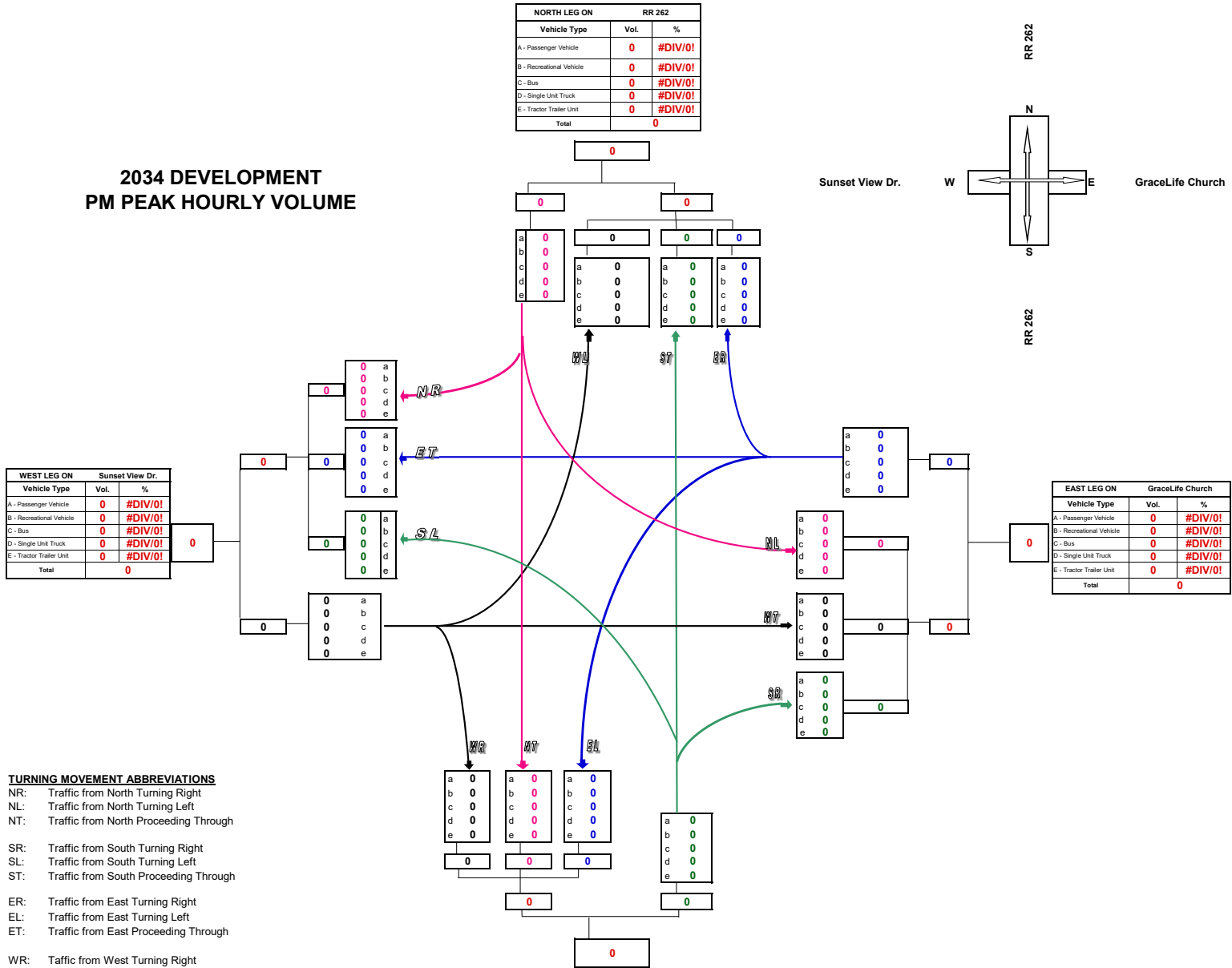
 - WR: Traffic from West Turning Right
 - WL: Traffic from West Turning Left
 - WT: Traffic from West Proceeding Through

- TURNING MOVEMENT ABBREVIATIONS**
- AADT: Average Annual Daily Traffic
Average daily traffic expressed as vehicles per day for period of January 1 to December 31 (365 days)
 - ASDT: Average Summer Daily Traffic
Average daily traffic expressed as vehicles per day for period of May 1 to September 30 (153 days)

SOUTH LEG ON		RR 262	
Vehicle Type	Vol.	Vol.	%
A - Passenger Vehicle	0	0	#DIV/0!
B - Recreational Vehicle	0	0	#DIV/0!
C - Bus	0	0	#DIV/0!
D - Single Unit Truck	0	0	#DIV/0!
E - Tractor Trailer Unit	0	0	#DIV/0!
Total	0		

Turning Movement Summary Diagram

**2034 DEVELOPMENT
PM PEAK HOURLY VOLUME**

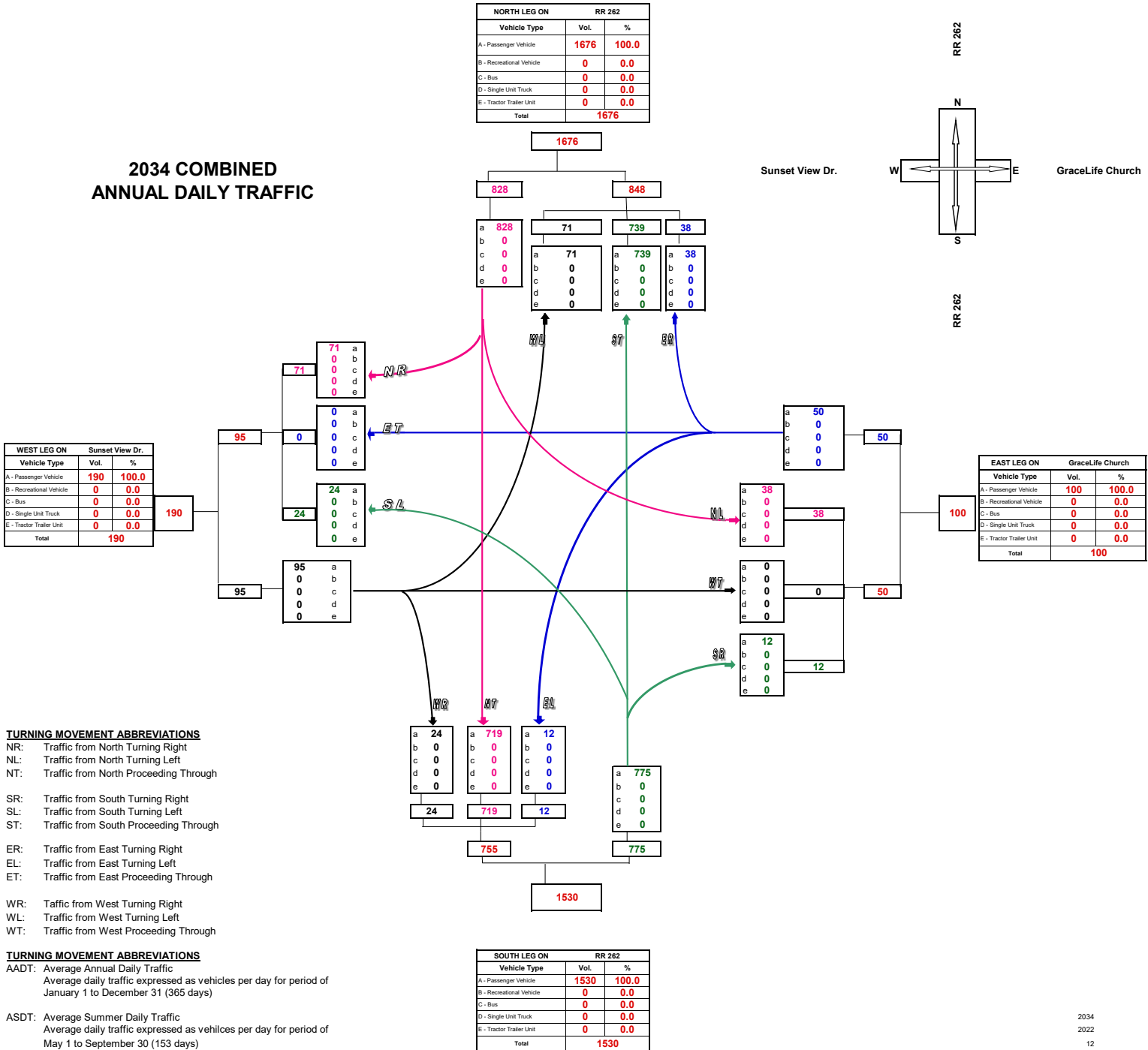


TURNING MOVEMENT ABBREVIATIONS

AADT: Average Annual Daily Traffic
 Average daily traffic expressed as vehicles per day for period of January 1 to December 31 (365 days)

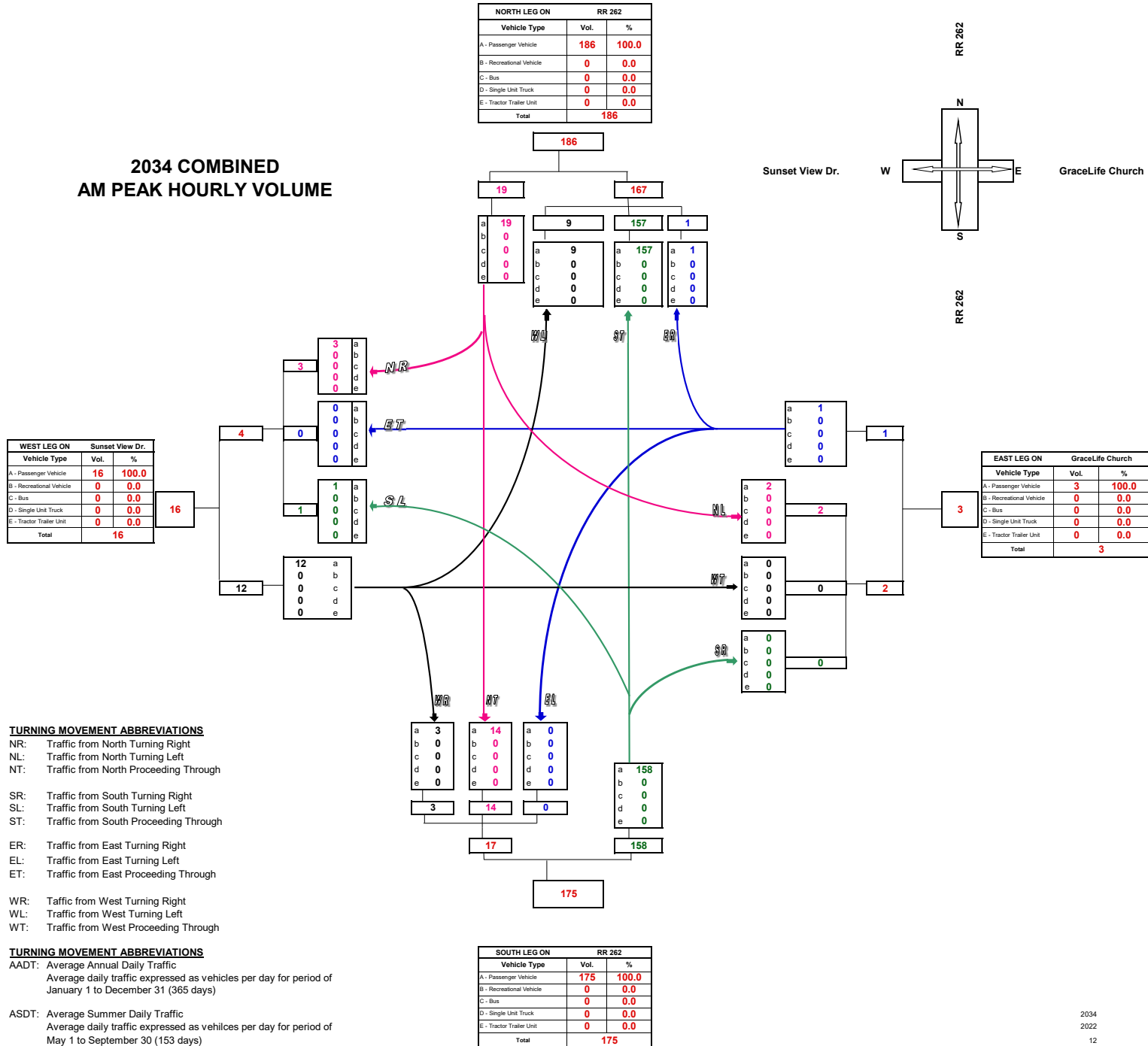
ASDT: Average Summer Daily Traffic
 Average daily traffic expressed as vehicles per day for period of May 1 to September 30 (153 days)

Turning Movement Summary Diagram



Turning Movement Summary Diagram

**2023 COMBINED
AM PEAK HOURLY VOLUME**

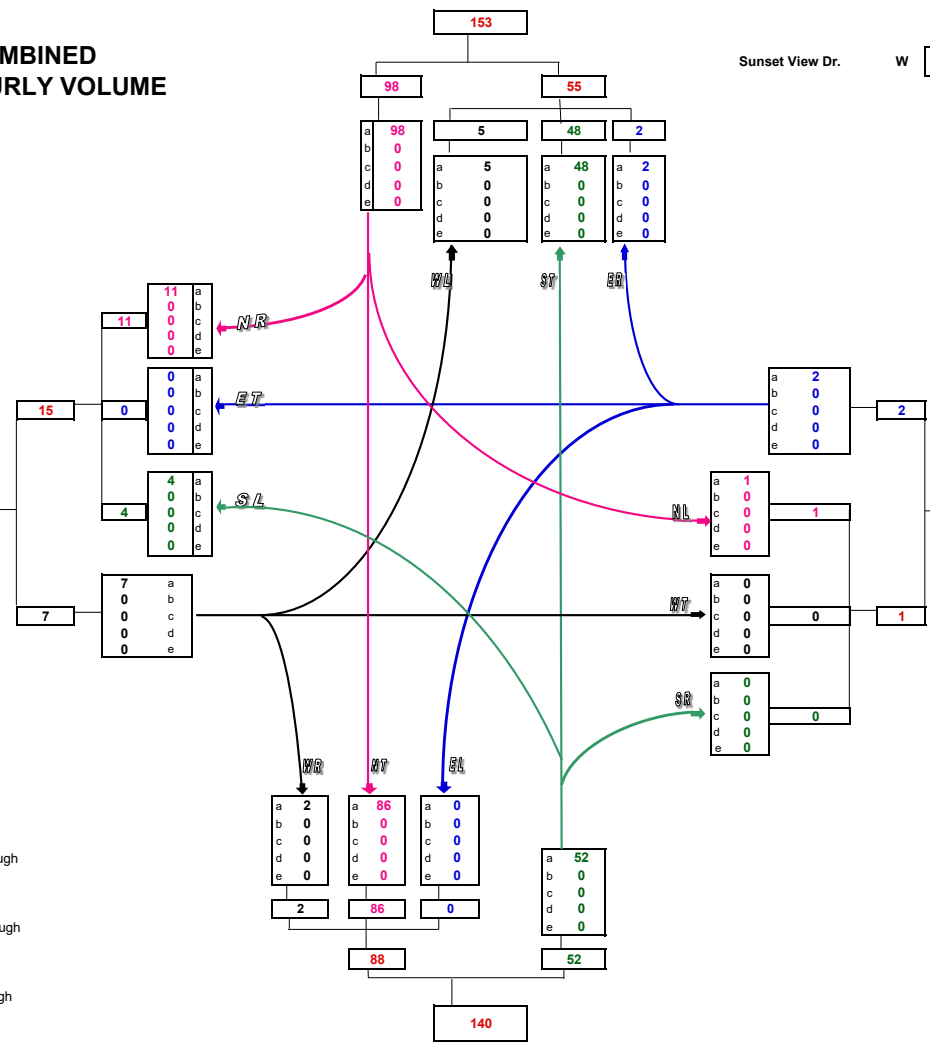
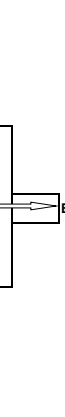


Turning Movement Summary Diagram

**2034 COMBINED
PM PEAK HOURLY VOLUME**

WEST LEG ON		Sunset View Dr.	
Vehicle Type	Vol.	%	
A - Passenger Vehicle	22	100.0	
B - Recreational Vehicle	0	0.0	
C - Bus	0	0.0	
D - Single Unit Truck	0	0.0	
E - Tractor Trailer Unit	0	0.0	
Total	22		

NORTH LEG ON		RR 262	
Vehicle Type	Vol.	%	
A - Passenger Vehicle	153	100.0	
B - Recreational Vehicle	0	0.0	
C - Bus	0	0.0	
D - Single Unit Truck	0	0.0	
E - Tractor Trailer Unit	0	0.0	
Total	153		



EAST LEG ON		GraceLife Church	
Vehicle Type	Vol.	%	
A - Passenger Vehicle	3	100.0	
B - Recreational Vehicle	0	0.0	
C - Bus	0	0.0	
D - Single Unit Truck	0	0.0	
E - Tractor Trailer Unit	0	0.0	
Total	3		

- TURNING MOVEMENT ABBREVIATIONS**
- NR: Traffic from North Turning Right
 - NL: Traffic from North Turning Left
 - NT: Traffic from North Proceeding Through
 - SR: Traffic from South Turning Right
 - SL: Traffic from South Turning Left
 - ST: Traffic from South Proceeding Through
 - ER: Traffic from East Turning Right
 - EL: Traffic from East Turning Left
 - ET: Traffic from East Proceeding Through
 - WR: Traffic from West Turning Right
 - WL: Traffic from West Turning Left
 - WT: Traffic from West Proceeding Through

- TURNING MOVEMENT ABBREVIATIONS**
- AADT: Average Annual Daily Traffic
Average daily traffic expressed as vehicles per day for period of January 1 to December 31 (365 days)
 - ASDT: Average Summer Daily Traffic
Average daily traffic expressed as vehicles per day for period of May 1 to September 30 (153 days)

SOUTH LEG ON		RR 262	
Vehicle Type	Vol.	%	
A - Passenger Vehicle	140	100.0	
B - Recreational Vehicle	0	0.0	
C - Bus	0	0.0	
D - Single Unit Truck	0	0.0	
E - Tractor Trailer Unit	0	0.0	
Total	140		

Turning Movement Summary Diagram

2044 PROJECTED DEVELOPMENT ANNUAL AVERAGE DAILY TRAFFIC

WEST LEG ON		Sunset View Dr.	
Vehicle Type	Vol.		%
A - Passenger Vehicle	0	#DIV/0!	
B - Recreational Vehicle	0	#DIV/0!	
C - Bus	0	#DIV/0!	
D - Single Unit Truck	0	#DIV/0!	
E - Tractor Trailer Unit	0	#DIV/0!	
Total	0		

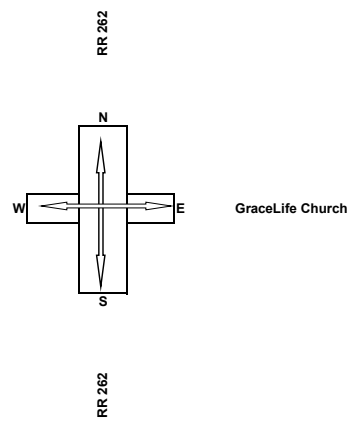
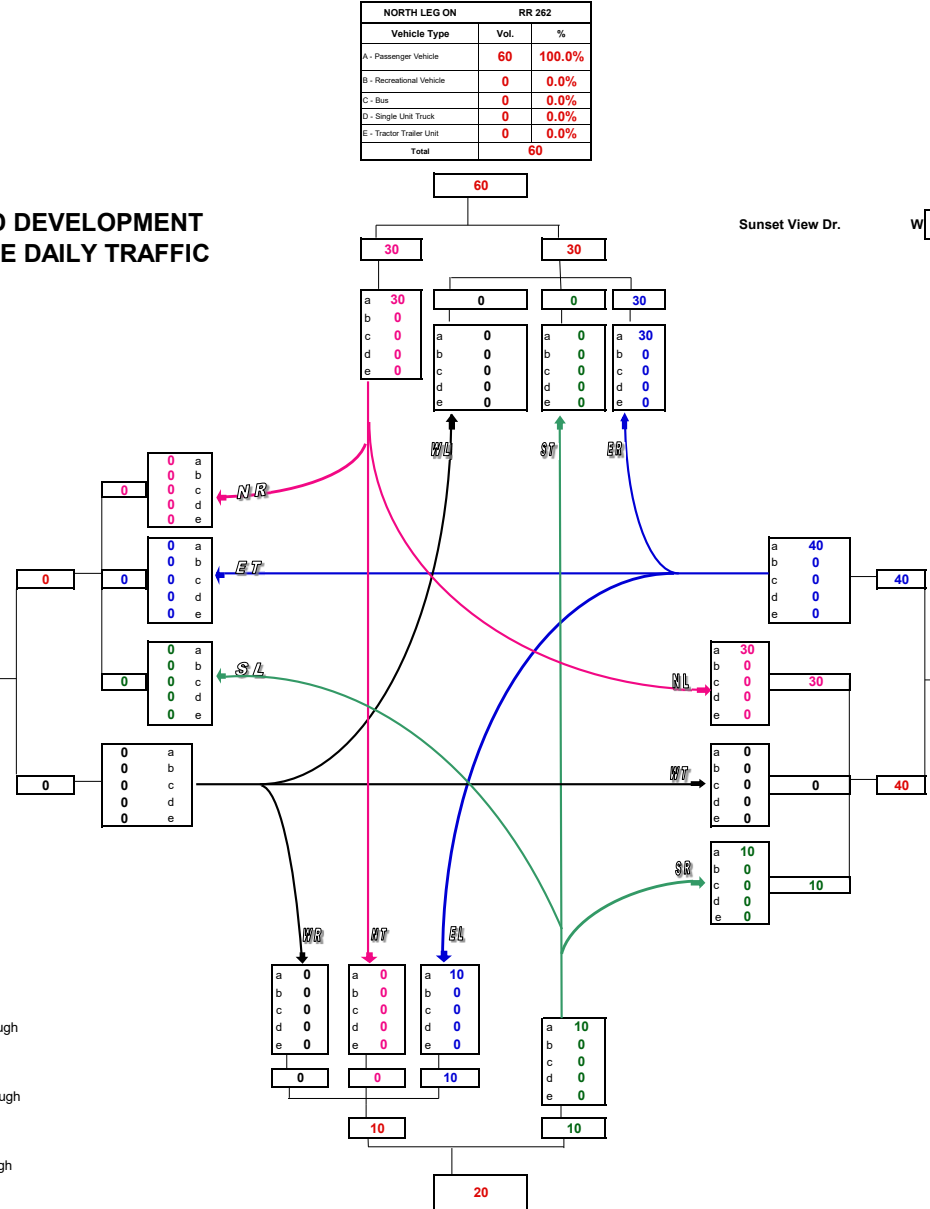
NORTH LEG ON		RR 262	
Vehicle Type	Vol.		%
A - Passenger Vehicle	60	100.0%	
B - Recreational Vehicle	0	0.0%	
C - Bus	0	0.0%	
D - Single Unit Truck	0	0.0%	
E - Tractor Trailer Unit	0	0.0%	
Total	60		

EAST LEG ON		GraceLife Church	
Vehicle Type	Vol.		%
A - Passenger Vehicle	80	100.0	
B - Recreational Vehicle	0	0.0	
C - Bus	0	0.0	
D - Single Unit Truck	0	0.0	
E - Tractor Trailer Unit	0	0.0	
Total	80		

SOUTH LEG ON		RR 262	
Vehicle Type	Vol.		%
A - Passenger Vehicle	20	100.0	
B - Recreational Vehicle	0	0.0	
C - Bus	0	0.0	
D - Single Unit Truck	0	0.0	
E - Tractor Trailer Unit	0	0.0	
Total	20		

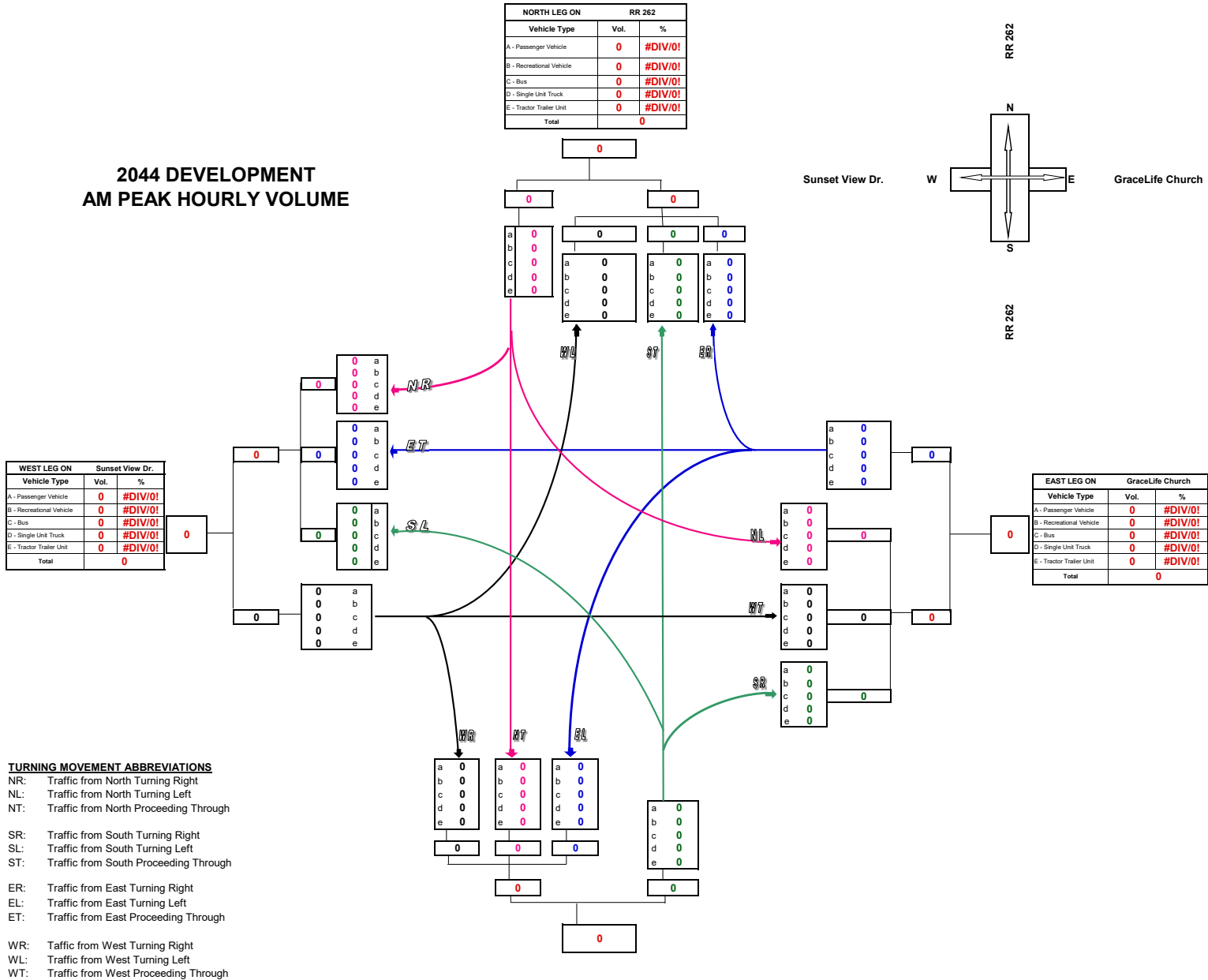
- TURNING MOVEMENT ABBREVIATIONS**
- NR: Traffic from North Turning Right
 - NL: Traffic from North Turning Left
 - NT: Traffic from North Proceeding Through
 - SR: Traffic from South Turning Right
 - SL: Traffic from South Turning Left
 - ST: Traffic from South Proceeding Through
 - ER: Traffic from East Turning Right
 - EL: Traffic from East Turning Left
 - ET: Traffic from East Proceeding Through
 - WR: Traffic from West Turning Right
 - WL: Traffic from West Turning Left
 - WT: Traffic from West Proceeding Through

- TURNING MOVEMENT ABBREVIATIONS**
- AADT: Average Annual Daily Traffic
Average daily traffic expressed as vehicles per day for period of January 1 to December 31 (365 days)
 - ASDT: Average Summer Daily Traffic
Average daily traffic expressed as vehicles per day for period of May 1 to September 30 (153 days)



Turning Movement Summary Diagram

**2044 DEVELOPMENT
AM PEAK HOURLY VOLUME**



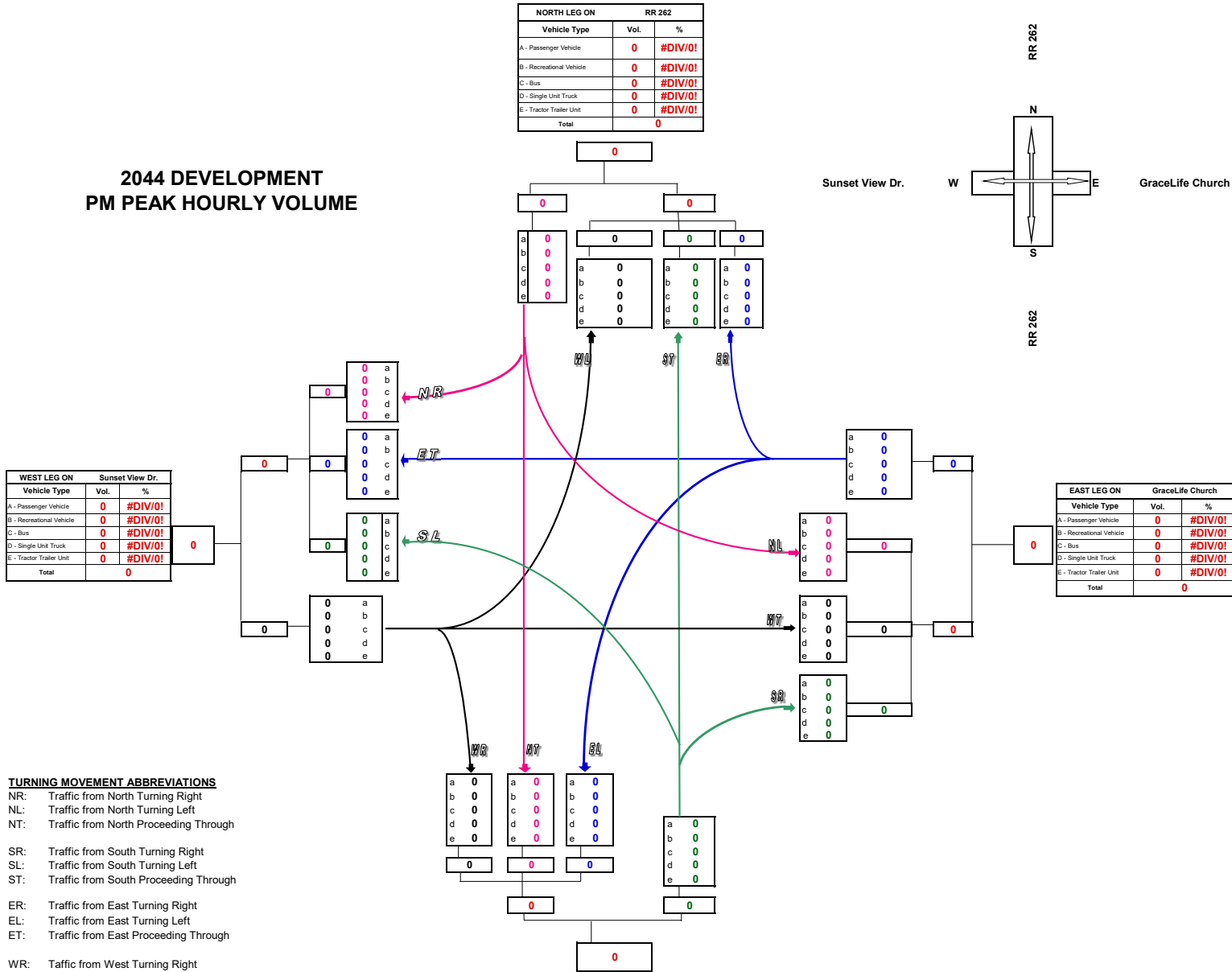
TURNING MOVEMENT ABBREVIATIONS

AADT: Average Annual Daily Traffic
 Average daily traffic expressed as vehicles per day for period of January 1 to December 31 (365 days)

ASDT: Average Summer Daily Traffic
 Average daily traffic expressed as vehicles per day for period of May 1 to September 30 (153 days)

Turning Movement Summary Diagram

**2044 DEVELOPMENT
PM PEAK HOURLY VOLUME**



TURNING MOVEMENT ABBREVIATIONS

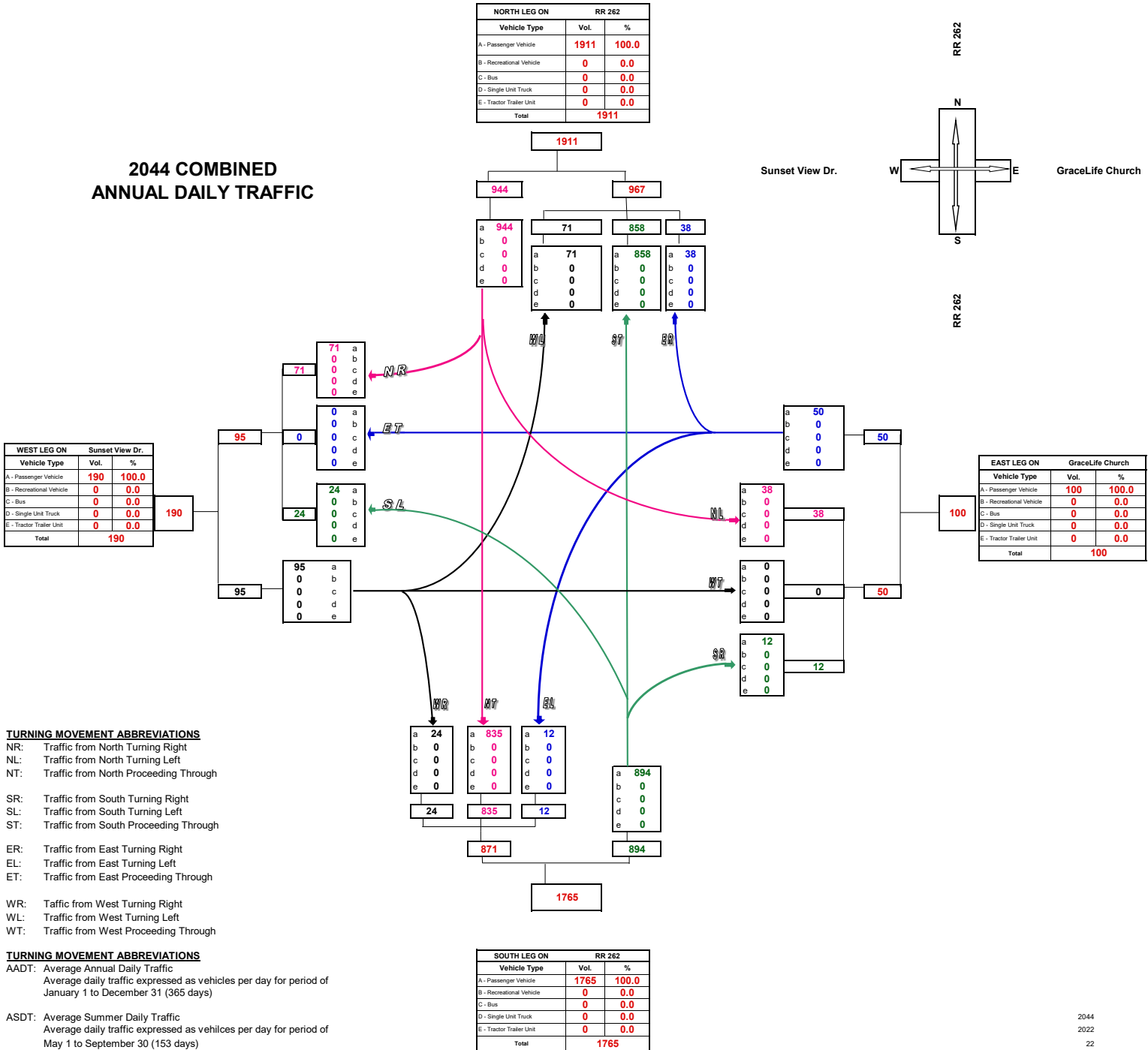
AADT: Average Annual Daily Traffic
 Average daily traffic expressed as vehicles per day for period of January 1 to December 31 (365 days)

ASDT: Average Summer Daily Traffic
 Average daily traffic expressed as vehicles per day for period of May 1 to September 30 (153 days)

SOUTH LEG ON RR 262

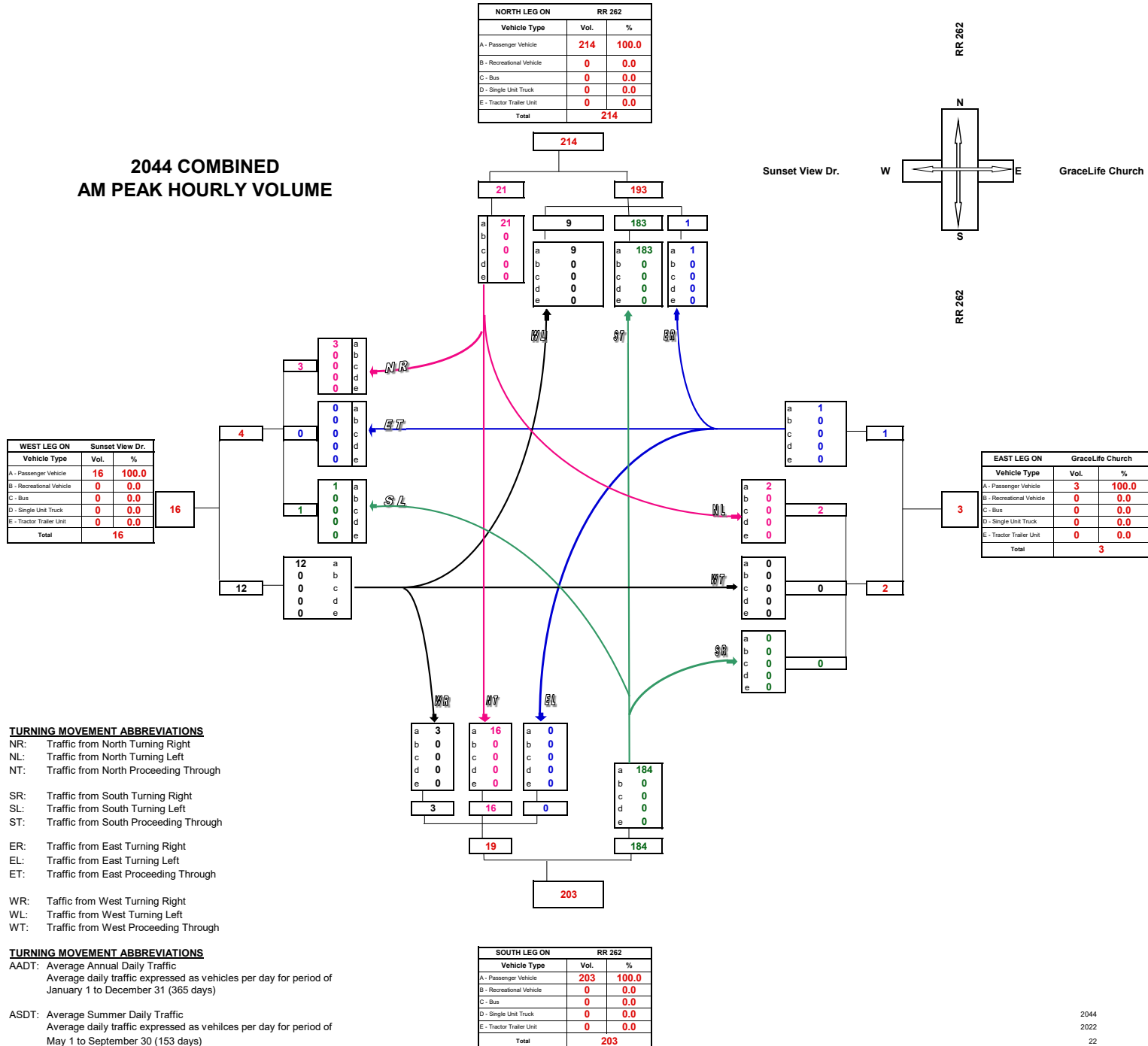
Vehicle Type	Vol.	%
A - Passenger Vehicle	0	#DIV/0!
B - Recreational Vehicle	0	#DIV/0!
C - Bus	0	#DIV/0!
D - Single Unit Truck	0	#DIV/0!
E - Tractor Trailer Unit	0	#DIV/0!
Total	0	

Turning Movement Summary Diagram



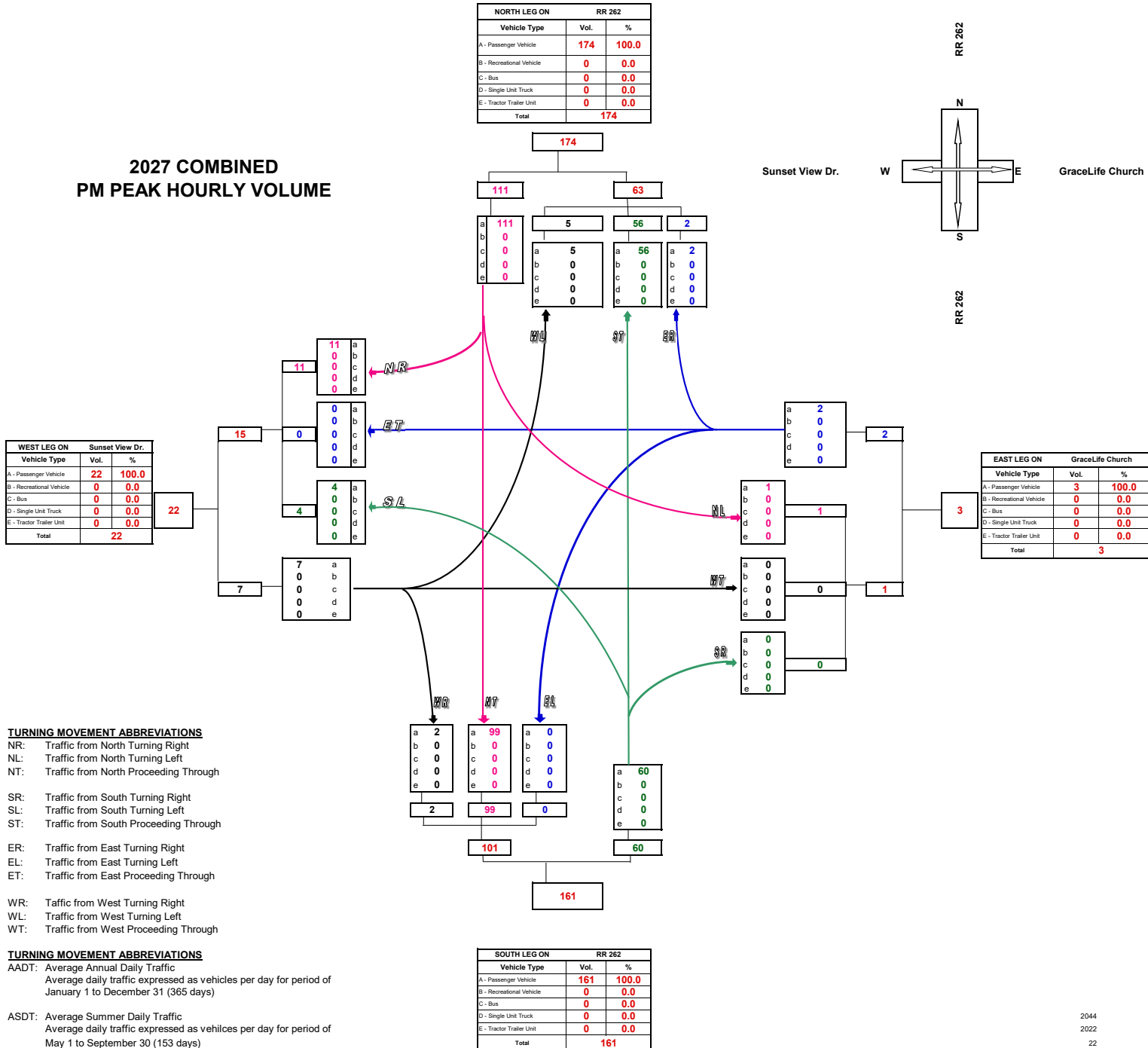
Turning Movement Summary Diagram

**2044 COMBINED
AM PEAK HOURLY VOLUME**



Turning Movement Summary Diagram

**2027 COMBINED
PM PEAK HOURLY VOLUME**



APPENDIX D

ILLUMINATION WARRANTS SYNCHRO ANALYSIS

Illumination of Isolated Rural Intersections

LIGHTING WARRANT SPREADSHEET

This spreadsheet is to be used in conjunction with *Illumination of Isolated Rural Intersections*, Transportation Association of Canada, February 2001.

Please enter information in the cells with yellow background

INTERSECTION CHARACTERISTICS

Hwy: 627:04	Main Road
Rge. Rd. 262	Minor Road
	City/Town

Date	Nov. 10, 2023
Other	YEAR 2024

GEOMETRIC FACTORS

	Value	Rating	Weight	Comments	Check	Score
Channelization Rating	Descriptive	0		Refer to Table 1(A) to determine rating value	OK	
Presence of raised channelization? (Y / N)	n				OK	
Highest operating speed on raised, channelized approach (km/h)	50		5		OK	
Channelization Factor					OK	0
Approach Sight Distance on most constrained approach (%)	100	0	10	Relative to the recommended minimum sight distance	OK	0
Posted Speed limit (in 10's of km/h)	100				OK	
Radius of Horizontal Curve (m)	T			Enter "T" for tangent (no horizontal curve at the intersection)	OK	
Posted Speed Category =		0				
Posted Speed Category =	B	0				
Posted Speed Category =		0				
Posted Speed Category =		0				
Horizontal Curvature Factor		0	5		OK	0
Angle of Intersection (10's of Degrees)	90	0	5		OK	0
Downhill Approach Grade (x.x%)	0.0	0	3	Rounded to nearest tenth of a percent	OK	0
Number of Intersection Legs	4	2	3	Number of legs = 3 or more	OK	6
Geometric Factors Subtotal						6

OPERATIONAL FACTORS

Is the intersection signalized ? (Y/ N)	n			Calculate the Signalization Warrant Factor		
AADT on Major Road (2-way)	6310	4	10		OK	40
AADT on Minor Road (2-way)	1446	2	20	Either Use the two AADT inputs OR the Descriptive Signalization Warrant (Unused values should be set to Zero) Refer to Table 1(B) for description and rating values for signalization warrant.	OK	40
Signalization Warrant	Descriptive	0	30		OK	0
Night-Time Hourly Pedestrian Volume	0	0	10	Refer to Table 1(B), note #2, to account for children and seniors	OK	0
Intersecting Roadway Classification	Descriptive	0	5	Refer to Table 1(B) for ratings.	OK	0
Operating Speed or Posted Speed on Major Road (km/h)	100	4	5	Refer to Table 1(B), note #3	OK	20
Operating Speed on Minor Road (km/h)	80	3	5	Refer to Table 1(B), note #3	OK	15
Operational Factors Subtotal						115

ENVIRONMENTAL FACTOR

Lighted Developments within 150 m radius of intersection	0	0	5	Maximum of 4 quadrants	OK	0
Environmental Factor Subtotal						0

COLLISION HISTORY

Average Annual night-time collision frequency due to inadequate lighting (collisions/yr, rounded to nearest whole #)	0.0	0	0	Enter either the annual frequency (See Table 1(C), note #4) OR the number of collisions / MEV	OK	0
Collision Rate over last 3 years, due to inadequate lighting (/MEV)	0	0	0	(Unused values should be set to Zero)	OK	0
Is the average ratio of all night to day collisions >= 1.5 (Y/N)	n	0			OK	
Collision History Subtotal						0

Check Intersection Signalization:
Intersection is not Signalized

ILLUMINATION WARRANTED
REVIEW SITE AND COLLISIONS TO DETERMINE LIGHTING TYPE
(PARTIAL OR DELINEATION)

SUMMARY

Geometric Factors Subtotal	6
Operational Factor Subtotal	115
Environmental Factor Subtotal	0
Collision History Subtotal	0

TOTAL POINTS **121**

Illumination of Isolated Rural Intersections

LIGHTING WARRANT SPREADSHEET

This spreadsheet is to be used in conjunction with *Illumination of Isolated Rural Intersections*, Transportation Association of Canada, February 2001.

Please enter information in the cells with yellow background

INTERSECTION CHARACTERISTICS

Hwy: 627:04	Main Road
Rge. Rd. 262	Minor Road
	City/Town

Date	Nov. 10, 2023
Other	YEAR 2034

GEOMETRIC FACTORS

	Value	Rating	Weight	Comments	Check	Score
Channelization Rating	Descriptive	0		Refer to Table 1(A) to determine rating value	OK	
Presence of raised channelization? (Y / N)	n				OK	
Highest operating speed on raised, channelized approach (km/h)	50		5		OK	
Channelization Factor					OK	0
Approach Sight Distance on most constrained approach (%)	100	0	10	Relative to the recommended minimum sight distance	OK	0
Posted Speed limit (in 10's of km/h)	100				OK	
Radius of Horizontal Curve (m)	T			Enter "T" for tangent (no horizontal curve at the intersection)	OK	
Posted Speed Category =		0				
Posted Speed Category =	B	0				
Posted Speed Category =		0				
Posted Speed Category =		0				
Horizontal Curvature Factor		0	5		OK	0
Angle of Intersection (10's of Degrees)	90	0	5		OK	0
Downhill Approach Grade (x.x%)	0.0	0	3	Rounded to nearest tenth of a percent	OK	0
Number of Intersection Legs	4	2	3	Number of legs = 3 or more	OK	6
Geometric Factors Subtotal						6

OPERATIONAL FACTORS

Is the intersection signalized ? (Y/ N)	n			Calculate the Signalization Warrant Factor		
AADT on Major Road (2-way)	8234	4	10		OK	40
AADT on Minor Road (2-way)	1710	3	20	Either Use the two AADT inputs OR the Descriptive Signalization Warrant (Unused values should be set to Zero) Refer to Table 1(B) for description and rating values for signalization warrant.	OK	60
Signalization Warrant	Descriptive	0	30		OK	0
						OK
Night-Time Hourly Pedestrian Volume	0	0	10	Refer to Table 1(B), note #2, to account for children and seniors	OK	0
Intersecting Roadway Classification	Descriptive	0	5	Refer to Table 1(B) for ratings.	OK	0
Operating Speed or Posted Speed on Major Road (km/h)	100	4	5	Refer to Table 1(B), note #3	OK	20
Operating Speed on Minor Road (km/h)	80	3	5	Refer to Table 1(B), note #3	OK	15
Operational Factors Subtotal						135

ENVIRONMENTAL FACTOR

Lighted Developments within 150 m radius of intersection	0	0	5	Maximum of 4 quadrants	OK	0
Environmental Factor Subtotal						0

COLLISION HISTORY

Average Annual night-time collision frequency due to inadequate lighting (collisions/yr, rounded to nearest whole #)	0.0	0	0	Enter either the annual frequency (See Table 1(C), note #4) OR the number of collisions / MEV	OK	0
Collision Rate over last 3 years, due to inadequate lighting (/MEV)	0	0	0	(Unused values should be set to Zero)	OK	0
Is the average ratio of all night to day collisions >= 1.5 (Y/N)	n	0			OK	
						OK
Collision History Subtotal						0

Check Intersection Signalization:
Intersection is not Signalized

ILLUMINATION WARRANTED
DELINEATION LIGHTING TO ILLUMINATE PEDESTRIANS OR
CROSS STREET TRAFFIC

SUMMARY

Geometric Factors Subtotal	6
Operational Factor Subtotal	135
Environmental Factor Subtotal	0
Collision History Subtotal	0

TOTAL POINTS **141**

Illumination of Isolated Rural Intersections

LIGHTING WARRANT SPREADSHEET

This spreadsheet is to be used in conjunction with *Illumination of Isolated Rural Intersections*, Transportation Association of Canada, February 2001.

Please enter information in the cells with yellow background

INTERSECTION CHARACTERISTICS

Hwy: 627:04	Main Road
Rge. Rd. 262	Minor Road
	City/Town

Date	Nov. 10, 2023
Other	YEAR 2044

GEOMETRIC FACTORS

	Value	Rating	Weight	Comments	Check	Score
Channelization Rating	Descriptive	0		Refer to Table 1(A) to determine rating value	OK	
Presence of raised channelization? (Y / N)	n				OK	
Highest operating speed on raised, channelized approach (km/h)	50		5		OK	
Channelization Factor					OK	0
Approach Sight Distance on most constrained approach (%)	100	0	10	Relative to the recommended minimum sight distance	OK	0
Posted Speed limit (in 10's of km/h)	100				OK	
Radius of Horizontal Curve (m)	T			Enter "T" for tangent (no horizontal curve at the intersection)	OK	
Posted Speed Category =		0				
Posted Speed Category =	B	0				
Posted Speed Category =		0				
Posted Speed Category =		0				
Horizontal Curvature Factor		0	5		OK	0
Angle of Intersection (10's of Degrees)	90	0	5		OK	0
Downhill Approach Grade (x.x%)	0.0	0	3	Rounded to nearest tenth of a percent	OK	0
Number of Intersection Legs	4	2	3	Number of legs = 3 or more	OK	6
Geometric Factors Subtotal						6

OPERATIONAL FACTORS

Is the intersection signalized ? (Y/ N)	n			Calculate the Signalization Warrant Factor		
AADT on Major Road (2-way)	10159	4	10		OK	40
AADT on Minor Road (2-way)	1982	3	20	Either Use the two AADT inputs OR the Descriptive Signalization Warrant (Unused values should be set to Zero) Refer to Table 1(B) for description and rating values for signalization warrant.	OK	60
Signalization Warrant	Descriptive	0	30		OK	0
Night-Time Hourly Pedestrian Volume	0	0	10	Refer to Table 1(B), note #2, to account for children and seniors	OK	0
Intersecting Roadway Classification	Descriptive	0	5	Refer to Table 1(B) for ratings.	OK	0
Operating Speed or Posted Speed on Major Road (km/h)	100	4	5	Refer to Table 1(B), note #3	OK	20
Operating Speed on Minor Road (km/h)	80	3	5	Refer to Table 1(B), note #3	OK	15
Operational Factors Subtotal						135

ENVIRONMENTAL FACTOR

Lighted Developments within 150 m radius of intersection	0	0	5	Maximum of 4 quadrants	OK	0
Environmental Factor Subtotal						0

COLLISION HISTORY

Average Annual night-time collision frequency due to inadequate lighting (collisions/yr, rounded to nearest whole #)	0.0	0	0	Enter either the annual frequency (See Table 1(C), note #4) OR the number of collisions / MEV	OK	0
Collision Rate over last 3 years, due to inadequate lighting (/MEV)	0	0	0	(Unused values should be set to Zero)	OK	0
Is the average ratio of all night to day collisions >= 1.5 (Y/N)	n	0			OK	
Collision History Subtotal						0

Check Intersection Signalization:
Intersection is not Signalized

ILLUMINATION WARRANTED
DELINEATION LIGHTING TO ILLUMINATE PEDESTRIANS OR
CROSS STREET TRAFFIC

SUMMARY

Geometric Factors Subtotal	6
Operational Factor Subtotal	135
Environmental Factor Subtotal	0
Collision History Subtotal	0
TOTAL POINTS	141

HCM Unsignalized Intersection Capacity Analysis

3: Rge. Rd. 262 & Hwy. 627:04

11-19-2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔	↔	↔	↔			↕			↕	
Traffic Volume (veh/h)	1	571	4	25	321	1	25	0	136	1	0	1
Future Volume (Veh/h)	1	571	4	25	321	1	25	0	136	1	0	1
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	1	621	4	27	349	1	27	0	148	1	0	1
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	350			625			1027	1027	621	1174	1030	350
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	350			625			1027	1027	621	1174	1030	350
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			97			87	100	69	99	100	100
cM capacity (veh/h)	1198			947			206	226	484	113	225	689

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1
Volume Total	622	4	27	350	175	2
Volume Left	1	0	27	0	27	1
Volume Right	0	4	0	1	148	1
cSH	1198	1700	947	1700	400	195
Volume to Capacity	0.00	0.00	0.03	0.21	0.44	0.01
Queue Length 95th (m)	0.0	0.0	0.7	0.0	17.3	0.2
Control Delay (s)	0.0	0.0	8.9	0.0	20.8	23.7
Lane LOS	A		A		C	C
Approach Delay (s)	0.0		0.6		20.8	23.7
Approach LOS					C	C

Intersection Summary

Average Delay	3.3
Intersection Capacity Utilization	57.4%
ICU Level of Service	B
Analysis Period (min)	15

HCM Unsignalized Intersection Capacity Analysis

3: Rge. Rd. 262 & Hwy. 627:04

11-19-2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↖	↗	↖	↗			↕			↕	
Traffic Volume (veh/h)	1	458	19	87	476	1	15	0	37	1	0	1
Future Volume (Veh/h)	1	458	19	87	476	1	15	0	37	1	0	1
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	1	498	21	95	517	1	16	0	40	1	0	1
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	518			519			1208	1208	498	1248	1228	518
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	518			519			1208	1208	498	1248	1228	518
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			91			89	100	93	99	100	100
cM capacity (veh/h)	1038			1037			147	165	568	129	160	554

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1
Volume Total	499	21	95	518	56	2
Volume Left	1	0	95	0	16	1
Volume Right	0	21	0	1	40	1
cSH	1038	1700	1037	1700	312	209
Volume to Capacity	0.00	0.01	0.09	0.30	0.18	0.01
Queue Length 95th (m)	0.0	0.0	2.4	0.0	5.1	0.2
Control Delay (s)	0.0	0.0	8.8	0.0	19.0	22.4
Lane LOS	A		A		C	C
Approach Delay (s)	0.0		1.4		19.0	22.4
Approach LOS					C	C

Intersection Summary

Average Delay	1.6
Intersection Capacity Utilization	75.4%
ICU Level of Service	D
Analysis Period (min)	15

HCM Unsignalized Intersection Capacity Analysis

3: Rge. Rd. 262 & Hwy. 627:04

11-19-2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗	↖	↘			↕			↕	
Traffic Volume (veh/h)	1	712	4	29	400	1	29	0	158	1	0	1
Future Volume (Veh/h)	1	712	4	29	400	1	29	0	158	1	0	1
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	1	774	4	32	435	1	32	0	172	1	0	1
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	436			778			1276	1276	774	1448	1280	436
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	436			778			1276	1276	774	1448	1280	436
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			96			77	100	56	98	100	100
cM capacity (veh/h)	1113			830			138	159	395	59	158	616

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1
Volume Total	775	4	32	436	204	2
Volume Left	1	0	32	0	32	1
Volume Right	0	4	0	1	172	1
cSH	1113	1700	830	1700	306	108
Volume to Capacity	0.00	0.00	0.04	0.26	0.67	0.02
Queue Length 95th (m)	0.0	0.0	1.0	0.0	35.7	0.5
Control Delay (s)	0.0	0.0	9.5	0.0	37.6	38.9
Lane LOS	A		A		E	E
Approach Delay (s)	0.0		0.7		37.6	38.9
Approach LOS					E	E

Intersection Summary						
Average Delay			5.5			
Intersection Capacity Utilization			68.6%		ICU Level of Service	C
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

3: Rge. Rd. 262 & Hwy. 627:04

11-17-2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↖	↗	↖	↗			↕			↕	
Traffic Volume (veh/h)	1	570	22	101	595	1	17	0	43	1	0	1
Future Volume (Veh/h)	1	570	22	101	595	1	17	0	43	1	0	1
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	1	620	24	110	647	1	18	0	47	1	0	1
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	648			644			1490	1490	620	1536	1514	648
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	648			644			1490	1490	620	1536	1514	648
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			88			80	100	90	99	100	100
cM capacity (veh/h)	928			931			92	108	484	77	104	467

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1
Volume Total	621	24	110	648	65	2
Volume Left	1	0	110	0	18	1
Volume Right	0	24	0	1	47	1
cSH	928	1700	931	1700	221	132
Volume to Capacity	0.00	0.01	0.12	0.38	0.29	0.02
Queue Length 95th (m)	0.0	0.0	3.2	0.0	9.4	0.4
Control Delay (s)	0.0	0.0	9.4	0.0	27.9	32.7
Lane LOS	A		A		D	D
Approach Delay (s)	0.0		1.4		27.9	32.7
Approach LOS					D	D

Intersection Summary

Average Delay		2.0				
Intersection Capacity Utilization			91.1%		ICU Level of Service	F
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
 3: Rge. Rd. 262 & Sunset View Drive/GraceLife Church

10-09-2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (veh/h)	9	0	3	0	0	1	1	132	0	2	11	3
Future Volume (Veh/h)	9	0	3	0	0	1	1	132	0	2	11	3
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	10	0	3	0	0	1	1	143	0	2	12	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	1			3			31	22	2	94	24	0
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1			3			31	22	2	94	24	0
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 %	99			100			100	83	100	100	99	100
cM capacity (veh/h)	1609			1606			954	862	1077	769	861	1078

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	13	1	144	17
Volume Left	10	0	1	2
Volume Right	3	1	0	3
cSH	1609	1606	862	880
Volume to Capacity	0.01	0.00	0.17	0.02
Queue Length 95th (m)	0.2	0.0	4.8	0.5
Control Delay (s)	5.6	0.0	10.0	9.2
Lane LOS	A		B	A
Approach Delay (s)	5.6	0.0	10.0	9.2
Approach LOS			B	A

Intersection Summary			
Average Delay		9.5	
Intersection Capacity Utilization	23.0%	ICU Level of Service	A
Analysis Period (min)	15		

HCM Unsignalized Intersection Capacity Analysis

3: Rge. Rd. 262 & Sunset View Drive/GraceLife Church

10-09-2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (veh/h)	5	0	2	0	0	2	4	41	0	1	72	11
Future Volume (Veh/h)	5	0	2	0	0	2	4	41	0	1	72	11
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	5	0	2	0	0	2	4	45	0	1	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	2			2			63	13	1	34	13	1
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	2			2			63	13	1	34	13	1
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	91	99
cM capacity (veh/h)	1607			1607			852	875	1078	927	875	1078

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	7	2	49	91
Volume Left	5	0	4	1
Volume Right	2	2	0	12
cSH	1607	1607	873	898
Volume to Capacity	0.00	0.00	0.06	0.10
Queue Length 95th (m)	0.1	0.0	1.4	2.7
Control Delay (s)	5.2	0.0	9.4	9.5
Lane LOS	A		A	A
Approach Delay (s)	5.2	0.0	9.4	9.5
Approach LOS			A	A

Intersection Summary			
Average Delay		9.1	
Intersection Capacity Utilization	18.3%	ICU Level of Service	A
Analysis Period (min)	15		

HCM Unsignalized Intersection Capacity Analysis

3: Rge. Rd. 262 & Sunset View Drive/GraceLife Church

10-09-2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (veh/h)	5	0	2	0	0	2	4	48	0	1	86	11
Future Volume (Veh/h)	5	0	2	0	0	2	4	48	0	1	86	11
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	5	0	2	0	0	2	4	52	0	1	93	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	2			2			70	13	1	38	13	1
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	2			2			70	13	1	38	13	1
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	94	100	100	89	99
cM capacity (veh/h)	1607			1607			830	875	1078	916	875	1078
Direction, Lane #												
	EB 1	WB 1	NB 1	SB 1								
Volume Total	7	2	56	106								
Volume Left	5	0	4	1								
Volume Right	2	2	0	12								
cSH	1607	1607	871	894								
Volume to Capacity	0.00	0.00	0.06	0.12								
Queue Length 95th (m)	0.1	0.0	1.6	3.2								
Control Delay (s)	5.2	0.0	9.4	9.6								
Lane LOS	A		A	A								
Approach Delay (s)	5.2	0.0	9.4	9.6								
Approach LOS			A	A								
Intersection Summary												
Average Delay			9.2									
Intersection Capacity Utilization			19.3%		ICU Level of Service				A			
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis
 3: Rge. Rd. 262 & Sunset View Drive/GraceLife Church

10-09-2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (veh/h)	9	0	3	0	0	1	1	157	0	2	14	3
Future Volume (Veh/h)	9	0	3	0	0	1	1	157	0	2	14	3
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	10	0	3	0	0	1	1	171	0	2	15	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	1			3			32	22	2	108	24	0
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1			3			32	22	2	108	24	0
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 %	99			100			100	80	100	100	98	100
cM capacity (veh/h)	1609			1606			950	862	1077	731	861	1078
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	13	1	172	20								
Volume Left	10	0	1	2								
Volume Right	3	1	0	3								
cSH	1609	1606	862	872								
Volume to Capacity	0.01	0.00	0.20	0.02								
Queue Length 95th (m)	0.2	0.0	5.9	0.6								
Control Delay (s)	5.6	0.0	10.2	9.2								
Lane LOS	A		B	A								
Approach Delay (s)	5.6	0.0	10.2	9.2								
Approach LOS			B	A								
Intersection Summary												
Average Delay			9.8									
Intersection Capacity Utilization			24.7%		ICU Level of Service				A			
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis

3: Rge. Rd. 262 & Sunset View Drive/GraceLife Church

10-09-2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (veh/h)	9	0	3	0	0	1	1	183	0	2	16	3
Future Volume (Veh/h)	9	0	3	0	0	1	1	183	0	2	16	3
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	10	0	3	0	0	1	1	199	0	2	17	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	1			3			34	22	2	122	24	0
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1			3			34	22	2	122	24	0
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 %	99			100			100	77	100	100	98	100
cM capacity (veh/h)	1609			1606			947	862	1077	695	861	1078
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	13	1	200	22								
Volume Left	10	0	1	2								
Volume Right	3	1	0	3								
cSH	1609	1606	862	866								
Volume to Capacity	0.01	0.00	0.23	0.03								
Queue Length 95th (m)	0.2	0.0	7.2	0.6								
Control Delay (s)	5.6	0.0	10.4	9.3								
Lane LOS	A		B	A								
Approach Delay (s)	5.6	0.0	10.4	9.3								
Approach LOS			B	A								
Intersection Summary												
Average Delay			10.0									
Intersection Capacity Utilization			26.4%		ICU Level of Service				A			
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis

3: Rge. Rd. 262 & Sunset View Drive/GraceLife Church

10-09-2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (veh/h)	5	0	2	0	0	2	4	56	0	1	99	11
Future Volume (Veh/h)	5	0	2	0	0	2	4	56	0	1	99	11
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	5	0	2	0	0	2	4	61	0	1	108	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	2			2			78	13	1	42	13	1
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	2			2			78	13	1	42	13	1
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	88	99
cM capacity (veh/h)	1607			1607			809	875	1078	902	875	1078
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	7	2	65	121								
Volume Left	5	0	4	1								
Volume Right	2	2	0	12								
cSH	1607	1607	870	892								
Volume to Capacity	0.00	0.00	0.07	0.14								
Queue Length 95th (m)	0.1	0.0	1.9	3.7								
Control Delay (s)	5.2	0.0	9.5	9.7								
Lane LOS	A		A	A								
Approach Delay (s)	5.2	0.0	9.5	9.7								
Approach LOS			A	A								
Intersection Summary												
Average Delay			9.3									
Intersection Capacity Utilization			20.1%		ICU Level of Service				A			
Analysis Period (min)			15									