City of Cranbrook
Growth Management Study
Volume 2: Transportation Planning

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Prepared for:
City of Cranbrook

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Project No. 1127-20147

CITY OF CRANBROOK GROWTH MANAGEMENT STUDY
- VOL. 2 TRANSPORTATION PLANNING REPORT

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1.0 Introduction

1.1 BACKGROUND

As the regional service centre of the Kootenays, the City of Cranbrook is approaching a current population of approximately 20,000. Recognizing the importance and necessity to plan and design the future transportation system, the City has requested preparation of a transportation planning model as one major component of the City of Cranbrook Growth Management Study - Transportation Planning Section.

1.2 STUDY OBJECTIVES

The following are the main objectives of this transportation planning study:

- Review existing traffic operations, collect traffic counts at major/critical intersections
- Review existing transportation system, including transit, bicycle/pedestrian trail, rail and air transportation system
- Assess the current major roadway network, prepare a fully calibrated computerized base year transportation model
- Apply the Base Year model to future horizons, perform travel demand forecasting
- Evaluate the major roadway network required for a short term horizon (10 year) and longer term horizons (e.g. full build out of current City boundary).
- Prepare conceptual cost estimate at planning level

1.3 BACKGROUND MATERIALS

For this study, the following background materials were collected and reviewed:

- Cranbrook Official Community Plan (2006) and its update
- Cranbrook Subdivision Servicing and Development Control Bylaw (1994)
- Cranbrook Zoning Bylaw (1994)
- Cranbrook roads record drawings

2.0 Existing Transportation System

As part of the study, the existing transportation systems including roadways, transit service, trail system, as well as rail and air transportation were reviewed. The key findings and the characteristics of each system were summarized below.

2.1 EXISTING ROADWAY SYSTEM

2.1.1 Roadway Functional Classification

The two main functions of a roadway are to provide mobility and land access. These two functions typically compete with each other, and a hierarchical functional classification for roadways is often used for transportation planning and design purposes.

The functional classification most commonly used is defined in the Transportation Association of Canada (TAC) "*Geometric Design for Canadian Roads*". They include:

- Highway / Expressway
- Highway Connector
- Arterial
- Collector
- Local

The following paragraphs provide a brief description of the function and typical characteristics of these roadway classifications.

Highway / Expressway

A highway or expressway's principal function is to provide for through traffic movements and to accommodate longer distance trips. Few access points are permitted to an expressway and often these only provide grade separated interchange. In and close to urban areas, traffic volumes on an expressway often exceed 20,000 vehicles per day.

Although the current daily traffic volumes along Highway 3/95 and Highway 95A in the context of Cranbrook are within 10,000 veh/day, based on the road characteristics Highway 3/95 and Highway 95A are still categorized into Highway / Expressway classification.

Highway Connector

A Highway Connector provides a link through the city between external highways, like Cranbrook Street and Van Horne Street in Cranbrook.

Arterial

An arterial roadway provides for traffic movement and connects the principal areas of traffic generation in community. Ideally, only other arterial or collector roadway should intersect with an arterial. Intersections, typically at a minimum spacing of 400 metres, are usually controlled by means of traffic signals, or in special circumstances by grade separated interchanges. Preferably, arterials provide no direct access to adjacent developments and parking is generally not permitted. Traffic volumes on arterials usually vary between 10,000 and 30,000 vehicles per day, but can be substantially higher.

Collector

Collector roadways place roughly equal emphasis on mobility and land access. In general, collector roadways provide a link for traffic to travel from a local road to the nearest arterial roadway. They are intended to accommodate most of the traffic movements within a neighbourhood and often serve as bus routes. Average traffic volumes on a collector typically range between 1,000 and 12,000 vehicles per day. In residential areas, traffic volumes are usually kept below 5,000 to 6,000 vehicles per day. Parking is usually permitted on collector roadways.

Local

A Local roadway's primary function is to provide direct access to abutting land uses. Through traffic and bus routes on these roadways are not considered desirable and traffic volumes are typically kept below 1,000 vehicles per day. Parking is usually permitted on local roadways.

2.1.2 Existing Roadway Characteristics

Cranbrook has defined its own simple roadway classification, which includes provincial highway, major road and other (minor) road. A comparison table with TAC guidelines is shown below.

Table 2.1
City of Cranbrook Roadway Classification

City's Roadway Classification	TAC Comparable Classification
Provincial Highway	Highway / Expressway and Highway Connector
Major Road	Arterial and Collector
Other (Minor) Road	Local

The existing roadway network and roadway classification in Cranbrook is shown in Figure 2.1.

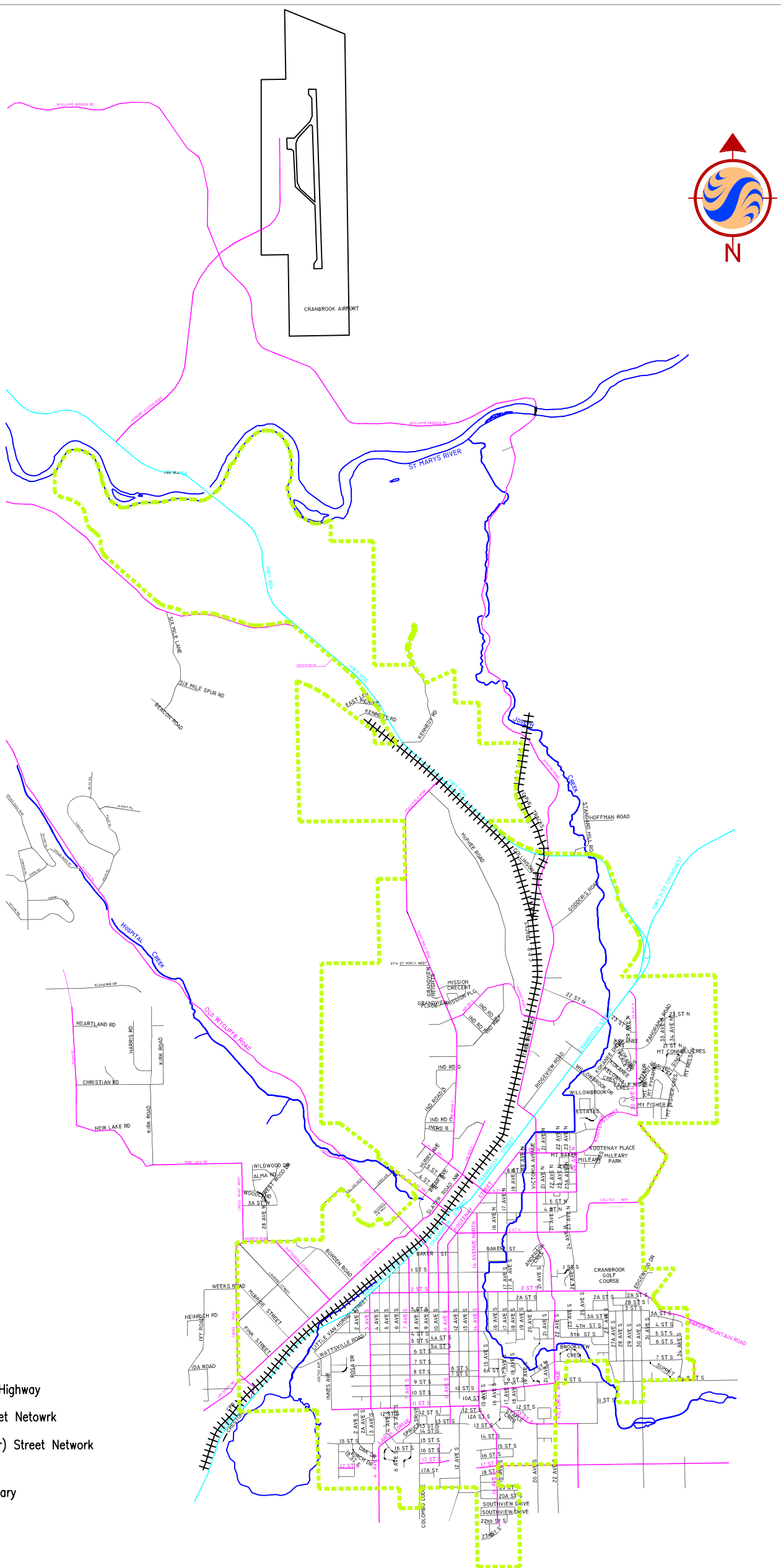

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Figure No.
2.1

Title
Existing Roadway Network and Roadway Classification

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2.1.3 Existing Traffic Volumes

Planning of roadway facilities is usually done on the basis of weekday traffic volumes. However, weekend and special event volumes may be considered in special cases.

To identify existing traffic, a total of 24 intersection peak hour turning movement counts and 11 automatic traffic recorder (ATR) counts were collected by TransTech Data Service in June 2008. A summary of these counts is contained in Appendix A. In addition, a number of counts along Highway 3/95 and Highway 95A were obtained from Ministry of Transportation and Infrastructure (MoT) website.

The 7 day ATR counts completed by TransTech and MoT were reviewed to determine variations in the traffic pattern over the period of a day and a week. In general, mid-week traffic volumes most closely approximate the average weekday traffic volumes. Daily traffic on Fridays are typically 10% higher than the average weekday traffic volumes, while daily traffic volumes on Monday are typically 10% lower than the average weekday traffic volumes.

During the weekday, Monday to Friday, three peak periods occur usually between the hours of 0700 to 0900 (AM), 1130 to 1330 (Noon) and 1600 to 1800 (PM). In most cities, the PM peak period has the highest traffic volumes and is used for both roadway and traffic signal design. Therefore, the PM Peak hour was the selected scenario for model analysis. While the PM peak hour traffic volume as a percentage of the total daily volume varies depending on the location of the count, on average it represents 8 to 10% of the daily traffic volume. As such, daily volumes were projected by multiplying PM peak hour traffic volumes by 11 (i.e. the inverse of 9%).

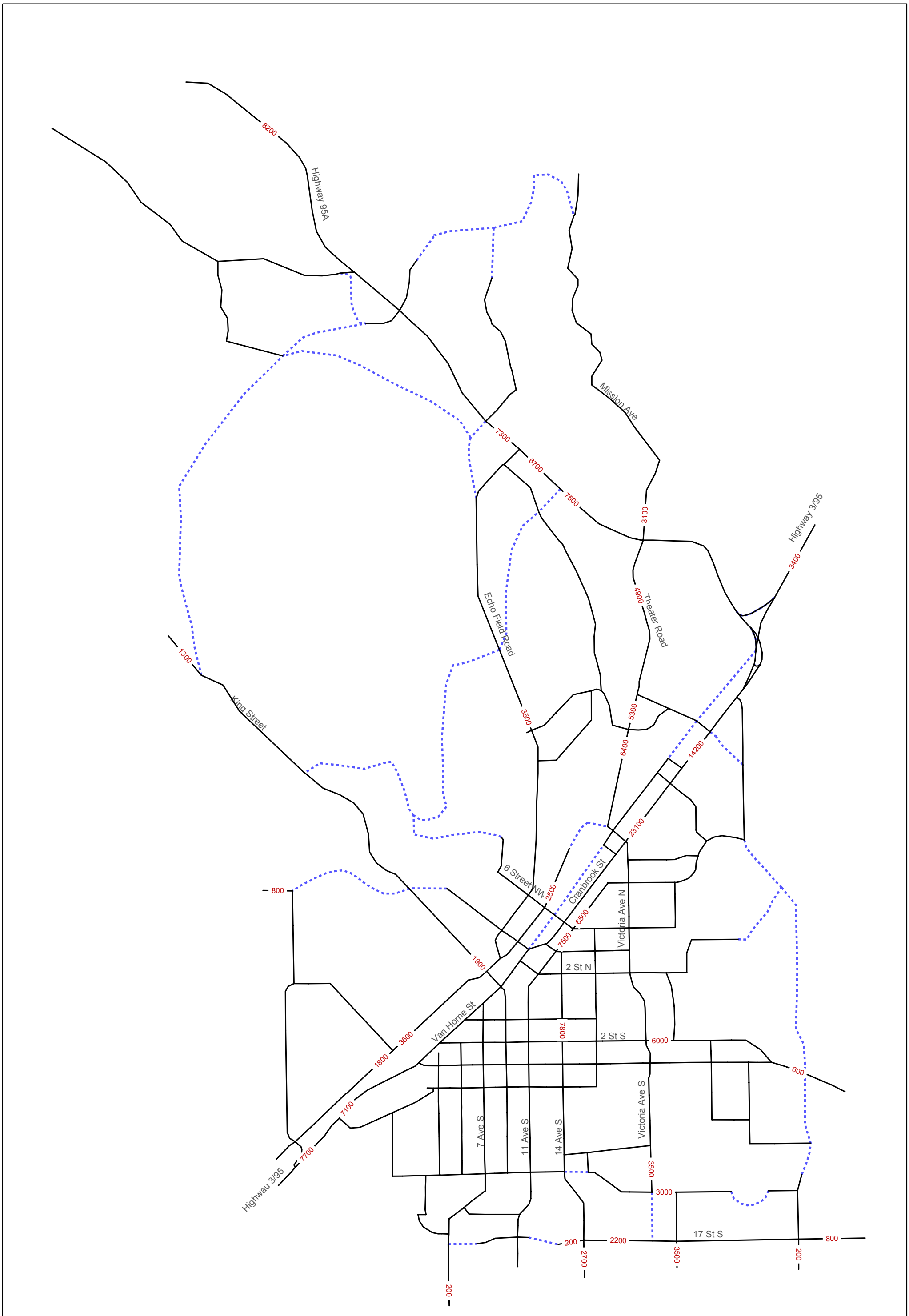
The existing Daily traffic volumes on key roads either collected by the ATR counts or scaled based on the PM peak hour counts are shown in Figure 2.2.

2.1.4 Definition of Roadway Capacity

Link capacity is influenced by many factors. The most important of these factors is the motorist's perception of an acceptable amount of congestion and delay. The amount of congestion or delay is typically defined by the concept of a volume to capacity (V/C) ratio. The V/C ratio is a percentage that indicates the amount of capacity being utilized by the traffic volume.

In larger cities, such as Vancouver and Calgary, motorists commonly experience delays and congestion and have come to accept them. Typically, roadway network improvements are usually not initiated until a V/C of 90% or higher is reached. In smaller cities, such as Cranbrook, motorist expectations typically are for higher levels of service. The consultation with the City of Cranbrook Engineering Department as well as the consultant's experience from other similar sized cities indicate that motorists in Cranbrook typically will not accept worse than a V/C of 70% before they begin to express dissatisfaction.

Table 2.2 outlines general characteristics of traffic in an urban environment for various levels of service.



VISUM 11.02 PTV AG	Fig 2.2 - Cranbrook Existing Daily Traffic Volumes	cranbrook_base year.ver
Date: 03.02.2010	Stantec Consulting Ltd.	Scale: 1:30000

Table 2.2
Level of Service Characteristics

Level of Service	Overall Volume Capacity	Characteristics
A	<0.60	Free Flow; low volumes and high speeds most drivers can select own speed.
B	0.60 to 0.69	Stable flow; speed restricted slightly by traffic
C	0.70 to 0.79	Stable flow; speed controlled by traffic.
D	0.80 to 0.89	Approaching unstable flow; low speed.
E	0.90 to 0.99	Unstable flow; low, varying speeds, volumes at or near capacity.
F	≥ 1.0	Forced flow; low speed; volume below capacity; stoppages.

2.1.5 Existing Level of Service

The City of Cranbrook has a relatively well developed roadway network with a highway handling major traffic. Due to a small size community but with this well developed road network, all sections of the roadway network within the City's jurisdiction function at level of service (LOS) of "B" or better under normal traffic operations (e.g. railway trains are not crossing/occupying the City roadways and blocking the adjacent intersections).

Stantec conducted a site visit during June 24 to 26, 2008. The site observation confirms the above conclusion.

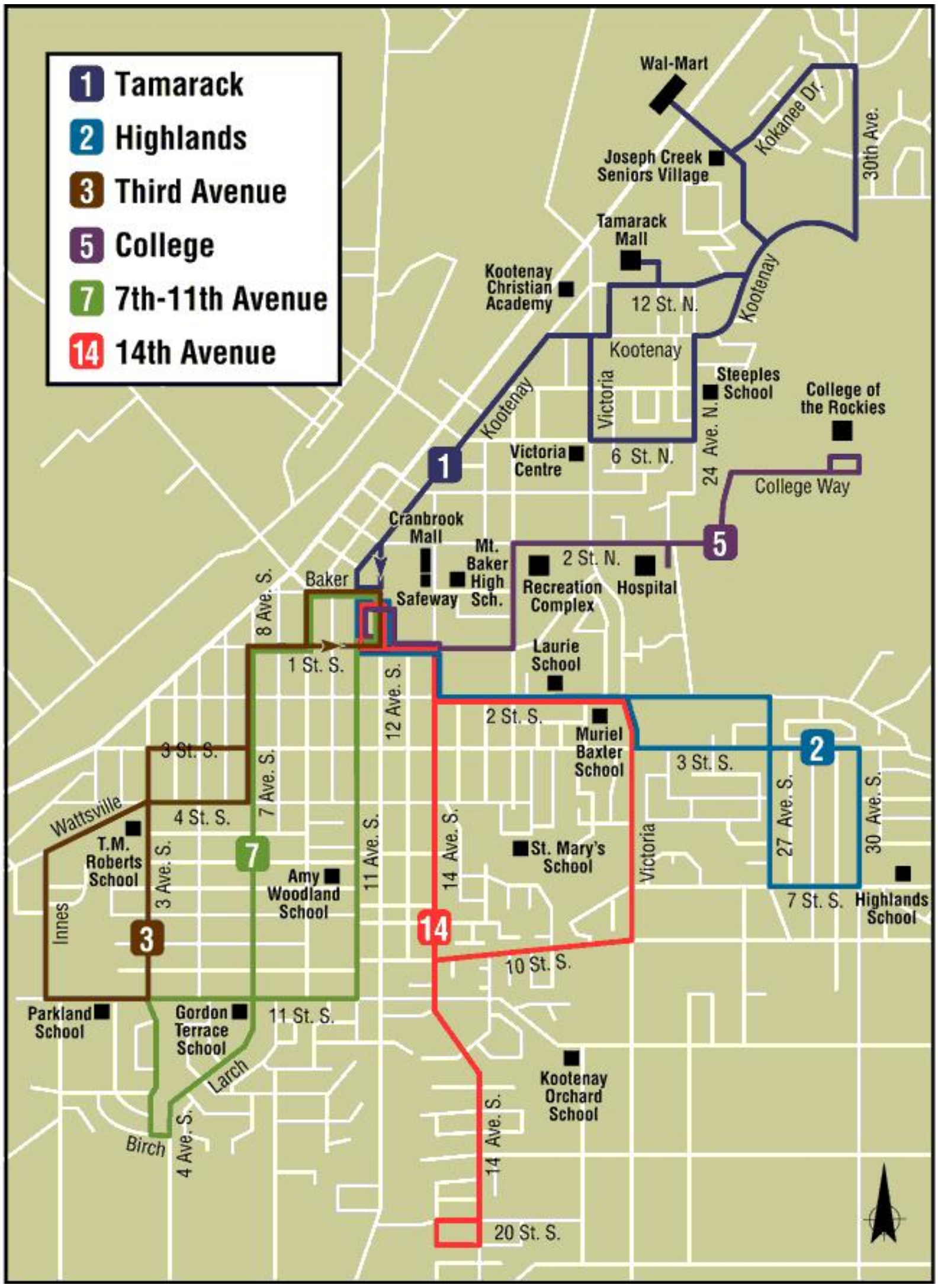
2.2 EXISTING TRANSIT SYSTEM

At time of this study, the City of Cranbrook Transit System provides an integrated transit system that allows riders convenience and flexibility travelling within the city. In addition, Kimberley Transit System provides inter-city service to/from Cranbrook with three round trips on every Tuesday and Thursday.

Currently, four types of accessible transit services are provided in the City. They are:

- **Conventional Transit Service**

The conventional transit service in Cranbrook started in December 2000. As shown in Figure 2.3, the existing conventional transit system includes 6 fixed transit routes. From Monday to Saturday the conventional buses run from 7:45 am to 9:40 pm. On Sundays they run from 9:45 am to 5:45 pm. The buses do not run on most holidays.



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Title
Conventional Transit System

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❖ **HandyDART**

HandyDART, starting in 1982 as a paratransit system, is a fully accessible door-to-door service for those residents who are unable to use the conventional fixed-route system. Both the conventional transit service and handyDART transit system are currently operated by Greyhound of Canada Corporation.

❖ **Taxi Saver Program**

The Taxi Saver Program provides registered handyDART passengers with subsidized taxi service, giving them the flexibility to coordinate their own trips when the handyDART system is unavailable.

❖ **Taxi Supplement Program**

The Taxi Supplement Program enables the handyDART operator to book trips in taxis when the regular vehicle(s) is unavailable, either because of capacity issues or because the trip cannot be accommodated in a timely manner.

In 2004, BC Transit conducted Transit Service Review for Cranbrook Transit System. The summary report has described the City's transit service and proposed some service plan changes.

As indicated in the report as well as in other BC Transit documents, the transit ridership in Cranbrook has increased each year as the system matures. For example, the 2007 Cranbrook transit ridership has increased by 16% as compared with 2006.

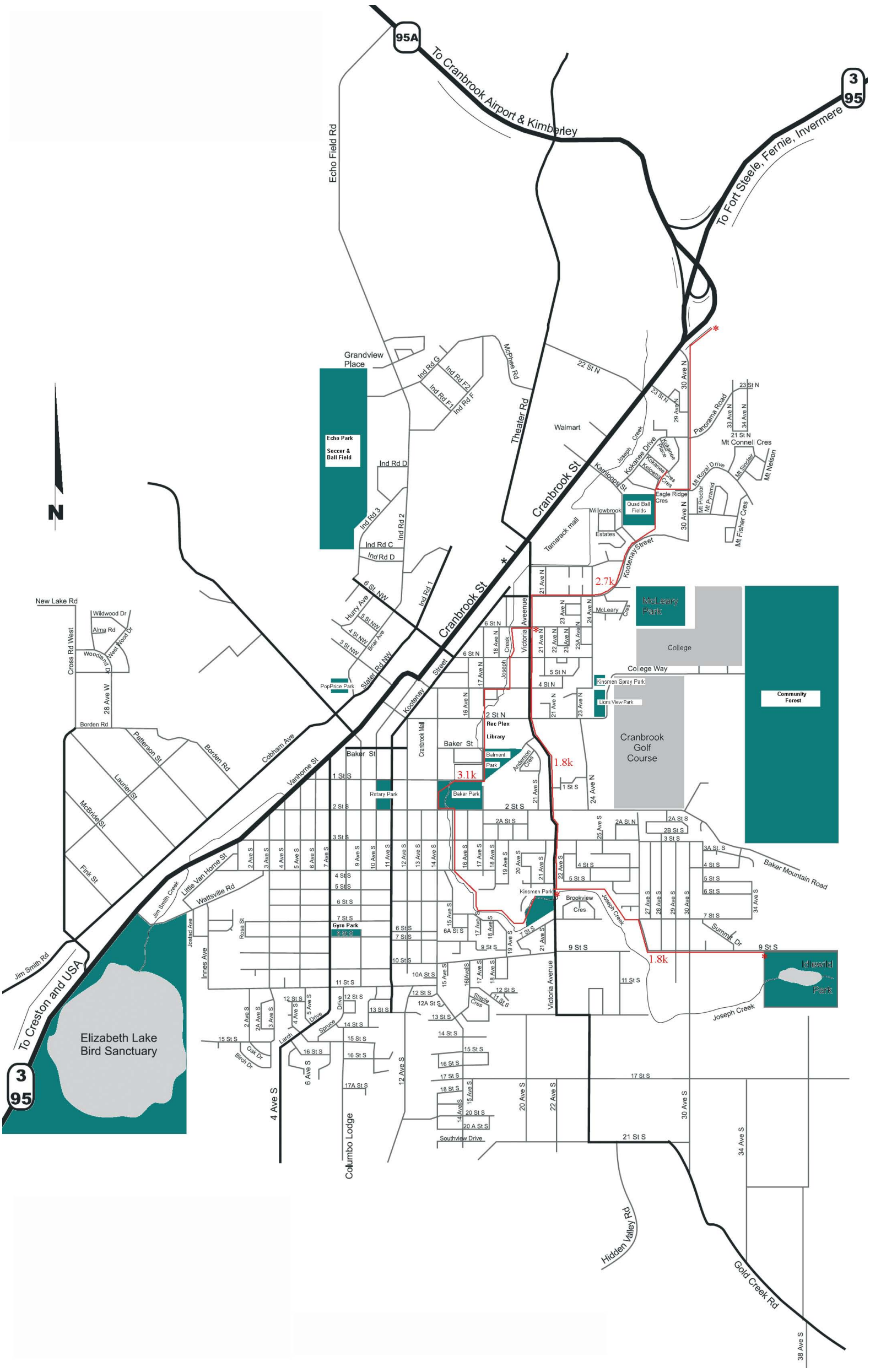
In 2006, Cranbrook was recognized as the smallest transit system in BC to start negotiation of a U-Pass program with Rocky Mountain College.

As shown in Figure 2.3, the majority of the City is within 300 metres of transit service. However it should be noted that no transit service is provided in the area west of the railway line. The Transit Service Review Report has suggested providing morning and afternoon commuter trips for residents working in the light industrial area (west of the railway line), and mid-day transit service for residents living in Grandview Heights and through the Slaterville neighbourhood.

2.3 EXISTING BICYCLE AND PEDESTRIAN SYSTEM

Most roadways in Cranbrook include sidewalks on one or both sides of the carriageway, providing dedicated space for pedestrian traffic. Bicycles, legally defined as vehicles, are accommodated within shared-traffic travel lanes with motorized vehicles. In addition to the core roadway system, pedestrian and bicycle traffic is served by numerous pedway connections (typically linking cul-de-sac or other local roads with nearby major streets).

As shown in Figure 2.4, the existing pedestrian/bicycle recreational trail system within the City connects Idlewild Park at south, and then extends north along 9 Street S and Joseph Creek connecting Kinsmen Park. Thereafter, the trail is split into two north/south trails with one along



Existing Trail

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Figure No. 2.4

Title
Existing Trail System

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Victoria Avenue, and another along Joseph Creek connecting Baker Park, Balment Park and Recreation Plex. The two split trails join again at Victoria Avenue N with 6 Street N, and continue along Kootenay Street connecting Quad Ball Fields and then further north along 30 Avenue N to Fort Steel Interchange at the north end. The total length of the existing pedestrian/bicycle trails in Cranbrook is about 9.4 km.

2.4 EXISTING RAIL TRANSPORTATION SYSTEM

Cranbrook has been the railway centre of the East Kootenay in British Columbia since the Crowsnest Pass Route was in operation in 1898. Canadian Pacific Railway forms the main lines north and rail spurs run adjacent to the industrial parks. Some rail spurs are available to both private and City property. The current rail system in Cranbrook is illustrated in Figure 2.1.

The main line crosses some major roads in the City, including King Street W, 3 Street NW and 6 Street NW, immediately northwest of Highway 3/95. Due to high traffic volumes in peak hours, it was observed that the train crossing has significant impacts on the traffic at adjacent intersections. Train operations, especially train shunting, occupied the roads for up to 10 minutes, and all the side street turning movements were blocked. Long queues for some high-traffic movements therefore formed.

In order to mitigate the train impacts, optimizing the train operation (e.g. avoid train operation or at least avoid shunting operation in peak hours), and implementing appropriate railway pre-emption measures at impacted highway intersections are recommended.

2.5 EXISTING AIR TRANSPORTATION SYSTEM

Canadian Rockies International Airport is located on Airport Access Road, a short distance off Highway 95A. It is a small regional airport, approximately 9.3 km north of Cranbrook.

As the regional centre of Kootenays and a famous four-season resort destination, Cranbrook attracts visitors all around the world. In 2008, the airport served about 106,000 passengers and had 9,672 aircraft movements.

Currently, Cranbrook has direct connections with Calgary, Vancouver and Salt Lake City via three airline companies (Air Canada, Pacific Coastal Airlines and Delta Air Lines), and through them connecting the rest of the world.

3.0 Base Year Model Structure

Traffic supply and traffic demand are the two key components of a transportation model, which need to be established prior to calibration of the base year model.

- Traffic supply is typically provided by a road network and a transit network. Given that transit use is quite limited in Cranbrook, this model will comprise the road network for modeling auto vehicles only.
- Traffic demand refers to trips/vehicles traveling on a road network. In a transportation model, the population and employment data coded in traffic analysis zones (TAZ) is used to generate traffic. Via zone connectors, the traffic in each zone will then be distributed to the road network.

In order to develop the City of Cranbrook transportation model, VISUM, one of the dominant transportation modeling computer programs was utilized.

3.1 ROAD NETWORK - LINKS

Links are network symbols which connect nodes (to and from) and essentially represent roadways. A link has a particular direction, so that the opposite direction of a link represents a separate network object. As with nodes, links are assigned several attributes such as link number, from/to node number, link type, link length, link speed, link capacity, number of lanes, and permitted transportation mode system (e.g. car, bus, walk, etc.).

A number of user-defined attributes were created in the VISUM model for modeling purposes, including link capacity per lane, 2008 traffic counts, roadway classification, and peak hour design volumes.

The following sections describe several important link attributes in detail.

3.1.1 Link Type

The link type allows the modeler to set up a consistent identification / classification and coding system. In this model, link type mainly reflects its road function / classification based on a number of link characteristics defined, such as link capacity per lane and link speeds.

Figures 3.1 illustrates the link types used for the City of Cranbrook model. A summary table of the link types is shown in Table 3.1.

Links
Type Number

- 0 - Highway
- 1 - Major Street
- 2 - Minor Street
- 5 - Ramp
- 10 - Zone Connector
- 99 - Future Roadway

Highway 95A
Mission Rd
Echo Feild Rd
McPhee Rd
Theatre Rd
Industrial Rd F
Industrial Road 2
22 St N
30 Ave N
10 St N
Highway 3/95
King St W
Cross Rd W
Cross Rd
Cobham Ave W
Patterson St
Wattsville Rd
6 St N
College Way
4 St N
2 St N
Victoria Ave
1 St S
2 St S
3 St S
27 Ave S
30 Ave S
Baker Mountain Rd
7 St S
9 St S
14 Ave S
10 St S
11 St S
13 St S
24 Ave S
34 Ave S
15 St S
17 St S
2 Ave S
4 Ave S

VISUM 11.02 PTV AG	Figure 3.1 - Cranbrook Transportation Model Network - Link Type (Base Year)	cranbrook_base year.ver
Date: 04.02.2010	Stantec Consulting Ltd.	Scale: 1:25000

Table 3.1
Link Types

Type	Function	Comment
0	Highway	Highway 3/95 (Cranbrook Street N), Highway 95A
1	Major Road	major roads in Cranbrook
2	Minor Road	other city streets in the model
5	Ramp	Highway3/95 with Highway 95 A interchange ramps
10	Zone Connector	links added by Stantec to join traffic zone to road network
99	Future Roadway	City planned future roadways

3.1.2 Link Length / Speed

Link length and speed are used for calculating travel time. In VISUM, link length can be calculated automatically based on the X and Y co-ordinates of the nodes at either end of a link or the intermediate point on curved links.

The posted speed limits along the City roads were used initially as model link speeds. With the model operation, a few modifications to the link speeds were introduced to improve modeling results by ‘tweaking’ the performance of the model. For example, the 60 km/h posted speed limit along Cranbrook Street N and Van Horne Street N (or Highway 3/95 within the City) has been modeled initially and the model results indicated that fewer trips would like to use this major road, as compared with the existing traffic counts. As such, the link speed along this road in the model was increased from 60 km/h to 70 km/h, in order to improve the modeling results.

The modeled link speeds applied to the roadways in the City are illustrated in Figure 3.2.

3.1.3 Link Capacity / Number of Lanes

The capacities used for this model are intended to represent "environmental" capacities as opposed to physical link capacities. An "environmental" capacity is a measure of the amount of traffic that is considered acceptable on a link. For example, in a suburban area, a collector road maybe physically capable of handling traffic flows of up to 1200 vehicles/hour/lane, depending upon the roadway geometry. However, this would not typically be acceptable to the residents of the area or may be perceived as inappropriate levels of congestion by drivers. To avoid the model assigning excessive traffic to the collector roadway due to minor congestion on the adjoining arterial road network, a lower “environmental” capacity is utilized.

Figure 3.3 summarizes the link capacity per lane per hour recommended for the City of Cranbrook Transportation Model.

Links
v0 PrT

- 50km/h
- 60km/h
- 70km/h
- 90km/h
- 100km/h
- N/A (Future Roadways)

Highway 95A
Highway 95A
Echo Feild Rd
Echo Feild Rd
Echo Feild Rd
Mission Rd
Highway 3/95
Theatre Rd
Theatre Rd
Theatre Rd
Theatre Rd
22 St N
22 St N
Highway 3/95
30 Ave N
30 Ave N
30 Ave N
King St W
King St W
King St W
King St W
Highway 3/95
6 St N
6 St N
College Way
4 St N
2 St N
2 St N
Cross Rd W
Cross Rd
Cross Rd
Patterson St
Cobham Ave W
Cobham Ave W
1 St S
2 St S
2 St S
2 St S
2 St S
3 St S
3 St S
3 St S
27 Ave S
30 Ave S
7 St S
14 Ave S
9 St S
9 St S
10 St S
Victoria Ave
13 St S
13 St S
13 St S
24 Ave S
34 Ave S
15 St S
17 St S
17 St S
17 St S
17 St S
17 St S
4 Ave S
14 Ave S
34 Ave S

VISUM 11.02 PTV AG	Figure 3.2 - Cranbrook Transportation Model Network - Link Speeds (Base Year)	cranbrook_base year.ver
Date: 04.02.2010	Stantec Consulting Ltd.	Scale: 1:25000

Links
CapPerLane

800 veh/h

1000 veh/h

1200 veh/h

1600 veh/h

N/A (Future Roadways)

Highway 95A
Highway 95A
Echo Feild Rd
Echo Feild Rd
Echo Feild Rd
Mission Rd
Highway 3/95
Theatre Rd
Theatre Rd
Theatre Rd
Theatre Rd
22 St N
22 St N
Highway 3/95
Highway 3/95
30 Ave N
30 Ave N
30 Ave N
King St W
King St W
King St W
King St W
Cross Rd W
Cross Rd
Cross Rd
Patterson St
Cobham Ave W
Cobham Ave W
6 St N
6 St N
College Way
4 St N
2 St N
2 St N
1 St S
2 St S
2 St S
2 St S
2 St S
3 St S
3 St S
3 St S
27 Ave S
30 Ave S
7 St S
9 St S
9 St S
14 Ave S
10 St S
Victoria Ave
13 St S
13 St S
13 St S
24 Ave S
34 Ave S
15 St S
17 St S
17 St S
17 St S
17 St S
17 St S
4 Ave S
14 Ave S
34 Ave S

VISUM 11.02 PTV AG	Figure 3.3 - Cranbrook Transportation Model Network - Link Capacity (Base Year)	cranbrook_base year.ver
Date: 04.02.2010	Stantec Consulting Ltd.	Scale: 1:25000

The capacity of a link is a total directional capacity, and is related to the class of the roadway and the number of lanes. The number of lanes defines how many useable lanes a link has for traffic traveling in each direction and does not include on-street parking lanes. A visual illustration of number of lanes on links comprising the roadway network is contained in Figure 3.4.

3.2 ROAD NETWORK - NODES

Nodes are the start or end points of links, where there are turning movements (called turning relations in VISUM) from one link to another. Each node in the Cranbrook VISUM network represents a street intersection or a physical feature of the road, such as curve or link end.

Each node in the network has several attributes including node number, node type, junction control type, node capacity, and node position in X and Y co-ordinates. Other node user-defined attributes such as K4 (used for node capacity calculation) were created for modeling purposes.

3.2.1 Node Type

Node types are created based on node junction control and classification. For each node type, the value of K4 is assigned to determine node capacity, and a node volume-delay function (VDF) is assigned to calculate node delay.

Table 3.2 summarizes the node types and node descriptions used in the Cranbrook Model. Detailed node junction control types are illustrated in Figure 3.5.

Table 3.2
VISUM Node Information by Type

Type	K4	Node Description
1	1.00	Shape Nodes (uncontrolled)
2	0.50	Two-way Stop Sign Controlled Intersections
3	0.45	Signalized Intersections
4	0.45	All -way Stop Sign Controlled Intersections
5	1.00	Ramp Diverge or Merge

3.2.2 Node Capacity

Each node is assigned a capacity referring to the total amount of traffic that can pass through a node within one hour. Like link capacity, node capacity is used to determine travel delay at nodes, which is discussed in Section 4.3.1.

Node capacity is dependent upon two factors: the intersection control type (i.e., signalized / unsignalized, etc.) and the capacity of the inbound links.

Links
Number of Lanes
2
4
N/A (Future Roadways)

Highway 95A
Highway 95A
Echo Feild Rd
Echo Feild Rd
Echo Feild Rd
Mission Rd
Highway 3/95
Theatre Rd
Theatre Rd
Theatre Rd
Theatre Rd
22 St N
22 St N
30 Ave N
30 Ave N
30 Ave N
Highway 3/95
Highway 3/95
King St W
King St W
King St W
King St W
King St W
Cross Rd W
Cross Rd
Cross Rd
Patterson St
Cobham Ave W
Cobham Ave W
6 St N
6 St N
College Way
4 St N
2 St N
2 St N
1 St S
2 St S
2 St S
2 St S
2 St S
3 St S
3 St S
3 St S
27 Ave S
30 Ave S
7 St S
9 St S
9 St S
14 Ave S
10 St S
Victoria Ave
13 St S
13 St S
13 St S
24 Ave S
34 Ave S
15 St S
17 St S
17 St S
17 St S
17 St S
17 St S
4 Ave S
14 Ave S
34 Ave S

VISUM 11.02 PTV AG	Figure 3.4 - Cranbrook Transportation Model Network - Link Number of Lanes (Base Year)	cranbrook_base year.ver
Date: 04.02.2010	Stantec Consulting Ltd.	Scale: 1:25000

Node
Control Type

- Two-way Stopped Control
- Signal Control
- All-way Stopped Control

Highway 95A
Highway 95A
Highway 95A
Highway 95A
Mission Rd
Highway 95A
McPhee Rd
Highway 95A
Highway 95A
Highway 3/95
Echo Feild Rd
Echo Feild Rd
McPhee Rd
Theatre Rd
Highway 3/95
King St W
Echo Feild Rd
McPhee Rd
Theatre Rd
22 St N
22 St N
30 Ave N
King St W
Theatre Rd
30 Ave N
30 Ave N
King St W
10 St N
King St W
King St W
Cross Rd W
College Way
Cross Rd
Cobham Ave W
2 St S
2 St S
3 St S
Cross Rd
Highway 3/95
30 Ave S
Highway 3/95
9 St S
9 St S
Victoria Ave
11 St S
13 St S
24 Ave S
34 Ave S
17 St S
17 St S
17 St S
17 St S
14 Ave S

VISUM 11.02 PTV AG	Fig 3.5 - Cranbrook Transportation Model Network - Node Junction Control (Base Year)	cranbrook_base year.ver
Date: 04.02.2010	Stantec Consulting Ltd.	Scale: 1:30000

VISUM allows the user to code node capacity parameter (K4) which is used together with the total inbound link capacity at a node to determine capacity. The equations used for determining node capacity are expressed as follows:

$$\text{Node Capacity} = K4 * \sum_{i}^{n} (lane_i * lcap_i)$$

where

K4 is user-defined constants, see Table 3.2;

n is the total number of links entering the intersection;

lane$_i$ is the number of lanes of link i entering the intersection; and

lcap$_i$ is the link capacity per lane of the link i entering the intersection.

3.3 TRAFFIC ANALYSIS ZONES

3.3.1 Zone System

A transportation zone system is used to disaggregate the study area into smaller areas for analysis of travel patterns. Generally, a zone system is developed by creating zones with similar land uses, where identifiable physical boundaries and representative access to transportation corridors can be logically defined.

In developing the zone system for Cranbrook, the following documents were reviewed:

- City of Cranbrook Official Community Plan;
- City of Cranbrook zoning bylaw;
- The federal block and dissemination area system used in the 2006 national census.

These plans also identify major physical features and transportation corridors.

The resulting transportation zone system includes a total of 151 zones, which consists of 139 zones within the current city and adjacent area (numbered 1 to 139), and 12 external zones (numbered 1001 to 1012) representing the region outside the study area. The external zones have been assigned to each major access gate around the model boundary to simulate vehicles entering and exiting the model on the surrounding highways and major roadways.

Figure 3.6 illustrates the transportation zones created for the City of Cranbrook transportation model.

3.3.2 Zone Connectors

Zone connectors are used to distribute traffic generated by a zone onto the road network. A zone may have several connectors used for multi-point assignment. The amount of traffic using each connector can be defined by percent share based on land use and access plans.

Zones

Roads
Type Number

Existing Road Network

Future Road Network

VISUM 11.02 PTV AG	Figure 3.6 - Cranbrook Transportation Model Zone System (Base Year)	cranbrook_base year.ver
Date: 04.02.2010	Stantec Consulting Ltd.	Scale: 1:30000

In order to avoid undue influence of zone connectors on major intersections, the zone connectors in this model were not allowed to connect to these major intersections directly. Usually, another intersection or shape node was available to create the connection; alternatively, in some cases a short “dummy” link was created to connect the zone connector.

4.0 Base Year Model Calibration

4.1 GENERAL

Building a transportation planning model with VISUM requires roadway network data as discussed in the previous section. Also required is land use data and a quantified knowledge of the travel characteristics and travel patterns of the residents of the city and the surrounding areas. These requirements include an estimation of population and employment positions, as well as trip generation rates and trip distribution patterns.

The required land use data was obtained in consultation with the City of Cranbrook, and Stantec Urban Planners. The trip generation rates and trip distribution patterns were obtained from the collected turning movement counts, place of residence / place of work commuting data indicated in the 2006 federal census, the Institute of Transportation Engineers (ITE) Trip Generation Manual (7th edition), and Stantec previous similar studies.

4.1.1 Existing Population & Employment

The data presented was disaggregated to match the transportation zone system and input into the transportation model using the following categories:

- residential population;
- retail employment;
- non-retail employment; and
- educational land use (College of The Rockies attendance).

Population Coding

Base year population data was primarily based on the 2006 federal census information. The GeoSearch GIS system in the Statistics Canada's website provides the population and dwelling units information at dissemination block[1] (DB) level.

Stantec reviewed the census data and then aggregated the DB information into the transportation analysis zone level.

Appendix B shows the breakdown of base year population at the Cranbrook traffic analysis zone level. Table 4.1 below illustrates that the base year City population is 18,306, with a total population of 19,189 residing in the model boundary area.

[1] A dissemination block (DB) is an area bounded on all sides by roads and/or boundaries of standard geographic areas. The dissemination block is the smallest census geographic area for which population and dwelling counts are disseminated.

Table 4.1
Base Year Population and Employment

Jurisdiction	Population	Non-home Based Employment Positions	Employment / Population Ratio
City of Cranbrook	18,306	9,589	0.52
Outside the City	883	128	0.14
Total Study Area	19,189	9,717	0.51

Employment Coding

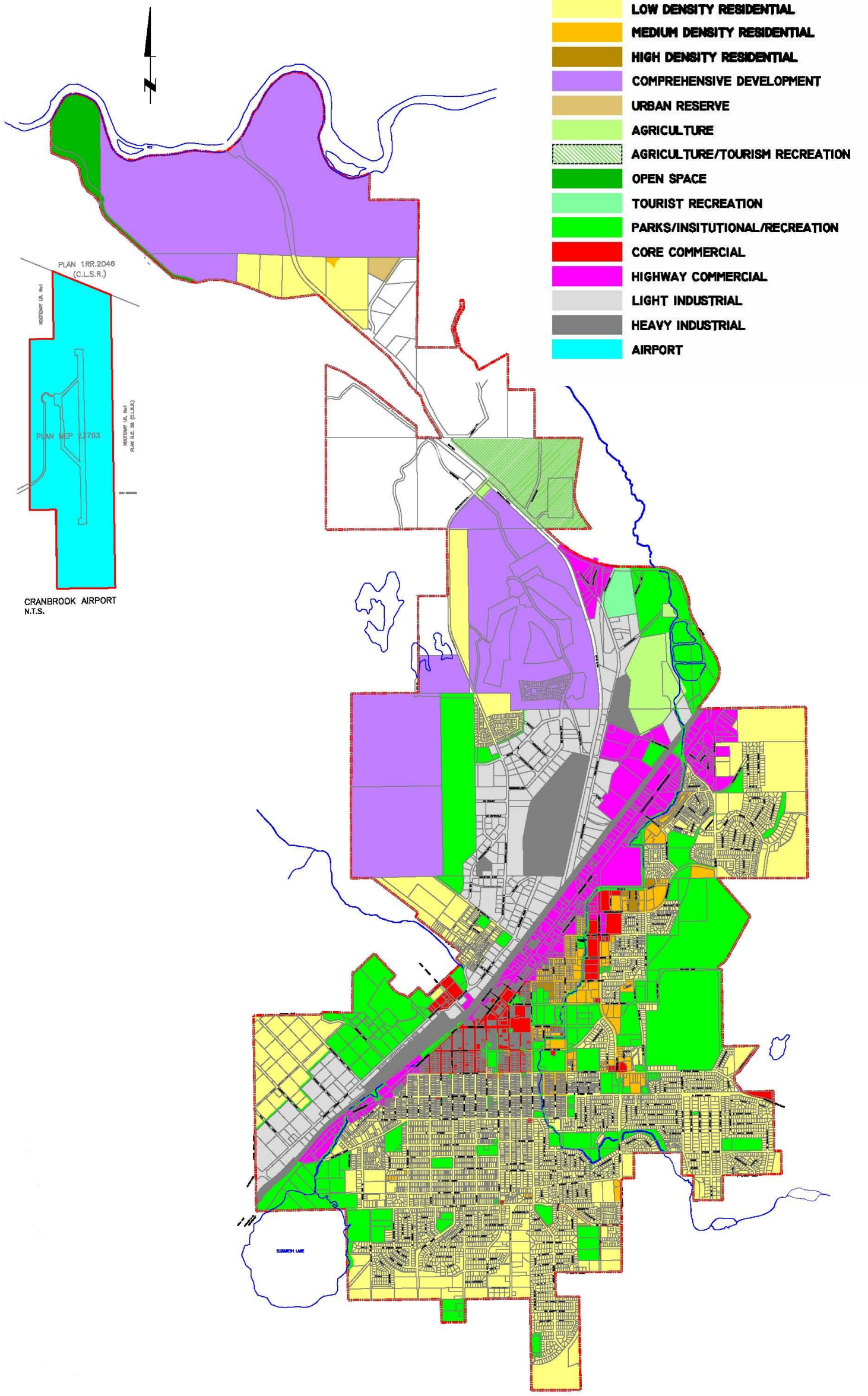
Base year employment data was also primarily based on the federal 2006 census data. Statistics Canada provides employed labour force counts for dissemination areas in Cranbrook. Stantec then disaggregated the employment numbers at the transportation analysis zones based on zone sizes and land use designations shown in the City's updated Official Community Plan (OCP) as illustrated in Figure 4.1.

Given that retail land use has quite different trip generation characteristics, the employment positions were broken down as retail jobs and non-retail jobs. The employment data for each zone was estimated based on the zonal land uses and the employment densities Stantec used for other similar studies (shown in Table 4.2).

Table 4.2
Projected Employment Land Use Density

Land Use Type	Retail Jobs	Non-retail Jobs	Total Jobs
Commercial (per gross ha)	25	10	35
Light Industrial (per gross ha)	1	17	18
Heavy Industrial (per gross ha)	0	10	10
Highway Business/Commercial (per gross ha)	12	13	25
Shopping Mall (per gross ha)	50	85	135
Residential (per capita)	0.03	0.08	0.11

As shown above in Table 4.1, there are a total of 9,717 non-home-based employment positions in the study area, among which 9,589 positions are located in the City, and 128 positions



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Client/Project
City of Cranbrook Growth Management Study - Transportation Planning

Figure No. 4.1

Title
Official Community Plan

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outside the City boundary. The breakdown of base year employment data by zone and by type is contained in Appendix B.

Using the above information a non-home based employment to population ratio was calculated. It is estimated that the City of Cranbrook has 0.52 non-home-based employment positions per capita. For the purposes of this study, we assumed this ratio will remain constant as the City grows.

College Student Coding

College of The Rockies has two campuses in Cranbrook and five regional campuses outside Cranbrook offering programs, courses and services. For this study, only the Main Campus located adjacent to College Way in Cranbrook was included, due to its significant impact on Cranbrook transportation system.

Based on the information available from the college's website, it is assumed 1,000 students (approximately 50% of the total full-time equivalent students in the seven campuses) are attending the Cranbrook Main Campus.

4.1.2 Trip Types

Trips taken during the PM peak hour are divided into three basic trip types for the Cranbrook model:

- Home-Based Work (HBW)
- Home-Based Other (HBO)
- Non-Home Based (NHB)

Each of these trip types has different trip characteristics and therefore produces different travel patterns. Because of these differences, they have been divided into groups so that they may be modeled separately. The following sections outline how each trip type is accounted for in the modeling procedure.

Home-Based Work

During the PM peak hour, these trips are primarily generated by the various employment areas and are attracted to the residential areas.

Home-Based Other

During the PM peak hour, these trips are generally attracted to retail/service areas and generated by the residential areas (home based shopping trips), as well as students attracted to home (home based school trips).

Non-Home Based

During the PM peak hour, these trips are generally produced by the employment or college areas and attracted to other employment and retail/service areas.

The allocation of the trip types illustrated in Table 4.3 in the next section summarizes the contribution each land use makes to the three trip types. This allocation is based on industry standards and experience in completing models for other similar small urban areas.

4.1.3 Four-Step Transportation Planning Model

The 4-step transportation planning model is the most common model approach used in regional and municipal transportation planning. The four steps, as stated below, have strong relationship with each other, and usually need an iterative analysis to achieve the best result.

- Trip Generation
- Trip Distribution
- Mode Split
- Trip Assignment

Within the scope of this model development, trip generation refers to private automobile trip generation, and mode split to transit, bicycle, or other modes is not included in this study.

4.2 TRIP GENERATION

Based on the location of trip generators (within or outside the study area), trips can be divided into two categories: internal zone-generated trips and external zone-generated trips.

4.2.1 Internal Zone Trip Generation

To estimate the total trips generated by an internal zone, the trip generation rates for each type of land use need to be determined first.

Trip generation rates are factors that indicate the number of trips that occur in an area for every unit of associated land use. For the City of Cranbrook model the rates have been calculated in vehicle trips per person for residential land uses and vehicle trips per employee for employment land uses.

The residential and employment trip generation rates were established from intersection turning movement and link automatic traffic recorder (ATR) counts, from the ITE trip generation data, and from data compiled for previous transportation models completed by Stantec. Table 4.3 summarizes the trip generation rates recommended for the Cranbrook transportation model.

Table 4.3 - PM Peak Hour Trip Generation Rates

Land Use	Unit	PM Peak Generation Rate	Split		Trip Type Split			Trip Generation Rates					
								HBW		HBO		NHB	
			In	Out	HBW	HBO	NHB	In	Out	In	Out	In	Out
RESIDENTIAL	Person	0.30	65%	35%	40%	60%	0%	0.078	0.042	0.117	0.063	0.000	0.000
EMPLOYMENT													
Retail	Employee	2.05	45%	55%	15%	40%	45%	0.138	0.169	0.369	0.451	0.600	0.323
NHB Retail			65%	35%									
Others	Employee	0.50	30%	70%	40%	30%	30%	0.060	0.140	0.045	0.105	0.045	0.105
EDUCATIONAL													
College	Student	0.22	25%	75%	20%	65%	15%	0.011	0.033	0.036	0.107	0.008	0.025

4.2.2 External Zone Trip Generation

Depending on trip destinations, two types of trips are generated by external zones: external-external trips and external-internal trips.

- External-external trips are commonly called through trips. They are trips that originate in, and are destined to, external zones. They have neither an origin nor destination within the study area.
- External-internal trips are trips that have a trip end in an external zone and the other end in an internal zone.

An estimation of external trips was done based on the 2008 link ATR counts at the major roadways connecting to the external zones, as well as the City's roadway functions.

4.3 TRIP DISTRIBUTION

After the total outbound/inbound trips are generated for each zone, the next step is to estimate trip interchanges between and within traffic zones. In order to match model travel patterns to observed travel patterns, a gravity model was formulated for Cranbrook as follows.

$$f(U_{ij}) = 1/(U_{ij}^{\beta} + C * U_{ij}^{\alpha})$$

Where:

U_{ij} = value of utility (e.g. travel time or distance) between Zone i and Zone j

α, β and C = model parameters, calibrated as described in Section 4.3.2

The basic premise of the gravity model is that the trip-interchange magnitude between two zones is proportional to the trips produced in the origin zone and the trips attracted to the destination zone, and inversely proportional to the travel impedance (travel time) between the two zones.

4.3.1 Travel Time Parameters

Travel times for motorized transport are determined by the level of congestion of links and intersections, reflecting traffic volumes and capacities of these network objects. As such, the travel time between two zones consists of:

- travel times along zone connectors,
- travel times along links, and
- travel times at nodes / intersections.

Connector Travel Time

A connector is a dummy link to connect a zone with the street network. To simulate the traffic along connectors, a 30 km/h speed is used for all zone connectors, and no capacity constraint is considered for connectors. Therefore, the connector travel time can be obtained based on the speed and the connector distance.

For external zone connectors, the travel times to/from activity centers outside the study area were estimated as part of the calibration process to provide greater control over the distribution of internal-external and external-internal trip patterns.

Link Travel Time

Link travel time is the total travel time required for a trip to proceed from one end of a link to the other, which is dependent on the length of the link and the vehicle speed along it. Under free traffic flow, the free flow speed will decide the free flow travel time (t_0). The travel time, however, is calculated as a function of volume and capacity, using a volume delay function (VDF). Cranbrook's Transportation Model utilized the following TModel link VDF to calculate travel time:

$$t_{cur}^{link} = (t_0 + a) * \left[1 + d * \left(sat + f\right)^b\right]$$

$$sat = \frac{vol}{cap * c}$$

Where:

t_0 = free flow link travel time

vol = loaded link traffic volume

cap = directional link capacity

a, b, c, d, f = user-defined parameters.

For the Cranbrook model, two ranges of parameters are recommended, as follows.

- When sat < 0.80: a = 0, b = 3.5, c = 1, d = 0.25, and f = 0.25
- When sat $\geq$ 0.80: a = 0, b = 10, c = 1, d = 0.25, and f = 0.25

The above link delay functions were used for all classes of links. This formula is intended to simulate the effect of congestion on travel time, with increased traffic volumes corresponding to increased travel times.

As a starting point, the posted speed limit was used as the modeled free-flow speed (called V_0Prt in VISUM) to obtain free-flow time (t_0). The actual model free-flow speed, however, was subject to manual adjustment where appropriate to reflect actual travel patterns as closely as

possible. For example, initially the model was assigning less numbers of trips on highway 3/95, whereas traffic counts indicate that trips within the City would be more likely to remain on the highway and urban major roadways. As such, the model free-flow speed along Highway 3/95 was increased to 70 km/h (posted speed limit = 60 km/h).

Node Travel Time

Node travel time relates to permissive turning movements at a node in the model network. Node travel times are used mainly to restrict prohibited movements or to deter movements that are being over-assigned by the model. The VISUM model used a TModel Node VDF to calculate node travel times. The methodology described in VISUM is as follows:

- The TModel Node VDF assumes that each turn delay is the total of node delay and an optional turn-specific delay. A node delay is calculated by applying a volume-delay function to the node volume-capacity ratio. The optional turn-specific delay is used to add additional penalty to some specified turns. For different junction control intersections, VISUM can assign “special” links to restrict that only turns originating from one of these “special” links will have a turn time penalty; and all others have zero turn times. For example, at a two-way stop intersection only minor roads will have node delays.

The formula of the node VDF is shown as follows:

$$t_{cur}^{node} = a + d * (sat + f)^b$$

$$sat = \frac{vol}{cap * c}$$

Where:

vol = loaded total volume entering the node

cap = total capacity of the node

a, b, c, d, f = user-defined parameters

The node delay parameters as defined below were used for all types of intersections.

- When sat < 0.75: a = 1, b = 3.5, c = 1, d = 15, and f = 0.2
- When sat $\geq$ 0.75: a = 1, b = 5, c = 1, d = 15, and f = 0.2

For this study, the optional turn-specific delays are coded for left turn and right turn movements, as shown in Table 4.4. U-turns are not allowed for the model.

Table 4.4
Intersection Turning Movement Delay

Turn Type	Delay (Sec)
Through	0
Left	10
Right	6

Intra-zonal Travel Time

The intra-zonal travel times were incorporated into the model to generate some intra-zonal trips (i.e. those remaining within a zone and not adding to external street network volumes). The formula of the intra-zonal travel time is expressed as follows:

$$t_{intra-zonal} = \sqrt{Area_{Zone}} \div Speed$$

Where:

Area $_{Zone}$: the area of a transportation analysis zone

Speed: model speeds for intra-zonal trips. Since the transportation system is relatively small, a low speed of 7.5 km/h is assumed for this study.

4.3.2 Curve Parameters Calibration

The model was calibrated by adjusting the gravity model curve parameters, Alpha (α), Beta (β) and Const (C) as discussed in Section 4.3, to achieve a reasonable match with ground traffic counts across screenlines, place of residence/place of work commuting data, and external trip making activities.

A screenline is an imaginary line imposed across an area, which divides that area into sections between which trip exchanges are expected to occur. For this model, Highway 3/95 (Cranbrook Street/Van Horne Street) was selected for the screen line analysis.

The resulting Alpha, Beta and Const factors for the three trip types are summarized in Table 4.5.

Table 4.5
Calibration Factors

Trip Type	Alpha	Beta	Const
HBW	-1	1.50	100
HBO	-1.5	2.50	200
NHB	-1.5	2.00	200

4.4 TRIP ASSIGNMENT

The last step of the model is to assign the inter-zonal trips to the road network. In this model, the Multi-Equilibrium Assignment methodology was used, as it can reasonably simulate travel characteristics indicated in Wardrop's first principle:

> *Every road user selects their route in such a way that the travel time on all alternative routes is the same, and that switching to a different route would increase personal travel time (user-optimized behaviour).*

In this method, a state of balance (or equilibrium) in the volume assignments is reached by a multiple-step iteration process. Vehicle assignments shift from among various alternative routes based on changing levels of congestion and travel times as vehicles are added incrementally to the network.

Figure 4.2 shows the base year model volumes in the City of Cranbrook, which indicates the modeled traffic mainly travels along Highway 3/95, 95A, and City major roads such as Victoria Avenue, 14 Avenue, Kootenay Street, etc. This matches the real-world traffic situation very well.

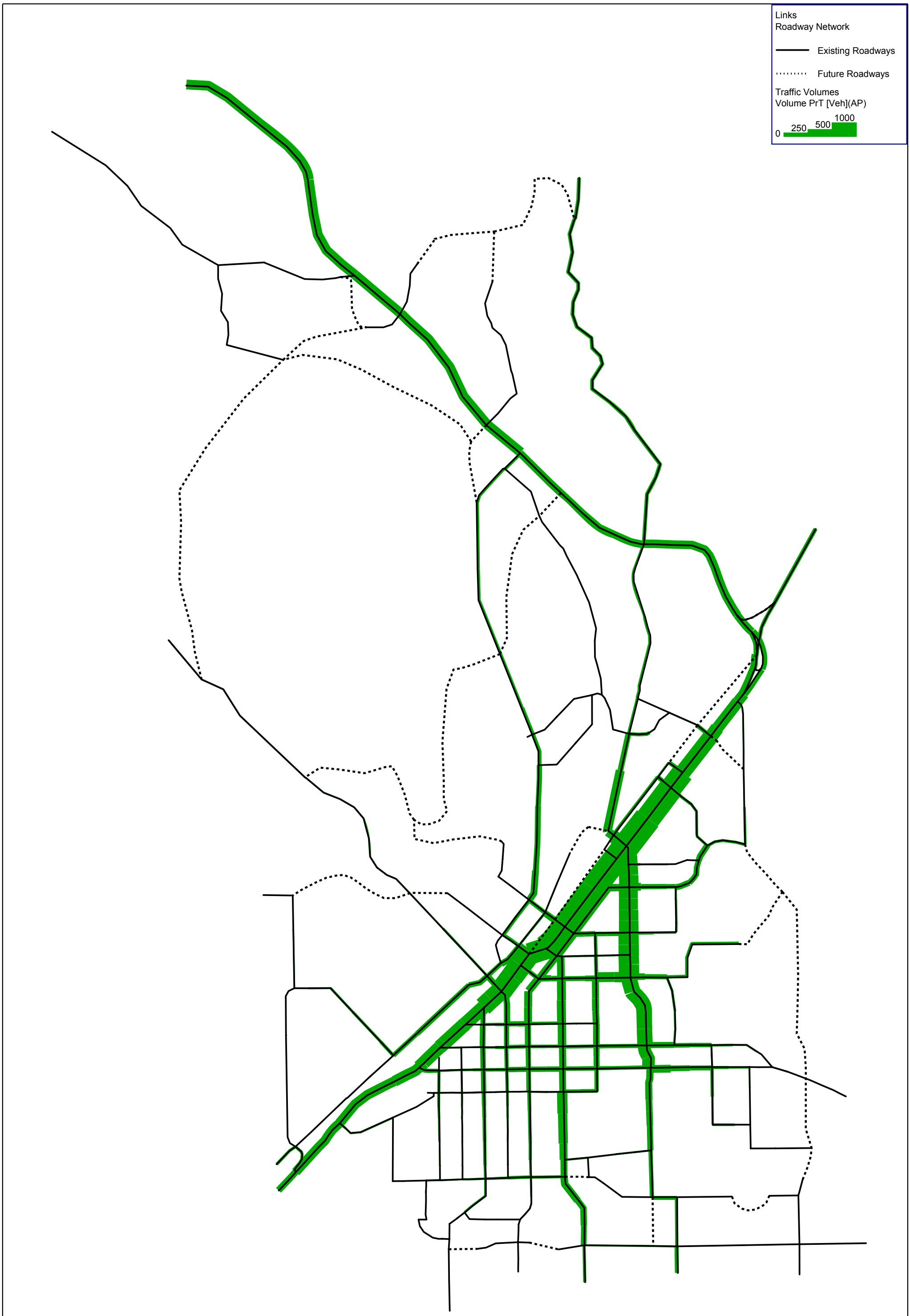
4.5 MODEL VALIDATION

The collected ground traffic counts were used to validate the calibrated base year model.

4.5.1 Screenline Analysis

As mentioned in Section 4.3.2, Highway 3/95 was selected for screenline analysis. Table 4.6 summarizes the analysis result. Based on the criteria adopted by the City of Edmonton[2], the calibration represents a strong correlation between observed volumes and predicted volumes, with both directions of the screenlines falling into the "good" range.

[2] The criteria originated with the City of Edmonton as applied in their regional travel modeling.



VISUM 11.02 PTV AG	Fig 4.2 - Cranbrook Transportation Model PM Peak Hour Traffic Assignment (Base Year)	cranbrook_base year.ver
Date: 04.02.2010	Stantec Consulting Ltd.	Scale: 1:30000

Table 4.6
Screenline Analysis Summary

Screenline	Direction	Model Volumes	Ground Counts	Difference	Goodness of Fit
Highway 3/95	Entering the City southeast of Highway 3/95	1049	1058	-9	Good
Highway 3/95	Leaving the City southeast of Highway 3/95	1095	1010	85	Good

4.5.2 Goodness-of-Fit Analysis

To evaluate the quality of a travel model's calibration, a common method is to compare the calibrated model link volumes with available link traffic counts. Figure 4.3 illustrates the traffic volumes simulated for the base year on the existing roadway network (gray bars) along with thin red or green bars depicting the magnitude of model under- or over-prediction relative to available ground counts.

Figure 4.4 shows the overall model calibration results using a scatter diagram and a linear regression calculation based on tolerances suggested by NCHRP 255[3]. The R^2 (coefficient of determination) shows how well the regression line represents the assigned data. The closer this value is to 1.00, the better the statistical fit. The RMSE (root mean square error) shows the overall difference between traffic counts and model results. As the RMSE approaches 0.00, the model approaches perfect calibration. Generally a model with R^2 greater than 0.80 and RMSE less than 35% can be considered "good".

[3] National Cooperative Highway Research Program Report 255 - Highway Traffic Data for Urbanized Area Project Planning and Design

Links
Roadway Network

Existing Roadways

Future Roadways

Traffic Volumes
Volume PrT [Veh](AP)

Volume PrT [Veh](AP) - Counts_2008

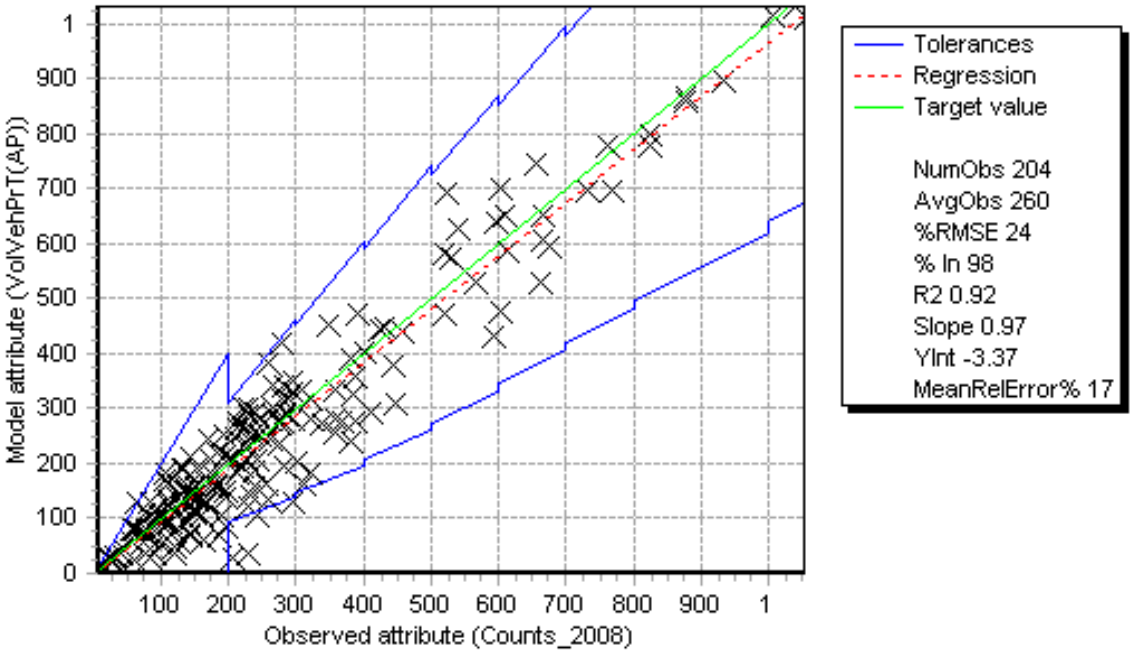
<= 0

> 0

VISUM 11.02 PTV AG	Fig 4.3 - Cranbrook Transportation Model Volumes Comparisons (Base Year)	cranbrook_base year.ver
Date: 04.02.2010	Stantec Consulting Ltd.	Scale: 1:30000

Figure 4.4

Overall Base Year Model Calibration Results



The above figure indicates that this model has an R^2 of 0.92 and a RMSE of 24%. This is considered to be a 'very good' fit.

4.6 ROADWAY CAPACITY ANALYSIS

Typically, link volume-to-capacity (V/C) ratio and intersection level of service (LOS) indicators are used to identify traffic congestion at link and intersection levels, respectively. Given that Cranbrook is a relatively small community, low V/C ratios and good LOS will be acceptable to the City residents. However, with the City grows, it is anticipated that traffic will increase and people will likely get used to more congestion. As such, higher V/C ratios and worse LOS would be acceptable in future horizons. In consultation with the City, a set of critical values are suggested for Cranbrook at current and future horizons. If the model results are higher/worse than the critical values in Table 4.7, roadway improvements will be triggered to reduce the traffic congestion.

Table 4.7
Capacity Analysis Indicator Critical Values

Horizon	Link V/C Ratio	Intersection LOS
Current (Base Year)	0.70	D
Short Term (Year 2016)	0.75	D
Long Term (Current City Boundary Full Build Out)	0.80	E

4.6.1 Link Capacity Analysis

Typically, link volume-to-capacity ratios are used to identify traffic congestion at the link level. The higher the value, the more congestion is experienced by motorists.

Figure 4.5 shows the existing link V/C ratios for Cranbrook. It indicates that the current roadway network works quite well. Except for Victoria Avenue S just north of 3rd Street S (which has a V/C ratio between 60 and 70%, shown in green color), all other roadways have V/C ratios below 60% (shown in grey color).

4.6.2 Intersection Capacity Analysis

At a planning level, VISUM can calculate intersection performance indicators (e.g. level of service) according to the procedures set out in the Highway Capacity Manual (HCM) 2000 edition. When an unsignalized intersection has LOS worse than the “critical values”, a traffic signal is added for further analysis.

Figures 4.6 illustrate the major intersections (major road intersecting highway / other major road) LOS in the City of Cranbrook, based on the ground traffic counts and existing lane geometry.

The model results in the above figures indicate that the intersection at Cranbrook Street (Highway 3/95) with Victoria Avenue North/Theatre Road has the worst LOS of “D”. All other intersections operate at LOS of “C” or better.

VISUM 11.02 PTV AG	Fig 4.5 - Cranbrook Transportation Model Link V-C Ratios (Base Year)	cranbrook_base year.ver
Date: 05.02.2010	Stantec Consulting Ltd.	Scale: 1:30000

Roadway Network

Existing Roadways

Future Roadways

Intersection LOS

A

Highway 95A

Highway 95A

Highway 95A

Highway 95A

Mission Rd

A

Highway 95A

McPhee Rd

Highway 95A

A

Highway 95A

Highway 3/95

Echo Feild Rd

McPhee Rd

Theatre Rd

Highway 3/95

Echo Feild Rd

Theatre Rd

King St W

Echo Feild Rd

McPhee Rd

22 St N

22 St N

30 Ave N

A

A

C

King St W

Theatre Rd

30 Ave N

30 Ave N

King St W

D

10 St N

B

King St W

King St W

B

B

College Way

Cross Rd W

B

B

C

Cross Rd

Cobham Ave W

B

Cross Rd

A

A

B

A

B

2 St S

B St S

3 St S

30 Ave S

Highway 3/95

A

Highway 3/95

9 St S

9 St S

Victoria Av

A

A

11 St S

13 St S

24 Ave S

34 Ave S

17 St S

A

17 St S

17 St S

17 St S

4 Ave S

VISUM 11.02 PTV AG	Fig 4.6 - Cranbrook Transportation Model Major Intersection LOS (Base Year)	cranbrook_base year.ver
Date: 04.02.2010	Stantec Consulting Ltd.	Scale: 1:30000

5.0 Year 2016 Horizon Model (Short Term)

This horizon is representing a short term (10 year) future timeline for the City of Cranbrook. The objective is to assess if and which improvements are required prior to the 10 year horizon. The horizon year is nominally 2016 (since the base data is from 2006), but it is the population level which best defines the horizon.

5.1 POPULATION AND EMPLOYMENT

Based on the City's Official Community Plan, and growth assumptions identified by Stantec Urban Planners in consultation with City, the proposed land use growth by 2016 is illustrated in Figure 5.1.

5.1.1 Population

Stantec Urban Planners, in consultation with the City, prepared population growth for the year 2016 at the dissemination area level. The distribution of the population to individual traffic analysis zones was estimated based on the future land use map shown in Figure 5.1.

Table 5.1 summarizes the population projections for the year 2016. A breakdown of population estimates by zone is contained in Appendix C.

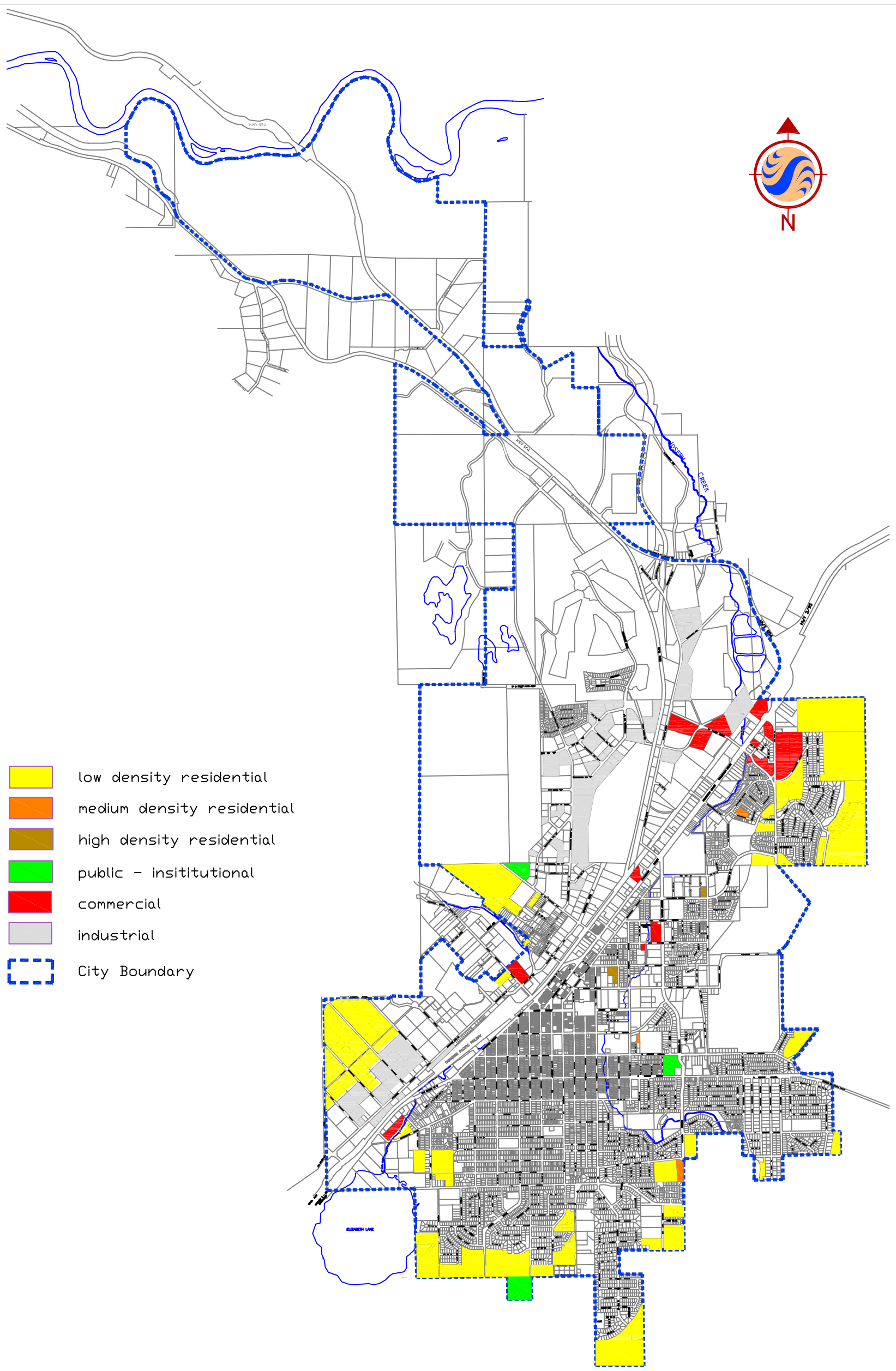
For the Year 2016 horizon, it is estimated that the population in the City will reach 20,606 people. The total population in the study area including the adjacent areas would be 21,489.

Table 5.1
2016 Horizon Population and Employment

Jurisdiction	Population	Non-home Based Employment Positions	Employment / Population Ratio
City of Cranbrook	20,606	10,730	0.52
Outside the City	883	128	0.14
Total Study Area	21,489	10,858	0.51

5.1.2 Employment

Estimates of future employment positions were based on the assumption that employment / population ratios remain at a similar level to current conditions. As such, the 2016 horizon will include approximately 1,140 additional employment positions within the study area relative to the base year horizon.



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Client/Project
CITY OF CRANBROOK
GROWTH MANAGEMENT STUDY
TRANSPORTATION PLANNING

Figure No.
5.1

Title
Land Use Growth
- 2016 Horizon

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Based on the employment densities as illustrated in Table 4.1 and future land use plan in Figure 5.1, Year 2016 employment positions were estimated for each traffic analysis zone for the same two categories used in the base year model: retail, and non-retail jobs.

Table 5.1 above also includes the 2016 employment position estimates. In total, there are about 10,858 non-home-based employment positions in the study area, among which 10,730 positions are located within the city.

The breakdown of employment positions by type and by zone is included in Appendix C.

5.1.3 College Students

The above 2016 population projection indicates about 12% increase as compared with the 2006 population.

Using the same percentage for the college student population growth, it is assumed the number of students attending the Cranbrook Main Campus will reach 1,120 by 2016.

5.2 EXTERNAL TRIPS

For estimating the external trips at the 2016 horizon, an average annual traffic growth rate of 3% (which is commonly used by BC Ministry of Transportation) was adopted. Therefore, it is assumed the external trips at the major gates to/from the study area will have a total of 30% increase by the 10 year horizon.

5.3 TRAVEL DEMAND FORECASTING

This section outlines the traffic volume projection for the 2016 horizon. Initially the existing road network was used to project traffic at this short-term horizon.

5.3.1 PM Peak Hour Link Volumes

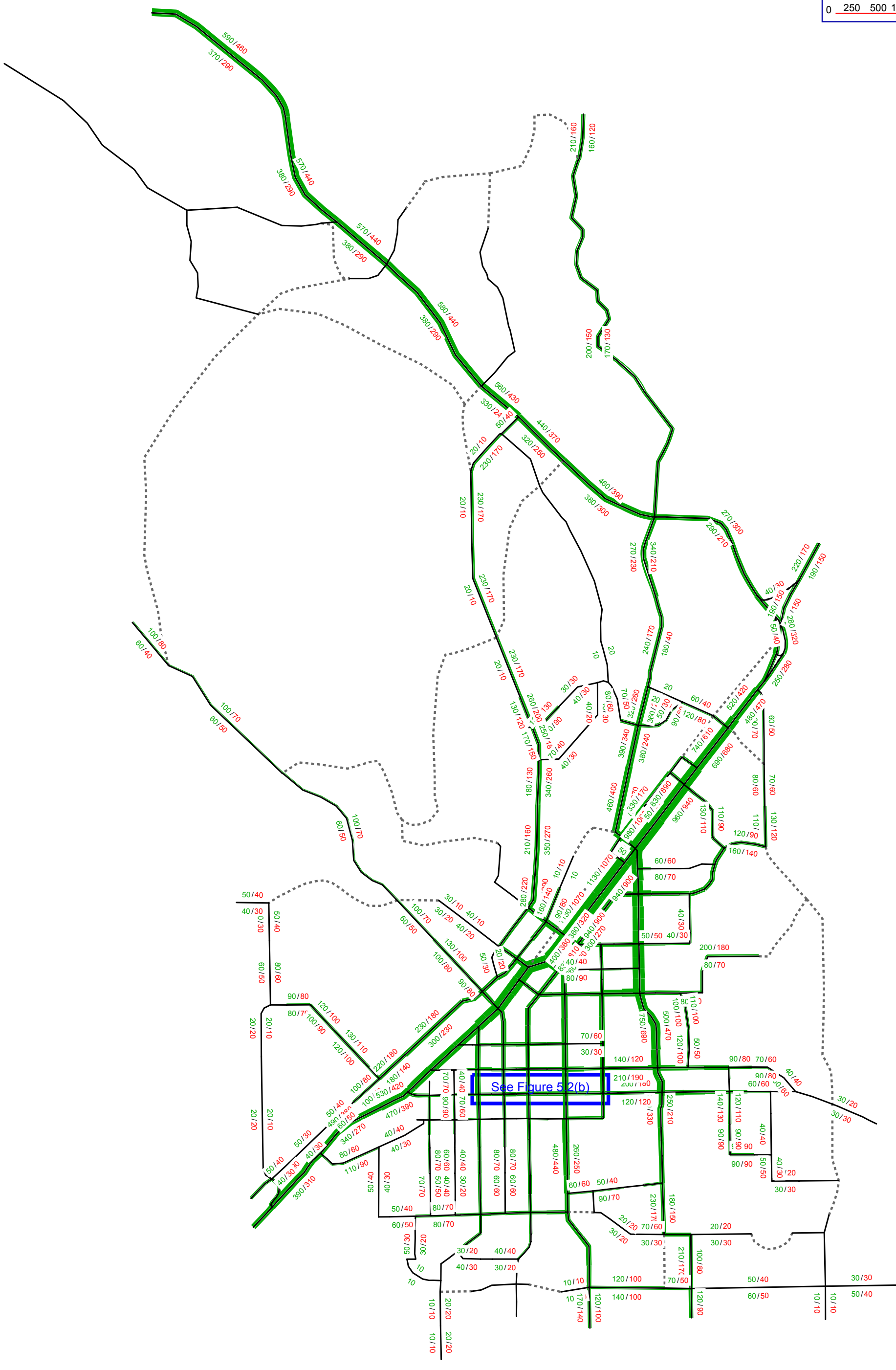
After loading the projected 2016 population and employment positions upon the current roadway network, the VISUM model projects corresponding PM Peak hour traffic volumes.

To minimize calibration error impacts on model forecasts, the model volume projections were calculated by adding the difference between 2016 model volumes and Base Year model volumes to ground traffic counts (where applicable), based on the methodology discussed in NCHRP Report 255.

Figures 5.2(a) and 5.2(b) show the projected peak hour traffic in 2016 for the whole study area and city centre, respectively. As a comparison, the base year peak hour volumes are shown in the figures in red beside the 2016-projected traffic.

590 / 460: 2016 Traffic / Base Year Traffic

Traffic Volumes
DesignVols
0 300 600 1200
Base_Year_Volumes
0 250 500 1000



VISUM 11.02 PTV AG	Figure 5.2(a) - Cranbrook Transportation Model PM Peak Hour Traffic Projections (Year 2016)	cranbrook_2016_base year networ
Date: 05.02.2010	Stantec Consulting Ltd.	Scale: 1:30000

Traffic Volumes
DesignVols
0 300 600 1200
Base_Year_Volumes
0 250 500 1000

King St
Highway 3/95
11 St N
Victoria Ave N
6nd St N
2nd St N

VISUM 11.02 PTV AG	Figure 5.2(b) - Cranbrook Transportation Model PM Peak Hour Traffic Projections (Year 2016)	cranbrook_2016_base year networ
Date: 05.02.2010	Stantec Consulting Ltd.	Scale: 1:10000

5.3.2 Daily Link Volumes

As discussed in Section 2, the daily traffic was calculated by multiplying the PM peak hour traffic by 11.

The projected 2016 daily volumes are shown in Figure 5.3(a) and 5.3(b) for the whole study area and city centre, respectively. Beside the numbers are the estimated Base Year daily traffic volumes for comparison.

The figures indicate that the daily traffic will increase slightly in 2016 as compared with the Base Year Horizon. For example, Highway 3/95/95A will attract major traffic in the City with the daily traffic ranging from 6,900 to 22,800 veh/day in 2016, as compared with 5,600 to 23,100 veh/day in the Base Year. Another major road, Victoria Avenue N and S has daily traffic ranging from 4,400 to 18,100 veh/day in 2016, as compared with 3,500 to 16,500 veh/day in the Base Year.

5.4 ROADWAY CAPACITY ANALYSIS

5.4.1 Link Capacity Analysis

The projected link V/C ratios at the 2016 horizon are illustrated in Figure 5.4, which indicates that the link congestion level will be essentially the same as in the Base Year. Except for the segment of Victoria Avenue S. north of 3rd Street S. (shown in green color with V/C ratio between 65 and 75%), all other roadways will have V/C ratios below 65% (shown in grey color).

5.4.2 Intersection Capacity Analysis

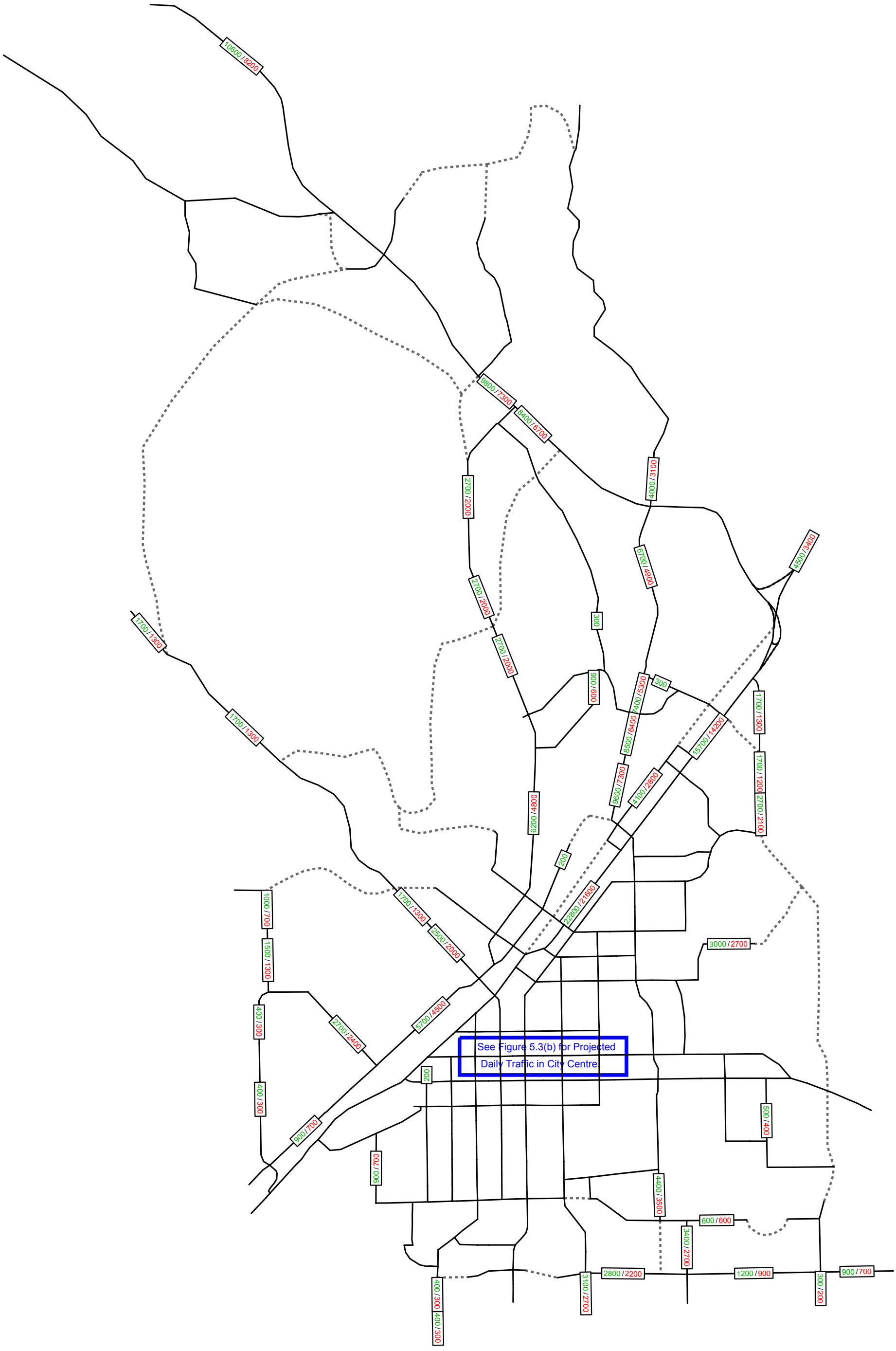
The Intersection Capacity Analysis (ICA) methodology in VISUM was used to again assess the major intersections. It should be noted that the intersection capacity analysis in this study is conducted at a conceptual planning level. Further detailed operation analysis will be required to determine the intersection lane geometry and traffic control types.

Figure 5.5 shows the LOS at major intersections. It indicates these intersections will operate at similar level of service as in Base Year. Except for LOS of “D” at Cranbrook Street (Highway 3/95) with Theatre Road / Victoria Avenue N, all other intersections have LOS of “C” or better.

5.5 ROADWAY IMPROVEMENTS

Based on the above capacity analysis, the current roadway network will likely accommodate the land use growth prior to Year 2016. As such, at a planning level no roadway improvements are recommended at this short term horizon. However, a traffic monitoring program is recommended to monitor the current road and traffic operations, and then to determine appropriate timing of roadway maintenance and upgrades.

10600 / 8200 : 2016 Daily Traffic / Base Year Daily Traffic



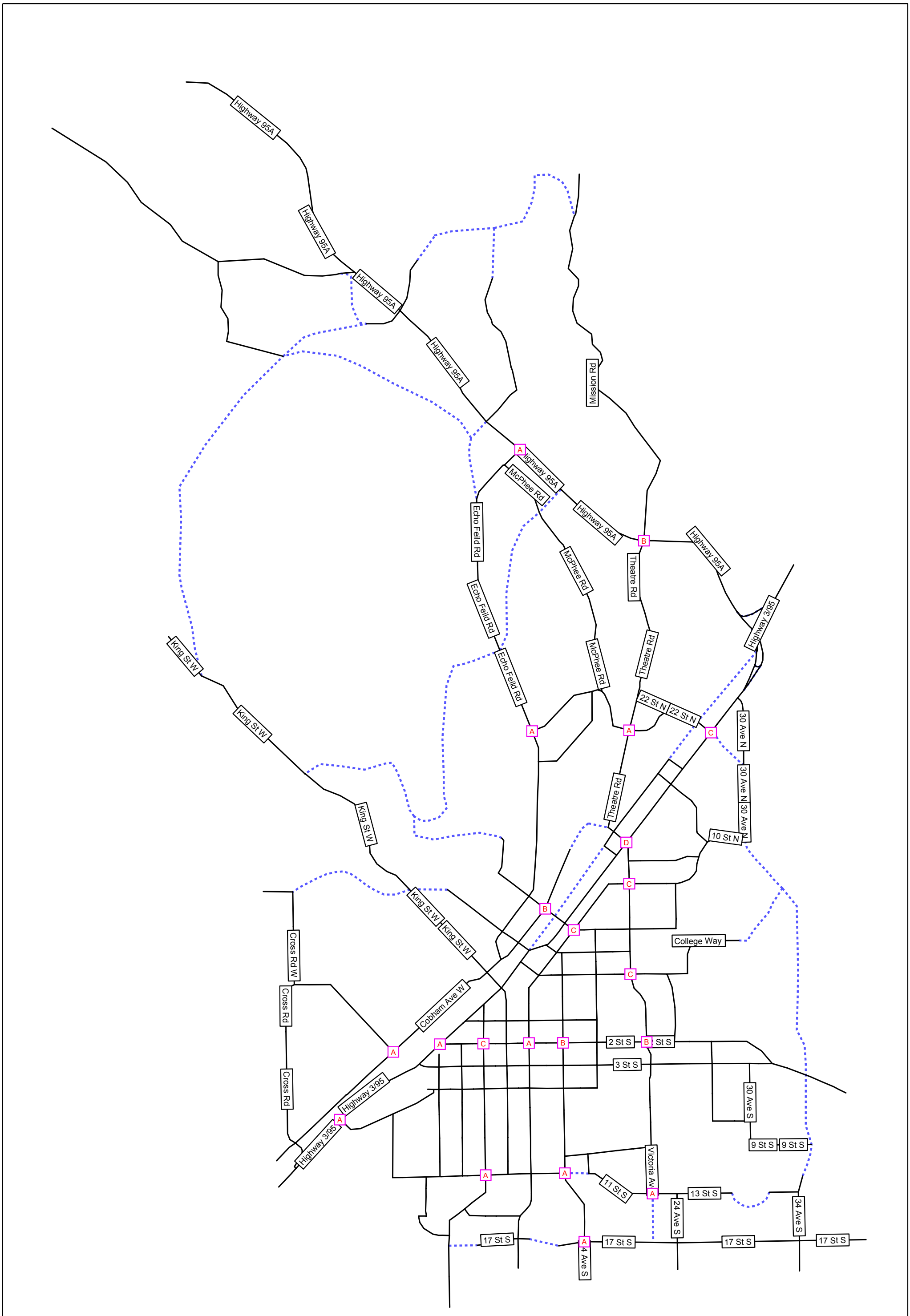
VISUM 11.02 PTV AG	Figure 5.3(a) - Cranbrook Transportation Model Daily Traffic Projections (Year 2016)	cranbrook_2016_base year networ
Date: 05.02.2010	Stantec Consulting Ltd.	Scale: 1:30000

5700 / 4100 : 2016 Daily Traffic
/ Base Year Daily Traffic

Industrial Rd No.2
Cranbrook St
Victoria Ave N.
Kootenay St. N
6 St N.
2nd St. N.
2nd St S.
King St
Cobham Ave W
Highway 3/95
11 Ave S.
14 Ave S.
17 Ave S

VISUM 11.02 PTV AG	Figure 5.3(b) - Cranbrook Transportation Model Daily Traffic Projections (Year 2016)	cranbrook_2016_base year networ
Date: 05.02.2010	Stantec Consulting Ltd.	Scale: 1:10000

VISUM 11.02 PTV AG	Fig 5.4 - Cranbrook Transportation Model Link V-C Ratios (Year 2016)	cranbrook_2016_base year networ
Date: 05.02.2010	Stantec Consulting Ltd.	Scale: 1:30000



VISUM 11.02 PTV AG	Fig 5.5 - Cranbrook Transportation Model Major Intersection LOS (Year 2016)	cranbrook_2016_base year networ
Date: 05.02.2010	Stantec Consulting Ltd.	Scale: 1:30000

6.0 Current City Boundary Full Build Out Model (Long Term)

6.1 POPULATION AND EMPLOYMENT

This horizon represents a long term for the City of Cranbrook. Using an annual population growth rate of 1.2%, this horizon will be likely beyond 50 to 60 years.

Based on the City's Official Community Plan and growth assumptions identified by Stantec Urban Planners and the City, this horizon represents substantial growth in the current city boundary, to the point where population and employment growth is expected to infill all residential and employment lands available for development within the City, including St. Mary Neighborhood and Wildstone comprehensive area at the north.

The projected land use growth plan at the full build-out horizon of the current city boundary is shown in Figure 6.1.

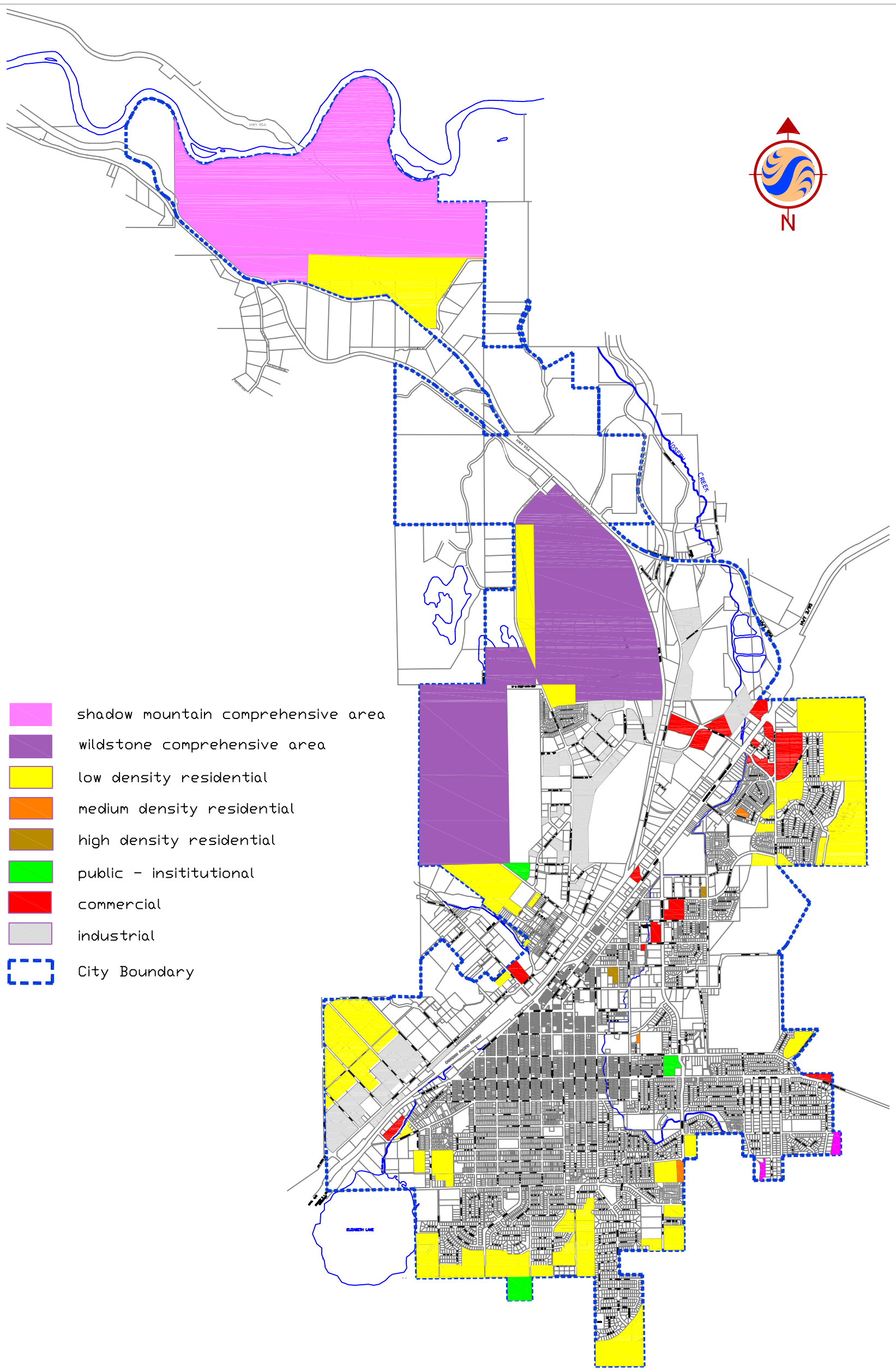
6.1.1 Population

Stantec Urban Planners, in consultation with the City, prepared population growth for this long term horizon at the dissemination area level. The distribution of the population to the individual traffic analysis zones was then estimated based on the future land use map shown in Figure 6.1.

Table 6.1 summarizes the population projections at this long term horizon. A breakdown of population estimates by zone is contained in Appendix D. It is estimated that the population in the City will reach 36,164 people when the available lands within the current city boundary are fully developed. The total population in the study area including the adjacent areas would be 37,162 by then.

Table 6.1
Current City Boundary Full Build Out Horizon Population and Employment

Jurisdiction	Population	Non-home Based Employment Positions	Employment / Population Ratio
City of Cranbrook	36,164	18,502	0.51
Outside the City	998	168	0.17
Total Study Area	37,162	18,670	0.50



Stantec

W:\active\112720147\3_planning\3-5_report\fig and tab\fig 6.1.dwg

Client/Project
CITY OF CRANBROOK
GROWTH MANAGEMENT STUDY
TRANSPORTATION PLANNING

Figure No.
6.1

Title
Land Use Growth
- Current City Full Build Out Horizon

April 2009
1127 20147

6.1.2 Employment

Estimates of future employment positions were based on the assumption that employment / population ratios remain at a similar level to current conditions. As such, the long term horizon will include approximately 8,918 additional employment positions within the study area.

Based on the employment densities illustrated in Table 4.1 and future land use plan in Figure 6.1, the employment positions by zone at this horizon were estimated for the two categories: retail, and non-retail jobs.

Table 6.1 above includes the employment position estimates used for the long term horizon. In total, there are 18,670 non-home based employment positions in the study area, among which 18,502 positions are located in the current city boundary.

The breakdown of employment positions by type and by zone is included in Appendix D.

6.1.3 College Students

The population at this long term horizon was projected to be almost double of the base year population. Therefore, the number of students attending the Cranbrook Main Campus is assumed also to double, to about 2,000 for the long term horizon.

6.2 EXTERNAL TRIPS

Since this long term horizon is quite far away, using the annual growth rate of 3% for the whole growth period may be too conservative. Recognizing the population will almost double the base year, a total of 110% traffic increase is assumed for this horizon (i.e. 2% annual growth rate used for 55 years).

6.3 TRAVEL DEMAND FORECASTING AND CAPACITY ANALYSIS

This section outlines traffic volume projections for this long term horizon. In order to illustrate roadway capacity constraints at this horizon, the base year road network was loaded with traffic projected from the full build out of current city land uses.

6.3.1 PM Peak Hour Link Volumes and Capacity Analysis _ Base Year Road Network

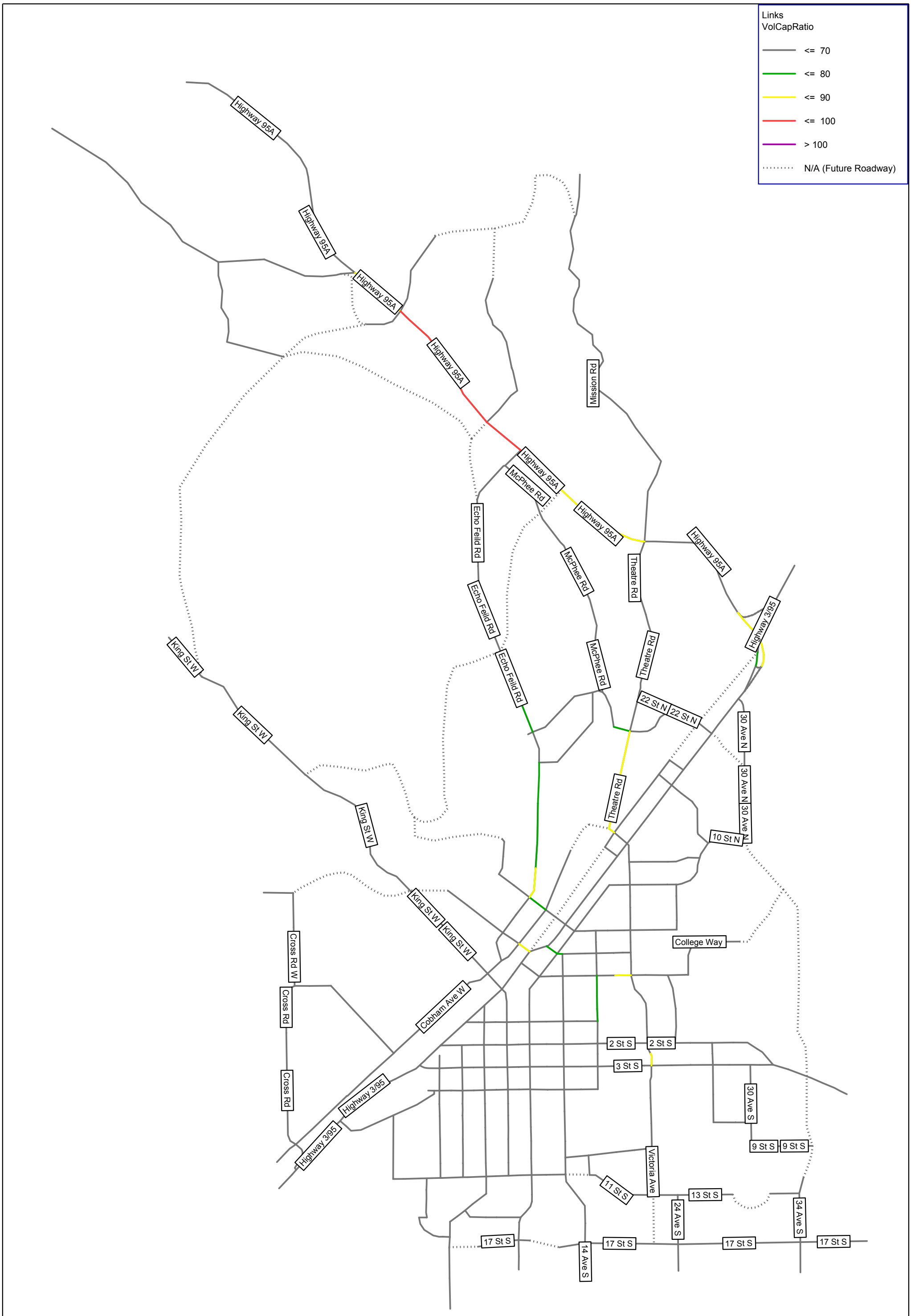
After loading the projected population and employment positions upon the current roadway network, the VISUM model projects corresponding PM Peak hour traffic volumes.

To minimize calibration error impacts on model forecasts, the model volume projections were calculated by adding the difference between this long term model volumes and Base Year model volumes to ground traffic counts (where applicable).

Figure 6.2 shows the projected peak hour traffic in the full build out of the current city boundary. Figure 6.3 shows the link V/C ratios in the study area. These figures indicate that a number of

DesignVols
0 375 750 1500

VISUM 11.02 PTV AG	Fig 6.2 - Projected Link PM Peak Volumes (Current City Full Build Out at Base Year Road Nework)	cranbrook_current city boundary fu
Date: 05.02.2010	Stantec Consulting Ltd.	Scale: 1:30000



VISUM 11.02 PTV AG	Fig 6.3 - Cranbrook Transportation Model Link V-C Ratios (Current City Full Build Out)	cranbrook_current city bound
Date: 05.02.2010	Stantec Consulting Ltd.	Scale: 1:30000

roadways will handle high traffic. Without improvement, these roadways will become very congested (shown in yellow or red colors in Figure 6.3). Specifically,

- Highway 95A between Wycliffe Park Road and Mission Road, as well as the Highway 95A ramp to Kimberley at Fort Steel Interchange.
- Theatre Road north of Cranbrook Street N
- Industrial Road No. 2 northwest of 6th Street N
- 3rd Street N between Slater Road and Cranbrook Street N
- 2nd Street N just west of Victoria Avenue N
- Victoria Avenue S just north of 3rd Street S

All the above road segments have projected V/C ratios exceeding 0.80 at this long term horizon. Roadway improvements will be required to mitigate the congestion issues.

6.3.2 PM Peak Hour Link Volumes and Capacity Analysis _ Recommended Road Network

In order to explore an ideal future roadway network, the Major Road Network Plan (shown as Schedule H in the City's Official Community Plan, and also contained in Appendix E) was first incorporated into the VISUM model. Thereafter iterative model operations and fine-tuning roadway improvements were conducted until all the roadways and intersections meet the standards shown in Table 4.7, and a maximum capacity of 10,000 veh/day assumed for a two-lane roadway in Cranbrook.

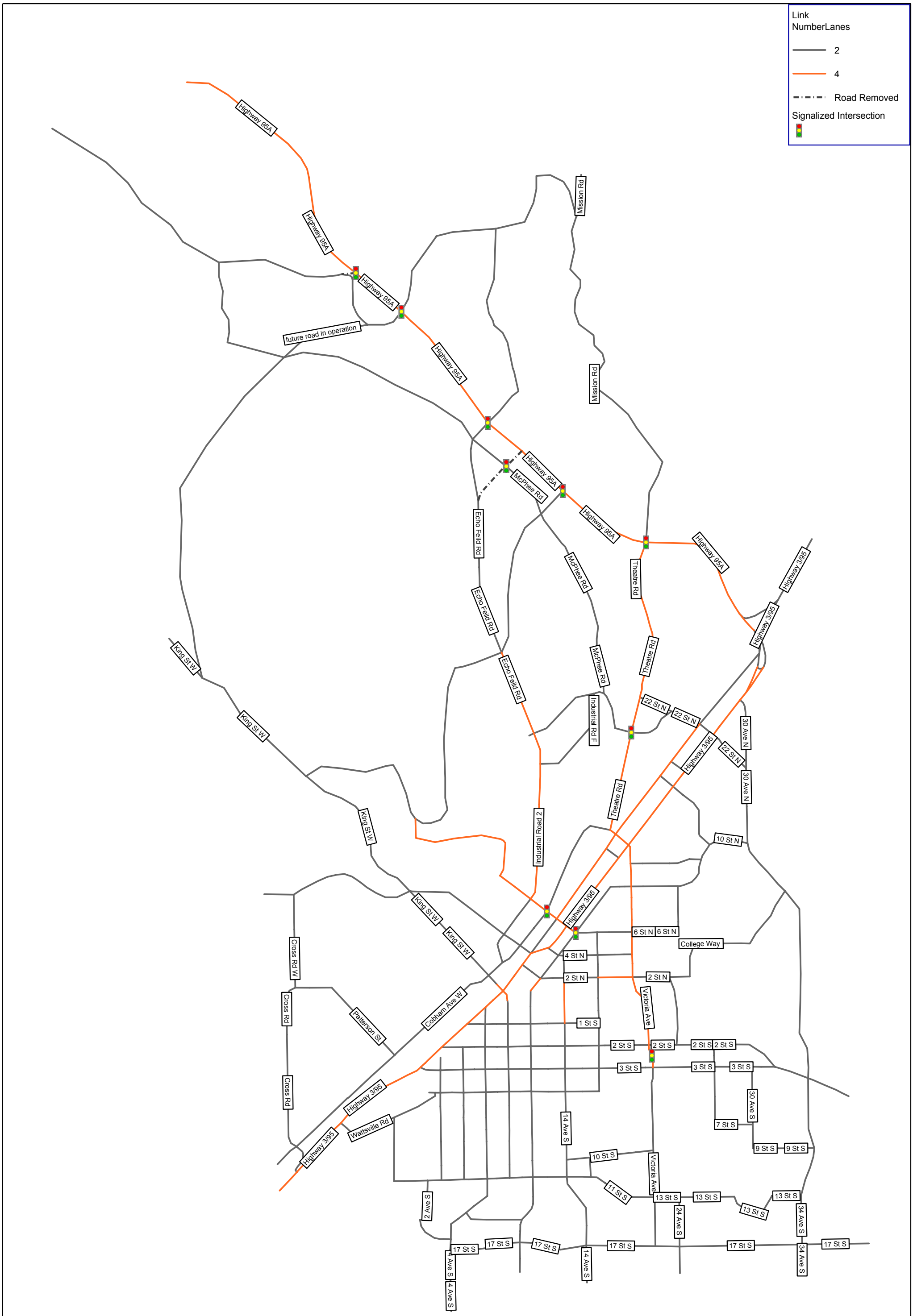
A recommended roadway network including signalized intersections is thereafter developed and shown in Figure 6.4.

<u>PM Peak Hour Link Volumes</u>

After loading the projected population and employment positions upon the recommended roadway network, the VISUM model projects corresponding PM Peak hour traffic volumes.

Similarly the model volume projections were calculated by adding the difference between the long term model volumes and the base year model volumes to ground traffic counts (where applicable), to minimize calibration error impacts on model forecasts.

Figures 6.5(a) and 6.5(b) show the projected peak hour traffic at this horizon for the whole study area and city centre, respectively. As a comparison, the base year peak hour volumes are shown in the figures in red beside the projected traffic.



VISUM 11.02 PTV AG	Figure 6.4 - Cranbrook Transportation Model Recommended Road Network (Current City Full Build Out)	cranbrook_current city boundary fu
Date: 11.02.2010	Stantec Consulting Ltd.	Scale: 1:30000

950 / 460: City Full Build Out Traffic / Base Year Traffic

DesignVols
0 375 750 1500
Base_Year_Vols
0 250 500 1000

See Figure 6.5(b)

VISUM 11.02 PTV AG	Figure 6.5(a) - Cranbrook Transportation Model PM Peak Hour Traffic Projections (City Full Build Out)	cranbrook_current city boundary fu
Date: 05.02.2010	Stantec Consulting Ltd.	Scale: 1:30000

DesignVols
0 375 750 1500
Base_Year_Vols
0 250 500 1000

King St
Highway 3/95
11 St N
Victoria Ave N
6nd St N
2nd St N

VISUM 11.02 PTV AG	Figure 6.5(b) - Cranbrook Transportation Model PM Peak Hour Traffic Projections (City Full Built Out)	cranbrook_current city boundary fu
Date: 05.02.2010	Stantec Consulting Ltd.	Scale: 1:10000

Daily Link Volumes

Using the same scaling factor of 11 discussed in Section 5.3.2, the daily volumes at this long-term horizon were projected and shown in Figures 6.6(a) and 6.6(b) for the whole study area and city center, respectively. As a comparison, the base year daily traffic is also shown in these figures.

With the proposed roadway improvements illustrated in Figure 6.4, Highway 3/95 will still handle the major traffic in the City with the daily volumes ranging from 11,000 to 26,600 veh/day. Another major road, Victoria Avenue will attract daily traffic up to 20,000 veh/day.

Roadway Capacity Analysis

- Link Capacity Analysis

Figure 6.7 illustrates the link V/C ratios at this long term horizon. It indicates all the roadways will operate under acceptable level of service, with the highest V/C ratio of 0.74 at Highway 3/95 into Cranbrook at the Fort Steel Interchange.

- Intersection Capacity Analysis

Using the Intersection Capacity Analysis (ICA) methodology, the LOS at the major intersections was calculated and is shown in Figure 6.8. With appropriate intersection treatments (e.g. adding turning bays and/or installing traffic signals), all the major intersections will operate acceptably with LOS of “E” or better.

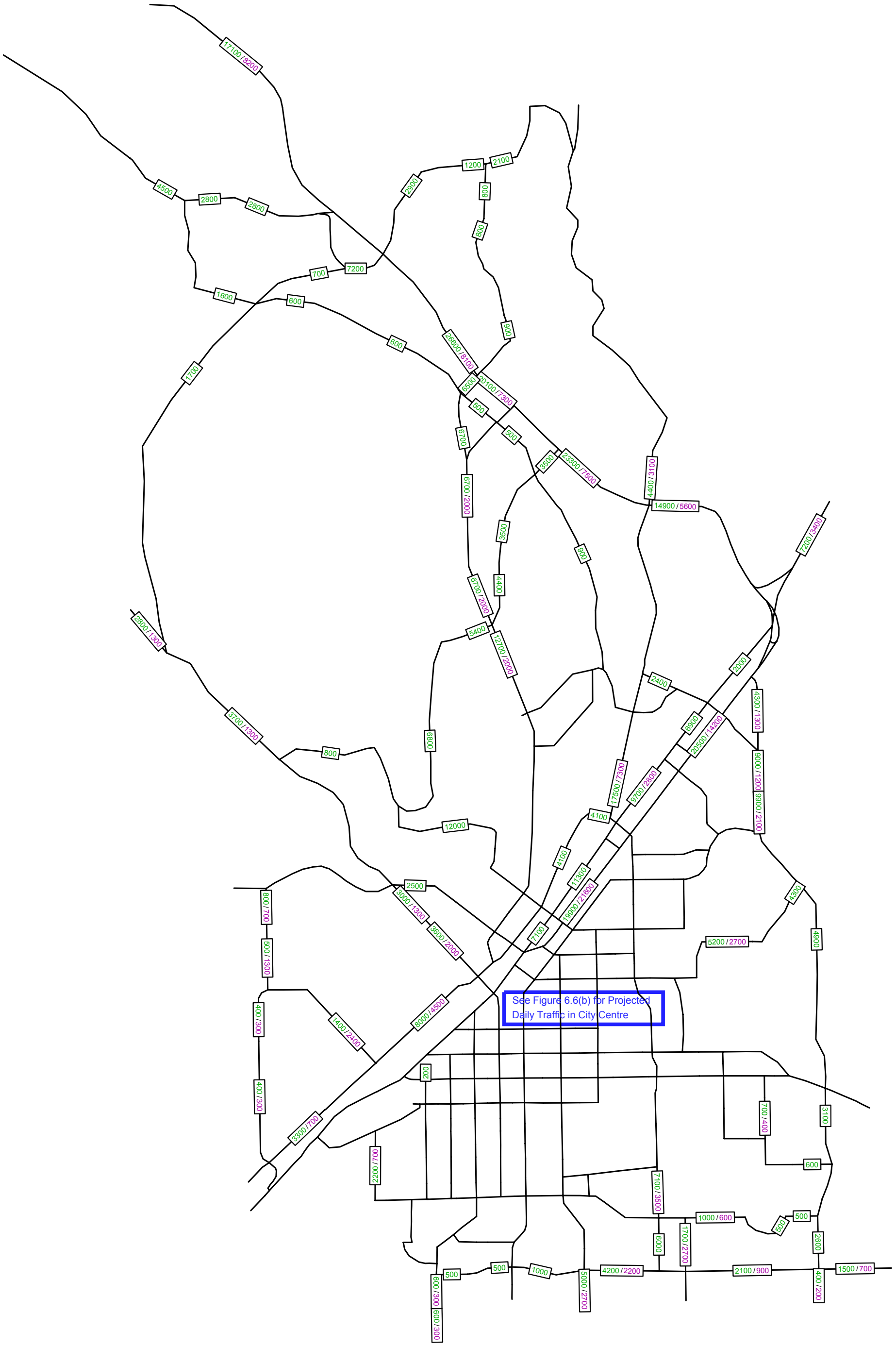
6.4 ROADWAY RECOMMENDED IMPROVEMENTS

The recommended roadway plan for this long term horizon should be developed in a staged manner as traffic volumes and levels of congestion warrant the individual improvement measures. According to the work scope of this project, the following only summarizes the recommended roadway improvements prior to the full build out of current city boundary.

Figure 6.9 illustrates the recommended improvements in the City to accommodate the projected traffic volumes prior to the long term horizon. Table 6.2 summarizes the specific recommended improvements. Please note the number in the figure and the following table is for index only and not for priority sequence.

The approximate order of magnitude cost for each improvement is also included in the table. To develop the cost estimates for the recommended roadway network, unit prices per type of improvement were developed based on our previous projects in Okanagan area in BC. These costs include engineering and contingency, but do not include any allowance for major utility works, property acquisition or environmental measures to protected watercourses.

17100 / 8200 : Daily Traffic in Current City Full Build Out Horizon / Daily Traffic In Base Year

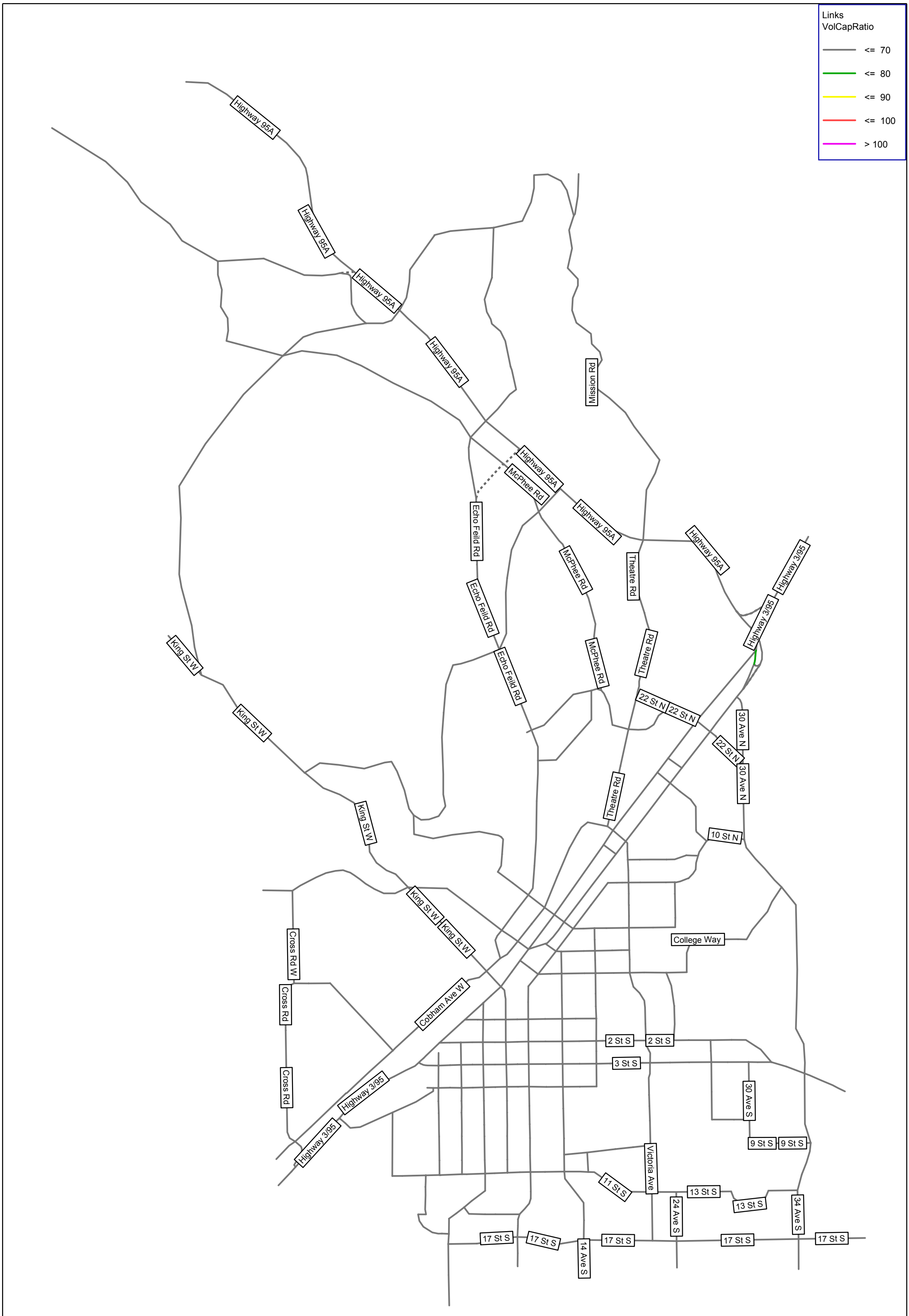


VISUM 11.02 PTV AG	Figure 6.6(a) - Cranbrook Transportation Model Daily Traffic Projections (Current City Full Build Out)	cranbrook_current city boundary fu
Date: 11.02.2010	Stantec Consulting Ltd.	Scale: 1:30000

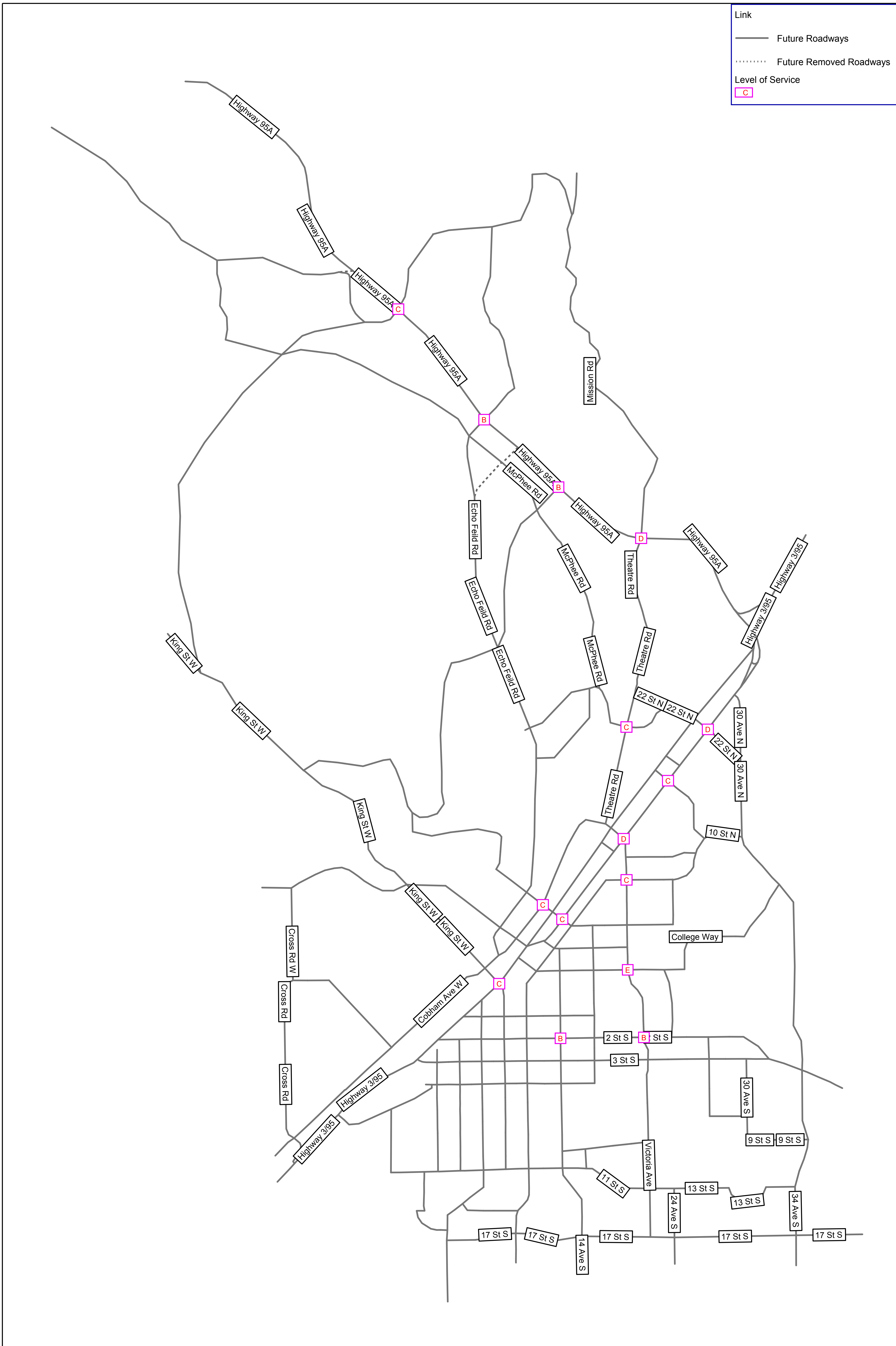
12100 / 4100 : Daily Traffic in Current City Full Build Out Horizon / Daily Traffic In Base Year

Industrial Rd No.2
Cranbrook St
Victoria Ave N.
Kootenay St. N
6 St N.
2nd St. N.
2nd St S.
King St
Cobham Ave W
Highway 3/95
11 Ave S.
14 Ave S.
17 Ave S

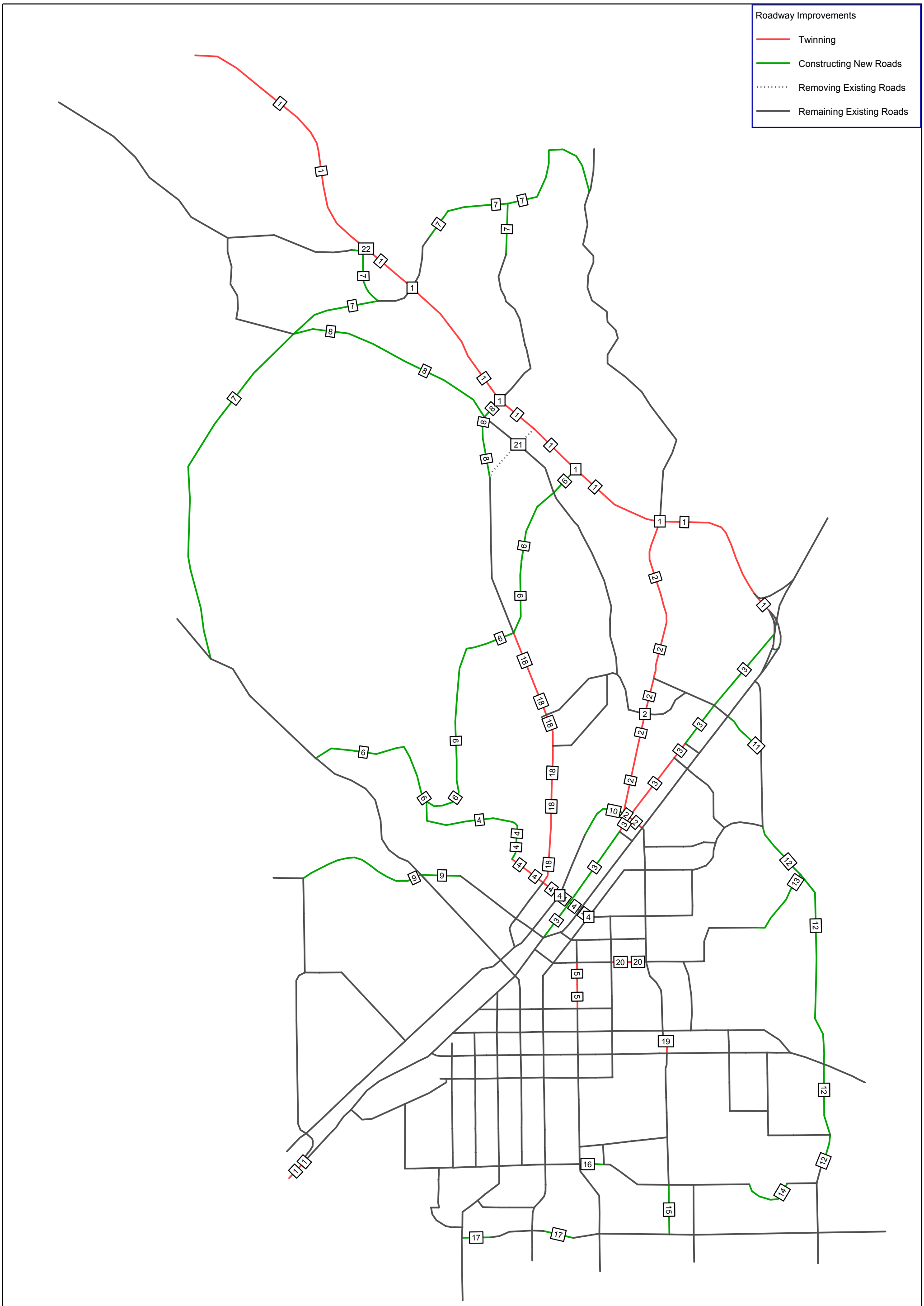
VISUM 11.02 PTV AG	Figure 6.6(b) - Cranbrook Transportation Model Daily Traffic Projections (Current City Full Build Out)	cranbrook_current city boundary fu
Date: 05.02.2010	Stantec Consulting Ltd.	Scale: 1:10000



VISUM 11.02 PTV AG	Fig 6.7 - Cranbrook Transportation Model Link V-C Ratios (Current City Full Build Out)	cranbrook_current city boundary fu
Date: 05.02.2010	Stantec Consulting Ltd.	Scale: 1:30000



VISUM 11.02 PTV AG	Fig 6.8 - Cranbrook Transportation Model Major Intersection LOS (Current City Full Build Out)	cranbrook_current city boundary fu
Date: 05.02.2010	Stantec Consulting Ltd.	Scale: 1:30000



VISUM 11.02 PTV AG	Fig 6.9 - Roadway Recommended Improvements (Current City Full Build Out)	cranbrook_current city boundary fu
Date: 11.02.2010	Stantec Consulting Ltd.	Scale: 1:30000

Table 6.2
Roadway Recommended Improvements (Current City Full Build Out Horizon)

Recommended Improvement	Unit Price ($2008)	Quantity	Approx. Cost ($2008)
1. Twin Highway 3/95 north of Fort Steel Interchange and south of Jim Smith Lake Road within the City	$ 3,800	7,650 m	$ 29.07 M
Install traffic signals between Theatre Road/Mission Road and Mountain View Road/Parnoby Road	$ 200,000	4	$ 0.8 M
2. Upgrade Theatre Road to be 4-lane undivided roadway from Cranbrook Street to Highway 3/95	$ 2,700	2,850 m	$ 7.70 M
Install a traffic signal at MCPhee Road	$ 200,000	1	$ 0.20 M
3. Upgrade Van Horne Street to be 4-lane undivided roadway from 12 Street N to north of Willowbrook Drive	$ 2,700	840 m	$ 2.27 M
Construct 4-lane undivided roadway for Van Horne Street from north of Willowbrook Drive to 22 Street N, and from 6 Street NW to 22 Street N	$ 2,900	1,290 m	$ 3.74 M
Construct 2-lane undivided roadway for Van Horne Street from 22 Street N to Highway 3/95 Ramp, and from 3 Street S to 6 Street NW	$ 1,900	1,200 m	$ 2.28 M
4. Upgrade 6 Street NW to be 4-lane undivided roadway from Kootenay Street N to north of Industrial Road No.3	$ 2,700	840 m	$ 2.27 M
Construct 4-lane undivided roadway for 6 Street NW north of Industrial Road No.3	$ 2,900	1,290 m	$ 3.74 M
Install traffic signals at Industrial Road No.1 and Kootenay Street N with 6 Street NW	$ 200,000	2	$ 0.40 M
5. Upgrade 14 Avenue S. to be 4-lane undivided roadway from 2nd Street N. to 1 Street S	$ 2,700	400 m	$ 1.08 M
6. Construct a new 2-lane undivided roadway north of 6 Street NW from King Street W. to Highway 3/95	$ 1,900	5,020 m	$ 9.54 M
7. Construct/extend existing 2-lane undivided roadway of Mountain View Road/Parnoby Road from King Street W to Mission Road	$ 1,900	7,140 m	$ 13.57 M

8. Construct/extend existing 2-lane undivided roadway of Echo Field Road to connect Mountain View Road and Kennedy Road at Highway 3/95	$ 1,900	2,660 m	$ 5.05 M
9. Construct/extend existing 2-lane undivided roadway of 3 Street NW to connect Cross Road NW	$ 1,900	1,470 m	$ 2.79 M
10. Construct/extend existing 2-lane undivided roadway of Industrial Road No.1 to connect Theatre Road	$ 1,900	470 m	$ 0.89 M
11. Construct/extend existing 2-lane undivided roadway of 22 Street N to connect 30 Avenue N	$ 1,900	420 m	$ 0.80 M
12. Construct/extend existing 2-lane undivided roadway of 34 Avenue S to connect 30 Avenue N	$ 1,900	3,200 m	$ 6.08 M
13. Construct/extend existing 2-lane undivided roadway of College Way to connect 30 Avenue N	$ 1,900	640 m	$ 1.22 M
14. Construct/extend existing 2-lane undivided roadway of 13 Street S between 24 Avenue S and 34 Avenue S	$ 1,900	450 m	$ 0.86 M
15. Construct/extend existing 2-lane undivided roadway of Victoria Avenue S to connect to 17 Street S	$ 1,900	430 m	$ 0.82 M
16. Construct/extend existing 2-lane undivided roadway of 11 Street S between 14 Avenue S and 16 Avenue S	$ 1,900	210 m	$ 0.40 M
17. Construct/extend existing 2-lane undivided roadway of 17 Street S east of 4 Avenue S and west of 14 Ave S	$ 1,900	520 m	$ 0.99 M
18. Upgrade Industrial Road No.2 to be 4-lane undivided roadway from 6 St north to a new road (Item #6)	$ 2,700	2,300 m	$ 6.21 M
19. Upgrade Victoria Avenue S to be 4-lane divided roadway north of 3 Street S	$ 3,000	110 m	$ 0.33 M
20. Upgrade 2 Street N to be 4-lane undivided roadway from Victoria Avenue N to 17 Avenue N	$ 2,700	300 m	$ 0.81 M
21. Remove the connection of Echo Field Road with Highway 3/95	$ 200	130 m	$ 0.03 M
22. Remove the connection of Mycliffe Park Road with Highway 3/95	$ 200	600 m	$ 0.12 M
Total			**$104.04 M**

6.5 FUNDING FOR OTHER TRANSPORTATION SYSTEMS

The above section (Section 6.4) discusses the recommended roadway improvements and corresponding cost to accommodate auto vehicles only at the full build out of the current city boundary horizon. Funding for other transportation systems including transit, bicycle, pedestrian, rail and air transportation systems should be explored and allocated.

7.0 Beyond Current City Boundary Full Build Out (Longer Term)

Prior to a referendum in November 2009, the City of Cranbrook was considering expansion for future development beyond the full build out of the existing city boundary. As one potential option, the area east of the city boundary had been considered by the City and discussed with the public. This section, at a very general level, addresses a potential land use plan proposed during the course of this study and its traffic impacts.

7.1 LAND USE AND ROADWAY NETWORK CONCEPT PLAN

Due to the lack of information forthcoming from the expansion area landowners and urban planners/consultants at the time, Stantec was requested to prepare a very high and general level forecast of the potential development for the eastern boundary expansion area, based on Cranbrook Municipal Boundary Extension Application Report prepared by the City in December 2007.

The conceptual urban framework is included in Appendix F. The planned new expansion area would be mainly residential land use plus small amount of commercial, institutional, business office and resort/golf land uses.

A total of three external accesses would have been provided for the east expansion area: two transportation corridors connecting to the existing city plus one access to Highway 3/93 in the east.

7.2 TRAFFIC IMPACT DISCUSSION

Based on the conceptual urban framework for the east expansion area, a high- level traffic review was conducted. The key findings are summarized below:

- The significant residential development would have generated major population growth (as compared with the existing city). However, due to the lack of employment lands proposed in the east expansion area, a large portion of the population would have to work outside of the Area, including the existing city and adjacent municipalities. In other words, a large amount of external trips would have been generated by the east expansion area.

- Since only three external accesses/corridors (two connecting to the existing city plus one connecting to Highway 3/93) were proposed for the east expansion area development, the projected traffic along the two transportation corridors would have been very high, about double of the existing traffic along the Highway 3/95 corridor within the City.

- Based on the principles of sustainable growth development, the reviewed land use and roadway conceptual plan for the east expansion area may be not a good approach, since less proportional employment development will encourage more and long-journey external trips. The limited external accesses also reduce roadway connectivity and limit traffic mobility.

For a more sustainable development, the following recommendations could be made relative to any future expansion area:

- Appropriately plan residential and employment land uses in the expansion area to a similar level of the employment and population proportion in the existing city. More commuting trips staying in the expansion area is preferred.

- Add more accesses/corridors to the existing city and the adjacent highways to increase roadway connectivity and improve traffic mobility.

Appendix A – Existing Traffic Counts

TRANSTECH DATA SERVICES
Vehicle Turning Movement Survey
Without Classification

Major Route: Kootenay Street
Minor Route: 2nd St North
Municipality: Cranbrook
Filename: Kootenay@2ndStNorth.xls
Location #: 11

Date: June 25, 2008
Day-of-week: Wednesday

East/West Route: 2nd St North
Intersection Type: Five approach intersection
Signalized?: No
Weather: Clear and dry

Vehicle Classifications: All Vehicles **This data is for All Vehicles**

Shift	Start	Duration	End
AM	7:00	2.00	9:00
Noon			
PM	16:00	2.00	18:00
	Total	4.00	

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

Notes: North Approach - southbound vehicles approaching intersection from the north
15x4 - 15 min volume (from maximum 15 minute period of movement/approach in peak hour period [*]) x 4
Pedestrians - N indicates pedestrians crossing north approach (east/west)

Comments:

Survey Data

Location: Kootenay Street @ 2nd St North
Date: Wednesday, June 25, 2008

This data is for All Vehicles

Time	Kootenay					Kootenay					2nd St North					2nd St North					12th Ave South												
Period	Approach A (N)					Approach B (S)					Approach C (W)					Approach D (NE)					Approach E (SE)					Total Volume		Peak	Pedestrians				
Begins	A-B	A-C	A-D	A-E	Total	B-A	B-C	B-D	B-E	Total	C-A	C-B	C-D	C-E	Total	D-A	D-B	D-C	D-E	Total	E-A	E-B	E-C	E-D	Total	15-min	Hour		A	B	C	D	E
7:00	7	1	1	0	**9**	16	1	1	0	**18**	0	2	6	1	**9**	2	1	2	0	**5**	0	0	0	0	**0**	41			0	0	0	1	0
7:15	5	2	3	0	**10**	14	0	2	1	**17**	1	2	11	0	**14**	0	1	12	0	**13**	0	0	0	0	**0**	54			0	0	1	3	4
7:30	10	4	2	0	**16**	15	1	5	3	**24**	2	3	9	0	**14**	2	6	11	0	**19**	0	0	0	1	**1**	74			0	0	0	1	1
7:45	21	5	2	0	**28**	18	3	5	2	**28**	1	3	15	0	**19**	0	8	12	2	**22**	0	0	0	0	**0**	97	266		0	1	1	0	0
8:00	19	5	4	0	**28**	15	2	5	6	**28**	0	4	18	1	**23**	7	14	23	0	**44**	0	0	0	0	**0**	123	348	*	1	1	2	1	0
8:15	37	4	7	0	**48**	23	3	8	2	**36**	2	5	16	2	**25**	7	16	22	3	**48**	0	0	0	1	**1**	158	452	*	0	1	1	1	2
8:30	25	2	7	0	**34**	25	9	10	2	**46**	0	6	25	0	**31**	9	17	10	1	**37**	0	0	0	0	**0**	148	526	*	0	1	2	1	1
8:45	19	4	10	1	**34**	26	4	10	3	**43**	2	6	27	9	**44**	5	18	16	0	**39**	0	0	0	0	**0**	160	589	+	1	3	0	2	0
n/a	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0					0	0	0	0	0
n/a	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0					0	0	0	0	0
n/a	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0					0	0	0	0	0
n/a	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0					0	0	0	0	0
n/a	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0					0	0	0	0	0
n/a	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0					0	0	0	0	0
n/a	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0					0	0	0	0	0
n/a	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0					0	0	0	0	0
n/a	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0					0	0	0	0	0
n/a	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0					0	0	0	0	0
n/a	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0					0	0	0	0	0
n/a	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0					0	0	0	0	0
Total	143	27	36	1	**207**	152	23	46	19	**240**	8	31	127	13	**179**	32	81	108	6	**227**	0	0	0	2	**2**	855			2	7	7	10	8

n/a	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0					0	0	0	0	0
n/a	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**				0	0	0	0	0
n/a	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**				0	0	0	0	0
n/a	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0					0	0	0	0	0
n/a	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0					0	0	0	0	0
n/a	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0					0	0	0	0	0
n/a	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0					0	0	0	0	0
n/a	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0					0	0	0	0	0
n/a	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0					0	0	0	0	0
n/a	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0					0	0	0	0	0
n/a	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0					0	0	0	0	0
n/a	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0					0	0	0	0	0
n/a	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0					0	0	0	0	0
n/a	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0					0	0	0	0	0
n/a	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0					0	0	0	0	0
n/a	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0					0	0	0	0	0
Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0			0	0	0	0	0

16:00	57	4	7	0	**68**	34	8	12	3	**57**	7	2	36	2	**47**	14	15	19	0	**48**	0	0	0	0	**0**	220			2	3	2	4	7
16:15	46	8	8	0	**62**	38	6	7	8	**59**	5	3	30	3	**41**	13	20	22	0	**55**	0	0	0	0	**0**	217		*	1	0	1	2	2
16:30	54	10	12	1	**77**	50	6	6	5	**67**	8	6	40	1	**55**	17	18	23	1	**59**	0	0	0	0	**0**	258		+	2	1	2	2	2
16:45	52	6	17	0	**75**	30	8	12	3	**53**	5	3	28	0	**36**	15	20	20	0	**55**	0	0	0	0	**0**	219	914	*	2	0	1	3	0
17:00	44	11	7	0	**62**	46	3	15	2	**66**	4	5	37	1	**47**	9	23	22	0	**54**	0	0	0	0	**0**	229	923	*	4	2	1	3	2
17:15	44	7	12	0	**63**	39	3	9	2	**53**	3	4	28	2	**37**	10	16	19	0	**45**	0	0	0	0	**0**	198	904		0	3	0	2	1
17:30	33	5	11	0	**49**	31	3	6	5	**45**	4	3	26	3	**36**	9	5	13	0	**27**	0	0	0	0	**0**	157	803		5	2	2	4	0
17:45	29	12	8	0	**49**	22	1	4	1	**28**	3	2	22	2	**29**	7	12	19	1	**39**	0	0	0	1	**1**	146	730		1	0	1	2	1
n/a	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0					0	0	0	0	0
n/a	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0					0	0	0	0	0
n/a	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0					0	0	0	0	0
n/a	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0					0	0	0	0	0
n/a	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0					0	0	0	0	0
n/a	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0					0	0	0	0	0
n/a	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0					0	0	0	0	0
n/a	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0					0	0	0	0	0
n/a	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0					0	0	0	0	0
n/a	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0					0	0	0	0	0
n/a	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0					0	0	0	0	0
n/a	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0					0	0	0	0	0
Total	359	63	82	1	**505**	290	38	71	29	**428**	39	28	247	14	**328**	94	129	157	2	**382**	0	0	0	1	**1**	1644			17	11	10	22	15

AM Peak Period

Location: Kootenay Street @ 2nd St North
Date: Wednesday, June 25, 2008

This data is for All Vehicles

Time	Kootenay					Kootenay					2nd St North					2nd St North					12th Ave South												
Period	Approach A (N)					Approach B (S)					Approach C (W)					Approach D (NE)					Approach E (SE)					Total Volume			Pedestrians				
Begins	A-B	A-C	A-D	A-E	Total	B-A	B-C	B-D	B-E	Total	C-A	C-B	C-D	C-E	Total	D-A	D-B	D-C	D-E	Total	E-A	E-B	E-C	E-D	Total	15-min	Hour	Peak	N	S	W	W	E
07:00	7	1	1	0	9	16	1	1	0	18	0	2	6	1	9	2	1	2	0	5	0	0	0	0	0	41			0	0	0	1	0
07:15	5	2	3	0	10	14	0	2	1	17	1	2	11	0	14	0	1	12	0	13	0	0	0	0	0	54			0	0	1	3	4
07:30	10	4	2	0	16	15	1	5	3	24	2	3	9	0	14	2	6	11	0	19	0	0	0	1	1	74			0	0	0	1	1
07:45	21	5	2	0	28	18	3	5	2	28	1	3	15	0	19	0	8	12	2	22	0	0	0	0	0	97	266		0	1	1	0	0
08:00	19	5	4	0	28	15	2	5	6	28	0	4	18	1	23	7	14	23	0	44	0	0	0	0	0	123	348	*	1	1	2	1	0
08:15	37	4	7	0	48	23	3	8	2	36	2	5	16	2	25	7	16	22	3	48	0	0	0	1	1	158	452	*	0	1	1	1	2
08:30	25	2	7	0	34	25	9	10	2	46	0	6	25	0	31	9	17	10	1	37	0	0	0	0	0	148	526	*	0	1	2	1	1
08:45	19	4	10	1	34	26	4	10	3	43	2	6	27	9	44	5	18	16	0	39	0	0	0	0	0	160	589	+	1	3	0	2	0
n/a					0					0					0					0					0	0							
n/a					0					0					0					0					0	0							
n/a					0					0					0					0					0	0							
n/a					0					0					0					0					0	0							
n/a					0					0					0					0					0	0							
n/a					0					0					0					0					0	0							
n/a					0					0					0					0					0	0							
n/a					0					0					0					0					0	0							
n/a					0					0					0					0					0	0							
n/a					0					0					0					0					0	0							
n/a					0					0					0					0					0	0							
n/a					0					0					0					0					0	0							
Total	143	27	36	1	**207**	152	23	46	19	**240**	8	31	127	13	**179**	32	81	108	6	**227**	0	0	0	2	**2**	855			2	7	7	10	8
Avg Hr	72	14	18	1	**104**	76	12	23	10	**120**	4	16	64	7	**90**	16	41	54	3	**114**	0	0	0	1	**1**	428			1	4	4	5	4

Peak hour of the intersection

	A-B	A-C	A-D	A-E	Total	B-A	B-C	B-D	B-E	Total	C-A	C-B	C-D	C-E	Total	D-A	D-B	D-C	D-E	Total	E-A	E-B	E-C	E-D	Total	15-min		N	S	W	W	E
Pk Hr	100	15	28	1	**144**	89	18	33	13	**153**	4	21	86	12	**123**	28	65	71	4	**168**	0	0	0	1	**1**	589	*	2	6	5	5	3
15x4	148	20	40	4	**192**	104	36	40	24	**184**	8	24	108	36	**176**	36	72	92	12	**192**	0	0	0	4	**4**	640	+	4	12	8	8	8
PHF	0.68	0.75	0.70	0.25	**0.75**	0.86	0.50	0.83	0.54	**0.83**	0.50	0.88	0.80	0.33	**0.70**	0.78	0.90	0.77	0.33	**0.88**	n/a	n/a	n/a	0.25	**0.25**	0.92		0.50	0.50	0.63	0.63	0.38

** Calculated peak hour occurs in first or last hour of shift. Calculated peak hour may be invalid. **

Noon Peak Period Location: Kootenay Street @ 2nd St North **This data is for All Vehicles**
Date: Wednesday, June 25, 2008

Time	Kootenay					Kootenay					2nd St North					2nd St North					12th Ave South												
Period	Approach A (N)					Approach B (S)					Approach C (W)					Approach D (NE)					Approach E (SE)					Total Volume			Pedestrians				
Begins	A-B	A-C	A-D	A-E	Total	B-A	B-C	B-D	B-E	Total	C-A	C-B	C-D	C-E	Total	D-A	D-B	D-C	D-E	Total	E-A	E-B	E-C	E-D	Total	15-min	Hour	Peak	N	S	W	W	E
n/a					0					0					0					0					0	0			0	0	0	0	0
n/a					0					0					0					0					0	0			0	0	0	0	0
n/a					0					0					0					0					0	0			0	0	0	0	0
n/a					0					0					0					0					0	0	0						
n/a					0					0					0					0					0	0	0						
n/a					0					0					0					0					0	0	0						
n/a					0					0					0					0					0	0	0						
n/a					0					0					0					0					0	0	0						
n/a					0					0					0					0					0	0	0						
n/a					0					0					0					0					0	0	0						
n/a					0					0					0					0					0	0	0						
n/a					0					0					0					0					0	0	0						
n/a					0					0					0					0					0	0	0						
n/a					0					0					0					0					0	0	0						
n/a					0					0					0					0					0	0	0						
n/a					0					0					0					0					0	0	0						
Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0			0	0	0	0	0
Avg Hr	n/a	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	n/a	**n/a**	n/a			n/a	n/a	n/a	n/a	n/a

Peak hour of the intersection

Pk Hr	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	*	0	0	0	0	0
15x4	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	+	0	0	0	0	0
PHF	n/a	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	n/a	**n/a**	n/a		n/a	n/a	n/a	n/a	n/a

** Calculated peak hour occurs in first or last hour of shift. Calculated peak hour may be invalid. **

PM Peak Period

Location: Kootenay Street @ 2nd St North
Date: Wednesday, June 25, 2008

This data is for All Vehicles

Time	Kootenay					Kootenay					2nd St North					2nd St North					12th Ave South												
Period	Approach A (N)					Approach B (S)					Approach C (W)					Approach D (NE)					Approach E (SE)					Total Volume		Peak	Pedestrians				
Begins	A-B	A-C	A-D	A-E	Total	B-A	B-C	B-D	B-E	Total	C-A	C-B	C-D	C-E	Total	D-A	D-B	D-C	D-E	Total	E-A	E-B	E-C	E-D	Total	15-min	Hour		N	S	W	W	E
16:00	57	4	7	0	68	34	8	12	3	57	7	2	36	2	47	14	15	19	0	48	0	0	0	0	0	220			2	3	2	4	7
16:15	46	8	8	0	62	38	6	7	8	59	5	3	30	3	41	13	20	22	0	55	0	0	0	0	0	217		*	1	0	1	2	2
16:30	54	10	12	1	77	50	6	6	5	67	8	6	40	1	55	17	18	23	1	59	0	0	0	0	0	258		+	2	1	2	2	2
16:45	52	6	17	0	75	30	8	12	3	53	5	3	28	0	36	15	20	20	0	55	0	0	0	0	0	219	914	*	2	0	1	3	0
17:00	44	11	7	0	62	46	3	15	2	66	4	5	37	1	47	9	23	22	0	54	0	0	0	0	0	229	923	*	4	2	1	3	2
17:15	44	7	12	0	63	39	3	9	2	53	3	4	28	2	37	10	16	19	0	45	0	0	0	0	0	198	904		0	3	0	2	1
17:30	33	5	11	0	49	31	3	6	5	45	4	3	26	3	36	9	5	13	0	27	0	0	0	0	0	157	803		5	2	2	4	0
17:45	29	12	8	0	49	22	1	4	1	28	3	2	22	2	29	7	12	19	1	39	0	0	0	1	1	146	730		1	0	1	2	1
n/a					0					0					0					0					0	0							
n/a					0					0					0					0					0	0							
n/a					0					0					0					0					0	0							
n/a					0					0					0					0					0	0							
n/a					0					0					0					0					0	0							
n/a					0					0					0					0					0	0							
n/a					0					0					0					0					0	0							
n/a					0					0					0					0					0	0							
n/a					0					0					0					0					0	0							
n/a					0					0					0					0					0	0							
n/a					0					0					0					0					0	0							
n/a					0					0					0					0					0	0							

Total	359	63	82	1	**505**	290	38	71	29	**428**	39	28	247	14	**328**	94	129	157	2	**382**	0	0	0	1	**1**	1644			17	11	10	22	15
Avg Hr	180	32	41	1	**253**	145	19	36	15	**214**	20	14	124	7	**164**	47	65	79	1	**191**	0	0	0	1	**1**	822			9	6	5	11	8

Peak hour of the intersection

Pk Hr	196	35	44	1	276	164	23	40	18	245	22	17	135	5	179	54	81	87	1	223	0	0	0	0	0	923	*		9	3	5	10	6
15x4	216	44	68	4	308	200	32	60	32	268	32	24	160	12	220	68	92	92	4	236	0	0	0	0	0	1032	+		16	8	8	12	8
PHF	0.91	0.80	0.65	0.25	**0.90**	0.82	0.72	0.67	0.56	**0.91**	0.69	0.71	0.84	0.42	**0.81**	0.79	0.88	0.95	0.25	**0.94**	n/a	n/a	n/a	n/a	**n/a**	0.89			0.56	0.38	0.63	0.83	0.75

Average Hour

Location: Kootenay Street @ 2nd St North
Date: Wednesday, June 25, 2008

This data is for All Vehicles

	Kootenay Approach A (N)					Kootenay Approach B (S)					2nd St North Approach C (W)					2nd St North Approach D (NE)					12th Ave South Approach E (SE)					Total	Pedestrians				
	A-B	A-C	A-D	A-E	Total	B-A	B-C	B-D	B-E	Total	C-A	C-B	C-D	C-E	Total	D-A	D-B	D-C	D-E	Total	E-A	E-B	E-C	E-D	Total	Volume	N	S	W	W	E
Survey																																
Total	502	90	118	2	**712**	442	61	117	48	**668**	47	59	374	27	**507**	126	210	265	8	**609**	0	0	0	3	**3**	2499	19	18	17	32	23
Hours	4	4	4	4	**4**	4	4	4	4	**4**	4	4	4	4	**4**	4	4	4	4	**4**	4	4	4	4	**4**	4	4	4	4	4	4
Avg Hr	126	23	30	1	**178**	111	15	29	12	**167**	12	15	94	7	**127**	32	53	66	2	**152**	0	0	0	1	**1**	625	5	5	4	8	6
AM Period																																
Total	143	27	36	1	**207**	152	23	46	19	**240**	8	31	127	13	**179**	32	81	108	6	**227**	0	0	0	2	**2**	855	2	7	7	10	8
Hours	2	2	2	2	**2**	2	2	2	2	**2**	2	2	2	2	**2**	2	2	2	2	**2**	2	2	2	2	**2**	2	2	2	2	2	2
Avg Hr	72	14	18	1	**104**	76	12	23	10	**120**	4	16	64	7	**90**	16	41	54	3	**114**	0	0	0	1	**1**	428	1	4	4	5	4
Noon Period																																
Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	0	0
Hours	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	0	0
Avg Hr	n/a	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	n/a	n/a	n/a
PM Period																																
Total	359	63	82	1	**505**	290	38	71	29	**428**	39	28	247	14	**328**	94	129	157	2	**382**	0	0	0	1	**1**	1644	17	11	10	22	15
Hours	2	2	2	2	**2**	2	2	2	2	**2**	2	2	2	2	**2**	2	2	2	2	**2**	2	2	2	2	**2**	2	2	2	2	2	2
Avg Hr	180	32	41	1	**253**	145	19	36	15	**214**	20	14	124	7	**164**	47	65	79	1	**191**	0	0	0	1	**1**	822	9	6	5	11	8

TRANSTECH DATA SERVICES
Vehicle Turning Movement Survey
Without Classification

Major Route: Kootenay Street
Minor Route: 6th St North
Municipality: Cranbrook
Filename: Kootenay@6thStNorth.xls
Location #: 12

Date: June 26, 2008
Day-of-week: Thursday

East/West Route: 6th St North
Intersection Type: Four approach intersection
Signalized?: No
Weather: Overcast and Dry

Vehicle Classifications: All Vehicles **This data is for All Vehicles**

Shift	Start	Duration	End
AM	7:00	2.00	9:00
Noon			
PM	16:00	2.00	18:00
	Total	4.00	

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

Comments: 7:49 to 7:58 Traffic backed up on all Legs (vehicles passing stopped vehicles and proceeding into the wrong lane) 8:25 to 8:32 Setup construction site on Kootenay NL with flagger. 2 peds almost hit. 4 near-miss accidents. Many 2nd car follow-thrus . Road markings very poor.

Notes: North Approach - southbound vehicles approaching intersection from the north
15x4 - 15 min volume (from maximum 15 minute period of movement/approach in peak hour period [*]) x 4
Pedestrians - N indicates pedestrians crossing north approach (east/west)

Survey Data

Location: Kootenay Street @ 6th St North
Date: Thursday, June 26, 2008

This data is for All Vehicles

Time	Kootenay				Kootenay				6th St North				6th St North										
Period	NORTH Approach				SOUTH Approach				WEST Approach				EAST Approach				Total Volume		Peak	Pedestrians			
Begins	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	15-min	Hour		N	S	W	E
7:00	0	10	8	**18**	19	9	1	**29**	5	6	2	**13**	1	16	0	**17**	77			1	0	0	0
7:15	3	9	6	**18**	20	8	2	**30**	6	11	10	**27**	3	20	1	**24**	99			0	0	0	1
7:30	2	12	12	**26**	21	14	3	**38**	11	8	8	**27**	4	21	3	**28**	119			0	0	0	0
7:45	2	30	14	**46**	25	26	1	**52**	11	11	4	**26**	2	27	2	**31**	155	450		1	0	0	1
8:00	2	22	13	**37**	21	20	0	**41**	10	9	17	**36**	3	20	2	**25**	139	512	*	3	0	0	1
8:15	4	36	20	**60**	23	29	2	**54**	14	18	15	**47**	10	25	2	**37**	198	611	+	0	1	0	1
8:30	5	26	11	**42**	20	25	5	**50**	12	14	9	**35**	6	30	1	**37**	164	656	*	0	1	0	0
8:45	3	29	19	**51**	28	30	6	**64**	11	14	14	**39**	8	19	1	**28**	182	683	*	1	1	1	1
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
Total	21	174	103	**298**	177	161	20	**358**	80	91	79	**250**	37	178	12	**227**	1133			6	3	1	5

n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0			0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0			0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0			0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0			0	0	0	0

16:00	9	56	28	**93**	30	49	5	**84**	26	38	26	**90**	11	17	3	**31**	298		+	1	1	1	1
16:15	6	46	16	**68**	29	40	9	**78**	20	17	24	**61**	8	28	1	**37**	244		*	2	0	0	3
16:30	6	54	19	**79**	29	42	7	**78**	16	33	26	**75**	12	20	4	**36**	268		*	0	2	0	4
16:45	10	59	14	**83**	38	41	2	**81**	20	27	25	**72**	12	17	4	**33**	269	1079	*	2	3	0	5
17:00	13	57	20	**90**	33	47	10	**90**	16	43	34	**93**	5	16	3	**24**	297	1078		2	0	0	2
17:15	2	40	22	**64**	29	39	4	**72**	17	21	22	**60**	4	17	3	**24**	220	1054		1	0	2	0
17:30	2	48	11	**61**	24	31	5	**60**	11	26	24	**61**	8	21	2	**31**	213	999		1	2	0	2
17:45	3	35	16	**54**	23	32	1	**56**	11	20	12	**43**	4	16	3	**23**	176	906		5	2	0	1
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
Total	51	395	146	**592**	235	321	43	**599**	137	225	193	**555**	64	152	23	**239**	1985			14	10	3	18

AM Peak Period

Location: Kootenay Street @ 6th St North
Date: Thursday, June 26, 2008

This data is for All Vehicles

Time	Kootenay				Kootenay				6th St North				6th St North												
Period	NORTH Approach				SOUTH Approach				WEST Approach				EAST Approach				Total Volume		Peak	Pedestrians				Conflict	
Begins	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	15-min	Hour		N	S	W	E	15 min	Hr
07:00	0	10	8	18	19	9	1	29	5	6	2	13	1	16	0	17	77			1	0	0	0	58	
07:15	3	9	6	18	20	8	2	30	6	11	10	27	3	20	1	24	99			0	0	0	1	62	
07:30	2	12	12	26	21	14	3	38	11	8	8	27	4	21	3	28	119			0	0	0	0	80	
07:45	2	30	14	46	25	26	1	52	11	11	4	26	2	27	2	31	155	450		1	0	0	1	109	309
08:00	2	22	13	37	21	20	0	41	10	9	17	36	3	20	2	25	139	512	*	3	0	0	1	88	339
08:15	4	36	20	60	23	29	2	54	14	18	15	47	10	25	2	37	198	611	+	0	1	0	1	122	399
08:30	5	26	11	42	20	25	5	50	12	14	9	35	6	30	1	37	164	656	*	0	1	0	0	100	419
08:45	3	29	19	51	28	30	6	64	11	14	14	39	8	19	1	28	182	683	*	1	1	1	1	112	422
n/a				0				0				0				0	0	0		0	0	0	0	0	0
n/a				0				0				0				0	0	0		0	0	0	0	0	0
n/a				0				0				0				0	0	0		0	0	0	0	0	0
n/a				0				0				0				0	0	0		0	0	0	0	0	0
n/a				0				0				0				0	0	0		0	0	0	0	0	0
n/a				0				0				0				0	0	0		0	0	0	0	0	0
n/a				0				0				0				0	0	0		0	0	0	0	0	0
n/a				0				0				0				0	0	0		0	0	0	0	0	0
n/a				0				0				0				0	0	0		0	0	0	0	0	0
n/a				0				0				0				0	0	0		0	0	0	0	0	0
n/a				0				0				0				0	0	0		0	0	0	0	0	0
n/a																	0	0		0	0	0	0	0	0

Total	21	174	103	**298**	177	161	20	**358**	80	91	79	**250**	37	178	12	**227**	1133		6	3	1	5		724
Avg Hr	11	87	52	**149**	89	81	10	**179**	40	46	40	**125**	19	89	6	**114**	567		3	2	1	3		n/a

Peak hour of the intersection

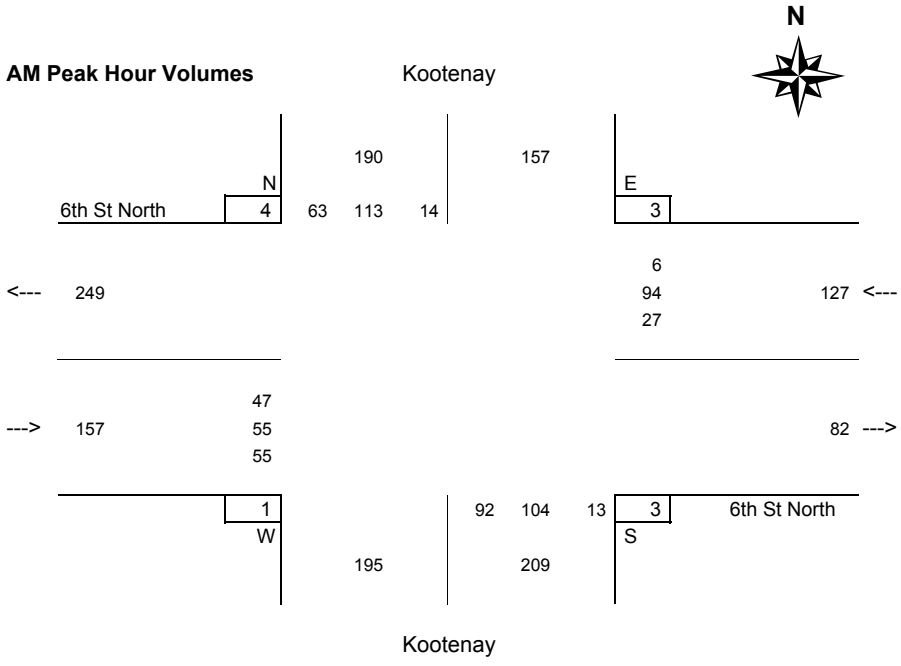
Pk Hr	14	113	63	**190**	92	104	13	**209**	47	55	55	**157**	27	94	6	**127**	683	*	4	3	1	3		415
15x4	20	144	80	**240**	112	120	24	**256**	56	72	68	**188**	40	120	8	**148**	792	+	12	4	4	4		520
PHF	0.70	0.78	0.79	**0.79**	0.82	0.87	0.54	**0.82**	0.84	0.76	0.81	**0.84**	0.68	0.78	0.75	**0.86**	0.86		0.33	0.75	0.25	0.75		0.80

Peak hour of conflicting volumes for the intersection

Pk Hr	14	113	63	**190**	92	104	13	**209**	47	55	55	**157**	27	94	6	**127**	683	*	4	3	1	3		415
15x4	20	144	80	**240**	112	120	24	**256**	56	72	68	**188**	40	120	8	**148**	792	+	12	4	4	4		520
PHF	0.70	0.78	0.79	**0.79**	0.82	0.87	0.54	**0.82**	0.84	0.76	0.81	**0.84**	0.68	0.78	0.75	**0.86**	0.86		0.33	0.75	0.25	0.75		0.80

** Peak hour in first or last hour, peak hour may be invalid. **

AM Peak Hour Volumes



Noon Peak Period

Location: Kootenay Street @ 6th St North
Date: Thursday, June 26, 2008

This data is for All Vehicles

Time	Kootenay				Kootenay				6th St North				6th St North													
Period	NORTH Approach				SOUTH Approach				WEST Approach				EAST Approach				Total Volume		Peak	Pedestrians				Conflict	
Begins	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	15-min	Hour		N	S	W	E	15 min	Hr
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0

Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0			0	0	0	0		0
Avg Hr	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a			n/a	n/a	n/a	n/a		n/a

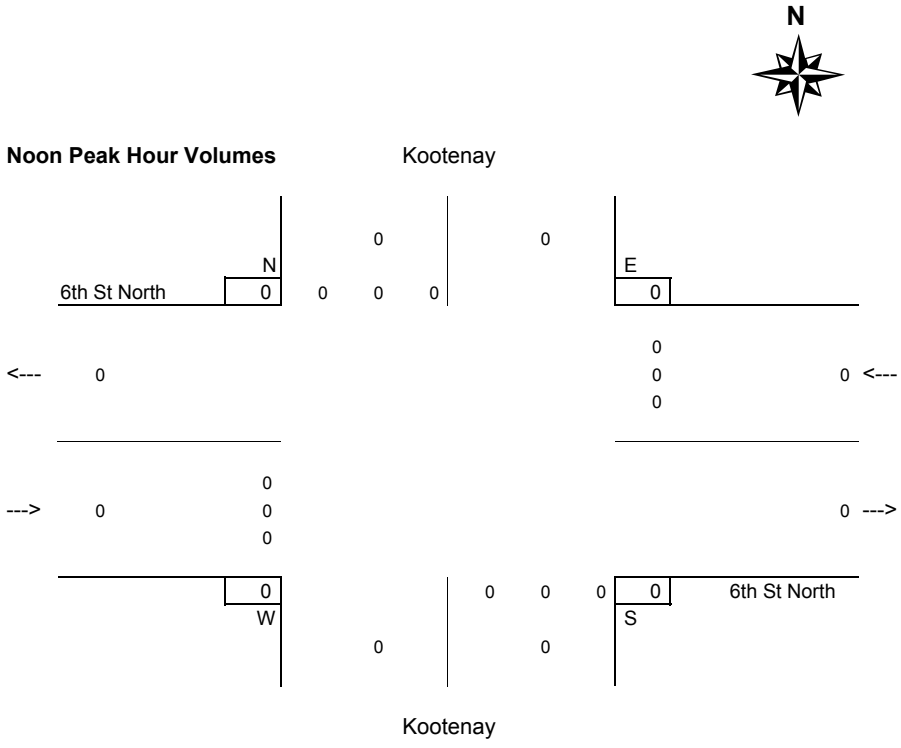
Peak hour of the intersection

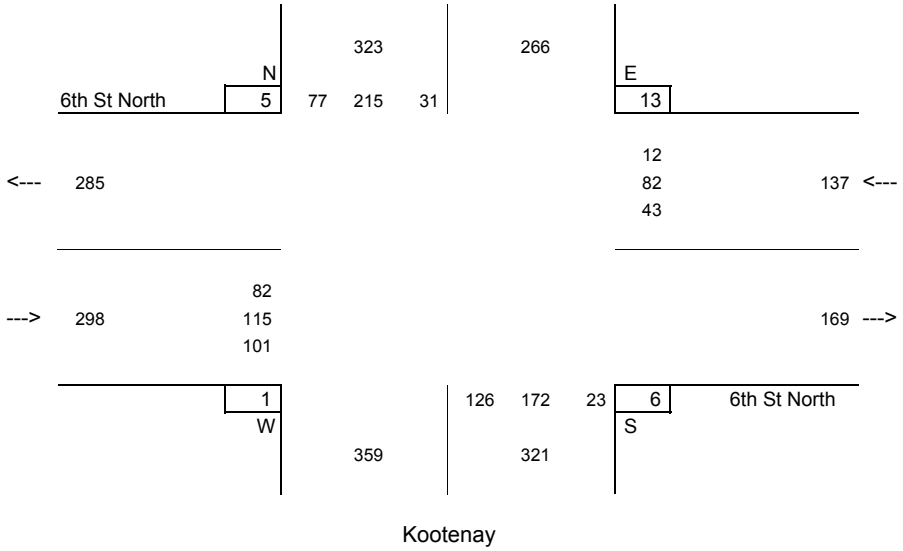
Pk Hr	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0 *			0	0	0	0		0
15x4	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0 +			0	0	0	0		0
PHF	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a			n/a	n/a	n/a	n/a		n/a

Peak hour of conflicting volumes for the intersection

Pk Hr	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0 *			0	0	0	0		0
15x4	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0 +			0	0	0	0		0
PHF	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a			n/a	n/a	n/a	n/a		#DIV/0!

** Peak hour in first or last hour, peak hour may be invalid. **


Noon Peak Hour Volumes



PM Peak Period

Location: Kootenay Street @ 6th St North
Date: Thursday, June 26, 2008

This data is for All Vehicles

Time	Kootenay				Kootenay				6th St North				6th St North												
Period	NORTH Approach				SOUTH Approach				WEST Approach				EAST Approach				Total Volume			Pedestrians				Conflict	
Begins	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	15-min	Hour		N	S	W	E	15 min	Hr
16:00	9	56	28	93	30	49	5	84	26	38	26	90	11	17	3	31	298		+	1	1	1	1	189	
16:15	6	46	16	68	29	40	9	78	20	17	24	61	8	28	1	37	244		*	2	0	0	3	140	
16:30	6	54	19	79	29	42	7	78	16	33	26	75	12	20	4	36	268		*	0	2	0	4	173	
16:45	10	59	14	83	38	41	2	81	20	27	25	72	12	17	4	33	269	1079	*	2	3	0	5	175	677
17:00	13	57	20	90	33	47	10	90	16	43	34	93	5	16	3	24	297	1078		2	0	0	2	192	680
17:15	2	40	22	64	29	39	4	72	17	21	22	60	4	17	3	24	220	1054		1	0	2	0	138	678
17:30	2	48	11	61	24	31	5	60	11	26	24	61	8	21	2	31	213	999		1	2	0	2	141	646
17:45	3	35	16	54	23	32	1	56	11	20	12	43	4	16	3	23	176	906		5	2	0	1	110	581
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0

Total	51	395	146	**592**	235	321	43	**599**	137	225	193	**555**	64	152	23	**239**	1985			14	10	3	18		1258
Avg Hr	26	198	73	**296**	118	161	22	**300**	69	113	97	**278**	32	76	12	**120**	993			7	5	2	9		n/a

Peak hour of the intersection

Pk Hr	31	215	77	323	126	172	23	321	82	115	101	298	43	82	12	137	1079	*	5	6	1	13		677
15x4	40	236	112	372	152	196	36	336	104	152	104	360	48	112	16	148	1192	+	8	12	4	20		804
PHF	0.78	0.91	0.69	**0.87**	0.83	0.88	0.64	**0.96**	0.79	0.76	0.97	**0.83**	0.90	0.73	0.75	**0.93**	0.91		0.63	0.50	0.25	0.65		0.84

Peak hour of conflicting volumes for the intersection

Pk Hr	35	216	69	**320**	129	170	28	**327**	72	120	109	**301**	37	81	12	**130**	1078	*	6	5	0	14		680
15x4	52	236	80	**360**	152	188	40	**360**	80	172	136	**372**	48	112	16	**148**	1188	+	8	12	0	20		824
PHF	0.67	0.92	0.86	**0.89**	0.85	0.90	0.70	**0.91**	0.90	0.70	0.80	**0.81**	0.77	0.72	0.75	**0.88**	0.91		0.75	0.42	n/a	0.70		0.83

** Peak hour in first or last hour, peak hour may be invalid. **

PM Peak Hour Volumes

Average Hour

Location: Kootenay Street @ 6th St North
Date: Thursday, June 26, 2008

This data is for All Vehicles

	Kootenay NORTH Approach				Kootenay SOUTH Approach				6th St North WEST Approach				6th St North EAST Approach				Total	Pedestrians			
	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Volume	N	S	W	E
Survey																					
Total	72	569	249	**890**	412	482	63	**957**	217	316	272	**805**	101	330	35	**466**	3118	##	13	4	23
Hours	4	4	4	**4**	4	4	4	**4**	4	4	4	**4**	4	4	4	**4**	4	4	4	4	4
Avg Hr	18	142	62	**223**	103	121	16	**239**	54	79	68	**201**	25	83	9	**117**	780	5	3	1	6
AM Period																					
Total	21	174	103	**298**	177	161	20	**358**	80	91	79	**250**	37	178	12	**227**	1133	6	3	1	5
Hours	2	2	2	**2**	2	2	2	**2**	2	2	2	**2**	2	2	2	**2**	2	2	2	2	2
Avg Hr	11	87	52	**149**	89	81	10	**179**	40	46	40	**125**	19	89	6	**114**	567	3	2	1	3
Noon Period																					
Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	0	0
Hours	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	0	0
Avg Hr	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	n/a	n/a
PM Period																					
Total	51	395	146	**592**	235	321	43	**599**	137	225	193	**555**	64	152	23	**239**	1985	##	10	3	18
Hours	2	2	2	**2**	2	2	2	**2**	2	2	2	**2**	2	2	2	**2**	2	2	2	2	2
Avg Hr	26	198	73	**296**	118	161	22	**300**	69	113	97	**278**	32	76	12	**120**	993	7	5	2	9

Average Hour Volumes

Kootenay

		223	
	Total	**142**	
	AM	87	
	Noon	n/a	
	PM	198	

	62		**18**
	52		11
	n/a		n/a
	73		26

	PM	Noon	AM	**Total**	
	12	n/a	6	**9**	
<---	76	n/a	89	**83**	**117**
	32	n/a	19	**25**	

6th St North

	54	40	n/a	69	
201	**79**	46	n/a	113	--->
	68	40	n/a	97	

6th St North

Total	AM	Noon	PM

118	161	22	PM
n/a	n/a	n/a	Noon
89	81	10	AM
103	**121**	**16**	**Total**
	239		

Kootenay

TRANSTECH DATA SERVICES
Vehicle Turning Movement Survey
Without Classification

Major Route: Route 3-95
Minor Route: 2nd St South
Municipality: Cranbrook
Filename: Route3-95@2ndStSouth.xls
Location #: 22

Date: June 25, 2008
Day-of-week: Wednesday

East/West Route: 2nd St South
Intersection Type: Three approach intersection - East Tee
Signalized?: No
Weather: Clear and Dry

Vehicle Classifications: All Vehicles **This data is for All Vehicles**

Shift	Start	Duration	End
AM	7:00	2.00	9:00
Noon			
PM	16:00	2.00	18:00
	Total	4.00	

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

Comments:

Notes: North Approach - southbound vehicles approaching intersection from the north
15x4 - 15 min volume (from maximum 15 minute period of movement/approach in peak hour period [*]) x 4
Pedestrians - N indicates pedestrians crossing north approach (east/west)

Survey Data Location: Route 3-95 @ 2nd St South **This data is for All Vehicles**
Date: Wednesday, June 25, 2008

Time	Route 3-95				Route 3-95								2nd St South										
Period	NORTH Approach				SOUTH Approach				WEST Approach				EAST Approach				Total Volume		Peak	Pedestrians			
Begins	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	15-min	Hour		N	S	W	E
7:00	0	40	0	**40**	0	45	3	**48**	0	0	0	**0**	8	0	1	**9**	97			0	0	0	0
7:15	0	33	0	**33**	0	71	8	**79**	0	0	0	**0**	5	0	0	**5**	117			0	0	0	1
7:30	1	39	0	**40**	0	82	8	**90**	0	0	0	**0**	4	0	2	**6**	136			0	0	0	0
7:45	1	51	0	**52**	0	117	11	**128**	0	0	0	**0**	8	0	3	**11**	191	541		0	0	0	0
8:00	1	51	0	**52**	0	82	12	**94**	0	0	0	**0**	7	0	3	**10**	156	600	*	0	0	0	1
8:15	1	60	0	**61**	0	100	11	**111**	0	0	0	**0**	6	0	1	**7**	179	662	*	0	0	0	3
8:30	0	52	0	**52**	0	109	9	**118**	0	0	0	**0**	5	0	0	**5**	175	701	*	0	0	0	0
8:45	1	79	0	**80**	0	109	13	**122**	0	0	0	**0**	10	0	0	**10**	212	722	+	0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
Total	5	405	0	**410**	0	715	75	**790**	0	0	0	**0**	53	0	10	**63**	1263			0	0	0	5

n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0			0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0			0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0			0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0			0	0	0	0

16:00	4	142	0	**146**	0	98	10	**108**	0	0	0	**0**	13	0	3	**16**	270			0	0	0	0
16:15	3	117	0	**120**	0	107	10	**117**	0	0	0	**0**	9	0	2	**11**	248			0	0	0	0
16:30	2	104	0	**106**	0	87	14	**101**	0	0	0	**0**	8	0	2	**10**	217		*	0	0	0	0
16:45	3	136	0	**139**	0	94	15	**109**	0	0	0	**0**	12	0	1	**13**	261	996	*	0	0	0	1
17:00	2	154	0	**156**	0	101	8	**109**	0	0	0	**0**	14	0	1	**15**	280	1006	+	0	0	0	0
17:15	1	127	0	**128**	0	100	12	**112**	0	0	0	**0**	12	0	4	**16**	256	1014	*	0	0	0	2
17:30	3	114	0	**117**	0	79	7	**86**	0	0	0	**0**	7	0	2	**9**	212	1009		0	0	0	0
17:45	2	138	0	**140**	0	89	12	**101**	0	0	0	**0**	11	0	3	**14**	255	1003		0	0	0	2
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
Total	20	1032	0	**1052**	0	755	88	**843**	0	0	0	**0**	86	0	18	**104**	1999			0	0	0	5

AM Peak Period

Location: Route 3-95 @ 2nd St South
Date: Wednesday, June 25, 2008

This data is for All Vehicles

Time	Route 3-95				Route 3-95								2nd St South												
Period	NORTH Approach				SOUTH Approach				WEST Approach				EAST Approach				Total Volume		Peak	Pedestrians				Conflict	
Begins	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	15-min	Hour		N	S	W	E	15 min	Hr
07:00	0	40	0	40	0	45	3	48	0	0	0	0	8	0	1	9	97			0	0	0	0	56	
07:15	0	33	0	33	0	71	8	79	0	0	0	0	5	0	0	5	117			0	0	0	1	84	
07:30	1	39	0	40	0	82	8	90	0	0	0	0	4	0	2	6	136			0	0	0	0	95	
07:45	1	51	0	52	0	117	11	128	0	0	0	0	8	0	3	11	191	541		0	0	0	0	137	372
08:00	1	51	0	52	0	82	12	94	0	0	0	0	7	0	3	10	156	600	*	0	0	0	1	102	418
08:15	1	60	0	61	0	100	11	111	0	0	0	0	6	0	1	7	179	662	*	0	0	0	3	118	452
08:30	0	52	0	52	0	109	9	118	0	0	0	0	5	0	0	5	175	701	*	0	0	0	0	123	480
08:45	1	79	0	80	0	109	13	122	0	0	0	0	10	0	0	10	212	722	+	0	0	0	0	133	476
n/a				0				0				0				0	0	0		0	0	0	0	0	0
n/a				0				0				0				0	0	0		0	0	0	0	0	0
n/a				0				0				0				0	0	0		0	0	0	0	0	0
n/a				0				0				0				0	0	0		0	0	0	0	0	0
n/a				0				0				0				0	0	0		0	0	0	0	0	0
n/a				0				0				0				0	0	0		0	0	0	0	0	0
n/a				0				0				0				0	0	0		0	0	0	0	0	0
n/a				0				0				0				0	0	0		0	0	0	0	0	0
n/a				0				0				0				0	0	0		0	0	0	0	0	0
n/a				0				0				0				0	0	0		0	0	0	0	0	0
n/a				0				0				0				0	0	0		0	0	0	0	0	0
n/a																	0	0		0	0	0	0	0	0

Total	5	405	0	**410**	0	715	75	**790**	0	0	0	**0**	53	0	10	**63**	1263		0	0	0	5		848
Avg Hr	3	203	0	**205**	0	358	38	**395**	0	0	0	**0**	27	0	5	**32**	632		0	0	0	3		n/a

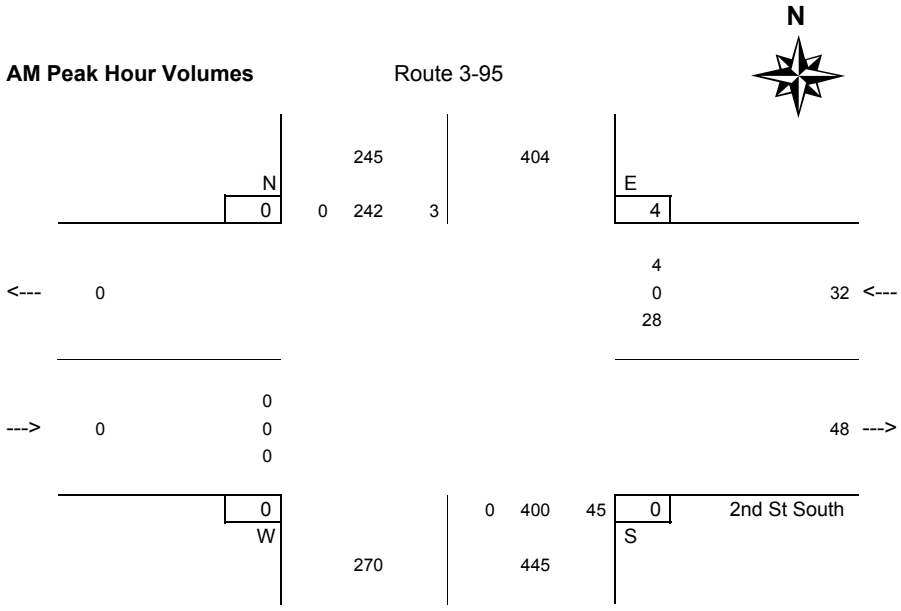
Peak hour of the intersection

Pk Hr	3	242	0	**245**	0	400	45	**445**	0	0	0	**0**	28	0	4	**32**	722	*	0	0	0	4		476
15x4	4	316	0	**320**	0	436	52	**488**	0	0	0	**0**	40	0	12	**40**	848	+	0	0	0	12		532
PHF	0.75	0.77	n/a	**0.77**	n/a	0.92	0.87	**0.91**	n/a	n/a	n/a	**n/a**	0.70	n/a	0.33	**0.80**	0.85		n/a	n/a	n/a	0.33		0.89

Peak hour of conflicting volumes for the intersection

Pk Hr	3	214	0	**217**	0	408	43	**451**	0	0	0	**0**	26	0	7	**33**	701	*	0	0	0	4		480
15x4	4	240	0	**244**	0	468	48	**512**	0	0	0	**0**	32	0	12	**44**	764	+	0	0	0	12		552
PHF	0.75	0.89	n/a	**0.89**	n/a	0.87	0.90	**0.88**	n/a	n/a	n/a	**n/a**	0.81	n/a	0.58	**0.75**	0.92		n/a	n/a	n/a	0.33		0.87

** Peak hour in first or last hour, peak hour may be invalid. **



Noon Peak Period

Location: Route 3-95 @ 2nd St South
Date: Wednesday, June 25, 2008

This data is for All Vehicles

Time	Route 3-95				Route 3-95								2nd St South												
Period	NORTH Approach				SOUTH Approach				WEST Approach				EAST Approach				Total Volume		Peak	Pedestrians				Conflict	
Begins	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	15-min	Hour		N	S	W	E	15 min	Hr
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0

Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0			0	0	0	0		0
Avg Hr	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a			n/a	n/a	n/a	n/a		n/a

Peak hour of the intersection

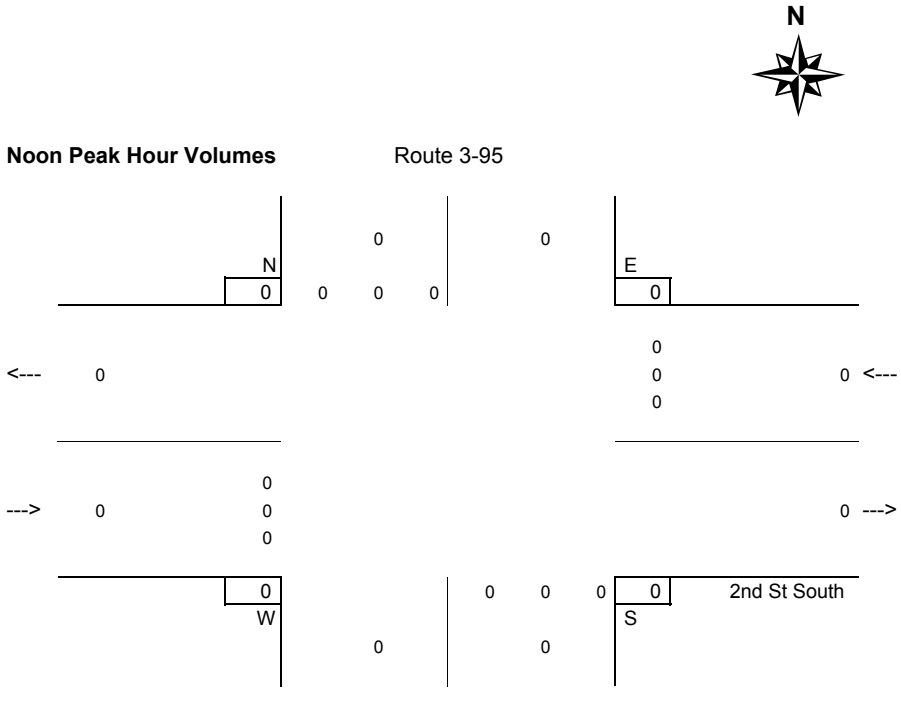
Pk Hr	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	*		0	0	0	0		0
15x4	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	+		0	0	0	0		0
PHF	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a			n/a	n/a	n/a	n/a		n/a

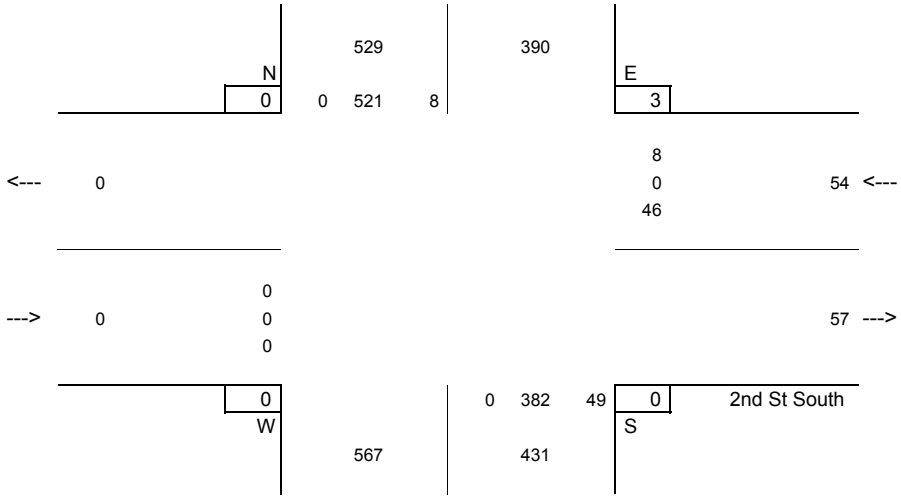
Peak hour of conflicting volumes for the intersection

Pk Hr	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	*		0	0	0	0		0
15x4	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	+		0	0	0	0		0
PHF	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a			n/a	n/a	n/a	n/a		#DIV/0!

** Peak hour in first or last hour, peak hour may be invalid. **

Noon Peak Hour Volumes





PM Peak Period

Location: Route 3-95 @ 2nd St South
Date: Wednesday, June 25, 2008

This data is for All Vehicles

Time	Route 3-95				Route 3-95								2nd St South													
Period	NORTH Approach				SOUTH Approach				WEST Approach				EAST Approach				Total Volume			Pedestrians				Conflict	
Begins	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	15-min	Hour		N	S	W	E	15 min	Hr
16:00	4	142	0	146	0	98	10	108	0	0	0	0	13	0	3	16	270			0	0	0	0	155	
16:15	3	117	0	120	0	107	10	117	0	0	0	0	9	0	2	11	248			0	0	0	0	129	
16:30	2	104	0	106	0	87	14	101	0	0	0	0	8	0	2	10	217		*	0	0	0	0	112	
16:45	3	136	0	139	0	94	15	109	0	0	0	0	12	0	1	13	261	996	*	0	0	0	1	148	544
17:00	2	154	0	156	0	101	8	109	0	0	0	0	14	0	1	15	280	1006	+	0	0	0	0	168	557
17:15	1	127	0	128	0	100	12	112	0	0	0	0	12	0	4	16	256	1014	*	0	0	0	2	139	567
17:30	3	114	0	117	0	79	7	86	0	0	0	0	7	0	2	9	212	1009		0	0	0	0	121	576
17:45	2	138	0	140	0	89	12	101	0	0	0	0	11	0	3	14	255	1003		0	0	0	2	149	577
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
Total	20	1032	0	**1052**	0	755	88	**843**	0	0	0	**0**	86	0	18	**104**	1999			0	0	0	5		1118
Avg Hr	10	516	0	**526**	0	378	44	**422**	0	0	0	**0**	43	0	9	**52**	1000			0	0	0	3		n/a

Peak hour of the intersection

Pk Hr	8	521	0	529	0	382	49	431	0	0	0	0	46	0	8	54	1014	*		0	0	0	3		567
15x4	12	616	0	624	0	404	60	448	0	0	0	0	56	0	16	64	1120	+		0	0	0	8		672
PHF	0.67	0.85	n/a	**0.85**	n/a	0.95	0.82	**0.96**	n/a	n/a	n/a	**n/a**	0.82	n/a	0.50	**0.84**	0.91			n/a	n/a	n/a	0.38		0.84

Peak hour of conflicting volumes for the intersection

Pk Hr	8	533	0	**541**	0	369	39	**408**	0	0	0	**0**	44	0	10	**54**	1003	*		0	0	0	4		577
15x4	12	616	0	**624**	0	404	48	**448**	0	0	0	**0**	56	0	16	**64**	1120	+		0	0	0	8		672
PHF	0.67	0.87	n/a	**0.87**	n/a	0.91	0.81	**0.91**	n/a	n/a	n/a	**n/a**	0.79	n/a	0.63	**0.84**	0.90			n/a	n/a	n/a	0.50		0.86

Average Hour

Location: Route 3-95 @ 2nd St South
Date: Wednesday, June 25, 2008

This data is for All Vehicles

	Route 3-95 NORTH Approach				Route 3-95 SOUTH Approach				WEST Approach				2nd St South EAST Approach				Total	Pedestrians			
	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Volume	N	S	W	E
Survey																					
Total	25	1437	0	**1462**	0	1470	163	**1633**	0	0	0	**0**	139	0	28	**167**	3262	0	0	0	10
Hours	4	4	4	**4**	4	4	4	**4**	4	4	4	**4**	4	4	4	**4**	4	4	4	4	4
Avg Hr	6	359	0	**366**	0	368	41	**408**	0	0	0	**0**	35	0	7	**42**	816	0	0	0	3
AM Period																					
Total	5	405	0	**410**	0	715	75	**790**	0	0	0	**0**	53	0	10	**63**	1263	0	0	0	5
Hours	2	2	2	**2**	2	2	2	**2**	2	2	2	**2**	2	2	2	**2**	2	2	2	2	2
Avg Hr	3	203	0	**205**	0	358	38	**395**	0	0	0	**0**	27	0	5	**32**	632	0	0	0	3
Noon Period																					
Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	0	0
Hours	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	0	0
Avg Hr	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	n/a	n/a
PM Period																					
Total	20	1032	0	**1052**	0	755	88	**843**	0	0	0	**0**	86	0	18	**104**	1999	0	0	0	5
Hours	2	2	2	**2**	2	2	2	**2**	2	2	2	**2**	2	2	2	**2**	2	2	2	2	2
Avg Hr	10	516	0	**526**	0	378	44	**422**	0	0	0	**0**	43	0	9	**52**	1000	0	0	0	3

Average Hour Volumes

Route 3-95

		366	
Total	**0**	**359**	**6**
AM	0	203	3
Noon	n/a	n/a	n/a
PM	0	516	10

	PM	Noon	AM	**Total**	
	9	n/a	5	**7**	
<---	0	n/a	0	**0**	**42**
	43	n/a	27	**35**	

	0	0	n/a	0
0	**0**	0	n/a	0 --->
	0	0	n/a	0

2nd St South

Total	AM	Noon	PM

0	378	44	PM
n/a	n/a	n/a	Noon
0	358	38	AM
0	**368**	**41**	**Total**
	408		

Route 3-95

TRANSTECH DATA SERVICES
Vehicle Turning Movement Survey
Without Classification

Major Route: Route 3-95
Minor Route: 22nd Street
Municipality: Cranbrook
Filename: Route3-95@22nd.xls
Location #: 4

Date: June 25, 2008
Day-of-week: Wednesday

East/West Route: 22nd Street
Intersection Type: Three approach intersection - West Tee
Signalized?: Yes
Weather: Clear and Dry

Vehicle Classifications: All Vehicles **This data is for All Vehicles**

Shift	Start	Duration	End
AM	7:00	2.00	9:00
Noon			
PM	16:00	2.00	18:00
	Total	4.00	

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

Comments:

Notes: North Approach - southbound vehicles approaching intersection from the north
15x4 - 15 min volume (from maximum 15 minute period of movement/approach in peak hour period [*]) x 4
Pedestrians - N indicates pedestrians crossing north approach (east/west)

Survey Data

Location: Route 3-95 @ 22nd Street
Date: Wednesday, June 25, 2008

This data is for All Vehicles

Time	Route 3-95				Route 3-95				22nd														
Period	NORTH Approach				SOUTH Approach				WEST Approach				EAST Approach				Total Volume		Peak	Pedestrians			
Begins	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	15-min	Hour		N	S	W	E
7:00	0	29	4	**33**	5	67	0	**72**	10	0	5	**15**	0	0	0	**0**	120			0	0	0	0
7:15	0	47	5	**52**	1	84	0	**85**	8	0	4	**12**	0	0	0	**0**	149			0	0	0	0
7:30	0	76	3	**79**	1	60	0	**61**	7	0	4	**11**	0	0	0	**0**	151			0	0	0	0
7:45	0	116	9	**125**	9	98	0	**107**	8	0	3	**11**	0	0	0	**0**	243	663		1	0	0	0
8:00	0	85	7	**92**	2	71	0	**73**	5	0	4	**9**	0	0	0	**0**	174	717	*	0	0	0	0
8:15	0	108	13	**121**	17	81	0	**98**	9	0	5	**14**	0	0	0	**0**	233	801	*	0	0	0	0
8:30	0	90	7	**97**	19	92	0	**111**	10	0	5	**15**	0	0	0	**0**	223	873	*	0	0	0	0
8:45	0	117	10	**127**	15	103	0	**118**	13	0	14	**27**	0	0	0	**0**	272	902	+	0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
Total	0	668	58	**726**	69	656	0	**725**	70	0	44	**114**	0	0	0	**0**	1565			1	0	0	0

n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0			0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0			0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0			0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0			0	0	0	0

16:00	0	148	19	**167**	11	136	0	**147**	16	0	20	**36**	0	0	0	**0**	350			0	0	0	0
16:15	0	131	17	**148**	11	169	0	**180**	10	0	19	**29**	0	0	0	**0**	357		*	0	0	0	0
16:30	0	138	16	**154**	11	165	0	**176**	7	0	20	**27**	0	0	0	**0**	357		*	0	0	0	0
16:45	0	119	13	**132**	20	130	0	**150**	11	0	18	**29**	0	0	0	**0**	311	1375	*	0	0	0	0
17:00	0	158	12	**170**	11	159	0	**170**	11	0	11	**22**	0	0	0	**0**	362	1387	+	0	0	0	0
17:15	0	132	14	**146**	10	140	0	**150**	12	0	9	**21**	0	0	0	**0**	317	1347		0	0	0	0
17:30	0	111	10	**121**	6	162	0	**168**	13	0	10	**23**	0	0	0	**0**	312	1302		0	0	0	0
17:45	0	128	8	**136**	2	138	0	**140**	10	0	5	**15**	0	0	0	**0**	291	1282		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
Total	0	1065	109	**1174**	82	1199	0	**1281**	90	0	112	**202**	0	0	0	**0**	2657			0	0	0	0

AM Peak Period

Location: Route 3-95 @ 22nd Street
Date: Wednesday, June 25, 2008

This data is for All Vehicles

Time	Route 3-95				Route 3-95				22nd																
Period	NORTH Approach				SOUTH Approach				WEST Approach				EAST Approach				Total Volume		Peak	Pedestrians				Conflict	
Begins	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	15-min	Hour		N	S	W	E	15 min	Hr
07:00	0	29	4	33	5	67	0	72	10	0	5	15	0	0	0	0	120			0	0	0	0	77	
07:15	0	47	5	52	1	84	0	85	8	0	4	12	0	0	0	0	149			0	0	0	0	92	
07:30	0	76	3	79	1	60	0	61	7	0	4	11	0	0	0	0	151			0	0	0	0	87	
07:45	0	116	9	125	9	98	0	107	8	0	3	11	0	0	0	0	243	663		1	0	0	0	142	398
08:00	0	85	7	92	2	71	0	73	5	0	4	9	0	0	0	0	174	717	*	0	0	0	0	99	420
08:15	0	108	13	121	17	81	0	98	9	0	5	14	0	0	0	0	233	801	*	0	0	0	0	147	475
08:30	0	90	7	97	19	92	0	111	10	0	5	15	0	0	0	0	223	873	*	0	0	0	0	126	514
08:45	0	117	10	127	15	103	0	118	13	0	14	27	0	0	0	0	272	902	+	0	0	0	0	156	528
n/a				0				0				0				0	0	0		0	0	0	0	0	0
n/a				0				0				0				0	0	0		0	0	0	0	0	0
n/a				0				0				0				0	0	0		0	0	0	0	0	0
n/a				0				0				0				0	0	0		0	0	0	0	0	0
n/a				0				0				0				0	0	0		0	0	0	0	0	0
n/a				0				0				0				0	0	0		0	0	0	0	0	0
n/a				0				0				0				0	0	0		0	0	0	0	0	0
n/a				0				0				0				0	0	0		0	0	0	0	0	0
n/a				0				0				0				0	0	0		0	0	0	0	0	0
n/a				0				0				0				0	0	0		0	0	0	0	0	0
n/a				0				0				0				0	0	0		0	0	0	0	0	0
n/a																	0	0		0	0	0	0	0	0
Total	0	668	58	**726**	69	656	0	**725**	70	0	44	**114**	0	0	0	**0**	1565			1	0	0	0		865
Avg Hr	0	334	29	**363**	35	328	0	**363**	35	0	22	**57**	0	0	0	**0**	783			1	0	0	0		n/a

Peak hour of the intersection

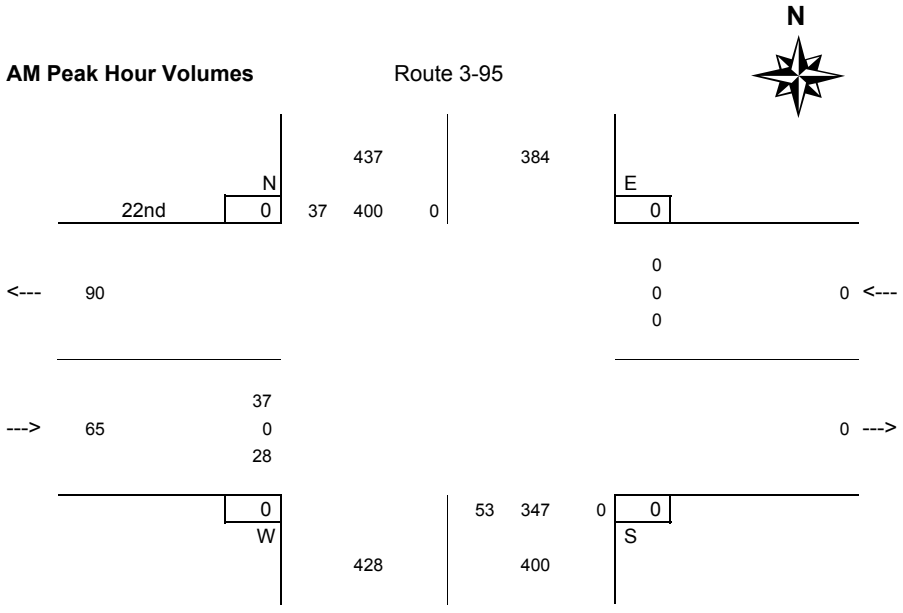
	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	15-min		Peak	N	S	W	E		Hr
Pk Hr	0	400	37	**437**	53	347	0	**400**	37	0	28	**65**	0	0	0	**0**	902	*		0	0	0	0		527
15x4	0	468	52	**508**	76	412	0	**472**	52	0	56	**108**	0	0	0	**0**	1088	+		0	0	0	0		652
PHF	n/a	0.85	0.71	**0.86**	0.70	0.84	n/a	**0.85**	0.71	n/a	0.50	**0.60**	n/a	n/a	n/a	**n/a**	0.83			n/a	n/a	n/a	n/a		0.81

Peak hour of conflicting volumes for the intersection

	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	15-min		Peak	N	S	W	E		Hr
Pk Hr	0	400	37	**437**	53	347	0	**400**	37	0	28	**65**	0	0	0	**0**	902	*		0	0	0	0		527
15x4	0	468	52	**508**	76	412	0	**472**	52	0	56	**108**	0	0	0	**0**	1088	+		0	0	0	0		652
PHF	n/a	0.85	0.71	**0.86**	0.70	0.84	n/a	**0.85**	0.71	n/a	0.50	**0.60**	n/a	n/a	n/a	**n/a**	0.83			n/a	n/a	n/a	n/a		0.81

** Peak hour in first or last hour, peak hour may be invalid. **

AM Peak Hour Volumes



Noon Peak Period

Location: Route 3-95 @ 22nd Street
Date: Wednesday, June 25, 2008

This data is for All Vehicles

Time	Route 3-95				Route 3-95				22nd																
Period	NORTH Approach				SOUTH Approach				WEST Approach				EAST Approach				Total Volume		Peak	Pedestrians				Conflict	
Begins	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	15-min	Hour		N	S	W	E	15 min	Hr
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0

Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0			0	0	0	0		0
Avg Hr	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a			n/a	n/a	n/a	n/a		n/a

Peak hour of the intersection

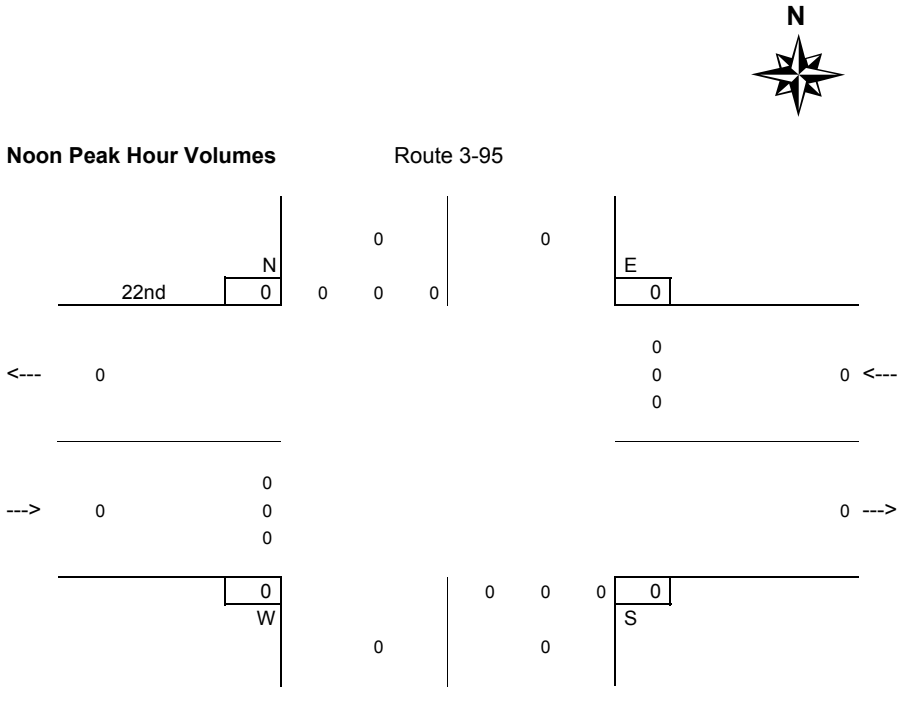
Pk Hr	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0 *			0	0	0	0		0
15x4	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0 +			0	0	0	0		0
PHF	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a			n/a	n/a	n/a	n/a		n/a

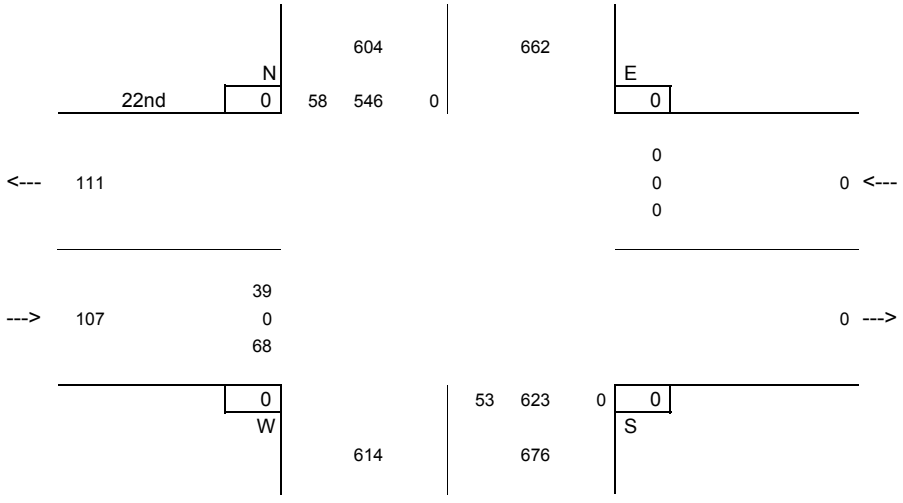
Peak hour of conflicting volumes for the intersection

Pk Hr	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0 *			0	0	0	0		0
15x4	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0 +			0	0	0	0		0
PHF	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a			n/a	n/a	n/a	n/a		#DIV/0!

** Peak hour in first or last hour, peak hour may be invalid. **

Noon Peak Hour Volumes





PM Peak Period

Location: Route 3-95 @ 22nd Street
Date: Wednesday, June 25, 2008

This data is for All Vehicles

Time	Route 3-95				Route 3-95				22nd																
Period	NORTH Approach				SOUTH Approach				WEST Approach				EAST Approach				Total Volume			Pedestrians				Conflict	
Begins	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	15-min	Hour		N	S	W	E	15 min	Hr
16:00	0	148	19	167	11	136	0	147	16	0	20	36	0	0	0	0	350			0	0	0	0	198	
16:15	0	131	17	148	11	169	0	180	10	0	19	29	0	0	0	0	357		*	0	0	0	0	188	
16:30	0	138	16	154	11	165	0	176	7	0	20	27	0	0	0	0	357		*	0	0	0	0	185	
16:45	0	119	13	132	20	130	0	150	11	0	18	29	0	0	0	0	311	1375	*	0	0	0	0	170	741
17:00	0	158	12	170	11	159	0	170	11	0	11	22	0	0	0	0	362	1387	+	0	0	0	0	192	735
17:15	0	132	14	146	10	140	0	150	12	0	9	21	0	0	0	0	317	1347		0	0	0	0	168	715
17:30	0	111	10	121	6	162	0	168	13	0	10	23	0	0	0	0	312	1302		0	0	0	0	175	705
17:45	0	128	8	136	2	138	0	140	10	0	5	15	0	0	0	0	291	1282		0	0	0	0	148	683
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0

Total	0	1065	109	**1174**	82	1199	0	**1281**	90	0	112	**202**	0	0	0	**0**	2657			0	0	0	0		1368
Avg Hr	0	533	55	**587**	41	600	0	**641**	45	0	56	**101**	0	0	0	**0**	1329			0	0	0	0		n/a

Peak hour of the intersection

Pk Hr	0	546	58	604	53	623	0	676	39	0	68	107	0	0	0	0	1387	*		0	0	0	0		725
15x4	0	632	68	680	80	676	0	720	44	0	80	116	0	0	0	0	1448	+		0	0	0	0		860
PHF	n/a	0.86	0.85	**0.89**	0.66	0.92	n/a	**0.94**	0.89	n/a	0.85	**0.92**	n/a	n/a	n/a	**n/a**	0.96			n/a	n/a	n/a	n/a		0.84

Peak hour of conflicting volumes for the intersection

Pk Hr	0	536	65	**601**	53	600	0	**653**	44	0	77	**121**	0	0	0	**0**	1375	*		0	0	0	0		731
15x4	0	592	76	**668**	80	676	0	**720**	64	0	80	**144**	0	0	0	**0**	1428	+		0	0	0	0		828
PHF	n/a	0.91	0.86	**0.90**	0.66	0.89	n/a	**0.91**	0.69	n/a	0.96	**0.84**	n/a	n/a	n/a	**n/a**	0.96			n/a	n/a	n/a	n/a		0.88

PM Peak Hour Volumes

Average Hour

Location: Route 3-95 @ 22nd Street
Date: Wednesday, June 25, 2008

This data is for All Vehicles

	Route 3-95 NORTH Approach				Route 3-95 SOUTH Approach				22nd WEST Approach				EAST Approach				Total Volume	Pedestrians			
	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total		N	S	W	E
Survey																					
Total	0	1733	167	**1900**	151	1855	0	**2006**	160	0	156	**316**	0	0	0	**0**	4222	1	0	0	0
Hours	4	4	4	**4**	4	4	4	**4**	4	4	4	**4**	4	4	4	**4**	4	4	4	4	4
Avg Hr	0	433	42	**475**	38	464	0	**502**	40	0	39	**79**	0	0	0	**0**	1056	0	0	0	0
AM Period																					
Total	0	668	58	**726**	69	656	0	**725**	70	0	44	**114**	0	0	0	**0**	1565	1	0	0	0
Hours	2	2	2	**2**	2	2	2	**2**	2	2	2	**2**	2	2	2	**2**	2	2	2	2	2
Avg Hr	0	334	29	**363**	35	328	0	**363**	35	0	22	**57**	0	0	0	**0**	783	1	0	0	0
Noon Period																					
Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	0	0
Hours	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	0	0
Avg Hr	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	n/a	n/a
PM Period																					
Total	0	1065	109	**1174**	82	1199	0	**1281**	90	0	112	**202**	0	0	0	**0**	2657	0	0	0	0
Hours	2	2	2	**2**	2	2	2	**2**	2	2	2	**2**	2	2	2	**2**	2	2	2	2	2
Avg Hr	0	533	55	**587**	41	600	0	**641**	45	0	56	**101**	0	0	0	**0**	1329	0	0	0	0

Average Hour Volumes Route 3-95

		475		
	Total	**42**	**433**	**0**
	AM	29	334	0
	Noon	n/a	n/a	n/a
	PM	55	533	0

	PM	Noon	AM	**Total**	
	0	n/a	0	**0**	
<---	0	n/a	0	**0**	**0**
	0	n/a	0	**0**	

22nd

	40	35	n/a	45	
79	**0**	0	n/a	0	--->
	39	22	n/a	56	

	Total	AM	Noon	PM
	41	600	0	PM
	n/a	n/a	n/a	Noon
	35	328	0	AM
	38	**464**	**0**	**Total**
		502		

Route 3-95

TRANSTECH DATA SERVICES
Vehicle Turning Movement Survey
Without Classification

Major Route: Route 3-95
Minor Route: King Street
Municipality: Cranbrook
Filename: Route3-95@King.xls
Location #: 18

Date: June 26, 2008
Day-of-week: Thursday

East/West Route: Route 3-95
Intersection Type: Four approach intersection
Signalized?: Yes
Weather: Overcast and Dry

Vehicle Classifications: All Vehicles **This data is for All Vehicles**

Shift	Start	Duration	End
AM	7:00	2.00	9:00
Noon			
PM	16:00	2.00	18:00
	Total	4.00	

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

Comments: There were 6 red lights run on the Hwy, 3 in the AM, 3 in the PM and 4 of them where semi's.
Train crossing at 7:49 to 7:55, 16:38 to 16:48, 16:57 to 17:06 and 17:12 to 17:19.

Notes: North Approach - southbound vehicles approaching intersection from the north
15x4 - 15 min volume (from maximum 15 minute period of movement/approach in peak hour period [*]) x 4
Pedestrians - N indicates pedestrians crossing north approach (east/west)

Survey Data

Location: Route 3-95 @ King Street
Date: Thursday, June 26, 2008

This data is for All Vehicles

Time	King				9th Ave South				Route 3-95				Route 3-95										
Period	NORTH Approach				SOUTH Approach				WEST Approach				EAST Approach				Total Volume		Peak	Pedestrians			
Begins	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	15-min	Hour		N	S	W	E
7:00	8	5	4	**17**	1	13	9	**23**	14	57	2	**73**	3	43	8	**54**	167			0	0	0	0
7:15	17	7	7	**31**	1	24	4	**29**	36	84	5	**125**	4	42	11	**57**	242			0	0	0	0
7:30	31	14	13	**58**	1	15	3	**19**	26	75	6	**107**	1	41	27	**69**	253			0	0	1	0
7:45	16	12	6	**34**	3	22	13	**38**	28	140	14	**182**	6	61	15	**82**	336	998		1	0	2	0
8:00	18	18	20	**56**	4	20	11	**35**	28	115	3	**146**	6	70	18	**94**	331	1162	*	0	0	1	0
8:15	28	21	15	**64**	1	14	17	**32**	33	111	8	**152**	9	82	10	**101**	349	1269	*	0	1	2	0
8:30	15	23	18	**56**	2	11	15	**28**	25	107	9	**141**	9	70	13	**92**	317	1333	*	4	0	6	0
8:45	30	20	8	**58**	3	15	12	**30**	27	141	13	**181**	11	72	17	**100**	369	1366	+	0	1	4	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
Total	163	120	91	**374**	16	134	84	**234**	217	830	60	**1107**	49	481	119	**649**	2364			5	2	16	0

n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0			0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0			0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0			0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0			0	0	0	0

16:00	29	27	30	**86**	3	20	24	**47**	18	131	12	**161**	11	164	29	**204**	498			0	0	4	0
16:15	21	29	18	**68**	5	23	29	**57**	17	127	8	**152**	8	161	30	**199**	476		*	2	2	3	0
16:30	12	21	15	**48**	2	14	35	**51**	5	147	11	**163**	21	188	9	**218**	480		*	0	0	0	0
16:45	15	11	12	**38**	3	22	40	**65**	26	152	12	**190**	18	167	28	**213**	506	1960	*	0	3	1	1
17:00	8	12	23	**43**	6	15	35	**56**	11	141	10	**162**	13	224	11	**248**	509	1971	+	0	3	0	0
17:15	17	10	9	**36**	6	13	30	**49**	18	128	6	**152**	8	183	13	**204**	441	1936		0	0	1	0
17:30	22	15	8	**45**	8	16	32	**56**	11	103	5	**119**	12	146	17	**175**	395	1851		1	1	1	0
17:45	21	11	12	**44**	4	13	21	**38**	19	103	7	**129**	5	136	13	**154**	365	1710		1	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
Total	145	136	127	**408**	37	136	246	**419**	125	1032	71	**1228**	96	1369	150	**1615**	3670			4	9	10	1

AM Peak Period

Location: Route 3-95 @ King Street
Date: Thursday, June 26, 2008

This data is for All Vehicles

Time	King				9th Ave South				Route 3-95				Route 3-95												
Period	NORTH Approach				SOUTH Approach				WEST Approach				EAST Approach				Total Volume		Peak	Pedestrians				Conflict	
Begins	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	15-min	Hour		N	S	W	E	15 min	Hr
07:00	8	5	4	17	1	13	9	23	14	57	2	73	3	43	8	54	167			0	0	0	0	95	
07:15	17	7	7	31	1	24	4	29	36	84	5	125	4	42	11	57	242			0	0	0	0	138	
07:30	31	14	13	58	1	15	3	19	26	75	6	107	1	41	27	69	253			0	0	1	0	143	
07:45	16	12	6	34	3	22	13	38	28	140	14	182	6	61	15	82	336	998		1	0	2	0	211	587
08:00	18	18	20	56	4	20	11	35	28	115	3	146	6	70	18	94	331	1162	*	0	0	1	0	173	665
08:15	28	21	15	64	1	14	17	32	33	111	8	152	9	82	10	101	349	1269	*	0	1	2	0	187	714
08:30	15	23	18	56	2	11	15	28	25	107	9	141	9	70	13	92	317	1333	*	4	0	6	0	168	739
08:45	30	20	8	58	3	15	12	30	27	141	13	181	11	72	17	100	369	1366	+	0	1	4	0	222	750
n/a				0				0				0				0	0	0		0	0	0	0	0	0
n/a				0				0				0				0	0	0		0	0	0	0	0	0
n/a				0				0				0				0	0	0		0	0	0	0	0	0
n/a				0				0				0				0	0	0		0	0	0	0	0	0
n/a				0				0				0				0	0	0		0	0	0	0	0	0
n/a				0				0				0				0	0	0		0	0	0	0	0	0
n/a				0				0				0				0	0	0		0	0	0	0	0	0
n/a				0				0				0				0	0	0		0	0	0	0	0	0
n/a				0				0				0				0	0	0		0	0	0	0	0	0
n/a				0				0				0				0	0	0		0	0	0	0	0	0
n/a				0				0				0				0	0	0		0	0	0	0	0	0
n/a																	0	0		0	0	0	0	0	0
Total	163	120	91	**374**	16	134	84	**234**	217	830	60	**1107**	49	481	119	**649**	2364			5	2	16	0		1320
Avg Hr	82	60	46	**187**	8	67	42	**117**	109	415	30	**554**	25	241	60	**325**	1182			3	1	8	0		n/a

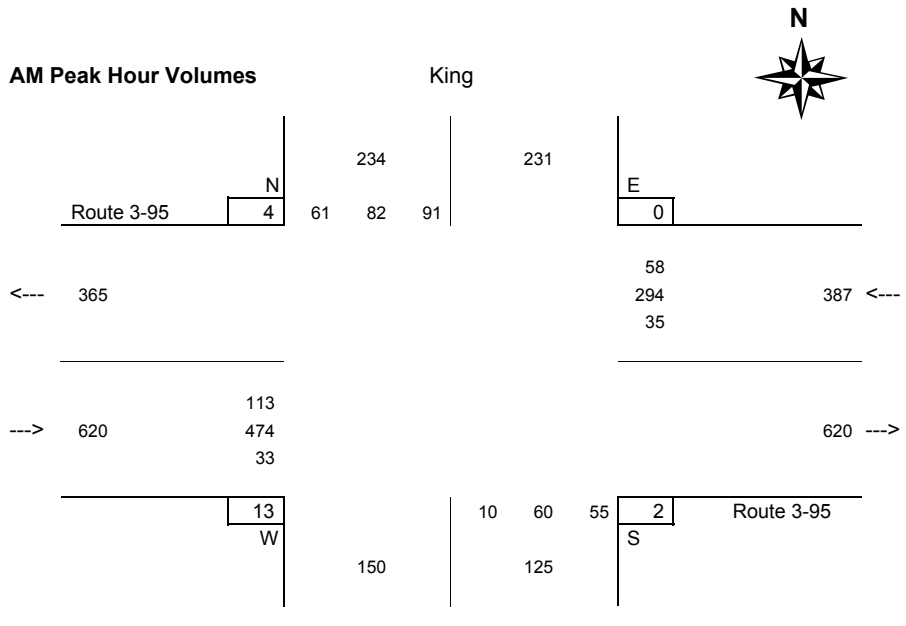
Peak hour of the intersection

Pk Hr	91	82	61	**234**	10	60	55	**125**	113	474	33	**620**	35	294	58	**387**	1366	*	4	2	13	0	748
15x4	120	92	80	**256**	16	80	68	**140**	132	564	52	**724**	44	328	72	**404**	1476	+	16	4	24	0	928
PHF	0.76	0.89	0.76	**0.91**	0.63	0.75	0.81	**0.89**	0.86	0.84	0.63	**0.86**	0.80	0.90	0.81	**0.96**	0.93		0.25	0.50	0.54	n/a	0.81

Peak hour of conflicting volumes for the intersection

Pk Hr	91	82	61	**234**	10	60	55	**125**	113	474	33	**620**	35	294	58	**387**	1366	*	4	2	13	0	748
15x4	120	92	80	**256**	16	80	68	**140**	132	564	52	**724**	44	328	72	**404**	1476	+	16	4	24	0	928
PHF	0.76	0.89	0.76	**0.91**	0.63	0.75	0.81	**0.89**	0.86	0.84	0.63	**0.86**	0.80	0.90	0.81	**0.96**	0.93		0.25	0.50	0.54	n/a	0.81

** Peak hour in first or last hour, peak hour may be invalid. **



Noon Peak Period

Location: Route 3-95 @ King Street
Date: Thursday, June 26, 2008

This data is for All Vehicles

Time	King				9th Ave South				Route 3-95				Route 3-95													
Period	NORTH Approach				SOUTH Approach				WEST Approach				EAST Approach				Total Volume		Peak	Pedestrians				Conflict	
Begins	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	15-min	Hour		N	S	W	E	15 min	Hr
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0			0	0	0	0		0
Avg Hr	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a			n/a	n/a	n/a	n/a		n/a

Peak hour of the intersection

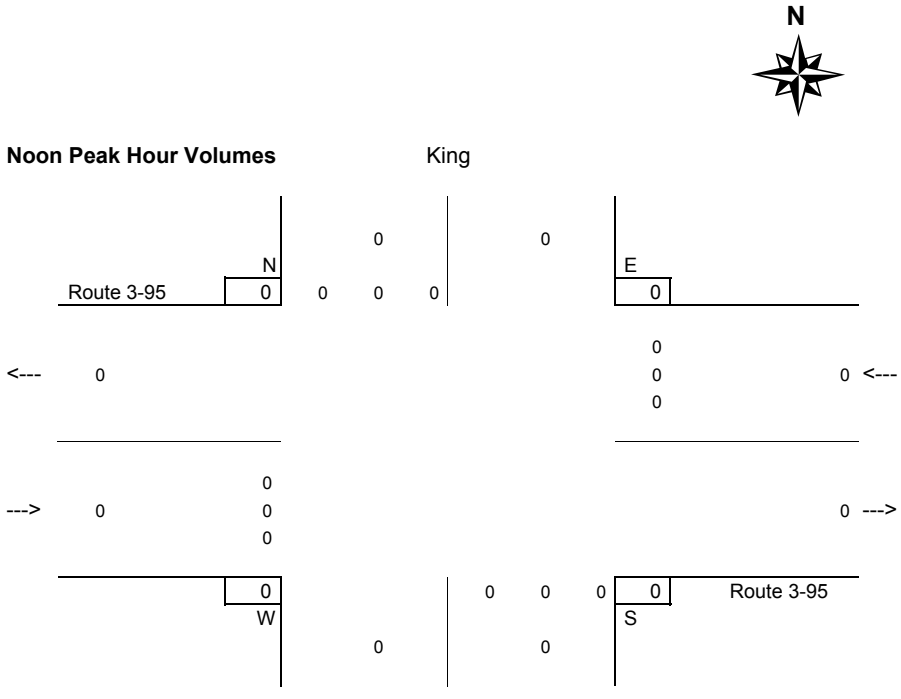
Pk Hr	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	*		0	0	0	0		0
15x4	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	+		0	0	0	0		0
PHF	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a			n/a	n/a	n/a	n/a		n/a

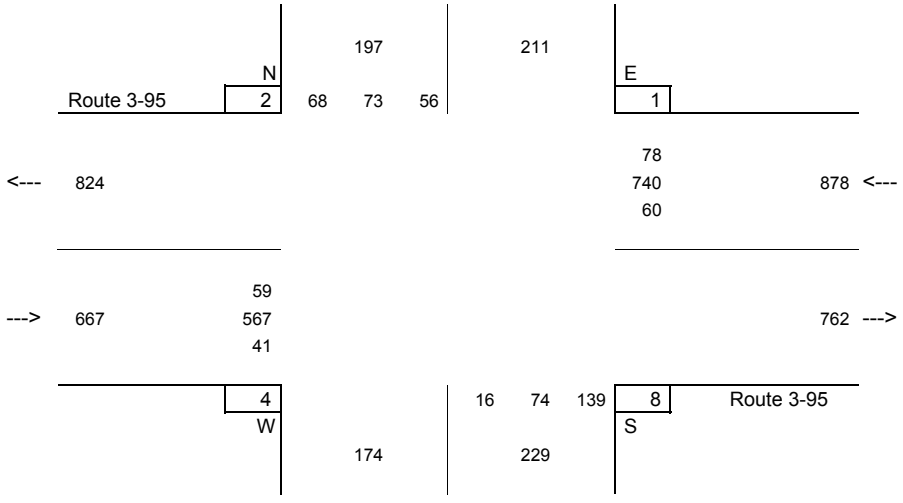
Peak hour of conflicting volumes for the intersection

Pk Hr	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	*		0	0	0	0		0
15x4	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	+		0	0	0	0		0
PHF	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a			n/a	n/a	n/a	n/a		#DIV/0!

** Peak hour in first or last hour, peak hour may be invalid. **

Noon Peak Hour Volumes





PM Peak Period

Location: Route 3-95 @ King Street
Date: Thursday, June 26, 2008

This data is for All Vehicles

Time	King				9th Ave South				Route 3-95				Route 3-95												
Period	NORTH Approach				SOUTH Approach				WEST Approach				EAST Approach				Total Volume			Pedestrians				Conflict	
Begins	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	15-min	Hour		N	S	W	E	15 min	Hr
16:00	29	27	30	86	3	20	24	47	18	131	12	161	11	164	29	204	498			0	0	4	0	284	
16:15	21	29	18	68	5	23	29	57	17	127	8	152	8	161	30	199	476		*	2	2	3	0	281	
16:30	12	21	15	48	2	14	35	51	5	147	11	163	21	188	9	218	480		*	0	0	0	0	263	
16:45	15	11	12	38	3	22	40	65	26	152	12	190	18	167	28	213	506	1960	*	0	3	1	1	298	1126
17:00	8	12	23	43	6	15	35	56	11	141	10	162	13	224	11	248	509	1971	+	0	3	0	0	304	1146
17:15	17	10	9	36	6	13	30	49	18	128	6	152	8	183	13	204	441	1936		0	0	1	0	274	1139
17:30	22	15	8	45	8	16	32	56	11	103	5	119	12	146	17	175	395	1851		1	1	1	0	244	1120
17:45	21	11	12	44	4	13	21	38	19	103	7	129	5	136	13	154	365	1710		1	0	0	0	223	1045
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0

Total	145	136	127	**408**	37	136	246	**419**	125	1032	71	**1228**	96	1369	150	**1615**	3670			4	9	10	1		2171
Avg Hr	73	68	64	**204**	19	68	123	**210**	63	516	36	**614**	48	685	75	**808**	1835			2	5	5	1		n/a

Peak hour of the intersection

Pk Hr	56	73	68	197	16	74	139	229	59	567	41	667	60	740	78	878	1971	*	2	8	4	1	1146
15x4	84	116	92	272	24	92	160	260	104	608	48	760	84	896	120	992	2036	+	8	12	12	4	1456
PHF	0.67	0.63	0.74	**0.72**	0.67	0.80	0.87	**0.88**	0.57	0.93	0.85	**0.88**	0.71	0.83	0.65	**0.89**	0.97		0.25	0.67	0.33	0.25	0.79

Peak hour of conflicting volumes for the intersection

Pk Hr	56	73	68	**197**	16	74	139	**229**	59	567	41	**667**	60	740	78	**878**	1971	*	2	8	4	1	1146
15x4	84	116	92	**272**	24	92	160	**260**	104	608	48	**760**	84	896	120	**992**	2036	+	8	12	12	4	1456
PHF	0.67	0.63	0.74	**0.72**	0.67	0.80	0.87	**0.88**	0.57	0.93	0.85	**0.88**	0.71	0.83	0.65	**0.89**	0.97		0.25	0.67	0.33	0.25	0.79

PM Peak Hour Volumes

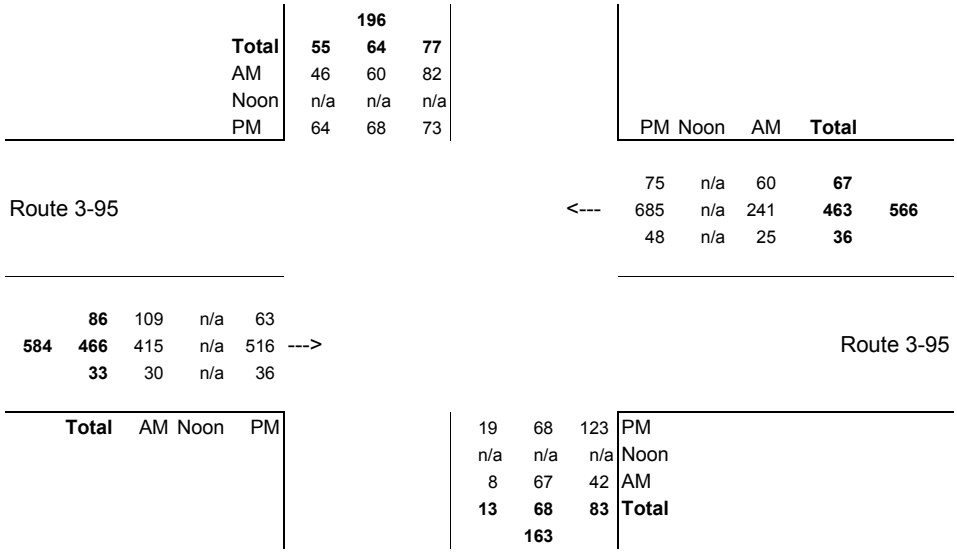
Average Hour

Location: Route 3-95 @ King Street
Date: Thursday, June 26, 2008

This data is for All Vehicles

	King				9th Ave South				Route 3-95				Route 3-95					Pedestrians			
	NORTH Approach				SOUTH Approach				WEST Approach				EAST Approach				Total				
	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Volume	N	S	W	E
Survey																					
Total	308	256	218	**782**	53	270	330	**653**	342	1862	131	**2335**	145	1850	269	**2264**	6034	9	11	26	1
Hours	4	4	4	**4**	4	4	4	**4**	4	4	4	**4**	4	4	4	**4**	4	4	4	4	4
Avg Hr	77	64	55	**196**	13	68	83	**163**	86	466	33	**584**	36	463	67	**566**	1509	2	3	7	0
AM Period																					
Total	163	120	91	**374**	16	134	84	**234**	217	830	60	**1107**	49	481	119	**649**	2364	5	2	16	0
Hours	2	2	2	**2**	2	2	2	**2**	2	2	2	**2**	2	2	2	**2**	2	2	2	2	2
Avg Hr	82	60	46	**187**	8	67	42	**117**	109	415	30	**554**	25	241	60	**325**	1182	3	1	8	0
Noon Period																					
Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	0	0
Hours	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	0	0
Avg Hr	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	n/a	n/a
PM Period																					
Total	145	136	127	**408**	37	136	246	**419**	125	1032	71	**1228**	96	1369	150	**1615**	3670	4	9	10	1
Hours	2	2	2	**2**	2	2	2	**2**	2	2	2	**2**	2	2	2	**2**	2	2	2	2	2
Avg Hr	73	68	64	**204**	19	68	123	**210**	63	516	36	**614**	48	685	75	**808**	1835	2	5	5	1

Average Hour Volumes



TRANSTECH DATA SERVICES
Vehicle Turning Movement Survey
Without Classification

Major Route: Route 3-95
Minor Route: Theatre Road
Municipality: Cranbrook
Filename: Route3-95@Theatre.xls
Location #: 6

Date: June 25, 2008
Day-of-week: Wednesday

East/West Route: Route 3-95
Intersection Type: Four approach intersection
Signalized?: Yes
Weather: Clear and Dry

Vehicle Classifications: All Vehicles **This data is for All Vehicles**

Shift	Start	Duration	End
AM	7:00	2.00	9:00
Noon			
PM	16:00	2.00	18:00
	Total	4.00	

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

Comments: Between 16:00 to 17:15 south approach left turn lane had a 2 to 4 light queue.

Notes: North Approach - southbound vehicles approaching intersection from the north
15x4 - 15 min volume (from maximum 15 minute period of movement/approach in peak hour period [*]) x 4
Pedestrians - N indicates pedestrians crossing north approach (east/west)

Survey Data

Location: Route 3-95 @ Theatre Road
Date: Wednesday, June 25, 2008

This data is for All Vehicles

Time	Theatre				Victoria				Route 3-95				Route 3-95										
Period	NORTH Approach				SOUTH Approach				WEST Approach				EAST Approach				Total Volume		Peak	Pedestrians			
Begins	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	15-min	Hour		N	S	W	E
7:00	2	15	12	**29**	4	27	42	**73**	22	79	8	**109**	22	53	3	**78**	289			0	0	0	0
7:15	3	17	21	**41**	4	24	41	**69**	23	68	1	**92**	19	51	3	**73**	275			0	0	0	0
7:30	7	18	18	**43**	14	29	47	**90**	49	85	8	**142**	21	52	2	**75**	350			1	0	1	1
7:45	3	29	31	**63**	11	51	69	**131**	50	105	5	**160**	50	88	4	**142**	496	1410		1	2	1	3
8:00	0	36	28	**64**	9	45	42	**96**	45	95	9	**149**	48	83	1	**132**	441	1562	*	0	2	0	3
8:15	4	37	38	**79**	13	48	58	**119**	37	91	16	**144**	57	78	0	**135**	477	1764	*	2	2	2	0
8:30	5	32	22	**59**	13	38	65	**116**	37	140	18	**195**	41	98	2	**141**	511	1925	*	4	0	2	3
8:45	3	31	35	**69**	15	33	55	**103**	33	159	19	**211**	68	119	5	**192**	575	2004	+	0	0	0	2
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
Total	27	215	205	**447**	83	295	419	**797**	296	822	84	**1202**	326	622	20	**968**	3414			8	6	6	12
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0			0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0			0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0			0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0			0	0	0	0
16:00	9	57	54	**120**	30	52	78	**160**	43	147	22	**212**	91	170	5	**266**	758			0	2	0	6
16:15	9	49	62	**120**	24	34	83	**141**	51	170	27	**248**	81	151	4	**236**	745			0	0	1	4
16:30	4	80	52	**136**	33	55	94	**182**	48	175	19	**242**	77	170	5	**252**	812		*	0	2	4	1
16:45	8	56	63	**127**	32	51	86	**169**	41	142	17	**200**	93	161	5	**259**	755	3070	*	0	3	1	9
17:00	6	64	60	**130**	17	45	94	**156**	47	171	33	**251**	102	205	6	**313**	850	3162	+	3	2	1	2
17:15	7	72	50	**129**	23	57	80	**160**	39	174	28	**241**	90	140	2	**232**	762	3179	*	0	8	1	7
17:30	3	66	39	**108**	22	32	67	**121**	37	133	16	**186**	92	145	5	**242**	657	3024		0	2	2	0
17:45	6	52	34	**92**	18	43	59	**120**	25	117	20	**162**	83	151	6	**240**	614	2883		1	1	2	3
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
Total	52	496	414	**962**	199	369	641	**1209**	331	1229	182	**1742**	709	1293	38	**2040**	5953			4	20	12	32

AM Peak Period

Location: Route 3-95 @ Theatre Road
Date: Wednesday, June 25, 2008

This data is for All Vehicles

Time	Theatre				Victoria				Route 3-95				Route 3-95												
Period	NORTH Approach				SOUTH Approach				WEST Approach				EAST Approach				Total Volume		Peak	Pedestrians				Conflict	
Begins	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	15-min	Hour		N	S	W	E	15 min	Hr
07:00	2	15	12	29	4	27	42	73	22	79	8	109	22	53	3	78	289			0	0	0	0	180	
07:15	3	17	21	41	4	24	41	69	23	68	1	92	19	51	3	73	275			0	0	0	0	156	
07:30	7	18	18	43	14	29	47	90	49	85	8	142	21	52	2	75	350			1	0	1	1	197	
07:45	3	29	31	63	11	51	69	131	50	105	5	160	50	88	4	142	496	1410		1	2	1	3	283	816
08:00	0	36	28	64	9	45	42	96	45	95	9	149	48	83	1	132	441	1562	*	0	2	0	3	239	875
08:15	4	37	38	79	13	48	58	119	37	91	16	144	57	78	0	135	477	1764	*	2	2	2	0	274	993
08:30	5	32	22	59	13	38	65	116	37	140	18	195	41	98	2	141	511	1925	*	4	0	2	3	307	1103
08:45	3	31	35	69	15	33	55	103	33	159	19	211	68	119	5	192	575	2004	+	0	0	0	2	337	1157
n/a				0				0				0				0	0	0		0	0	0	0	0	0
n/a				0				0				0				0	0	0		0	0	0	0	0	0
n/a				0				0				0				0	0	0		0	0	0	0	0	0
n/a				0				0				0				0	0	0		0	0	0	0	0	0
n/a				0				0				0				0	0	0		0	0	0	0	0	0
n/a				0				0				0				0	0	0		0	0	0	0	0	0
n/a				0				0				0				0	0	0		0	0	0	0	0	0
n/a				0				0				0				0	0	0		0	0	0	0	0	0
n/a				0				0				0				0	0	0		0	0	0	0	0	0
n/a				0				0				0				0	0	0		0	0	0	0	0	0
n/a				0				0				0				0	0	0		0	0	0	0	0	0
n/a																	0	0		0	0	0	0	0	0

Total	27	215	205	**447**	83	295	419	**797**	296	822	84	**1202**	326	622	20	**968**	3414			8	6	6	12		1973
Avg Hr	14	108	103	**224**	42	148	210	**399**	148	411	42	**601**	163	311	10	**484**	1707			4	3	3	6		n/a

Peak hour of the intersection

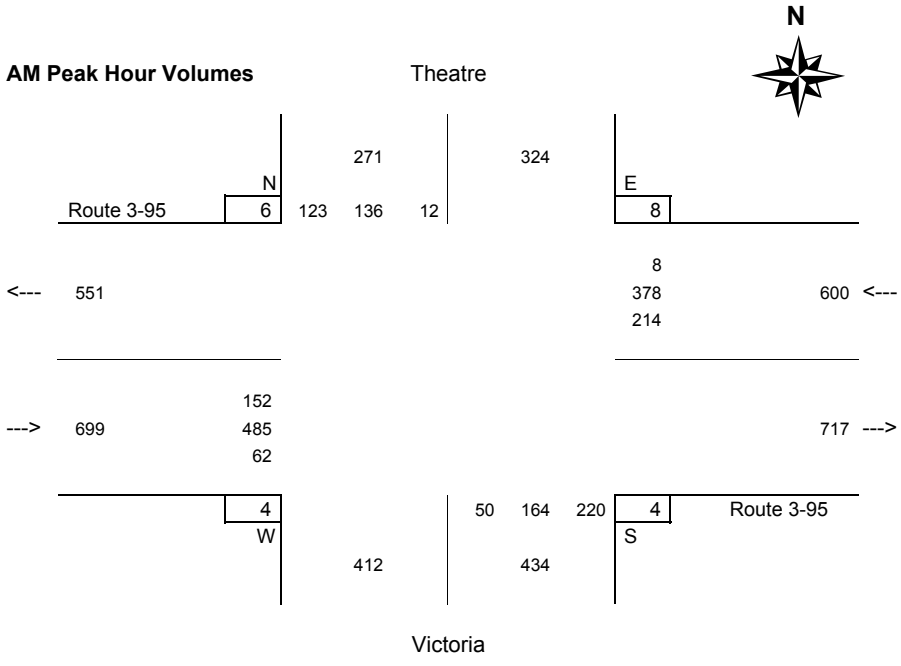
Pk Hr	12	136	123	**271**	50	164	220	**434**	152	485	62	**699**	214	378	8	**600**	2004	*		6	4	4	8		1157
15x4	20	148	152	**316**	60	192	260	**476**	180	636	76	**844**	272	476	20	**768**	2300	+		16	8	8	12		1456
PHF	0.60	0.92	0.81	**0.86**	0.83	0.85	0.85	**0.91**	0.84	0.76	0.82	**0.83**	0.79	0.79	0.40	**0.78**	0.87			0.38	0.50	0.50	0.67		0.79

Peak hour of conflicting volumes for the intersection

Pk Hr	12	136	123	**271**	50	164	220	**434**	152	485	62	**699**	214	378	8	**600**	2004	*		6	4	4	8		1157
15x4	20	148	152	**316**	60	192	260	**476**	180	636	76	**844**	272	476	20	**768**	2300	+		16	8	8	12		1456
PHF	0.60	0.92	0.81	**0.86**	0.83	0.85	0.85	**0.91**	0.84	0.76	0.82	**0.83**	0.79	0.79	0.40	**0.78**	0.87			0.38	0.50	0.50	0.67		0.79

** Peak hour in first or last hour, peak hour may be invalid. **

AM Peak Hour Volumes



Noon Peak Period

Location: Route 3-95 @ Theatre Road
Date: Wednesday, June 25, 2008

This data is for All Vehicles

Time	Theatre				Victoria				Route 3-95				Route 3-95													
Period	NORTH Approach				SOUTH Approach				WEST Approach				EAST Approach				Total Volume		Peak	Pedestrians				Conflict	
Begins	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	15-min	Hour		N	S	W	E	15 min	Hr
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0			0	0	0	0		0
Avg Hr	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a			n/a	n/a	n/a	n/a		n/a

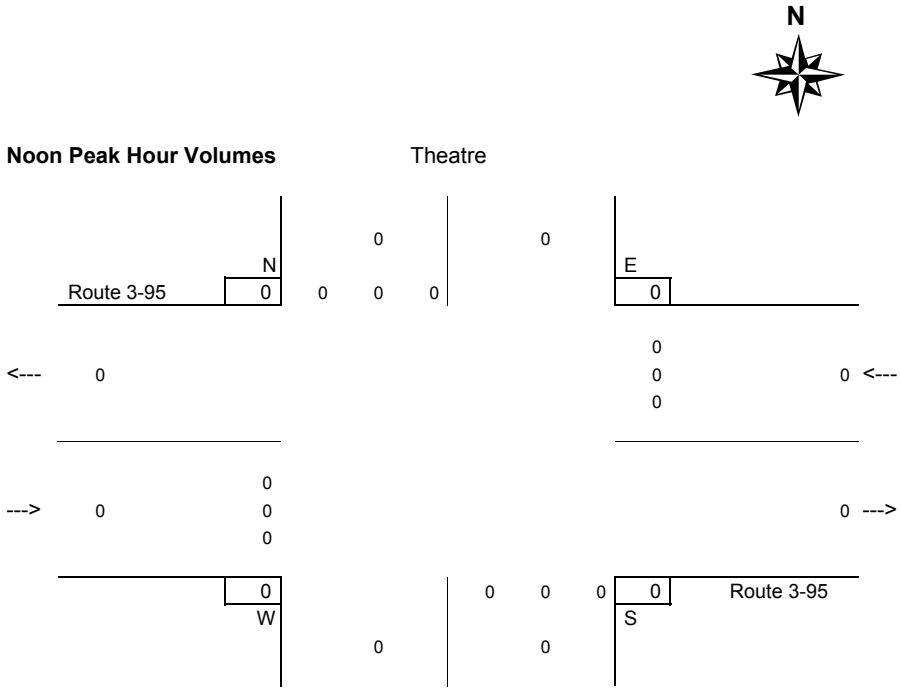
Peak hour of the intersection

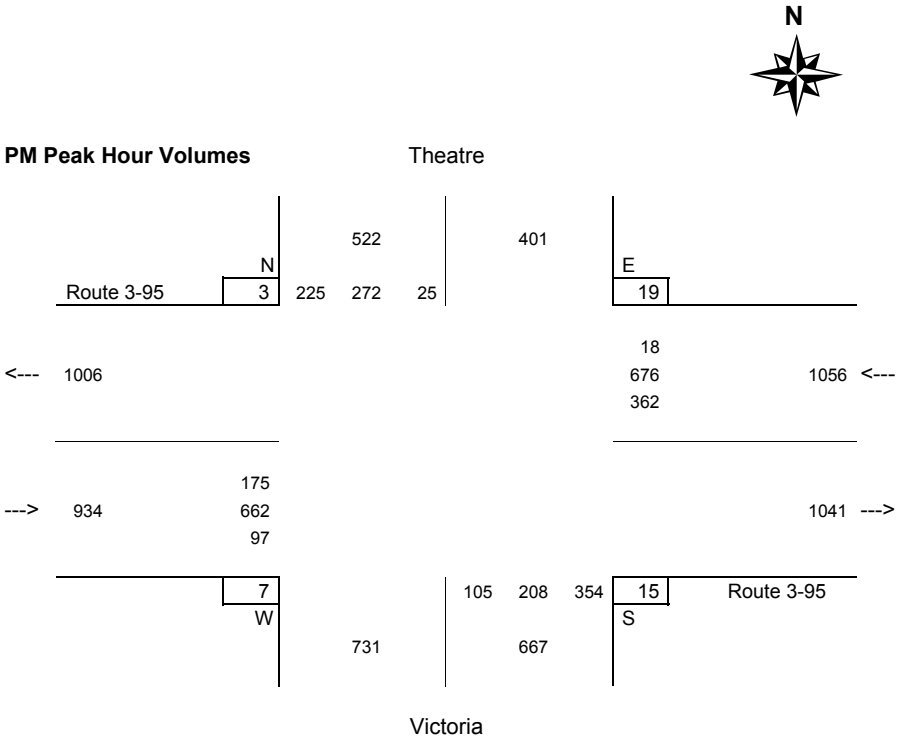
Pk Hr	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	*		0	0	0	0		0
15x4	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	+		0	0	0	0		0
PHF	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a			n/a	n/a	n/a	n/a		n/a

Peak hour of conflicting volumes for the intersection

Pk Hr	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	*		0	0	0	0		0
15x4	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	+		0	0	0	0		0
PHF	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a			n/a	n/a	n/a	n/a		#DIV/0!

** Peak hour in first or last hour, peak hour may be invalid. **





PM Peak Period

Location: Route 3-95 @ Theatre Road
Date: Wednesday, June 25, 2008

This data is for All Vehicles

Time	Theatre				Victoria				Route 3-95				Route 3-95												
Period	NORTH Approach				SOUTH Approach				WEST Approach				EAST Approach				Total Volume			Pedestrians				Conflict	
Begins	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	15-min	Hour		N	S	W	E	15 min	Hr
16:00	9	57	54	120	30	52	78	160	43	147	22	212	91	170	5	266	758			0	2	0	6	401	
16:15	9	49	62	120	24	34	83	141	51	170	27	248	81	151	4	236	745			0	0	1	4	413	
16:30	4	80	52	136	33	55	94	182	48	175	19	242	77	170	5	252	812		*	0	2	4	1	436	
16:45	8	56	63	127	32	51	86	169	41	142	17	200	93	161	5	259	755	3070	*	0	3	1	9	403	1653
17:00	6	64	60	130	17	45	94	156	47	171	33	251	102	205	6	313	850	3162	+	3	2	1	2	451	1703
17:15	7	72	50	129	23	57	80	160	39	174	28	241	90	140	2	232	762	3179	*	0	8	1	7	437	1727
17:30	3	66	39	108	22	32	67	121	37	133	16	186	92	145	5	242	657	3024		0	2	2	0	368	1659
17:45	6	52	34	92	18	43	59	120	25	117	20	162	83	151	6	240	614	2883		1	1	2	3	328	1584
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0

Total	52	496	414	**962**	199	369	641	**1209**	331	1229	182	**1742**	709	1293	38	**2040**	5953			4	20	12	32		3229
Avg Hr	26	248	207	**481**	100	185	321	**605**	166	615	91	**871**	355	647	19	**1020**	2977			2	10	6	16		n/a

Peak hour of the intersection

Pk Hr	25	272	225	522	105	208	354	667	175	662	97	934	362	676	18	1056	3179	*	3	15	7	19		1723
15x4	32	320	252	544	132	228	376	728	192	700	132	1004	408	820	24	1252	3400	+	12	32	16	36		1944
PHF	0.78	0.85	0.89	**0.96**	0.80	0.91	0.94	**0.92**	0.91	0.95	0.73	**0.93**	0.89	0.82	0.75	**0.84**	0.94		0.25	0.47	0.44	0.53		0.89

Peak hour of conflicting volumes for the intersection

Pk Hr	25	272	225	**522**	105	208	354	**667**	175	662	97	**934**	362	676	18	**1056**	3179	*	3	15	7	19		1723
15x4	32	320	252	**544**	132	228	376	**728**	192	700	132	**1004**	408	820	24	**1252**	3400	+	12	32	16	36		1944
PHF	0.78	0.85	0.89	**0.96**	0.80	0.91	0.94	**0.92**	0.91	0.95	0.73	**0.93**	0.89	0.82	0.75	**0.84**	0.94		0.25	0.47	0.44	0.53		0.89

PM Peak Hour Volumes

Average Hour

Location: Route 3-95 @ Theatre Road
Date: Wednesday, June 25, 2008

This data is for All Vehicles

	Theatre NORTH Approach				Victoria SOUTH Approach				Route 3-95 WEST Approach				Route 3-95 EAST Approach				Total	Pedestrians			
	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Volume	N	S	W	E
Survey																					
Total	79	711	619	**1409**	282	664	1060	**2006**	627	2051	266	**2944**	1035	1915	58	**3008**	9367	##	26	18	44
Hours	4	4	4	**4**	4	4	4	**4**	4	4	4	**4**	4	4	4	**4**	4	4	4	4	4
Avg Hr	20	178	155	**352**	71	166	265	**502**	157	513	67	**736**	259	479	15	**752**	2342	3	7	5	11
AM Period																					
Total	27	215	205	**447**	83	295	419	**797**	296	822	84	**1202**	326	622	20	**968**	3414	8	6	6	12
Hours	2	2	2	**2**	2	2	2	**2**	2	2	2	**2**	2	2	2	**2**	2	2	2	2	2
Avg Hr	14	108	103	**224**	42	148	210	**399**	148	411	42	**601**	163	311	10	**484**	1707	4	3	3	6
Noon Period																					
Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	0	0
Hours	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	0	0
Avg Hr	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	n/a	n/a
PM Period																					
Total	52	496	414	**962**	199	369	641	**1209**	331	1229	182	**1742**	709	1293	38	**2040**	5953	4	20	12	32
Hours	2	2	2	**2**	2	2	2	**2**	2	2	2	**2**	2	2	2	**2**	2	2	2	2	2
Avg Hr	26	248	207	**481**	100	185	321	**605**	166	615	91	**871**	355	647	19	**1020**	2977	2	10	6	16

Average Hour Volumes

Theatre

		352	
	Total	**155**	**178**	**20**
	AM	103	108	14
	Noon	n/a	n/a	n/a
	PM	207	248	26

	PM	Noon	AM	**Total**	
	19	n/a	10	**15**	
<---	647	n/a	311	**479**	**752**
	355	n/a	163	**259**	

Route 3-95

	157	148	n/a	166	
736	**513**	411	n/a	615	--->
	67	42	n/a	91	

Route 3-95

Total	AM	Noon	PM

100	185	321	PM
n/a	n/a	n/a	Noon
42	148	210	AM
71	**166**	**265**	**Total**
	502		

Victoria

TRANSTECH DATA SERVICES
Vehicle Turning Movement Survey
Without Classification

Major Route: Route 3-95
Minor Route: Wattsville Road
Municipality: Cranbrook
Filename: Route3-95@Wattsville.xls
Location #: 24

Date: June 25, 2008
Day-of-week: Wednesday

East/West Route: Wattsville Road
Intersection Type: Three approach intersection - East Tee
Signalized?: No
Weather: Overcast and Dry

Vehicle Classifications: All Vehicles **This data is for All Vehicles**

Shift	Start	Duration	End
AM	7:00	2.00	9:00
Noon			
PM	16:00	2.00	18:00
	Total	4.00	

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

Comments:

Notes: North Approach - southbound vehicles approaching intersection from the north
15x4 - 15 min volume (from maximum 15 minute period of movement/approach in peak hour period [*]) x 4
Pedestrians - N indicates pedestrians crossing north approach (east/west)

Survey Data

Location: Route 3-95 @ Wattsville Road
Date: Wednesday, June 25, 2008

This data is for All Vehicles

Time	Route 3-95				Route 3-95								Wattsville										
Period	NORTH Approach				SOUTH Approach				WEST Approach				EAST Approach				Total Volume		Peak	Pedestrians			
Begins	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	15-min	Hour		N	S	W	E
7:00	0	33	0	**33**	0	23	2	**25**	0	0	0	**0**	3	0	1	**4**	62			0	0	0	0
7:15	5	22	0	**27**	0	29	4	**33**	0	0	0	**0**	7	0	2	**9**	69			0	0	0	0
7:30	3	31	0	**34**	0	49	6	**55**	0	0	0	**0**	8	0	2	**10**	99			0	0	0	0
7:45	0	34	0	**34**	0	70	5	**75**	0	0	0	**0**	9	0	3	**12**	121	351		0	0	0	0
8:00	2	33	0	**35**	0	45	9	**54**	0	0	0	**0**	7	0	3	**10**	99	388	*	0	0	0	0
8:15	4	34	0	**38**	0	56	22	**78**	0	0	0	**0**	11	0	7	**18**	134	453	*	0	0	0	0
8:30	3	35	0	**38**	0	56	22	**78**	0	0	0	**0**	10	0	12	**22**	138	492	*	0	0	0	0
8:45	7	54	0	**61**	0	63	6	**69**	0	0	0	**0**	13	0	5	**18**	148	519	+	0	1	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
Total	24	276	0	**300**	0	391	76	**467**	0	0	0	**0**	68	0	35	**103**	870			0	1	0	0

n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0			0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0			0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0			0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0			0	0	0	0

16:00	4	84	0	**88**	0	61	11	**72**	0	0	0	**0**	7	0	4	**11**	171			0	0	0	0
16:15	8	74	0	**82**	0	72	14	**86**	0	0	0	**0**	18	0	5	**23**	191			0	0	0	0
16:30	7	67	0	**74**	0	61	10	**71**	0	0	0	**0**	5	0	2	**7**	152			0	0	0	0
16:45	6	71	0	**77**	0	55	9	**64**	0	0	0	**0**	14	0	2	**16**	157	671		0	0	0	1
17:00	12	102	0	**114**	0	57	10	**67**	0	0	0	**0**	9	0	4	**13**	194	694	*	0	0	0	0
17:15	10	93	0	**103**	0	60	13	**73**	0	0	0	**0**	14	0	2	**16**	192	695	*	0	0	0	0
17:30	7	62	0	**69**	0	62	16	**78**	0	0	0	**0**	9	0	7	**16**	163	706	*	0	0	0	0
17:45	9	86	0	**95**	0	71	19	**90**	0	0	0	**0**	13	0	2	**15**	200	749	+	0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
Total	63	639	0	**702**	0	499	102	**601**	0	0	0	**0**	89	0	28	**117**	1420			0	0	0	1

AM Peak Period

Location: Route 3-95 @ Wattsville Road
Date: Wednesday, June 25, 2008

This data is for All Vehicles

Time	Route 3-95				Route 3-95								Wattsville												
Period	NORTH Approach				SOUTH Approach				WEST Approach				EAST Approach				Total Volume		Peak	Pedestrians				Conflict	
Begins	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	15-min	Hour		N	S	W	E	15 min	Hr
07:00	0	33	0	33	0	23	2	25	0	0	0	0	3	0	1	4	62			0	0	0	0	36	
07:15	5	22	0	27	0	29	4	33	0	0	0	0	7	0	2	9	69			0	0	0	0	45	
07:30	3	31	0	34	0	49	6	55	0	0	0	0	8	0	2	10	99			0	0	0	0	66	
07:45	0	34	0	34	0	70	5	75	0	0	0	0	9	0	3	12	121	351		0	0	0	0	84	231
08:00	2	33	0	35	0	45	9	54	0	0	0	0	7	0	3	10	99	388	*	0	0	0	0	63	258
08:15	4	34	0	38	0	56	22	78	0	0	0	0	11	0	7	18	134	453	*	0	0	0	0	93	306
08:30	3	35	0	38	0	56	22	78	0	0	0	0	10	0	12	22	138	492	*	0	0	0	0	93	333
08:45	7	54	0	61	0	63	6	69	0	0	0	0	13	0	5	18	148	519	+	0	1	0	0	89	338
n/a				0				0				0				0	0	0		0	0	0	0	0	0
n/a				0				0				0				0	0	0		0	0	0	0	0	0
n/a				0				0				0				0	0	0		0	0	0	0	0	0
n/a				0				0				0				0	0	0		0	0	0	0	0	0
n/a				0				0				0				0	0	0		0	0	0	0	0	0
n/a				0				0				0				0	0	0		0	0	0	0	0	0
n/a				0				0				0				0	0	0		0	0	0	0	0	0
n/a				0				0				0				0	0	0		0	0	0	0	0	0
n/a				0				0				0				0	0	0		0	0	0	0	0	0
n/a				0				0				0				0	0	0		0	0	0	0	0	0
n/a				0				0				0				0	0	0		0	0	0	0	0	0
n/a																	0	0		0	0	0	0	0	0
Total	24	276	0	**300**	0	391	76	**467**	0	0	0	**0**	68	0	35	**103**	870			0	1	0	0		559
Avg Hr	12	138	0	**150**	0	196	38	**234**	0	0	0	**0**	34	0	18	**52**	435			0	1	0	0		n/a

Peak hour of the intersection

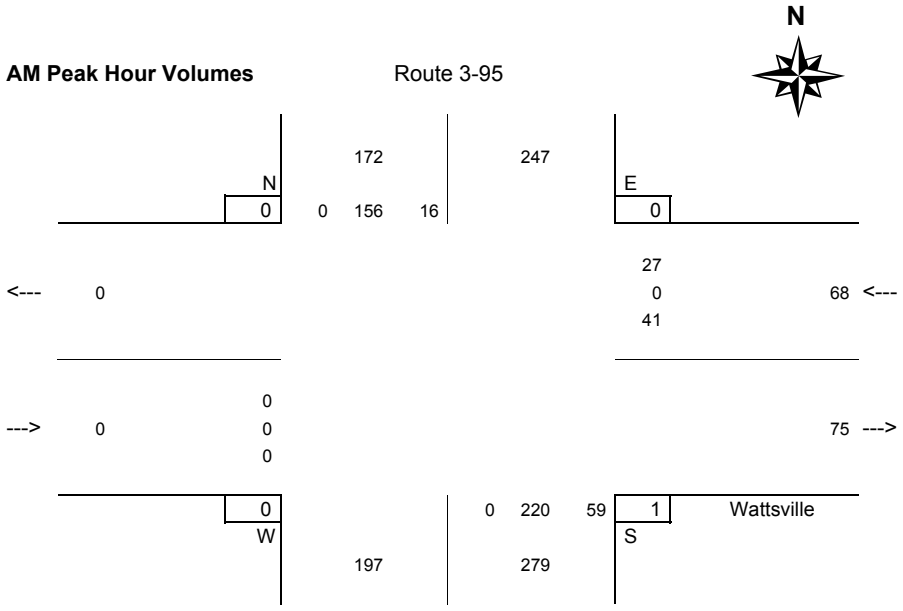
	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Total		N	S	W	E	Conflict
Pk Hr	16	156	0	**172**	0	220	59	**279**	0	0	0	**0**	41	0	27	**68**	519	*	0	1	0	0	336
15x4	28	216	0	**244**	0	252	88	**312**	0	0	0	**0**	52	0	48	**88**	592	+	0	4	0	0	420
PHF	0.57	0.72	n/a	**0.70**	n/a	0.87	0.67	**0.89**	n/a	n/a	n/a	**n/a**	0.79	n/a	0.56	**0.77**	0.88		n/a	0.25	n/a	n/a	0.80

Peak hour of conflicting volumes for the intersection

	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Total		N	S	W	E	Conflict
Pk Hr	16	156	0	**172**	0	220	59	**279**	0	0	0	**0**	41	0	27	**68**	519	*	0	1	0	0	336
15x4	28	216	0	**244**	0	252	88	**312**	0	0	0	**0**	52	0	48	**88**	592	+	0	4	0	0	420
PHF	0.57	0.72	n/a	**0.70**	n/a	0.87	0.67	**0.89**	n/a	n/a	n/a	**n/a**	0.79	n/a	0.56	**0.77**	0.88		n/a	0.25	n/a	n/a	0.80

** Peak hour in first or last hour, peak hour may be invalid. **

AM Peak Hour Volumes



Noon Peak Period

Location: Route 3-95 @ Wattsville Road
Date: Wednesday, June 25, 2008

This data is for All Vehicles

Time	Route 3-95				Route 3-95								Wattsville												
Period	NORTH Approach				SOUTH Approach				WEST Approach				EAST Approach				Total Volume		Peak	Pedestrians				Conflict	
Begins	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	15-min	Hour		N	S	W	E	15 min	Hr
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0

Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0			0	0	0	0		0
Avg Hr	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a			n/a	n/a	n/a	n/a		n/a

Peak hour of the intersection

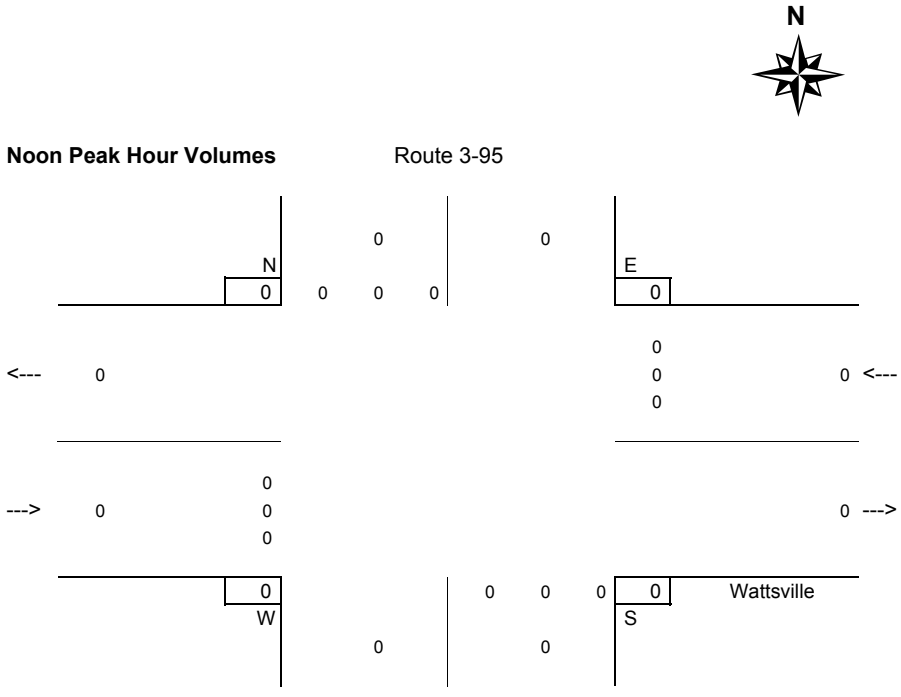
Pk Hr	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	*		0	0	0	0		0
15x4	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	+		0	0	0	0		0
PHF	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a			n/a	n/a	n/a	n/a		n/a

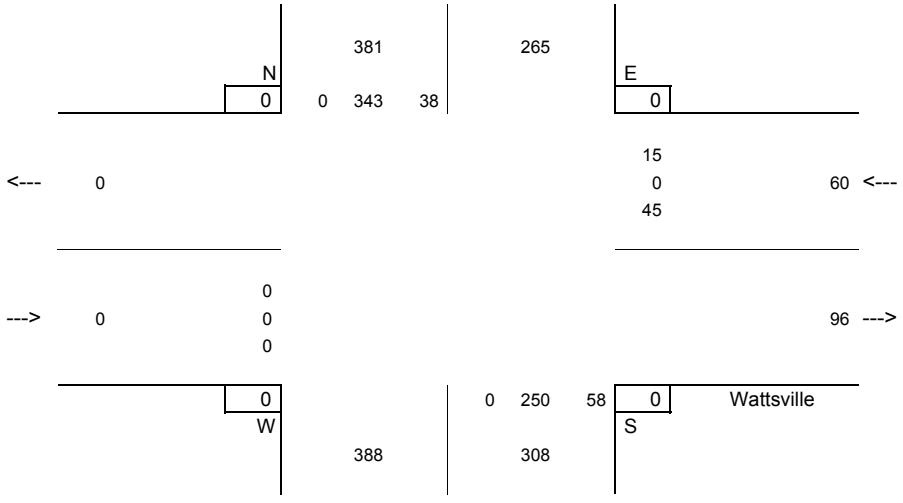
Peak hour of conflicting volumes for the intersection

Pk Hr	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	*		0	0	0	0		0
15x4	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	+		0	0	0	0		0
PHF	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a			n/a	n/a	n/a	n/a		#DIV/0!

** Peak hour in first or last hour, peak hour may be invalid. **

Noon Peak Hour Volumes





PM Peak Period

Location: Route 3-95 @ Wattsville Road
Date: Wednesday, June 25, 2008

This data is for All Vehicles

Time	Route 3-95				Route 3-95								Wattsville												
Period	NORTH Approach				SOUTH Approach				WEST Approach				EAST Approach				Total Volume			Pedestrians				Conflict	
Begins	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	15-min	Hour		N	S	W	E	15 min	Hr
16:00	4	84	0	88	0	61	11	72	0	0	0	0	7	0	4	11	171			0	0	0	0	91	
16:15	8	74	0	82	0	72	14	86	0	0	0	0	18	0	5	23	191			0	0	0	0	112	
16:30	7	67	0	74	0	61	10	71	0	0	0	0	5	0	2	7	152			0	0	0	0	83	
16:45	6	71	0	77	0	55	9	64	0	0	0	0	14	0	2	16	157	671		0	0	0	1	85	371
17:00	12	102	0	114	0	57	10	67	0	0	0	0	9	0	4	13	194	694	*	0	0	0	0	111	391
17:15	10	93	0	103	0	60	13	73	0	0	0	0	14	0	2	16	192	695	*	0	0	0	0	107	386
17:30	7	62	0	69	0	62	16	78	0	0	0	0	9	0	7	16	163	706	*	0	0	0	0	94	397
17:45	9	86	0	95	0	71	19	90	0	0	0	0	13	0	2	15	200	749	+	0	0	0	0	112	424
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0

Total	63	639	0	**702**	0	499	102	**601**	0	0	0	**0**	89	0	28	**117**	1420			0	0	0	1		753
Avg Hr	32	320	0	**351**	0	250	51	**301**	0	0	0	**0**	45	0	14	**59**	710			0	0	0	1		n/a

Peak hour of the intersection

Pk Hr	38	343	0	381	0	250	58	308	0	0	0	0	45	0	15	60	749	*		0	0	0	0		391
15x4	48	408	0	456	0	284	76	360	0	0	0	0	56	0	28	64	800	+		0	0	0	0		464
PHF	0.79	0.84	n/a	**0.84**	n/a	0.88	0.76	**0.86**	n/a	n/a	n/a	**n/a**	0.80	n/a	0.54	**0.94**	0.94			n/a	n/a	n/a	n/a		0.84

Peak hour of conflicting volumes for the intersection

Pk Hr	38	343	0	**381**	0	250	58	**308**	0	0	0	**0**	45	0	15	**60**	749	*		0	0	0	0		391
15x4	48	408	0	**456**	0	284	76	**360**	0	0	0	**0**	56	0	28	**64**	800	+		0	0	0	0		464
PHF	0.79	0.84	n/a	**0.84**	n/a	0.88	0.76	**0.86**	n/a	n/a	n/a	**n/a**	0.80	n/a	0.54	**0.94**	0.94			n/a	n/a	n/a	n/a		0.84

** Peak hour in first or last hour, peak hour may be invalid. **

Average Hour

Location: Route 3-95 @ Wattsville Road
Date: Wednesday, June 25, 2008

This data is for All Vehicles

	Route 3-95 NORTH Approach				Route 3-95 SOUTH Approach				WEST Approach				Wattsville EAST Approach				Total	Pedestrians			
	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Volume	N	S	W	E
Survey																					
Total	87	915	0	**1002**	0	890	178	**1068**	0	0	0	**0**	157	0	63	**220**	2290	0	1	0	1
Hours	4	4	4	**4**	4	4	4	**4**	4	4	4	**4**	4	4	4	**4**	4	4	4	4	4
Avg Hr	22	229	0	**251**	0	223	45	**267**	0	0	0	**0**	39	0	16	**55**	573	0	0	0	0
AM Period																					
Total	24	276	0	**300**	0	391	76	**467**	0	0	0	**0**	68	0	35	**103**	870	0	1	0	0
Hours	2	2	2	**2**	2	2	2	**2**	2	2	2	**2**	2	2	2	**2**	2	2	2	2	2
Avg Hr	12	138	0	**150**	0	196	38	**234**	0	0	0	**0**	34	0	18	**52**	435	0	1	0	0
Noon Period																					
Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	0	0
Hours	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	0	0
Avg Hr	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	n/a	n/a
PM Period																					
Total	63	639	0	**702**	0	499	102	**601**	0	0	0	**0**	89	0	28	**117**	1420	0	0	0	1
Hours	2	2	2	**2**	2	2	2	**2**	2	2	2	**2**	2	2	2	**2**	2	2	2	2	2
Avg Hr	32	320	0	**351**	0	250	51	**301**	0	0	0	**0**	45	0	14	**59**	710	0	0	0	1

Average Hour Volumes

Route 3-95

		251	
Total	**0**	**229**	**22**
AM	0	138	12
Noon	n/a	n/a	n/a
PM	0	320	32

	PM	Noon	AM	**Total**	
	14	n/a	18	**16**	
<---	0	n/a	0	**0**	**55**
	45	n/a	34	**39**	

	0	0	n/a	0
0	**0**	0	n/a	0 --->
	0	0	n/a	0

Wattsville

Total	AM	Noon	PM

0	250	51	PM
n/a	n/a	n/a	Noon
0	196	38	AM
0	**223**	**45**	**Total**
	267		

Route 3-95

TRANSTECH DATA SERVICES
Vehicle Turning Movement Survey
Without Classification

Major Route: Route 95A
Minor Route: Echo Field Road
Municipality: Cranbrook
Filename: Route95A@EchoField.xls
Location #: 1

Date: June 24, 2008
Day-of-week: Tuesday

East/West Route: Route 95A
Intersection Type: Three approach intersection - South Tee
Signalized?: No
Weather: Clear and dry

Vehicle Classifications: All Vehicles **This data is for All Vehicles**

Shift	Start	Duration	End
AM	7:00	2.00	9:00
Noon			
PM	16:00	2.00	18:00
	Total	4.00	

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

Comments:

Notes: North Approach - southbound vehicles approaching intersection from the north
15x4 - 15 min volume (from maximum 15 minute period of movement/approach in peak hour period [*]) x 4
Pedestrians - N indicates pedestrians crossing north approach (east/west)

Survey Data

Location: Route 95A @ Echo Field Road
Date: Tuesday, June 24, 2008

This data is for All Vehicles

Time					Echo Field				Route 95A				Route 95A										
Period	NORTH Approach				SOUTH Approach				WEST Approach				EAST Approach				Total Volume		Peak	Pedestrians			
Begins	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	15-min	Hour		N	S	W	E
7:00	0	0	0	0	4	0	1	5	0	34	7	41	1	19	0	20	66			0	0	0	0
7:15	0	0	0	0	8	0	4	12	0	45	14	59	1	25	0	26	97			0	0	0	0
7:30	0	0	0	0	6	0	0	6	0	66	16	82	5	27	0	32	120		*	0	0	0	0
7:45	0	0	0	0	8	0	4	12	0	79	30	109	5	25	0	30	151	434	*	0	0	0	0
8:00	0	0	0	0	17	0	2	19	0	80	18	98	3	24	0	27	144	512	*	0	0	0	0
8:15	0	0	0	0	12	0	2	14	0	94	22	116	2	40	0	42	172	587	+	0	0	0	0
8:30	0	0	0	0	4	0	4	8	0	52	12	64	1	29	0	30	102	569		0	0	0	0
8:45	0	0	0	0	10	0	8	18	0	66	8	74	3	41	0	44	136	554		0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
Total	0	0	0	0	69	0	25	94	0	516	127	643	21	230	0	251	988			0	0	0	0

n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0

16:00	0	0	0	0	21	0	9	30	0	46	8	54	8	70	0	78	162			0	0	0	0
16:15	0	0	0	0	18	0	3	21	0	42	10	52	6	74	0	80	153			0	0	0	0
16:30	0	0	0	0	25	0	6	31	0	43	5	48	6	86	0	92	171		*	0	0	0	0
16:45	0	0	0	0	14	0	6	20	0	61	8	69	9	83	0	92	181	667	*	0	0	0	0
17:00	0	0	0	0	25	0	10	35	0	46	4	50	1	85	0	86	171	676	*	0	0	0	0
17:15	0	0	0	0	14	0	8	22	0	65	6	71	4	94	0	98	191	714	+	0	0	0	0
17:30	0	0	0	0	10	0	2	12	0	49	4	53	2	91	0	93	158	701		0	0	0	0
17:45	0	0	0	0	18	0	5	23	0	44	11	55	2	75	0	77	155	675		0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
Total	0	0	0	0	145	0	49	194	0	396	56	452	38	658	0	696	1342			0	0	0	0

AM Peak Period

Location: Route 95A @ Echo Field Road
Date: Tuesday, June 24, 2008

This data is for All Vehicles

Time					Echo Field				Route 95A				Route 95A												
Period	NORTH Approach				SOUTH Approach				WEST Approach				EAST Approach				Total Volume		Peak	Pedestrians				Conflict	
Begins	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	15-min	Hour		N	S	W	E	15 min	Hr
07:00	0	0	0	0	4	0	1	5	0	34	7	41	1	19	0	20	66			0	0	0	0	46	
07:15	0	0	0	0	8	0	4	12	0	45	14	59	1	25	0	26	97			0	0	0	0	68	
07:30	0	0	0	0	6	0	0	6	0	66	16	82	5	27	0	32	120		*	0	0	0	0	93	
07:45	0	0	0	0	8	0	4	12	0	79	30	109	5	25	0	30	151	434	*	0	0	0	0	122	329
08:00	0	0	0	0	17	0	2	19	0	80	18	98	3	24	0	27	144	512	*	0	0	0	0	118	401
08:15	0	0	0	0	12	0	2	14	0	94	22	116	2	40	0	42	172	587	+	0	0	0	0	130	463
08:30	0	0	0	0	4	0	4	8	0	52	12	64	1	29	0	30	102	569		0	0	0	0	69	439
08:45	0	0	0	0	10	0	8	18	0	66	8	74	3	41	0	44	136	554		0	0	0	0	87	404
n/a				0				0				0				0	0	0		0	0	0	0	0	0
n/a				0				0				0				0	0	0		0	0	0	0	0	0
n/a				0				0				0				0	0	0		0	0	0	0	0	0
n/a				0				0				0				0	0	0		0	0	0	0	0	0
n/a				0				0				0				0	0	0		0	0	0	0	0	0
n/a				0				0				0				0	0	0		0	0	0	0	0	0
n/a				0				0				0				0	0	0		0	0	0	0	0	0
n/a				0				0				0				0	0	0		0	0	0	0	0	0
n/a				0				0				0				0	0	0		0	0	0	0	0	0
n/a				0				0				0				0	0	0		0	0	0	0	0	0
n/a				0				0				0				0	0	0		0	0	0	0	0	0
n/a																	0	0		0	0	0	0	0	0

	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	15-min	Hour	Peak	N	S	W	E	15 min	Hr
Total	0	0	0	**0**	69	0	25	**94**	0	516	127	**643**	21	230	0	**251**	988			0	0	0	0		733
Avg Hr	0	0	0	**0**	35	0	13	**47**	0	258	64	**322**	11	115	0	**126**	494			0	0	0	0		n/a

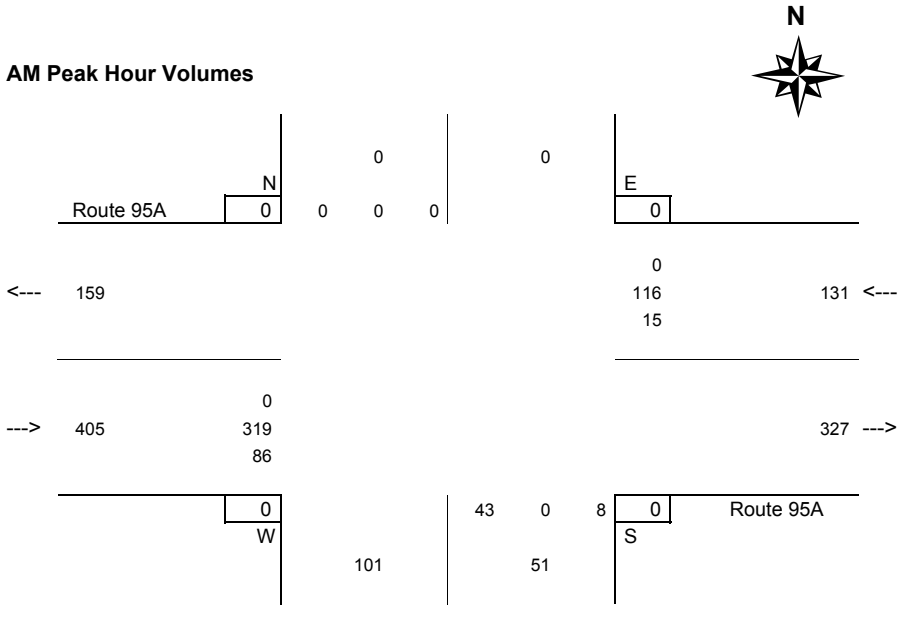
Peak hour of the intersection

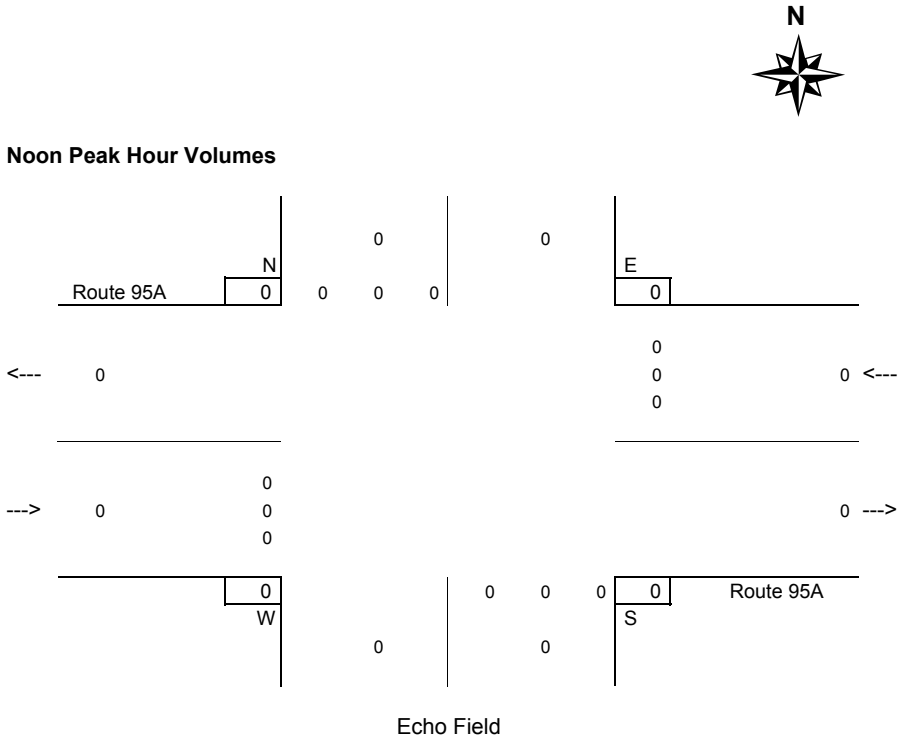
	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	15-min	Hour	Peak	N	S	W	E	15 min	Hr
Pk Hr	0	0	0	**0**	43	0	8	**51**	0	319	86	**405**	15	116	0	**131**	587	*		0	0	0	0		463
15x4	0	0	0	**0**	68	0	16	**76**	0	376	120	**464**	20	160	0	**168**	688	+		0	0	0	0		584
PHF	n/a	n/a	n/a	**n/a**	0.63	n/a	0.50	**0.67**	n/a	0.85	0.72	**0.87**	0.75	0.73	n/a	**0.78**	0.85			n/a	n/a	n/a	n/a		0.79

Peak hour of conflicting volumes for the intersection

	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	15-min	Hour	Peak	N	S	W	E	15 min	Hr
Pk Hr	0	0	0	**0**	43	0	8	**51**	0	319	86	**405**	15	116	0	**131**	587	*		0	0	0	0		463
15x4	0	0	0	**0**	68	0	16	**76**	0	376	120	**464**	20	160	0	**168**	688	+		0	0	0	0		584
PHF	n/a	n/a	n/a	**n/a**	0.63	n/a	0.50	**0.67**	n/a	0.85	0.72	**0.87**	0.75	0.73	n/a	**0.78**	0.85			n/a	n/a	n/a	n/a		0.79

AM Peak Hour Volumes





Noon Peak Period

Location: Route 95A @ Echo Field Road
Date: Tuesday, June 24, 2008

This data is for All Vehicles

Time					Echo Field				Route 95A				Route 95A												
Period	NORTH Approach				SOUTH Approach				WEST Approach				EAST Approach				Total Volume		Peak	Pedestrians				Conflict	
Begins	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	15-min	Hour		N	S	W	E	15 min	Hr
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0			0	0	0	0		0
Avg Hr	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a			n/a	n/a	n/a	n/a		n/a

Peak hour of the intersection

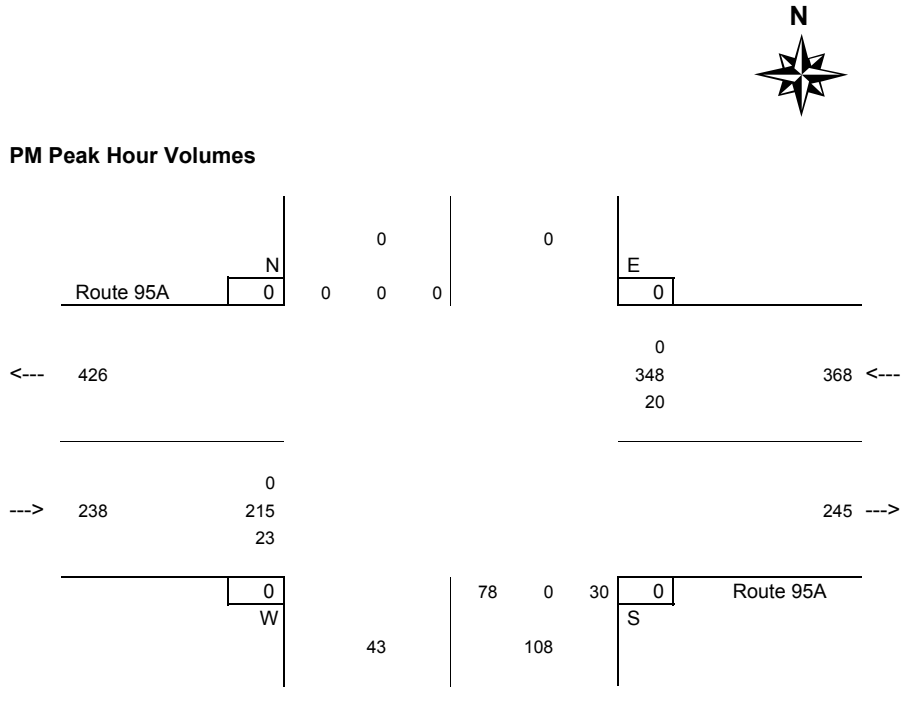
Pk Hr	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	*		0	0	0	0		0
15x4	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	+		0	0	0	0		0
PHF	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a			n/a	n/a	n/a	n/a		n/a

Peak hour of conflicting volumes for the intersection

Pk Hr	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	*		0	0	0	0		0
15x4	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	+		0	0	0	0		0
PHF	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a			n/a	n/a	n/a	n/a		#DIV/0!

** Peak hour in first or last hour, peak hour may be invalid. **

Noon Peak Hour Volumes



PM Peak Period

Location: Route 95A @ Echo Field Road
Date: Tuesday, June 24, 2008

This data is for All Vehicles

Time					Echo Field				Route 95A				Route 95A												
Period	NORTH Approach				SOUTH Approach				WEST Approach				EAST Approach				Total Volume			Pedestrians				Conflict	
Begins	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	15-min	Hour		N	S	W	E	15 min	Hr
16:00	0	0	0	0	21	0	9	30	0	46	8	54	8	70	0	78	162			0	0	0	0	91	
16:15	0	0	0	0	18	0	3	21	0	42	10	52	6	74	0	80	153			0	0	0	0	92	
16:30	0	0	0	0	25	0	6	31	0	43	5	48	6	86	0	92	171		*	0	0	0	0	111	
16:45	0	0	0	0	14	0	6	20	0	61	8	69	9	83	0	92	181	667	*	0	0	0	0	97	391
17:00	0	0	0	0	25	0	10	35	0	46	4	50	1	85	0	86	171	676	*	0	0	0	0	110	410
17:15	0	0	0	0	14	0	8	22	0	65	6	71	4	94	0	98	191	714	+	0	0	0	0	108	426
17:30	0	0	0	0	10	0	2	12	0	49	4	53	2	91	0	93	158	701		0	0	0	0	101	416
17:45	0	0	0	0	18	0	5	23	0	44	11	55	2	75	0	77	155	675		0	0	0	0	93	412
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0

Total	0	0	0	**0**	145	0	49	**194**	0	396	56	**452**	38	658	0	**696**	1342			0	0	0	0		803
Avg Hr	0	0	0	**0**	73	0	25	**97**	0	198	28	**226**	19	329	0	**348**	671			0	0	0	0		n/a

Peak hour of the intersection

Pk Hr	0	0	0	0	78	0	30	108	0	215	23	238	20	348	0	368	714	*		0	0	0	0		426
15x4	0	0	0	0	100	0	40	140	0	260	32	284	36	376	0	392	764	+		0	0	0	0		476
PHF	n/a	n/a	n/a	**n/a**	0.78	n/a	0.75	**0.77**	n/a	0.83	0.72	**0.84**	0.56	0.93	n/a	**0.94**	0.93			n/a	n/a	n/a	n/a		0.89

Peak hour of conflicting volumes for the intersection

Pk Hr	0	0	0	**0**	78	0	30	**108**	0	215	23	**238**	20	348	0	**368**	714	*		0	0	0	0		426
15x4	0	0	0	**0**	100	0	40	**140**	0	260	32	**284**	36	376	0	**392**	764	+		0	0	0	0		476
PHF	n/a	n/a	n/a	**n/a**	0.78	n/a	0.75	**0.77**	n/a	0.83	0.72	**0.84**	0.56	0.93	n/a	**0.94**	0.93			n/a	n/a	n/a	n/a		0.89

N

PM Peak Hour Volumes

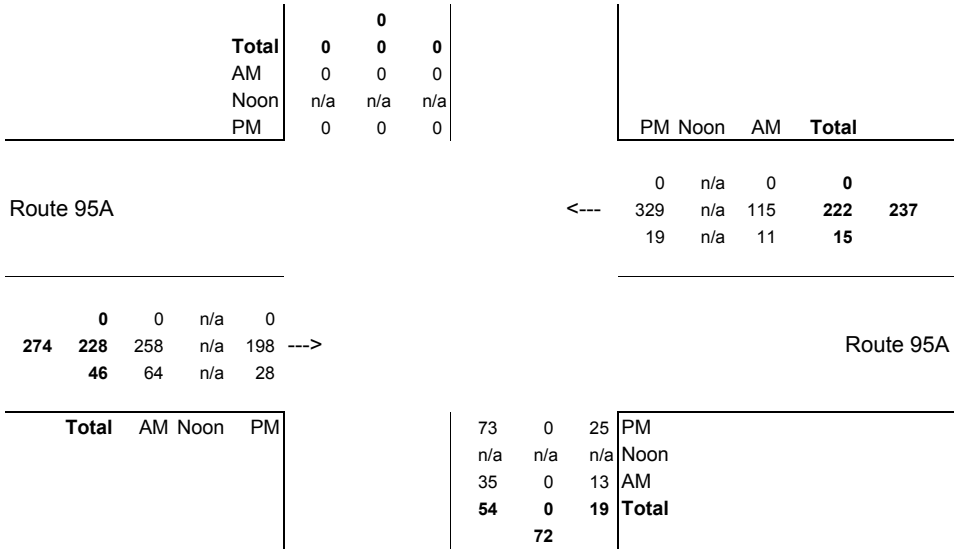
Average Hour

Location: Route 95A @ Echo Field Road
Date: Tuesday, June 24, 2008

This data is for All Vehicles

	Echo Field				Route 95A				Route 95A												
	NORTH Approach				SOUTH Approach				WEST Approach				EAST Approach				Total	Pedestrians			
	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Volume	N	S	W	E
Survey																					
Total	0	0	0	**0**	214	0	74	**288**	0	912	183	**1095**	59	888	0	**947**	2330	0	0	0	0
Hours	4	4	4	**4**	4	4	4	**4**	4	4	4	**4**	4	4	4	**4**	4	4	4	4	4
Avg Hr	0	0	0	**0**	54	0	19	**72**	0	228	46	**274**	15	222	0	**237**	583	0	0	0	0
AM Period																					
Total	0	0	0	**0**	69	0	25	**94**	0	516	127	**643**	21	230	0	**251**	988	0	0	0	0
Hours	2	2	2	**2**	2	2	2	**2**	2	2	2	**2**	2	2	2	**2**	2	2	2	2	2
Avg Hr	0	0	0	**0**	35	0	13	**47**	0	258	64	**322**	11	115	0	**126**	494	0	0	0	0
Noon Period																					
Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	0	0
Hours	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	0	0
Avg Hr	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	n/a	n/a
PM Period																					
Total	0	0	0	**0**	145	0	49	**194**	0	396	56	**452**	38	658	0	**696**	1342	0	0	0	0
Hours	2	2	2	**2**	2	2	2	**2**	2	2	2	**2**	2	2	2	**2**	2	2	2	2	2
Avg Hr	0	0	0	**0**	73	0	25	**97**	0	198	28	**226**	19	329	0	**348**	671	0	0	0	0

Average Hour Volumes



TRANSTECH DATA SERVICES
Vehicle Turning Movement Survey
Without Classification

Major Route: Route 95A
Minor Route: Theatre Road
Municipality: Cranbrook
Filename: Route95A@Theatre.xls
Location #: 2

Date: June 26, 2008
Day-of-week: Thursday

East/West Route: Route 95A
Intersection Type: Four approach intersection
Signalized?: No
Weather: Overcast and Dry

Vehicle Classifications: All Vehicles **This data is for All Vehicles**

Shift	Start	Duration	End
AM	7:00	2.00	9:00
Noon			
PM	16:00	2.00	18:00
	Total	4.00	

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

Comments:

Notes: North Approach - southbound vehicles approaching intersection from the north
15x4 - 15 min volume (from maximum 15 minute period of movement/approach in peak hour period [*]) x 4
Pedestrians - N indicates pedestrians crossing north approach (east/west)

Survey Data

Location: Route 95A @ Theatre Road
Date: Thursday, June 26, 2008

This data is for All Vehicles

Time	Mission				Theatre				Route 95A				Route 95A										
Period	NORTH Approach				SOUTH Approach				WEST Approach				EAST Approach				Total Volume		Peak	Pedestrians			
Begins	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	15-min	Hour		N	S	W	E
7:00	1	4	0	**5**	13	3	0	**16**	0	14	15	**29**	1	14	0	**15**	65			0	0	0	0
7:15	1	0	0	**1**	8	5	0	**13**	1	22	30	**53**	0	25	0	**25**	92			0	0	0	0
7:30	1	2	0	**3**	13	6	1	**20**	0	43	32	**75**	4	27	1	**32**	130			0	0	0	0
7:45	4	5	1	**10**	20	6	1	**27**	0	37	41	**78**	1	31	3	**35**	150	437	+	0	0	0	0
8:00	2	3	1	**6**	11	6	2	**19**	0	32	49	**81**	2	32	6	**40**	146	518	*	0	0	0	0
8:15	3	9	0	**12**	11	10	1	**22**	1	46	41	**88**	3	15	8	**26**	148	574	*	0	0	0	0
8:30	0	5	0	**5**	13	7	5	**25**	2	38	40	**80**	2	23	9	**34**	144	588	*	0	0	0	0
8:45	3	5	1	**9**	10	9	1	**20**	2	40	29	**71**	2	26	2	**30**	130	568		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
Total	15	33	3	**51**	99	52	11	**162**	6	272	277	**555**	15	193	29	**237**	1005			0	0	0	0

n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0			0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0			0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0			0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0			0	0	0	0

16:00	9	19	1	**29**	39	6	2	**47**	3	44	33	**80**	8	48	8	**64**	220			0	0	0	0
16:15	9	18	0	**27**	31	12	7	**50**	0	41	38	**79**	7	58	10	**75**	231		*	0	0	0	0
16:30	5	27	3	**35**	27	8	3	**38**	3	31	35	**69**	3	56	11	**70**	212		*	0	0	0	0
16:45	12	24	1	**37**	38	12	1	**51**	3	52	31	**86**	8	51	8	**67**	241	904	+	0	0	0	0
17:00	7	11	3	**21**	47	11	11	**69**	3	33	26	**62**	5	72	8	**85**	237	921	*	0	0	0	0
17:15	6	13	1	**20**	37	15	9	**61**	1	36	30	**67**	8	57	8	**73**	221	911		0	0	0	0
17:30	7	17	2	**26**	45	8	3	**56**	1	31	11	**43**	1	69	11	**81**	206	905		0	0	0	0
17:45	2	14	2	**18**	39	5	0	**44**	0	29	21	**50**	3	46	5	**54**	166	830		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
Total	57	143	13	**213**	303	77	36	**416**	14	297	225	**536**	43	457	69	**569**	1734			0	0	0	0

AM Peak Period

Location: Route 95A @ Theatre Road
Date: Thursday, June 26, 2008

This data is for All Vehicles

Time	Mission				Theatre				Route 95A				Route 95A												
Period	NORTH Approach				SOUTH Approach				WEST Approach				EAST Approach				Total Volume		Peak	Pedestrians				Conflict	
Begins	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	15-min	Hour		N	S	W	E	15 min	Hr
07:00	1	4	0	5	13	3	0	16	0	14	15	29	1	14	0	15	65			0	0	0	0	47	
07:15	1	0	0	1	8	5	0	13	1	22	30	53	0	25	0	25	92			0	0	0	0	60	
07:30	1	2	0	3	13	6	1	20	0	43	32	75	4	27	1	32	130			0	0	0	0	94	
07:45	4	5	1	10	20	6	1	27	0	37	41	78	1	31	3	35	150	437	+	0	0	0	0	105	306
08:00	2	3	1	6	11	6	2	19	0	32	49	81	2	32	6	40	146	518	*	0	0	0	0	98	357
08:15	3	9	0	12	11	10	1	22	1	46	41	88	3	15	8	26	148	574	*	0	0	0	0	110	407
08:30	0	5	0	5	13	7	5	25	2	38	40	80	2	23	9	34	144	588	*	0	0	0	0	98	411
08:45	3	5	1	9	10	9	1	20	2	40	29	71	2	26	2	30	130	568		0	0	0	0	87	393
n/a				0				0				0				0	0	0		0	0	0	0	0	0
n/a				0				0				0				0	0	0		0	0	0	0	0	0
n/a				0				0				0				0	0	0		0	0	0	0	0	0
n/a				0				0				0				0	0	0		0	0	0	0	0	0
n/a				0				0				0				0	0	0		0	0	0	0	0	0
n/a				0				0				0				0	0	0		0	0	0	0	0	0
n/a				0				0				0				0	0	0		0	0	0	0	0	0
n/a				0				0				0				0	0	0		0	0	0	0	0	0
n/a				0				0				0				0	0	0		0	0	0	0	0	0
n/a				0				0				0				0	0	0		0	0	0	0	0	0
n/a				0				0				0				0	0	0		0	0	0	0	0	0
n/a																	0	0		0	0	0	0	0	0

Total	15	33	3	**51**	99	52	11	**162**	6	272	277	**555**	15	193	29	**237**	1005			0	0	0	0		699
Avg Hr	8	17	2	**26**	50	26	6	**81**	3	136	139	**278**	8	97	15	**119**	503			0	0	0	0		n/a

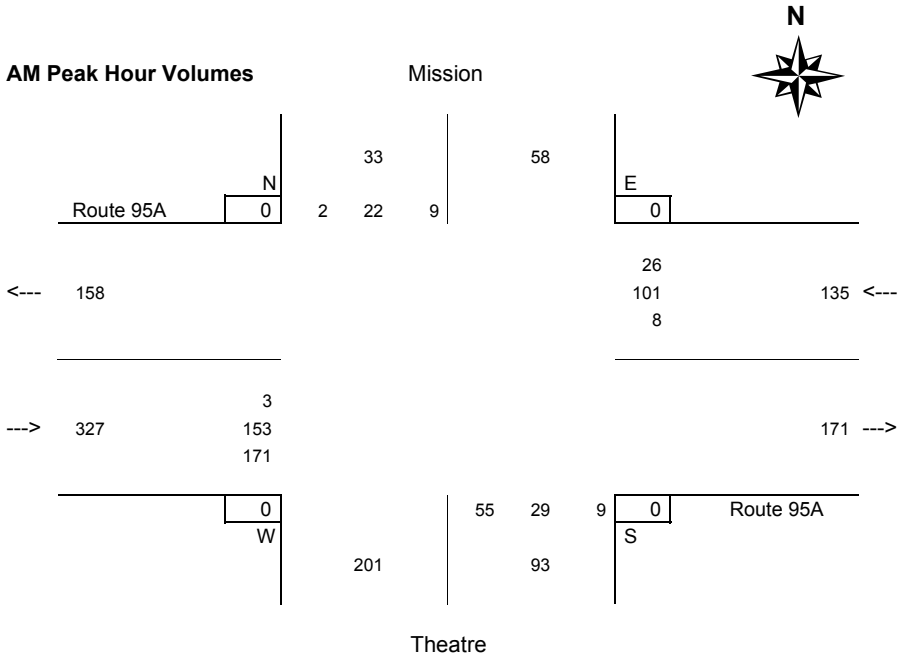
Peak hour of the intersection

Pk Hr	9	22	2	**33**	55	29	9	**93**	3	153	171	**327**	8	101	26	**135**	588	*		0	0	0	0		411
15x4	16	36	4	**48**	80	40	20	**108**	8	184	196	**352**	12	128	36	**160**	600	+		0	0	0	0		512
PHF	0.56	0.61	0.50	**0.69**	0.69	0.73	0.45	**0.86**	0.38	0.83	0.87	**0.93**	0.67	0.79	0.72	**0.84**	0.98			n/a	n/a	n/a	n/a		0.80

Peak hour of conflicting volumes for the intersection

Pk Hr	9	22	2	**33**	55	29	9	**93**	3	153	171	**327**	8	101	26	**135**	588	*		0	0	0	0		411
15x4	16	36	4	**48**	80	40	20	**108**	8	184	196	**352**	12	128	36	**160**	600	+		0	0	0	0		512
PHF	0.56	0.61	0.50	**0.69**	0.69	0.73	0.45	**0.86**	0.38	0.83	0.87	**0.93**	0.67	0.79	0.72	**0.84**	0.98			n/a	n/a	n/a	n/a		0.80

AM Peak Hour Volumes



Noon Peak Period

Location: Route 95A @ Theatre Road
Date: Thursday, June 26, 2008

This data is for All Vehicles

Time	Mission				Theatre				Route 95A				Route 95A												
Period	NORTH Approach				SOUTH Approach				WEST Approach				EAST Approach				Total Volume		Peak	Pedestrians				Conflict	
Begins	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	15-min	Hour		N	S	W	E	15 min	Hr
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0

Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0			0	0	0	0		0
Avg Hr	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a			n/a	n/a	n/a	n/a		n/a

Peak hour of the intersection

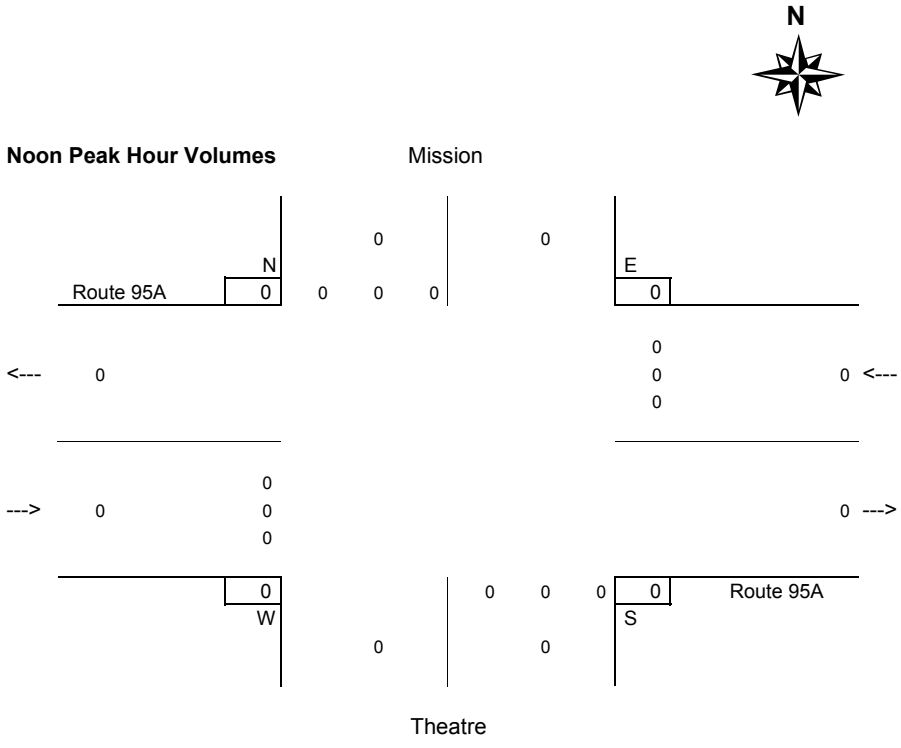
Pk Hr	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	*		0	0	0	0		0
15x4	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	+		0	0	0	0		0
PHF	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a			n/a	n/a	n/a	n/a		n/a

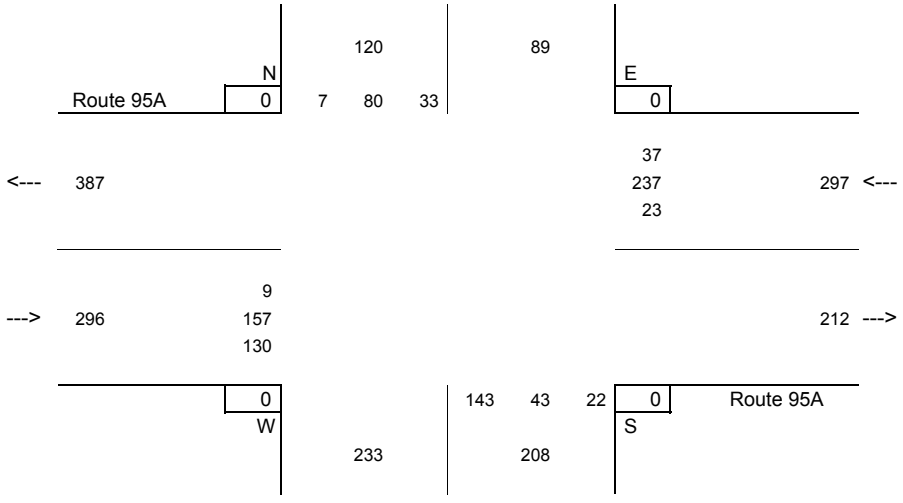
Peak hour of conflicting volumes for the intersection

Pk Hr	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	*		0	0	0	0		0
15x4	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	+		0	0	0	0		0
PHF	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a			n/a	n/a	n/a	n/a		#DIV/0!

** Peak hour in first or last hour, peak hour may be invalid. **

Noon Peak Hour Volumes





PM Peak Period

Location: Route 95A @ Theatre Road
Date: Thursday, June 26, 2008

This data is for All Vehicles

Time	Mission				Theatre				Route 95A				Route 95A													
Period	NORTH Approach				SOUTH Approach				WEST Approach				EAST Approach				Total Volume			Pedestrians				Conflict	
Begins	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	15-min	Hour		N	S	W	E	15 min	Hr
16:00	9	19	1	29	39	6	2	47	3	44	33	80	8	48	8	64	220			0	0	0	0	144	
16:15	9	18	0	27	31	12	7	50	0	41	38	79	7	58	10	75	231		*	0	0	0	0	135	
16:30	5	27	3	35	27	8	3	38	3	31	35	69	3	56	11	70	212		*	0	0	0	0	127	
16:45	12	24	1	37	38	12	1	51	3	52	31	86	8	51	8	67	241	904	+	0	0	0	0	154	560
17:00	7	11	3	21	47	11	11	69	3	33	26	62	5	72	8	85	237	921	*	0	0	0	0	144	560
17:15	6	13	1	20	37	15	9	61	1	36	30	67	8	57	8	73	221	911		0	0	0	0	125	550
17:30	7	17	2	26	45	8	3	56	1	31	11	43	1	69	11	81	206	905		0	0	0	0	145	568
17:45	2	14	2	18	39	5	0	44	0	29	21	50	3	46	5	54	166	830		0	0	0	0	108	522
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0

Total	57	143	13	**213**	303	77	36	**416**	14	297	225	**536**	43	457	69	**569**	1734			0	0	0	0		1024
Avg Hr	29	72	7	**107**	152	39	18	**208**	7	149	113	**268**	22	229	35	**285**	867			0	0	0	0		n/a

Peak hour of the intersection

Pk Hr	33	80	7	120	143	43	22	208	9	157	130	296	23	237	37	297	921		*	0	0	0	0		540
15x4	48	108	12	148	188	48	44	276	12	208	152	344	32	288	44	340	964		+	0	0	0	0		700
PHF	0.69	0.74	0.58	**0.81**	0.76	0.90	0.50	**0.75**	0.75	0.75	0.86	**0.86**	0.72	0.82	0.84	**0.87**	0.96			n/a	n/a	n/a	n/a		0.77

Peak hour of conflicting volumes for the intersection

Pk Hr	32	65	7	**104**	167	46	24	**237**	8	152	98	**258**	22	249	35	**306**	905		*	0	0	0	0		531
15x4	48	96	12	**148**	188	60	44	**276**	12	208	124	**344**	32	288	44	**340**	964		+	0	0	0	0		660
PHF	0.67	0.68	0.58	**0.70**	0.89	0.77	0.55	**0.86**	0.67	0.73	0.79	**0.75**	0.69	0.86	0.80	**0.90**	0.94			n/a	n/a	n/a	n/a		0.80

PM Peak Hour Volumes

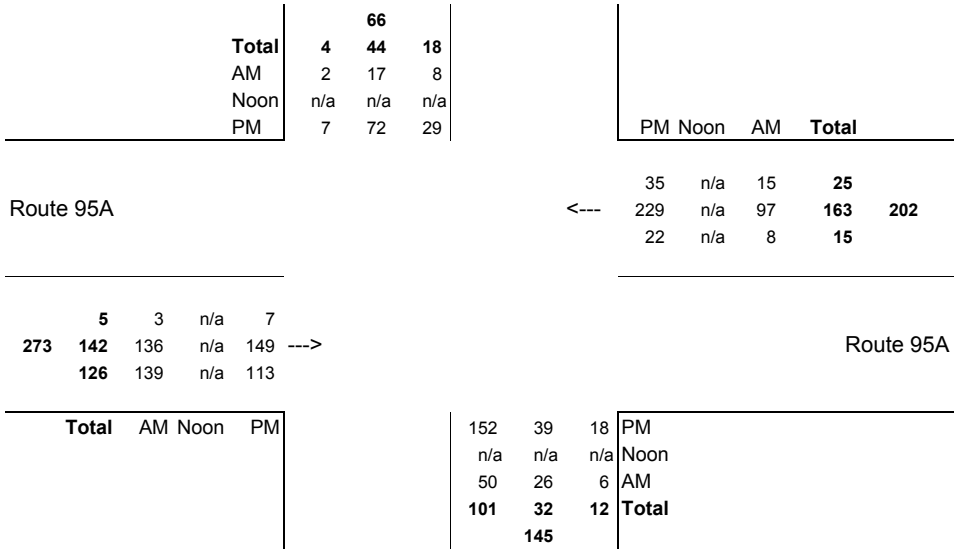
Average Hour

Location: Route 95A @ Theatre Road
Date: Thursday, June 26, 2008

This data is for All Vehicles

	Mission				Theatre				Route 95A				Route 95A								
	NORTH Approach				SOUTH Approach				WEST Approach				EAST Approach				Total	Pedestrians			
	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Volume	N	S	W	E
Survey																					
Total	72	176	16	**264**	402	129	47	**578**	20	569	502	**1091**	58	650	98	**806**	2739	0	0	0	0
Hours	4	4	4	**4**	4	4	4	**4**	4	4	4	**4**	4	4	4	**4**	4	4	4	4	4
Avg Hr	18	44	4	**66**	101	32	12	**145**	5	142	126	**273**	15	163	25	**202**	685	0	0	0	0
AM Period																					
Total	15	33	3	**51**	99	52	11	**162**	6	272	277	**555**	15	193	29	**237**	1005	0	0	0	0
Hours	2	2	2	**2**	2	2	2	**2**	2	2	2	**2**	2	2	2	**2**	2	2	2	2	2
Avg Hr	8	17	2	**26**	50	26	6	**81**	3	136	139	**278**	8	97	15	**119**	503	0	0	0	0
Noon Period																					
Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	0	0
Hours	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	0	0
Avg Hr	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	n/a	n/a
PM Period																					
Total	57	143	13	**213**	303	77	36	**416**	14	297	225	**536**	43	457	69	**569**	1734	0	0	0	0
Hours	2	2	2	**2**	2	2	2	**2**	2	2	2	**2**	2	2	2	**2**	2	2	2	2	2
Avg Hr	29	72	7	**107**	152	39	18	**208**	7	149	113	**268**	22	229	35	**285**	867	0	0	0	0

Average Hour Volumes



TRANSTECH DATA SERVICES
Vehicle Turning Movement Survey
Without Classification

Major Route: Slater Road
Minor Route: 6th St North
Municipality: Cranbrook
Filename: Slater@6thStNorth.xls
Location #: 13

Date: June 24, 2008
Day-of-week: Tuesday

East/West Route: 6th St North
Intersection Type: Four approach intersection
Signalized?: No
Weather: Overcast and Dry

Vehicle Classifications: All Vehicles **This data is for All Vehicles**

Shift	Start	Duration	End
AM	7:00	2.00	9:00
Noon			
PM	16:00	2.00	18:00
	Total	4.00	

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

Comments: During day a lot of cars made rolling stops and some made no stop at all. Many do not observe 4-way procedure.

Notes: North Approach - southbound vehicles approaching intersection from the north
15x4 - 15 min volume (from maximum 15 minute period of movement/approach in peak hour period [*]) x 4
Pedestrians - N indicates pedestrians crossing north approach (east/west)

Survey Data

Location: Slater Road @ 6th St North
Date: Tuesday, June 24, 2008

This data is for All Vehicles

Time	Industial No.1				Slater				6th St North				6th St North										
Period	NORTH Approach				SOUTH Approach				WEST Approach				EAST Approach				Total Volume		Peak	Pedestrians			
Begins	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	15-min	Hour		N	S	W	E
7:00	10	2	7	**19**	17	3	0	**20**	16	23	5	**44**	1	11	3	**15**	98			0	0	0	0
7:15	24	3	11	**38**	10	3	1	**14**	10	35	12	**57**	4	26	9	**39**	148			0	0	0	0
7:30	19	12	5	**36**	5	6	0	**11**	9	32	18	**59**	0	23	14	**37**	143			0	0	1	1
7:45	36	24	18	**78**	9	5	4	**18**	13	57	31	**101**	3	23	12	**38**	235	624	+	0	0	0	1
8:00	22	16	23	**61**	12	4	3	**19**	23	35	20	**78**	0	35	10	**45**	203	729	*	0	0	0	0
8:15	22	12	19	**53**	5	6	4	**15**	18	30	18	**66**	4	42	15	**61**	195	776	*	0	0	0	0
8:30	22	12	29	**63**	17	8	2	**27**	34	33	19	**86**	5	35	17	**57**	233	866	*	0	0	0	1
8:45	12	5	22	**39**	14	8	4	**26**	27	35	11	**73**	2	45	7	**54**	192	823		0	0	1	1
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
Total	167	86	134	**387**	89	43	18	**150**	150	280	134	**564**	19	240	87	**346**	1447			0	0	2	4

n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0			0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0			0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0			0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0			0	0	0	0

16:00	21	8	39	**68**	13	7	7	**27**	19	42	12	**73**	2	52	16	**70**	238		*	0	1	0	0
16:15	27	7	34	**68**	26	9	3	**38**	32	48	16	**96**	3	53	13	**69**	271		*	2	0	1	1
16:30	20	6	34	**60**	32	9	5	**46**	37	34	15	**86**	2	65	13	**80**	272		+	1	0	0	0
16:45	15	5	26	**46**	23	7	1	**31**	26	36	5	**67**	3	52	10	**65**	209	990	*	0	0	0	0
17:00	16	4	33	**53**	21	12	8	**41**	26	34	5	**65**	2	65	9	**76**	235	987		0	1	0	0
17:15	7	4	25	**36**	10	3	1	**14**	29	27	4	**60**	2	37	13	**52**	162	878		0	0	1	0
17:30	12	1	19	**32**	11	3	2	**16**	24	33	8	**65**	1	42	12	**55**	168	774		0	0	0	0
17:45	16	0	17	**33**	7	2	1	**10**	22	75	4	**101**	1	40	7	**48**	192	757		1	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
Total	134	35	227	**396**	143	52	28	**223**	215	329	69	**613**	16	406	93	**515**	1747			4	2	2	1

AM Peak Period

Location: Slater Road @ 6th St North
Date: Tuesday, June 24, 2008

This data is for All Vehicles

Time	Industial No.1				Slater				6th St North				6th St North												
Period	NORTH Approach				SOUTH Approach				WEST Approach				EAST Approach				Total Volume		Peak	Pedestrians				Conflict	
Begins	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	15-min	Hour		N	S	W	E	15 min	Hr
07:00	10	2	7	19	17	3	0	20	16	23	5	44	1	11	3	15	98			0	0	0	0	56	
07:15	24	3	11	38	10	3	1	14	10	35	12	57	4	26	9	39	148			0	0	0	0	79	
07:30	19	12	5	36	5	6	0	11	9	32	18	59	0	23	14	37	143			0	0	1	1	75	
07:45	36	24	18	78	9	5	4	18	13	57	31	101	3	23	12	38	235	624	+	0	0	0	1	142	352
08:00	22	16	23	61	12	4	3	19	23	35	20	78	0	35	10	45	203	729	*	0	0	0	0	119	415
08:15	22	12	19	53	5	6	4	15	18	30	18	66	4	42	15	61	195	776	*	0	0	0	0	111	447
08:30	22	12	29	63	17	8	2	27	34	33	19	86	5	35	17	57	233	866	*	0	0	0	1	144	516
08:45	12	5	22	39	14	8	4	26	27	35	11	73	2	45	7	54	192	823		0	0	1	1	120	494
n/a				0				0				0				0	0	0		0	0	0	0	0	0
n/a				0				0				0				0	0	0		0	0	0	0	0	0
n/a				0				0				0				0	0	0		0	0	0	0	0	0
n/a				0				0				0				0	0	0		0	0	0	0	0	0
n/a				0				0				0				0	0	0		0	0	0	0	0	0
n/a				0				0				0				0	0	0		0	0	0	0	0	0
n/a				0				0				0				0	0	0		0	0	0	0	0	0
n/a				0				0				0				0	0	0		0	0	0	0	0	0
n/a				0				0				0				0	0	0		0	0	0	0	0	0
n/a				0				0				0				0	0	0		0	0	0	0	0	0
n/a				0				0				0				0	0	0		0	0	0	0	0	0
n/a																	0	0		0	0	0	0	0	0

Total	167	86	134	**387**	89	43	18	**150**	150	280	134	**564**	19	240	87	**346**	1447			0	0	2	4		786
Avg Hr	84	43	67	**194**	45	22	9	**75**	75	140	67	**282**	10	120	44	**173**	724			0	0	1	2		n/a

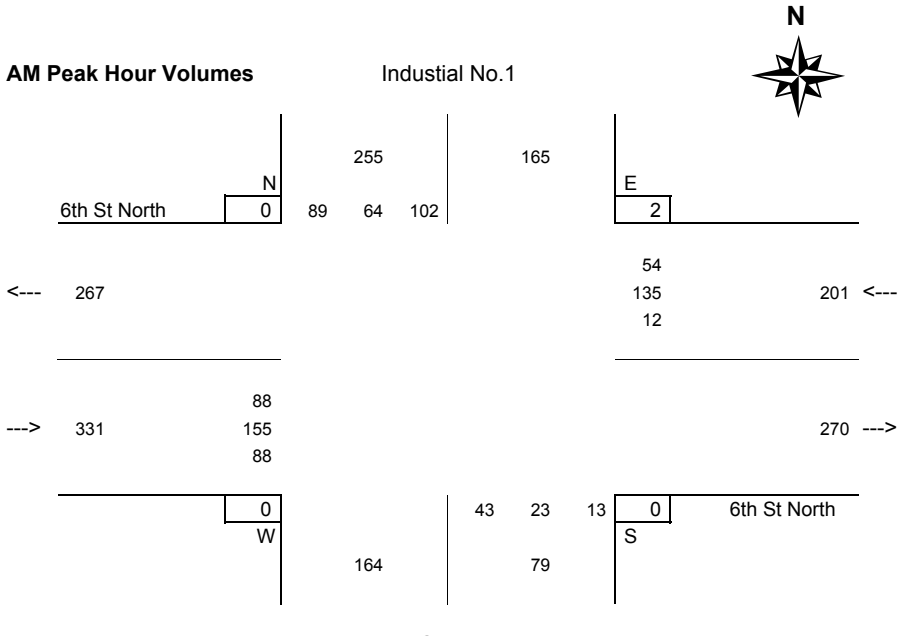
Peak hour of the intersection

Pk Hr	102	64	89	**255**	43	23	13	**79**	88	155	88	**331**	12	135	54	**201**	866	*	0	0	0	2	473
15x4	144	96	116	**312**	68	32	16	**108**	136	228	124	**404**	20	168	68	**244**	940	+	0	0	0	4	652
PHF	0.71	0.67	0.77	**0.82**	0.63	0.72	0.81	**0.73**	0.65	0.68	0.71	**0.82**	0.60	0.80	0.79	**0.82**	0.92		n/a	n/a	n/a	0.50	0.73

Peak hour of conflicting volumes for the intersection

Pk Hr	102	64	89	**255**	43	23	13	**79**	88	155	88	**331**	12	135	54	**201**	866	*	0	0	0	2	473
15x4	144	96	116	**312**	68	32	16	**108**	136	228	124	**404**	20	168	68	**244**	940	+	0	0	0	4	652
PHF	0.71	0.67	0.77	**0.82**	0.63	0.72	0.81	**0.73**	0.65	0.68	0.71	**0.82**	0.60	0.80	0.79	**0.82**	0.92		n/a	n/a	n/a	0.50	0.73

AM Peak Hour Volumes



Noon Peak Period

Location: Slater Road @ 6th St North
Date: Tuesday, June 24, 2008

This data is for All Vehicles

Time	Industial No.1				Slater				6th St North				6th St North												
Period	NORTH Approach				SOUTH Approach				WEST Approach				EAST Approach				Total Volume		Peak	Pedestrians				Conflict	
Begins	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	15-min	Hour		N	S	W	E	15 min	Hr
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0

Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0			0	0	0	0		0
Avg Hr	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a			n/a	n/a	n/a	n/a		n/a

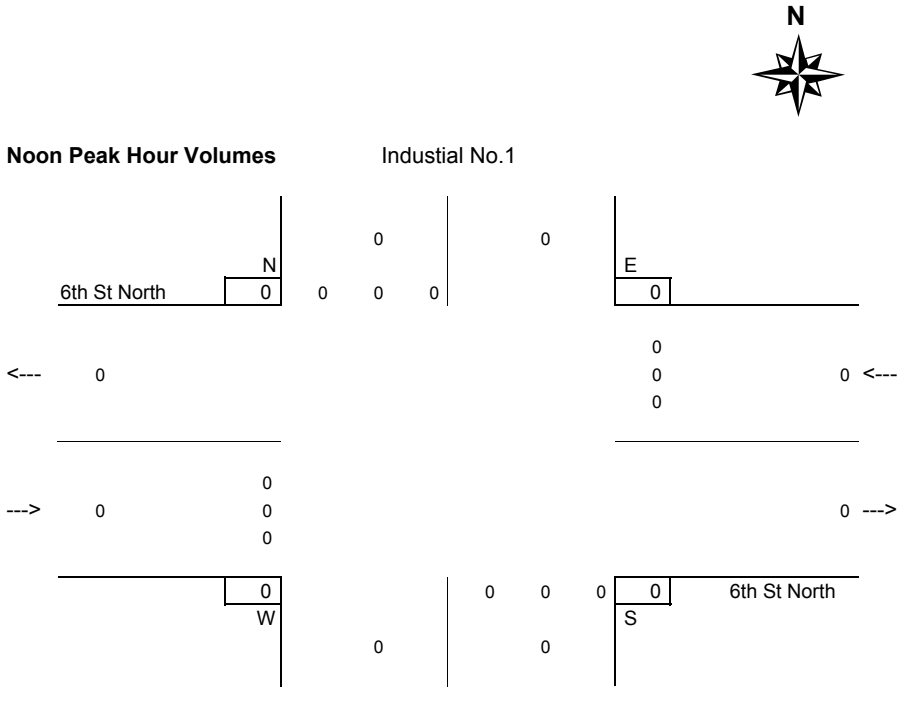
Peak hour of the intersection

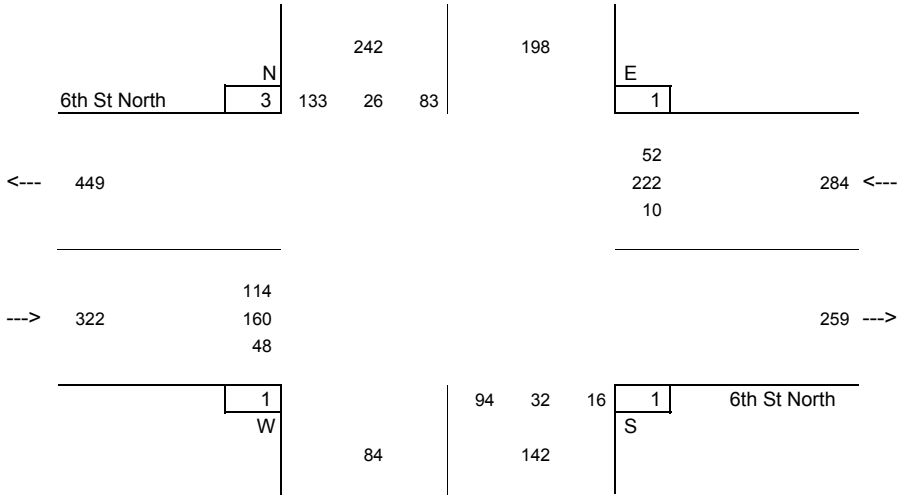
Pk Hr	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	*		0	0	0	0		0
15x4	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	+		0	0	0	0		0
PHF	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a			n/a	n/a	n/a	n/a		n/a

Peak hour of conflicting volumes for the intersection

Pk Hr	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	*		0	0	0	0		0
15x4	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	+		0	0	0	0		0
PHF	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a			n/a	n/a	n/a	n/a		#DIV/0!

** Peak hour in first or last hour, peak hour may be invalid. **





PM Peak Period

Location: Slater Road @ 6th St North
Date: Tuesday, June 24, 2008

This data is for All Vehicles

Time	Industial No.1				Slater				6th St North				6th St North												
Period	NORTH Approach				SOUTH Approach				WEST Approach				EAST Approach				Total Volume			Pedestrians				Conflict	
Begins	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	15-min	Hour		N	S	W	E	15 min	Hr
16:00	21	8	39	68	13	7	7	27	19	42	12	73	2	52	16	70	238		*	0	1	0	0	147	
16:15	27	7	34	68	26	9	3	38	32	48	16	96	3	53	13	69	271		*	2	0	1	1	165	
16:30	20	6	34	60	32	9	5	46	37	34	15	86	2	65	13	80	272		+	1	0	0	0	187	
16:45	15	5	26	46	23	7	1	31	26	36	5	67	3	52	10	65	209	990	*	0	0	0	0	142	641
17:00	16	4	33	53	21	12	8	41	26	34	5	65	2	65	9	76	235	987		0	1	0	0	158	652
17:15	7	4	25	36	10	3	1	14	29	27	4	60	2	37	13	52	162	878		0	0	1	0	118	605
17:30	12	1	19	32	11	3	2	16	24	33	8	65	1	42	12	55	168	774		0	0	0	0	109	527
17:45	16	0	17	33	7	2	1	10	22	75	4	101	1	40	7	48	192	757		1	0	0	0	104	489
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0

Total	134	35	227	**396**	143	52	28	**223**	215	329	69	**613**	16	406	93	**515**	1747			4	2	2	1		1119
Avg Hr	67	18	114	**198**	72	26	14	**112**	108	165	35	**307**	8	203	47	**258**	874			2	1	1	1		n/a

Peak hour of the intersection

Pk Hr	83	26	133	242	94	32	16	142	114	160	48	322	10	222	52	284	990	*		3	1	1	1		641
15x4	108	32	156	272	128	36	28	184	148	192	64	384	12	260	64	320	1088	+		8	4	4	4		788
PHF	0.77	0.81	0.85	**0.89**	0.73	0.89	0.57	**0.77**	0.77	0.83	0.75	**0.84**	0.83	0.85	0.81	**0.89**	0.91			0.38	0.25	0.25	0.25		0.81

Peak hour of conflicting volumes for the intersection

Pk Hr	78	22	127	**227**	102	37	17	**156**	121	152	41	**314**	10	235	45	**290**	987	*		3	1	1	1		652
15x4	108	28	136	**272**	128	48	32	**184**	148	192	64	**384**	12	260	52	**320**	1088	+		8	4	4	4		752
PHF	0.72	0.79	0.93	**0.83**	0.80	0.77	0.53	**0.85**	0.82	0.79	0.64	**0.82**	0.83	0.90	0.87	**0.91**	0.91			0.38	0.25	0.25	0.25		0.87

** Peak hour in first or last hour, peak hour may be invalid. **

PM Peak Hour Volumes

Average Hour

Location: Slater Road @ 6th St North
Date: Tuesday, June 24, 2008

This data is for All Vehicles

	Industial No.1				Slater				6th St North				6th St North					Pedestrians			
	NORTH Approach				SOUTH Approach				WEST Approach				EAST Approach				Total				
	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Volume	N	S	W	E
Survey																					
Total	301	121	361	**783**	232	95	46	**373**	365	609	203	**1177**	35	646	180	**861**	3194	4	2	4	5
Hours	4	4	4	**4**	4	4	4	**4**	4	4	4	**4**	4	4	4	**4**	4	4	4	4	4
Avg Hr	75	30	90	**196**	58	24	12	**93**	91	152	51	**294**	9	162	45	**215**	799	1	1	1	1
AM Period																					
Total	167	86	134	**387**	89	43	18	**150**	150	280	134	**564**	19	240	87	**346**	1447	0	0	2	4
Hours	2	2	2	**2**	2	2	2	**2**	2	2	2	**2**	2	2	2	**2**	2	2	2	2	2
Avg Hr	84	43	67	**194**	45	22	9	**75**	75	140	67	**282**	10	120	44	**173**	724	0	0	1	2
Noon Period																					
Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	0	0
Hours	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	0	0
Avg Hr	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	n/a	n/a
PM Period																					
Total	134	35	227	**396**	143	52	28	**223**	215	329	69	**613**	16	406	93	**515**	1747	4	2	2	1
Hours	2	2	2	**2**	2	2	2	**2**	2	2	2	**2**	2	2	2	**2**	2	2	2	2	2
Avg Hr	67	18	114	**198**	72	26	14	**112**	108	165	35	**307**	8	203	47	**258**	874	2	1	1	1

Average Hour Volumes

Industial No.1

		196	
Total	**90**	**30**	**75**
AM	67	43	84
Noon	n/a	n/a	n/a
PM	114	18	67

	PM	Noon	AM	**Total**	
	47	n/a	44	**45**	
<---	203	n/a	120	**162**	**215**
	8	n/a	10	**9**	

6th St North

91	75	n/a	108	
294 **152**	140	n/a	165	--->
51	67	n/a	35	

6th St North

Total	AM	Noon	PM

72	26	14	PM
n/a	n/a	n/a	Noon
45	22	9	AM
58	**24**	**12**	**Total**
	93		

Slater

TRANSTECH DATA SERVICES
Vehicle Turning Movement Survey
Without Classification

Major Route: Theatre Road
Minor Route: McPhee Road
Municipality: Cranbrook
Filename: Theatre@McPhee.xls
Location #: 3

Date: June 24, 2008
Day-of-week: Tuesday

East/West Route: McPhee Road
Intersection Type: Four approach intersection
Signalized?: No
Weather: Overcast and Dry

Vehicle Classifications: All Vehicles **This data is for All Vehicles**

Shift	Start	Duration	End
AM	7:00	2.00	9:00
Noon			
PM	16:00	2.00	18:00
	Total	4.00	

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

Comments: Traffic travelling from south to west have a difficult time turning left. Most traffic turning left onto McPhee cut into the left turning lane. Heavy Trucks proceed out of Esso Card Lock onto Theatre making left turns for those turning left from McPhee tricky.

Notes: North Approach - southbound vehicles approaching intersection from the north
15x4 - 15 min volume (from maximum 15 minute period of movement/approach in peak hour period [*]) x 4
Pedestrians - N indicates pedestrians crossing north approach (east/west)

Survey Data

Location: Theatre Road @ McPhee Road
Date: Tuesday, June 24, 2008

This data is for All Vehicles

Time	Theatre				Theatre				McPhee				McPhee										
Period	NORTH Approach				SOUTH Approach				WEST Approach				EAST Approach				Total Volume		Peak	Pedestrians			
Begins	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	15-min	Hour		N	S	W	E
7:00	5	20	2	**27**	3	17	8	**28**	0	13	3	**16**	5	6	4	**15**	86			0	0	0	0
7:15	2	34	3	**39**	10	20	9	**39**	1	4	3	**8**	3	6	5	**14**	100			0	0	0	0
7:30	4	36	4	**44**	14	18	7	**39**	1	9	8	**18**	1	4	3	**8**	109			0	0	0	0
7:45	13	42	2	**57**	22	36	5	**63**	3	11	11	**25**	6	8	3	**17**	162	457	*	0	0	0	0
8:00	7	42	1	**50**	17	24	8	**49**	1	9	6	**16**	7	6	4	**17**	132	503	*	0	1	0	0
8:15	5	56	5	**66**	12	31	14	**57**	3	6	14	**23**	6	6	6	**18**	164	567	+	0	0	0	0
8:30	4	42	2	**48**	10	29	12	**51**	1	7	9	**17**	8	8	3	**19**	135	593	*	0	0	0	0
8:45	6	40	3	**49**	14	23	10	**47**	2	24	7	**33**	6	12	5	**23**	152	583		0	0	1	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
Total	46	312	22	**380**	102	198	73	**373**	12	83	61	**156**	42	56	33	**131**	1040			0	1	1	0

n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0			0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0			0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0			0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0			0	0	0	0

16:00	5	47	5	**57**	12	33	19	**64**	1	24	20	**45**	8	17	6	**31**	197			0	0	0	0
16:15	10	42	4	**56**	16	34	5	**55**	3	13	15	**31**	14	18	13	**45**	187		*	0	0	0	0
16:30	7	42	7	**56**	12	40	11	**63**	5	25	17	**47**	17	12	14	**43**	209		*	0	0	0	0
16:45	12	64	3	**79**	11	43	5	**59**	5	15	16	**36**	13	11	19	**43**	217	810	+	0	0	0	0
17:00	7	56	3	**66**	11	41	10	**62**	2	18	31	**51**	12	13	10	**35**	214	827	*	0	0	0	0
17:15	7	45	3	**55**	7	35	11	**53**	3	9	11	**23**	11	10	22	**43**	174	814		0	0	0	0
17:30	6	35	4	**45**	13	32	6	**51**	3	13	14	**30**	7	21	12	**40**	166	771		0	1	0	0
17:45	6	45	3	**54**	24	34	7	**65**	1	8	13	**22**	6	20	14	**40**	181	735		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
Total	60	376	32	**468**	106	292	74	**472**	23	125	137	**285**	88	122	110	**320**	1545			0	1	0	0

AM Peak Period

Location: Theatre Road @ McPhee Road
Date: Tuesday, June 24, 2008

This data is for All Vehicles

Time	Theatre				Theatre				McPhee				McPhee												
Period	NORTH Approach				SOUTH Approach				WEST Approach				EAST Approach				Total Volume		Peak	Pedestrians				Conflict	
Begins	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	15-min	Hour		N	S	W	E	15 min	Hr
07:00	5	20	2	27	3	17	8	28	0	13	3	16	5	6	4	15	86			0	0	0	0	51	
07:15	2	34	3	39	10	20	9	39	1	4	3	8	3	6	5	14	100			0	0	0	0	59	
07:30	4	36	4	44	14	18	7	39	1	9	8	18	1	4	3	8	109			0	0	0	0	72	
07:45	13	42	2	57	22	36	5	63	3	11	11	25	6	8	3	17	162	457	*	0	0	0	0	94	276
08:00	7	42	1	50	17	24	8	49	1	9	6	16	7	6	4	17	132	503	*	0	1	0	0	82	307
08:15	5	56	5	66	12	31	14	57	3	6	14	23	6	6	6	18	164	567	+	0	0	0	0	99	347
08:30	4	42	2	48	10	29	12	51	1	7	9	17	8	8	3	19	135	593	*	0	0	0	0	78	353
08:45	6	40	3	49	14	23	10	47	2	24	7	33	6	12	5	23	152	583		0	0	1	0	94	353
n/a				0				0				0				0	0	0		0	0	0	0	0	0
n/a				0				0				0				0	0	0		0	0	0	0	0	0
n/a				0				0				0				0	0	0		0	0	0	0	0	0
n/a				0				0				0				0	0	0		0	0	0	0	0	0
n/a				0				0				0				0	0	0		0	0	0	0	0	0
n/a				0				0				0				0	0	0		0	0	0	0	0	0
n/a				0				0				0				0	0	0		0	0	0	0	0	0
n/a				0				0				0				0	0	0		0	0	0	0	0	0
n/a				0				0				0				0	0	0		0	0	0	0	0	0
n/a				0				0				0				0	0	0		0	0	0	0	0	0
n/a				0				0				0				0	0	0		0	0	0	0	0	0
n/a																	0	0		0	0	0	0	0	0
Total	46	312	22	**380**	102	198	73	**373**	12	83	61	**156**	42	56	33	**131**	1040			0	1	1	0		622
Avg Hr	23	156	11	**190**	51	99	37	**187**	6	42	31	**78**	21	28	17	**66**	520			0	1	1	0		n/a

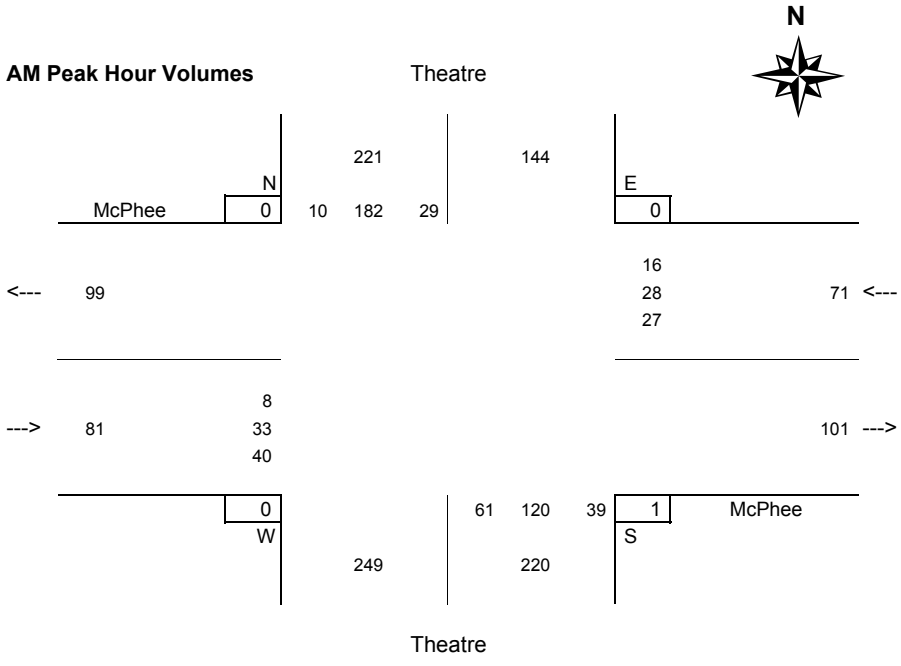
Peak hour of the intersection

Pk Hr	29	182	10	**221**	61	120	39	**220**	8	33	40	**81**	27	28	16	**71**	593	*	0	1	0	0		353
15x4	52	224	20	**264**	88	144	56	**252**	12	44	56	**100**	32	32	24	**76**	656	+	0	4	0	0		464
PHF	0.56	0.81	0.50	**0.84**	0.69	0.83	0.70	**0.87**	0.67	0.75	0.71	**0.81**	0.84	0.88	0.67	**0.93**	0.90		n/a	0.25	n/a	n/a		0.76

Peak hour of conflicting volumes for the intersection

Pk Hr	29	182	10	**221**	61	120	39	**220**	8	33	40	**81**	27	28	16	**71**	593	*	0	1	0	0		353
15x4	52	224	20	**264**	88	144	56	**252**	12	44	56	**100**	32	32	24	**76**	656	+	0	4	0	0		464
PHF	0.56	0.81	0.50	**0.84**	0.69	0.83	0.70	**0.87**	0.67	0.75	0.71	**0.81**	0.84	0.88	0.67	**0.93**	0.90		n/a	0.25	n/a	n/a		0.76

AM Peak Hour Volumes



Noon Peak Period

Location: Theatre Road @ McPhee Road
Date: Tuesday, June 24, 2008

This data is for All Vehicles

Time	Theatre				Theatre				McPhee				McPhee												
Period	NORTH Approach				SOUTH Approach				WEST Approach				EAST Approach				Total Volume		Peak	Pedestrians				Conflict	
Begins	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	15-min	Hour		N	S	W	E	15 min	Hr
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0

Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0			0	0	0	0		0
Avg Hr	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a			n/a	n/a	n/a	n/a		n/a

Peak hour of the intersection

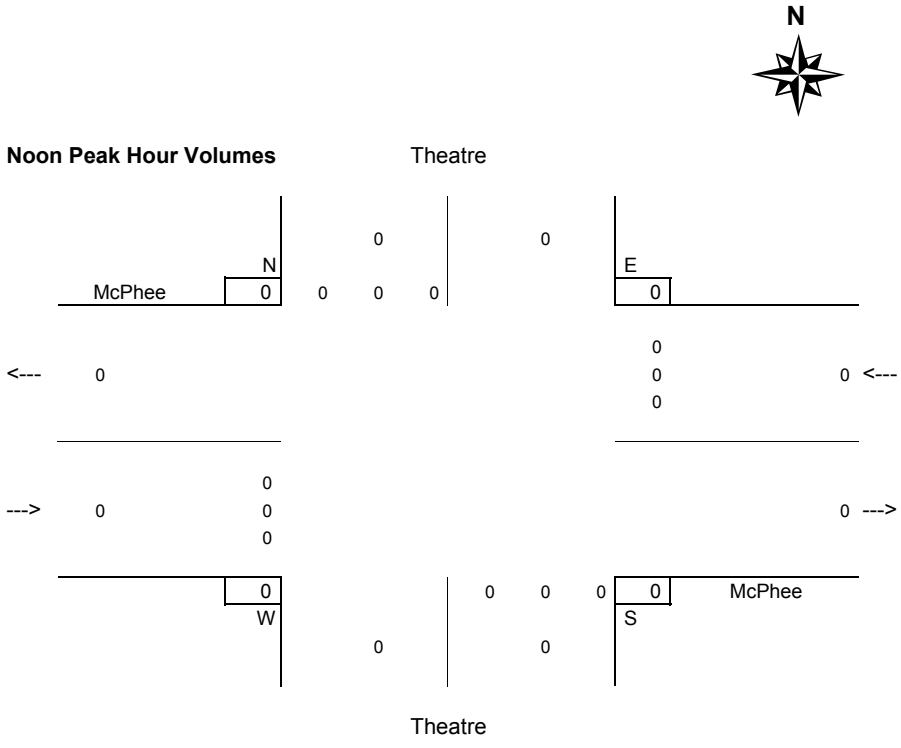
Pk Hr	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	*		0	0	0	0		0
15x4	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	+		0	0	0	0		0
PHF	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a			n/a	n/a	n/a	n/a		n/a

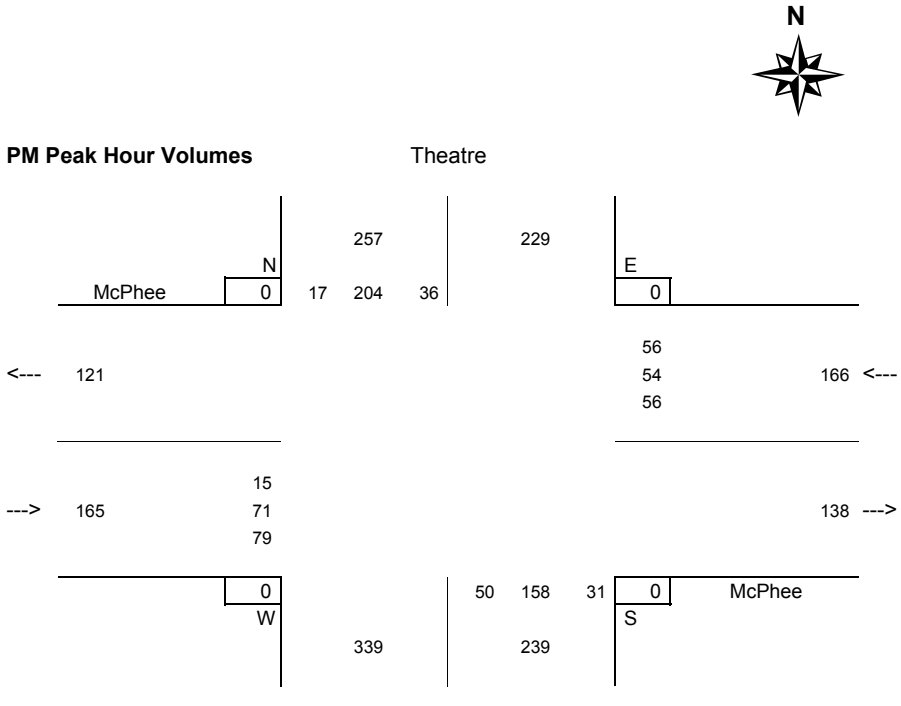
Peak hour of conflicting volumes for the intersection

Pk Hr	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	*		0	0	0	0		0
15x4	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	+		0	0	0	0		0
PHF	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a			n/a	n/a	n/a	n/a		#DIV/0!

** Peak hour in first or last hour, peak hour may be invalid. **

Noon Peak Hour Volumes





PM Peak Period

Location: Theatre Road @ McPhee Road
Date: Tuesday, June 24, 2008

This data is for All Vehicles

Time	Theatre				Theatre				McPhee				McPhee												
Period	NORTH Approach				SOUTH Approach				WEST Approach				EAST Approach				Total Volume			Pedestrians				Conflict	
Begins	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	15-min	Hour		N	S	W	E	15 min	Hr
16:00	5	47	5	57	12	33	19	64	1	24	20	45	8	17	6	31	197			0	0	0	0	116	
16:15	10	42	4	56	16	34	5	55	3	13	15	31	14	18	13	45	187		*	0	0	0	0	104	
16:30	7	42	7	56	12	40	11	63	5	25	17	47	17	12	14	43	209		*	0	0	0	0	120	
16:45	12	64	3	79	11	43	5	59	5	15	16	36	13	11	19	43	217	810	+	0	0	0	0	122	462
17:00	7	56	3	66	11	41	10	62	2	18	31	51	12	13	10	35	214	827	*	0	0	0	0	131	477
17:15	7	45	3	55	7	35	11	53	3	9	11	23	11	10	22	43	174	814		0	0	0	0	90	463
17:30	6	35	4	45	13	32	6	51	3	13	14	30	7	21	12	40	166	771		0	1	0	0	88	431
17:45	6	45	3	54	24	34	7	65	1	8	13	22	6	20	14	40	181	735		0	0	0	0	107	416
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0

Total	60	376	32	**468**	106	292	74	**472**	23	125	137	**285**	88	122	110	**320**	1545			0	1	0	0		864
Avg Hr	30	188	16	**234**	53	146	37	**236**	12	63	69	**143**	44	61	55	**160**	773			0	1	0	0		n/a

Peak hour of the intersection

Pk Hr	36	204	17	257	50	158	31	239	15	71	79	165	56	54	56	166	827	*		0	0	0	0		477
15x4	48	256	28	316	64	172	44	252	20	100	124	204	68	72	76	180	868	+		0	0	0	0		640
PHF	0.75	0.80	0.61	**0.81**	0.78	0.92	0.70	**0.95**	0.75	0.71	0.64	**0.81**	0.82	0.75	0.74	**0.92**	0.95			n/a	n/a	n/a	n/a		0.75

Peak hour of conflicting volumes for the intersection

Pk Hr	36	204	17	**257**	50	158	31	**239**	15	71	79	**165**	56	54	56	**166**	827	*		0	0	0	0		477
15x4	48	256	28	**316**	64	172	44	**252**	20	100	124	**204**	68	72	76	**180**	868	+		0	0	0	0		640
PHF	0.75	0.80	0.61	**0.81**	0.78	0.92	0.70	**0.95**	0.75	0.71	0.64	**0.81**	0.82	0.75	0.74	**0.92**	0.95			n/a	n/a	n/a	n/a		0.75

PM Peak Hour Volumes

Average Hour

Location: Theatre Road @ McPhee Road
Date: Tuesday, June 24, 2008

This data is for All Vehicles

	Theatre NORTH Approach				Theatre SOUTH Approach				McPhee WEST Approach				McPhee EAST Approach				Total Volume	Pedestrians			
	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total		N	S	W	E
Survey																					
Total	106	688	54	**848**	208	490	147	**845**	35	208	198	**441**	130	178	143	**451**	2585	0	2	1	0
Hours	4	4	4	**4**	4	4	4	**4**	4	4	4	**4**	4	4	4	**4**	4	4	4	4	4
Avg Hr	27	172	14	**212**	52	123	37	**211**	9	52	50	**110**	33	45	36	**113**	646	0	1	0	0
AM Period																					
Total	46	312	22	**380**	102	198	73	**373**	12	83	61	**156**	42	56	33	**131**	1040	0	1	1	0
Hours	2	2	2	**2**	2	2	2	**2**	2	2	2	**2**	2	2	2	**2**	2	2	2	2	2
Avg Hr	23	156	11	**190**	51	99	37	**187**	6	42	31	**78**	21	28	17	**66**	520	0	1	1	0
Noon Period																					
Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	0	0
Hours	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	0	0
Avg Hr	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	n/a	n/a
PM Period																					
Total	60	376	32	**468**	106	292	74	**472**	23	125	137	**285**	88	122	110	**320**	1545	0	1	0	0
Hours	2	2	2	**2**	2	2	2	**2**	2	2	2	**2**	2	2	2	**2**	2	2	2	2	2
Avg Hr	30	188	16	**234**	53	146	37	**236**	12	63	69	**143**	44	61	55	**160**	773	0	1	0	0

Average Hour Volumes

Theatre

		212	
Total	**14**	**172**	**27**
AM	11	156	23
Noon	n/a	n/a	n/a
PM	16	188	30

	PM	Noon	AM	**Total**	
	55	n/a	17	**36**	
<---	61	n/a	28	**45**	**113**
	44	n/a	21	**33**	

McPhee

	9	6	n/a	12
110	**52**	42	n/a	63 --->
	50	31	n/a	69

McPhee

Total	AM	Noon	PM
52	**123**	**37**	**Total**
n/a	n/a	n/a	Noon
51	99	37	AM
	211		
53	146	37	PM

Theatre

TRANSTECH DATA SERVICES
Vehicle Turning Movement Survey
Without Classification

Major Route: Victoria Avenue
Minor Route: 2nd St North
Municipality: Cranbrook
Filename: Victoria@2ndStNorth.xls
Location #: 8

Date: June 26, 2008
Day-of-week: Thursday

East/West Route: 2nd St North
Intersection Type: Four approach intersection
Signalized?: Yes
Weather: Overcast and Dry

Vehicle Classifications: All Vehicles **This data is for All Vehicles**

Shift	Start	Duration	End
AM	7:00	2.00	9:00
Noon			
PM	16:00	2.00	18:00
	Total	4.00	

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

Comments:

Notes: North Approach - southbound vehicles approaching intersection from the north
15x4 - 15 min volume (from maximum 15 minute period of movement/approach in peak hour period [*]) x 4
Pedestrians - N indicates pedestrians crossing north approach (east/west)

Survey Data Location: Victoria Avenue @ 2nd St North **This data is for All Vehicles**
Date: Thursday, June 26, 2008

Time	Victoria				Victoria				2nd St North				2nd St North										
Period	NORTH Approach				SOUTH Approach				WEST Approach				EAST Approach				Total Volume		Peak	Pedestrians			
Begins	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	15-min	Hour		N	S	W	E
7:00	5	29	6	**40**	3	69	0	**72**	12	9	3	**24**	1	9	7	**17**	153			0	0	0	1
7:15	13	33	4	**50**	9	61	3	**73**	10	7	1	**18**	1	5	7	**13**	154			1	1	2	0
7:30	8	27	14	**49**	13	95	3	**111**	21	15	6	**42**	0	6	10	**16**	218			1	0	0	1
7:45	25	42	19	**86**	20	118	5	**143**	27	12	7	**46**	1	9	21	**31**	306	831		3	1	1	1
8:00	13	50	22	**85**	19	82	5	**106**	14	24	8	**46**	0	7	10	**17**	254	932	*	5	5	3	2
8:15	22	67	28	**117**	27	91	2	**120**	18	16	5	**39**	2	22	15	**39**	315	1093	*	3	3	9	2
8:30	23	71	16	**110**	18	94	3	**115**	34	16	3	**53**	1	15	8	**24**	302	1177	*	3	6	5	1
8:45	20	64	32	**116**	25	122	3	**150**	41	12	13	**66**	3	15	18	**36**	368	1239	+	8	4	5	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
Total	129	383	141	**653**	134	732	24	**890**	177	111	46	**334**	9	88	96	**193**	2070			24	20	25	8

n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0			0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0			0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0			0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0			0	0	0	0

16:00	14	134	57	**205**	22	81	3	**106**	44	11	25	**80**	5	26	17	**48**	439			6	5	0	0
16:15	23	108	70	**201**	55	72	7	**134**	59	13	15	**87**	5	31	21	**57**	479		*	5	8	6	1
16:30	22	106	89	**217**	66	77	4	**147**	48	19	22	**89**	7	37	33	**77**	530		+	5	1	7	2
16:45	18	129	80	**227**	49	90	4	**143**	49	20	30	**99**	2	21	27	**50**	519	1967	*	4	3	5	2
17:00	21	163	47	**231**	25	68	3	**96**	49	18	16	**83**	1	23	16	**40**	450	1978	*	0	7	6	0
17:15	17	147	49	**213**	16	78	2	**96**	46	12	23	**81**	3	17	13	**33**	423	1922		2	2	0	1
17:30	17	134	41	**192**	16	83	3	**102**	34	16	17	**67**	2	6	10	**18**	379	1771		5	2	3	0
17:45	15	129	39	**183**	9	106	6	**121**	35	9	21	**65**	6	5	9	**20**	389	1641		4	2	2	4
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
Total	147	1050	472	**1669**	258	655	32	**945**	364	118	169	**651**	31	166	146	**343**	3608			31	30	29	10

AM Peak Period

Location: Victoria Avenue @ 2nd St North
Date: Thursday, June 26, 2008

This data is for All Vehicles

Time	Victoria				Victoria				2nd St North				2nd St North												
Period	NORTH Approach				SOUTH Approach				WEST Approach				EAST Approach				Total Volume		Peak	Pedestrians				Conflict	
Begins	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	15-min	Hour		N	S	W	E	15 min	Hr
07:00	5	29	6	40	3	69	0	72	12	9	3	24	1	9	7	17	153			0	0	0	1	102	
07:15	13	33	4	50	9	61	3	73	10	7	1	18	1	5	7	13	154			1	1	2	0	99	
07:30	8	27	14	49	13	95	3	111	21	15	6	42	0	6	10	16	218			1	0	0	1	143	
07:45	25	42	19	86	20	118	5	143	27	12	7	46	1	9	21	31	306	831		3	1	1	1	205	549
08:00	13	50	22	85	19	82	5	106	14	24	8	46	0	7	10	17	254	932	*	5	5	3	2	132	579
08:15	22	67	28	117	27	91	2	120	18	16	5	39	2	22	15	39	315	1093	*	3	3	9	2	177	657
08:30	23	71	16	110	18	94	3	115	34	16	3	53	1	15	8	24	302	1177	*	3	6	5	1	177	691
08:45	20	64	32	116	25	122	3	150	41	12	13	66	3	15	18	36	368	1239	+	8	4	5	0	219	705
n/a				0				0				0				0	0	0		0	0	0	0	0	0
n/a				0				0				0				0	0	0		0	0	0	0	0	0
n/a				0				0				0				0	0	0		0	0	0	0	0	0
n/a				0				0				0				0	0	0		0	0	0	0	0	0
n/a				0				0				0				0	0	0		0	0	0	0	0	0
n/a				0				0				0				0	0	0		0	0	0	0	0	0
n/a				0				0				0				0	0	0		0	0	0	0	0	0
n/a				0				0				0				0	0	0		0	0	0	0	0	0
n/a				0				0				0				0	0	0		0	0	0	0	0	0
n/a				0				0				0				0	0	0		0	0	0	0	0	0
n/a				0				0				0				0	0	0		0	0	0	0	0	0
n/a																	0	0		0	0	0	0	0	0

Total	129	383	141	**653**	134	732	24	**890**	177	111	46	**334**	9	88	96	**193**	2070			24	20	25	8		1246
Avg Hr	65	192	71	**327**	67	366	12	**445**	89	56	23	**167**	5	44	48	**97**	1035			12	10	13	4		n/a

Peak hour of the intersection

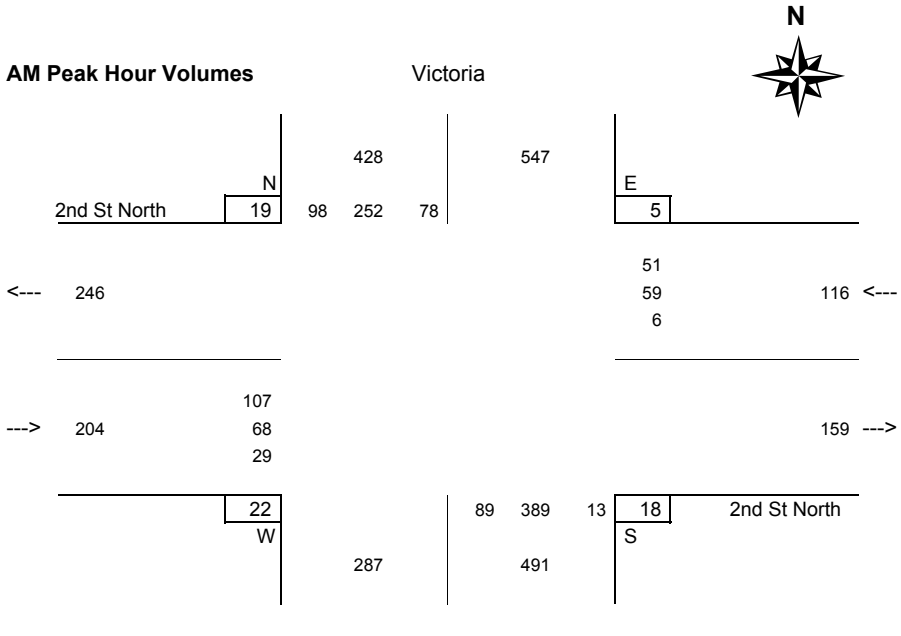
Pk Hr	78	252	98	**428**	89	389	13	**491**	107	68	29	**204**	6	59	51	**116**	1239	*		19	18	22	5		697
15x4	92	284	128	**468**	108	488	20	**600**	164	96	52	**264**	12	88	72	**156**	1472	+		32	24	36	8		924
PHF	0.85	0.89	0.77	**0.91**	0.82	0.80	0.65	**0.82**	0.65	0.71	0.56	**0.77**	0.50	0.67	0.71	**0.74**	0.84			0.59	0.75	0.61	0.63		0.75

Peak hour of conflicting volumes for the intersection

Pk Hr	78	252	98	**428**	89	389	13	**491**	107	68	29	**204**	6	59	51	**116**	1239	*		19	18	22	5		697
15x4	92	284	128	**468**	108	488	20	**600**	164	96	52	**264**	12	88	72	**156**	1472	+		32	24	36	8		924
PHF	0.85	0.89	0.77	**0.91**	0.82	0.80	0.65	**0.82**	0.65	0.71	0.56	**0.77**	0.50	0.67	0.71	**0.74**	0.84			0.59	0.75	0.61	0.63		0.75

** Peak hour in first or last hour, peak hour may be invalid. **

AM Peak Hour Volumes



Noon Peak Period

Location: Victoria Avenue @ 2nd St North
Date: Thursday, June 26, 2008

This data is for All Vehicles

Time	Victoria				Victoria				2nd St North				2nd St North												
Period	NORTH Approach				SOUTH Approach				WEST Approach				EAST Approach				Total Volume		Peak	Pedestrians				Conflict	
Begins	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	15-min	Hour		N	S	W	E	15 min	Hr
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0

Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0			0	0	0	0		0
Avg Hr	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a			n/a	n/a	n/a	n/a		n/a

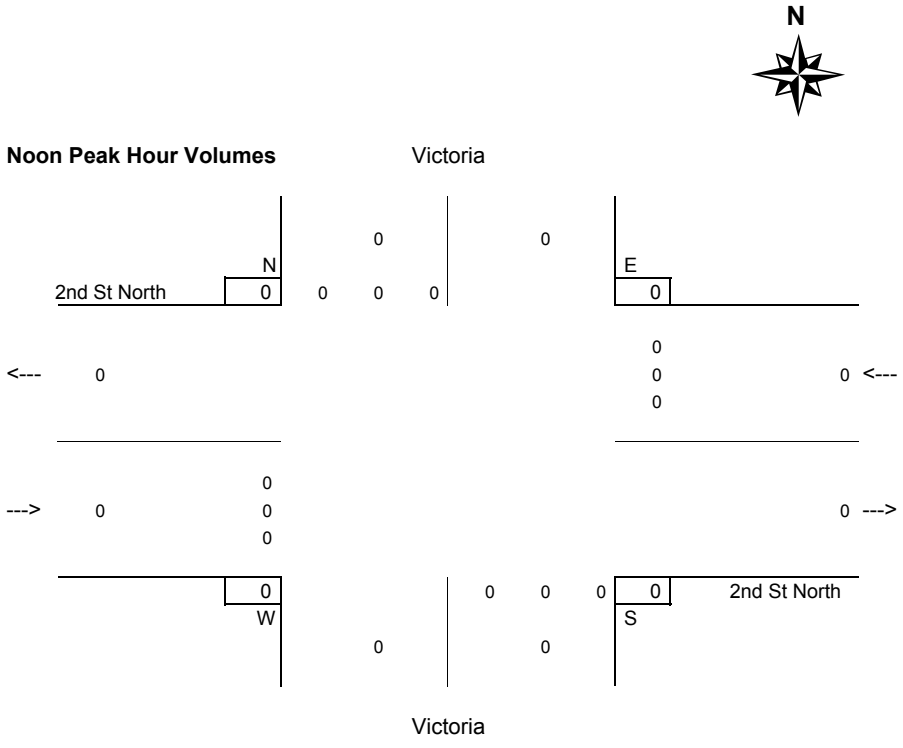
Peak hour of the intersection

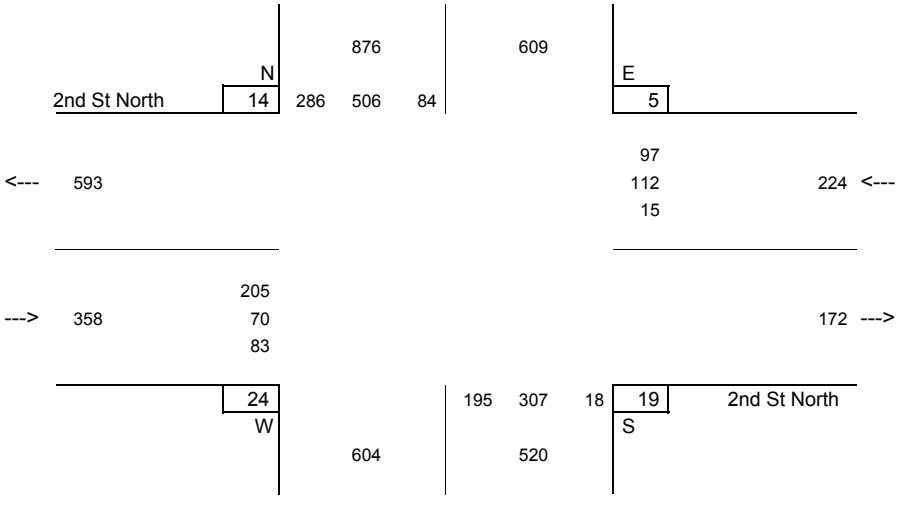
Pk Hr	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	*	0	0	0	0		0
15x4	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	+	0	0	0	0		0
PHF	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a		n/a	n/a	n/a	n/a		n/a

Peak hour of conflicting volumes for the intersection

Pk Hr	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	*	0	0	0	0		0
15x4	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	+	0	0	0	0		0
PHF	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a		n/a	n/a	n/a	n/a		#DIV/0!

** Peak hour in first or last hour, peak hour may be invalid. **





PM Peak Period Location: Victoria Avenue @ 2nd St North **This data is for All Vehicles**
Date: Thursday, June 26, 2008

Time	Victoria				Victoria				2nd St North				2nd St North												
Period	NORTH Approach				SOUTH Approach				WEST Approach				EAST Approach				Total Volume			Pedestrians				Conflict	
Begins	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	15-min	Hour		N	S	W	E	15 min	Hr
16:00	14	134	57	205	22	81	3	106	44	11	25	80	5	26	17	48	439			6	5	0	0	300	
16:15	23	108	70	201	55	72	7	134	59	13	15	87	5	31	21	57	479		*	5	8	6	1	344	
16:30	22	106	89	217	66	77	4	147	48	19	22	89	7	37	33	77	530		+	5	1	7	2	379	
16:45	18	129	80	227	49	90	4	143	49	20	30	99	2	21	27	50	519	1967	*	4	3	5	2	355	1378
17:00	21	163	47	231	25	68	3	96	49	18	16	83	1	23	16	40	450	1978	*	0	7	6	0	323	1401
17:15	17	147	49	213	16	78	2	96	46	12	23	81	3	17	13	33	423	1922		2	2	0	1	288	1345
17:30	17	134	41	192	16	83	3	102	34	16	17	67	2	6	10	18	379	1771		5	2	3	0	241	1207
17:45	15	129	39	183	9	106	6	121	35	9	21	65	6	5	9	20	389	1641		4	2	2	4	226	1078
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0

Total	147	1050	472	**1669**	258	655	32	**945**	364	118	169	**651**	31	166	146	**343**	3608			31	30	29	10		2456
Avg Hr	74	525	236	**835**	129	328	16	**473**	182	59	85	**326**	16	83	73	**172**	1804			16	15	15	5		n/a

Peak hour of the intersection

Pk Hr	84	506	286	876	195	307	18	520	205	70	83	358	15	112	97	224	1978	*	14	19	24	5	1401
15x4	92	652	356	924	264	360	28	588	236	80	120	396	28	148	132	308	2120	+	20	32	28	8	1788
PHF	0.91	0.78	0.80	**0.95**	0.74	0.85	0.64	**0.88**	0.87	0.88	0.69	**0.90**	0.54	0.76	0.73	**0.73**	0.93		0.70	0.59	0.86	0.63	0.78

Peak hour of conflicting volumes for the intersection

Pk Hr	84	506	286	**876**	195	307	18	**520**	205	70	83	**358**	15	112	97	**224**	1978	*	14	19	24	5	1401
15x4	92	652	356	**924**	264	360	28	**588**	236	80	120	**396**	28	148	132	**308**	2120	+	20	32	28	8	1788
PHF	0.91	0.78	0.80	**0.95**	0.74	0.85	0.64	**0.88**	0.87	0.88	0.69	**0.90**	0.54	0.76	0.73	**0.73**	0.93		0.70	0.59	0.86	0.63	0.78

PM Peak Hour Volumes

Average Hour

Location: Victoria Avenue @ 2nd St North
Date: Thursday, June 26, 2008

This data is for All Vehicles

	Victoria NORTH Approach				Victoria SOUTH Approach				2nd St North WEST Approach				2nd St North EAST Approach				Total	Pedestrians			
	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Volume	N	S	W	E
Survey																					
Total	276	1433	613	**2322**	392	1387	56	**1835**	541	229	215	**985**	40	254	242	**536**	5678	##	50	54	18
Hours	4	4	4	**4**	4	4	4	**4**	4	4	4	**4**	4	4	4	**4**	4	4	4	4	4
Avg Hr	69	358	153	**581**	98	347	14	**459**	135	57	54	**246**	10	64	61	**134**	1420	##	13	14	5
AM Period																					
Total	129	383	141	**653**	134	732	24	**890**	177	111	46	**334**	9	88	96	**193**	2070	##	20	25	8
Hours	2	2	2	**2**	2	2	2	**2**	2	2	2	**2**	2	2	2	**2**	2	2	2	2	2
Avg Hr	65	192	71	**327**	67	366	12	**445**	89	56	23	**167**	5	44	48	**97**	1035	##	10	13	4
Noon Period																					
Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	0	0
Hours	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	0	0
Avg Hr	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	n/a	n/a
PM Period																					
Total	147	1050	472	**1669**	258	655	32	**945**	364	118	169	**651**	31	166	146	**343**	3608	##	30	29	10
Hours	2	2	2	**2**	2	2	2	**2**	2	2	2	**2**	2	2	2	**2**	2	2	2	2	2
Avg Hr	74	525	236	**835**	129	328	16	**473**	182	59	85	**326**	16	83	73	**172**	1804	##	15	15	5

Average Hour Volumes

Victoria

		581	
Total	**153**	**358**	**69**
AM	71	192	65
Noon	n/a	n/a	n/a
PM	236	525	74

	PM	Noon	AM	**Total**	
	73	n/a	48	**61**	
<---	83	n/a	44	**64**	**134**
	16	n/a	5	**10**	

2nd St North

	135	89	n/a	182	
246	**57**	56	n/a	59	--->
	54	23	n/a	85	

2nd St North

Total	AM	Noon	PM

129	328	16	PM
n/a	n/a	n/a	Noon
67	366	12	AM
98	**347**	**14**	**Total**
	459		

Victoria

TRANSTECH DATA SERVICES
Vehicle Turning Movement Survey
Without Classification

Major Route: Victoria Avenue
Minor Route: 2nd St South
Municipality: Cranbrook
Filename: Victoria@2ndStSouth.xls
Location #: 9

Date: June 24, 2008
Day-of-week: Tuesday

East/West Route: 2nd St South
Intersection Type: Four approach intersection
Signalized?: Yes
Weather: Overcast and Dry

Vehicle Classifications: All Vehicles **This data is for All Vehicles**

Shift	Start	Duration	End
AM	7:00	2.00	9:00
Noon			
PM	16:00	2.00	18:00
	Total	4.00	

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

Comments:

Notes: North Approach - southbound vehicles approaching intersection from the north
15x4 - 15 min volume (from maximum 15 minute period of movement/approach in peak hour period [*]) x 4
Pedestrians - N indicates pedestrians crossing north approach (east/west)

Survey Data

Location: Victoria Avenue @ 2nd St South
Date: Tuesday, June 24, 2008

This data is for All Vehicles

Time	Victoria				Victoria				2nd St South				2nd St South										
Period	NORTH Approach				SOUTH Approach				WEST Approach				EAST Approach				Total Volume		Peak	Pedestrians			
Begins	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	15-min	Hour		N	S	W	E
7:00	7	19	3	**29**	3	35	1	**39**	10	6	2	**18**	0	9	17	**26**	112			0	0	0	0
7:15	10	17	6	**33**	6	46	6	**58**	7	10	3	**20**	0	15	24	**39**	150			2	0	0	1
7:30	13	20	4	**37**	14	74	7	**95**	12	9	6	**27**	1	10	27	**38**	197			2	0	2	3
7:45	16	39	7	**62**	11	89	9	**109**	25	29	5	**59**	5	22	41	**68**	298	757		0	2	3	2
8:00	16	31	7	**54**	12	57	12	**81**	11	18	8	**37**	2	23	29	**54**	226	871	*	2	3	5	3
8:15	22	39	9	**70**	13	52	15	**80**	20	34	5	**59**	4	43	35	**82**	291	1012	*	4	0	0	2
8:30	26	39	17	**82**	14	63	7	**84**	13	39	3	**55**	7	25	35	**67**	288	1103	*	3	2	3	1
8:45	23	42	14	**79**	26	71	6	**103**	24	26	9	**59**	3	27	49	**79**	320	1125	+	5	0	0	1
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
Total	133	246	67	**446**	99	487	63	**649**	122	171	41	**334**	22	174	257	**453**	1882			18	7	13	13

n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0			0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0			0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0			0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0			0	0	0	0

16:00	31	107	25	**163**	14	72	2	**88**	17	29	12	**58**	9	26	21	**56**	365			8	0	3	5
16:15	43	99	14	**156**	10	64	1	**75**	11	25	17	**53**	10	25	27	**62**	346			6	0	4	1
16:30	32	94	35	**161**	9	56	3	**68**	17	27	17	**61**	14	37	17	**68**	358		*	9	1	4	0
16:45	38	110	32	**180**	25	47	3	**75**	7	32	29	**68**	15	30	25	**70**	393	1462	*	3	1	4	0
17:00	60	142	31	**233**	9	59	3	**71**	13	32	13	**58**	12	29	22	**63**	425	1522	+	2	0	6	1
17:15	51	118	25	**194**	14	57	0	**71**	11	21	22	**54**	9	18	17	**44**	363	1539	*	0	0	2	0
17:30	39	81	19	**139**	13	53	3	**69**	14	31	20	**65**	5	20	30	**55**	328	1509		4	0	5	2
17:45	41	86	16	**143**	16	51	3	**70**	17	26	20	**63**	2	18	22	**42**	318	1434		2	0	2	1
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
Total	335	837	197	**1369**	110	459	18	**587**	107	223	150	**480**	76	203	181	**460**	2896			34	2	30	10

AM Peak Period

Location: Victoria Avenue @ 2nd St South
Date: Tuesday, June 24, 2008

This data is for All Vehicles

Time	Victoria				Victoria				2nd St South				2nd St South												
Period	NORTH Approach				SOUTH Approach				WEST Approach				EAST Approach				Total Volume		Peak	Pedestrians				Conflict	
Begins	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	15-min	Hour		N	S	W	E	15 min	Hr
07:00	7	19	3	29	3	35	1	39	10	6	2	18	0	9	17	26	112			0	0	0	0	79	
07:15	10	17	6	33	6	46	6	58	7	10	3	20	0	15	24	39	150			2	0	0	1	108	
07:30	13	20	4	37	14	74	7	95	12	9	6	27	1	10	27	38	197			2	0	2	3	143	
07:45	16	39	7	62	11	89	9	109	25	29	5	59	5	22	41	68	298	757		0	2	3	2	202	532
08:00	16	31	7	54	12	57	12	81	11	18	8	37	2	23	29	54	226	871	*	2	3	5	3	148	601
08:15	22	39	9	70	13	52	15	80	20	34	5	59	4	43	35	82	291	1012	*	4	0	0	2	187	680
08:30	26	39	17	82	14	63	7	84	13	39	3	55	7	25	35	67	288	1103	*	3	2	3	1	169	706
08:45	23	42	14	79	26	71	6	103	24	26	9	59	3	27	49	79	320	1125	+	5	0	0	1	200	704
n/a				0				0				0				0	0	0		0	0	0	0	0	0
n/a				0				0				0				0	0	0		0	0	0	0	0	0
n/a				0				0				0				0	0	0		0	0	0	0	0	0
n/a				0				0				0				0	0	0		0	0	0	0	0	0
n/a				0				0				0				0	0	0		0	0	0	0	0	0
n/a				0				0				0				0	0	0		0	0	0	0	0	0
n/a				0				0				0				0	0	0		0	0	0	0	0	0
n/a				0				0				0				0	0	0		0	0	0	0	0	0
n/a				0				0				0				0	0	0		0	0	0	0	0	0
n/a				0				0				0				0	0	0		0	0	0	0	0	0
n/a				0				0				0				0	0	0		0	0	0	0	0	0
n/a																	0	0		0	0	0	0	0	0
Total	133	246	67	**446**	99	487	63	**649**	122	171	41	**334**	22	174	257	**453**	1882			18	7	13	13		1236
Avg Hr	67	123	34	**223**	50	244	32	**325**	61	86	21	**167**	11	87	129	**227**	941			9	4	7	7		n/a

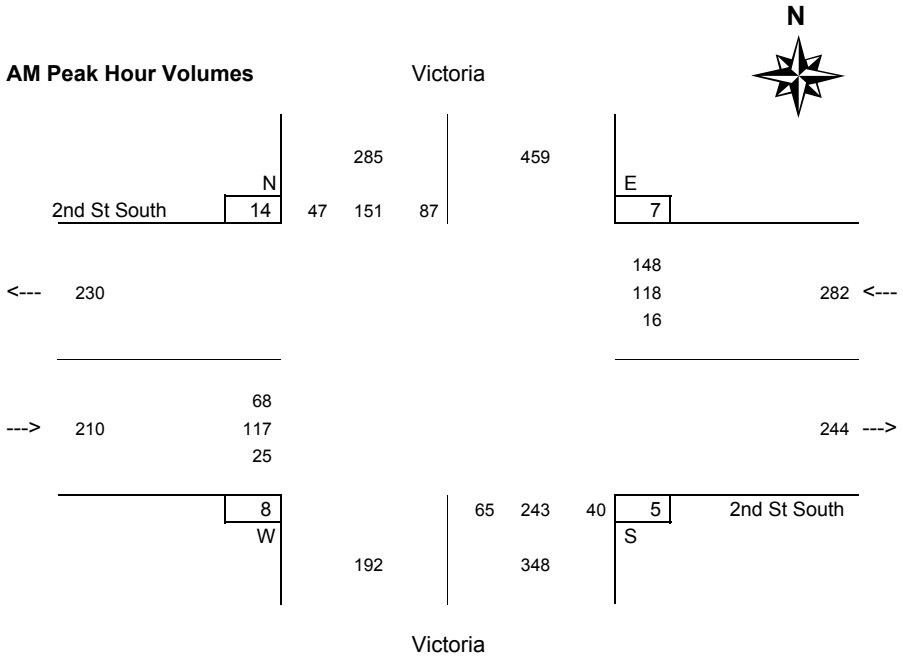
Peak hour of the intersection

Pk Hr	87	151	47	**285**	65	243	40	**348**	68	117	25	**210**	16	118	148	**282**	1125	*		14	5	8	7		704
15x4	104	168	68	**328**	104	284	60	**412**	96	156	36	**236**	28	172	196	**328**	1280	+		20	12	20	12		912
PHF	0.84	0.90	0.69	**0.87**	0.63	0.86	0.67	**0.84**	0.71	0.75	0.69	**0.89**	0.57	0.69	0.76	**0.86**	0.88			0.70	0.42	0.40	0.58		0.77

Peak hour of conflicting volumes for the intersection

Pk Hr	80	148	40	**268**	50	261	43	**354**	69	120	21	**210**	18	113	140	**271**	1103	*		9	7	11	8		706
15x4	104	156	68	**328**	56	356	60	**436**	100	156	32	**236**	28	172	164	**328**	1192	+		16	12	20	12		956
PHF	0.77	0.95	0.59	**0.82**	0.89	0.73	0.72	**0.81**	0.69	0.77	0.66	**0.89**	0.64	0.66	0.85	**0.83**	0.93			0.56	0.58	0.55	0.67		0.74

** Peak hour in first or last hour, peak hour may be invalid. **



Noon Peak Period

Location: Victoria Avenue @ 2nd St South
Date: Tuesday, June 24, 2008

This data is for All Vehicles

Time	Victoria				Victoria				2nd St South				2nd St South												
Period	NORTH Approach				SOUTH Approach				WEST Approach				EAST Approach				Total Volume		Peak	Pedestrians				Conflict	
Begins	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	15-min	Hour		N	S	W	E	15 min	Hr
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0

Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0			0	0	0	0		0
Avg Hr	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a			n/a	n/a	n/a	n/a		n/a

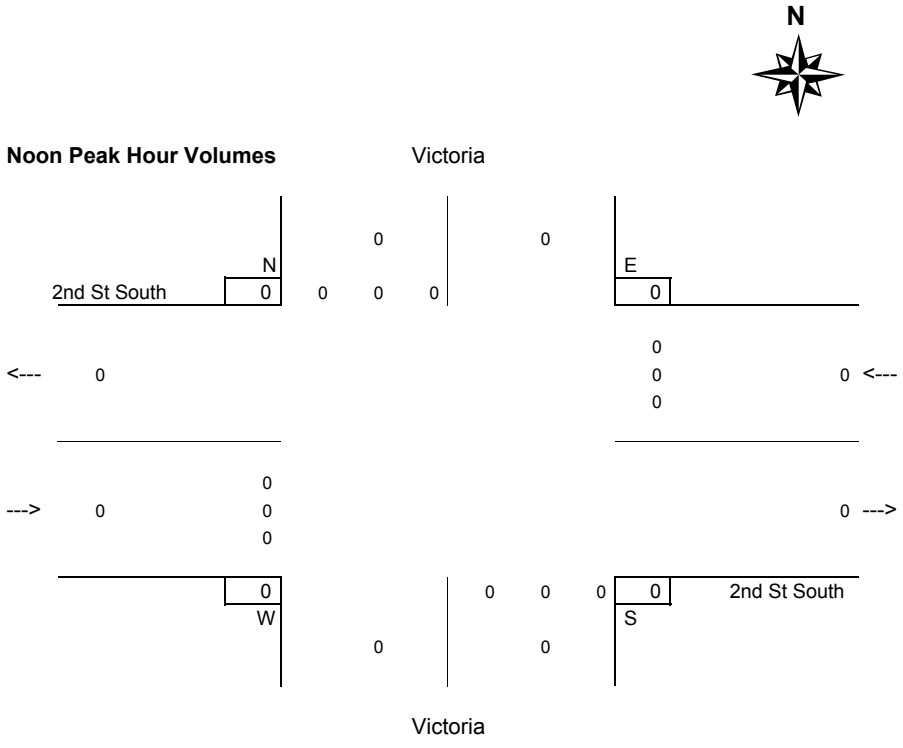
Peak hour of the intersection

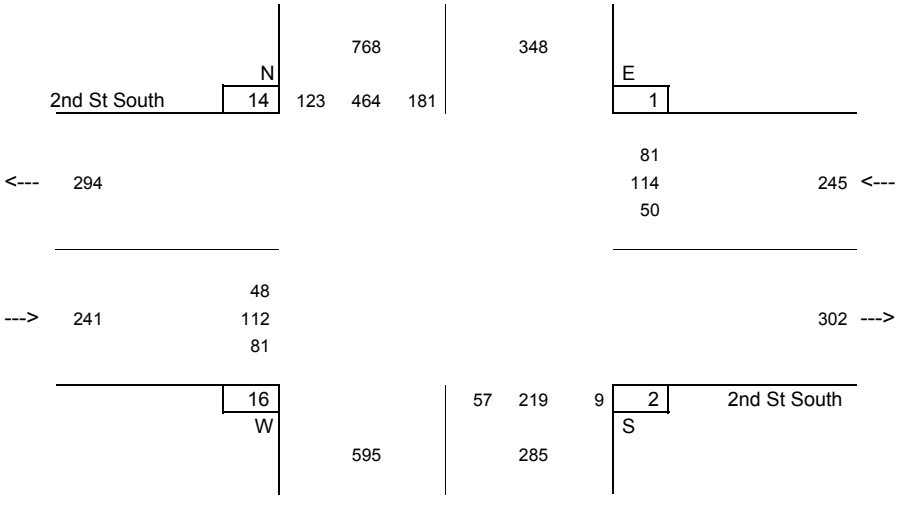
Pk Hr	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	*		0	0	0	0		0
15x4	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	+		0	0	0	0		0
PHF	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a			n/a	n/a	n/a	n/a		n/a

Peak hour of conflicting volumes for the intersection

Pk Hr	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	*		0	0	0	0		0
15x4	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	+		0	0	0	0		0
PHF	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a			n/a	n/a	n/a	n/a		#DIV/0!

** Peak hour in first or last hour, peak hour may be invalid. **


Noon Peak Hour Volumes



PM Peak Period

Location: Victoria Avenue @ 2nd St South
Date: Tuesday, June 24, 2008

This data is for All Vehicles

Time	Victoria				Victoria				2nd St South				2nd St South												
Period	NORTH Approach				SOUTH Approach				WEST Approach				EAST Approach				Total Volume			Pedestrians				Conflict	
Begins	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	15-min	Hour		N	S	W	E	15 min	Hr
16:00	31	107	25	163	14	72	2	88	17	29	12	58	9	26	21	56	365			8	0	3	5	210	
16:15	43	99	14	156	10	64	1	75	11	25	17	53	10	25	27	62	346			6	0	4	1	186	
16:30	32	94	35	161	9	56	3	68	17	27	17	61	14	37	17	68	358		*	9	1	4	0	209	
16:45	38	110	32	180	25	47	3	75	7	32	29	68	15	30	25	70	393	1462	*	3	1	4	0	243	848
17:00	60	142	31	233	9	59	3	71	13	32	13	58	12	29	22	63	425	1522	+	2	0	6	1	246	884
17:15	51	118	25	194	14	57	0	71	11	21	22	54	9	18	17	44	363	1539	*	0	0	2	0	209	907
17:30	39	81	19	139	13	53	3	69	14	31	20	65	5	20	30	55	328	1509		4	0	5	2	177	875
17:45	41	86	16	143	16	51	3	70	17	26	20	63	2	18	22	42	318	1434		2	0	2	1	175	807
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0

Total	335	837	197	**1369**	110	459	18	**587**	107	223	150	**480**	76	203	181	**460**	2896			34	2	30	10		1635
Avg Hr	168	419	99	**685**	55	230	9	**294**	54	112	75	**240**	38	102	91	**230**	1448			17	1	15	5		n/a

Peak hour of the intersection

Pk Hr	181	464	123	768	57	219	9	285	48	112	81	241	50	114	81	245	1539	*	14	2	16	1	887
15x4	240	568	140	932	100	236	12	300	68	128	116	272	60	148	100	280	1700	+	36	4	24	4	1124
PHF	0.75	0.82	0.88	**0.82**	0.57	0.93	0.75	**0.95**	0.71	0.88	0.70	**0.89**	0.83	0.77	0.81	**0.88**	0.91		0.39	0.50	0.67	0.25	0.79

Peak hour of conflicting volumes for the intersection

Pk Hr	181	464	123	**768**	57	219	9	**285**	48	112	81	**241**	50	114	81	**245**	1539	*	14	2	16	1	887
15x4	240	568	140	**932**	100	236	12	**300**	68	128	116	**272**	60	148	100	**280**	1700	+	36	4	24	4	1124
PHF	0.75	0.82	0.88	**0.82**	0.57	0.93	0.75	**0.95**	0.71	0.88	0.70	**0.89**	0.83	0.77	0.81	**0.88**	0.91		0.39	0.50	0.67	0.25	0.79

PM Peak Hour Volumes

Average Hour

Location: Victoria Avenue @ 2nd St South
Date: Tuesday, June 24, 2008

This data is for All Vehicles

	Victoria NORTH Approach				Victoria SOUTH Approach				2nd St South WEST Approach				2nd St South EAST Approach				Total	Pedestrians			
	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Volume	N	S	W	E
Survey																					
Total	468	1083	264	**1815**	209	946	81	**1236**	229	394	191	**814**	98	377	438	**913**	4778	##	9	43	23
Hours	4	4	4	**4**	4	4	4	**4**	4	4	4	**4**	4	4	4	**4**	4	4	4	4	4
Avg Hr	117	271	66	**454**	52	237	20	**309**	57	99	48	**204**	25	94	110	**228**	1195	##	2	11	6
AM Period																					
Total	133	246	67	**446**	99	487	63	**649**	122	171	41	**334**	22	174	257	**453**	1882	##	7	13	13
Hours	2	2	2	**2**	2	2	2	**2**	2	2	2	**2**	2	2	2	**2**	2	2	2	2	2
Avg Hr	67	123	34	**223**	50	244	32	**325**	61	86	21	**167**	11	87	129	**227**	941	9	4	7	7
Noon Period																					
Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	0	0
Hours	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	0	0
Avg Hr	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	n/a	n/a
PM Period																					
Total	335	837	197	**1369**	110	459	18	**587**	107	223	150	**480**	76	203	181	**460**	2896	##	2	30	10
Hours	2	2	2	**2**	2	2	2	**2**	2	2	2	**2**	2	2	2	**2**	2	2	2	2	2
Avg Hr	168	419	99	**685**	55	230	9	**294**	54	112	75	**240**	38	102	91	**230**	1448	##	1	15	5

Average Hour Volumes

Victoria

		454	
	Total	**66**	**271**	**117**
	AM	34	123	67
	Noon	n/a	n/a	n/a
	PM	99	419	168

	PM	Noon	AM	**Total**	
	91	n/a	129	**110**	
<---	102	n/a	87	**94**	**228**
	38	n/a	11	**25**	

2nd St South

	57	61	n/a	54	
204	**99**	86	n/a	112	--->
	48	21	n/a	75	

2nd St South

Total	AM	Noon	PM

55	230	9	PM
n/a	n/a	n/a	Noon
50	244	32	AM
52	**237**	**20**	**Total**
	309		

Victoria

TRANSTECH DATA SERVICES
Vehicle Turning Movement Survey
Without Classification

Major Route: Victoria Avenue
Minor Route: 13th St South
Municipality: Cranbrook
Filename: Victoria@13thStSouth.xls
Location #: 10

Date: June 26, 2008
Day-of-week: Thursday

East/West Route: 13th St South
Intersection Type: Four approach intersection
Signalized?: No
Weather: Overcast and Dry

Vehicle Classifications: All Vehicles **This data is for All Vehicles**

Shift	Start	Duration	End
AM	7:00	2.00	9:00
Noon			
PM	16:00	2.00	18:00
	Total	4.00	

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

Comments: 80% vehicles on West approach run the stop sign.

Notes: North Approach - southbound vehicles approaching intersection from the north
15x4 - 15 min volume (from maximum 15 minute period of movement/approach in peak hour period [*]) x 4
Pedestrians - N indicates pedestrians crossing north approach (east/west)

Survey Data

Location: Victoria Avenue @ 13th St South
Date: Thursday, June 26, 2008

This data is for All Vehicles

Time	Victoria				Driveway				13th St South				13th St South										
Period	NORTH Approach				SOUTH Approach				WEST Approach				EAST Approach				Total Volume		Peak	Pedestrians			
Begins	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	15-min	Hour		N	S	W	E
7:00	6	0	1	7	0	0	0	0	3	0	0	3	0	0	13	13	23			0	0	0	0
7:15	18	0	4	22	1	0	0	1	6	3	0	9	0	0	19	19	51			0	0	0	0
7:30	9	0	9	18	0	0	0	0	5	1	0	6	0	3	28	31	55			0	0	0	1
7:45	15	0	8	23	0	0	0	0	11	3	0	14	0	4	34	38	75	204	*	0	0	0	0
8:00	13	0	8	21	0	0	0	0	3	1	0	4	0	2	25	27	52	233	*	0	0	0	0
8:15	11	0	20	31	0	0	0	0	20	4	0	24	0	3	30	33	88	270	+	0	0	0	0
8:30	7	0	13	20	0	0	0	0	12	7	0	19	0	2	22	24	63	278	*	0	0	0	0
8:45	8	0	5	13	0	0	0	0	6	4	0	10	0	2	35	37	60	263		0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
Total	87	0	68	155	1	0	0	1	66	23	0	89	0	16	206	222	467			0	0	0	1

Time	N Left	N Thru	N Right	N Total	S Left	S Thru	S Right	S Total	W Left	W Thru	W Right	W Total	E Left	E Thru	E Right	E Total	15-min	Hour	Peak	N	S	W	E
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0

Time	N Left	N Thru	N Right	N Total	S Left	S Thru	S Right	S Total	W Left	W Thru	W Right	W Total	E Left	E Thru	E Right	E Total	15-min	Hour	Peak	N	S	W	E
16:00	26	0	12	38	0	0	0	0	4	1	0	5	0	4	33	37	80		*	0	0	0	0
16:15	32	0	9	41	0	0	0	0	7	2	0	9	0	3	29	32	82		*	0	0	0	0
16:30	26	0	10	36	0	0	0	0	8	0	0	8	0	2	47	49	93		+	0	0	0	0
16:45	42	0	15	57	0	0	0	0	4	1	0	5	0	5	17	22	84	339	*	0	0	0	0
17:00	19	0	12	31	0	0	0	0	6	1	0	7	0	2	30	32	70	329		2	0	0	0
17:15	36	0	12	48	0	0	0	0	4	0	0	4	0	2	17	19	71	318		0	0	0	0
17:30	35	1	9	45	0	1	0	1	6	3	0	9	0	1	12	13	68	293		0	0	0	0
17:45	30	0	11	41	0	0	0	0	6	0	0	6	0	0	21	21	68	277		0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
Total	246	1	90	337	0	1	0	1	45	8	0	53	0	19	206	225	616			2	0	0	0

AM Peak Period

Location: Victoria Avenue @ 13th St South
Date: Thursday, June 26, 2008

This data is for All Vehicles

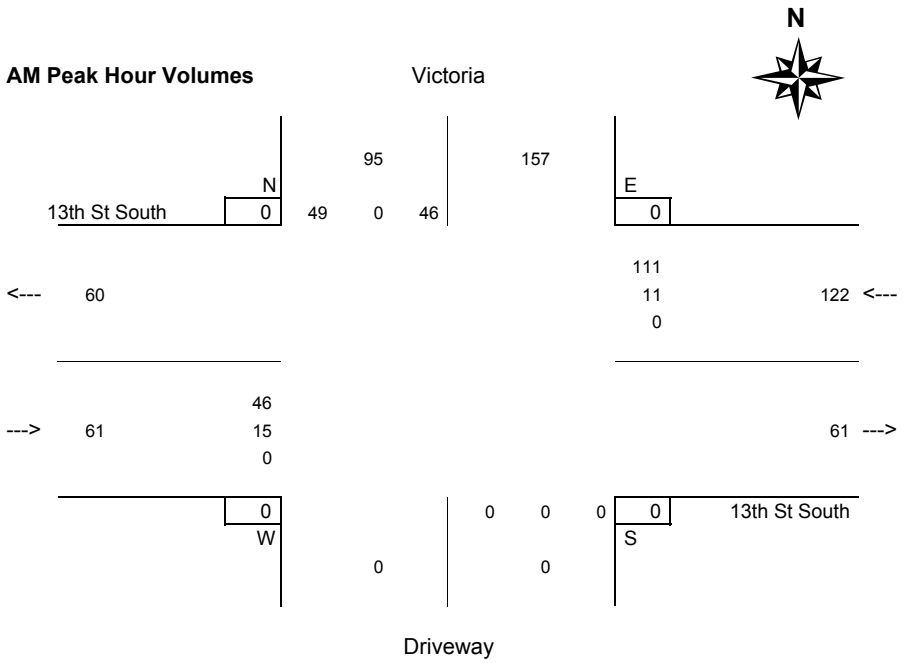
Time	Victoria				Driveway				13th St South				13th St South													
Period	NORTH Approach				SOUTH Approach				WEST Approach				EAST Approach				Total Volume		Peak	Pedestrians				Conflict	
Begins	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	15-min	Hour		N	S	W	E	15 min	Hr
07:00	6	0	1	7	0	0	0	0	3	0	0	3	0	0	13	13	23			0	0	0	0	22	
07:15	18	0	4	22	1	0	0	1	6	3	0	9	0	0	19	19	51			0	0	0	0	43	
07:30	9	0	9	18	0	0	0	0	5	1	0	6	0	3	28	31	55			0	0	0	1	45	
07:45	15	0	8	23	0	0	0	0	11	3	0	14	0	4	34	38	75	204	*	0	0	0	0	64	174
08:00	13	0	8	21	0	0	0	0	3	1	0	4	0	2	25	27	52	233	*	0	0	0	0	43	195
08:15	11	0	20	31	0	0	0	0	20	4	0	24	0	3	30	33	88	270	+	0	0	0	0	73	225
08:30	7	0	13	20	0	0	0	0	12	7	0	19	0	2	22	24	63	278	*	0	0	0	0	49	229
08:45	8	0	5	13	0	0	0	0	6	4	0	10	0	2	35	37	60	263		0	0	0	0	51	216
n/a				0				0				0				0	0	0		0	0	0	0	0	0
n/a				0				0				0				0	0	0		0	0	0	0	0	0
n/a				0				0				0				0	0	0		0	0	0	0	0	0
n/a				0				0				0				0	0	0		0	0	0	0	0	0
n/a				0				0				0				0	0	0		0	0	0	0	0	0
n/a				0				0				0				0	0	0		0	0	0	0	0	0
n/a				0				0				0				0	0	0		0	0	0	0	0	0
n/a				0				0				0				0	0	0		0	0	0	0	0	0
n/a				0				0				0				0	0	0		0	0	0	0	0	0
n/a				0				0				0				0	0	0		0	0	0	0	0	0
n/a				0				0				0				0	0	0		0	0	0	0	0	0
n/a																	0	0		0	0	0	0	0	0
Total	87	0	68	**155**	1	0	0	**1**	66	23	0	**89**	0	16	206	**222**	467			0	0	0	1		375
Avg Hr	44	0	34	**78**	1	0	0	**1**	33	12	0	**45**	0	8	103	**111**	234			0	0	0	1		n/a

Peak hour of the intersection

Pk Hr	46	0	49	**95**	0	0	0	**0**	46	15	0	**61**	0	11	111	**122**	278		*	0	0	0	0		217
15x4	60	0	80	**124**	0	0	0	**0**	80	28	0	**96**	0	16	136	**152**	352		+	0	0	0	0		312
PHF	0.77	n/a	0.61	**0.77**	n/a	n/a	n/a	**n/a**	0.58	0.54	n/a	**0.64**	n/a	0.69	0.82	**0.80**	0.79			n/a	n/a	n/a	n/a		0.70

Peak hour of conflicting volumes for the intersection

Pk Hr	46	0	49	**95**	0	0	0	**0**	46	15	0	**61**	0	11	111	**122**	278		*	0	0	0	0		217
15x4	60	0	80	**124**	0	0	0	**0**	80	28	0	**96**	0	16	136	**152**	352		+	0	0	0	0		312
PHF	0.77	n/a	0.61	**0.77**	n/a	n/a	n/a	**n/a**	0.58	0.54	n/a	**0.64**	n/a	0.69	0.82	**0.80**	0.79			n/a	n/a	n/a	n/a		0.70



Noon Peak Period

Location: Victoria Avenue @ 13th St South
Date: Thursday, June 26, 2008

This data is for All Vehicles

Time	Victoria				Driveway				13th St South				13th St South													
Period	NORTH Approach				SOUTH Approach				WEST Approach				EAST Approach				Total Volume		Peak	Pedestrians				Conflict	
Begins	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	15-min	Hour		N	S	W	E	15 min	Hr
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0

Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0			0	0	0	0		0
Avg Hr	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a			n/a	n/a	n/a	n/a		n/a

Peak hour of the intersection

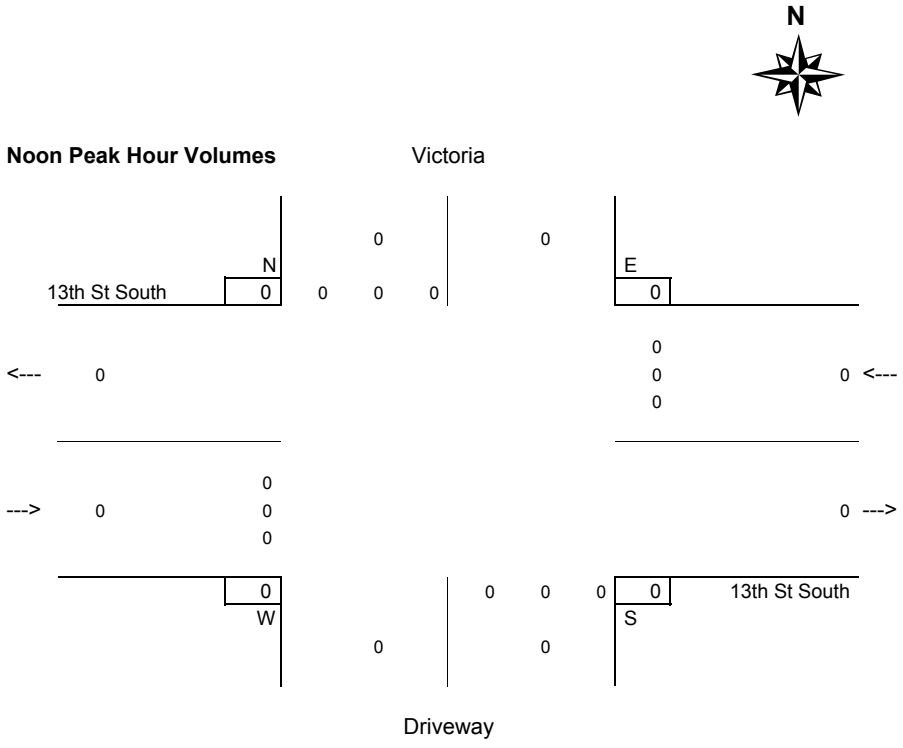
Pk Hr	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	*		0	0	0	0		0
15x4	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	+		0	0	0	0		0
PHF	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a			n/a	n/a	n/a	n/a		n/a

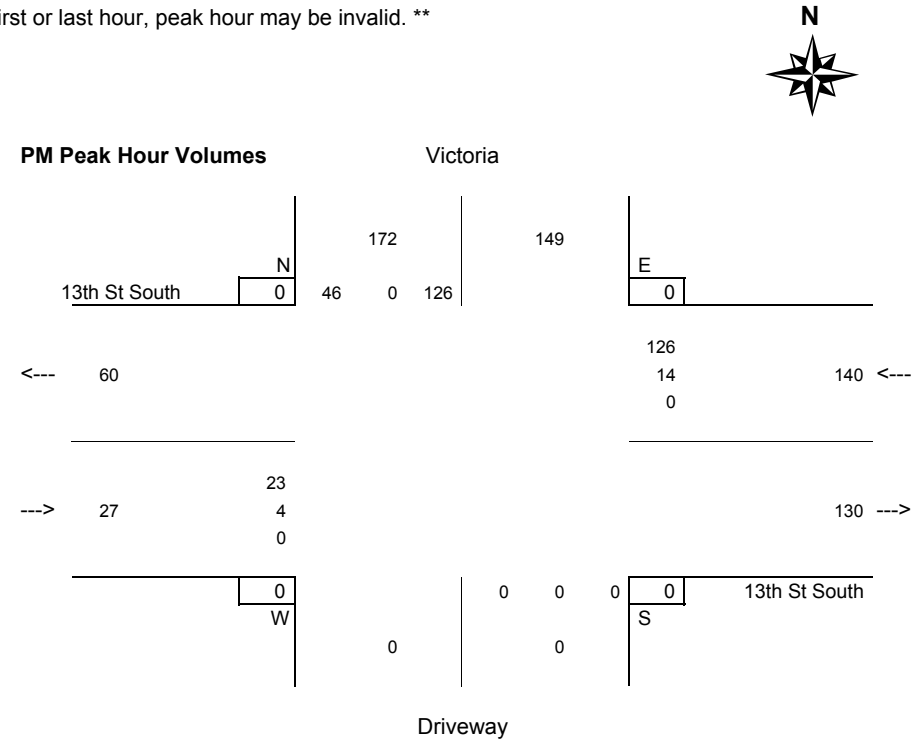
Peak hour of conflicting volumes for the intersection

Pk Hr	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	*		0	0	0	0		0
15x4	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	+		0	0	0	0		0
PHF	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a			n/a	n/a	n/a	n/a		#DIV/0!

** Peak hour in first or last hour, peak hour may be invalid. **

Noon Peak Hour Volumes





PM Peak Period

Location: Victoria Avenue @ 13th St South
Date: Thursday, June 26, 2008

This data is for All Vehicles

Time	Victoria				Driveway				13th St South				13th St South												
Period	NORTH Approach				SOUTH Approach				WEST Approach				EAST Approach				Total Volume			Pedestrians				Conflict	
Begins	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	15-min	Hour		N	S	W	E	15 min	Hr
16:00	26	0	12	38	0	0	0	0	4	1	0	5	0	4	33	37	80		*	0	0	0	0	67	
16:15	32	0	9	41	0	0	0	0	7	2	0	9	0	3	29	32	82		*	0	0	0	0	71	
16:30	26	0	10	36	0	0	0	0	8	0	0	8	0	2	47	49	93		+	0	0	0	0	83	
16:45	42	0	15	57	0	0	0	0	4	1	0	5	0	5	17	22	84	339	*	0	0	0	0	68	289
17:00	19	0	12	31	0	0	0	0	6	1	0	7	0	2	30	32	70	329		2	0	0	0	57	279
17:15	36	0	12	48	0	0	0	0	4	0	0	4	0	2	17	19	71	318		0	0	0	0	59	267
17:30	35	1	9	45	0	1	0	1	6	3	0	9	0	1	12	13	68	293		0	0	0	0	55	239
17:45	30	0	11	41	0	0	0	0	6	0	0	6	0	0	21	21	68	277		0	0	0	0	57	228
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0

Total	246	1	90	**337**	0	1	0	**1**	45	8	0	**53**	0	19	206	**225**	616			2	0	0	0		517
Avg Hr	123	1	45	**169**	0	1	0	**1**	23	4	0	**27**	0	10	103	**113**	308			1	0	0	0		n/a

Peak hour of the intersection

Pk Hr	126	0	46	172	0	0	0	0	23	4	0	27	0	14	126	140	339		*	0	0	0	0		289
15x4	168	0	60	228	0	0	0	0	32	8	0	36	0	20	188	196	372		+	0	0	0	0		408
PHF	0.75	n/a	0.77	**0.75**	n/a	n/a	n/a	**n/a**	0.72	0.50	n/a	**0.75**	n/a	0.70	0.67	**0.71**	0.91			n/a	n/a	n/a	n/a		0.71

Peak hour of conflicting volumes for the intersection

Pk Hr	126	0	46	**172**	0	0	0	**0**	23	4	0	**27**	0	14	126	**140**	339		*	0	0	0	0		289
15x4	168	0	60	**228**	0	0	0	**0**	32	8	0	**36**	0	20	188	**196**	372		+	0	0	0	0		408
PHF	0.75	n/a	0.77	**0.75**	n/a	n/a	n/a	**n/a**	0.72	0.50	n/a	**0.75**	n/a	0.70	0.67	**0.71**	0.91			n/a	n/a	n/a	n/a		0.71

** Peak hour in first or last hour, peak hour may be invalid. **

PM Peak Hour Volumes

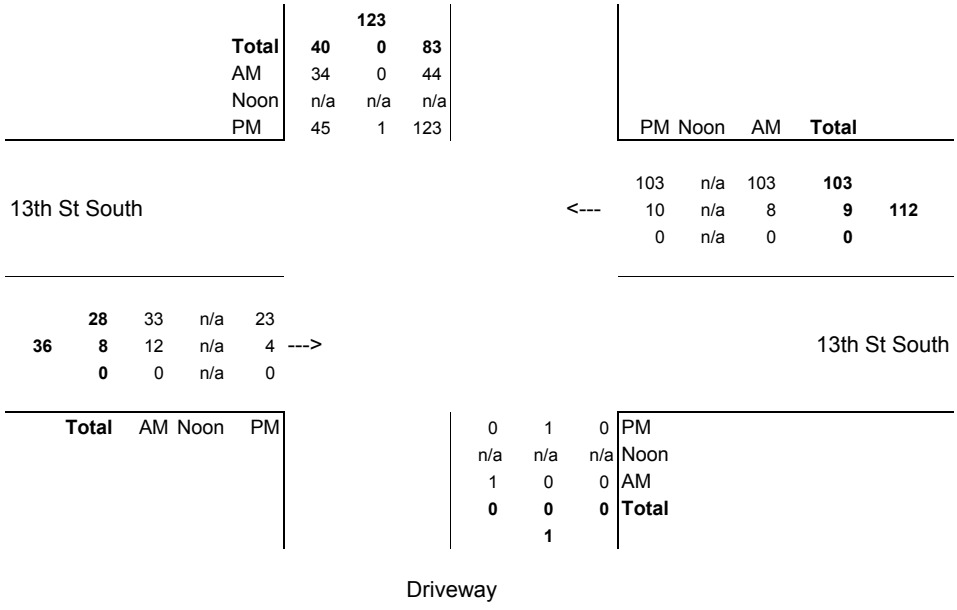
Average Hour

Location: Victoria Avenue @ 13th St South
Date: Thursday, June 26, 2008

This data is for All Vehicles

	Victoria NORTH Approach				Driveway SOUTH Approach				13th St South WEST Approach				13th St South EAST Approach				Total	Pedestrians			
	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Volume	N	S	W	E
Survey																					
Total	333	1	158	**492**	1	1	0	**2**	111	31	0	**142**	0	35	412	**447**	1083	2	0	0	1
Hours	4	4	4	**4**	4	4	4	**4**	4	4	4	**4**	4	4	4	**4**	4	4	4	4	4
Avg Hr	83	0	40	**123**	0	0	0	**1**	28	8	0	**36**	0	9	103	**112**	271	1	0	0	0
AM Period																					
Total	87	0	68	**155**	1	0	0	**1**	66	23	0	**89**	0	16	206	**222**	467	0	0	0	1
Hours	2	2	2	**2**	2	2	2	**2**	2	2	2	**2**	2	2	2	**2**	2	2	2	2	2
Avg Hr	44	0	34	**78**	1	0	0	**1**	33	12	0	**45**	0	8	103	**111**	234	0	0	0	1
Noon Period																					
Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	0	0
Hours	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	0	0
Avg Hr	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	n/a	n/a
PM Period																					
Total	246	1	90	**337**	0	1	0	**1**	45	8	0	**53**	0	19	206	**225**	616	2	0	0	0
Hours	2	2	2	**2**	2	2	2	**2**	2	2	2	**2**	2	2	2	**2**	2	2	2	2	2
Avg Hr	123	1	45	**169**	0	1	0	**1**	23	4	0	**27**	0	10	103	**113**	308	1	0	0	0

Average Hour Volumes



TRANSTECH DATA SERVICES
Vehicle Turning Movement Survey
Without Classification

Major Route: Victoria Avenue
Minor Route: Kootenay Street
Municipality: Cranbrook
Filename: Victoria@Kootenay.xls
Location #: 7

Date: June 24, 2008
Day-of-week: Tuesday

East/West Route: Kootenay Street
Intersection Type: Four approach intersection
Signalized?: Yes
Weather: Overcast and Dry

Vehicle Classifications: All Vehicles **This data is for All Vehicles**

Shift	Start	Duration	End
AM	7:00	2.00	9:00
Noon			
PM	16:00	2.00	18:00
	Total	4.00	

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

Comments:

Notes: North Approach - southbound vehicles approaching intersection from the north
15x4 - 15 min volume (from maximum 15 minute period of movement/approach in peak hour period [*]) x 4
Pedestrians - N indicates pedestrians crossing north approach (east/west)

Survey Data

Location: Victoria Avenue @ Kootenay Street
Date: Tuesday, June 24, 2008

This data is for All Vehicles

Time	Victoria				Victoria				Kootenay				Kootenay										
Period	NORTH Approach				SOUTH Approach				WEST Approach				EAST Approach				Total Volume		Peak	Pedestrians			
Begins	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	15-min	Hour		N	S	W	E
7:00	1	33	6	40	2	68	3	73	4	5	0	9	4	5	6	15	137			0	1	1	1
7:15	1	36	1	38	3	66	7	76	3	8	1	12	8	5	1	14	140			1	1	0	2
7:30	0	52	7	59	3	80	15	98	8	4	0	12	10	14	6	30	199			1	0	1	1
7:45	0	78	11	89	6	108	13	127	8	14	3	25	16	23	7	46	287	763		1	1	0	2
8:00	2	70	9	81	5	89	15	109	8	10	0	18	18	19	7	44	252	878	*	1	0	1	1
8:15	4	78	13	95	6	88	6	100	15	13	2	30	33	37	6	76	301	1039	*	0	3	1	3
8:30	1	90	17	108	6	93	12	111	11	19	1	31	23	30	2	55	305	1145	*	3	0	2	3
8:45	4	69	7	80	14	109	23	146	18	20	3	41	25	27	5	57	324	1182	+	1	0	2	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
Total	13	506	71	590	45	701	94	840	75	93	10	178	137	160	40	337	1945			8	6	8	13
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0
16:00	9	136	17	162	12	126	22	160	19	19	6	44	50	43	2	95	461			2	1	4	1
16:15	1	124	6	131	2	121	19	142	20	21	6	47	43	26	4	73	393			6	0	5	2
16:30	7	121	9	137	9	115	25	149	29	28	10	67	49	45	3	97	450		*	1	0	1	7
16:45	9	150	15	174	12	99	22	133	21	30	10	61	41	46	4	91	459	1763	*	3	2	2	0
17:00	12	174	12	198	10	100	30	140	19	30	12	61	62	33	13	108	507	1809	+	5	3	7	5
17:15	9	132	7	148	5	94	20	119	17	15	9	41	56	21	11	88	396	1812	*	2	2	1	3
17:30	6	123	12	141	8	93	17	118	13	21	9	43	34	38	5	77	379	1741		3	0	1	0
17:45	2	122	18	142	1	119	22	142	12	20	5	37	32	29	7	68	389	1671		2	0	0	5
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
Total	55	1082	96	1233	59	867	177	1103	150	184	67	401	367	281	49	697	3434			24	8	21	23

AM Peak Period

Location: Victoria Avenue @ Kootenay Street
Date: Tuesday, June 24, 2008

This data is for All Vehicles

Time	Victoria				Victoria				Kootenay				Kootenay												
Period	NORTH Approach				SOUTH Approach				WEST Approach				EAST Approach				Total Volume		Peak	Pedestrians				Conflict	
Begins	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	15-min	Hour		N	S	W	E	15 min	Hr
07:00	1	33	6	40	2	68	3	73	4	5	0	9	4	5	6	15	137			0	1	1	1	87	
07:15	1	36	1	38	3	66	7	76	3	8	1	12	8	5	1	14	140			1	1	0	2	91	
07:30	0	52	7	59	3	80	15	98	8	4	0	12	10	14	6	30	199			1	0	1	1	123	
07:45	0	78	11	89	6	108	13	127	8	14	3	25	16	23	7	46	287	763		1	1	0	2	159	460
08:00	2	70	9	81	5	89	15	109	8	10	0	18	18	19	7	44	252	878	*	1	0	1	1	140	513
08:15	4	78	13	95	6	88	6	100	15	13	2	30	33	37	6	76	301	1039	*	0	3	1	3	156	578
08:30	1	90	17	108	6	93	12	111	11	19	1	31	23	30	2	55	305	1145	*	3	0	2	3	156	611
08:45	4	69	7	80	14	109	23	146	18	20	3	41	25	27	5	57	324	1182	+	1	0	2	0	186	638
n/a				0				0				0				0	0	0		0	0	0	0	0	0
n/a				0				0				0				0	0	0		0	0	0	0	0	0
n/a				0				0				0				0	0	0		0	0	0	0	0	0
n/a				0				0				0				0	0	0		0	0	0	0	0	0
n/a				0				0				0				0	0	0		0	0	0	0	0	0
n/a				0				0				0				0	0	0		0	0	0	0	0	0
n/a				0				0				0				0	0	0		0	0	0	0	0	0
n/a				0				0				0				0	0	0		0	0	0	0	0	0
n/a				0				0				0				0	0	0		0	0	0	0	0	0
n/a				0				0				0				0	0	0		0	0	0	0	0	0
n/a				0				0				0				0	0	0		0	0	0	0	0	0
n/a																	0	0		0	0	0	0	0	0

Total	13	506	71	**590**	45	701	94	**840**	75	93	10	**178**	137	160	40	**337**	1945			8	6	8	13		1083
Avg Hr	7	253	36	**295**	23	351	47	**420**	38	47	5	**89**	69	80	20	**169**	973			4	3	4	7		n/a

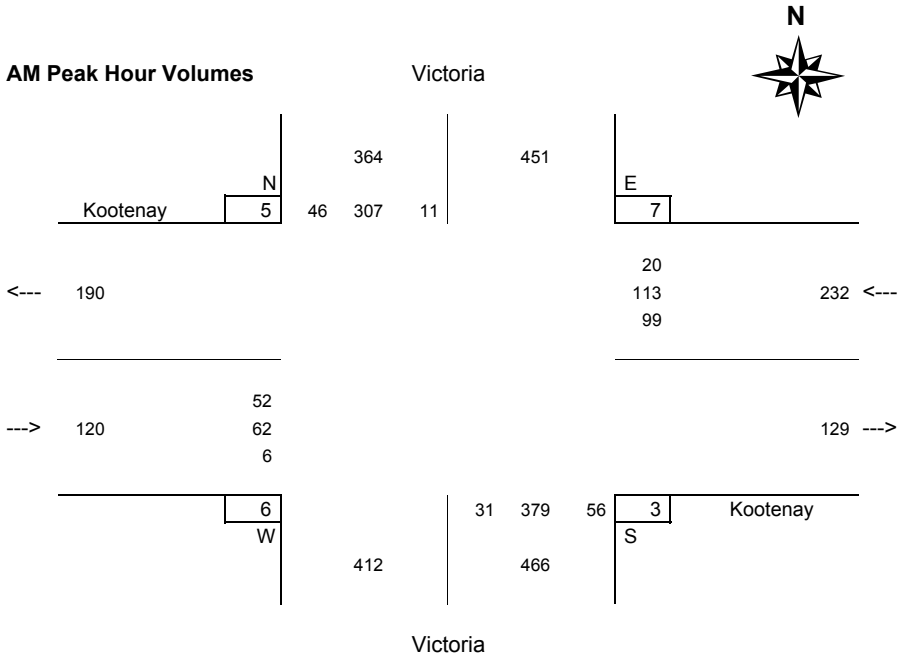
Peak hour of the intersection

Pk Hr	11	307	46	**364**	31	379	56	**466**	52	62	6	**120**	99	113	20	**232**	1182	*	5	3	6	7		631
15x4	16	360	68	**432**	56	436	92	**584**	72	80	12	**164**	132	148	28	**304**	1296	+	12	12	8	12		792
PHF	0.69	0.85	0.68	**0.84**	0.55	0.87	0.61	**0.80**	0.72	0.78	0.50	**0.73**	0.75	0.76	0.71	**0.76**	0.91		0.42	0.25	0.75	0.58		0.80

Peak hour of conflicting volumes for the intersection

Pk Hr	11	307	46	**364**	31	379	56	**466**	52	62	6	**120**	99	113	20	**232**	1182	*	5	3	6	7		631
15x4	16	360	68	**432**	56	436	92	**584**	72	80	12	**164**	132	148	28	**304**	1296	+	12	12	8	12		792
PHF	0.69	0.85	0.68	**0.84**	0.55	0.87	0.61	**0.80**	0.72	0.78	0.50	**0.73**	0.75	0.76	0.71	**0.76**	0.91		0.42	0.25	0.75	0.58		0.80

** Peak hour in first or last hour, peak hour may be invalid. **



Noon Peak Period Location: Victoria Avenue @ Kootenay Street **This data is for All Vehicles**
Date: Tuesday, June 24, 2008

Time	Victoria				Victoria				Kootenay				Kootenay												
Period	NORTH Approach				SOUTH Approach				WEST Approach				EAST Approach				Total Volume		Peak	Pedestrians				Conflict	
Begins	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	15-min	Hour		N	S	W	E	15 min	Hr
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0			0	0	0	0		0
Avg Hr	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a			n/a	n/a	n/a	n/a		n/a

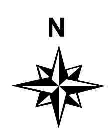
Peak hour of the intersection

Pk Hr	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0 *	0	0	0	0	0
15x4	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0 +	0	0	0	0	0
PHF	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	n/a	n/a	n/a

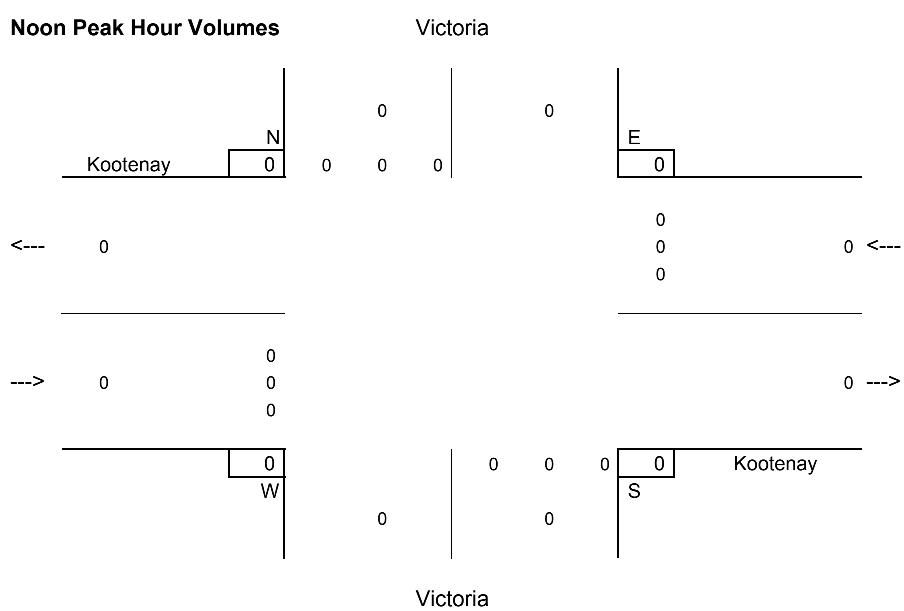
Peak hour of conflicting volumes for the intersection

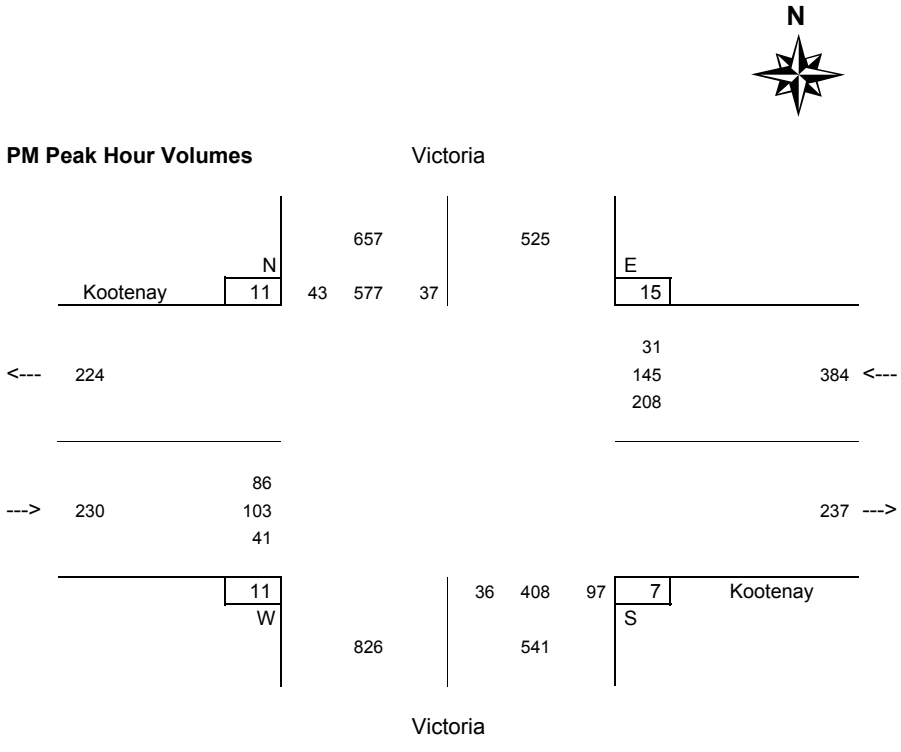
Pk Hr	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0 *	0	0	0	0	0
15x4	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0 +	0	0	0	0	0
PHF	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	n/a	n/a	#DIV/0!

** Peak hour in first or last hour, peak hour may be invalid. **



Noon Peak Hour Volumes





PM Peak Period

Location: Victoria Avenue @ Kootenay Street
Date: Tuesday, June 24, 2008

This data is for All Vehicles

Time	Victoria				Victoria				Kootenay				Kootenay												
Period	NORTH Approach				SOUTH Approach				WEST Approach				EAST Approach				Total Volume			Pedestrians				Conflict	
Begins	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	15-min	Hour		N	S	W	E	15 min	Hr
16:00	9	136	17	162	12	126	22	160	19	19	6	44	50	43	2	95	461			2	1	4	1	240	
16:15	1	124	6	131	2	121	19	142	20	21	6	47	43	26	4	73	393			6	0	5	2	211	
16:30	7	121	9	137	9	115	25	149	29	28	10	67	49	45	3	97	450		*	1	0	1	7	234	
16:45	9	150	15	174	12	99	22	133	21	30	10	61	41	46	4	91	459	1763	*	3	2	2	0	258	943
17:00	12	174	12	198	10	100	30	140	19	30	12	61	62	33	13	108	507	1809	+	5	3	7	5	300	1003
17:15	9	132	7	148	5	94	20	119	17	15	9	41	56	21	11	88	396	1812	*	2	2	1	3	224	1016
17:30	6	123	12	141	8	93	17	118	13	21	9	43	34	38	5	77	379	1741		3	0	1	0	207	989
17:45	2	122	18	142	1	119	22	142	12	20	5	37	32	29	7	68	389	1671		2	0	0	5	200	931
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
Total	55	1082	96	**1233**	59	867	177	**1103**	150	184	67	**401**	367	281	49	**697**	3434			24	8	21	23		1855
Avg Hr	28	541	48	**617**	30	434	89	**552**	75	92	34	**201**	184	141	25	**349**	1717			12	4	11	12		n/a

Peak hour of the intersection

Pk Hr	37	577	43	657	36	408	97	541	86	103	41	230	208	145	31	384	1812	*	11	7	11	15	1008
15x4	48	696	60	792	48	460	120	596	116	120	48	268	248	184	52	432	2028	+	20	12	28	28	1220
PHF	0.77	0.83	0.72	**0.83**	0.75	0.89	0.81	**0.91**	0.74	0.86	0.85	**0.86**	0.84	0.79	0.60	**0.89**	0.89		0.55	0.58	0.39	0.54	0.83

Peak hour of conflicting volumes for the intersection

Pk Hr	37	577	43	**657**	36	408	97	**541**	86	103	41	**230**	208	145	31	**384**	1812	*	11	7	11	15	1008
15x4	48	696	60	**792**	48	460	120	**596**	116	120	48	**268**	248	184	52	**432**	2028	+	20	12	28	28	1220
PHF	0.77	0.83	0.72	**0.83**	0.75	0.89	0.81	**0.91**	0.74	0.86	0.85	**0.86**	0.84	0.79	0.60	**0.89**	0.89		0.55	0.58	0.39	0.54	0.83

PM Peak Hour Volumes

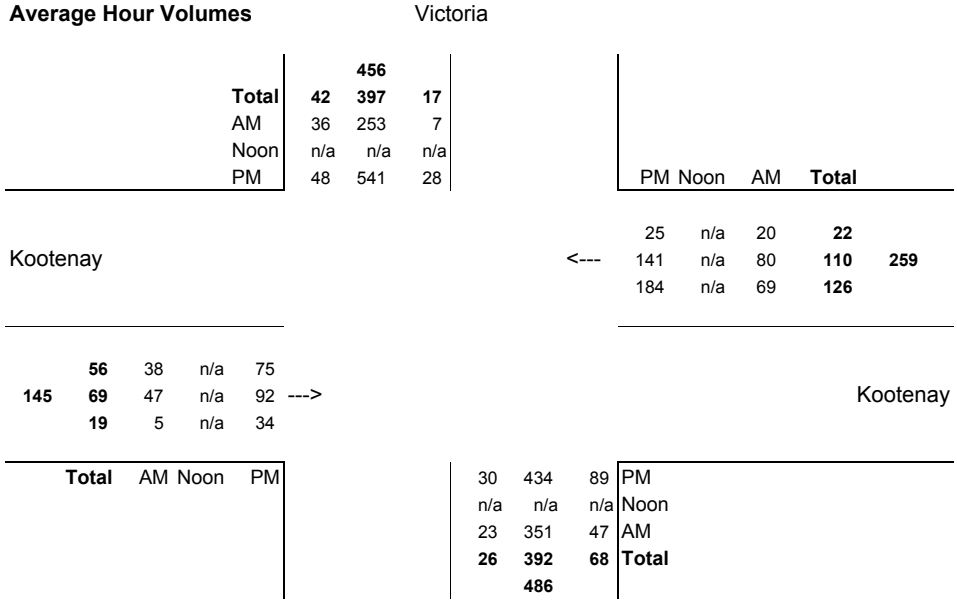
Average Hour

Location: Victoria Avenue @ Kootenay Street
Date: Tuesday, June 24, 2008

This data is for All Vehicles

	Victoria NORTH Approach				Victoria SOUTH Approach				Kootenay WEST Approach				Kootenay EAST Approach				Total	Pedestrians			
	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Volume	N	S	W	E
Survey																					
Total	68	1588	167	**1823**	104	1568	271	**1943**	225	277	77	**579**	504	441	89	**1034**	5379	##	14	29	36
Hours	4	4	4	**4**	4	4	4	**4**	4	4	4	**4**	4	4	4	**4**	4	4	4	4	4
Avg Hr	17	397	42	**456**	26	392	68	**486**	56	69	19	**145**	126	110	22	**259**	1345	8	4	7	9
AM Period																					
Total	13	506	71	**590**	45	701	94	**840**	75	93	10	**178**	137	160	40	**337**	1945	8	6	8	13
Hours	2	2	2	**2**	2	2	2	**2**	2	2	2	**2**	2	2	2	**2**	2	2	2	2	2
Avg Hr	7	253	36	**295**	23	351	47	**420**	38	47	5	**89**	69	80	20	**169**	973	4	3	4	7
Noon Period																					
Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	0	0
Hours	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	0	0
Avg Hr	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	n/a	n/a
PM Period																					
Total	55	1082	96	**1233**	59	867	177	**1103**	150	184	67	**401**	367	281	49	**697**	3434	##	8	21	23
Hours	2	2	2	**2**	2	2	2	**2**	2	2	2	**2**	2	2	2	**2**	2	2	2	2	2
Avg Hr	28	541	48	**617**	30	434	89	**552**	75	92	34	**201**	184	141	25	**349**	1717	##	4	11	12

Average Hour Volumes



TRANSTECH DATA SERVICES
Vehicle Turning Movement Survey
Without Classification

Major Route: 7th Ave South
Minor Route: 2nd St South
Municipality: Cranbrook
Filename: 7thAveSouth@2ndStSouth.xls
Location #: 20

Date: June 24, 2008
Day-of-week: Tuesday

East/West Route: 2nd St South
Intersection Type: Four approach intersection
Signalized?: No
Weather: Overcast and Dry

Vehicle Classifications: All Vehicles **This data is for All Vehicles**

Shift	Start	Duration	End
AM	7:00	2.00	9:00
Noon			
PM	16:00	2.00	18:00
	Total	4.00	

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

Comments: Speeding each way on 7th Ave and queuing on 2nd in the PM. Pedestrians have hard time crossing 7th as cars do not stop without a crosswalk.

Notes: North Approach - southbound vehicles approaching intersection from the north
15x4 - 15 min volume (from maximum 15 minute period of movement/approach in peak hour period [*]) x 4
Pedestrians - N indicates pedestrians crossing north approach (east/west)

Survey Data

Location: 7th Ave South @ 2nd St South
Date: Tuesday, June 24, 2008

This data is for All Vehicles

Time	7th Ave South				7th Ave South				2nd St South				2nd St South										
Period	NORTH Approach				SOUTH Approach				WEST Approach				EAST Approach				Total Volume		Peak	Pedestrians			
Begins	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	15-min	Hour		N	S	W	E
7:00	0	9	0	**9**	0	40	5	**45**	0	3	1	**4**	2	6	3	**11**	69			0	0	0	0
7:15	3	9	1	**13**	1	42	3	**46**	0	2	0	**2**	0	4	1	**5**	66			0	0	0	1
7:30	0	16	0	**16**	0	44	3	**47**	0	7	0	**7**	3	6	4	**13**	83			1	0	0	2
7:45	2	16	0	**18**	0	74	12	**86**	1	13	0	**14**	4	8	5	**17**	135	353		0	0	0	3
8:00	3	24	1	**28**	3	53	15	**71**	0	8	0	**8**	5	9	3	**17**	124	408	*	0	0	1	0
8:15	2	32	5	**39**	2	58	19	**79**	2	13	3	**18**	10	12	2	**24**	160	502	+	3	0	2	0
8:30	4	26	1	**31**	6	64	16	**86**	0	19	2	**21**	7	6	7	**20**	158	577	*	0	1	0	3
8:45	4	22	0	**26**	1	58	13	**72**	3	18	0	**21**	5	14	1	**20**	139	581	*	0	0	0	3
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
Total	18	154	8	**180**	13	433	86	**532**	6	83	6	**95**	36	65	26	**127**	934			4	1	3	12

n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0			0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0			0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0			0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0			0	0	0	0

16:00	6	76	4	**86**	0	27	6	**33**	2	12	1	**15**	6	21	13	**40**	174			2	2	0	0
16:15	2	50	1	**53**	1	39	5	**45**	3	15	0	**18**	9	14	15	**38**	154			2	3	0	2
16:30	7	71	4	**82**	1	37	2	**40**	1	10	2	**13**	16	12	13	**41**	176		*	0	1	1	1
16:45	5	78	2	**85**	3	44	13	**60**	3	14	3	**20**	16	31	10	**57**	222	726	+	1	0	0	1
17:00	5	92	6	**103**	0	41	4	**45**	4	15	2	**21**	13	25	2	**40**	209	761	*	0	0	0	2
17:15	6	76	5	**87**	0	31	7	**38**	2	18	1	**21**	12	31	7	**50**	196	803	*	1	0	0	1
17:30	4	65	4	**73**	2	38	3	**43**	2	12	1	**15**	15	14	5	**34**	165	792		0	1	0	3
17:45	2	60	9	**71**	2	53	8	**63**	3	14	2	**19**	7	23	6	**36**	189	759		0	1	0	1
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
Total	37	568	35	**640**	9	310	48	**367**	20	110	12	**142**	94	171	71	**336**	1485			6	8	1	11

AM Peak Period

Location: 7th Ave South @ 2nd St South
Date: Tuesday, June 24, 2008

This data is for All Vehicles

Time	7th Ave South				7th Ave South				2nd St South				2nd St South													
Period	NORTH Approach				SOUTH Approach				WEST Approach				EAST Approach				Total Volume		Peak	Pedestrians				Conflict	
Begins	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	15-min	Hour		N	S	W	E	15 min	Hr
07:00	0	9	0	9	0	40	5	45	0	3	1	4	2	6	3	11	69			0	0	0	0	54	
07:15	3	9	1	13	1	42	3	46	0	2	0	2	0	4	1	5	66			0	0	0	1	53	
07:30	0	16	0	16	0	44	3	47	0	7	0	7	3	6	4	13	83			1	0	0	2	57	
07:45	2	16	0	18	0	74	12	86	1	13	0	14	4	8	5	17	135	353		0	0	0	3	105	269
08:00	3	24	1	28	3	53	15	71	0	8	0	8	5	9	3	17	124	408	*	0	0	1	0	84	299
08:15	2	32	5	39	2	58	19	79	2	13	3	18	10	12	2	24	160	502	+	3	0	2	0	105	351
08:30	4	26	1	31	6	64	16	86	0	19	2	21	7	6	7	20	158	577	*	0	1	0	3	112	406
08:45	4	22	0	26	1	58	13	72	3	18	0	21	5	14	1	20	139	581	*	0	0	0	3	98	399
n/a				0				0				0				0	0	0		0	0	0	0	0	0
n/a				0				0				0				0	0	0		0	0	0	0	0	0
n/a				0				0				0				0	0	0		0	0	0	0	0	0
n/a				0				0				0				0	0	0		0	0	0	0	0	0
n/a				0				0				0				0	0	0		0	0	0	0	0	0
n/a				0				0				0				0	0	0		0	0	0	0	0	0
n/a				0				0				0				0	0	0		0	0	0	0	0	0
n/a				0				0				0				0	0	0		0	0	0	0	0	0
n/a				0				0				0				0	0	0		0	0	0	0	0	0
n/a				0				0				0				0	0	0		0	0	0	0	0	0
n/a				0				0				0				0	0	0		0	0	0	0	0	0
n/a																	0	0		0	0	0	0	0	0
Total	18	154	8	**180**	13	433	86	**532**	6	83	6	**95**	36	65	26	**127**	934			4	1	3	12		662
Avg Hr	9	77	4	**90**	7	217	43	**266**	3	42	3	**48**	18	33	13	**64**	467			2	1	2	6		n/a

Peak hour of the intersection

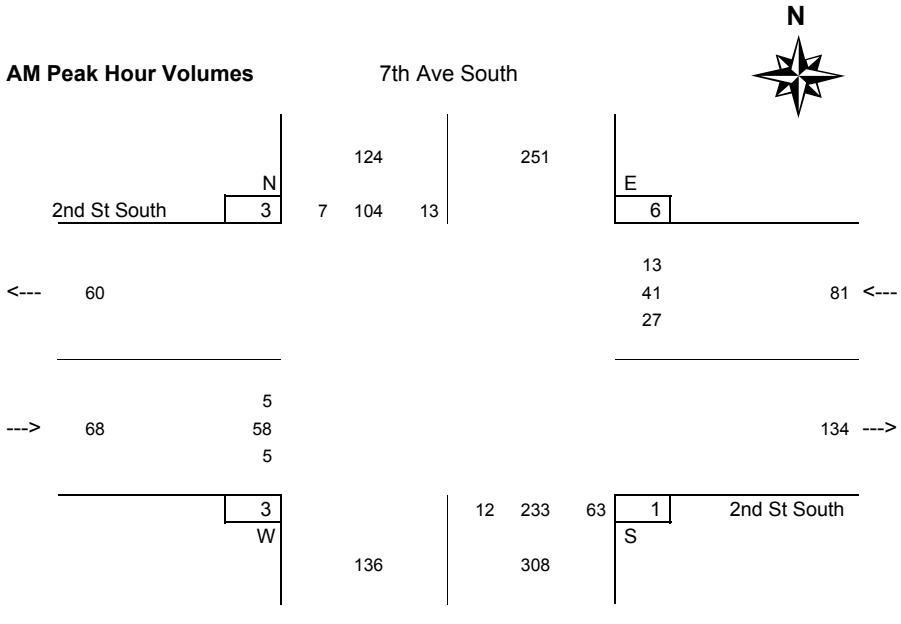
Pk Hr	13	104	7	**124**	12	233	63	**308**	5	58	5	**68**	27	41	13	**81**	581	*	3	1	3	6	399
15x4	16	128	20	**156**	24	256	76	**344**	12	76	12	**84**	40	56	28	**96**	640	+	12	4	8	12	476
PHF	0.81	0.81	0.35	**0.79**	0.50	0.91	0.83	**0.90**	0.42	0.76	0.42	**0.81**	0.68	0.73	0.46	**0.84**	0.91		0.25	0.25	0.38	0.50	0.84

Peak hour of conflicting volumes for the intersection

Pk Hr	11	98	7	**116**	11	249	62	**322**	3	53	5	**61**	26	35	17	**78**	577	*	3	1	3	6	406
15x4	16	128	20	**156**	24	296	76	**344**	8	76	12	**84**	40	48	28	**96**	640	+	12	4	8	12	516
PHF	0.69	0.77	0.35	**0.74**	0.46	0.84	0.82	**0.94**	0.38	0.70	0.42	**0.73**	0.65	0.73	0.61	**0.81**	0.90		0.25	0.25	0.38	0.50	0.79

** Peak hour in first or last hour, peak hour may be invalid. **

AM Peak Hour Volumes



Noon Peak Period

Location: 7th Ave South @ 2nd St South
Date: Tuesday, June 24, 2008

This data is for All Vehicles

Time	7th Ave South				7th Ave South				2nd St South				2nd St South												
Period	NORTH Approach				SOUTH Approach				WEST Approach				EAST Approach				Total Volume		Peak	Pedestrians				Conflict	
Begins	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	15-min	Hour		N	S	W	E	15 min	Hr
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0

Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0			0	0	0	0		0
Avg Hr	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a			n/a	n/a	n/a	n/a		n/a

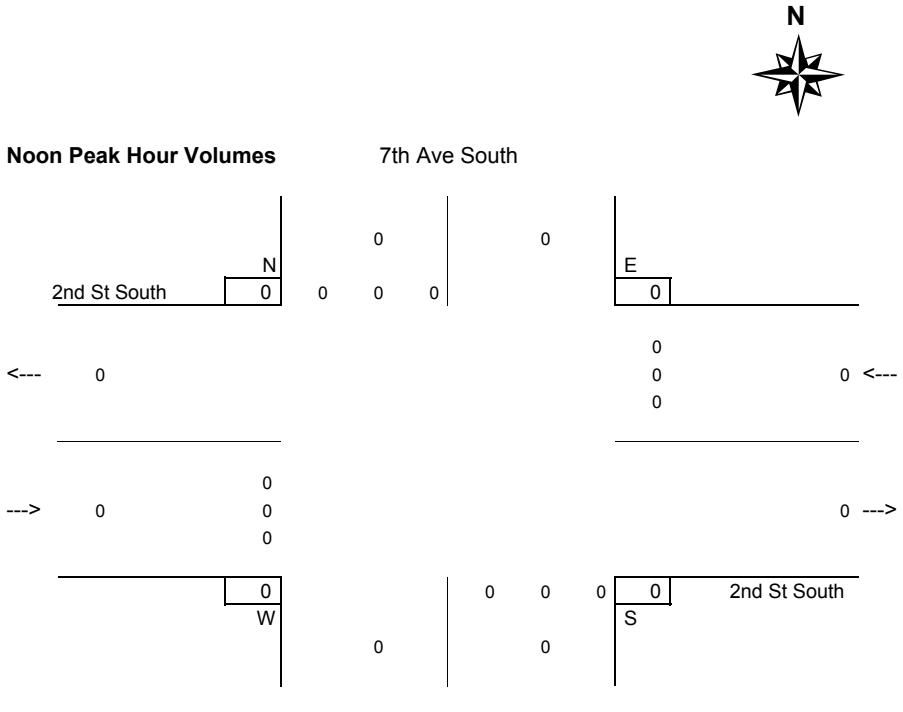
Peak hour of the intersection

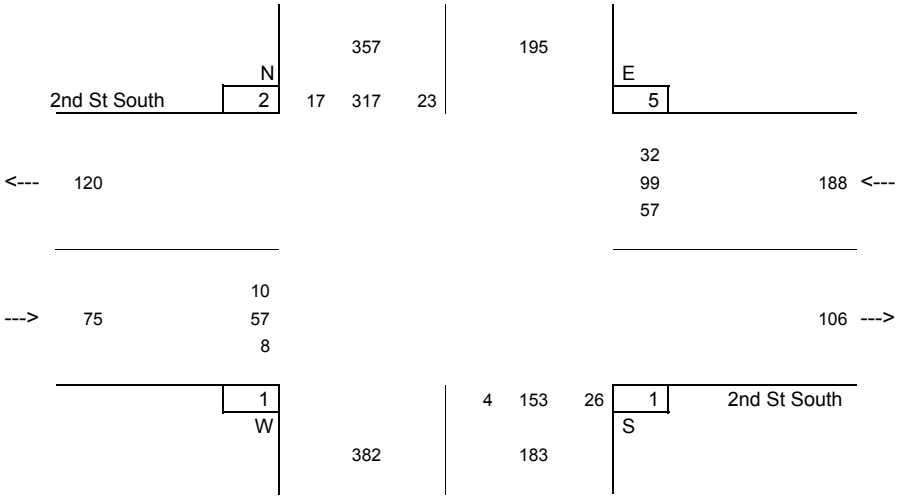
Pk Hr	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0 *			0	0	0	0		0
15x4	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0 +			0	0	0	0		0
PHF	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a			n/a	n/a	n/a	n/a		n/a

Peak hour of conflicting volumes for the intersection

Pk Hr	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0 *			0	0	0	0		0
15x4	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0 +			0	0	0	0		0
PHF	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a			n/a	n/a	n/a	n/a		#DIV/0!

** Peak hour in first or last hour, peak hour may be invalid. **





PM Peak Period Location: 7th Ave South @ 2nd St South **This data is for All Vehicles**

Date: Tuesday, June 24, 2008

Time	7th Ave South				7th Ave South				2nd St South				2nd St South												
Period	NORTH Approach				SOUTH Approach				WEST Approach				EAST Approach				Total Volume			Pedestrians				Conflict	
Begins	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	15-min	Hour		N	S	W	E	15 min	Hr
16:00	6	76	4	86	0	27	6	33	2	12	1	15	6	21	13	40	174			2	2	0	0	116	
16:15	2	50	1	53	1	39	5	45	3	15	0	18	9	14	15	38	154			2	3	0	2	84	
16:30	7	71	4	82	1	37	2	40	1	10	2	13	16	12	13	41	176		*	0	1	1	1	104	
16:45	5	78	2	85	3	44	13	60	3	14	3	20	16	31	10	57	222	726	+	1	0	0	1	127	431
17:00	5	92	6	103	0	41	4	45	4	15	2	21	13	25	2	40	209	761	*	0	0	0	2	129	444
17:15	6	76	5	87	0	31	7	38	2	18	1	21	12	31	7	50	196	803	*	1	0	0	1	121	481
17:30	4	65	4	73	2	38	3	43	2	12	1	15	15	14	5	34	165	792		0	1	0	3	99	476
17:45	2	60	9	71	2	53	8	63	3	14	2	19	7	23	6	36	189	759		0	1	0	1	103	452
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
Total	37	568	35	**640**	9	310	48	**367**	20	110	12	**142**	94	171	71	**336**	1485			6	8	1	11		874
Avg Hr	19	284	18	**320**	5	155	24	**184**	10	55	6	**71**	47	86	36	**168**	743			3	4	1	6		n/a

Peak hour of the intersection

Pk Hr	23	317	17	357	4	153	26	183	10	57	8	75	57	99	32	188	803	*	2	1	1	5		479
15x4	28	368	24	412	12	176	52	240	16	72	12	84	64	124	52	228	888	+	4	4	4	8		596
PHF	0.82	0.86	0.71	**0.87**	0.33	0.87	0.50	**0.76**	0.63	0.79	0.67	**0.89**	0.89	0.80	0.62	**0.82**	0.90		0.50	0.25	0.25	0.63		0.80

Peak hour of conflicting volumes for the intersection

Pk Hr	23	317	17	**357**	4	153	26	**183**	10	57	8	**75**	57	99	32	**188**	803	*	2	1	1	5		479
15x4	28	368	24	**412**	12	176	52	**240**	16	72	12	**84**	64	124	52	**228**	888	+	4	4	4	8		596
PHF	0.82	0.86	0.71	**0.87**	0.33	0.87	0.50	**0.76**	0.63	0.79	0.67	**0.89**	0.89	0.80	0.62	**0.82**	0.90		0.50	0.25	0.25	0.63		0.80

PM Peak Hour Volumes

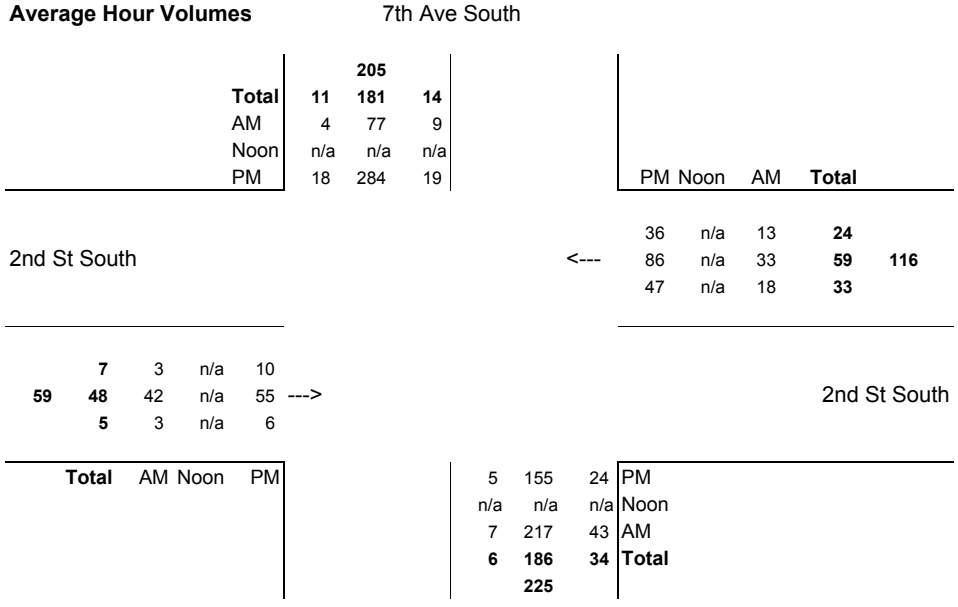
Average Hour

Location: 7th Ave South @ 2nd St South
Date: Tuesday, June 24, 2008

This data is for All Vehicles

	7th Ave South NORTH Approach				7th Ave South SOUTH Approach				2nd St South WEST Approach				2nd St South EAST Approach				Total	Pedestrians			
	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Volume	N	S	W	E
Survey																					
Total	55	722	43	**820**	22	743	134	**899**	26	193	18	**237**	130	236	97	**463**	2419	##	9	4	23
Hours	4	4	4	**4**	4	4	4	**4**	4	4	4	**4**	4	4	4	**4**	4	4	4	4	4
Avg Hr	14	181	11	**205**	6	186	34	**225**	7	48	5	**59**	33	59	24	**116**	605	3	2	1	6
AM Period																					
Total	18	154	8	**180**	13	433	86	**532**	6	83	6	**95**	36	65	26	**127**	934	4	1	3	12
Hours	2	2	2	**2**	2	2	2	**2**	2	2	2	**2**	2	2	2	**2**	2	2	2	2	2
Avg Hr	9	77	4	**90**	7	217	43	**266**	3	42	3	**48**	18	33	13	**64**	467	2	1	2	6
Noon Period																					
Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	0	0
Hours	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	0	0
Avg Hr	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	n/a	n/a
PM Period																					
Total	37	568	35	**640**	9	310	48	**367**	20	110	12	**142**	94	171	71	**336**	1485	6	8	1	11
Hours	2	2	2	**2**	2	2	2	**2**	2	2	2	**2**	2	2	2	**2**	2	2	2	2	2
Avg Hr	19	284	18	**320**	5	155	24	**184**	10	55	6	**71**	47	86	36	**168**	743	3	4	1	6

Average Hour Volumes



TRANSTECH DATA SERVICES
Vehicle Turning Movement Survey
Without Classification

Major Route: 7th Ave South
Minor Route: 11th St South
Municipality: Cranbrook
Filename: 7thAveSouth@11thStSouth.xls
Location #: 21

Date: June 26, 2008
Day-of-week: Thursday

East/West Route: 11th St South
Intersection Type: Four approach intersection
Signalized?: No
Weather: Overcast and Dry

Vehicle Classifications: All Vehicles **This data is for All Vehicles**

Shift	Start	Duration	End
AM	7:00	2.00	9:00
Noon			
PM	16:00	2.00	18:00
	Total	4.00	

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

Comments:

Notes: North Approach - southbound vehicles approaching intersection from the north
15x4 - 15 min volume (from maximum 15 minute period of movement/approach in peak hour period [*]) x 4
Pedestrians - N indicates pedestrians crossing north approach (east/west)

Survey Data

Location: 7th Ave South @ 11th St South

Date: Thursday, June 26, 2008

This data is for All Vehicles

Time	7th Ave South				7th Ave South				11th St South				11th St South										
Period	NORTH Approach				SOUTH Approach				WEST Approach				EAST Approach				Total Volume		Peak	Pedestrians			
Begins	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	15-min	Hour		N	S	W	E
7:00	4	1	2	**7**	0	5	0	**5**	3	4	0	**7**	1	7	7	**15**	34			0	1	0	0
7:15	5	5	3	**13**	0	14	2	**16**	4	6	0	**10**	2	8	13	**23**	62			1	0	0	1
7:30	1	2	1	**4**	1	10	1	**12**	5	6	0	**11**	1	12	12	**25**	52			2	3	0	0
7:45	1	1	1	**3**	0	12	7	**19**	12	7	0	**19**	0	11	17	**28**	69	217		1	0	0	0
8:00	2	5	3	**10**	0	12	4	**16**	7	17	2	**26**	1	10	9	**20**	72	255	*	0	2	0	0
8:15	13	3	2	**18**	0	12	0	**12**	9	13	0	**22**	4	14	12	**30**	82	275	*	1	0	0	2
8:30	7	5	3	**15**	0	8	2	**10**	5	10	1	**16**	5	10	18	**33**	74	297	*	0	0	0	1
8:45	6	5	3	**14**	3	17	5	**25**	6	15	0	**21**	1	16	14	**31**	91	319	+	2	1	1	1
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
Total	39	27	18	**84**	4	90	21	**115**	51	78	3	**132**	15	88	102	**205**	536			7	7	1	5

n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0			0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0			0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0			0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0			0	0	0	0

16:00	25	17	3	**45**	1	10	1	**12**	3	20	2	**25**	6	17	7	**30**	112		+	1	0	0	1
16:15	12	10	6	**28**	1	12	2	**15**	4	26	1	**31**	4	18	10	**32**	106		*	0	1	0	0
16:30	20	17	5	**42**	1	13	10	**24**	2	16	0	**18**	2	8	8	**18**	102		*	0	0	0	0
16:45	8	17	3	**28**	0	8	4	**12**	3	15	0	**18**	2	28	4	**34**	92	412	*	0	0	0	0
17:00	12	25	7	**44**	1	9	4	**14**	3	20	1	**24**	5	14	5	**24**	106	406		0	0	0	0
17:15	21	13	12	**46**	1	13	2	**16**	1	22	0	**23**	6	13	3	**22**	107	407		0	0	0	0
17:30	16	12	5	**33**	0	6	3	**9**	2	13	1	**16**	6	17	6	**29**	87	392		1	0	0	0
17:45	16	12	2	**30**	0	8	4	**12**	2	13	3	**18**	6	18	7	**31**	91	391		1	0	2	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
Total	130	123	43	**296**	5	79	30	**114**	20	145	8	**173**	37	133	50	**220**	803			3	1	2	1

AM Peak Period

Location: 7th Ave South @ 11th St South
Date: Thursday, June 26, 2008

This data is for All Vehicles

Time	7th Ave South				7th Ave South				11th St South				11th St South												
Period	NORTH Approach				SOUTH Approach				WEST Approach				EAST Approach				Total Volume		Peak	Pedestrians				Conflict	
Begins	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	15-min	Hour		N	S	W	E	15 min	Hr
07:00	4	1	2	7	0	5	0	5	3	4	0	7	1	7	7	15	34			0	1	0	0	26	
07:15	5	5	3	13	0	14	2	16	4	6	0	10	2	8	13	23	62			1	0	0	1	46	
07:30	1	2	1	4	1	10	1	12	5	6	0	11	1	12	12	25	52			2	3	0	0	41	
07:45	1	1	1	3	0	12	7	19	12	7	0	19	0	11	17	28	69	217		1	0	0	0	60	173
08:00	2	5	3	10	0	12	4	16	7	17	2	26	1	10	9	20	72	255	*	0	2	0	0	44	191
08:15	13	3	2	18	0	12	0	12	9	13	0	22	4	14	12	30	82	275	*	1	0	0	2	60	205
08:30	7	5	3	15	0	8	2	10	5	10	1	16	5	10	18	33	74	297	*	0	0	0	1	50	214
08:45	6	5	3	14	3	17	5	25	6	15	0	21	1	16	14	31	91	319	+	2	1	1	1	64	218
n/a				0				0				0				0	0	0		0	0	0	0	0	0
n/a				0				0				0				0	0	0		0	0	0	0	0	0
n/a				0				0				0				0	0	0		0	0	0	0	0	0
n/a				0				0				0				0	0	0		0	0	0	0	0	0
n/a				0				0				0				0	0	0		0	0	0	0	0	0
n/a				0				0				0				0	0	0		0	0	0	0	0	0
n/a				0				0				0				0	0	0		0	0	0	0	0	0
n/a				0				0				0				0	0	0		0	0	0	0	0	0
n/a				0				0				0				0	0	0		0	0	0	0	0	0
n/a				0				0				0				0	0	0		0	0	0	0	0	0
n/a				0				0				0				0	0	0		0	0	0	0	0	0
n/a																	0	0		0	0	0	0	0	0

Total	39	27	18	**84**	4	90	21	**115**	51	78	3	**132**	15	88	102	**205**	536			7	7	1	5		391
Avg Hr	20	14	9	**42**	2	45	11	**58**	26	39	2	**66**	8	44	51	**103**	268			4	4	1	3		n/a

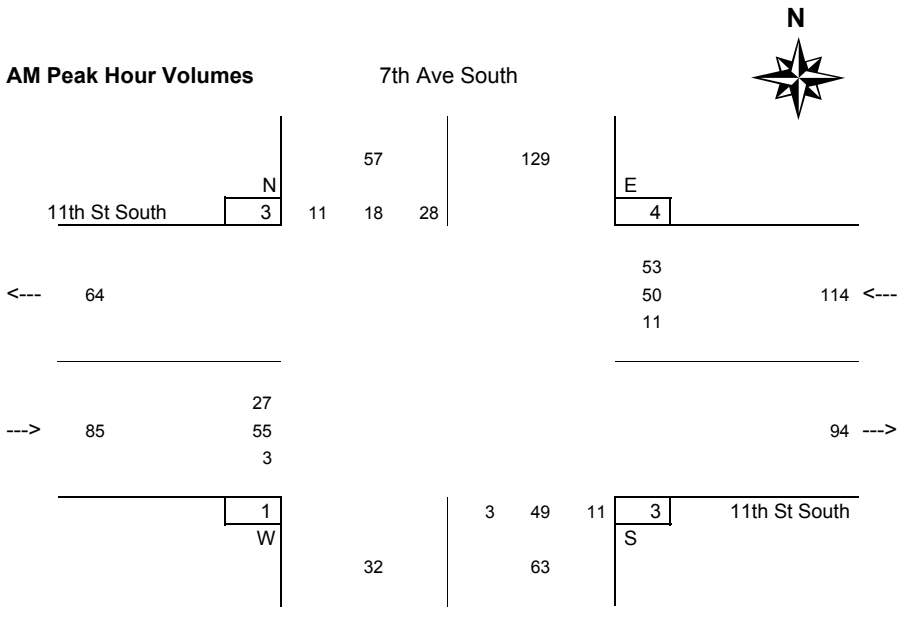
Peak hour of the intersection

Pk Hr	28	18	11	**57**	3	49	11	**63**	27	55	3	**85**	11	50	53	**114**	319	*		3	3	1	4		218
15x4	52	20	12	**72**	12	68	20	**100**	36	68	8	**104**	20	64	72	**132**	364	+		8	8	4	8		312
PHF	0.54	0.90	0.92	**0.79**	0.25	0.72	0.55	**0.63**	0.75	0.81	0.38	**0.82**	0.55	0.78	0.74	**0.86**	0.88			0.38	0.38	0.25	0.50		0.70

Peak hour of conflicting volumes for the intersection

Pk Hr	28	18	11	**57**	3	49	11	**63**	27	55	3	**85**	11	50	53	**114**	319	*		3	3	1	4		218
15x4	52	20	12	**72**	12	68	20	**100**	36	68	8	**104**	20	64	72	**132**	364	+		8	8	4	8		312
PHF	0.54	0.90	0.92	**0.79**	0.25	0.72	0.55	**0.63**	0.75	0.81	0.38	**0.82**	0.55	0.78	0.74	**0.86**	0.88			0.38	0.38	0.25	0.50		0.70

** Peak hour in first or last hour, peak hour may be invalid. **



Noon Peak Period

Location: 7th Ave South @ 11th St South
Date: Thursday, June 26, 2008

This data is for All Vehicles

Time	7th Ave South				7th Ave South				11th St South				11th St South													
Period	NORTH Approach				SOUTH Approach				WEST Approach				EAST Approach				Total Volume		Peak	Pedestrians				Conflict	
Begins	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	15-min	Hour		N	S	W	E	15 min	Hr
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0			0	0	0	0		0
Avg Hr	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a			n/a	n/a	n/a	n/a		n/a

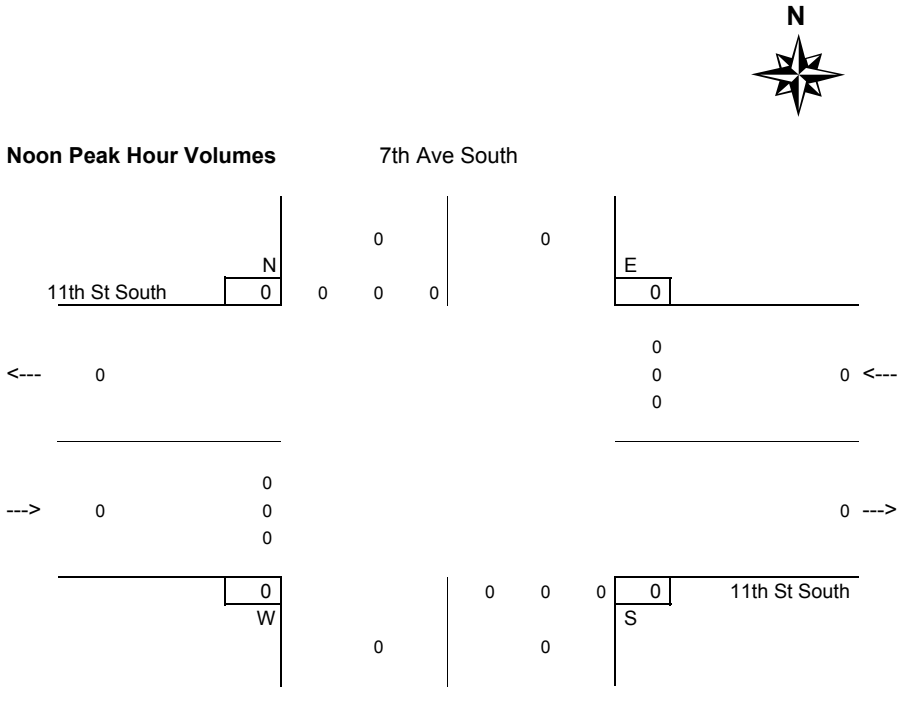
Peak hour of the intersection

Pk Hr	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0 *	0	0	0	0		0
15x4	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0 +	0	0	0	0		0
PHF	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	n/a	n/a		n/a

Peak hour of conflicting volumes for the intersection

Pk Hr	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0 *	0	0	0	0		0
15x4	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0 +	0	0	0	0		0
PHF	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	n/a	n/a		#DIV/0!

** Peak hour in first or last hour, peak hour may be invalid. **



PM Peak Period

Location: 7th Ave South @ 11th St South
Date: Thursday, June 26, 2008

This data is for All Vehicles

Time	7th Ave South				7th Ave South				11th St South				11th St South												
Period	NORTH Approach				SOUTH Approach				WEST Approach				EAST Approach				Total Volume			Pedestrians				Conflict	
Begins	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	15-min	Hour		N	S	W	E	15 min	Hr
16:00	25	17	3	45	1	10	1	12	3	20	2	25	6	17	7	30	112		+	1	0	0	1	64	
16:15	12	10	6	28	1	12	2	15	4	26	1	31	4	18	10	32	106		*	0	1	0	0	58	
16:30	20	17	5	42	1	13	10	24	2	16	0	18	2	8	8	18	102		*	0	0	0	0	61	
16:45	8	17	3	28	0	8	4	12	3	15	0	18	2	28	4	34	92	412	*	0	0	0	0	55	238
17:00	12	25	7	44	1	9	4	14	3	20	1	24	5	14	5	24	106	406		0	0	0	0	59	233
17:15	21	13	12	46	1	13	2	16	1	22	0	23	6	13	3	22	107	407		0	0	0	0	64	239
17:30	16	12	5	33	0	6	3	9	2	13	1	16	6	17	6	29	87	392		1	0	0	0	50	228
17:45	16	12	2	30	0	8	4	12	2	13	3	18	6	18	7	31	91	391		1	0	2	0	55	228
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
Total	130	123	43	**296**	5	79	30	**114**	20	145	8	**173**	37	133	50	**220**	803			3	1	2	1		442
Avg Hr	65	62	22	**148**	3	40	15	**57**	10	73	4	**87**	19	67	25	**110**	402			2	1	1	1		n/a

Peak hour of the intersection

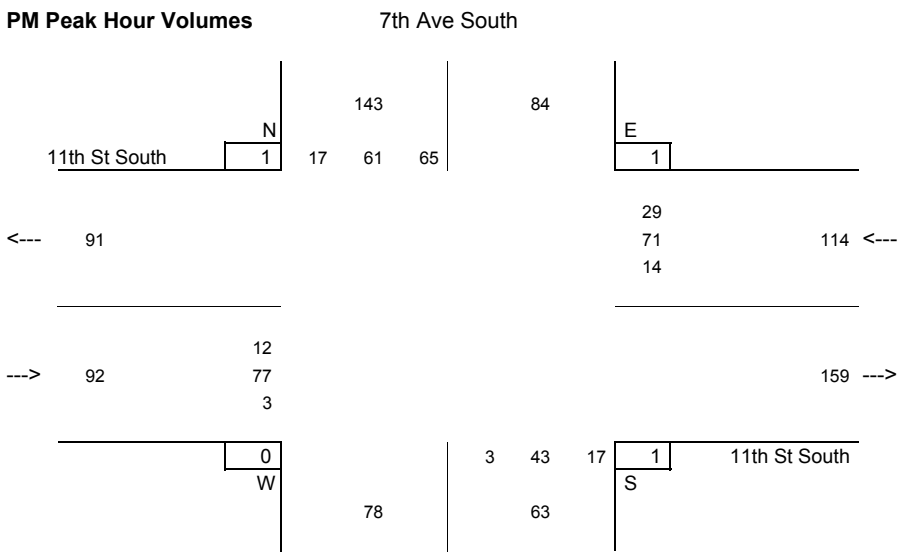
Pk Hr	65	61	17	143	3	43	17	63	12	77	3	92	14	71	29	114	412		*	1	1	0	1		237
15x4	100	68	24	180	4	52	40	96	16	104	8	124	24	112	40	136	448		+	4	4	0	4		360
PHF	0.65	0.90	0.71	**0.79**	0.75	0.83	0.43	**0.66**	0.75	0.74	0.38	**0.74**	0.58	0.63	0.73	**0.84**	0.92			0.25	0.25	n/a	0.25		0.66

Peak hour of conflicting volumes for the intersection

Pk Hr	61	72	27	**160**	3	43	20	**66**	9	73	1	**83**	15	63	20	**98**	407		*	0	0	0	0		216
15x4	84	100	48	**184**	4	52	40	**96**	12	88	4	**96**	24	112	32	**136**	428		+	0	0	0	0		332
PHF	0.73	0.72	0.56	**0.87**	0.75	0.83	0.50	**0.69**	0.75	0.83	0.25	**0.86**	0.63	0.56	0.63	**0.72**	0.95			n/a	n/a	n/a	n/a		0.65

** Peak hour in first or last hour, peak hour may be invalid. **

PM Peak Hour Volumes



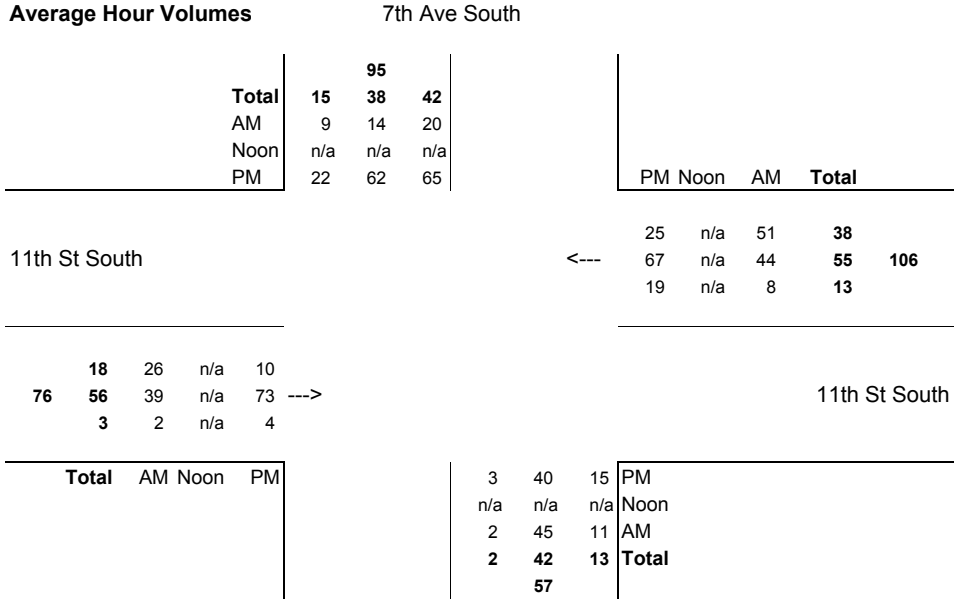
Average Hour

Location: 7th Ave South @ 11th St South
Date: Thursday, June 26, 2008

This data is for All Vehicles

	7th Ave South NORTH Approach				7th Ave South SOUTH Approach				11th St South WEST Approach				11th St South EAST Approach				Total	Pedestrians			
	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Volume	N	S	W	E
Survey																					
Total	169	150	61	**380**	9	169	51	**229**	71	223	11	**305**	52	221	152	**425**	1339	##	8	3	6
Hours	4	4	4	**4**	4	4	4	**4**	4	4	4	**4**	4	4	4	**4**	4	4	4	4	4
Avg Hr	42	38	15	**95**	2	42	13	**57**	18	56	3	**76**	13	55	38	**106**	335	3	2	1	2
AM Period																					
Total	39	27	18	**84**	4	90	21	**115**	51	78	3	**132**	15	88	102	**205**	536	7	7	1	5
Hours	2	2	2	**2**	2	2	2	**2**	2	2	2	**2**	2	2	2	**2**	2	2	2	2	2
Avg Hr	20	14	9	**42**	2	45	11	**58**	26	39	2	**66**	8	44	51	**103**	268	4	4	1	3
Noon Period																					
Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	0	0
Hours	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	0	0
Avg Hr	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	n/a	n/a
PM Period																					
Total	130	123	43	**296**	5	79	30	**114**	20	145	8	**173**	37	133	50	**220**	803	3	1	2	1
Hours	2	2	2	**2**	2	2	2	**2**	2	2	2	**2**	2	2	2	**2**	2	2	2	2	2
Avg Hr	65	62	22	**148**	3	40	15	**57**	10	73	4	**87**	19	67	25	**110**	402	2	1	1	1

Average Hour Volumes



TRANSTECH DATA SERVICES
Vehicle Turning Movement Survey
Without Classification

Major Route: 11th Ave South
Minor Route: 2nd St South
Municipality: Cranbrook
Filename: 11thAveSouth@2ndStSouth.xls
Location #: 16

Date: June 25, 2008
Day-of-week: Wednesday

East/West Route: 2nd St South
Intersection Type: Four approach intersection
Signalized?: No
Weather: Clear and Dry

Vehicle Classifications: All Vehicles **This data is for All Vehicles**

Shift	Start	Duration	End
AM	7:00	2.00	9:00
Noon			
PM	16:00	2.00	18:00
	Total	4.00	

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

Comments:

Notes: North Approach - southbound vehicles approaching intersection from the north
15x4 - 15 min volume (from maximum 15 minute period of movement/approach in peak hour period [*]) x 4
Pedestrians - N indicates pedestrians crossing north approach (east/west)

Survey Data

Location: 11th Ave South @ 2nd St South
Date: Wednesday, June 25, 2008

This data is for All Vehicles

Time	11th Ave South				11th Ave South				2nd St South				2nd St South										
Period	NORTH Approach				SOUTH Approach				WEST Approach				EAST Approach				Total Volume		Peak	Pedestrians			
Begins	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	15-min	Hour		N	S	W	E
7:00	0	5	0	**5**	1	15	0	**16**	3	7	1	**11**	1	22	4	**27**	59			0	0	0	0
7:15	1	2	1	**4**	3	8	2	**13**	1	10	2	**13**	1	25	4	**30**	60			0	0	0	1
7:30	2	4	2	**8**	10	25	1	**36**	1	13	1	**15**	2	14	9	**25**	84			1	0	2	0
7:45	4	8	0	**12**	9	23	3	**35**	1	23	1	**25**	0	25	11	**36**	108	311		2	1	3	0
8:00	1	19	2	**22**	3	33	5	**41**	1	19	4	**24**	1	27	12	**40**	127	379	*	0	0	0	0
8:15	8	13	4	**25**	6	34	3	**43**	3	27	1	**31**	1	27	19	**47**	146	465	+	4	1	1	1
8:30	5	11	4	**20**	9	41	3	**53**	2	19	1	**22**	1	31	11	**43**	138	519	*	0	0	0	0
8:45	7	7	1	**15**	2	32	1	**35**	8	20	5	**33**	1	31	14	**46**	129	540	*	1	0	1	1
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
Total	28	69	14	**111**	43	211	18	**272**	20	138	16	**174**	8	202	84	**294**	851			8	2	7	3

n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0			0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0			0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0			0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0			0	0	0	0

16:00	17	35	9	**61**	2	16	2	**20**	4	22	2	**28**	5	32	10	**47**	156		*	1	0	2	3
16:15	14	34	9	**57**	3	19	1	**23**	2	26	3	**31**	1	21	10	**32**	143		*	0	1	0	0
16:30	21	42	9	**72**	1	13	2	**16**	2	21	10	**33**	3	25	8	**36**	157		+	0	0	3	2
16:45	14	50	11	**75**	3	20	3	**26**	3	25	4	**32**	3	16	2	**21**	154	610	*	0	0	1	1
17:00	20	45	7	**72**	3	15	4	**22**	5	18	4	**27**	1	21	7	**29**	150	604		2	0	2	3
17:15	16	49	5	**70**	1	14	3	**18**	4	21	5	**30**	2	22	4	**28**	146	607		1	0	0	0
17:30	9	30	2	**41**	1	12	2	**15**	1	18	3	**22**	4	21	2	**27**	105	555		1	0	0	0
17:45	14	26	8	**48**	5	16	3	**24**	1	19	1	**21**	1	21	3	**25**	118	519		0	1	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
Total	125	311	60	**496**	19	125	20	**164**	22	170	32	**224**	20	179	46	**245**	1129			5	2	8	9

AM Peak Period

Location: 11th Ave South @ 2nd St South
Date: Wednesday, June 25, 2008

This data is for All Vehicles

Time	11th Ave South				11th Ave South				2nd St South				2nd St South													
Period	NORTH Approach				SOUTH Approach				WEST Approach				EAST Approach				Total Volume		Peak	Pedestrians				Conflict	
Begins	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	15-min	Hour		N	S	W	E	15 min	Hr
07:00	0	5	0	5	1	15	0	16	3	7	1	11	1	22	4	27	59			0	0	0	0	44	
07:15	1	2	1	4	3	8	2	13	1	10	2	13	1	25	4	30	60			0	0	0	1	41	
07:30	2	4	2	8	10	25	1	36	1	13	1	15	2	14	9	25	84			1	0	2	0	52	
07:45	4	8	0	12	9	23	3	35	1	23	1	25	0	25	11	36	108	311		2	1	3	0	67	204
08:00	1	19	2	22	3	33	5	41	1	19	4	24	1	27	12	40	127	379	*	0	0	0	0	79	239
08:15	8	13	4	25	6	34	3	43	3	27	1	31	1	27	19	47	146	465	+	4	1	1	1	94	292
08:30	5	11	4	20	9	41	3	53	2	19	1	22	1	31	11	43	138	519	*	0	0	0	0	93	333
08:45	7	7	1	15	2	32	1	35	8	20	5	33	1	31	14	46	129	540	*	1	0	1	1	93	359
n/a				0				0				0				0	0	0		0	0	0	0	0	0
n/a				0				0				0				0	0	0		0	0	0	0	0	0
n/a				0				0				0				0	0	0		0	0	0	0	0	0
n/a				0				0				0				0	0	0		0	0	0	0	0	0
n/a				0				0				0				0	0	0		0	0	0	0	0	0
n/a				0				0				0				0	0	0		0	0	0	0	0	0
n/a				0				0				0				0	0	0		0	0	0	0	0	0
n/a				0				0				0				0	0	0		0	0	0	0	0	0
n/a				0				0				0				0	0	0		0	0	0	0	0	0
n/a				0				0				0				0	0	0		0	0	0	0	0	0
n/a				0				0				0				0	0	0		0	0	0	0	0	0
n/a																	0	0		0	0	0	0	0	0
Total	28	69	14	**111**	43	211	18	**272**	20	138	16	**174**	8	202	84	**294**	851			8	2	7	3		563
Avg Hr	14	35	7	**56**	22	106	9	**136**	10	69	8	**87**	4	101	42	**147**	426			4	1	4	2		n/a

Peak hour of the intersection

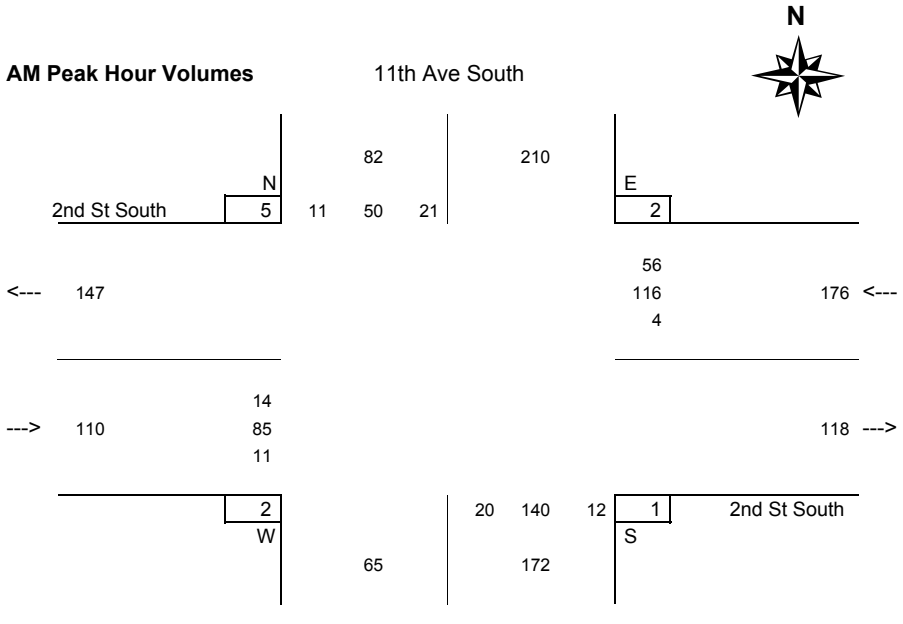
Pk Hr	21	50	11	**82**	20	140	12	**172**	14	85	11	**110**	4	116	56	**176**	540	*	5	1	2	2	359
15x4	32	76	16	**100**	36	164	20	**212**	32	108	20	**132**	4	124	76	**188**	584	+	16	4	4	4	448
PHF	0.66	0.66	0.69	**0.82**	0.56	0.85	0.60	**0.81**	0.44	0.79	0.55	**0.83**	1.00	0.94	0.74	**0.94**	0.92		0.31	0.25	0.50	0.50	0.80

Peak hour of conflicting volumes for the intersection

Pk Hr	21	50	11	**82**	20	140	12	**172**	14	85	11	**110**	4	116	56	**176**	540	*	5	1	2	2	359
15x4	32	76	16	**100**	36	164	20	**212**	32	108	20	**132**	4	124	76	**188**	584	+	16	4	4	4	448
PHF	0.66	0.66	0.69	**0.82**	0.56	0.85	0.60	**0.81**	0.44	0.79	0.55	**0.83**	1.00	0.94	0.74	**0.94**	0.92		0.31	0.25	0.50	0.50	0.80

** Peak hour in first or last hour, peak hour may be invalid. **

AM Peak Hour Volumes



Noon Peak Period

Location: 11th Ave South @ 2nd St South
Date: Wednesday, June 25, 2008

This data is for All Vehicles

Time	11th Ave South				11th Ave South				2nd St South				2nd St South												
Period	NORTH Approach				SOUTH Approach				WEST Approach				EAST Approach				Total Volume		Peak	Pedestrians				Conflict	
Begins	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	15-min	Hour		N	S	W	E	15 min	Hr
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0			0	0	0	0		0
Avg Hr	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a			n/a	n/a	n/a	n/a		n/a

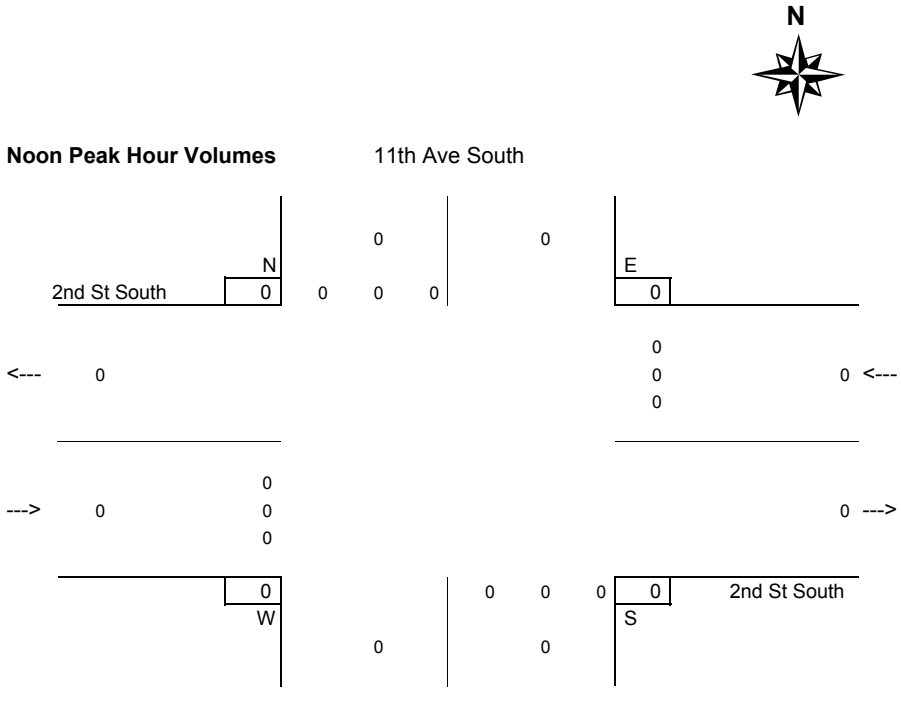
Peak hour of the intersection

Pk Hr	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0 *		0	0	0	0		0
15x4	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0 +		0	0	0	0		0
PHF	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a		n/a	n/a	n/a	n/a		n/a

Peak hour of conflicting volumes for the intersection

Pk Hr	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0 *		0	0	0	0		0
15x4	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0 +		0	0	0	0		0
PHF	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a		n/a	n/a	n/a	n/a		#DIV/0!

** Peak hour in first or last hour, peak hour may be invalid. **



PM Peak Period

Location: 11th Ave South @ 2nd St South
Date: Wednesday, June 25, 2008

This data is for All Vehicles

Time	11th Ave South				11th Ave South				2nd St South				2nd St South												
Period	NORTH Approach				SOUTH Approach				WEST Approach				EAST Approach				Total Volume			Pedestrians				Conflict	
Begins	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	15-min	Hour		N	S	W	E	15 min	Hr
16:00	17	35	9	61	2	16	2	20	4	22	2	28	5	32	10	47	156		*	1	0	2	3	92	
16:15	14	34	9	57	3	19	1	23	2	26	3	31	1	21	10	32	143		*	0	1	0	0	79	
16:30	21	42	9	72	1	13	2	16	2	21	10	33	3	25	8	36	157		+	0	0	3	2	87	
16:45	14	50	11	75	3	20	3	26	3	25	4	32	3	16	2	21	154	610	*	0	0	1	1	96	354
17:00	20	45	7	72	3	15	4	22	5	18	4	27	1	21	7	29	150	604		2	0	2	3	88	350
17:15	16	49	5	70	1	14	3	18	4	21	5	30	2	22	4	28	146	607		1	0	0	0	85	356
17:30	9	30	2	41	1	12	2	15	1	18	3	22	4	21	2	27	105	555		1	0	0	0	58	327
17:45	14	26	8	48	5	16	3	24	1	19	1	21	1	21	3	25	118	519		0	1	0	0	64	295
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0

Total	125	311	60	**496**	19	125	20	**164**	22	170	32	**224**	20	179	46	**245**	1129			5	2	8	9		637
Avg Hr	63	156	30	**248**	10	63	10	**82**	11	85	16	**112**	10	90	23	**123**	565			3	1	4	5		n/a

Peak hour of the intersection

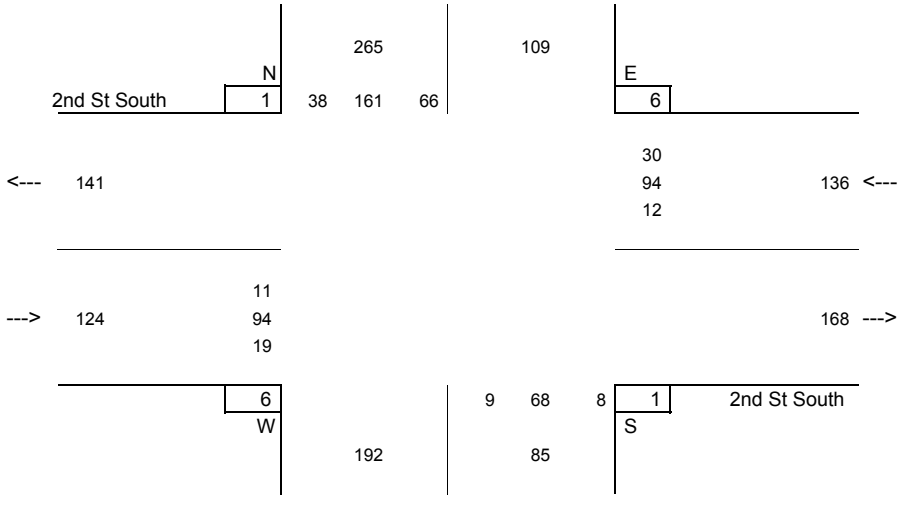
Pk Hr	66	161	38	265	9	68	8	85	11	94	19	124	12	94	30	136	610	*	1	1	6	6	343
15x4	84	200	44	300	12	80	12	104	16	104	40	132	20	128	40	188	628	+	4	4	12	12	440
PHF	0.79	0.81	0.86	**0.88**	0.75	0.85	0.67	**0.82**	0.69	0.90	0.48	**0.94**	0.60	0.73	0.75	**0.72**	0.97		0.25	0.25	0.50	0.50	0.78

Peak hour of conflicting volumes for the intersection

Pk Hr	71	186	32	**289**	8	62	12	**82**	14	85	23	**122**	9	84	21	**114**	607	*	3	0	6	6	345
15x4	84	200	44	**300**	12	80	16	**104**	20	100	40	**132**	12	100	32	**144**	628	+	8	0	12	12	408
PHF	0.85	0.93	0.73	**0.96**	0.67	0.78	0.75	**0.79**	0.70	0.85	0.58	**0.92**	0.75	0.84	0.66	**0.79**	0.97		0.38	n/a	0.50	0.50	0.85

** Peak hour in first or last hour, peak hour may be invalid. **

PM Peak Hour Volumes



Average Hour

Location: 11th Ave South @ 2nd St South
Date: Wednesday, June 25, 2008

This data is for All Vehicles

	11th Ave South NORTH Approach				11th Ave South SOUTH Approach				2nd St South WEST Approach				2nd St South EAST Approach				Total	Pedestrians			
	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Volume	N	S	W	E
Survey																					
Total	153	380	74	**607**	62	336	38	**436**	42	308	48	**398**	28	381	130	**539**	1980	##	4	15	12
Hours	4	4	4	**4**	4	4	4	**4**	4	4	4	**4**	4	4	4	**4**	4	4	4	4	4
Avg Hr	38	95	19	**152**	16	84	10	**109**	11	77	12	**100**	7	95	33	**135**	495	3	1	4	3
AM Period																					
Total	28	69	14	**111**	43	211	18	**272**	20	138	16	**174**	8	202	84	**294**	851	8	2	7	3
Hours	2	2	2	**2**	2	2	2	**2**	2	2	2	**2**	2	2	2	**2**	2	2	2	2	2
Avg Hr	14	35	7	**56**	22	106	9	**136**	10	69	8	**87**	4	101	42	**147**	426	4	1	4	2
Noon Period																					
Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	0	0
Hours	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	0	0
Avg Hr	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	n/a	n/a
PM Period																					
Total	125	311	60	**496**	19	125	20	**164**	22	170	32	**224**	20	179	46	**245**	1129	5	2	8	9
Hours	2	2	2	**2**	2	2	2	**2**	2	2	2	**2**	2	2	2	**2**	2	2	2	2	2
Avg Hr	63	156	30	**248**	10	63	10	**82**	11	85	16	**112**	10	90	23	**123**	565	3	1	4	5

Average Hour Volumes

11th Ave South

		152	
Total	**19**	**95**	**38**
AM	7	35	14
Noon	n/a	n/a	n/a
PM	30	156	63

	PM	Noon	AM	**Total**	
	23	n/a	42	**33**	
<---	90	n/a	101	**95**	**135**
	10	n/a	4	**7**	

2nd St South

	11	10	n/a	11	
100	**77**	69	n/a	85	--->
	12	8	n/a	16	

2nd St South

Total	AM	Noon	PM

10	63	10	PM
n/a	n/a	n/a	Noon
22	106	9	AM
16	**84**	**10**	**Total**
	109		

11th Ave South

TRANSTECH DATA SERVICES
Vehicle Turning Movement Survey
Without Classification

Major Route: 14th Ave South
Minor Route: 2nd St South
Municipality: Cranbrook
Filename: 14thAveSouth@2ndStSouth.xls
Location #: 14

Date: June 25, 2008
Day-of-week: Wednesday

East/West Route: 2nd St South
Intersection Type: Four approach intersection
Signalized?: Yes
Weather: Clear and Dry

Vehicle Classifications: All Vehicles **This data is for All Vehicles**

Shift	Start	Duration	End
AM	7:00	2.00	9:00
Noon			
PM	16:00	2.00	18:00
	Total	4.00	

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

Comments:

Notes: North Approach - southbound vehicles approaching intersection from the north
15x4 - 15 min volume (from maximum 15 minute period of movement/approach in peak hour period [*]) x 4
Pedestrians - N indicates pedestrians crossing north approach (east/west)

Survey Data

Location: 14th Ave South @ 2nd St South
Date: Wednesday, June 25, 2008

This data is for All Vehicles

Time	14th Ave South				14th Ave South				2nd St South				2nd St South										
Period	NORTH Approach				SOUTH Approach				WEST Approach				EAST Approach				Total Volume		Peak	Pedestrians			
Begins	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	15-min	Hour		N	S	W	E
7:00	4	12	1	**17**	2	32	7	**41**	2	16	3	**21**	5	8	1	**14**	93			0	0	1	0
7:15	4	9	1	**14**	5	27	6	**38**	2	6	1	**9**	4	23	11	**38**	99			3	0	0	4
7:30	5	12	0	**17**	3	39	4	**46**	2	18	2	**22**	5	20	14	**39**	124			1	0	1	6
7:45	3	18	0	**21**	11	69	11	**91**	2	25	2	**29**	3	31	18	**52**	193	509		3	2	1	1
8:00	6	14	2	**22**	13	56	8	**77**	5	23	1	**29**	6	27	18	**51**	179	595	*	4	1	1	0
8:15	5	26	3	**34**	14	74	16	**104**	4	32	7	**43**	3	45	11	**59**	240	736	+	3	0	2	0
8:30	5	24	1	**30**	9	74	12	**95**	3	21	4	**28**	4	42	17	**63**	216	828	*	1	1	0	0
8:45	8	18	3	**29**	9	77	14	**100**	3	28	4	**35**	2	41	16	**59**	223	858	*	1	0	3	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
Total	40	133	11	**184**	66	448	78	**592**	23	169	24	**216**	32	237	106	**375**	1367			16	4	9	11

n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0			0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0			0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0			0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0			0	0	0	0

16:00	25	79	8	**112**	8	47	3	**58**	7	48	5	**60**	12	30	12	**54**	284			0	1	4	3
16:15	28	71	4	**103**	11	64	6	**81**	4	32	4	**40**	6	23	14	**43**	267			1	0	3	0
16:30	24	80	6	**110**	10	42	6	**58**	3	45	10	**58**	15	28	7	**50**	276		*	1	0	2	2
16:45	30	71	2	**103**	5	56	12	**73**	2	45	10	**57**	7	21	13	**41**	274	1101	*	3	0	4	0
17:00	24	90	5	**119**	5	56	8	**69**	1	43	14	**58**	15	34	10	**59**	305	1122	+	1	1	4	0
17:15	25	78	10	**113**	5	57	13	**75**	4	37	14	**55**	7	24	9	**40**	283	1138	*	1	2	2	5
17:30	21	68	3	**92**	5	40	13	**58**	3	32	4	**39**	7	27	12	**46**	235	1097		1	2	0	1
17:45	24	76	7	**107**	3	72	16	**91**	6	38	6	**50**	7	32	15	**54**	302	1125		2	2	3	4
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
Total	201	613	45	**859**	52	434	77	**563**	30	320	67	**417**	76	219	92	**387**	2226			10	8	22	15

AM Peak Period

Location: 14th Ave South @ 2nd St South
Date: Wednesday, June 25, 2008

This data is for All Vehicles

Time	14th Ave South				14th Ave South				2nd St South				2nd St South												
Period	NORTH Approach				SOUTH Approach				WEST Approach				EAST Approach				Total Volume		Peak	Pedestrians				Conflict	
Begins	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	15-min	Hour		N	S	W	E	15 min	Hr
07:00	4	12	1	17	2	32	7	41	2	16	3	21	5	8	1	14	93			0	0	1	0	67	
07:15	4	9	1	14	5	27	6	38	2	6	1	9	4	23	11	38	99			3	0	0	4	73	
07:30	5	12	0	17	3	39	4	46	2	18	2	22	5	20	14	39	124			1	0	1	6	84	
07:45	3	18	0	21	11	69	11	91	2	25	2	29	3	31	18	52	193	509		3	2	1	1	134	358
08:00	6	14	2	22	13	56	8	77	5	23	1	29	6	27	18	51	179	595	*	4	1	1	0	120	411
08:15	5	26	3	34	14	74	16	104	4	32	7	43	3	45	11	59	240	736	+	3	0	2	0	155	493
08:30	5	24	1	30	9	74	12	95	3	21	4	28	4	42	17	63	216	828	*	1	1	0	0	153	562
08:45	8	18	3	29	9	77	14	100	3	28	4	35	2	41	16	59	223	858	*	1	0	3	0	159	587
n/a				0				0				0				0	0	0		0	0	0	0	0	0
n/a				0				0				0				0	0	0		0	0	0	0	0	0
n/a				0				0				0				0	0	0		0	0	0	0	0	0
n/a				0				0				0				0	0	0		0	0	0	0	0	0
n/a				0				0				0				0	0	0		0	0	0	0	0	0
n/a				0				0				0				0	0	0		0	0	0	0	0	0
n/a				0				0				0				0	0	0		0	0	0	0	0	0
n/a				0				0				0				0	0	0		0	0	0	0	0	0
n/a				0				0				0				0	0	0		0	0	0	0	0	0
n/a				0				0				0				0	0	0		0	0	0	0	0	0
n/a				0				0				0				0	0	0		0	0	0	0	0	0
n/a																	0	0		0	0	0	0	0	0

Total	40	133	11	**184**	66	448	78	**592**	23	169	24	**216**	32	237	106	**375**	1367			16	4	9	11		932
Avg Hr	20	67	6	**92**	33	224	39	**296**	12	85	12	**108**	16	119	53	**188**	684			8	2	5	6		n/a

Peak hour of the intersection

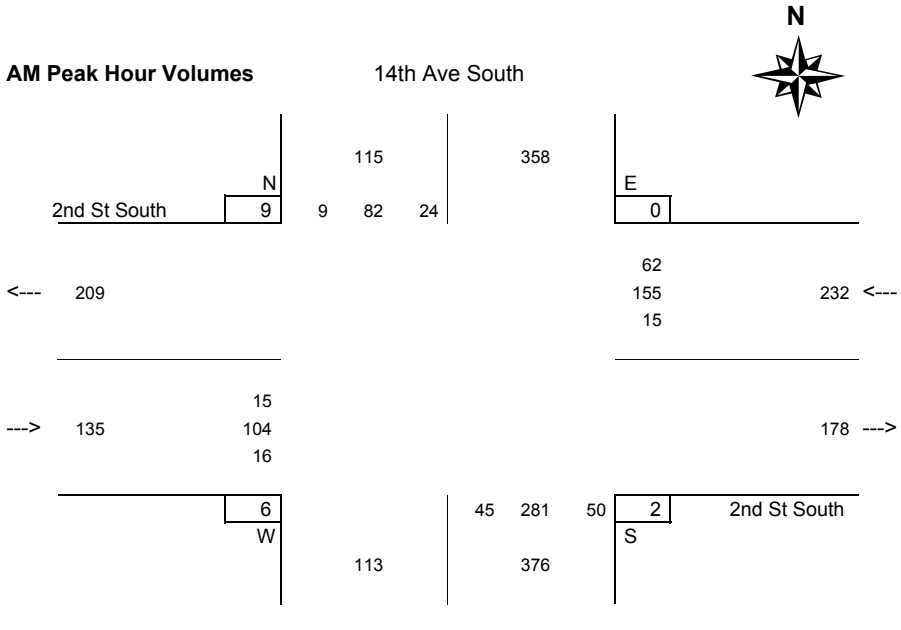
Pk Hr	24	82	9	**115**	45	281	50	**376**	15	104	16	**135**	15	155	62	**232**	858	*		9	2	6	0		587
15x4	32	104	12	**136**	56	308	64	**416**	20	128	28	**172**	24	180	72	**252**	960	+		16	4	12	0		676
PHF	0.75	0.79	0.75	**0.85**	0.80	0.91	0.78	**0.90**	0.75	0.81	0.57	**0.78**	0.63	0.86	0.86	**0.92**	0.89			0.56	0.50	0.50	n/a		0.87

Peak hour of conflicting volumes for the intersection

Pk Hr	24	82	9	**115**	45	281	50	**376**	15	104	16	**135**	15	155	62	**232**	858	*		9	2	6	0		587
15x4	32	104	12	**136**	56	308	64	**416**	20	128	28	**172**	24	180	72	**252**	960	+		16	4	12	0		676
PHF	0.75	0.79	0.75	**0.85**	0.80	0.91	0.78	**0.90**	0.75	0.81	0.57	**0.78**	0.63	0.86	0.86	**0.92**	0.89			0.56	0.50	0.50	n/a		0.87

** Peak hour in first or last hour, peak hour may be invalid. **

AM Peak Hour Volumes



Noon Peak Period

Location: 14th Ave South @ 2nd St South
Date: Wednesday, June 25, 2008

This data is for All Vehicles

Time	14th Ave South				14th Ave South				2nd St South				2nd St South												
Period	NORTH Approach				SOUTH Approach				WEST Approach				EAST Approach				Total Volume		Peak	Pedestrians				Conflict	
Begins	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	15-min	Hour		N	S	W	E	15 min	Hr
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0

Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0			0	0	0	0		0
Avg Hr	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a			n/a	n/a	n/a	n/a		n/a

Peak hour of the intersection

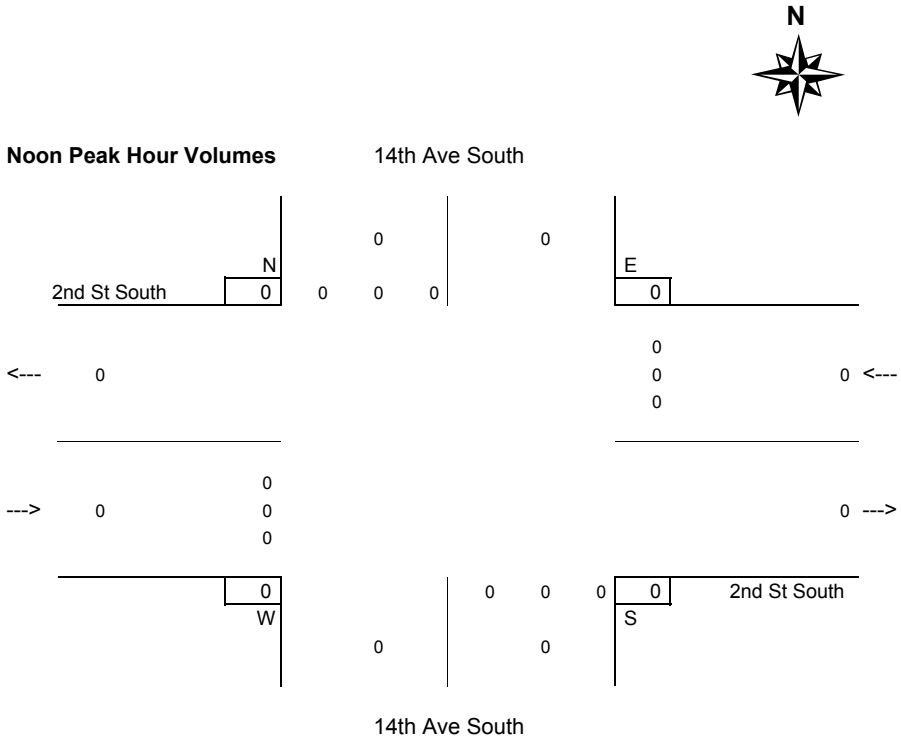
Pk Hr	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	*		0	0	0	0		0
15x4	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	+		0	0	0	0		0
PHF	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a			n/a	n/a	n/a	n/a		n/a

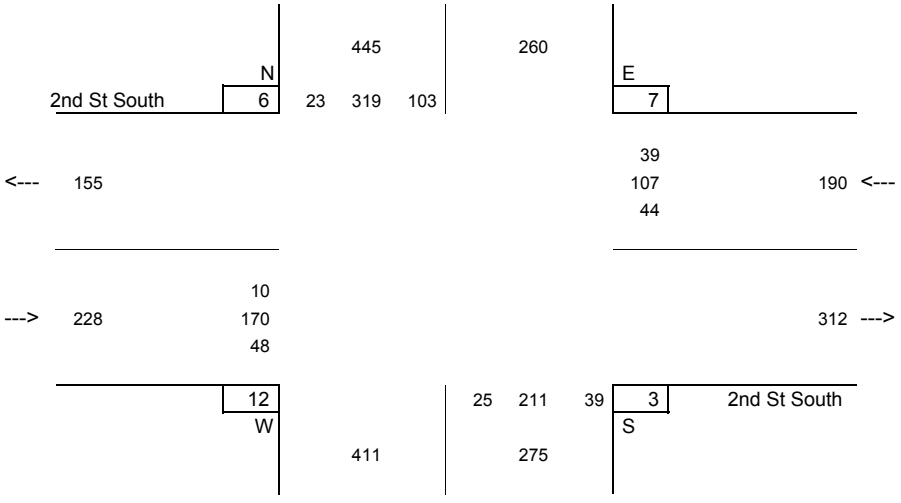
Peak hour of conflicting volumes for the intersection

Pk Hr	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	*		0	0	0	0		0
15x4	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	+		0	0	0	0		0
PHF	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a			n/a	n/a	n/a	n/a		#DIV/0!

** Peak hour in first or last hour, peak hour may be invalid. **

Noon Peak Hour Volumes





PM Peak Period

Location: 14th Ave South @ 2nd St South
Date: Wednesday, June 25, 2008

This data is for All Vehicles

Time	14th Ave South				14th Ave South				2nd St South				2nd St South												
Period	NORTH Approach				SOUTH Approach				WEST Approach				EAST Approach				Total Volume			Pedestrians				Conflict	
Begins	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	15-min	Hour		N	S	W	E	15 min	Hr
16:00	25	79	8	112	8	47	3	58	7	48	5	60	12	30	12	54	284			0	1	4	3	160	
16:15	28	71	4	103	11	64	6	81	4	32	4	40	6	23	14	43	267			1	0	3	0	140	
16:30	24	80	6	110	10	42	6	58	3	45	10	58	15	28	7	50	276		*	1	0	2	2	166	
16:45	30	71	2	103	5	56	12	73	2	45	10	57	7	21	13	41	274	1101	*	3	0	4	0	160	626
17:00	24	90	5	119	5	56	8	69	1	43	14	58	15	34	10	59	305	1122	+	1	1	4	0	172	638
17:15	25	78	10	113	5	57	13	75	4	37	14	55	7	24	9	40	283	1138	*	1	2	2	5	153	651
17:30	21	68	3	92	5	40	13	58	3	32	4	39	7	27	12	46	235	1097		1	2	0	1	119	604
17:45	24	76	7	107	3	72	16	91	6	38	6	50	7	32	15	54	302	1125		2	2	3	4	165	609
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
Total	201	613	45	**859**	52	434	77	**563**	30	320	67	**417**	76	219	92	**387**	2226			10	8	22	15		1175
Avg Hr	101	307	23	**430**	26	217	39	**282**	15	160	34	**209**	38	110	46	**194**	1113			5	4	11	8		n/a

Peak hour of the intersection

Pk Hr	103	319	23	445	25	211	39	275	10	170	48	228	44	107	39	190	1138	*		6	3	12	7		629
15x4	120	360	40	476	40	228	52	300	16	180	56	232	60	136	52	236	1220	+		12	8	16	20		736
PHF	0.86	0.89	0.58	**0.93**	0.63	0.93	0.75	**0.92**	0.63	0.94	0.86	**0.98**	0.73	0.79	0.75	**0.81**	0.93			0.50	0.38	0.75	0.35		0.85

Peak hour of conflicting volumes for the intersection

Pk Hr	103	319	23	**445**	25	211	39	**275**	10	170	48	**228**	44	107	39	**190**	1138	*		6	3	12	7		629
15x4	120	360	40	**476**	40	228	52	**300**	16	180	56	**232**	60	136	52	**236**	1220	+		12	8	16	20		736
PHF	0.86	0.89	0.58	**0.93**	0.63	0.93	0.75	**0.92**	0.63	0.94	0.86	**0.98**	0.73	0.79	0.75	**0.81**	0.93			0.50	0.38	0.75	0.35		0.85

PM Peak Hour Volumes

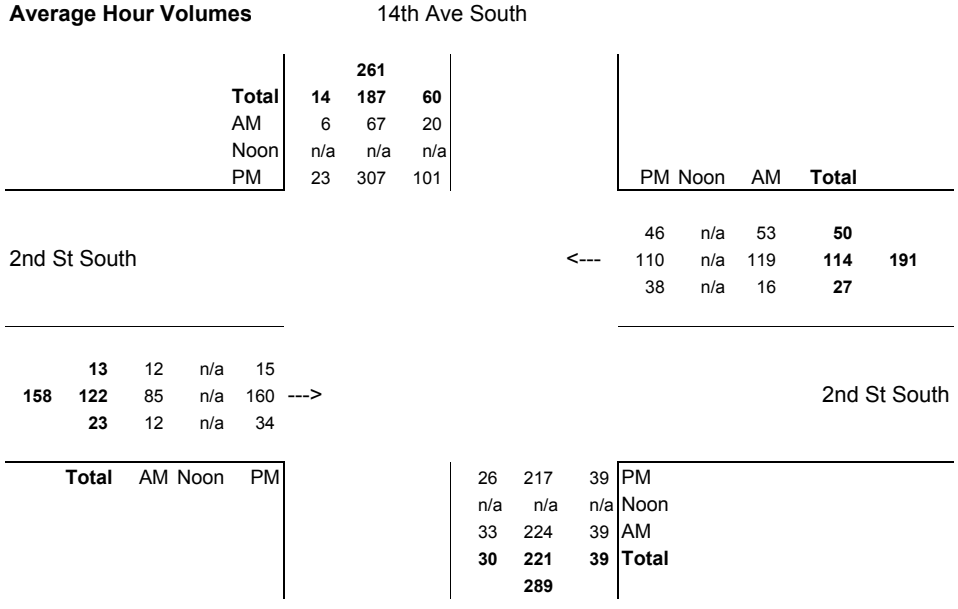
Average Hour

Location: 14th Ave South @ 2nd St South
Date: Wednesday, June 25, 2008

This data is for All Vehicles

	14th Ave South NORTH Approach				14th Ave South SOUTH Approach				2nd St South WEST Approach				2nd St South EAST Approach				Total	Pedestrians			
	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Volume	N	S	W	E
Survey																					
Total	241	746	56	**1043**	118	882	155	**1155**	53	489	91	**633**	108	456	198	**762**	3593	##	12	31	26
Hours	4	4	4	**4**	4	4	4	**4**	4	4	4	**4**	4	4	4	**4**	4	4	4	4	4
Avg Hr	60	187	14	**261**	30	221	39	**289**	13	122	23	**158**	27	114	50	**191**	898	7	3	8	7
AM Period																					
Total	40	133	11	**184**	66	448	78	**592**	23	169	24	**216**	32	237	106	**375**	1367	##	4	9	11
Hours	2	2	2	**2**	2	2	2	**2**	2	2	2	**2**	2	2	2	**2**	2	2	2	2	2
Avg Hr	20	67	6	**92**	33	224	39	**296**	12	85	12	**108**	16	119	53	**188**	684	8	2	5	6
Noon Period																					
Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	0	0
Hours	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	0	0
Avg Hr	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	n/a	n/a
PM Period																					
Total	201	613	45	**859**	52	434	77	**563**	30	320	67	**417**	76	219	92	**387**	2226	##	8	22	15
Hours	2	2	2	**2**	2	2	2	**2**	2	2	2	**2**	2	2	2	**2**	2	2	2	2	2
Avg Hr	101	307	23	**430**	26	217	39	**282**	15	160	34	**209**	38	110	46	**194**	1113	5	4	11	8

Average Hour Volumes



TRANSTECH DATA SERVICES
Vehicle Turning Movement Survey
Without Classification

Major Route: 14th Ave South
Minor Route: 11th St South
Municipality: Cranbrook
Filename: 14thAveSouth@11thStSouth.xls
Location #: 15

Date: June 24, 2008
Day-of-week: Tuesday

East/West Route: 11th St South
Intersection Type: Four approach intersection
Signalized?: No
Weather: Overcast and Dry

Vehicle Classifications: All Vehicles **This data is for All Vehicles**

Shift	Start	Duration	End
AM	7:00	2.00	9:00
Noon			
PM	16:00	2.00	18:00
	Total	4.00	

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

Comments:

Notes: North Approach - southbound vehicles approaching intersection from the north
15x4 - 15 min volume (from maximum 15 minute period of movement/approach in peak hour period [*]) x 4
Pedestrians - N indicates pedestrians crossing north approach (east/west)

Survey Data

Location: 14th Ave South @ 11th St South
Date: Tuesday, June 24, 2008

This data is for All Vehicles

Time	14th Ave South				14th Ave South				11th St South				Gravel Church Entranc										
Period	NORTH Approach				SOUTH Approach				WEST Approach				EAST Approach				Total Volume		Peak	Pedestrians			
Begins	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	15-min	Hour		N	S	W	E
7:00	0	9	2	**11**	3	18	0	**21**	6	0	5	**11**	0	0	0	**0**	43			0	0	1	0
7:15	0	5	2	**7**	7	23	0	**30**	7	0	9	**16**	0	0	0	**0**	53			0	0	2	0
7:30	0	7	5	**12**	6	27	0	**33**	4	0	6	**10**	0	0	0	**0**	55			0	0	1	0
7:45	0	12	5	**17**	11	46	0	**57**	11	0	11	**22**	0	0	0	**0**	96	247		0	0	1	0
8:00	0	5	10	**15**	21	36	0	**57**	7	0	3	**10**	0	0	0	**0**	82	286	*	0	0	0	0
8:15	0	25	7	**32**	20	61	0	**81**	19	0	19	**38**	1	0	0	**1**	152	385	+	0	0	1	0
8:30	0	11	8	**19**	18	47	0	**65**	19	0	10	**29**	0	0	0	**0**	113	443	*	1	0	1	0
8:45	0	14	9	**23**	16	32	0	**48**	18	0	9	**27**	0	0	0	**0**	98	445	*	3	0	1	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
Total	0	88	48	**136**	102	290	0	**392**	91	0	72	**163**	1	0	0	**1**	692			4	0	8	0

n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0			0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0			0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0			0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0			0	0	0	0

16:00	0	48	25	**73**	8	26	0	**34**	8	0	14	**22**	0	0	1	**1**	130			0	0	1	0
16:15	0	39	25	**64**	14	25	0	**39**	14	0	14	**28**	0	0	0	**0**	131			0	0	1	0
16:30	0	43	15	**58**	9	26	0	**35**	14	0	18	**32**	0	0	0	**0**	125			0	0	3	0
16:45	0	48	23	**71**	9	30	0	**39**	12	0	18	**30**	0	0	0	**0**	140	526	*	0	1	2	0
17:00	0	46	17	**63**	10	19	0	**29**	13	0	26	**39**	0	0	0	**0**	131	527	*	0	2	4	0
17:15	0	44	29	**73**	17	18	0	**35**	18	0	23	**41**	0	0	0	**0**	149	545	*	0	0	1	0
17:30	1	53	28	**82**	13	27	0	**40**	17	0	23	**40**	0	0	0	**0**	162	582	+	0	0	2	0
17:45	0	27	12	**39**	18	34	0	**52**	17	0	20	**37**	0	0	0	**0**	128	570		1	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
Total	1	348	174	**523**	98	205	0	**303**	113	0	156	**269**	0	0	1	**1**	1096			1	3	14	0

AM Peak Period

Location: 14th Ave South @ 11th St South
Date: Tuesday, June 24, 2008

This data is for All Vehicles

Time	14th Ave South				14th Ave South				11th St South				ravel Church Entranc												
Period	NORTH Approach				SOUTH Approach				WEST Approach				EAST Approach				Total Volume		Peak	Pedestrians				Conflict	
Begins	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	15-min	Hour		N	S	W	E	15 min	Hr
07:00	0	9	2	11	3	18	0	21	6	0	5	11	0	0	0	0	43			0	0	1	0	24	
07:15	0	5	2	7	7	23	0	30	7	0	9	16	0	0	0	0	53			0	0	2	0	32	
07:30	0	7	5	12	6	27	0	33	4	0	6	10	0	0	0	0	55			0	0	1	0	33	
07:45	0	12	5	17	11	46	0	57	11	0	11	22	0	0	0	0	96	247		0	0	1	0	57	146
08:00	0	5	10	15	21	36	0	57	7	0	3	10	0	0	0	0	82	286	*	0	0	0	0	43	165
08:15	0	25	7	32	20	61	0	81	19	0	19	38	1	0	0	1	152	385	+	0	0	1	0	81	214
08:30	0	11	8	19	18	47	0	65	19	0	10	29	0	0	0	0	113	443	*	1	0	1	0	66	247
08:45	0	14	9	23	16	32	0	48	18	0	9	27	0	0	0	0	98	445	*	3	0	1	0	57	247
n/a				0				0				0				0	0	0		0	0	0	0	0	0
n/a				0				0				0				0	0	0		0	0	0	0	0	0
n/a				0				0				0				0	0	0		0	0	0	0	0	0
n/a				0				0				0				0	0	0		0	0	0	0	0	0
n/a				0				0				0				0	0	0		0	0	0	0	0	0
n/a				0				0				0				0	0	0		0	0	0	0	0	0
n/a				0				0				0				0	0	0		0	0	0	0	0	0
n/a				0				0				0				0	0	0		0	0	0	0	0	0
n/a				0				0				0				0	0	0		0	0	0	0	0	0
n/a				0				0				0				0	0	0		0	0	0	0	0	0
n/a				0				0				0				0	0	0		0	0	0	0	0	0
n/a																	0	0		0	0	0	0	0	0

	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	15-min	Hour	Peak	N	S	W	E	15 min	Hr
Total	0	88	48	**136**	102	290	0	**392**	91	0	72	**163**	1	0	0	**1**	692			4	0	8	0		381
Avg Hr	0	44	24	**68**	51	145	0	**196**	46	0	36	**82**	1	0	0	**1**	346			2	0	4	0		n/a

Peak hour of the intersection

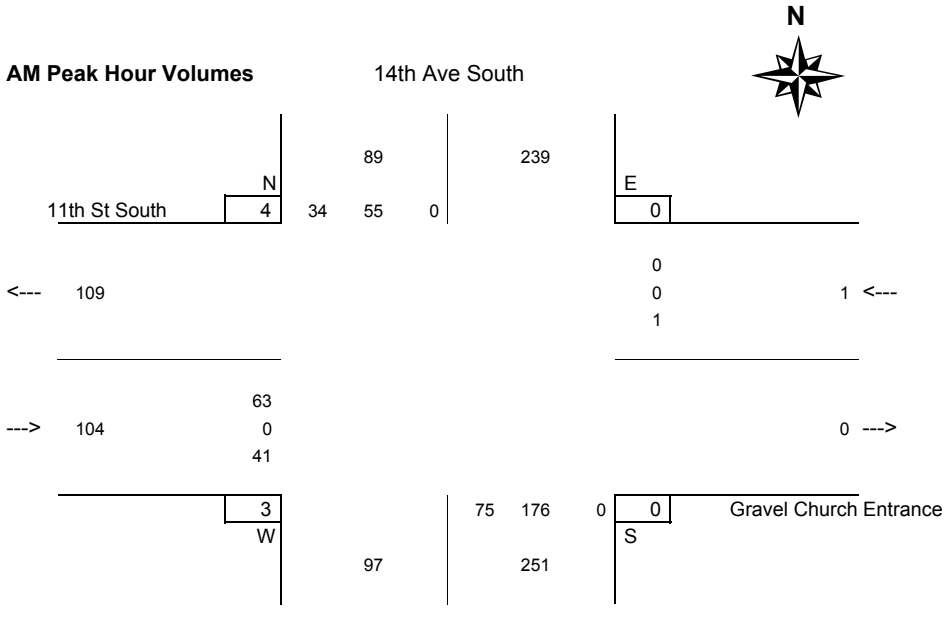
	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	15-min	Hour	Peak	N	S	W	E	15 min	Hr
Pk Hr	0	55	34	**89**	75	176	0	**251**	63	0	41	**104**	1	0	0	**1**	445	*		4	0	3	0		239
15x4	0	100	40	**128**	84	244	0	**324**	76	0	76	**152**	4	0	0	**4**	608	+		12	0	4	0		324
PHF	n/a	0.55	0.85	**0.70**	0.89	0.72	n/a	**0.77**	0.83	n/a	0.54	**0.68**	0.25	n/a	n/a	**0.25**	0.73			0.33	n/a	0.75	n/a		0.74

Peak hour of conflicting volumes for the intersection

	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	15-min	Hour	Peak	N	S	W	E	15 min	Hr
Pk Hr	0	53	30	**83**	70	190	0	**260**	56	0	43	**99**	1	0	0	**1**	443	*		1	0	3	0		246
15x4	0	100	40	**128**	84	244	0	**324**	76	0	76	**152**	4	0	0	**4**	608	+		4	0	4	0		324
PHF	n/a	0.53	0.75	**0.65**	0.83	0.78	n/a	**0.80**	0.74	n/a	0.57	**0.65**	0.25	n/a	n/a	**0.25**	0.73			0.25	n/a	0.75	n/a		0.76

** Peak hour in first or last hour, peak hour may be invalid. **

AM Peak Hour Volumes



Noon Peak Period

Location: 14th Ave South @ 11th St South
Date: Tuesday, June 24, 2008

This data is for All Vehicles

Time	14th Ave South				14th Ave South				11th St South				Gravel Church Entranc													
Period	NORTH Approach				SOUTH Approach				WEST Approach				EAST Approach				Total Volume		Peak	Pedestrians				Conflict	
Begins	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	15-min	Hour		N	S	W	E	15 min	Hr
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0

Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0			0	0	0	0		0
Avg Hr	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a			n/a	n/a	n/a	n/a		n/a

Peak hour of the intersection

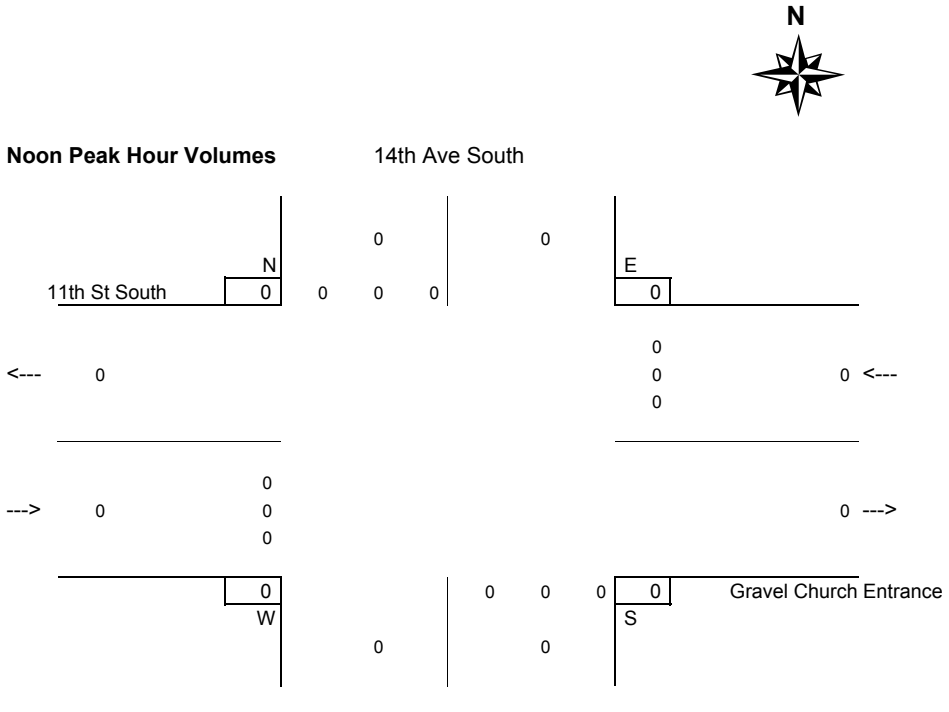
Pk Hr	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	*		0	0	0	0		0
15x4	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	+		0	0	0	0		0
PHF	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a			n/a	n/a	n/a	n/a		n/a

Peak hour of conflicting volumes for the intersection

Pk Hr	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	*		0	0	0	0		0
15x4	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	+		0	0	0	0		0
PHF	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a			n/a	n/a	n/a	n/a		#DIV/0!

** Peak hour in first or last hour, peak hour may be invalid. **

Noon Peak Hour Volumes



PM Peak Period

Location: 14th Ave South @ 11th St South
Date: Tuesday, June 24, 2008

This data is for All Vehicles

Time	14th Ave South				14th Ave South				11th St South				Gravel Church Entrance												
Period	NORTH Approach				SOUTH Approach				WEST Approach				EAST Approach				Total Volume			Pedestrians				Conflict	
Begins	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	15-min	Hour		N	S	W	E	15 min	Hr
16:00	0	48	25	73	8	26	0	34	8	0	14	22	0	0	1	1	130			0	0	1	0	95	
16:15	0	39	25	64	14	25	0	39	14	0	14	28	0	0	0	0	131			0	0	1	0	92	
16:30	0	43	15	58	9	26	0	35	14	0	18	32	0	0	0	0	125			0	0	3	0	85	
16:45	0	48	23	71	9	30	0	39	12	0	18	30	0	0	0	0	140	526	*	0	1	2	0	98	370
17:00	0	46	17	63	10	19	0	29	13	0	26	39	0	0	0	0	131	527	*	0	2	4	0	99	374
17:15	0	44	29	73	17	18	0	35	18	0	23	41	0	0	0	0	149	545	*	0	0	1	0	113	395
17:30	1	53	28	82	13	27	0	40	17	0	23	40	0	0	0	0	162	582	+	0	0	2	0	117	427
17:45	0	27	12	39	18	34	0	52	17	0	20	37	0	0	0	0	128	570		1	0	0	0	77	406
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0

	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	15-min		N	S	W	E	Hr
Total	1	348	174	**523**	98	205	0	**303**	113	0	156	**269**	0	0	1	**1**	1096		1	3	14	0	776
Avg Hr	1	174	87	**262**	49	103	0	**152**	57	0	78	**135**	0	0	1	**1**	548		1	2	7	0	n/a

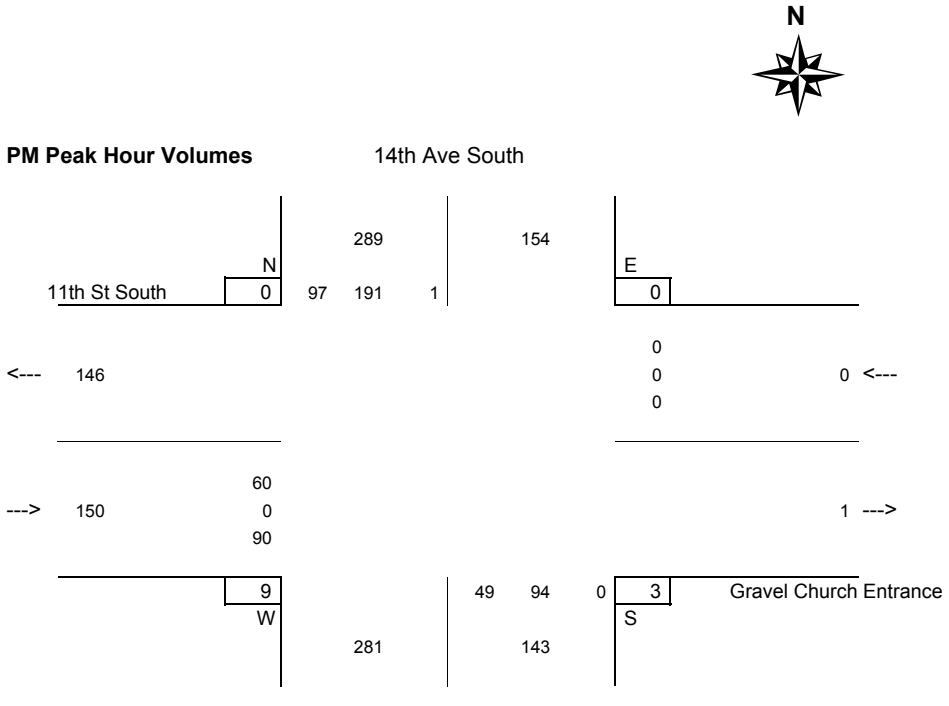
Peak hour of the intersection

	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Total		N	S	W	E	Hr
Pk Hr	1	191	97	289	49	94	0	143	60	0	90	150	0	0	0	0	582	*	0	3	9	0	427
15x4	4	212	116	328	68	120	0	160	72	0	104	164	0	0	0	0	648	+	0	8	16	0	500
PHF	0.25	0.90	0.84	**0.88**	0.72	0.78	n/a	**0.89**	0.83	n/a	0.87	**0.91**	n/a	n/a	n/a	**n/a**	0.90		n/a	0.38	0.56	n/a	0.85

Peak hour of conflicting volumes for the intersection

	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Total		N	S	W	E	Hr
Pk Hr	1	191	97	**289**	49	94	0	**143**	60	0	90	**150**	0	0	0	**0**	582	*	0	3	9	0	427
15x4	4	212	116	**328**	68	120	0	**160**	72	0	104	**164**	0	0	0	**0**	648	+	0	8	16	0	500
PHF	0.25	0.90	0.84	**0.88**	0.72	0.78	n/a	**0.89**	0.83	n/a	0.87	**0.91**	n/a	n/a	n/a	**n/a**	0.90		n/a	0.38	0.56	n/a	0.85

PM Peak Hour Volumes



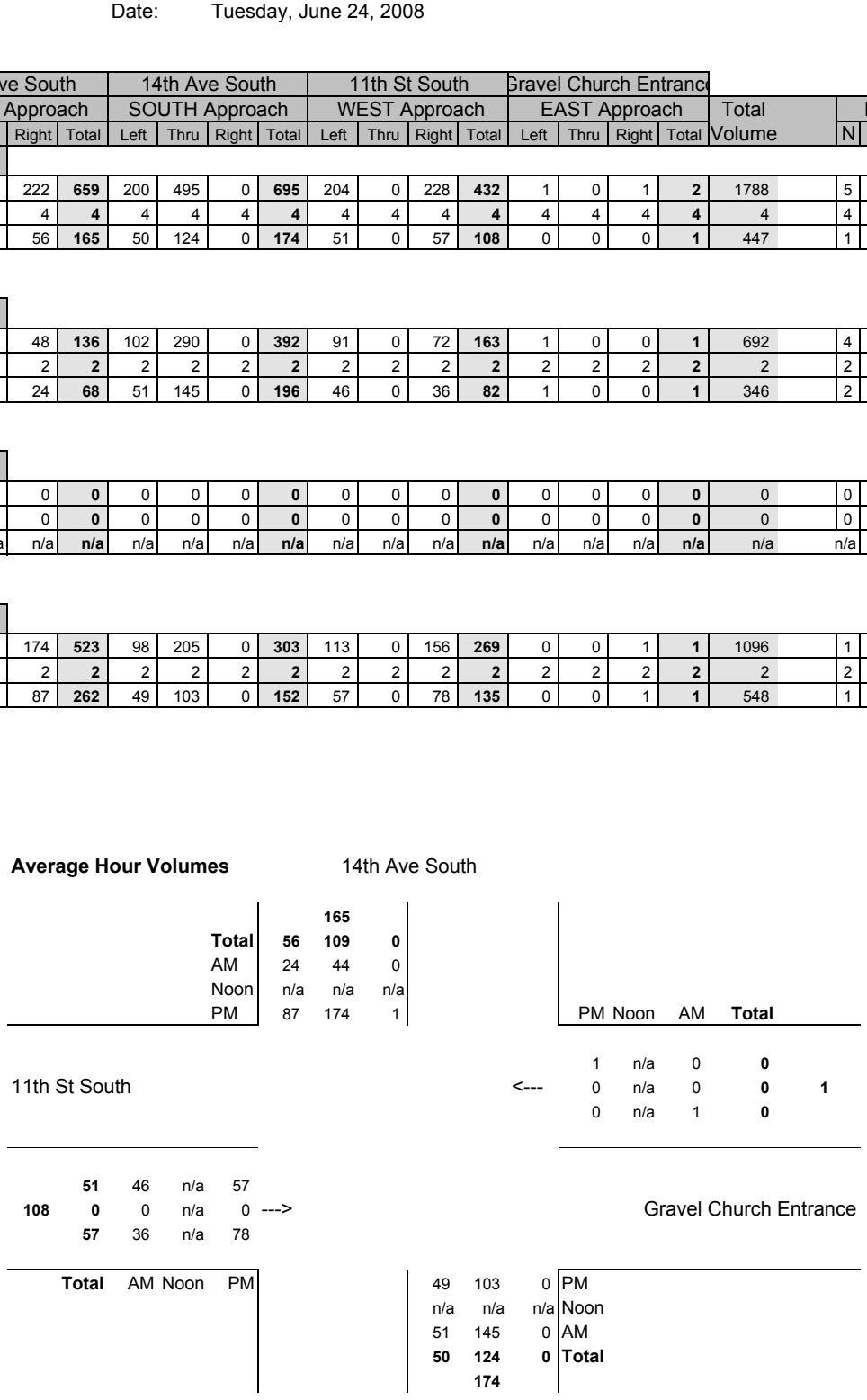
Average Hour

Location: 14th Ave South @ 11th St South
Date: Tuesday, June 24, 2008

This data is for All Vehicles

	14th Ave South NORTH Approach				14th Ave South SOUTH Approach				11th St South WEST Approach				Gravel Church Entrance EAST Approach				Total	Pedestrians			
	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Volume	N	S	W	E
Survey																					
Total	1	436	222	**659**	200	495	0	**695**	204	0	228	**432**	1	0	1	**2**	1788	5	3	22	0
Hours	4	4	4	**4**	4	4	4	**4**	4	4	4	**4**	4	4	4	**4**	4	4	4	4	4
Avg Hr	0	109	56	**165**	50	124	0	**174**	51	0	57	**108**	0	0	0	**1**	447	1	1	6	0
AM Period																					
Total	0	88	48	**136**	102	290	0	**392**	91	0	72	**163**	1	0	0	**1**	692	4	0	8	0
Hours	2	2	2	**2**	2	2	2	**2**	2	2	2	**2**	2	2	2	**2**	2	2	2	2	2
Avg Hr	0	44	24	**68**	51	145	0	**196**	46	0	36	**82**	1	0	0	**1**	346	2	0	4	0
Noon Period																					
Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	0	0
Hours	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	0	0
Avg Hr	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	n/a	n/a
PM Period																					
Total	1	348	174	**523**	98	205	0	**303**	113	0	156	**269**	0	0	1	**1**	1096	1	3	14	0
Hours	2	2	2	**2**	2	2	2	**2**	2	2	2	**2**	2	2	2	**2**	2	2	2	2	2
Avg Hr	1	174	87	**262**	49	103	0	**152**	57	0	78	**135**	0	0	1	**1**	548	1	2	7	0

Average Hour Volumes



TRANSTECH DATA SERVICES
Vehicle Turning Movement Survey
Without Classification

Major Route: 14th Ave South
Minor Route: 17th St South
Municipality: Cranbrook
Filename: 14thAveSouth@17thStSouth.xls
Location #: 19

Date: June 26, 2008
Day-of-week: Thursday

East/West Route: 17th St South
Intersection Type: Four approach intersection
Signalized?: No
Weather: Overcast and Dry

Vehicle Classifications: All Vehicles **This data is for All Vehicles**

Shift	Start	Duration	End
AM	7:00	2.00	9:00
Noon			
PM	16:00	2.00	18:00
	Total	4.00	

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

Comments:

Notes: North Approach - southbound vehicles approaching intersection from the north
15x4 - 15 min volume (from maximum 15 minute period of movement/approach in peak hour period [*]) x 4
Pedestrians - N indicates pedestrians crossing north approach (east/west)

Survey Data

Location: 14th Ave South @ 17th St South
Date: Thursday, June 26, 2008

This data is for All Vehicles

Time	14th Ave South				14th Ave South				17th St South				17th St South										
Period	NORTH Approach				SOUTH Approach				WEST Approach				EAST Approach				Total Volume		Peak	Pedestrians			
Begins	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	15-min	Hour		N	S	W	E
7:00	2	7	0	**9**	0	15	1	**16**	0	0	0	**0**	0	0	5	**5**	30			0	0	0	0
7:15	4	1	0	**5**	0	13	3	**16**	2	0	0	**2**	2	0	10	**12**	35			0	1	1	0
7:30	5	5	0	**10**	0	15	2	**17**	2	0	0	**2**	6	0	6	**12**	41			2	0	1	0
7:45	8	7	1	**16**	0	31	2	**33**	0	1	0	**1**	3	0	13	**16**	66	172		1	1	1	1
8:00	8	6	1	**15**	0	21	5	**26**	1	0	0	**1**	2	0	27	**29**	71	213	*	1	0	2	2
8:15	22	8	0	**30**	0	23	7	**30**	4	1	0	**5**	3	1	26	**30**	95	273	+	0	0	0	1
8:30	8	14	0	**22**	0	30	9	**39**	1	0	0	**1**	5	0	25	**30**	92	324	*	1	0	1	0
8:45	11	11	0	**22**	0	25	5	**30**	1	0	0	**1**	2	0	27	**29**	82	340	*	0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
Total	68	59	2	**129**	0	173	34	**207**	11	2	0	**13**	23	1	139	**163**	512			5	2	6	4

n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0			0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0			0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0			0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0			0	0	0	0

16:00	21	27	1	**49**	0	22	5	**27**	3	0	0	**3**	12	0	20	**32**	111			0	0	0	0
16:15	15	30	1	**46**	1	29	5	**35**	3	1	0	**4**	8	0	17	**25**	110		*	0	0	0	1
16:30	17	21	2	**40**	0	15	1	**16**	1	0	0	**1**	3	0	16	**19**	76		*	0	0	0	0
16:45	24	28	3	**55**	1	18	6	**25**	1	0	1	**2**	6	1	22	**29**	111	408	*	0	0	1	0
17:00	33	38	1	**72**	1	24	2	**27**	1	0	0	**1**	5	1	20	**26**	126	423	+	0	0	2	0
17:15	16	14	3	**33**	0	8	3	**11**	0	0	0	**0**	6	1	11	**18**	62	375		0	0	1	0
17:30	14	24	2	**40**	0	17	4	**21**	2	0	0	**2**	6	0	19	**25**	88	387		0	0	1	0
17:45	17	22	2	**41**	0	23	0	**23**	0	0	0	**0**	4	0	9	**13**	77	353		0	0	2	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
Total	157	204	15	**376**	3	156	26	**185**	11	1	1	**13**	50	3	134	**187**	761			0	0	7	1

AM Peak Period

Location: 14th Ave South @ 17th St South
Date: Thursday, June 26, 2008

This data is for All Vehicles

Time	14th Ave South				14th Ave South				17th St South				17th St South												
Period	NORTH Approach				SOUTH Approach				WEST Approach				EAST Approach				Total Volume		Peak	Pedestrians				Conflict	
Begins	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	15-min	Hour		N	S	W	E	15 min	Hr
07:00	2	7	0	9	0	15	1	16	0	0	0	0	0	0	5	5	30			0	0	0	0	23	
07:15	4	1	0	5	0	13	3	16	2	0	0	2	2	0	10	12	35			0	1	1	0	32	
07:30	5	5	0	10	0	15	2	17	2	0	0	2	6	0	6	12	41			2	0	1	0	30	
07:45	8	7	1	16	0	31	2	33	0	1	0	1	3	0	13	16	66	172		1	1	1	1	54	139
08:00	8	6	1	15	0	21	5	26	1	0	0	1	2	0	27	29	71	213	*	1	0	2	2	62	178
08:15	22	8	0	30	0	23	7	30	4	1	0	5	3	1	26	30	95	273	+	0	0	0	1	83	229
08:30	8	14	0	22	0	30	9	39	1	0	0	1	5	0	25	30	92	324	*	1	0	1	0	73	272
08:45	11	11	0	22	0	25	5	30	1	0	0	1	2	0	27	29	82	340	*	0	0	0	0	69	287
n/a				0				0				0				0	0	0		0	0	0	0	0	0
n/a				0				0				0				0	0	0		0	0	0	0	0	0
n/a				0				0				0				0	0	0		0	0	0	0	0	0
n/a				0				0				0				0	0	0		0	0	0	0	0	0
n/a				0				0				0				0	0	0		0	0	0	0	0	0
n/a				0				0				0				0	0	0		0	0	0	0	0	0
n/a				0				0				0				0	0	0		0	0	0	0	0	0
n/a				0				0				0				0	0	0		0	0	0	0	0	0
n/a				0				0				0				0	0	0		0	0	0	0	0	0
n/a				0				0				0				0	0	0		0	0	0	0	0	0
n/a				0				0				0				0	0	0		0	0	0	0	0	0
n/a																	0	0		0	0	0	0	0	0

Total	68	59	2	**129**	0	173	34	**207**	11	2	0	**13**	23	1	139	**163**	512		5	2	6	4		426
Avg Hr	34	30	1	**65**	0	87	17	**104**	6	1	0	**7**	12	1	70	**82**	256		3	1	3	2		n/a

Peak hour of the intersection

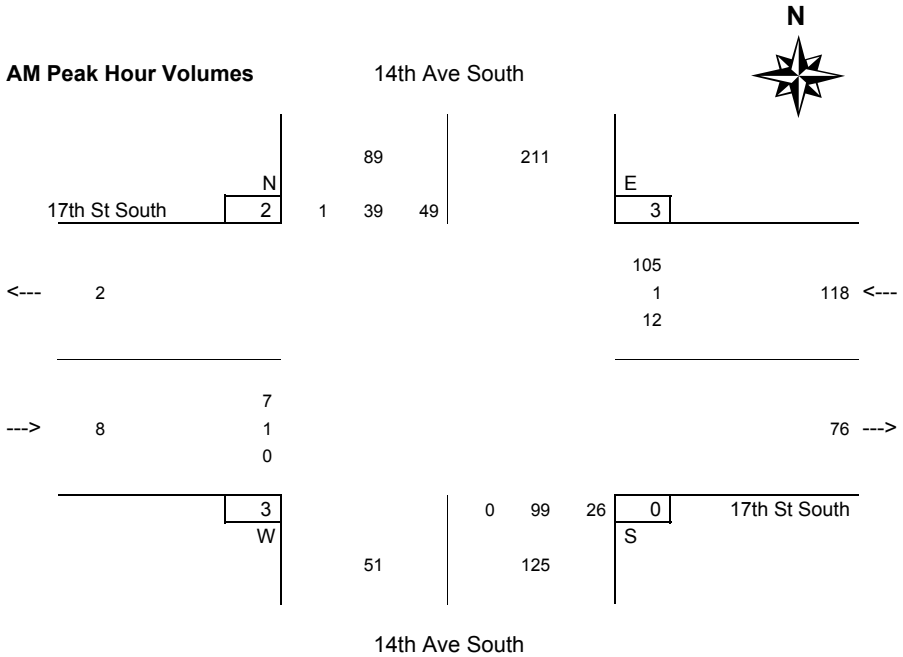
Pk Hr	49	39	1	**89**	0	99	26	**125**	7	1	0	**8**	12	1	105	**118**	340	*	2	0	3	3	287
15x4	88	56	4	**120**	0	120	36	**156**	16	4	0	**20**	20	4	108	**120**	380	+	4	0	8	8	372
PHF	0.56	0.70	0.25	**0.74**	n/a	0.83	0.72	**0.80**	0.44	0.25	n/a	**0.40**	0.60	0.25	0.97	**0.98**	0.89		0.50	n/a	0.38	0.38	0.77

Peak hour of conflicting volumes for the intersection

Pk Hr	49	39	1	**89**	0	99	26	**125**	7	1	0	**8**	12	1	105	**118**	340	*	2	0	3	3	287
15x4	88	56	4	**120**	0	120	36	**156**	16	4	0	**20**	20	4	108	**120**	380	+	4	0	8	8	372
PHF	0.56	0.70	0.25	**0.74**	n/a	0.83	0.72	**0.80**	0.44	0.25	n/a	**0.40**	0.60	0.25	0.97	**0.98**	0.89		0.50	n/a	0.38	0.38	0.77

** Peak hour in first or last hour, peak hour may be invalid. **

AM Peak Hour Volumes



Noon Peak Period

Location: 14th Ave South @ 17th St South
Date: Thursday, June 26, 2008

This data is for All Vehicles

Time	14th Ave South				14th Ave South				17th St South				17th St South												
Period	NORTH Approach				SOUTH Approach				WEST Approach				EAST Approach				Total Volume		Peak	Pedestrians				Conflict	
Begins	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	15-min	Hour		N	S	W	E	15 min	Hr
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0

Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0			0	0	0	0		0
Avg Hr	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a			n/a	n/a	n/a	n/a		n/a

Peak hour of the intersection

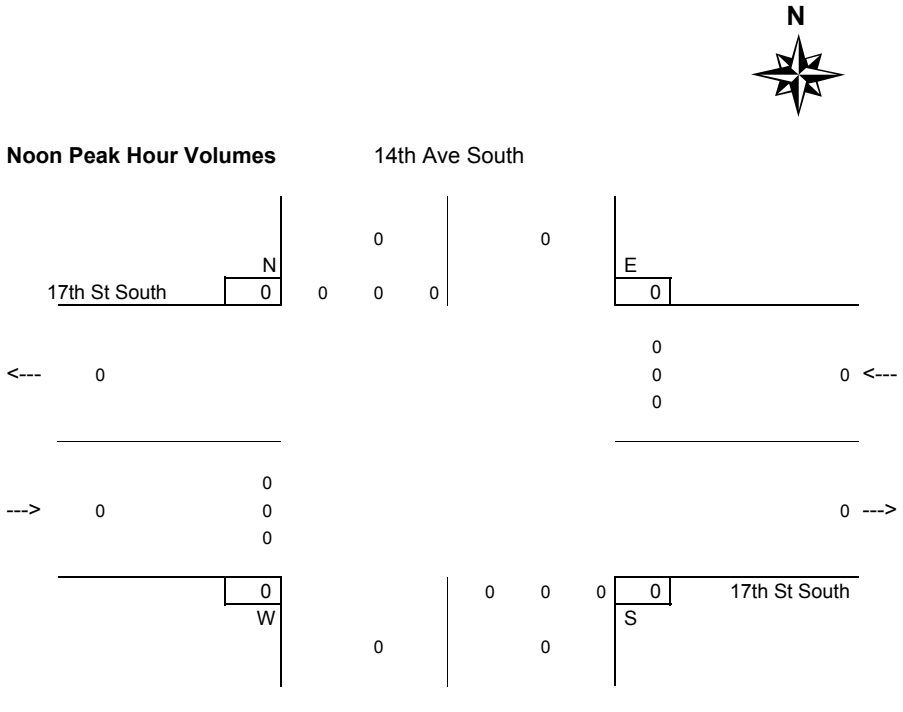
Pk Hr	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	*		0	0	0	0		0
15x4	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	+		0	0	0	0		0
PHF	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a			n/a	n/a	n/a	n/a		n/a

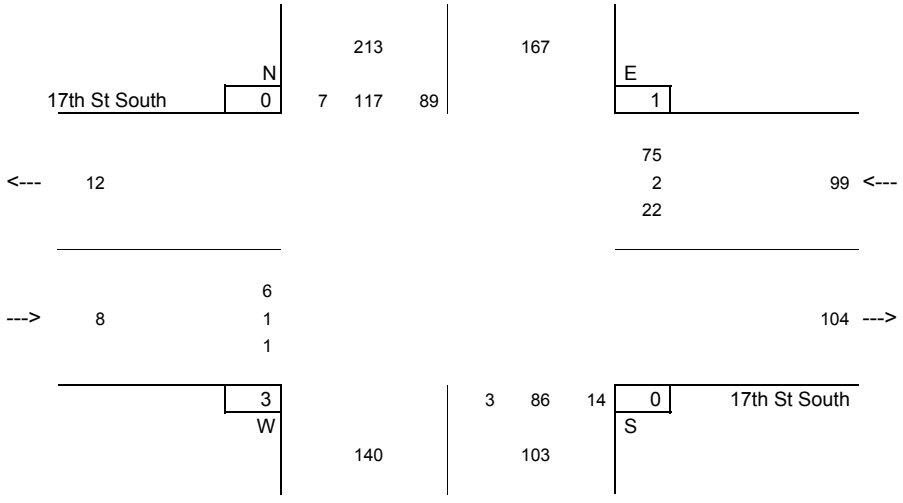
Peak hour of conflicting volumes for the intersection

Pk Hr	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	*		0	0	0	0		0
15x4	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	+		0	0	0	0		0
PHF	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a			n/a	n/a	n/a	n/a		#DIV/0!

** Peak hour in first or last hour, peak hour may be invalid. **

Noon Peak Hour Volumes





PM Peak Period

Location: 14th Ave South @ 17th St South
Date: Thursday, June 26, 2008

This data is for All Vehicles

Time	14th Ave South				14th Ave South				17th St South				17th St South												
Period	NORTH Approach				SOUTH Approach				WEST Approach				EAST Approach				Total Volume			Pedestrians				Conflict	
Begins	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	15-min	Hour		N	S	W	E	15 min	Hr
16:00	21	27	1	49	0	22	5	27	3	0	0	3	12	0	20	32	111			0	0	0	0	71	
16:15	15	30	1	46	1	29	5	35	3	1	0	4	8	0	17	25	110		*	0	0	0	1	69	
16:30	17	21	2	40	0	15	1	16	1	0	0	1	3	0	16	19	76		*	0	0	0	0	50	
16:45	24	28	3	55	1	18	6	25	1	0	1	2	6	1	22	29	111	408	*	0	0	1	0	72	262
17:00	33	38	1	72	1	24	2	27	1	0	0	1	5	1	20	26	126	423	+	0	0	2	0	81	272
17:15	16	14	3	33	0	8	3	11	0	0	0	0	6	1	11	18	62	375		0	0	1	0	39	242
17:30	14	24	2	40	0	17	4	21	2	0	0	2	6	0	19	25	88	387		0	0	1	0	56	248
17:45	17	22	2	41	0	23	0	23	0	0	0	0	4	0	9	13	77	353		0	0	2	0	49	225
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0

Total	157	204	15	**376**	3	156	26	**185**	11	1	1	**13**	50	3	134	**187**	761			0	0	7	1		487
Avg Hr	79	102	8	**188**	2	78	13	**93**	6	1	1	**7**	25	2	67	**94**	381			0	0	4	1		n/a

Peak hour of the intersection

Pk Hr	89	117	7	213	3	86	14	103	6	1	1	8	22	2	75	99	423	*	0	0	3	1		272
15x4	132	152	12	288	4	116	24	140	12	4	4	16	32	4	88	116	504	+	0	0	8	4		376
PHF	0.67	0.77	0.58	**0.74**	0.75	0.74	0.58	**0.74**	0.50	0.25	0.25	**0.50**	0.69	0.50	0.85	**0.85**	0.84		n/a	n/a	0.38	0.25		0.72

Peak hour of conflicting volumes for the intersection

Pk Hr	89	117	7	**213**	3	86	14	**103**	6	1	1	**8**	22	2	75	**99**	423	*	0	0	3	1		272
15x4	132	152	12	**288**	4	116	24	**140**	12	4	4	**16**	32	4	88	**116**	504	+	0	0	8	4		376
PHF	0.67	0.77	0.58	**0.74**	0.75	0.74	0.58	**0.74**	0.50	0.25	0.25	**0.50**	0.69	0.50	0.85	**0.85**	0.84		n/a	n/a	0.38	0.25		0.72

PM Peak Hour Volumes

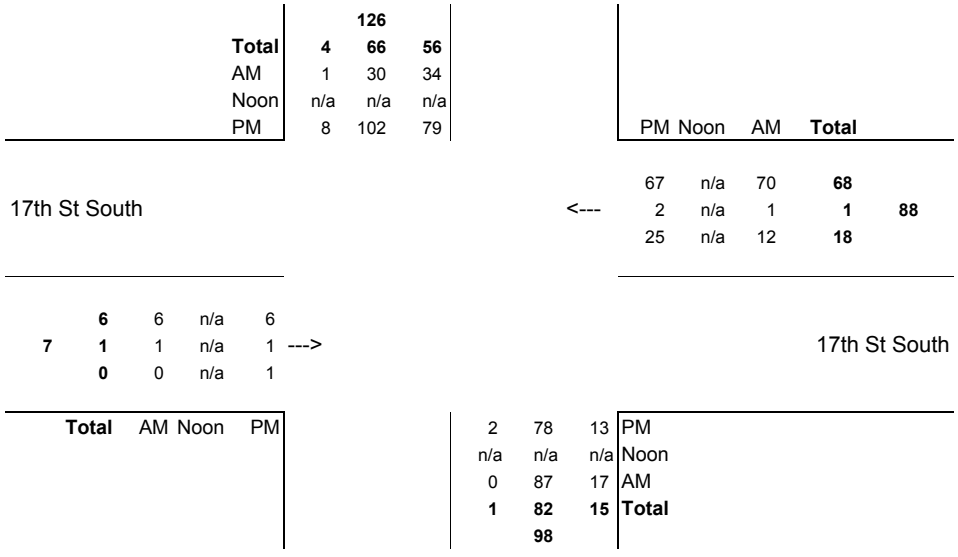
Average Hour

Location: 14th Ave South @ 17th St South
Date: Thursday, June 26, 2008

This data is for All Vehicles

	14th Ave South NORTH Approach				14th Ave South SOUTH Approach				17th St South WEST Approach				17th St South EAST Approach				Total	Pedestrians			
	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Volume	N	S	W	E
Survey																					
Total	225	263	17	**505**	3	329	60	**392**	22	3	1	**26**	73	4	273	**350**	1273	5	2	13	5
Hours	4	4	4	**4**	4	4	4	**4**	4	4	4	**4**	4	4	4	**4**	4	4	4	4	4
Avg Hr	56	66	4	**126**	1	82	15	**98**	6	1	0	**7**	18	1	68	**88**	318	1	1	3	1
AM Period																					
Total	68	59	2	**129**	0	173	34	**207**	11	2	0	**13**	23	1	139	**163**	512	5	2	6	4
Hours	2	2	2	**2**	2	2	2	**2**	2	2	2	**2**	2	2	2	**2**	2	2	2	2	2
Avg Hr	34	30	1	**65**	0	87	17	**104**	6	1	0	**7**	12	1	70	**82**	256	3	1	3	2
Noon Period																					
Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	0	0
Hours	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	0	0
Avg Hr	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	n/a	n/a
PM Period																					
Total	157	204	15	**376**	3	156	26	**185**	11	1	1	**13**	50	3	134	**187**	761	0	0	7	1
Hours	2	2	2	**2**	2	2	2	**2**	2	2	2	**2**	2	2	2	**2**	2	2	2	2	2
Avg Hr	79	102	8	**188**	2	78	13	**93**	6	1	1	**7**	25	2	67	**94**	381	0	0	4	1

Average Hour Volumes



TRANSTECH DATA SERVICES
Vehicle Turning Movement Survey
Without Classification

Major Route: Cobham Avenue
Minor Route: King Street
Municipality: Cranbrook
Filename: Cobham@King.xls
Location #: 17

Date: June 24, 2008
Day-of-week: Tuesday

East/West Route: Cobham Avenue
Intersection Type: Four approach intersection
Signalized?: No
Weather: Overcast and Dry

Vehicle Classifications: All Vehicles **This data is for All Vehicles**

Shift	Start	Duration	End
AM	7:00	2.00	9:00
Noon			
PM	16:00	2.00	18:00
	Total	4.00	

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

Comments:

Notes: North Approach - southbound vehicles approaching intersection from the north
15x4 - 15 min volume (from maximum 15 minute period of movement/approach in peak hour period [*]) x 4
Pedestrians - N indicates pedestrians crossing north approach (east/west)

Survey Data

Location: Cobham Avenue @ King Street
Date: Tuesday, June 24, 2008

This data is for All Vehicles

Time	King				King				Cobham				Slater										
Period	NORTH Approach				SOUTH Approach				WEST Approach				EAST Approach				Total Volume		Peak	Pedestrians			
Begins	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	15-min	Hour		N	S	W	E
7:00	2	7	2	**11**	19	1	14	**34**	0	6	10	**16**	1	10	0	**11**	72			0	0	1	0
7:15	8	15	2	**25**	39	2	27	**68**	0	14	12	**26**	2	9	1	**12**	131			0	0	1	0
7:30	5	13	0	**18**	17	9	27	**53**	0	15	24	**39**	2	17	3	**22**	132			0	0	0	0
7:45	10	17	0	**27**	23	11	50	**84**	0	32	35	**67**	7	16	1	**24**	202	537	+	0	0	4	1
8:00	3	17	1	**21**	23	9	35	**67**	1	34	22	**57**	3	16	2	**21**	166	631	*	1	0	1	1
8:15	10	26	1	**37**	22	8	32	**62**	0	14	25	**39**	4	7	12	**23**	161	661	*	1	0	1	2
8:30	19	17	0	**36**	14	8	23	**45**	3	26	29	**58**	5	33	15	**53**	192	721	*	0	0	2	0
8:45	9	21	2	**32**	21	11	29	**61**	0	25	30	**55**	11	15	3	**29**	177	696		0	1	2	1
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
Total	66	133	8	**207**	178	59	237	**474**	4	166	187	**357**	35	123	37	**195**	1233			2	1	12	5
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0			0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0			0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0			0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0			0	0	0	0
16:00	5	11	2	**18**	24	18	26	**68**	1	34	57	**92**	12	15	6	**33**	211		+	0	0	0	0
16:15	6	13	1	**20**	24	19	26	**69**	2	20	22	**44**	17	38	5	**60**	193		*	0	2	1	0
16:30	3	12	0	**15**	17	15	26	**58**	1	20	24	**45**	17	28	6	**51**	169		*	0	0	3	1
16:45	2	21	0	**23**	33	20	15	**68**	1	22	21	**44**	15	31	5	**51**	186	759	*	0	0	0	0
17:00	3	11	0	**14**	25	17	16	**58**	3	17	36	**56**	12	16	13	**41**	169	717		0	0	0	3
17:15	5	11	0	**16**	23	12	19	**54**	3	13	32	**48**	13	15	16	**44**	162	686		0	0	0	3
17:30	4	9	1	**14**	15	12	25	**52**	0	8	16	**24**	13	18	10	**41**	131	648		0	1	2	0
17:45	3	8	1	**12**	19	11	15	**45**	1	12	20	**33**	10	19	8	**37**	127	589		0	0	1	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
Total	31	96	5	**132**	180	124	168	**472**	12	146	228	**386**	109	180	69	**358**	1348			0	3	7	7

AM Peak Period Location: Cobham Avenue @ King Street **This data is for All Vehicles**
Date: Tuesday, June 24, 2008

Time	King				King				Cobham				Slater												
Period	NORTH Approach				SOUTH Approach				WEST Approach				EAST Approach				Total Volume		Peak	Pedestrians				Conflict	
Begins	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	15-min	Hour		N	S	W	E	15 min	Hr
07:00	2	7	2	11	19	1	14	34	0	6	10	16	1	10	0	11	72			0	0	1	0	45	
07:15	8	15	2	25	39	2	27	68	0	14	12	26	2	9	1	12	131			0	0	1	0	84	
07:30	5	13	0	18	17	9	27	53	0	15	24	39	2	17	3	22	132			0	0	0	0	82	
07:45	10	17	0	27	23	11	50	84	0	32	35	67	7	16	1	24	202	537	+	0	0	4	1	145	356
08:00	3	17	1	21	23	9	35	67	1	34	22	57	3	16	2	21	166	631	*	1	0	1	1	106	417
08:15	10	26	1	37	22	8	32	62	0	14	25	39	4	7	12	23	161	661	*	1	0	1	2	93	426
08:30	19	17	0	36	14	8	23	45	3	26	29	58	5	33	15	53	192	721	*	0	0	2	0	110	454
08:45	9	21	2	32	21	11	29	61	0	25	30	55	11	15	3	29	177	696		0	1	2	1	115	424
n/a				0				0				0				0	0	0		0	0	0	0	0	0
n/a				0				0				0				0	0	0		0	0	0	0	0	0
n/a				0				0				0				0	0	0		0	0	0	0	0	0
n/a				0				0				0				0	0	0		0	0	0	0	0	0
n/a				0				0				0				0	0	0		0	0	0	0	0	0
n/a				0				0				0				0	0	0		0	0	0	0	0	0
n/a				0				0				0				0	0	0		0	0	0	0	0	0
n/a				0				0				0				0	0	0		0	0	0	0	0	0
n/a				0				0				0				0	0	0		0	0	0	0	0	0
n/a				0				0				0				0	0	0		0	0	0	0	0	0
n/a				0				0				0				0	0	0		0	0	0	0	0	0
n/a																	0	0		0	0	0	0	0	0

Total	66	133	8	**207**	178	59	237	**474**	4	166	187	**357**	35	123	37	**195**	1233			2	1	12	5		750
Avg Hr	33	67	4	**104**	89	30	119	**237**	2	83	94	**179**	18	62	19	**98**	617			1	1	6	3		n/a

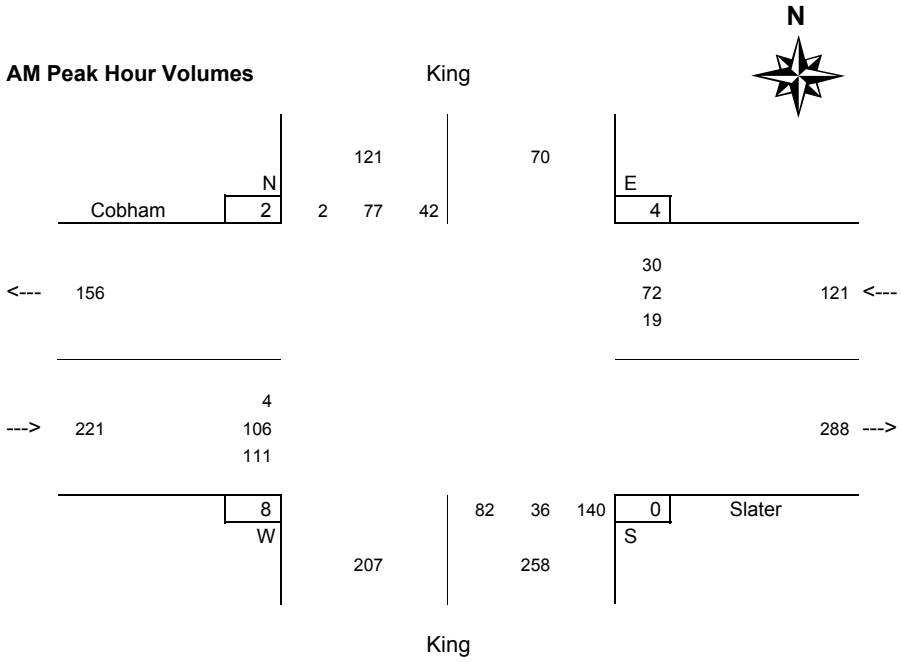
Peak hour of the intersection

Pk Hr	42	77	2	**121**	82	36	140	**258**	4	106	111	**221**	19	72	30	**121**	721	*	2	0	8	4	454
15x4	76	104	4	**148**	92	44	200	**336**	12	136	140	**268**	28	132	60	**212**	808	+	4	0	16	8	624
PHF	0.55	0.74	0.50	**0.82**	0.89	0.82	0.70	**0.77**	0.33	0.78	0.79	**0.82**	0.68	0.55	0.50	**0.57**	0.89		0.50	n/a	0.50	0.50	0.73

Peak hour of conflicting volumes for the intersection

Pk Hr	42	77	2	**121**	82	36	140	**258**	4	106	111	**221**	19	72	30	**121**	721	*	2	0	8	4	454
15x4	76	104	4	**148**	92	44	200	**336**	12	136	140	**268**	28	132	60	**212**	808	+	4	0	16	8	624
PHF	0.55	0.74	0.50	**0.82**	0.89	0.82	0.70	**0.77**	0.33	0.78	0.79	**0.82**	0.68	0.55	0.50	**0.57**	0.89		0.50	n/a	0.50	0.50	0.73

AM Peak Hour Volumes



Noon Peak Period

Location: Cobham Avenue @ King Street
Date: Tuesday, June 24, 2008

This data is for All Vehicles

Time	King				King				Cobham				Slater													
Period	NORTH Approach				SOUTH Approach				WEST Approach				EAST Approach				Total Volume		Peak	Pedestrians				Conflict	
Begins	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	15-min	Hour		N	S	W	E	15 min	Hr
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0

Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0			0	0	0	0		0
Avg Hr	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a			n/a	n/a	n/a	n/a		n/a

Peak hour of the intersection

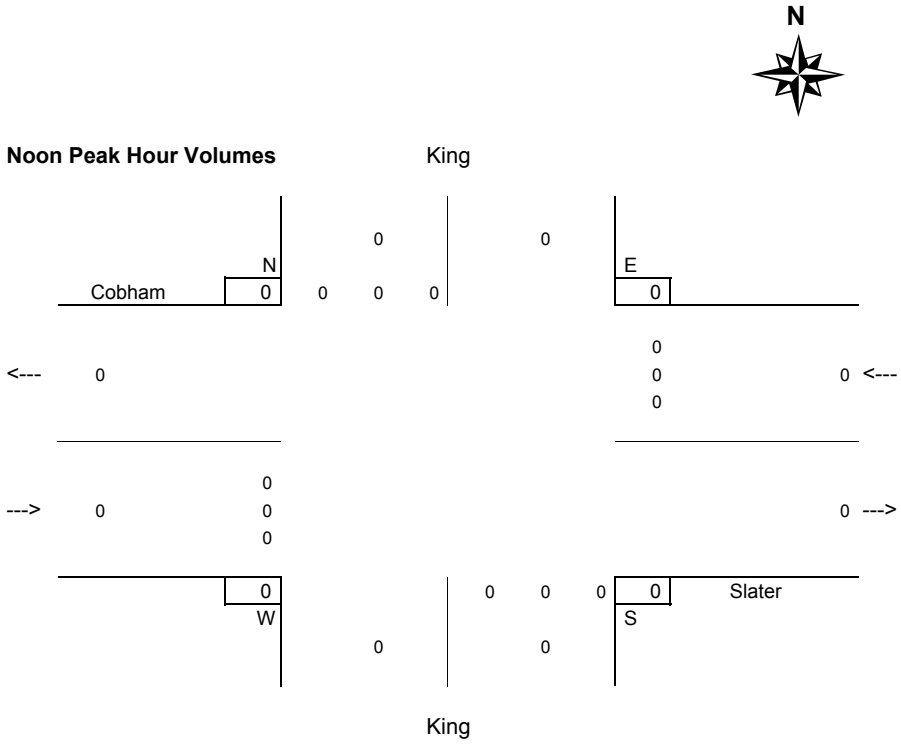
Pk Hr	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	*		0	0	0	0		0
15x4	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	+		0	0	0	0		0
PHF	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a			n/a	n/a	n/a	n/a		n/a

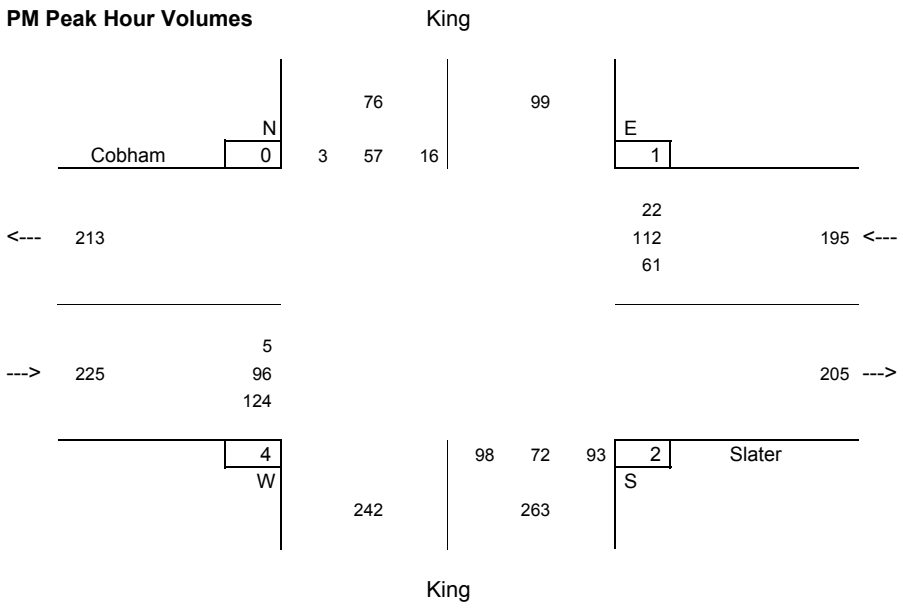
Peak hour of conflicting volumes for the intersection

Pk Hr	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	*		0	0	0	0		0
15x4	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	+		0	0	0	0		0
PHF	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a			n/a	n/a	n/a	n/a		#DIV/0!

** Peak hour in first or last hour, peak hour may be invalid. **

Noon Peak Hour Volumes





PM Peak Period

Location: Cobham Avenue @ King Street
Date: Tuesday, June 24, 2008

This data is for All Vehicles

Time	King				King				Cobham				Slater												
Period	NORTH Approach				SOUTH Approach				WEST Approach				EAST Approach				Total Volume			Pedestrians				Conflict	
Begins	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	15-min	Hour		N	S	W	E	15 min	Hr
16:00	5	11	2	18	24	18	26	68	1	34	57	92	12	15	6	33	211		+	0	0	0	0	152	
16:15	6	13	1	20	24	19	26	69	2	20	22	44	17	38	5	60	193		*	0	2	1	0	110	
16:30	3	12	0	15	17	15	26	58	1	20	24	45	17	28	6	51	169		*	0	0	3	1	105	
16:45	2	21	0	23	33	20	15	68	1	22	21	44	15	31	5	51	186	759	*	0	0	0	0	112	479
17:00	3	11	0	14	25	17	16	58	3	17	36	56	12	16	13	41	169	717		0	0	0	3	101	428
17:15	5	11	0	16	23	12	19	54	3	13	32	48	13	15	16	44	162	686		0	0	0	3	94	412
17:30	4	9	1	14	15	12	25	52	0	8	16	24	13	18	10	41	131	648		0	1	2	0	78	385
17:45	3	8	1	12	19	11	15	45	1	12	20	33	10	19	8	37	127	589		0	0	1	0	71	344
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
Total	31	96	5	**132**	180	124	168	**472**	12	146	228	**386**	109	180	69	**358**	1348			0	3	7	7		806
Avg Hr	16	48	3	**66**	90	62	84	**236**	6	73	114	**193**	55	90	35	**179**	674			0	2	4	4		n/a

Peak hour of the intersection

Pk Hr	16	57	3	76	98	72	93	263	5	96	124	225	61	112	22	195	759	*	0	2	4	1	462
15x4	24	84	8	92	132	80	104	276	8	136	228	368	68	152	24	240	844	+	0	8	12	4	656
PHF	0.67	0.68	0.38	**0.83**	0.74	0.90	0.89	**0.95**	0.63	0.71	0.54	**0.61**	0.90	0.74	0.92	**0.81**	0.90		n/a	0.25	0.33	0.25	0.70

Peak hour of conflicting volumes for the intersection

Pk Hr	16	57	3	**76**	98	72	93	**263**	5	96	124	**225**	61	112	22	**195**	759	*	0	2	4	1	462
15x4	24	84	8	**92**	132	80	104	**276**	8	136	228	**368**	68	152	24	**240**	844	+	0	8	12	4	656
PHF	0.67	0.68	0.38	**0.83**	0.74	0.90	0.89	**0.95**	0.63	0.71	0.54	**0.61**	0.90	0.74	0.92	**0.81**	0.90		n/a	0.25	0.33	0.25	0.70

** Peak hour in first or last hour, peak hour may be invalid. **

PM Peak Hour Volumes

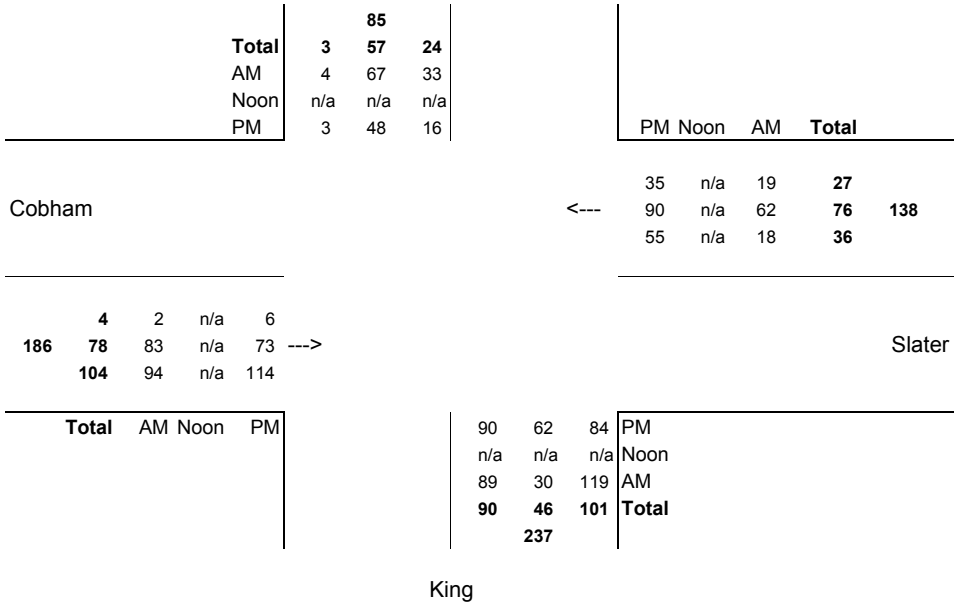
Average Hour

Location: Cobham Avenue @ King Street
Date: Tuesday, June 24, 2008

This data is for All Vehicles

	King NORTH Approach				King SOUTH Approach				Cobham WEST Approach				Slater EAST Approach				Total	Pedestrians			
	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Volume	N	S	W	E
Survey																					
Total	97	229	13	**339**	358	183	405	**946**	16	312	415	**743**	144	303	106	**553**	2581	2	4	19	12
Hours	4	4	4	**4**	4	4	4	**4**	4	4	4	**4**	4	4	4	**4**	4	4	4	4	4
Avg Hr	24	57	3	**85**	90	46	101	**237**	4	78	104	**186**	36	76	27	**138**	645	1	1	5	3
AM Period																					
Total	66	133	8	**207**	178	59	237	**474**	4	166	187	**357**	35	123	37	**195**	1233	2	1	12	5
Hours	2	2	2	**2**	2	2	2	**2**	2	2	2	**2**	2	2	2	**2**	2	2	2	2	2
Avg Hr	33	67	4	**104**	89	30	119	**237**	2	83	94	**179**	18	62	19	**98**	617	1	1	6	3
Noon Period																					
Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	0	0
Hours	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	0	0
Avg Hr	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	n/a	n/a
PM Period																					
Total	31	96	5	**132**	180	124	168	**472**	12	146	228	**386**	109	180	69	**358**	1348	0	3	7	7
Hours	2	2	2	**2**	2	2	2	**2**	2	2	2	**2**	2	2	2	**2**	2	2	2	2	2
Avg Hr	16	48	3	**66**	90	62	84	**236**	6	73	114	**193**	55	90	35	**179**	674	0	2	4	4

Average Hour Volumes



TRANSTECH DATA SERVICES
Vehicle Turning Movement Survey
Without Classification

Major Route: Cobham Avenue
Minor Route: Patterson Street
Municipality: Cranbrook
Filename: Cobham@Patterson.xls
Location #: 23

Date: June 25, 2008
Day-of-week: Wednesday

East/West Route: Patterson Street
Intersection Type: Three approach intersection - West Tee
Signalized?: No
Weather: Overcast and Dry

Vehicle Classifications: All Vehicles **This data is for All Vehicles**

Shift	Start	Duration	End
AM	7:00	2.00	9:00
Noon			
PM	16:00	2.00	18:00
	Total	4.00	

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

Comments:

Notes: North Approach - southbound vehicles approaching intersection from the north
15x4 - 15 min volume (from maximum 15 minute period of movement/approach in peak hour period [*]) x 4
Pedestrians - N indicates pedestrians crossing north approach (east/west)

Survey Data

Location: Cobham Avenue @ Patterson Street
Date: Wednesday, June 25, 2008

This data is for All Vehicles

Time	Cobham				Cobham				Patterson														
Period	NORTH Approach				SOUTH Approach				WEST Approach				EAST Approach				Total Volume		Peak	Pedestrians			
Begins	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	15-min	Hour		N	S	W	E
7:00	0	8	4	**12**	0	8	0	**8**	9	0	1	**10**	0	0	0	**0**	30			0	0	0	0
7:15	0	13	3	**16**	1	11	0	**12**	14	0	0	**14**	0	0	0	**0**	42			0	0	0	0
7:30	0	16	11	**27**	2	13	0	**15**	16	0	0	**16**	0	0	0	**0**	58		*	0	0	0	0
7:45	0	10	6	**16**	2	15	0	**17**	14	0	1	**15**	0	0	0	**0**	48	178	*	0	0	1	0
8:00	0	17	13	**30**	1	16	0	**17**	18	0	2	**20**	0	0	0	**0**	67	215	+	0	0	0	0
8:15	0	13	8	**21**	0	18	0	**18**	22	0	1	**23**	0	0	0	**0**	62	235	*	0	0	0	0
8:30	0	9	10	**19**	0	15	0	**15**	19	0	1	**20**	0	0	0	**0**	54	231		0	0	0	0
8:45	0	12	9	**21**	1	8	0	**9**	18	0	0	**18**	0	0	0	**0**	48	231		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
Total	0	98	64	**162**	7	104	0	**111**	130	0	6	**136**	0	0	0	**0**	409			0	0	1	0

n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0			0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0			0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0			0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0			0	0	0	0

16:00	0	14	26	**40**	1	13	0	**14**	23	0	2	**25**	0	0	0	**0**	79			0	0	0	0
16:15	0	23	29	**52**	1	18	0	**19**	13	0	0	**13**	0	0	0	**0**	84		*	0	0	0	0
16:30	0	19	25	**44**	2	16	0	**18**	11	0	1	**12**	0	0	0	**0**	74		*	0	0	0	0
16:45	0	14	26	**40**	1	15	0	**16**	19	0	3	**22**	0	0	0	**0**	78	315	*	0	0	0	0
17:00	0	22	26	**48**	0	27	0	**27**	16	0	1	**17**	0	0	0	**0**	92	328	+	0	0	0	0
17:15	0	12	23	**35**	3	18	0	**21**	18	0	1	**19**	0	0	0	**0**	75	319		0	0	0	0
17:30	0	12	21	**33**	0	7	0	**7**	11	0	0	**11**	0	0	0	**0**	51	296		0	0	0	0
17:45	0	11	22	**33**	1	8	0	**9**	18	0	1	**19**	0	0	0	**0**	61	279		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
Total	0	127	198	**325**	9	122	0	**131**	129	0	9	**138**	0	0	0	**0**	594			0	0	0	0

AM Peak Period

Location: Cobham Avenue @ Patterson Street
Date: Wednesday, June 25, 2008

This data is for All Vehicles

Time	Cobham				Cobham				Patterson																
Period	NORTH Approach				SOUTH Approach				WEST Approach				EAST Approach				Total Volume		Peak	Pedestrians				Conflict	
Begins	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	15-min	Hour		N	S	W	E	15 min	Hr
07:00	0	8	4	12	0	8	0	8	9	0	1	10	0	0	0	0	30			0	0	0	0	21	
07:15	0	13	3	16	1	11	0	12	14	0	0	14	0	0	0	0	42			0	0	0	0	31	
07:30	0	16	11	27	2	13	0	15	16	0	0	16	0	0	0	0	58		*	0	0	0	0	45	
07:45	0	10	6	16	2	15	0	17	14	0	1	15	0	0	0	0	48	178	*	0	0	1	0	32	129
08:00	0	17	13	30	1	16	0	17	18	0	2	20	0	0	0	0	67	215	+	0	0	0	0	49	157
08:15	0	13	8	21	0	18	0	18	22	0	1	23	0	0	0	0	62	235	*	0	0	0	0	43	169
08:30	0	9	10	19	0	15	0	15	19	0	1	20	0	0	0	0	54	231		0	0	0	0	38	162
08:45	0	12	9	21	1	8	0	9	18	0	0	18	0	0	0	0	48	231		0	0	0	0	40	170
n/a				0				0				0				0	0	0		0	0	0	0	0	0
n/a				0				0				0				0	0	0		0	0	0	0	0	0
n/a				0				0				0				0	0	0		0	0	0	0	0	0
n/a				0				0				0				0	0	0		0	0	0	0	0	0
n/a				0				0				0				0	0	0		0	0	0	0	0	0
n/a				0				0				0				0	0	0		0	0	0	0	0	0
n/a				0				0				0				0	0	0		0	0	0	0	0	0
n/a				0				0				0				0	0	0		0	0	0	0	0	0
n/a				0				0				0				0	0	0		0	0	0	0	0	0
n/a				0				0				0				0	0	0		0	0	0	0	0	0
n/a				0				0				0				0	0	0		0	0	0	0	0	0
n/a																	0	0		0	0	0	0	0	0

Total	0	98	64	**162**	7	104	0	**111**	130	0	6	**136**	0	0	0	**0**	409			0	0	1	0		299
Avg Hr	0	49	32	**81**	4	52	0	**56**	65	0	3	**68**	0	0	0	**0**	205			0	0	1	0		n/a

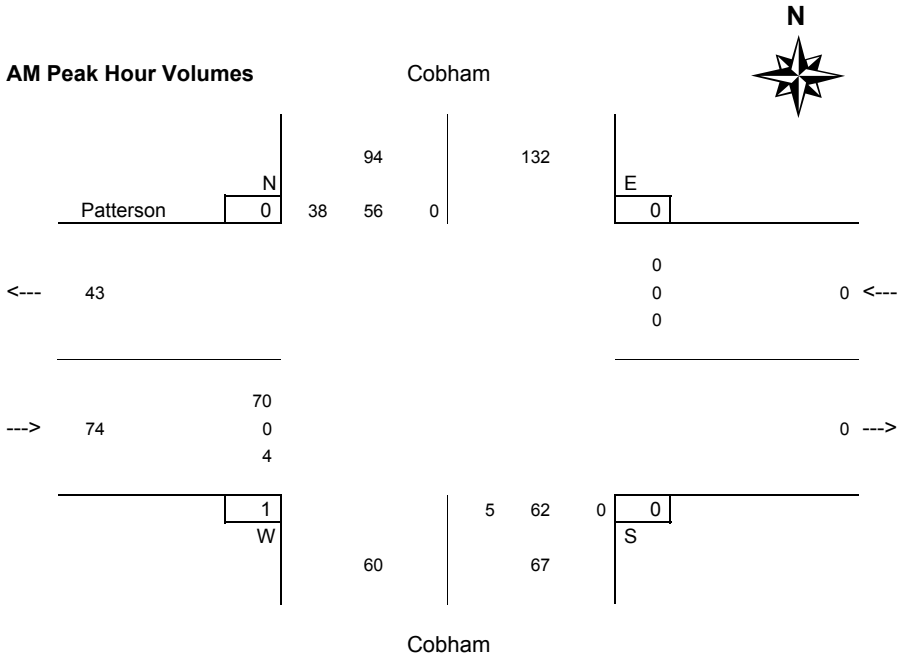
Peak hour of the intersection

Pk Hr	0	56	38	**94**	5	62	0	**67**	70	0	4	**74**	0	0	0	**0**	235	*	0	0	1	0		169
15x4	0	68	52	**120**	8	72	0	**72**	88	0	8	**92**	0	0	0	**0**	268	+	0	0	4	0		216
PHF	n/a	0.82	0.73	**0.78**	0.63	0.86	n/a	**0.93**	0.80	n/a	0.50	**0.80**	n/a	n/a	n/a	**n/a**	0.88		n/a	n/a	0.25	n/a		0.78

Peak hour of conflicting volumes for the intersection

Pk Hr	0	51	40	**91**	2	57	0	**59**	77	0	4	**81**	0	0	0	**0**	231	*	0	0	0	0		170
15x4	0	68	52	**120**	4	72	0	**72**	88	0	8	**92**	0	0	0	**0**	268	+	0	0	0	0		212
PHF	n/a	0.75	0.77	**0.76**	0.50	0.79	n/a	**0.82**	0.88	n/a	0.50	**0.88**	n/a	n/a	n/a	**n/a**	0.86		n/a	n/a	n/a	n/a		0.80

AM Peak Hour Volumes



Noon Peak Period Location: Cobham Avenue @ Patterson Street **This data is for All Vehicles**
Date: Wednesday, June 25, 2008

Time	Cobham				Cobham				Patterson																
Period	NORTH Approach				SOUTH Approach				WEST Approach				EAST Approach				Total Volume		Peak	Pedestrians				Conflict	
Begins	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	15-min	Hour		N	S	W	E	15 min	Hr
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0

Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0			0	0	0	0		0
Avg Hr	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a			n/a	n/a	n/a	n/a		n/a

Peak hour of the intersection

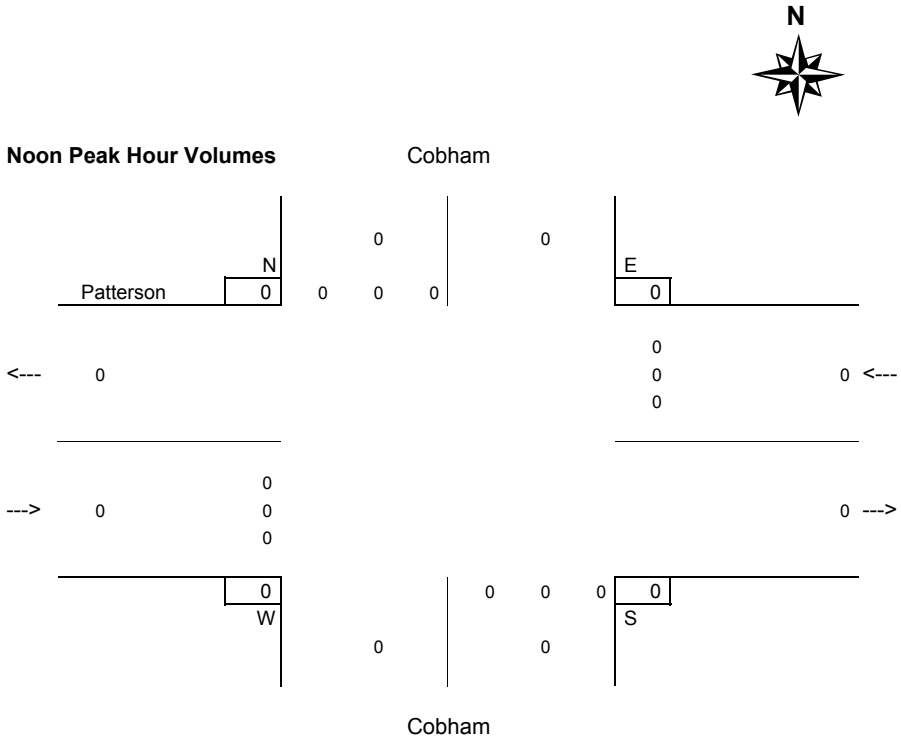
Pk Hr	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0 *			0	0	0	0		0
15x4	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0 +			0	0	0	0		0
PHF	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a			n/a	n/a	n/a	n/a		n/a

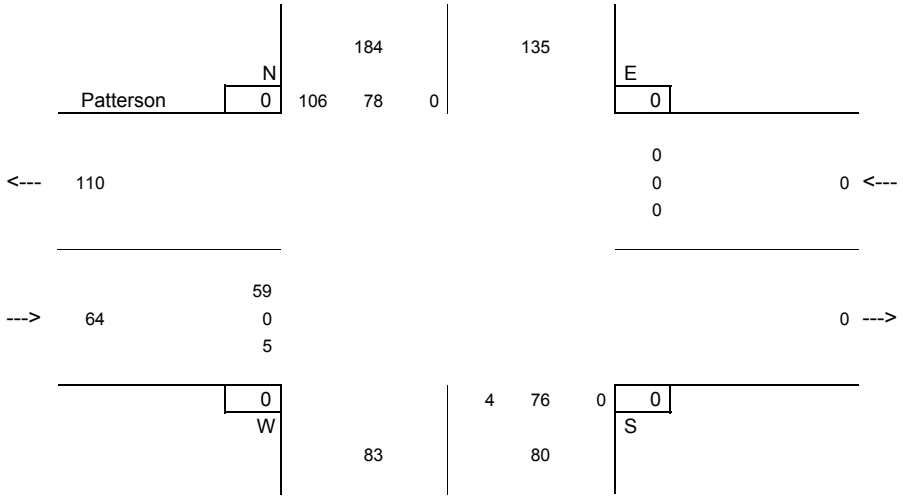
Peak hour of conflicting volumes for the intersection

Pk Hr	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0 *			0	0	0	0		0
15x4	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0 +			0	0	0	0		0
PHF	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a			n/a	n/a	n/a	n/a		#DIV/0!

** Peak hour in first or last hour, peak hour may be invalid. **

Noon Peak Hour Volumes





PM Peak Period

Location: Cobham Avenue @ Patterson Street
Date: Wednesday, June 25, 2008

This data is for All Vehicles

Time	Cobham				Cobham				Patterson																
Period	NORTH Approach				SOUTH Approach				WEST Approach				EAST Approach				Total Volume			Pedestrians				Conflict	
Begins	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	15-min	Hour		N	S	W	E	15 min	Hr
16:00	0	14	26	40	1	13	0	14	23	0	2	25	0	0	0	0	79			0	0	0	0	64	
16:15	0	23	29	52	1	18	0	19	13	0	0	13	0	0	0	0	84		*	0	0	0	0	66	
16:30	0	19	25	44	2	16	0	18	11	0	1	12	0	0	0	0	74		*	0	0	0	0	57	
16:45	0	14	26	40	1	15	0	16	19	0	3	22	0	0	0	0	78	315	*	0	0	0	0	60	247
17:00	0	22	26	48	0	27	0	27	16	0	1	17	0	0	0	0	92	328	+	0	0	0	0	64	247
17:15	0	12	23	35	3	18	0	21	18	0	1	19	0	0	0	0	75	319		0	0	0	0	56	237
17:30	0	12	21	33	0	7	0	7	11	0	0	11	0	0	0	0	51	296		0	0	0	0	44	224
17:45	0	11	22	33	1	8	0	9	18	0	1	19	0	0	0	0	61	279		0	0	0	0	52	216
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
Total	0	127	198	**325**	9	122	0	**131**	129	0	9	**138**	0	0	0	**0**	594			0	0	0	0		463
Avg Hr	0	64	99	**163**	5	61	0	**66**	65	0	5	**69**	0	0	0	**0**	297			0	0	0	0		n/a

Peak hour of the intersection

	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	15-min		N	S	W	E	Hr
Pk Hr	0	78	106	184	4	76	0	80	59	0	5	64	0	0	0	0	328	*	0	0	0	0	247
15x4	0	92	116	208	8	108	0	108	76	0	12	88	0	0	0	0	368	+	0	0	0	0	292
PHF	n/a	0.85	0.91	**0.88**	0.50	0.70	n/a	**0.74**	0.78	n/a	0.42	**0.73**	n/a	n/a	n/a	**n/a**	0.89		n/a	n/a	n/a	n/a	0.85

Peak hour of conflicting volumes for the intersection

	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	15-min		N	S	W	E	Hr
Pk Hr	0	70	106	**176**	5	62	0	**67**	66	0	6	**72**	0	0	0	**0**	315	*	0	0	0	0	247
15x4	0	92	116	**208**	8	72	0	**76**	92	0	12	**100**	0	0	0	**0**	336	+	0	0	0	0	308
PHF	n/a	0.76	0.91	**0.85**	0.63	0.86	n/a	**0.88**	0.72	n/a	0.50	**0.72**	n/a	n/a	n/a	**n/a**	0.94		n/a	n/a	n/a	n/a	0.80

PM Peak Hour Volumes

Average Hour

Location: Cobham Avenue @ Patterson Street
Date: Wednesday, June 25, 2008

This data is for All Vehicles

	Cobham NORTH Approach				Cobham SOUTH Approach				Patterson WEST Approach				EAST Approach				Total Volume	Pedestrians			
	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total		N	S	W	E
Survey																					
Total	0	225	262	**487**	16	226	0	**242**	259	0	15	**274**	0	0	0	**0**	1003	0	0	1	0
Hours	4	4	4	**4**	4	4	4	**4**	4	4	4	**4**	4	4	4	**4**	4	4	4	4	4
Avg Hr	0	56	66	**122**	4	57	0	**61**	65	0	4	**69**	0	0	0	**0**	251	0	0	0	0
AM Period																					
Total	0	98	64	**162**	7	104	0	**111**	130	0	6	**136**	0	0	0	**0**	409	0	0	1	0
Hours	2	2	2	**2**	2	2	2	**2**	2	2	2	**2**	2	2	2	**2**	2	2	2	2	2
Avg Hr	0	49	32	**81**	4	52	0	**56**	65	0	3	**68**	0	0	0	**0**	205	0	0	1	0
Noon Period																					
Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	0	0
Hours	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	0	0
Avg Hr	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	n/a	n/a
PM Period																					
Total	0	127	198	**325**	9	122	0	**131**	129	0	9	**138**	0	0	0	**0**	594	0	0	0	0
Hours	2	2	2	**2**	2	2	2	**2**	2	2	2	**2**	2	2	2	**2**	2	2	2	2	2
Avg Hr	0	64	99	**163**	5	61	0	**66**	65	0	5	**69**	0	0	0	**0**	297	0	0	0	0

Average Hour Volumes

Cobham

		122	
	Total	**66**	**56**	**0**
	AM	32	49	0
	Noon	n/a	n/a	n/a
	PM	99	64	0

	PM	Noon	AM	**Total**	
	0	n/a	0	**0**	
<---	0	n/a	0	**0**	**0**
	0	n/a	0	**0**	

Patterson

	65	65	n/a	65	
69	**0**	0	n/a	0	--->
	4	3	n/a	5	

Total	AM	Noon	PM
4	4	n/a	5
57	52	n/a	61
0	0	n/a	0
61			

PM
Noon
AM
Total

Cobham

TRANSTECH DATA SERVICES
Vehicle Turning Movement Survey
Without Classification

Major Route: Industrial No.2 Road
Minor Route: Industrial No.G Road
Municipality: Cranbrook
Filename: IndustrialNo.2@IndustrialNo.G.xls
Location #: 5

Date: June 24, 2008
Day-of-week: Tuesday

East/West Route: Industrial No.G Road
Intersection Type: Four approach intersection
Signalized?: No
Weather: Overcast and Dry

Vehicle Classifications: All Vehicles **This data is for All Vehicles**

Shift	Start	Duration	End
AM	7:00	2.00	9:00
Noon			
PM	16:00	2.00	18:00
	Total	4.00	

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

Comments: Many rolling stops ERT and WRT. Last interval many cars going into Moir Park Sports Fields.

Notes: North Approach - southbound vehicles approaching intersection from the north
15x4 - 15 min volume (from maximum 15 minute period of movement/approach in peak hour period [*]) x 4
Pedestrians - N indicates pedestrians crossing north approach (east/west)

Survey Data

Location: Industrial No.2 Road @ Industrial No.G Road
Date: Tuesday, June 24, 2008

This data is for All Vehicles

Time	Industrial No.2				Industrial No.2				Moir Park Entrance				Industrial No.G										
Period	NORTH Approach				SOUTH Approach				WEST Approach				EAST Approach				Total Volume		Peak	Pedestrians			
Begins	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	15-min	Hour		N	S	W	E
7:00	2	7	0	**9**	1	4	2	**7**	0	0	0	**0**	2	1	2	**5**	21			0	0	0	0
7:15	4	22	0	**26**	1	8	11	**20**	0	0	0	**0**	5	0	1	**6**	52			0	0	0	0
7:30	9	24	0	**33**	2	11	7	**20**	0	2	1	**3**	6	0	5	**11**	67			0	0	0	0
7:45	22	29	0	**51**	3	13	17	**33**	0	1	0	**1**	19	1	4	**24**	109	249	+	0	0	0	1
8:00	6	26	0	**32**	0	17	12	**29**	0	2	0	**2**	19	1	2	**22**	85	313	*	0	0	0	2
8:15	7	23	1	**31**	3	10	14	**27**	0	0	2	**2**	11	0	5	**16**	76	337	*	0	0	0	0
8:30	8	25	0	**33**	1	15	9	**25**	0	0	0	**0**	7	1	4	**12**	70	340	*	0	0	0	1
8:45	9	17	0	**26**	0	12	10	**22**	1	0	1	**2**	9	1	1	**11**	61	292		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
Total	67	173	1	**241**	11	90	82	**183**	1	5	4	**10**	78	5	24	**107**	541			0	0	0	4

n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0			0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0			0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0			0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0			0	0	0	0

16:00	7	24	1	**32**	3	39	12	**54**	0	6	4	**10**	14	1	18	**33**	129		+	0	0	0	0
16:15	11	20	0	**31**	0	26	15	**41**	0	1	1	**2**	20	0	19	**39**	113		*	0	0	0	0
16:30	9	23	0	**32**	2	35	12	**49**	0	1	0	**1**	13	1	17	**31**	113		*	0	0	0	0
16:45	5	20	0	**25**	2	27	11	**40**	1	0	1	**2**	5	1	17	**23**	90	445	*	0	0	0	0
17:00	7	19	0	**26**	1	30	14	**45**	0	0	1	**1**	7	0	15	**22**	94	410		0	0	0	0
17:15	9	11	1	**21**	1	23	5	**29**	1	1	0	**2**	7	1	13	**21**	73	370		0	0	0	0
17:30	12	14	1	**27**	11	24	6	**41**	0	5	10	**15**	9	3	26	**38**	121	378		0	0	0	0
17:45	7	20	1	**28**	48	15	2	**65**	0	6	8	**14**	0	28	15	**43**	150	438		0	0	0	1
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
n/a	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0		0	0	0	0
Total	67	151	4	**222**	68	219	77	**364**	2	20	25	**47**	75	35	140	**250**	883			0	0	0	1

AM Peak Period

Location: Industrial No.2 Road @ Industrial No.G Road
Date: Tuesday, June 24, 2008

This data is for All Vehicles

Time	Industrial No.2				Industrial No.2				Moir Park Entrance				Industrial No.G												
Period	NORTH Approach				SOUTH Approach				WEST Approach				EAST Approach				Total Volume		Peak	Pedestrians				Conflict	
Begins	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	15-min	Hour		N	S	W	E	15 min	Hr
07:00	2	7	0	9	1	4	2	7	0	0	0	0	2	1	2	5	21			0	0	0	0	11	
07:15	4	22	0	26	1	8	11	20	0	0	0	0	5	0	1	6	52			0	0	0	0	28	
07:30	9	24	0	33	2	11	7	20	0	2	1	3	6	0	5	11	67			0	0	0	0	36	
07:45	22	29	0	51	3	13	17	33	0	1	0	1	19	1	4	24	109	249	+	0	0	0	1	72	147
08:00	6	26	0	32	0	17	12	29	0	2	0	2	19	1	2	22	85	313	*	0	0	0	2	56	192
08:15	7	23	1	31	3	10	14	27	0	0	2	2	11	0	5	16	76	337	*	0	0	0	0	44	208
08:30	8	25	0	33	1	15	9	25	0	0	0	0	7	1	4	12	70	340	*	0	0	0	1	39	211
08:45	9	17	0	26	0	12	10	22	1	0	1	2	9	1	1	11	61	292		0	0	0	0	41	180
n/a				0				0				0				0	0	0		0	0	0	0	0	0
n/a				0				0				0				0	0	0		0	0	0	0	0	0
n/a				0				0				0				0	0	0		0	0	0	0	0	0
n/a				0				0				0				0	0	0		0	0	0	0	0	0
n/a				0				0				0				0	0	0		0	0	0	0	0	0
n/a				0				0				0				0	0	0		0	0	0	0	0	0
n/a				0				0				0				0	0	0		0	0	0	0	0	0
n/a				0				0				0				0	0	0		0	0	0	0	0	0
n/a				0				0				0				0	0	0		0	0	0	0	0	0
n/a				0				0				0				0	0	0		0	0	0	0	0	0
n/a				0				0				0				0	0	0		0	0	0	0	0	0
n/a																	0	0		0	0	0	0	0	0

Total	67	173	1	**241**	11	90	82	**183**	1	5	4	**10**	78	5	24	**107**	541			0	0	0	4		326
Avg Hr	34	87	1	**121**	6	45	41	**92**	1	3	2	**5**	39	3	12	**54**	271			0	0	0	2		n/a

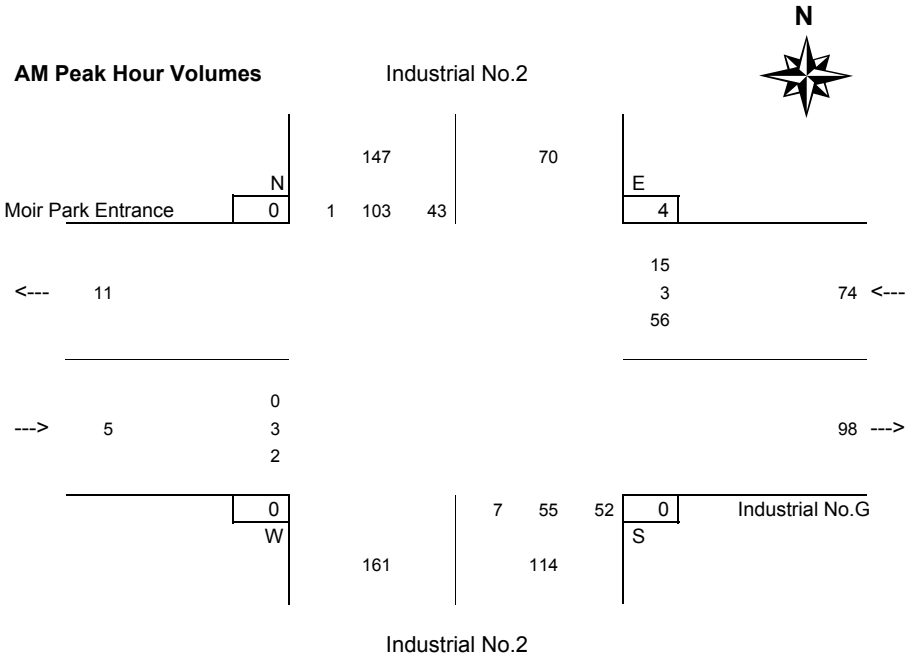
Peak hour of the intersection

Pk Hr	43	103	1	**147**	7	55	52	**114**	0	3	2	**5**	56	3	15	**74**	340	*	0	0	0	4		211
15x4	88	116	4	**204**	12	68	68	**132**	0	8	8	**8**	76	4	20	**96**	436	+	0	0	0	8		316
PHF	0.49	0.89	0.25	**0.72**	0.58	0.81	0.76	**0.86**	n/a	0.38	0.25	**0.63**	0.74	0.75	0.75	**0.77**	0.78		n/a	n/a	n/a	0.50		0.67

Peak hour of conflicting volumes for the intersection

Pk Hr	43	103	1	**147**	7	55	52	**114**	0	3	2	**5**	56	3	15	**74**	340	*	0	0	0	4		211
15x4	88	116	4	**204**	12	68	68	**132**	0	8	8	**8**	76	4	20	**96**	436	+	0	0	0	8		316
PHF	0.49	0.89	0.25	**0.72**	0.58	0.81	0.76	**0.86**	n/a	0.38	0.25	**0.63**	0.74	0.75	0.75	**0.77**	0.78		n/a	n/a	n/a	0.50		0.67

AM Peak Hour Volumes



Noon Peak Period

Location: Industrial No.2 Road @ Industrial No.G Road
Date: Tuesday, June 24, 2008

This data is for All Vehicles

Time	Industrial No.2				Industrial No.2				Moir Park Entrance				Industrial No.G													
Period	NORTH Approach				SOUTH Approach				WEST Approach				EAST Approach				Total Volume		Peak	Pedestrians				Conflict	
Begins	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	15-min	Hour		N	S	W	E	15 min	Hr
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0	
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0

Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0			0	0	0	0		0
Avg Hr	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a			n/a	n/a	n/a	n/a		n/a

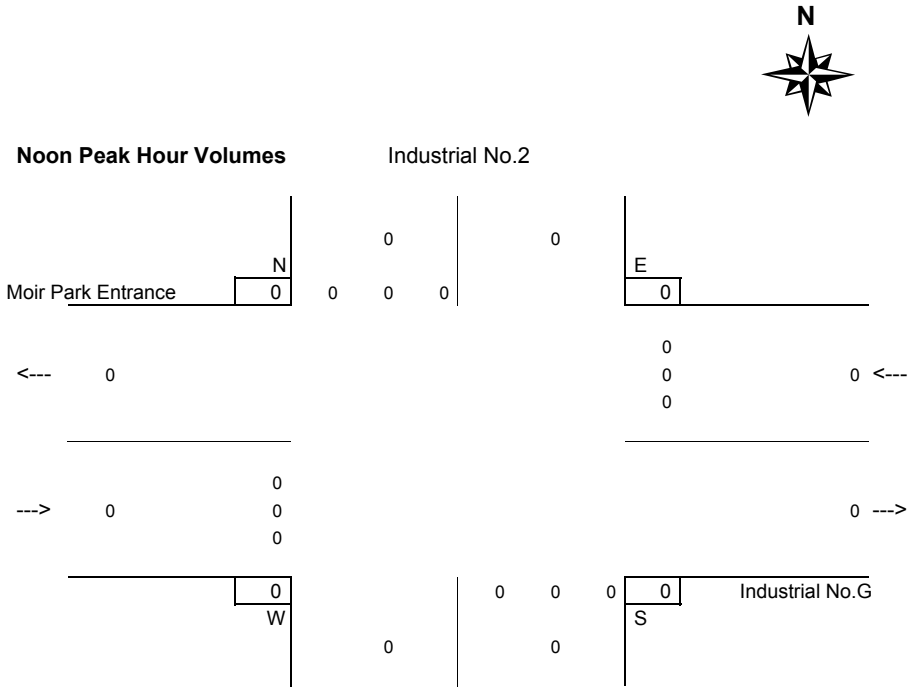
Peak hour of the intersection

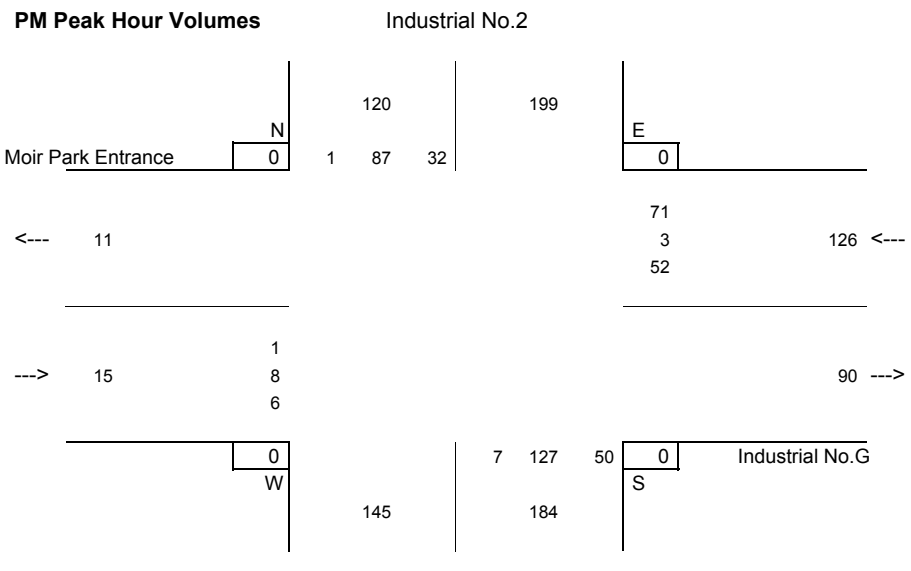
Pk Hr	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	*		0	0	0	0		0
15x4	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	+		0	0	0	0		0
PHF	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a			n/a	n/a	n/a	n/a		n/a

Peak hour of conflicting volumes for the intersection

Pk Hr	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	*		0	0	0	0		0
15x4	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	+		0	0	0	0		0
PHF	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a			n/a	n/a	n/a	n/a		#DIV/0!

** Peak hour in first or last hour, peak hour may be invalid. **





PM Peak Period

Location: Industrial No.2 Road @ Industrial No.G Road
Date: Tuesday, June 24, 2008

This data is for All Vehicles

Time	Industrial No.2				Industrial No.2				Moir Park Entrance				Industrial No.G												
Period	NORTH Approach				SOUTH Approach				WEST Approach				EAST Approach				Total Volume			Pedestrians				Conflict	
Begins	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	15-min	Hour		N	S	W	E	15 min	Hr
16:00	7	24	1	32	3	39	12	54	0	6	4	10	14	1	18	33	129		+	0	0	0	0	82	
16:15	11	20	0	31	0	26	15	41	0	1	1	2	20	0	19	39	113		*	0	0	0	0	74	
16:30	9	23	0	32	2	35	12	49	0	1	0	1	13	1	17	31	113		*	0	0	0	0	74	
16:45	5	20	0	25	2	27	11	40	1	0	1	2	5	1	17	23	90	445	*	0	0	0	0	62	292
17:00	7	19	0	26	1	30	14	45	0	0	1	1	7	0	15	22	94	410		0	0	0	0	66	276
17:15	9	11	1	21	1	23	5	29	1	1	0	2	7	1	13	21	73	370		0	0	0	0	52	254
17:30	12	14	1	27	11	24	6	41	0	5	10	15	9	3	26	38	121	378		0	0	0	0	71	251
17:45	7	20	1	28	48	15	2	65	0	6	8	14	0	28	15	43	150	438		0	0	0	1	112	301
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0
n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0

Total	67	151	4	**222**	68	219	77	**364**	2	20	25	**47**	75	35	140	**250**	883			0	0	0	1		540
Avg Hr	34	76	2	**111**	34	110	39	**182**	1	10	13	**24**	38	18	70	**125**	442			0	0	0	1		n/a

Peak hour of the intersection

Pk Hr	32	87	1	120	7	127	50	184	1	8	6	15	52	3	71	126	445	*		0	0	0	0		284
15x4	44	96	4	128	12	156	60	216	4	24	16	40	80	4	76	156	516	+		0	0	0	0		380
PHF	0.73	0.91	0.25	**0.94**	0.58	0.81	0.83	**0.85**	0.25	0.33	0.38	**0.38**	0.65	0.75	0.93	**0.81**	0.86			n/a	n/a	n/a	n/a		0.75

Peak hour of conflicting volumes for the intersection

Pk Hr	35	64	3	**102**	61	92	27	**180**	1	12	19	**32**	23	32	69	**124**	438	*		0	0	0	1		256
15x4	48	80	4	**112**	192	120	56	**260**	4	24	40	**60**	36	112	104	**172**	600	+		0	0	0	4		496
PHF	0.73	0.80	0.75	**0.91**	0.32	0.77	0.48	**0.69**	0.25	0.50	0.48	**0.53**	0.64	0.29	0.66	**0.72**	0.73			n/a	n/a	n/a	0.25		0.52

** Peak hour in first or last hour, peak hour may be invalid. **

PM Peak Hour Volumes

Average Hour

Location: Industrial No.2 Road @ Industrial No.G Road
Date: Tuesday, June 24, 2008

This data is for All Vehicles

	Industrial No.2 NORTH Approach				Industrial No.2 SOUTH Approach				Moir Park Entrance WEST Approach				Industrial No.G EAST Approach				Total	Pedestrians			
	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total	Volume	N	S	W	E
Survey																					
Total	134	324	5	**463**	79	309	159	**547**	3	25	29	**57**	153	40	164	**357**	1424	0	0	0	5
Hours	4	4	4	**4**	4	4	4	**4**	4	4	4	**4**	4	4	4	**4**	4	4	4	4	4
Avg Hr	34	81	1	**116**	20	77	40	**137**	1	6	7	**14**	38	10	41	**89**	356	0	0	0	1
AM Period																					
Total	67	173	1	**241**	11	90	82	**183**	1	5	4	**10**	78	5	24	**107**	541	0	0	0	4
Hours	2	2	2	**2**	2	2	2	**2**	2	2	2	**2**	2	2	2	**2**	2	2	2	2	2
Avg Hr	34	87	1	**121**	6	45	41	**92**	1	3	2	**5**	39	3	12	**54**	271	0	0	0	2
Noon Period																					
Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	0	0
Hours	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	0	0
Avg Hr	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	n/a	n/a
PM Period																					
Total	67	151	4	**222**	68	219	77	**364**	2	20	25	**47**	75	35	140	**250**	883	0	0	0	1
Hours	2	2	2	**2**	2	2	2	**2**	2	2	2	**2**	2	2	2	**2**	2	2	2	2	2
Avg Hr	34	76	2	**111**	34	110	39	**182**	1	10	13	**24**	38	18	70	**125**	442	0	0	0	1

Average Hour Volumes

Industrial No.2

		116	
Total	**1**	**81**	**34**
AM	1	87	34
Noon	n/a	n/a	n/a
PM	2	76	34

	PM	Noon	AM	**Total**	
	70	n/a	12	**41**	
<---	18	n/a	3	**10**	**89**
	38	n/a	39	**38**	

Moir Park Entrance

	1	1	n/a	1	
14	**6**	3	n/a	10	--->
	7	2	n/a	13	

Industrial No.G

Total	AM	Noon	PM

34	110	39	PM
n/a	n/a	n/a	Noon
6	45	41	AM
20	**77**	**40**	**Total**
	137		

Industrial No.2

Mission Road North of Theatre, Cranbrook

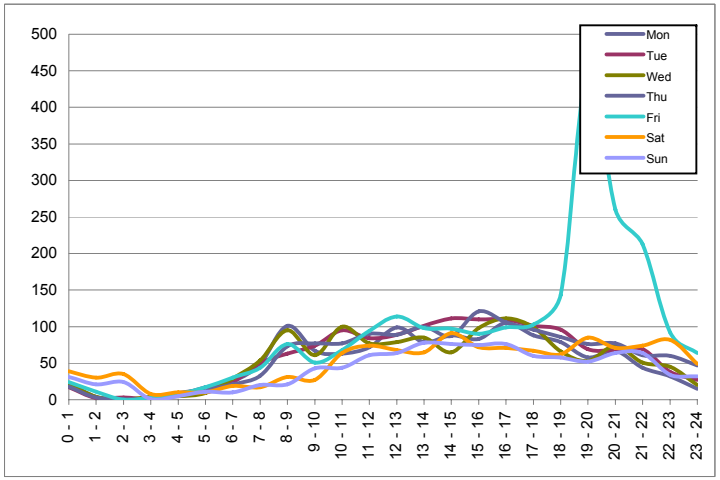
Northbound

Jun. 23, 2008 to Jun. 29, 2008

TRANSTECH DATA SERVICES

Hourly Volumes

Time Period	Mon Jun 23	Tue Jun 24	Wed Jun 25	Thu Jun 26	Fri Jun 27	Sat Jun 28	Sun Jun 29
0 - 1	23	17	22	18	24	39	31
1 - 2	4	2	4	3	11	30	21
2 - 3	1	3	0	1	0	35	24
3 - 4	2	1	4	2	3	8	1
4 - 5	7	7	5	9	8	10	5
5 - 6	17	13	9	14	17	10	11
6 - 7	25	24	29	21	30	19	10
7 - 8	49	50	54	33	44	17	20
8 - 9	101	63	95	73	76	31	21
9 - 10	67	74	61	77	51	27	43
10 - 11	63	95	100	77	68	64	44
11 - 12	72	84	77	90	94	74	61
12 - 13	99	89	79	89	114	68	64
13 - 14	79	101	85	100	98	65	78
14 - 15	88	111	65	87	97	91	76
15 - 16	83	110	98	121	90	72	75
16 - 17	105	110	111	106	99	71	76
17 - 18	88	101	99	96	103	67	60
18 - 19	79	96	66	86	143	62	58
19 - 20	58	69	53	76	451	85	52
20 - 21	67	68	74	77	260	71	64
21 - 22	44	69	51	61	213	74	64
22 - 23	32	38	45	60	92	82	34
23 - 24	15	27	20	47	64	49	32
Day Total	***1268***	***1422***	***1306***	***1424***	***2250***	***1221***	***1025***



Site notes: Large spike in volumes on Friday night. Consistent with a local event, such as an event at the golf course north of the site.

15-Minute Volumes

Time Ending	Mon Jun 23	Tue Jun 24	Wed Jun 25	Thu Jun 26	Fri Jun 27	Sat Jun 28	Sun Jun 29
0:15	12	9	10	9	16	10	9
0:30	6	4	4	6	6	9	6
0:45	3	2	3	1	2	7	6
1:00	2	2	5	2	0	13	10
1:15	3	0	0	1	2	8	5
1:30	0	1	2	1	3	6	7
1:45	0	0	2	0	5	9	6
2:00	1	1	0	1	1	7	3
2:15	0	1	0	0	0	20	10
2:30	0	1	0	0	0	11	7
2:45	0	0	0	0	0	3	5
3:00	1	1	0	1	0	1	2
3:15	1	0	2	1	1	0	1
3:30	0	0	0	0	0	1	0
3:45	0	0	0	0	1	4	0
4:00	1	1	2	1	1	3	0
4:15	0	0	0	2	2	3	0
4:30	3	3	3	2	4	3	3
4:45	4	4	2	4	2	3	2
5:00	0	0	0	1	0	1	0
5:15	2	1	1	2	1	0	1
5:30	2	2	2	1	2	3	2
5:45	7	5	1	6	7	4	2
6:00	6	5	5	5	7	3	6
6:15	6	4	5	6	6	3	1
6:30	2	5	4	2	4	3	1
6:45	2	7	7	6	9	6	3
7:00	15	8	13	7	11	7	5
7:15	6	7	12	3	11	9	6
7:30	9	11	8	7	5	4	3
7:45	12	16	15	8	13	1	1
8:00	22	16	19	15	15	3	10
8:15	19	11	20	16	16	2	5
8:30	29	28	30	25	21	7	2
8:45	27	12	20	16	22	9	8
9:00	26	12	25	16	17	13	6
9:15	19	16	14	23	10	4	6
9:30	17	14	12	16	17	3	12
9:45	9	19	13	18	13	11	12
10:00	22	25	22	20	11	9	13
10:15	18	20	23	17	20	11	12
10:30	16	25	24	14	19	24	10
10:45	14	29	25	22	17	10	10
11:00	15	21	28	24	12	19	12
11:15	11	20	18	34	24	15	10
11:30	20	23	19	18	23	17	15
11:45	14	22	21	19	23	23	16
12:00	27	19	19	19	24	19	20

Time Ending	Mon Jun 23	Tue Jun 24	Wed Jun 25	Thu Jun 26	Fri Jun 27	Sat Jun 28	Sun Jun 29
12:15	23	19	17	23	32	17	12
12:30	25	16	17	25	19	16	15
12:45	27	23	22	19	32	19	22
13:00	24	31	23	22	31	16	15
13:15	17	17	24	29	17	18	16
13:30	25	22	22	21	23	20	22
13:45	21	29	16	25	32	13	22
14:00	16	33	23	25	26	14	18
14:15	29	24	15	26	21	23	24
14:30	21	32	11	11	26	17	20
14:45	23	31	24	19	24	21	13
15:00	15	24	15	31	26	30	19
15:15	21	17	24	30	23	15	18
15:30	16	33	25	29	22	20	17
15:45	24	30	22	31	23	21	18
16:00	22	30	27	31	22	16	22
16:15	23	24	33	24	18	24	17
16:30	25	28	26	28	30	12	23
16:45	28	29	23	29	29	14	19
17:00	29	29	29	25	22	21	17
17:15	21	24	25	27	26	11	14
17:30	24	32	27	28	21	18	19
17:45	22	26	21	25	26	21	11
18:00	21	19	26	16	30	17	16
18:15	19	22	17	28	33	16	14
18:30	27	27	19	17	27	20	19
18:45	22	22	16	22	33	13	16
19:00	11	25	14	19	50	13	9
19:15	9	11	11	17	70	26	14
19:30	18	24	11	19	121	11	16
19:45	14	11	19	20	140	22	8
20:00	17	23	12	20	120	26	14
20:15	21	20	17	13	84	16	11
20:30	10	22	15	22	75	20	21
20:45	21	13	20	20	50	16	13
21:00	15	13	22	22	51	19	19
21:15	13	17	13	15	55	18	19
21:30	13	15	14	21	52	14	12
21:45	11	19	12	14	65	23	21
22:00	7	18	12	11	41	19	12
22:15	7	11	13	15	24	28	10
22:30	7	7	12	17	35	13	11
22:45	14	14	12	14	16	16	7
23:00	4	6	8	14	17	25	6
23:15	5	9	6	12	22	13	6
23:30	3	6	4	11	13	13	10
23:45	2	6	8	9	16	13	6
24:00	5	6	2	15	13	10	10

New Lake Road west of Cross Road, Cranbrook

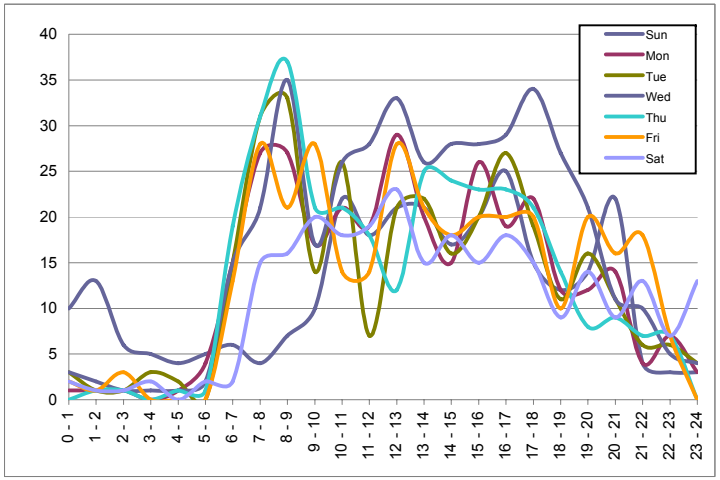
Eastbound

Jun. 22, 2008 to Jun. 28, 2008

TRANSTECH DATA SERVICES

Hourly Volumes

Time Period	Sun Jun 22	Mon Jun 23	Tue Jun 24	Wed Jun 25	Thu Jun 26	Fri Jun 27	Sat Jun 28
0 - 1	10	1	3	3	0	2	2
1 - 2	13	1	1	2	1	1	1
2 - 3	6	1	1	1	1	3	1
3 - 4	5	0	3	1	0	0	2
4 - 5	4	1	2	1	1	0	0
5 - 6	5	4	0	2	1	0	2
6 - 7	6	15	15	15	19	13	2
7 - 8	4	27	31	21	31	28	15
8 - 9	7	27	33	35	37	21	16
9 - 10	10	17	14	17	21	28	20
10 - 11	22	21	26	26	21	14	18
11 - 12	18	19	7	28	18	14	19
12 - 13	21	29	21	33	12	28	23
13 - 14	21	20	22	26	25	21	15
14 - 15	17	15	16	28	24	18	18
15 - 16	20	26	20	28	23	20	15
16 - 17	25	19	27	29	23	20	18
17 - 18	15	22	19	34	21	20	15
18 - 19	12	12	11	27	14	10	9
19 - 20	14	12	16	21	8	20	14
20 - 21	22	14	11	11	9	16	9
21 - 22	4	4	6	10	7	18	13
22 - 23	3	7	6	5	7	7	7
23 - 24	3	3	4	4	0	0	13
Day Total	***287***	***317***	***315***	***408***	***324***	***322***	***267***



Site notes:

15-Minute Volumes

Time Ending	Sun Jun 22	Mon Jun 23	Tue Jun 24	Wed Jun 25	Thu Jun 26	Fri Jun 27	Sat Jun 28
0:15	2	1	2	1	0	1	0
0:30	4	0	0	2	0	0	0
0:45	2	0	0	0	0	1	1
1:00	2	0	1	0	0	0	1
1:15	4	1	0	0	1	0	1
1:30	1	0	0	0	0	1	0
1:45	5	0	1	0	0	0	0
2:00	3	0	0	2	0	0	0
2:15	1	0	0	0	0	1	0
2:30	2	0	0	0	0	1	0
2:45	3	1	1	1	0	1	0
3:00	0	0	0	0	1	0	1
3:15	1	0	0	0	0	0	0
3:30	2	0	2	0	0	0	1
3:45	2	0	1	1	0	0	1
4:00	0	0	0	0	0	0	0
4:15	0	0	0	0	1	0	0
4:30	1	0	0	1	0	0	0
4:45	2	1	1	0	0	0	0
5:00	1	0	1	0	0	0	0
5:15	3	0	0	0	0	0	0
5:30	0	0	0	0	0	0	0
5:45	1	1	0	1	0	0	2
6:00	1	3	0	1	1	0	0
6:15	1	4	0	0	5	2	0
6:30	1	2	6	3	4	2	0
6:45	4	5	5	5	4	8	0
7:00	0	4	4	7	6	1	2
7:15	1	7	7	5	5	6	0
7:30	3	4	3	5	6	5	2
7:45	0	10	11	6	10	8	5
8:00	0	6	10	5	10	9	8
8:15	1	6	10	13	10	5	3
8:30	3	13	10	11	10	6	4
8:45	2	8	9	7	7	8	2
9:00	1	0	4	4	10	2	7
9:15	2	3	5	1	2	9	4
9:30	2	5	0	5	6	6	7
9:45	2	3	3	6	5	12	3
10:00	4	6	6	5	8	1	6
10:15	5	5	3	9	8	5	4
10:30	7	7	10	1	2	4	6
10:45	6	3	5	5	4	3	2
11:00	4	6	8	11	7	2	6
11:15	4	7	0	5	4	1	3
11:30	8	3	2	7	4	3	3
11:45	1	7	2	5	5	7	4
12:00	5	2	3	11	5	3	9

Time Ending	Sun Jun 22	Mon Jun 23	Tue Jun 24	Wed Jun 25	Thu Jun 26	Fri Jun 27	Sat Jun 28
12:15	2	6	5	9	3	10	8
12:30	4	2	5	10	3	5	3
12:45	8	5	4	6	2	9	2
13:00	7	16	7	8	4	4	10
13:15	5	6	4	8	8	3	7
13:30	7	3	3	6	2	7	1
13:45	3	5	10	10	6	5	0
14:00	6	6	5	2	9	6	7
14:15	6	1	2	3	7	4	4
14:30	3	3	4	8	9	5	4
14:45	3	6	3	9	6	4	5
15:00	5	5	7	8	2	5	5
15:15	7	4	12	3	5	4	6
15:30	4	9	3	11	3	4	4
15:45	5	8	3	11	9	5	1
16:00	4	5	2	3	6	7	4
16:15	10	4	5	3	6	7	10
16:30	5	6	8	7	5	4	3
16:45	5	3	3	7	5	4	1
17:00	5	6	11	12	7	5	4
17:15	2	6	6	7	5	3	3
17:30	5	6	5	10	3	3	4
17:45	5	5	3	8	0	8	2
18:00	3	5	5	9	13	6	6
18:15	1	1	2	13	2	1	0
18:30	5	0	4	3	5	2	4
18:45	3	6	4	6	0	4	3
19:00	3	5	1	5	7	3	2
19:15	0	5	5	6	2	10	4
19:30	2	3	6	6	3	3	1
19:45	4	4	1	7	1	5	5
20:00	8	0	4	2	2	2	4
20:15	12	6	3	5	3	4	2
20:30	5	2	2	3	1	7	4
20:45	2	2	4	2	2	2	2
21:00	3	4	2	1	3	3	1
21:15	2	0	2	2	1	3	3
21:30	1	1	2	2	5	7	5
21:45	1	0	2	3	0	4	0
22:00	0	3	0	3	1	4	5
22:15	2	2	2	0	2	1	1
22:30	0	5	1	2	1	3	3
22:45	1	0	1	0	1	1	1
23:00	0	0	2	3	3	2	2
23:15	2	1	1	1	0	0	2
23:30	0	1	1	0	0	0	5
23:45	1	1	0	2	0	0	2
24:00	0	0	2	1	0	0	4

Route 3 south of Cross Road, Cranbrook

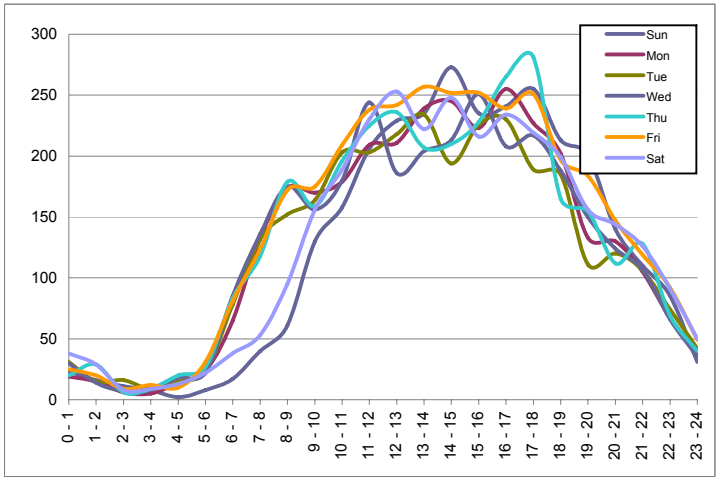
Northbound

Jun. 22, 2008 to Jun. 28, 2008

TRANSTECH DATA SERVICES

Hourly Volumes

Time Period	Sun Jun 22	Mon Jun 23	Tue Jun 24	Wed Jun 25	Thu Jun 26	Fri Jun 27	Sat Jun 28
0 - 1	23	19	31	30	20	25	38
1 - 2	16	15	15	14	29	20	29
2 - 3	11	6	16	7	6	9	8
3 - 4	8	5	9	8	9	12	9
4 - 5	2	14	15	18	20	10	13
5 - 6	8	24	23	22	27	31	22
6 - 7	17	65	78	85	83	81	38
7 - 8	40	133	132	136	118	124	53
8 - 9	61	174	152	175	179	172	95
9 - 10	130	170	164	156	159	175	156
10 - 11	158	179	203	180	196	209	189
11 - 12	206	209	203	244	225	238	230
12 - 13	229	211	218	186	236	242	253
13 - 14	235	239	234	204	207	257	222
14 - 15	273	245	194	213	210	252	248
15 - 16	235	223	226	251	228	252	216
16 - 17	241	255	230	208	265	239	234
17 - 18	255	227	189	217	281	251	219
18 - 19	213	202	185	188	165	197	199
19 - 20	201	133	111	150	155	184	156
20 - 21	140	130	120	124	112	147	144
21 - 22	110	105	106	107	128	119	126
22 - 23	85	67	74	66	69	92	91
23 - 24	31	39	42	35	40	49	50
Day Total	***2928***	***3089***	***2970***	***3024***	***3167***	***3387***	***3038***



Site notes: Southbound traffic volumes much higher on Friday and Saturday (June 27th-28th)

15-Minute Volumes

Time Ending	Sun Jun 22	Mon Jun 23	Tue Jun 24	Wed Jun 25	Thu Jun 26	Fri Jun 27	Sat Jun 28
0:15	3	6	4	5	6	9	17
0:30	6	3	8	6	6	9	10
0:45	6	3	4	12	4	2	4
1:00	8	7	15	7	4	5	7
1:15	9	5	2	3	8	8	10
1:30	0	4	4	8	8	4	5
1:45	5	2	7	2	8	3	5
2:00	2	4	2	1	5	5	9
2:15	6	1	8	0	2	7	1
2:30	2	1	2	3	2	1	3
2:45	0	2	2	1	1	0	3
3:00	3	2	4	3	1	1	1
3:15	2	1	3	1	3	3	1
3:30	1	2	3	2	2	3	2
3:45	3	0	2	2	0	4	3
4:00	2	2	1	3	4	2	3
4:15	0	4	3	1	2	1	1
4:30	1	3	2	4	3	4	3
4:45	0	2	6	5	13	2	5
5:00	1	5	4	8	2	3	4
5:15	2	7	7	4	10	6	5
5:30	2	6	7	7	6	8	2
5:45	0	5	7	4	3	10	4
6:00	4	6	2	7	8	7	11
6:15	3	10	9	13	13	9	7
6:30	7	16	17	21	18	21	10
6:45	3	24	28	22	25	26	12
7:00	4	15	24	29	27	25	9
7:15	9	17	18	20	12	16	10
7:30	8	31	32	27	27	29	12
7:45	15	32	26	36	38	36	12
8:00	8	53	56	53	41	43	19
8:15	12	38	34	41	48	34	21
8:30	17	47	53	46	43	51	19
8:45	15	42	34	52	42	36	20
9:00	17	47	31	36	46	51	35
9:15	25	32	34	36	31	37	37
9:30	29	38	46	31	34	42	35
9:45	38	52	38	36	37	53	35
10:00	38	48	46	53	57	43	49
10:15	40	49	52	40	44	43	36
10:30	37	41	47	44	48	55	38
10:45	46	33	60	52	49	45	56
11:00	35	56	44	44	55	66	59
11:15	62	50	55	76	41	52	65
11:30	46	46	55	56	56	55	58
11:45	41	54	39	62	69	71	36
12:00	57	59	54	50	59	60	71

Time Ending	Sun Jun 22	Mon Jun 23	Tue Jun 24	Wed Jun 25	Thu Jun 26	Fri Jun 27	Sat Jun 28
12:15	45	56	52	42	41	61	48
12:30	62	56	50	56	61	59	61
12:45	59	49	65	37	58	65	69
13:00	63	50	51	51	76	57	75
13:15	54	57	58	55	56	74	57
13:30	49	64	51	60	54	58	50
13:45	69	56	76	48	66	59	69
14:00	63	62	49	41	31	66	46
14:15	60	60	57	53	64	66	52
14:30	62	53	38	69	46	54	56
14:45	70	67	63	42	48	73	67
15:00	81	65	36	49	52	59	73
15:15	52	58	67	66	50	62	54
15:30	61	43	51	63	58	61	54
15:45	63	67	54	54	62	63	46
16:00	59	55	54	68	58	66	62
16:15	54	53	68	51	84	56	66
16:30	74	68	44	55	48	63	58
16:45	64	60	62	55	65	70	55
17:00	49	74	56	47	68	50	55
17:15	66	71	58	59	87	69	65
17:30	67	56	54	54	64	56	53
17:45	63	56	42	51	71	57	62
18:00	59	44	35	53	59	69	39
18:15	54	43	27	49	34	50	44
18:30	53	57	33	51	40	41	55
18:45	59	48	60	45	45	43	43
19:00	47	54	65	43	46	63	57
19:15	58	36	36	36	35	55	48
19:30	54	37	20	41	40	49	41
19:45	43	29	34	35	39	38	41
20:00	46	31	21	38	41	42	26
20:15	42	39	25	27	33	37	33
20:30	26	41	34	35	32	36	33
20:45	34	28	36	27	22	29	48
21:00	38	22	25	35	25	45	30
21:15	37	34	37	37	36	39	35
21:30	28	30	17	23	36	33	28
21:45	21	21	22	21	25	22	35
22:00	24	20	30	26	31	25	28
22:15	30	15	20	14	24	27	35
22:30	23	21	17	19	16	21	16
22:45	17	18	16	21	14	21	19
23:00	15	13	21	12	15	23	21
23:15	7	9	17	12	6	14	10
23:30	8	13	8	14	9	10	18
23:45	6	6	11	4	11	12	10
24:00	10	11	6	5	14	13	12

Route 95A North of Echo Field Road, Cranbrook

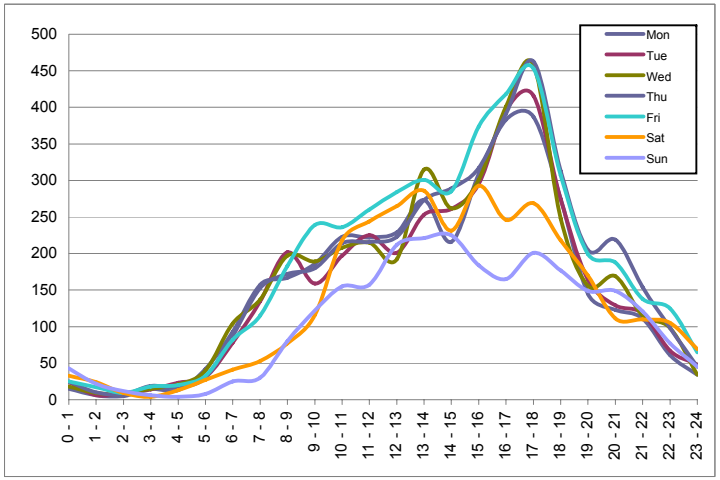
Northbound

Jun. 23, 2008 to Jun. 29, 2008

TRANSTECH DATA SERVICES

Hourly Volumes

Time Period	Mon Jun 23	Tue Jun 24	Wed Jun 25	Thu Jun 26	Fri Jun 27	Sat Jun 28	Sun Jun 29
0 - 1	15	24	18	25	25	33	43
1 - 2	6	6	9	10	17	24	22
2 - 3	5	9	8	7	9	9	12
3 - 4	15	14	15	19	18	4	6
4 - 5	13	23	21	17	20	13	4
5 - 6	42	31	40	30	33	27	8
6 - 7	93	78	104	87	82	41	25
7 - 8	157	135	137	153	115	53	30
8 - 9	167	202	197	172	183	77	80
9 - 10	186	159	189	180	239	116	122
10 - 11	223	197	208	214	236	218	155
11 - 12	222	225	215	216	260	244	157
12 - 13	229	201	192	223	284	265	212
13 - 14	273	253	315	273	301	286	221
14 - 15	216	261	262	289	285	231	225
15 - 16	309	295	301	317	374	293	184
16 - 17	383	396	401	391	418	246	165
17 - 18	387	416	458	463	453	269	201
18 - 19	275	274	248	313	307	218	177
19 - 20	145	164	156	205	199	170	149
20 - 21	123	129	169	219	188	111	149
21 - 22	111	118	115	154	138	110	121
22 - 23	61	67	98	98	125	105	77
23 - 24	34	48	34	45	65	69	45
Day Total	**3690**	**3725**	**3910**	**4120**	**4374**	**3232**	**2590**



Site notes:

15-Minute Volumes

Time Ending	Mon Jun 23	Tue Jun 24	Wed Jun 25	Thu Jun 26	Fri Jun 27	Sat Jun 28	Sun Jun 29
0:15	6	10	6	7	4	9	18
0:30	4	6	4	9	6	12	12
0:45	4	6	5	8	7	7	5
1:00	1	2	3	1	8	5	8
1:15	3	2	2	3	7	10	7
1:30	1	2	3	5	4	2	6
1:45	1	0	2	1	4	7	5
2:00	1	2	2	1	2	5	4
2:15	2	3	2	1	3	1	7
2:30	1	1	4	1	2	4	3
2:45	0	2	1	5	3	1	1
3:00	2	3	1	0	1	3	1
3:15	4	4	5	7	4	2	0
3:30	4	4	2	0	2	1	4
3:45	2	3	3	10	6	0	2
4:00	5	3	5	2	6	1	0
4:15	1	1	3	3	0	1	0
4:30	5	6	8	5	8	3	1
4:45	7	4	3	3	7	5	3
5:00	0	12	7	6	5	4	0
5:15	16	2	13	7	8	4	0
5:30	9	9	10	6	9	3	3
5:45	8	10	10	7	6	9	1
6:00	9	10	7	10	10	11	4
6:15	14	12	17	16	10	7	4
6:30	22	16	22	21	22	12	5
6:45	23	24	27	24	26	14	10
7:00	34	26	38	26	24	8	6
7:15	26	25	29	23	23	14	9
7:30	41	37	27	27	19	12	9
7:45	44	34	43	48	37	11	9
8:00	46	39	38	55	36	16	3
8:15	41	50	44	47	33	15	20
8:30	31	55	48	32	34	16	14
8:45	52	36	46	49	64	28	18
9:00	43	61	59	44	52	18	28
9:15	51	37	45	42	55	29	28
9:30	41	37	49	34	50	31	22
9:45	44	36	49	43	57	26	38
10:00	50	49	46	61	77	30	34
10:15	45	44	48	47	46	44	29
10:30	59	52	45	61	58	59	44
10:45	64	52	64	61	68	44	44
11:00	55	49	51	45	64	71	38
11:15	48	53	54	58	63	60	41
11:30	51	44	55	42	66	61	31
11:45	66	65	54	57	59	73	35
12:00	57	63	52	59	72	50	50

Time Ending	Mon Jun 23	Tue Jun 24	Wed Jun 25	Thu Jun 26	Fri Jun 27	Sat Jun 28	Sun Jun 29
12:15	50	42	49	50	69	68	58
12:30	55	47	46	49	48	64	47
12:45	52	47	56	63	82	69	56
13:00	72	65	41	61	85	64	51
13:15	78	52	76	61	66	76	57
13:30	65	63	92	69	75	73	48
13:45	71	75	79	76	67	72	67
14:00	59	63	68	67	93	65	49
14:15	67	65	65	77	66	65	62
14:30	61	57	59	78	65	57	60
14:45	41	74	64	68	70	48	43
15:00	47	65	74	66	84	61	60
15:15	77	70	73	75	85	73	50
15:30	74	76	60	63	97	79	44
15:45	78	74	93	89	90	66	45
16:00	80	75	75	90	102	75	45
16:15	97	94	94	97	108	66	40
16:30	91	91	97	90	105	71	52
16:45	95	113	109	98	105	64	43
17:00	100	98	101	106	100	45	30
17:15	108	112	117	128	120	70	59
17:30	95	112	125	118	119	65	42
17:45	104	99	123	119	115	65	39
18:00	80	93	93	98	99	69	61
18:15	80	90	83	92	77	56	41
18:30	66	63	59	71	79	63	46
18:45	63	51	56	66	75	55	54
19:00	66	70	50	84	76	44	36
19:15	49	41	45	53	58	41	38
19:30	40	46	46	48	59	45	40
19:45	21	26	34	51	43	53	32
20:00	35	51	31	53	39	31	39
20:15	36	39	53	55	52	21	46
20:30	32	29	36	57	52	31	33
20:45	27	29	40	64	38	30	37
21:00	28	32	40	43	46	29	33
21:15	23	40	34	50	36	16	27
21:30	35	31	31	39	38	36	36
21:45	29	26	28	39	39	24	23
22:00	24	21	22	26	25	34	35
22:15	24	20	30	26	39	38	25
22:30	19	21	34	25	26	36	14
22:45	8	15	21	28	34	16	17
23:00	10	11	13	19	26	15	21
23:15	9	11	13	16	23	24	10
23:30	5	16	7	8	14	17	18
23:45	14	15	9	10	14	18	7
24:00	6	6	5	11	14	10	10

4th Ave south of 22nd St, Cranbrook

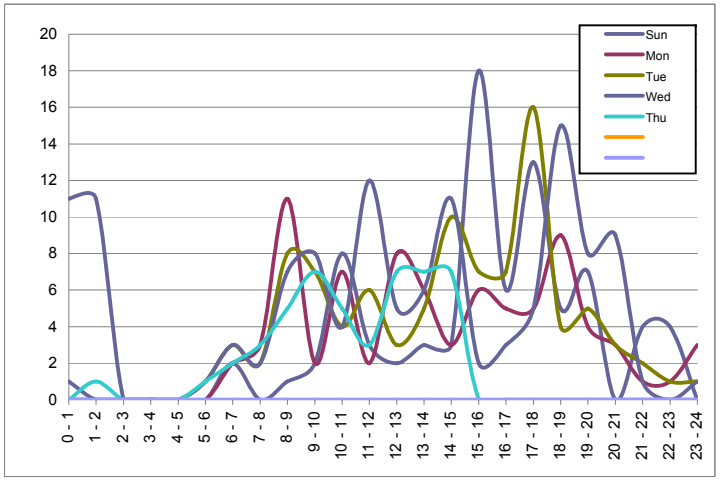
Northbound

Jun. 22, 2008 to Jun. 26, 2008

TRANSTECH DATA SERVICES

Hourly Volumes

Time Period	Sun Jun 22	Mon Jun 23	Tue Jun 24	Wed Jun 25	Thu Jun 26		
0 - 1	11	0	0	1	0	0	0
1 - 2	11	0	0	0	1	0	0
2 - 3	0	0	0	0	0	0	0
3 - 4	0	0	0	0	0	0	0
4 - 5	0	0	0	0	0	0	0
5 - 6	0	0	1	1	1	0	0
6 - 7	2	2	3	3	2	0	0
7 - 8	0	3	2	2	3	0	0
8 - 9	1	11	8	7	5	0	0
9 - 10	2	2	7	8	7	0	0
10 - 11	8	7	4	4	5	0	0
11 - 12	3	2	6	12	3	0	0
12 - 13	2	8	3	5	7	0	0
13 - 14	3	6	5	6	7	0	0
14 - 15	3	3	10	11	7	0	0
15 - 16	18	6	7	2	0	0	0
16 - 17	6	5	7	3	0	0	0
17 - 18	13	5	16	5	0	0	0
18 - 19	5	9	4	15	0	0	0
19 - 20	7	4	5	8	0	0	0
20 - 21	0	3	3	9	0	0	0
21 - 22	4	1	2	1	0	0	0
22 - 23	4	1	1	0	0	0	0
23 - 24	0	3	1	1	0	0	0
Day Total	***103***	***81***	***95***	***104***	***48***	***0***	***0***



Site notes: No data after 15:00 on June 26th due to equipment failure.

15-Minute Volumes

Time Ending	Sun Jun 22	Mon Jun 23	Tue Jun 24	Wed Jun 25	Thu Jun 26		
0:15	1	0	0	1	0	0	0
0:30	4	0	0	0	0	0	0
0:45	2	0	0	0	0	0	0
1:00	4	0	0	0	0	0	0
1:15	6	0	0	0	0	0	0
1:30	3	0	0	0	1	0	0
1:45	1	0	0	0	0	0	0
2:00	1	0	0	0	0	0	0
2:15	0	0	0	0	0	0	0
2:30	0	0	0	0	0	0	0
2:45	0	0	0	0	0	0	0
3:00	0	0	0	0	0	0	0
3:15	0	0	0	0	0	0	0
3:30	0	0	0	0	0	0	0
3:45	0	0	0	0	0	0	0
4:00	0	0	0	0	0	0	0
4:15	0	0	0	0	0	0	0
4:30	0	0	0	0	0	0	0
4:45	0	0	0	0	0	0	0
5:00	0	0	0	0	0	0	0
5:15	0	0	0	0	0	0	0
5:30	0	0	0	1	1	0	0
5:45	0	0	1	0	0	0	0
6:00	0	0	0	0	0	0	0
6:15	0	0	1	1	0	0	0
6:30	1	1	0	0	1	0	0
6:45	1	0	0	0	1	0	0
7:00	0	1	2	2	0	0	0
7:15	0	1	1	0	0	0	0
7:30	0	1	0	1	1	0	0
7:45	0	0	1	1	2	0	0
8:00	0	1	0	0	0	0	0
8:15	1	2	1	0	1	0	0
8:30	0	5	2	2	1	0	0
8:45	0	4	4	1	2	0	0
9:00	0	0	1	4	1	0	0
9:15	1	0	0	2	2	0	0
9:30	1	1	5	1	1	0	0
9:45	0	0	2	1	4	0	0
10:00	0	1	0	4	0	0	0
10:15	3	0	2	1	1	0	0
10:30	3	3	1	1	0	0	0
10:45	0	2	1	2	2	0	0
11:00	2	2	0	0	2	0	0
11:15	0	0	0	1	0	0	0
11:30	1	0	2	3	0	0	0
11:45	1	1	2	5	0	0	0
12:00	1	1	2	3	3	0	0

Time Ending	Sun Jun 22	Mon Jun 23	Tue Jun 24	Wed Jun 25	Thu Jun 26		
12:15	0	1	0	0	3	0	0
12:30	2	2	1	0	1	0	0
12:45	0	3	0	1	2	0	0
13:00	0	2	2	4	1	0	0
13:15	0	2	3	1	2	0	0
13:30	0	0	0	3	1	0	0
13:45	0	1	0	1	1	0	0
14:00	3	3	2	1	3	0	0
14:15	0	1	2	5	3	0	0
14:30	1	1	1	2	1	0	0
14:45	1	0	2	0	0	0	0
15:00	1	1	5	4	3	0	0
15:15	10	0	4	1	0	0	0
15:30	5	3	1	0	0	0	0
15:45	3	2	2	0	0	0	0
16:00	0	1	0	1	0	0	0
16:15	1	1	1	1	0	0	0
16:30	0	2	2	0	0	0	0
16:45	1	0	3	0	0	0	0
17:00	4	2	1	2	0	0	0
17:15	3	1	8	1	0	0	0
17:30	3	2	5	2	0	0	0
17:45	1	0	0	0	0	0	0
18:00	6	2	3	2	0	0	0
18:15	3	2	1	6	0	0	0
18:30	0	1	0	1	0	0	0
18:45	1	3	2	6	0	0	0
19:00	1	3	1	2	0	0	0
19:15	1	0	2	3	0	0	0
19:30	3	1	1	3	0	0	0
19:45	1	2	2	1	0	0	0
20:00	2	1	0	1	0	0	0
20:15	0	2	0	1	0	0	0
20:30	0	1	1	1	0	0	0
20:45	0	0	1	4	0	0	0
21:00	0	0	1	3	0	0	0
21:15	2	1	0	0	0	0	0
21:30	0	0	2	0	0	0	0
21:45	1	0	0	1	0	0	0
22:00	1	0	0	0	0	0	0
22:15	1	0	0	0	0	0	0
22:30	0	0	0	0	0	0	0
22:45	1	1	0	0	0	0	0
23:00	2	0	1	0	0	0	0
23:15	0	2	0	1	0	0	0
23:30	0	0	1	0	0	0	0
23:45	0	1	0	0	0	0	0
24:00	0	0	0	0	0	0	0

17th Street east of 34th Avenue, Cranbrook

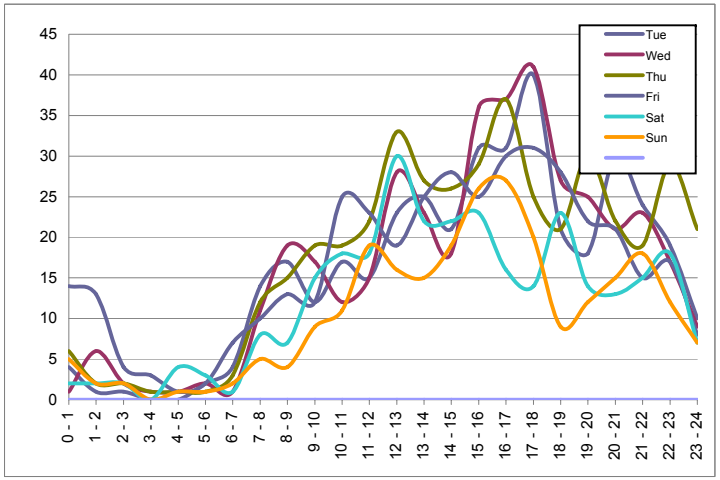
Eastbound

Jun. 24, 2008 to Jun. 29, 2008

TRANSTECH DATA SERVICES

Hourly Volumes

Time Period	Tue Jun 24	Wed Jun 25	Thu Jun 26	Fri Jun 27	Sat Jun 28	Sun Jun 29
0 - 1	4	1	6	14	2	5
1 - 2	1	6	2	13	2	2
2 - 3	1	2	2	4	2	2
3 - 4	0	1	1	3	0	0
4 - 5	0	1	1	1	4	1
5 - 6	2	2	1	2	3	1
6 - 7	4	1	3	7	1	2
7 - 8	14	11	12	10	8	5
8 - 9	17	19	15	13	7	4
9 - 10	12	17	19	12	15	9
10 - 11	17	12	19	25	18	11
11 - 12	15	15	22	23	18	19
12 - 13	23	28	33	19	30	16
13 - 14	25	23	27	25	22	15
14 - 15	21	18	26	28	22	19
15 - 16	31	36	29	25	23	26
16 - 17	31	37	37	30	16	27
17 - 18	40	41	25	31	14	20
18 - 19	21	27	21	28	23	9
19 - 20	18	25	30	22	14	12
20 - 21	30	21	22	21	13	15
21 - 22	24	23	19	15	15	18
22 - 23	19	17	29	17	18	12
23 - 24	10	9	21	8	7	7
Day Total	***380***	***393***	***422***	***396***	***297***	***257***



Site notes:

15-Minute Volumes

Time Ending	Tue Jun 24	Wed Jun 25	Thu Jun 26	Fri Jun 27	Sat Jun 28	Sun Jun 29		Time Ending	Tue Jun 24	Wed Jun 25	Thu Jun 26	Fri Jun 27	Sat Jun 28	Sun Jun 29	
0:15	1	0	1	7	0	0	-	**12:15**	5	8	6	2	10	2	-
0:30	1	1	3	3	1	3	-	**12:30**	4	6	5	4	10	3	-
0:45	0	0	1	3	0	0	-	**12:45**	4	7	10	10	5	9	-
1:00	2	0	1	1	1	2	-	**13:00**	10	7	12	3	5	2	-
1:15	0	0	1	3	1	1	-	**13:15**	7	1	5	6	7	3	-
1:30	1	5	0	4	0	1	-	**13:30**	5	4	9	2	7	4	-
1:45	0	0	1	2	0	0	-	**13:45**	8	11	9	6	4	6	-
2:00	0	1	0	4	1	0	-	**14:00**	5	7	4	11	4	2	-
2:15	0	0	1	2	2	1	-	**14:15**	4	3	7	6	3	6	-
2:30	0	2	1	0	0	1	-	**14:30**	2	4	6	4	5	1	-
2:45	0	0	0	1	0	0	-	**14:45**	11	5	7	8	6	7	-
3:00	1	0	0	1	0	0	-	**15:00**	4	6	6	10	8	5	-
3:15	0	0	1	2	0	0	-	**15:15**	7	11	8	5	10	8	-
3:30	0	0	0	0	0	0	-	**15:30**	10	8	7	10	1	3	-
3:45	0	1	0	1	0	0	-	**15:45**	10	7	6	6	3	9	-
4:00	0	0	0	0	0	0	-	**16:00**	4	10	8	4	9	6	-
4:15	0	0	0	0	0	0	-	**16:15**	9	9	4	7	5	6	-
4:30	0	0	0	0	1	1	-	**16:30**	10	12	11	8	3	5	-
4:45	0	0	1	1	2	0	-	**16:45**	3	7	9	11	3	10	-
5:00	0	1	0	0	1	0	-	**17:00**	9	9	13	4	5	6	-
5:15	1	0	0	0	1	0	-	**17:15**	11	12	7	11	2	3	-
5:30	0	0	0	2	0	0	-	**17:30**	11	13	7	8	6	5	-
5:45	1	1	1	0	0	1	-	**17:45**	14	12	7	9	3	6	-
6:00	0	1	0	0	2	0	-	**18:00**	4	4	4	3	3	6	-
6:15	1	0	0	0	1	2	-	**18:15**	7	6	6	12	11	1	-
6:30	1	1	2	0	0	0	-	**18:30**	1	8	3	6	1	0	-
6:45	2	0	1	1	0	0	-	**18:45**	4	5	8	7	4	6	-
7:00	0	0	0	6	0	0	-	**19:00**	9	8	4	3	7	2	-
7:15	1	0	2	0	3	0	-	**19:15**	4	8	8	6	7	1	-
7:30	1	2	3	4	1	2	-	**19:30**	7	7	7	7	3	3	-
7:45	6	4	3	0	1	2	-	**19:45**	6	3	7	3	2	4	-
8:00	6	5	4	6	3	1	-	**20:00**	1	7	8	6	2	4	-
8:15	4	5	1	3	0	0	-	**20:15**	5	4	5	7	4	5	-
8:30	4	4	6	5	0	2	-	**20:30**	6	3	7	4	4	3	-
8:45	4	4	5	2	5	0	-	**20:45**	8	7	7	3	5	3	-
9:00	5	6	3	3	2	2	-	**21:00**	11	7	3	7	0	4	-
9:15	2	3	5	1	5	2	-	**21:15**	3	5	4	5	3	4	-
9:30	1	5	6	3	5	2	-	**21:30**	9	6	5	3	2	3	-
9:45	6	6	2	1	1	2	-	**21:45**	6	5	5	5	6	5	-
10:00	3	3	6	7	4	3	-	**22:00**	6	7	5	2	4	6	-
10:15	5	3	6	3	5	3	-	**22:15**	6	7	3	5	4	4	-
10:30	6	4	3	4	4	5	-	**22:30**	7	5	9	6	3	1	-
10:45	0	2	3	5	5	3	-	**22:45**	4	4	10	4	8	5	-
11:00	6	3	7	13	4	0	-	**23:00**	2	1	7	2	3	2	-
11:15	5	5	6	7	4	3	-	**23:15**	5	2	9	4	5	2	-
11:30	4	2	7	6	4	7	-	**23:30**	1	2	6	0	1	3	-
11:45	2	3	6	4	8	4	-	**23:45**	3	4	2	2	1	2	-
12:00	4	5	3	6	2	5	-	**24:00**	1	1	4	2	0	0	-

24th Avenue north of 21st Street, Cranbrook

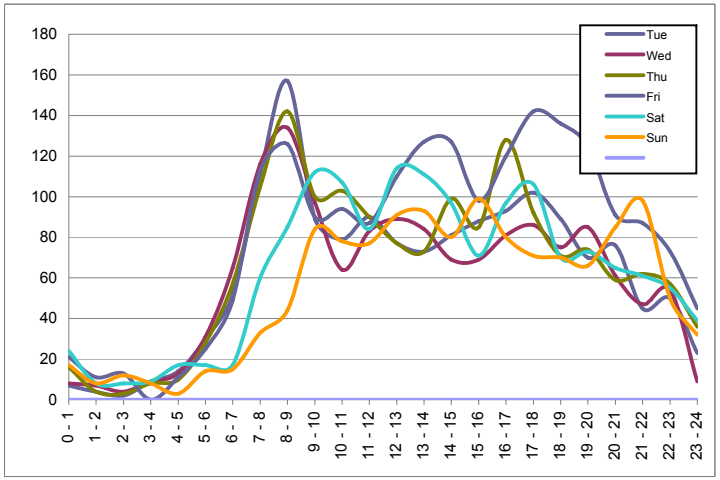
Northbound

Jun. 24, 2008 to Jun. 29, 2008

TRANSTECH DATA SERVICES

Hourly Volumes

Time Period	Tue Jun 24	Wed Jun 25	Thu Jun 26	Fri Jun 27	Sat Jun 28	Sun Jun 29	
0 - 1	7	8	16	21	24	17	
1 - 2	4	7	4	11	8	8	
2 - 3	2	4	3	13	8	12	
3 - 4	9	9	8	0	9	8	
4 - 5	14	13	10	11	17	3	
5 - 6	30	31	28	25	17	14	
6 - 7	52	65	57	49	17	15	
7 - 8	111	116	105	113	60	33	
8 - 9	157	134	142	126	85	44	
9 - 10	89	97	100	90	112	84	
10 - 11	79	64	103	94	107	78	
11 - 12	90	83	90	87	84	77	
12 - 13	77	89	77	110	114	91	
13 - 14	73	84	73	127	111	93	
14 - 15	81	69	99	127	97	80	
15 - 16	88	69	85	98	71	99	
16 - 17	93	81	128	120	97	80	
17 - 18	102	86	92	142	106	71	
18 - 19	89	75	71	136	70	70	
19 - 20	70	85	74	125	73	66	
20 - 21	76	61	59	91	65	85	
21 - 22	45	47	62	87	61	98	
22 - 23	50	54	57	73	55	50	
23 - 24	23	9	36	45	39	32	
Day Total	**1511**	**1440**	**1579**	**1921**	**1507**	**1308**	



Site notes:

15-Minute Volumes

Time Ending	Tue Jun 24	Wed Jun 25	Thu Jun 26	Fri Jun 27	Sat Jun 28	Sun Jun 29		Time Ending	Tue Jun 24	Wed Jun 25	Thu Jun 26	Fri Jun 27	Sat Jun 28	Sun Jun 29	
0:15	1	3	1	6	7	3	-	12:15	15	16	12	21	26	18	-
0:30	2	2	5	9	5	5	-	12:30	23	26	24	24	25	20	-
0:45	2	0	3	3	5	5	-	12:45	11	17	17	32	35	30	-
1:00	2	3	7	3	7	4	-	13:00	28	30	24	33	28	23	-
1:15	2	2	3	4	3	2	-	13:15	19	19	16	22	36	24	-
1:30	1	1	1	4	2	3	-	13:30	15	19	19	29	28	19	-
1:45	0	2	0	1	3	2	-	13:45	19	21	17	32	27	15	-
2:00	1	2	0	2	0	1	-	14:00	20	25	21	44	20	35	-
2:15	0	1	0	2	3	2	-	14:15	17	22	22	33	18	19	-
2:30	0	1	1	2	2	4	-	14:30	13	15	19	22	22	21	-
2:45	1	0	0	1	2	2	-	14:45	28	20	33	36	26	14	-
3:00	1	2	2	8	1	4	-	15:00	23	12	25	36	31	26	-
3:15	4	5	2	0	1	1	-	15:15	23	21	23	26	20	26	-
3:30	0	0	1	0	1	2	-	15:30	19	22	13	23	10	21	-
3:45	4	3	3	0	4	4	-	15:45	26	13	19	20	19	29	-
4:00	1	1	2	0	3	1	-	16:00	20	13	30	29	22	23	-
4:15	6	0	0	2	4	0	-	16:15	27	21	28	31	20	15	-
4:30	4	6	2	4	3	2	-	16:30	25	14	31	24	33	21	-
4:45	1	3	3	3	3	0	-	16:45	16	22	40	35	19	18	-
5:00	3	4	5	2	7	1	-	17:00	25	24	29	30	25	26	-
5:15	5	6	5	1	3	1	-	17:15	26	22	30	35	28	15	-
5:30	4	4	4	5	3	3	-	17:30	28	18	24	30	20	19	-
5:45	8	6	8	12	4	2	-	17:45	24	18	20	36	37	22	-
6:00	13	15	11	7	7	8	-	18:00	24	28	18	41	21	15	-
6:15	7	9	12	6	3	1	-	18:15	23	18	16	40	21	9	-
6:30	11	16	5	10	1	0	-	18:30	21	23	21	38	15	22	-
6:45	15	14	19	14	7	7	-	18:45	25	15	19	24	18	20	-
7:00	19	26	21	19	6	7	-	19:00	20	19	15	34	16	19	-
7:15	16	23	7	24	6	5	-	19:15	16	18	20	36	14	13	-
7:30	24	18	30	27	17	5	-	19:30	20	27	15	42	26	18	-
7:45	28	30	29	22	13	17	-	19:45	18	15	24	17	14	21	-
8:00	43	45	39	40	24	6	-	20:00	16	25	15	30	19	14	-
8:15	36	35	36	32	22	8	-	20:15	20	10	20	31	21	18	-
8:30	57	38	40	29	20	10	-	20:30	15	18	10	20	19	22	-
8:45	31	31	29	30	15	6	-	20:45	23	22	20	20	15	17	-
9:00	33	30	37	35	28	20	-	21:00	18	11	9	20	10	28	-
9:15	14	31	26	20	28	11	-	21:15	16	19	13	19	13	23	-
9:30	30	23	24	22	30	19	-	21:30	13	14	13	23	19	36	-
9:45	25	19	26	27	29	18	-	21:45	7	10	12	22	14	21	-
10:00	20	24	24	21	25	36	-	22:00	9	4	24	23	15	18	-
10:15	20	19	28	27	34	23	-	22:15	16	14	13	28	19	15	-
10:30	19	9	22	23	26	26	-	22:30	12	13	17	14	14	16	-
10:45	22	22	19	29	29	16	-	22:45	15	18	20	12	14	14	-
11:00	18	14	34	15	18	13	-	23:00	7	9	7	19	8	5	-
11:15	20	23	24	17	22	20	-	23:15	10	3	5	18	12	9	-
11:30	20	23	32	19	17	23	-	23:30	5	1	11	10	12	16	-
11:45	23	19	12	28	27	18	-	23:45	3	3	11	9	11	4	-
12:00	27	18	22	23	18	16	-	24:00	5	2	9	8	4	3	-

34th Avenue north of 21st Street, Cranbrook

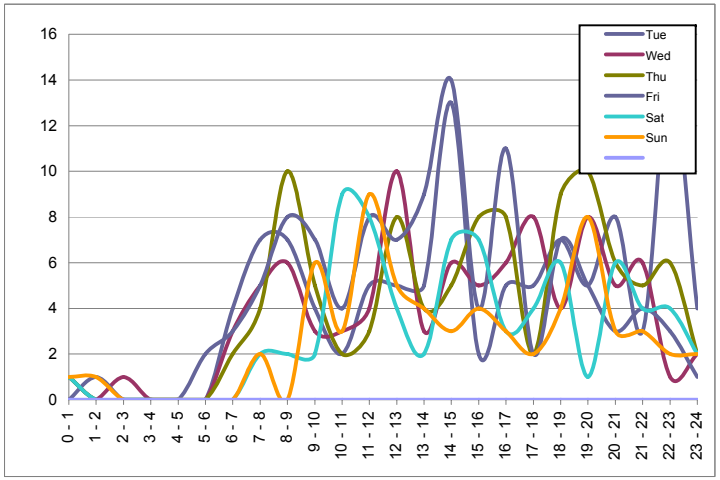
Northbound

Jun. 24, 2008 to Jun. 29, 2008

TRANSTECH DATA SERVICES

Hourly Volumes

Time Period	Tue Jun 24	Wed Jun 25	Thu Jun 26	Fri Jun 27	Sat Jun 28	Sun Jun 29	
0 - 1	1	0	1	0	1	1	
1 - 2	0	0	0	1	0	1	
2 - 3	0	1	0	0	0	0	
3 - 4	0	0	0	0	0	0	
4 - 5	0	0	0	0	0	0	
5 - 6	0	0	0	2	0	0	
6 - 7	4	3	2	3	0	0	
7 - 8	7	5	4	5	2	2	
8 - 9	7	6	10	8	2	0	
9 - 10	4	3	5	7	2	6	
10 - 11	2	3	2	4	9	3	
11 - 12	5	4	3	8	8	9	
12 - 13	5	10	8	7	4	5	
13 - 14	5	3	4	9	2	4	
14 - 15	13	6	5	14	7	3	
15 - 16	2	5	8	4	7	4	
16 - 17	5	6	8	11	3	3	
17 - 18	5	8	2	2	4	2	
18 - 19	7	4	9	7	6	4	
19 - 20	5	8	10	5	1	8	
20 - 21	8	5	6	3	6	3	
21 - 22	3	6	5	4	4	3	
22 - 23	14	1	6	3	4	2	
23 - 24	4	2	2	1	2	2	
Day Total	**106**	**89**	**100**	**108**	**74**	**65**	



Site notes:

15-Minute Volumes

Time Ending	Tue Jun 24	Wed Jun 25	Thu Jun 26	Fri Jun 27	Sat Jun 28	Sun Jun 29		Time Ending	Tue Jun 24	Wed Jun 25	Thu Jun 26	Fri Jun 27	Sat Jun 28	Sun Jun 29	
0:15	1	0	1	0	1	1	-	12:15	0	1	0	4	1	1	-
0:30	0	0	0	0	0	0	-	12:30	1	2	0	0	1	1	-
0:45	0	0	0	0	0	0	-	12:45	2	4	4	1	1	2	-
1:00	0	0	0	0	0	0	-	13:00	2	3	4	2	1	1	-
1:15	0	0	0	0	0	0	-	13:15	1	0	2	0	0	0	-
1:30	0	0	0	0	0	0	-	13:30	3	1	2	7	2	2	-
1:45	0	0	0	1	0	1	-	13:45	0	0	0	2	0	0	-
2:00	0	0	0	0	0	0	-	14:00	1	2	0	0	0	2	-
2:15	0	0	0	0	0	0	-	14:15	6	2	1	3	2	0	-
2:30	0	0	0	0	0	0	-	14:30	0	2	2	5	3	2	-
2:45	0	1	0	0	0	0	-	14:45	4	2	1	3	0	0	-
3:00	0	0	0	0	0	0	-	15:00	3	0	1	3	2	1	-
3:15	0	0	0	0	0	0	-	15:15	1	2	3	2	1	2	-
3:30	0	0	0	0	0	0	-	15:30	0	1	2	1	3	1	-
3:45	0	0	0	0	0	0	-	15:45	0	2	3	0	3	1	-
4:00	0	0	0	0	0	0	-	16:00	1	0	0	1	0	0	-
4:15	0	0	0	0	0	0	-	16:15	1	2	2	1	0	0	-
4:30	0	0	0	0	0	0	-	16:30	0	1	4	3	0	1	-
4:45	0	0	0	0	0	0	-	16:45	1	0	1	5	1	1	-
5:00	0	0	0	0	0	0	-	17:00	3	3	1	2	2	1	-
5:15	0	0	0	0	0	0	-	17:15	0	1	0	0	0	1	-
5:30	0	0	0	0	0	0	-	17:30	1	0	0	0	2	0	-
5:45	0	0	0	1	0	0	-	17:45	1	1	0	2	1	0	-
6:00	0	0	0	1	0	0	-	18:00	3	6	2	0	1	1	-
6:15	0	1	0	1	0	0	-	18:15	1	0	1	2	2	1	-
6:30	3	1	1	1	0	0	-	18:30	2	2	4	2	0	3	-
6:45	1	1	1	1	0	0	-	18:45	0	2	4	2	2	0	-
7:00	0	0	0	0	0	0	-	19:00	4	0	0	1	2	0	-
7:15	0	0	0	0	0	0	-	19:15	3	0	6	2	1	2	-
7:30	2	0	1	0	0	0	-	19:30	2	4	1	2	0	2	-
7:45	1	4	2	4	1	0	-	19:45	0	1	1	0	0	1	-
8:00	4	1	1	1	1	2	-	20:00	0	3	2	1	0	3	-
8:15	2	3	4	3	1	0	-	20:15	1	3	1	0	1	0	-
8:30	3	1	2	3	0	0	-	20:30	4	1	2	0	3	1	-
8:45	1	0	1	2	0	0	-	20:45	1	0	1	2	0	1	-
9:00	1	2	3	0	1	0	-	21:00	2	1	2	1	2	1	-
9:15	1	1	1	2	1	1	-	21:15	0	1	2	0	1	1	-
9:30	0	1	3	4	1	0	-	21:30	3	4	0	0	0	1	-
9:45	1	0	1	1	0	1	-	21:45	0	0	3	2	1	0	-
10:00	2	1	0	0	0	4	-	22:00	0	1	0	2	2	1	-
10:15	0	0	0	0	4	1	-	22:15	7	0	2	1	1	1	-
10:30	0	1	1	0	0	2	-	22:30	5	0	3	2	1	1	-
10:45	0	1	1	2	1	0	-	22:45	1	0	1	0	2	0	-
11:00	2	1	0	2	4	0	-	23:00	1	1	0	0	0	0	-
11:15	1	1	1	3	1	1	-	23:15	1	1	1	0	0	0	-
11:30	2	0	0	2	3	1	-	23:30	2	1	0	1	1	0	-
11:45	1	2	1	0	4	4	-	23:45	1	0	1	0	0	2	-
12:00	1	1	1	3	0	3	-	24:00	0	0	0	0	1	0	-

Baker Mountain East of 33rd Avenue, Cranbrook

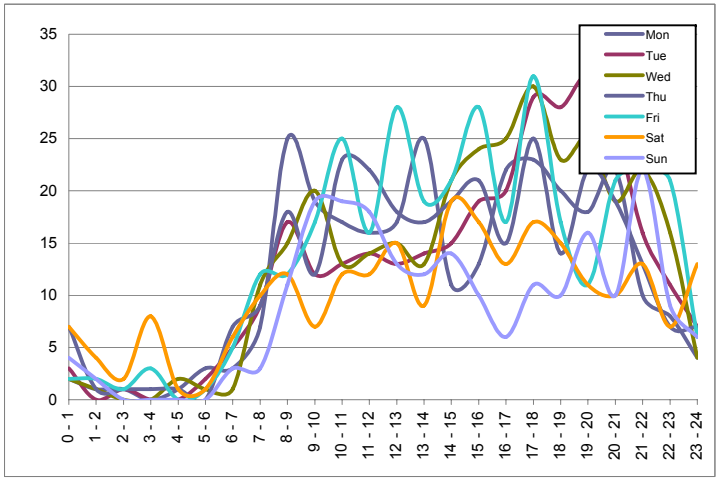
Eastbound

Jun. 23, 2008 to Jun. 29, 2008

TRANSTECH DATA SERVICES

Hourly Volumes

Time Period	Mon Jun 23	Tue Jun 24	Wed Jun 25	Thu Jun 26	Fri Jun 27	Sat Jun 28	Sun Jun 29
0 - 1	2	3	2	7	2	7	4
1 - 2	1	0	1	1	2	4	2
2 - 3	1	1	0	1	1	2	0
3 - 4	0	0	0	1	3	8	0
4 - 5	1	0	2	1	0	1	0
5 - 6	3	2	1	0	1	1	0
6 - 7	3	5	1	7	5	6	3
7 - 8	7	9	11	9	12	10	3
8 - 9	25	17	15	18	12	12	11
9 - 10	19	12	20	12	17	7	19
10 - 11	17	13	13	23	25	12	19
11 - 12	16	14	14	22	16	12	18
12 - 13	17	13	15	18	28	15	13
13 - 14	25	14	13	17	19	9	12
14 - 15	11	15	21	19	21	19	14
15 - 16	13	19	24	21	28	17	10
16 - 17	22	20	25	15	17	13	6
17 - 18	23	29	30	25	31	17	11
18 - 19	20	28	23	14	17	15	10
19 - 20	18	31	25	22	11	11	16
20 - 21	22	26	19	19	21	10	10
21 - 22	10	16	22	13	22	13	22
22 - 23	8	11	16	7	21	7	9
23 - 24	4	7	4	7	6	13	6
Day Total	***288***	***305***	***317***	***299***	***338***	***241***	***218***



Site notes:

15-Minute Volumes

Time Ending	Mon Jun 23	Tue Jun 24	Wed Jun 25	Thu Jun 26	Fri Jun 27	Sat Jun 28	Sun Jun 29
0:15	1	0	1	1	1	0	2
0:30	1	1	1	1	1	2	1
0:45	0	2	0	2	0	2	1
1:00	0	0	0	3	0	3	0
1:15	0	0	0	1	0	0	1
1:30	0	0	0	0	2	0	0
1:45	0	0	1	0	0	1	0
2:00	1	0	0	0	0	3	1
2:15	1	1	0	0	1	0	0
2:30	0	0	0	0	0	1	0
2:45	0	0	0	1	0	0	0
3:00	0	0	0	0	0	1	0
3:15	0	0	0	0	2	5	0
3:30	0	0	0	0	0	0	0
3:45	0	0	0	1	1	0	0
4:00	0	0	0	0	0	3	0
4:15	1	0	1	0	0	1	0
4:30	0	0	0	0	0	0	0
4:45	0	0	0	0	0	0	0
5:00	0	0	1	1	0	0	0
5:15	0	1	1	0	1	0	0
5:30	1	1	0	0	0	0	0
5:45	0	0	0	0	0	1	0
6:00	2	0	0	0	0	0	0
6:15	0	1	0	1	0	0	0
6:30	2	1	0	2	2	1	0
6:45	0	2	0	0	3	3	2
7:00	1	1	1	4	0	2	1
7:15	2	3	6	2	1	2	0
7:30	2	3	1	3	3	4	0
7:45	3	2	2	2	4	2	1
8:00	0	1	2	2	4	2	2
8:15	4	2	4	1	3	2	2
8:30	7	6	2	7	3	1	3
8:45	9	6	4	5	0	1	6
9:00	5	3	5	5	6	8	0
9:15	5	2	3	6	3	0	3
9:30	3	5	6	0	5	1	4
9:45	7	2	4	5	1	3	5
10:00	4	3	7	1	8	3	7
10:15	7	2	6	8	6	1	11
10:30	5	6	1	7	5	5	5
10:45	1	3	4	4	10	5	2
11:00	4	2	2	4	4	1	1
11:15	5	3	3	4	4	2	7
11:30	5	2	0	6	2	5	4
11:45	3	5	6	6	5	2	3
12:00	3	4	5	6	5	3	4

Time Ending	Mon Jun 23	Tue Jun 24	Wed Jun 25	Thu Jun 26	Fri Jun 27	Sat Jun 28	Sun Jun 29
12:15	3	6	5	6	4	3	3
12:30	7	1	7	4	11	5	6
12:45	3	3	1	4	5	5	3
13:00	4	3	2	4	8	2	1
13:15	4	5	8	4	5	1	4
13:30	5	2	2	4	3	2	5
13:45	8	4	0	5	3	3	1
14:00	8	3	3	4	8	3	2
14:15	2	2	6	4	2	4	3
14:30	2	6	6	3	6	4	4
14:45	5	4	3	9	6	5	5
15:00	2	3	6	3	7	6	2
15:15	2	5	1	5	6	3	4
15:30	2	8	8	6	9	8	1
15:45	5	4	10	5	6	3	3
16:00	4	2	5	5	7	3	2
16:15	6	6	8	4	4	4	0
16:30	4	6	5	2	3	6	1
16:45	8	4	4	4	4	3	4
17:00	4	4	8	5	6	0	1
17:15	4	11	6	9	9	3	4
17:30	4	8	5	4	9	8	2
17:45	7	4	10	6	13	5	4
18:00	8	6	9	6	0	1	1
18:15	4	6	9	3	1	2	2
18:30	3	7	4	3	6	5	5
18:45	7	5	7	3	5	4	1
19:00	6	10	3	5	5	4	2
19:15	6	6	4	6	2	3	2
19:30	5	8	8	3	3	4	7
19:45	5	9	7	7	1	4	3
20:00	2	8	6	6	5	0	4
20:15	5	6	3	7	5	2	1
20:30	6	9	8	7	4	3	2
20:45	5	6	5	2	5	1	2
21:00	6	5	3	3	7	4	5
21:15	1	7	5	2	2	2	8
21:30	3	4	6	5	6	6	2
21:45	4	4	7	2	4	1	4
22:00	2	1	4	4	10	4	8
22:15	2	3	6	2	5	3	2
22:30	1	4	3	0	8	2	3
22:45	3	3	1	3	2	2	1
23:00	2	1	6	2	6	0	3
23:15	4	2	2	2	1	4	2
23:30	0	4	1	1	1	3	1
23:45	0	0	0	3	0	1	3
24:00	0	1	1	1	4	5	0

Jim Smith Lake Road south of Cross Road, Cranbrook

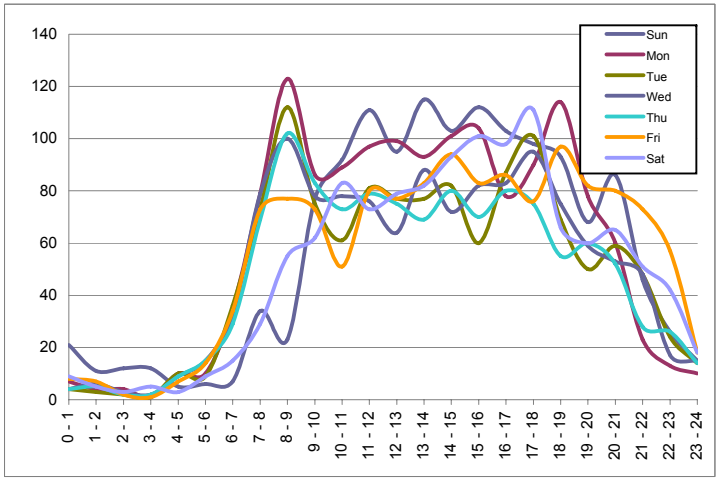
Northbound

Jun. 22, 2008 to Jun. 28, 2008

TRANSTECH DATA SERVICES

Hourly Volumes

Time Period	Sun Jun 22	Mon Jun 23	Tue Jun 24	Wed Jun 25	Thu Jun 26	Fri Jun 27	Sat Jun 28
0 - 1	21	7	4	4	4	8	9
1 - 2	11	4	3	6	5	7	5
2 - 3	12	4	2	3	2	2	3
3 - 4	12	1	1	2	2	1	5
4 - 5	5	10	10	9	9	7	3
5 - 6	6	10	9	15	15	14	9
6 - 7	7	35	36	32	29	34	15
7 - 8	34	79	73	79	69	73	29
8 - 9	23	123	112	100	102	77	55
9 - 10	77	86	75	78	83	73	62
10 - 11	92	89	61	78	73	51	83
11 - 12	111	97	81	76	79	80	73
12 - 13	95	99	77	64	75	77	79
13 - 14	115	93	77	88	69	83	82
14 - 15	103	101	82	72	80	94	93
15 - 16	112	104	60	82	70	83	101
16 - 17	103	78	87	83	80	86	98
17 - 18	98	90	101	95	75	76	111
18 - 19	93	114	69	75	55	97	66
19 - 20	68	78	50	59	60	82	60
20 - 21	86	60	59	53	52	80	65
21 - 22	46	23	48	48	28	73	51
22 - 23	26	13	24	17	26	57	42
23 - 24	15	10	14	15	14	18	18
Day Total	***1371***	***1408***	***1215***	***1233***	***1156***	***1333***	***1217***



Site notes:

15-Minute Volumes

Time Ending	Sun Jun 22	Mon Jun 23	Tue Jun 24	Wed Jun 25	Thu Jun 26	Fri Jun 27	Sat Jun 28
0:15	6	1	0	2	0	0	3
0:30	3	3	1	0	2	2	4
0:45	3	2	1	2	0	5	1
1:00	9	1	2	0	2	1	1
1:15	1	1	0	0	4	2	0
1:30	4	2	3	1	0	1	3
1:45	1	1	0	4	1	2	1
2:00	5	0	0	1	0	2	1
2:15	2	0	0	1	1	1	1
2:30	6	0	0	0	0	0	1
2:45	3	3	2	1	1	1	1
3:00	1	1	0	1	0	0	0
3:15	4	0	1	0	1	0	0
3:30	3	0	0	0	0	1	1
3:45	1	1	0	0	1	0	2
4:00	4	0	0	2	0	0	2
4:15	4	0	3	4	3	0	1
4:30	0	1	1	0	3	5	0
4:45	1	4	4	4	1	1	0
5:00	0	5	2	1	2	1	2
5:15	1	1	1	1	4	1	2
5:30	3	1	0	7	1	1	2
5:45	1	4	4	4	7	7	2
6:00	1	4	4	3	3	5	3
6:15	0	4	3	4	0	3	4
6:30	2	7	5	11	8	6	4
6:45	2	13	19	9	10	15	3
7:00	3	11	9	8	11	10	4
7:15	11	11	13	7	6	7	9
7:30	7	14	13	18	19	17	3
7:45	5	18	17	25	18	17	4
8:00	11	36	30	29	26	32	13
8:15	4	23	30	16	19	17	10
8:30	3	37	30	36	39	25	15
8:45	10	25	25	25	22	17	13
9:00	6	38	27	23	22	18	17
9:15	14	24	15	15	22	21	14
9:30	16	19	28	24	23	18	17
9:45	24	21	18	11	16	16	15
10:00	23	22	14	28	22	18	16
10:15	18	17	9	28	20	14	17
10:30	24	27	24	16	18	12	18
10:45	26	21	11	22	17	11	17
11:00	24	24	17	12	18	14	31
11:15	23	29	18	19	7	24	19
11:30	38	20	19	12	18	21	13
11:45	21	18	16	26	20	17	17
12:00	29	30	28	19	34	18	24

Time Ending	Sun Jun 22	Mon Jun 23	Tue Jun 24	Wed Jun 25	Thu Jun 26	Fri Jun 27	Sat Jun 28
12:15	23	30	13	17	13	24	16
12:30	17	19	16	17	17	18	22
12:45	25	20	26	9	24	20	22
13:00	30	30	22	21	21	15	19
13:15	23	25	22	15	13	22	19
13:30	33	23	11	21	14	17	18
13:45	22	24	14	25	21	19	20
14:00	37	21	30	27	21	25	25
14:15	21	25	17	18	22	20	20
14:30	23	31	22	14	15	23	25
14:45	32	20	17	18	17	26	26
15:00	27	25	26	22	26	25	22
15:15	29	30	14	15	20	19	29
15:30	23	28	13	13	17	23	30
15:45	26	22	14	25	18	24	22
16:00	34	24	19	29	15	17	20
16:15	21	17	18	18	19	19	30
16:30	27	19	16	21	24	19	22
16:45	23	23	20	27	26	20	23
17:00	32	19	33	17	11	28	23
17:15	30	17	29	23	16	21	25
17:30	23	14	24	25	23	18	24
17:45	23	28	22	24	14	16	36
18:00	22	31	26	23	22	21	26
18:15	22	23	16	15	15	26	22
18:30	26	30	21	24	10	24	11
18:45	21	30	15	16	14	28	19
19:00	24	31	17	20	16	19	14
19:15	18	26	14	9	17	26	20
19:30	16	24	13	10	9	20	13
19:45	18	16	8	18	19	24	15
20:00	16	12	15	22	15	12	12
20:15	19	20	18	9	18	19	18
20:30	19	12	14	16	11	16	16
20:45	20	16	17	11	14	27	16
21:00	28	12	10	17	9	18	15
21:15	15	7	15	14	11	17	12
21:30	16	6	16	12	3	26	16
21:45	13	5	8	17	8	20	7
22:00	2	5	9	5	6	10	16
22:15	12	2	6	4	12	19	8
22:30	6	6	3	5	2	14	14
22:45	6	3	4	2	7	12	13
23:00	2	2	11	6	5	12	7
23:15	5	4	3	5	5	8	1
23:30	4	3	3	4	5	4	9
23:45	5	1	6	3	4	2	3
24:00	1	2	2	3	0	4	5

King Road SW 1 KM west of Armour Road, Cranbrook

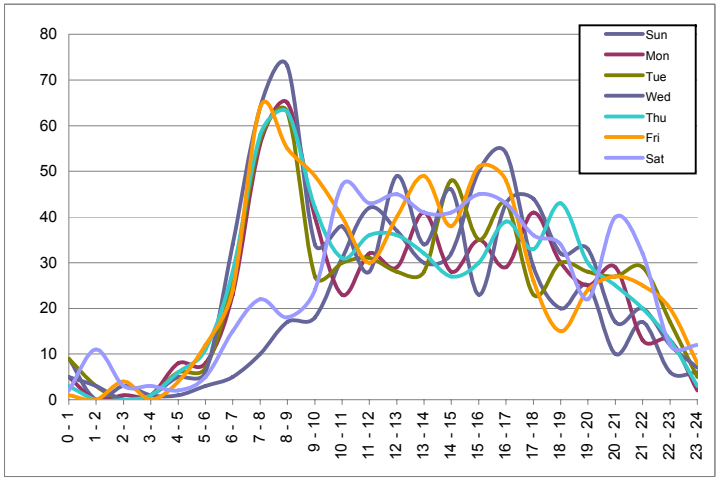
Eastbound

Jun. 22, 2008 to Jun. 28, 2008

TRANSTECH DATA SERVICES

Hourly Volumes

Time Period	Sun Jun 22	Mon Jun 23	Tue Jun 24	Wed Jun 25	Thu Jun 26	Fri Jun 27	Sat Jun 28
0 - 1	9	5	9	5	3	1	2
1 - 2	0	0	3	3	0	0	11
2 - 3	3	1	0	0	0	4	3
3 - 4	1	1	1	1	1	0	3
4 - 5	1	8	6	5	6	4	2
5 - 6	3	8	7	6	11	12	5
6 - 7	5	23	26	34	28	24	15
7 - 8	10	56	57	64	58	64	22
8 - 9	17	65	63	73	63	55	18
9 - 10	18	40	27	34	42	49	24
10 - 11	31	23	30	38	31	40	47
11 - 12	42	32	31	28	36	30	43
12 - 13	37	29	28	49	36	40	45
13 - 14	30	41	28	34	32	49	41
14 - 15	32	28	48	46	27	38	41
15 - 16	50	35	35	23	30	51	45
16 - 17	54	29	43	43	39	48	43
17 - 18	29	41	23	44	33	26	36
18 - 19	20	30	30	32	43	15	34
19 - 20	25	25	28	33	30	24	22
20 - 21	10	29	27	17	25	27	40
21 - 22	17	13	29	20	20	25	32
22 - 23	6	13	17	12	13	20	12
23 - 24	6	2	5	7	3	8	12
Day Total	**456**	**577**	**601**	**651**	**610**	**654**	**598**



Site notes:

15-Minute Volumes

Time Ending	Sun Jun 22	Mon Jun 23	Tue Jun 24	Wed Jun 25	Thu Jun 26	Fri Jun 27	Sat Jun 28
0:15	2	1	4	1	1	0	1
0:30	4	1	2	3	0	0	1
0:45	3	2	3	0	2	0	0
1:00	0	1	0	1	0	1	0
1:15	0	0	1	0	0	0	5
1:30	0	0	0	1	0	0	2
1:45	0	0	1	1	0	0	2
2:00	0	0	1	1	0	0	2
2:15	1	0	0	0	0	3	0
2:30	2	1	0	0	0	0	0
2:45	0	0	0	0	0	0	2
3:00	0	0	0	0	0	1	1
3:15	0	0	0	0	0	0	1
3:30	0	0	0	0	0	0	2
3:45	0	0	0	0	1	0	0
4:00	1	1	1	1	0	0	0
4:15	1	5	2	1	1	1	1
4:30	0	1	4	3	3	2	0
4:45	0	1	0	0	1	1	0
5:00	0	1	0	1	1	0	1
5:15	0	0	2	2	1	1	0
5:30	0	0	0	0	0	2	0
5:45	2	5	4	2	5	5	1
6:00	1	3	1	2	5	4	4
6:15	0	3	1	6	5	2	0
6:30	1	4	11	9	4	3	5
6:45	1	6	6	11	11	10	3
7:00	3	10	8	8	8	9	7
7:15	4	10	10	8	7	14	4
7:30	2	9	17	19	14	11	2
7:45	1	18	14	13	20	20	9
8:00	3	19	16	24	17	19	7
8:15	0	17	15	10	17	12	4
8:30	7	17	22	17	12	13	4
8:45	4	13	15	23	21	17	4
9:00	6	18	11	23	13	13	6
9:15	4	6	9	10	17	10	6
9:30	2	8	3	7	9	13	7
9:45	4	15	6	12	6	9	4
10:00	8	11	9	5	10	17	7
10:15	6	6	6	12	11	9	13
10:30	9	4	10	5	5	11	9
10:45	11	7	10	11	8	14	9
11:00	5	6	4	10	7	6	16
11:15	11	9	5	14	13	7	9
11:30	11	7	7	3	7	8	10
11:45	9	8	5	8	9	9	5
12:00	11	8	14	3	7	6	19

Time Ending	Sun Jun 22	Mon Jun 23	Tue Jun 24	Wed Jun 25	Thu Jun 26	Fri Jun 27	Sat Jun 28
12:15	14	7	9	12	10	11	9
12:30	6	5	8	10	10	9	21
12:45	11	8	2	15	7	10	4
13:00	6	9	9	12	9	10	11
13:15	9	6	10	11	13	12	7
13:30	7	15	2	11	5	12	11
13:45	7	13	8	2	5	13	12
14:00	7	7	8	10	9	12	11
14:15	14	9	7	13	7	8	8
14:30	5	6	18	11	3	14	8
14:45	5	2	13	13	6	9	11
15:00	8	11	10	9	11	7	14
15:15	10	9	7	7	8	13	14
15:30	15	10	10	5	10	10	11
15:45	17	10	9	6	5	16	12
16:00	8	6	9	5	7	12	8
16:15	11	8	8	16	6	12	6
16:30	18	7	10	8	13	14	10
16:45	12	7	12	8	6	11	8
17:00	13	7	13	11	14	11	19
17:15	9	11	5	12	8	9	9
17:30	4	8	7	9	5	4	14
17:45	6	6	3	11	7	9	2
18:00	10	16	8	12	13	4	11
18:15	6	9	6	11	10	1	10
18:30	3	9	8	9	9	6	5
18:45	5	7	8	2	12	6	7
19:00	6	5	8	10	12	2	12
19:15	5	6	8	12	8	8	9
19:30	10	5	9	9	7	6	5
19:45	7	2	7	7	5	4	5
20:00	3	12	4	5	10	6	3
20:15	0	6	6	5	4	8	5
20:30	5	9	6	6	10	5	11
20:45	2	7	9	2	6	5	12
21:00	3	7	6	4	5	9	12
21:15	3	4	7	4	7	8	9
21:30	6	3	6	5	6	8	7
21:45	5	3	8	5	3	5	8
22:00	3	3	8	6	4	4	8
22:15	2	4	1	2	3	5	2
22:30	0	0	8	1	4	6	3
22:45	3	7	6	3	2	6	5
23:00	1	2	2	6	4	3	2
23:15	0	1	2	3	1	4	6
23:30	1	1	2	1	0	1	1
23:45	0	0	0	2	1	2	1
24:00	5	0	1	1	1	1	4

Appendix B - Population and Employment (Existing)

Population and Employment Positions by Zone (Base Year)

TAZ	Jurisdiction	Population	Dwelling Units	Employment			College Students
				Retail	Non-Retial	Total	
1	Cranbrook	0	0	0	0	0	
2		267	95	2	4	6	
3		259	85	0	0	0	
4		39	14	5	27	32	
5		308	127	2	13	15	
6		0	0	0	0	0	
7		75	24	1	3	4	
8		204	60	3	8	11	
9		109	39	1	2	2	
10		252	98	2	4	6	
11		164	62	3	9	13	
12		71	25	1	4	5	
13		55	19	1	3	4	
14		247	90	1	3	4	
15		139	55	1	3	4	
16		298	109	2	5	7	
17		0	0	2	17	19	
18		177	72	1	3	4	
19		365	140	2	6	8	
20		137	60	4	11	15	
21		321	118	4	10	14	
22		61	26	3	25	28	
23		240	98	3	8	11	
24		389	154	5	10	15	
25		181	78	4	10	14	
26		166	64	3	9	13	
27		152	70	5	12	17	
28		311	140	7	20	27	
29		245	95	4	10	13	
30		256	110	6	16	23	
31		56	25	0	0	0	
32		0	0	34	65	99	
33		228	93	3	7	10	
34		149	63	4	10	13	
35		163	64	4	10	14	
36		166	73	4	11	15	
37		100	49	2	22	24	
38		251	116	3	8	11	
39		55	24	2	3	5	
40		712	270	5	12	17	
41		208	74	2	7	9	
42		159	55	2	6	9	
43		235	66	5	14	19	
44		526	158	11	29	41	
45		289	99	3	9	13	
46		282	120	3	5	8	
47		260	101	8	21	29	
48		186	48	25	103	128	
49		94	43	2	6	8	
50		123	66	4	10	14	
51		57	28	2	5	6	
52		86	39	3	7	9	
53		113	45	3	9	12	
54		105	52	3	7	9	
55		97	48	2	6	9	
56		111	50	3	7	10	
57		109	47	3	9	12	
58		119	54	4	10	13	
59		116	58	3	9	13	
60		167	76	5	13	18	
61		142	67	3	9	12	
62		154	66	1	4	5	

Population and Employment Positions by Zone (Base Year)

TAZ	Jurisdiction	Population	Dwelling Units	Employment			College Students
				Retail	Non-Retial	Total	
63		0	0	2	18	20	
64		70	40	1	4	5	
65		0	0	0	0	0	
66		664	360	0	622	622	
67		302	151	3	28	31	
68		0	0	350	235	585	
69		323	168	10	26	36	
70		0	0	10	20	30	
71		173	101	5	14	19	
72		49	19	49	93	142	
73		114	48	49	95	144	
74		120	56	15	25	40	
75		39	15	55	156	211	
76		24	5	58	342	399	
77		39	24	91	18	109	
78		21	12	247	421	668	
79		10	4	49	95	144	
80	Cranbrook	21	9	76	146	223	
81		38	22	5	60	65	
82		192	92	25	34	59	
83		431	243	86	17	104	
84		442	173	5	14	19	
85		130	63	10	221	231	1,000
86		157	62	2	6	9	
87		381	171	5	12	17	
88		155	70	2	6	9	
89		93	48	45	18	63	
90		0	0	31	59	90	
91		106	64	3	8	12	
92		58	30	34	66	100	
93		11	3	73	139	211	
94		43	26	94	38	132	
95		499	327	15	40	55	
96		0	0	414	166	580	
97		351	130	2	6	8	
98		431	218	3	7	9	
99		508	238	6	16	22	
100		188	77	2	6	8	
101		10	7	80	5	85	
102		0	0	263	105	368	
103		8	2	2	29	30	
104		48	23	44	85	129	
105		97	49	5	86	91	
106		28	12	7	123	130	
107		15	6	0	71	71	
108		25	13	5	91	96	
109		73	36	140	269	409	
110		25	13	4	70	74	
111		154	72	2	39	42	
112		23	8	2	32	34	
113	Wild Stone	1	0	0	0	0	
114	Wild Stone	0	0	0	0	0	
115		126	53	3	8	11	
116		241	106	6	15	21	
117		29	12	4	64	68	
118		12	4	10	167	176	
119		2	1	8	144	153	
120		1	0	8	144	152	
121	Cranbrook	4	1	0	68	68	
122		15	7	12	210	222	
123		0	0	775	97	872	
124		2	1	2	30	32	

Population and Employment Positions by Zone (Base Year)

TAZ	Jurisdiction	Population	Dwelling Units	Employment			College Students
				Retail	Non-Retial	Total	
125	Cranbrook	4	2	2	41	43	
126		21	9	0	30	30	
127	Wild Stone	0	0	0	0	0	
128	Wild Stone	14	6	0	0	0	
129	Cranbrook	4	2	0	0	0	
130		2	1	0	0	0	
131		4	2	0	0	0	
132		0	0	0	0	0	
133		11	5	0	0	0	
134	St Mary Neighborhood	18	8	0	0	0	
135		0	0	0	0	0	
136	Outside Cranbrook	112	61	5	65	70	
137		240	87	5	25	30	
138		131	55	3	7	10	
139		400	174	8	10	18	
SubTotal_ Cranbrook		18,306	7,894	3,561	6,028	9,589	1,000
SubTotal_ Outside		883	377	21	107	128	0
Total		19,189	8,271	3,581	6,136	9,717	1,000

Appendix C – Population and Employment (2016 Horizon)

Population and Employment Positions by Zone (Year 2016)

TAZ	Jurisdiction	Population	Dwelling Units	Employment			College Students
				Retail	Non-Retial	Total	
1	Cranbrook	127	55	4	10	14	
2		267	95	2	4	6	
3		402	147	6	16	22	
4		39	14	5	27	32	
5		308	127	2	13	15	
6		0	0	0	0	0	
7		204	80	3	8	11	
8		204	60	3	8	11	
9		109	39	1	2	2	
10		252	98	2	4	6	
11		164	62	3	9	13	
12		168	67	1	4	5	
13		101	39	1	3	4	
14		247	90	1	3	4	
15		139	55	1	3	4	
16		298	109	2	5	7	
17		75	32	2	17	19	
18		177	72	1	3	4	
19		415	162	2	6	8	
20		137	60	4	11	15	
21		335	124	4	10	14	
22		61	26	3	25	28	
23		323	134	3	8	11	
24		403	160	5	10	15	
25		188	81	4	10	14	
26		173	67	3	9	13	
27		152	70	5	12	17	
28		325	146	7	20	27	
29		245	95	4	10	13	
30		364	157	6	16	23	
31		56	25	0	0	0	
32		0	0	34	65	99	
33		228	93	3	7	10	
34		156	66	4	10	13	
35		170	67	4	10	14	
36		171	75	4	11	15	
37		107	52	2	22	24	
38		258	119	3	8	11	
39		62	27	2	3	5	
40		744	284	5	12	17	
41		213	76	2	7	9	
42		164	57	2	6	9	
43		260	77	5	14	19	
44		526	158	11	29	41	
45		294	101	3	9	13	
46		305	130	3	5	8	
47		260	101	8	21	29	
48		193	51	25	103	128	
49		101	46	2	6	8	
50		137	72	4	10	14	
51		69	33	2	5	6	
52		93	42	3	7	9	
53		120	48	3	9	12	
54		110	54	3	7	9	
55		97	48	2	6	9	
56		111	50	3	7	10	
57		114	49	3	9	12	
58		119	54	4	10	13	
59		123	61	3	9	13	
60		167	76	5	13	18	
61		149	70	3	9	12	
62		154	66	1	4	5	

Population and Employment Positions by Zone (Year 2016)

TAZ	Jurisdiction	Population	Dwelling Units	Employment			College Students
				Retail	Non-Retial	Total	
63		0	0	2	18	20	
64		125	64	1	4	5	
65		0	0	0	0	0	
66		671	363	0	622	622	
67		327	162	3	28	31	
68		0	0	385	259	644	
69		396	200	10	26	36	
70		0	0	10	20	30	
71		173	101	5	14	19	
72		56	22	49	93	142	
73		121	51	49	95	144	
74		127	59	15	25	40	
75		39	15	55	156	211	
76		38	11	58	342	399	
77		39	24	101	20	121	
78		28	15	247	421	668	
79		17	7	55	105	160	
80	Cranbrook	21	9	85	163	248	
81		38	22	5	60	65	
82		301	139	25	34	59	
83		484	266	86	17	104	
84		451	177	5	14	19	
85		130	63	10	221	231	1,120
86		164	65	2	6	9	
87		381	171	5	12	17	
88		162	73	2	6	9	
89		100	51	45	18	63	
90		0	0	31	59	90	
91		106	64	3	8	12	
92		58	30	38	73	111	
93		11	3	84	143	227	
94		43	26	105	42	147	
95		561	354	15	40	55	
96		0	0	414	166	580	
97		351	130	2	6	8	
98		564	276	3	7	9	
99		577	268	6	16	22	
100		257	107	2	6	8	
101		10	7	147	32	178	
102		0	0	263	105	368	
103		8	2	2	29	30	
104		48	23	44	85	129	
105		164	78	5	86	91	
106		28	12	11	194	205	
107		15	6	1	88	89	
108		25	13	11	182	192	
109		73	36	156	299	455	
110		25	13	4	70	74	
111		154	72	12	197	208	
112		138	58	2	32	34	
113	Wild Stone	1	0	0	0	0	
114	Wild Stone	0	0	0	0	0	
115		126	53	3	8	11	
116		241	106	6	15	21	
117		29	12	6	98	104	
118		12	4	10	167	176	
119		2	1	8	144	153	
120		1	0	8	144	152	
121	Cranbrook	50	21	3	121	124	
122		15	7	16	267	283	
123		124	54	845	141	986	
124		2	1	34	88	122	

Population and Employment Positions by Zone (Year 2016)

TAZ	Jurisdiction	Population	Dwelling Units	Employment			College Students
				Retail	Non-Retial	Total	
125	Cranbrook	4	2	5	82	87	
126		53	23	3	73	75	
127	Wild Stone	0	0	0	0	0	
128	Wild Stone	69	30	0	0	0	
129	Cranbrook	4	2	0	0	0	
130		2	1	0	0	0	
131		4	3	0	0	0	
132		0	0	0	0	0	
133		11	5	0	1	1	
134	St Mary Neighborhood	25	11	1	2	3	
135		0	0	0	0	0	
136	Outside Cranbrook	112	61	5	65	70	
137		240	87	5	25	30	
138		131	55	3	7	10	
139		400	174	8	10	18	
SubTotal_ Cranbrook		20,606	8,895	3,876	6,853	10,730	1,120
SubTotal_ Outside		883	377	21	107	128	0
Total		21,489	9,272	3,897	6,961	10,858	1,120

Appendix D – Population and Employment (Full Build Out of Current City Boundary)

Population and Employment Positions by Zone (Full Build out of Current City Boundary)

TAZ	Jurisdiction	Population	Dwelling Units	Employment			College Students
				Retail	Non-Retial	Total	
1	Cranbrook	436	190	13	35	48	
2		267	95	8	21	29	
3		740	294	22	59	81	
4		39	14	5	27	32	
5		308	127	9	25	34	
6		0	0	0	0	0	
7		445	185	13	36	49	
8		208	62	6	17	23	
9		109	39	3	9	12	
10		261	102	8	21	29	
11		164	62	5	13	18	
12		237	97	7	19	26	
13		157	69	5	13	17	
14		439	173	13	35	48	
15		288	120	9	23	32	
16		303	111	9	24	33	
17		302	131	9	24	33	
18		177	72	5	14	19	
19		566	228	17	45	62	
20		137	60	4	11	15	
21		335	124	10	27	37	
22		61	26	3	25	28	
23		396	166	12	32	44	
24		403	160	12	32	44	
25		188	81	6	15	21	
26		173	67	5	14	19	
27		159	73	5	13	17	
28		325	146	10	26	36	
29		254	100	8	20	28	
30		523	226	16	42	58	
31		102	45	0	0	0	
32		0	0	113	217	330	
33		274	113	8	22	30	
34		167	71	5	13	18	
35		181	72	5	15	20	
36		184	81	6	15	20	
37		125	60	4	26	30	
38		256	118	8	20	28	
39		62	27	2	5	7	
40		742	283	22	59	82	
41		213	76	6	17	23	
42		164	57	5	13	18	
43		279	85	8	22	31	
44		526	163	39	41	79	
45		294	101	9	23	32	
46		305	130	9	24	34	
47		260	101	8	21	29	
48		195	52	25	103	128	
49		103	47	3	8	11	
50		139	73	4	11	15	
51		57	0	2	5	6	
52		106	48	3	8	12	
53		133	54	4	11	15	
54		123	60	4	10	14	
55		97	48	3	8	11	
56		111	50	3	9	12	
57		129	56	4	10	14	
58		131	59	4	10	14	
59		139	68	4	11	15	
60		167	78	5	13	18	
61		151	71	5	12	17	
62		154	67	5	12	17	

Population and Employment Positions by Zone (Full Build out of Current City Boundary)

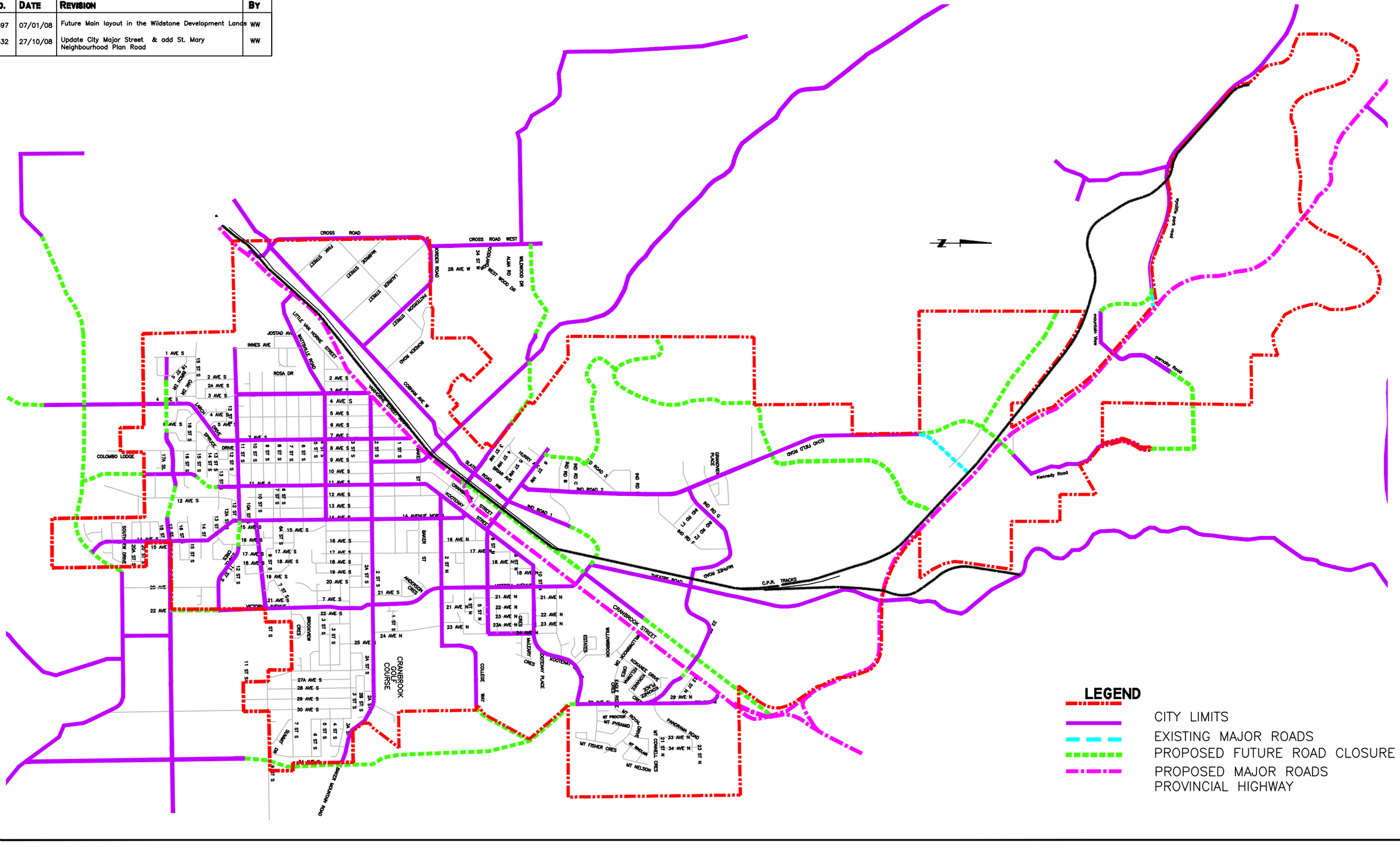
TAZ	Jurisdiction	Population	Dwelling Units	Employment			College Students
				Retail	Non-Retial	Total	
63		0	0	2	18	20	
64		128	65	4	10	14	
65		0	0	0	0	0	
66		669	362	0	1,244	1,244	
67		332	164	10	27	37	
68		0	0	700	470	1,170	
69		586	282	18	47	64	
70		0	0	10	20	30	
71		173	103	5	14	19	
72		61	24	49	93	142	
73		137	58	49	95	144	
74		140	65	15	25	40	
75		39	15	55	156	211	
76		65	23	58	342	399	
77		39	24	114	23	136	
78		49	24	297	505	802	
79		26	11	62	118	180	
80	Cranbrook	21	9	96	183	279	
81		38	22	5	60	65	
82		587	264	37	47	84	
83		670	347	86	17	104	
84		451	177	14	36	50	
85		130	63	10	221	231	2,000
86		163	65	5	13	18	
87		387	174	12	31	43	
88		167	75	5	13	18	
89		93	48	162	65	227	
90		0	0	62	118	180	
91		106	64	3	8	12	
92		58	30	43	82	125	
93		11	3	95	148	243	
94		41	25	118	47	165	
95		559	353	17	45	61	
96		0	0	497	199	696	
97		351	130	11	28	39	
98		518	256	16	41	57	
99		1,095	493	33	88	120	
100		1,048	451	31	84	115	
101		33	17	413	138	551	
102		0	0	263	105	368	
103		8	2	17	288	305	
104		48	23	111	212	323	
105		189	89	5	86	91	
106		28	12	28	483	512	
107		15	6	1	91	92	
108		25	13	11	182	192	
109		73	36	200	384	585	
110		25	13	8	140	149	
111		154	72	23	394	417	
112		492	212	15	39	54	
113	Wild Stone	2,085	906	63	167	229	
114	Wild Stone	2,086	907	63	167	229	
115		126	53	3	8	11	
116		241	106	7	19	27	
117		29	12	8	132	140	
118		12	4	20	333	353	
119		2	1	17	289	306	
120		1	0	17	287	304	
121	Cranbrook	545	236	16	333	349	
122		15	7	29	496	525	
123		69	30	915	185	1,100	
124		2	1	67	145	212	

Population and Employment Positions by Zone (Full Build out of Current City Boundary)

TAZ	Jurisdiction	Population	Dwelling Units	Employment			College Students
				Retail	Non-Retial	Total	
125	Cranbrook	4	2	24	410	434	
126		44	19	13	244	257	
127	Wild Stone	0	0	0	0	0	
128	Wild Stone	2,429	1,056	73	194	267	
129	Cranbrook	4	2	0	0	0	
130		2	1	0	0	0	
131		4	2	0	0	0	
132		345	150	10	28	38	
133		14	6	0	1	2	
134	St Mary	2,167	942	65	173	238	
135	Neighborhood	1,444	628	43	116	159	
136	Outside Cranbrook	112	61	5	65	70	
137		240	87	7	19	26	
138		246	105	7	20	27	
139		400	174	12	32	44	
SubTotal_ Cranbrook		36,164	15,646	5,941	12,561	18,502	2,000
SubTotal_ Outside		998	427	32	136	168	0
Total		37,162	16,073	5,972	12,697	18,670	2,000

Appendix E – Major Road Network Plan

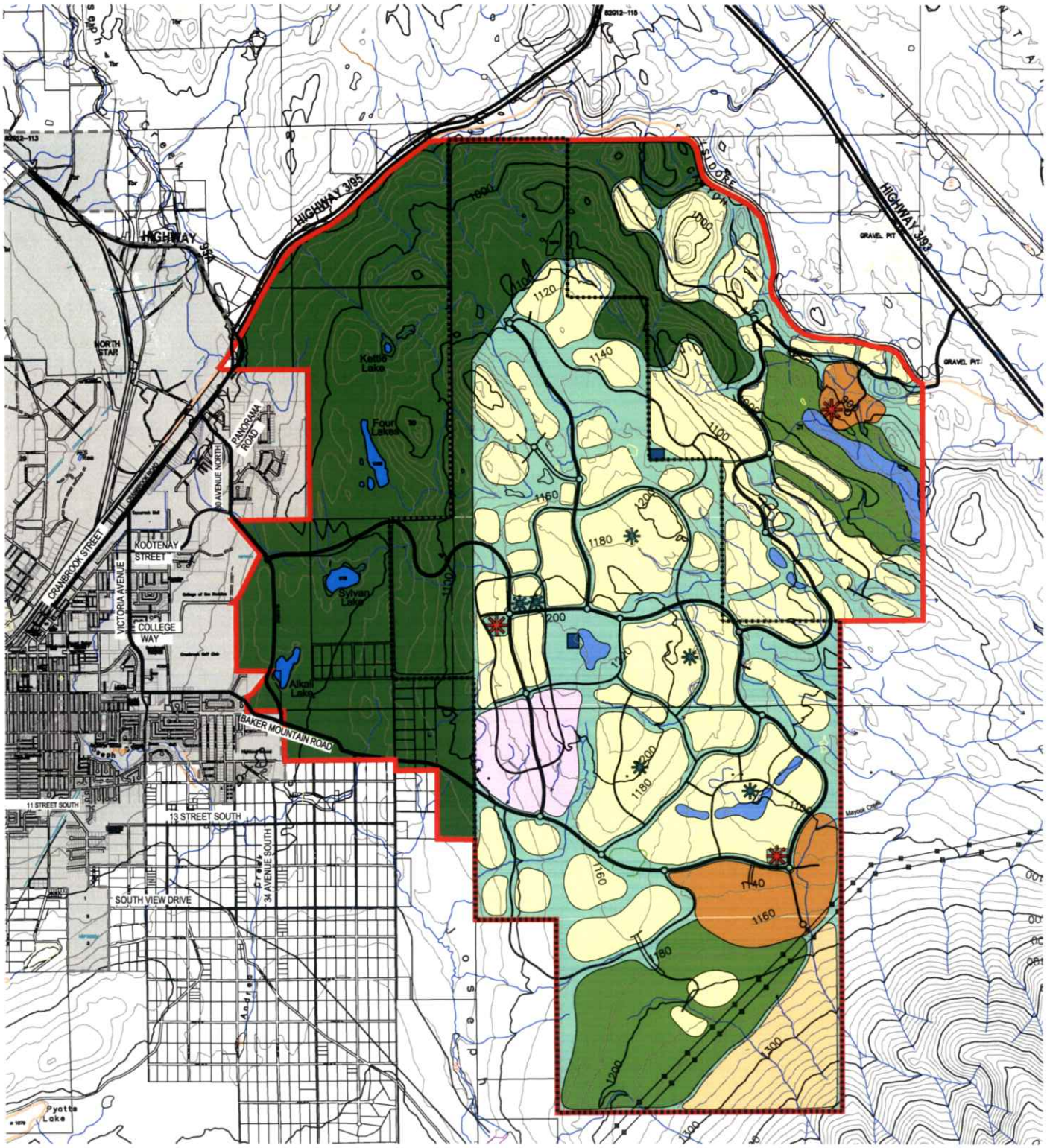
No.	Date	Revision	By
3597	07/01/08	Future Main layout in the Wildstone Development Lands	WW
3632	27/10/08	Update City Major Street & add St. Mary Neighbourhood Plan Road	WW



THE CORPORATION OF THE CITY OF CRANBROOK
OFFICIAL COMMUNITY PLAN - **SCHEDULE H**
MAJOR ROAD NETWORK PLAN

REVISION DATE OCTOBER 27, 2008 **SCALE: N.T.S.**

Appendix F – Conceptual Urban Framework



Legend:

- City of Cranbrook Municipal Boundary
- Proposed Municipal Boundary Extension
- Ownership Areas
- Residential
- Business Park
- Resort
- Ski Hill
- Golf Courses
- Future Cranbrook Nature Park
- Neighbourhood Open Space
- Lakes
- Reservoirs
- Possible School Site
- Commercial

NTS

December 2007

Novak / Ramparts Lands (East of Cranbrook)

Municipal Boundary Extension

Figure 3 - Conceptual Urban Framework

brown & associates