



WedgeWood Heights Surplus School Site Rezoning

Transportation Impact Assessment

August 2024
File #0204-44

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1 Introduction

The City of Edmonton, Real Estate – Land Development group (CoE-LD) is completing assessments at surplus school sites with the intent of rezoning and acquiring development approvals, and for engagement with the communities for future housing developments on surplus school sites. As part of the rezoning and development approval/engagement process the City has retained Scheffer Andrew Ltd. to complete a Transportation Impact Assessment (TIA) for the Wedgewood Heights surplus school site.

1.1 Proposed Development

The Wedgewood Neighbourhood is located in Southwest Edmonton, bounded by Lessard Road to the north, Wedgewood Ravine to the east, and Anthony Henday Drive to the west and south.

In particular, during the initial development of the community, a site adjacent to Wedgewood Boulevard and 184 Street was identified as a school site. However, the local school boards have now declared this site to be surplus, and have identified that this site will not be required for a school in the future. As a result, the City of Edmonton is seeking to rezone and develop this parcel to provide additional housing units in the neighbourhood. Within the open space parcel, the City of Edmonton has identified two potential site location options, which are shown as Site Options A and B in **Figure 1** below.

The original Wedgewood Heights Surplus School Site was planned to be located further southwest in the park space than Site Options A and B. Sometime after the initial site servicing study, the City then decided to shift the site to either Site Option A or B. At the time of this TIA the City has decided to proceed with their minor rezoning application under the Site Option A layout since Site Option B, along with other considerations, may trigger additional road upgrade costs. Therefore, for the purposes of this TIA it is assumed that the proposed development will be located at Site Option A as shown in **Figure 1**.

The proposed housing site examined in this TIA is northeast of the existing Wedgewood Ravine Community League building.

The subject property is located south of the Wedgewood Boulevard and 184 Street intersection at municipal address 1003 – Wedgewood Boulevard NW. Soccer fields, baseball diamonds, playgrounds, tennis courts, and basketball courts are located in the shared park space.

Since the surplus school site is slightly shifting northeast from the originally planned location, the majority of the subject property is already zoned as RM h.16.0 – Medium Scale Residential. However, a small portion of the northeast edge needs to be rezoned from PS – Parks and Service Zone to RM h.16.0 under the minor rezoning application that this TIA supports.

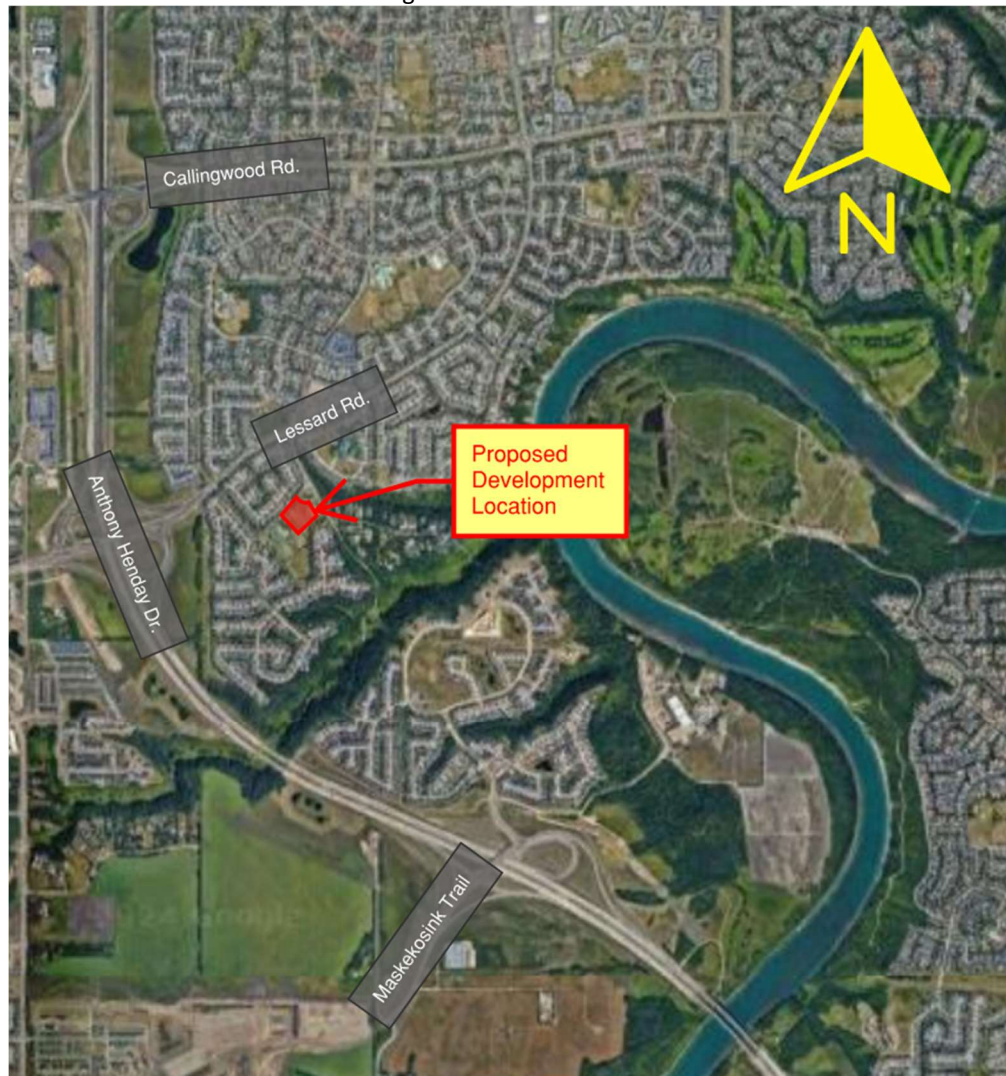
The proposed site location is identified in **Figure 1** below. The site rezoning plan is included in **Appendix A**.

Figure 1 - Proposed Development Location



Context for the site within the City of Edmonton is provided in **Figure 2** below.

Figure 2 - Site Context



As noted above, the Wedgewood Heights surplus school site is proposed as the RM h16.0 – Medium Scale Residential Zone. The City’s Land Use Bylaw identified the minimum density for this zone at 45 dwelling units per hectare. The total area of the proposed development is 1.1 ha and it therefore has a minimum development requirement of 50 units. CoE-LD has completed a market analysis and other studies to identify a range of development concepts that are feasible for this site. The proposed RM h16.0 zone will allow for townhouses or low-rise apartments. Based on the range of built forms, COE-LD has identified a maximum development concept of 185 low rise apartment units (4 stories). At this time, a final development concept has not been developed, but the total number of units should fall within the range identified.

This TIA considers and reviews both the minimum (50) and maximum (185) proposed dwelling units to identify future transportation impacts to the surrounding neighbourhood.

1.2 Study Scope

Scheffer Andrew Ltd. (SAL) met with Greg Ablett and Marie Rudiak of Planning Coordination - Development Services to determine a scope for this Transportation Impact Assessment (TIA). Generally, this TIA consists of the following tasks:

- Start-up meeting with CoE-LD.
- Scoping meeting with COE Development Services.
- Traffic Counts: 48 hours at intersection of Wedgewood Boulevard and 184 Street, and 24 hours at intersection of Lessard Road and 184 Street.
- Background information review, including site servicing study, proposed development, existing ASPs/NSPs, previous or adjacent TIAs, existing traffic volume information.
- Site review to ascertain existing vehicular, pedestrian, bicycle, and other access modes.
- Trip generation, distribution, assignment for the proposed development (2 development intensity scenarios).
- Traffic volume assessment and capacity analysis for the intersections of Wedgewood Boulevard at 184 Street, Lessard Road at 184 Street, and the site access.
- Assessment and recommendations for vehicular, pedestrian, cycling, and transit access.
- Identification of any upgrades or improvements that will be required with site development.
- TIA report summarizing the above.
- Coordination, responses, and updates to the reports as required/requested based on LDA comments.

This study will evaluate the subject intersections under existing 2024 conditions. As such the following three scenarios will be evaluated:

- 2024 background traffic only.
- 2024 combined (background and development) traffic for minimum built form (Case 1).
- 2024 combined (background and development) traffic for maximum built form (Case 2).

1.3 Roadway Access

The proposed development is assumed to have vehicular access from Wedgewood Boulevard across from Weber Gate. The site servicing study does not indicate a specific site access location, however adding the site access to the Weber Gate/Wedgewood Boulevard intersection is the most likely outcome, to meet intersection spacing and offset requirements. For the purpose of this study, we have assumed access will be developed to Wedgewood Boulevard at this location, however this will be confirmed through the development permit process.

2 Existing Infrastructure & Conditions

2.1 Existing Road Network Conditions

2.1.1 Wedgewood Boulevard

Wedgewood Boulevard is a two-way undivided, paved, neighbourhood collector roadway with an approximate width of 11.5m. There is boulevard sidewalk on the southeast side with parking permitted on both sides. There is a signed playground zone from 184 Street to Wells Gate/Wotherspoon Close. The posted speed limit within the playground zone is 30km/h between 7:30am and 9:00pm, and the speed limit is 40km/h outside of those hours. At its north end Wedgewood Boulevard terminates at a T-intersection with 184 Street. At its south end Wedgewood Boulevard terminates at a T-intersection with Welbourn Drive. Wedgewood Boulevard runs northeast-southwest along the northwest edge of the proposed site.

2.1.2 Weber Gate

Weber Gate is a two-way divided, paved, neighbourhood local roadway with an approximate width of 14m including a centre median. There is monolithic sidewalk on both sides. The speed limit is the default 40km/h. At its north end Weber Gate transitions to the Weber Place cul-de-sac and at its south end it terminates at a T-intersection with Wedgewood Boulevard. Weber Gate runs northwest-southeast directly across from the proposed site.

2.1.3 184 Street

North of Wedgewood Boulevard, 184 Street is a two-way, undivided, paved, neighbourhood collector roadway. It is approximately 11.5m wide with monolithic sidewalks on the southwest side north of Wedgewood Boulevard.

South of Wedgewood Boulevard 184 Street transitions to a rural cross section with ditches on either side and no sidewalks or pathways. There is no posted speed limit along 184 Street near the proposed development so the default 40km/h is assumed. At its north end 184 Street intersects Lessard Road at a four-leg signalized intersection. At its south end 184 Street terminates at the Wedgewood Ravine trail head where the road turns east into Wedgewood Crescent. 184 Street runs northwest/southeast along the northeast edge of the proposed site.

2.1.4 Lessard Road

Lessard Road is a two-way divided, four-lane, paved, arterial roadway with an approximate width of 21.5m including median. There is an asphalt shared path along the south side and a boulevard sidewalk along the north side. The posted speed limit is 60km/h. Lessard Road intersects with Anthony Henday Drive at an interchange to the southwest and transitions into 178 Street to the northeast.

2.1.5 Wedgewood Boulevard & Weber Gate Intersection

The Wedgewood Boulevard and Weber Gate intersection is a yield-controlled T-intersection with Weber Gate as the minor yield-controlled approach and Wedgewood Boulevard as free through the intersection.

Curb ramps are present to cross all approaches of the intersection. Sightline conditions at this intersection appear to be adequate.

2.1.6 Wedgewood Boulevard & 184 Street Intersection

The Wedgewood Boulevard and 184 Street intersection is a non-standard stop-controlled T-intersection. The north and south 184 Street approaches are stop controlled with the left and right turn movements off Wedgewood Boulevard free through the intersection. In addition, the southbound right turn onto Wedgewood Boulevard from 184 Street is a yield controlled channelized right turn lane.

There is a painted crosswalk on the Wedgewood Boulevard approach that connects to a zebra painted crosswalk on the channelized right turn lane.

Wedgewood Boulevard has a shared left/right turn lane. 184 Street has a shared left/through lane on the south approach, and a through lane and a channelized right turn lane on the north approach. Sightline conditions at this intersection appear to be adequate.

2.1.7 Lessard Road & 184 Street Intersection

The Lessard Road and 184 Street intersection is four-way signalized intersection with skew angle of approximately 60 degrees on the north and 70 degrees on the south. There are painted crosswalks on all four approaches including a zebra painted crosswalk on the westbound channelized right turn lane.

The south 184 Street approach has a designated left lane and a shared through/right lane. The north 184 Street approach has a shared left/through/right lane. The west and east Lessard Road approaches have a designated left lane, a through lane, and a shared through/right lane, however the east approach right turn is channelized. Sightline conditions at this intersection appear to be adequate.

2.2 Existing Neighbourhood Context

The City's market analysis notes, "the Wedgewood Site is located within a mature low density residential neighbourhood comprised of single detached, semi-detached, and row housing." Specifically, the development directly adjacent to the proposed development is all low-density residential housing other than the Wedgewood Ravine Community League and Wedgewood Community Playground that are adjacent to the same park as the proposed development. The rest of the park accommodates soccer fields and baseball diamonds.

2.3 Existing Public Transit Conditions

There are several bus stops near the proposed development along Wedgewood Boulevard, 184 Street, and Lessard Road. The bus stops along Wedgewood Boulevard and 184 Street are for School Special Bus Route 675. The bus stops along Lessard Road are also for this School Special Bus Route as well as Route 913. A bus stop for Route 675 is within approximately 30m of the assumed site access.

The entire Wedgewood Heights neighbourhood is designated as Area R for On-Demand transit, with service to the West Edmonton Mall Transit Centre.

Figure 3 shows the adjacent ETS bus day map.

Figure 3 - Adjacent ETS Bus Day Map



Figure 4 shows the adjacent ETS late night/owl map.

Figure 4 - Adjacent ETS Late Night/Owl Map

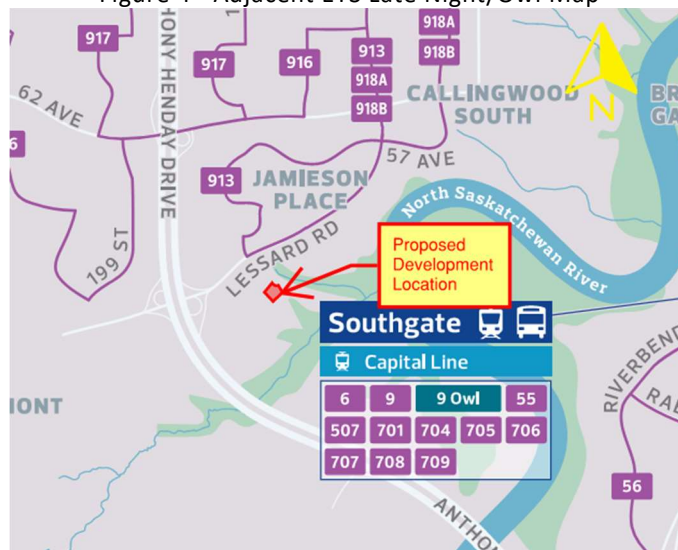
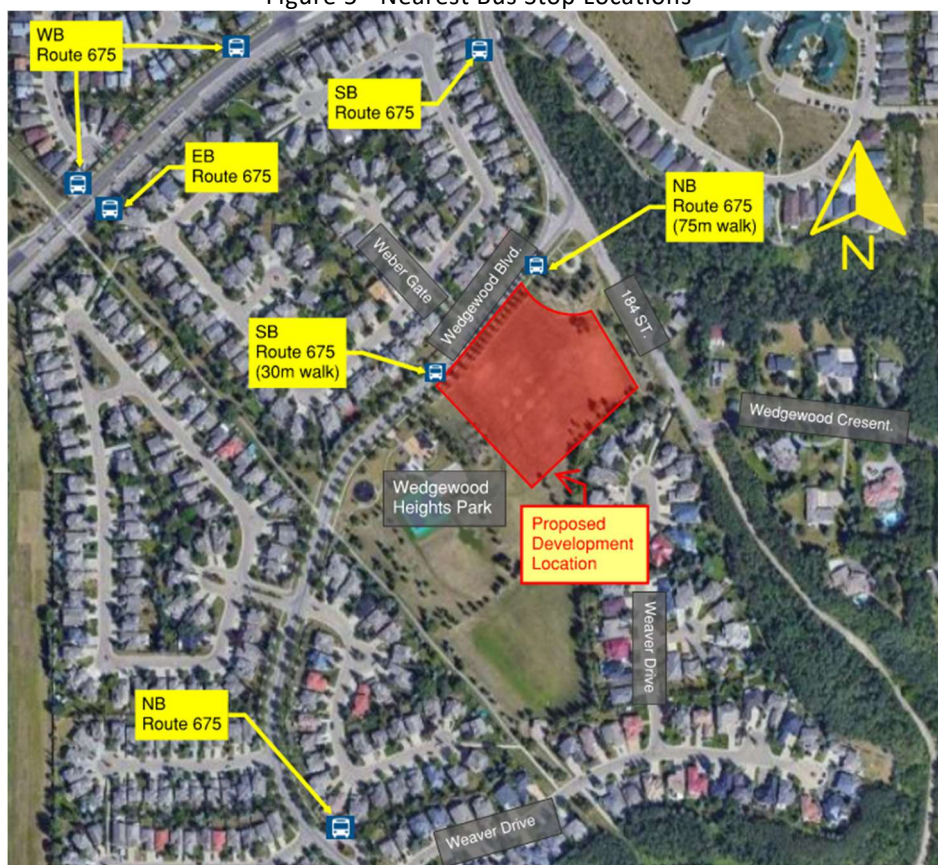


Figure 5 shows the bus stop locations nearest to the proposed development.

Figure 5 - Nearest Bus Stop Locations



2.4 Historical City of Edmonton Traffic Count Review

The City of Edmonton (COE) manages a traffic count database (intersection turning movement and link volume data) for the City's roadway network. The most recent and relevant traffic count data from this COE database was reviewed and is presented in the following sections.

Turning movement diagrams were created for the intersections of Wells Gate and Wedgewood Boulevard, and Lessard Road and 184 Street, which are south and north of the subject property, respectively.

2.4.1 Wells Gate & Wedgewood Boulevard

Figure 6 shows the average AM Peak, PM Peak, and AADT turning movements for the intersection of Wells Gate and Wedgewood Boulevard in 2013, extracted from the City of Edmonton traffic count database.

AM Peak		PM Peak		AADT	
Wells Gate		Wells Gate		Wells Gate	
Wedgewood Boulevard		Wedgewood Boulevard		Wedgewood Boulevard	
175 → 2		82 → 0		1290 → 10	
173 → 0		82 → 0		1266 → 14	
35 ← 2		164 ← 0		1288 ← 10	
36 → 2		21 → 3		303 → 4	
38 → 1		25 → 1		321 → 14	
14 ← 12		27 ← 26		328 ← 313	
33 ← 3		161 ← 11		1269 ← 138	
226 → 17		198 ← 107		1720 ← 1707	
170 ← 17		4 ← 5		138 ← 148	

2.4.2 Lessard Road & 184 Street

Figure 7 - Lessard Road & 184 Street (2013)

184 Street		← 134		→ 189		Lessard Road	
		28	93	27	249		
434	←	13	↓	21	←	297	
440	→	105	↗	92	↗	→ 469	
		306	→	57	↗		
		29	↘	135			
Lessard Road		63 ←		284 →		184 Street	
AM Peak							
184 Street		← 120		→ 151		Lessard Road	
		21	68	26	350		
477	←	31	↓	142	←	518	
540	→	110	↗	59	↗	→ 430	
		344	→	15	↗		
		86	↘	65			
Lessard Road		259 ←		139 →		184 Street	
PM Peak							
184 Street		← 1539		→ 1682		Lessard Road	
		275	945	366	3943		
5734	←	319	↓	1065	←	5374	
5568	→	1000	↗	846	↗	→ 5374	
		3885	→	316	↗		
		683	↘	1214			
Lessard Road		2067 ←		2376 →		184 Street	
AADT							

3 Traffic Projections



Scheffer Andrew Ltd.
Planners & Engineers

3.1 2024 Background Traffic – Traffic Counts

On May 29-31, 2024, a traffic count was conducted by our project team at the intersection of Wedgewood Boulevard and 184 Street to obtain current traffic data northeast of the proposed development. The 48-hour count was completed using video analysis.

At the request of the City Planning Coordination - Development Services group, an additional 24-hour traffic count was conducted on June 3, 2024 by our project team at the intersection of Lessard Road and 184 Street to obtain current traffic data north of the proposed development. As shown above, the most recent COE historical data at this intersection is from 2013, so the City felt that it would be beneficial to obtain updated data at this intersection to include in the analysis of this TIA. The 24-hour count was completed using video analysis.

3.1.1 Wedgewood Boulevard & Weber Gate

The site access to the proposed development is assumed to be located along Wedgewood Boulevard directly across from Weber Gate. The 2024 traffic movements at this intersection were inferred from the traffic count conducted at the Wedgewood Boulevard and 184 Street intersection, as described below.

To infer the 2024 background traffic at the Weber Gate/Wedgewood Boulevard intersection the traffic generated from the 101 lots accessed by Weber Gate was estimated using the low-density residential trip generation rates from the 2016 City of Edmonton TIA Guidelines. These rates are presented in **Table 1** below.

Table 1 - Low Density Residential Trip Generation Rates (2016 COE TIA Guidelines)

Land Use	Time Period	Rate (trips/du)	In (%)	Out (%)	Notes
Low Density Residential	AM Peak Hour	0.69	19%	81%	Measured
	PM Peak Hour	0.79	67%	33%	Measured
	Daily	7.92	50%	50%	Measured

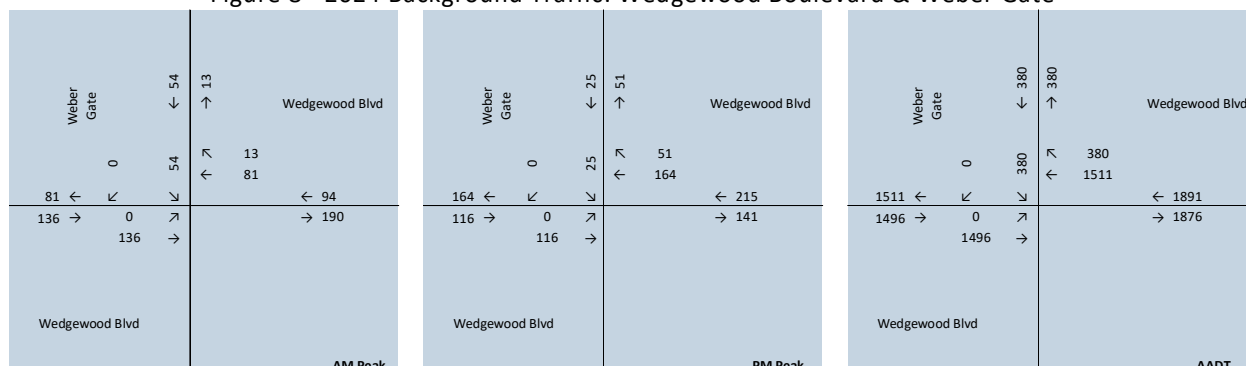
The estimated trips generated by the homes accessed by Weber Gate were then calculated using the above rates and considering a 5% mode split reduction based on 2016 census data as shown in **Table 2** below.

Table 2 - Weber Gate Estimated Trip Generation

Weber Gate Estimated Trip Generation															
				AADT				AM				PM			
	Unit Type	Units	Mode Split Reduction	Adjusted Rate	Trips	In	Out	Rate	Trips	In	Out	Rate	Trips	In	Out
Low Density Residential	/dwelling	101	5%	7.52	760	380	380	0.66	66	13	54	0.75	76	51	25

The number of dwelling units is the total houses that access Wedgewood Boulevard via Weber Gate as counted from aerial imagery. This trip generation estimate and the actual 2024 traffic count data from the Wedgewood Boulevard/184 Street intersection were used to estimate the 2024 background traffic at the site access as shown in **Figure 8** below.

Figure 8 - 2024 Background Traffic: Wedgewood Boulevard & Weber Gate

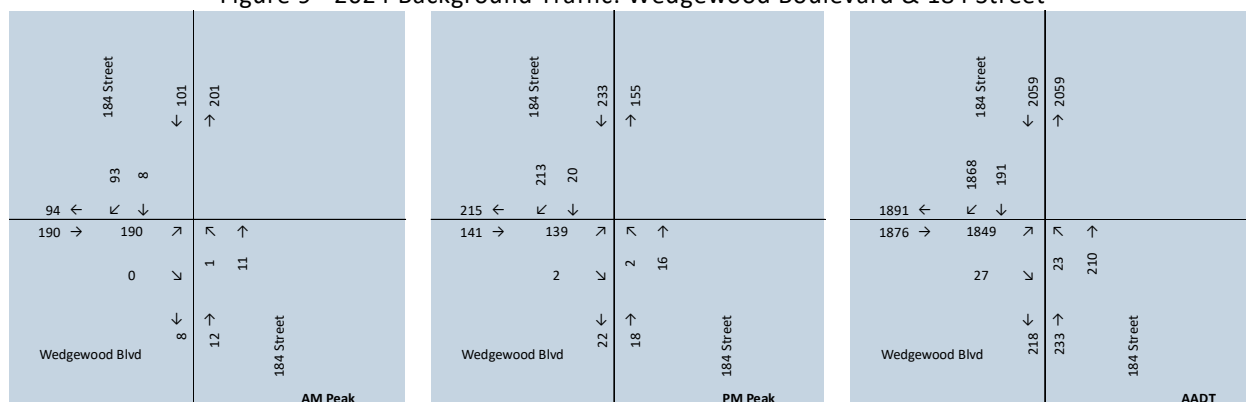


The estimated Weber Gate generated trips were added to the in and out movements on Weber Gate and the intersection movements were balanced using the Wedgewood Boulevard/184 Street intersection 2024 traffic count data to create the above turning diagrams. Since the only entrance/exit to the neighbourhood is via Wedgewood Boulevard/184 Street, no traffic was assigned to enter/exit Weber Gate from/to the southwest on Wedgewood Boulevard.

3.1.2 Wedgewood Boulevard & 184 Street

The AM Peak, PM Peak, and AADT turning diagrams for the Wedgewood Boulevard/184 Street intersection from the May 29-31, 2024 traffic count are shown in **Figure 9** below. A summary of the traffic count data is included in **Appendix B**.

Figure 9 - 2024 Background Traffic: Wedgewood Boulevard & 184 Street

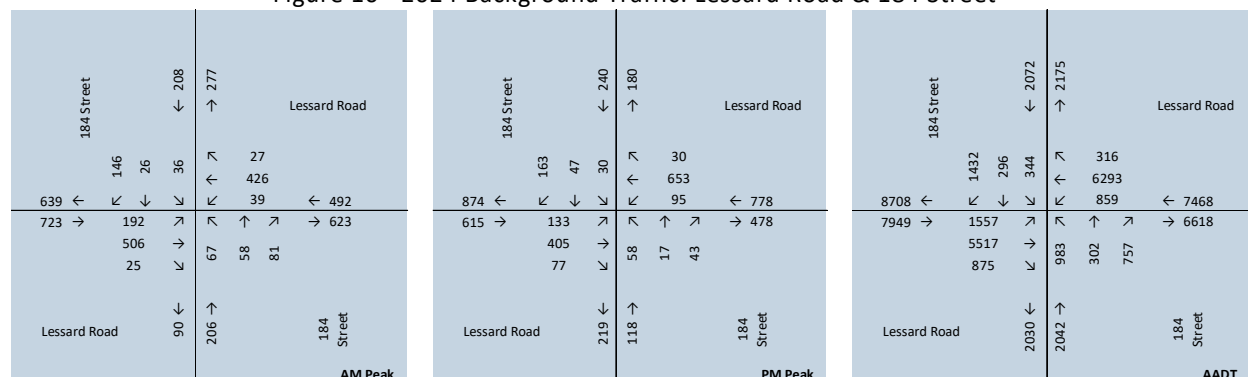


The 2024 count shows that the AADT on 184 Street is in the range of 4,120 vpd on the north approach and 450 vpd on the south approach. The AADT on Wedgewood Boulevard is in the range of 3,770 vpd.

3.1.3 Lessard Road & 184 Street

The AM Peak, PM Peak, and AADT turning diagrams for the Lessard Road/184 Street intersection on June 3, 2024, are shown in **Figure 10** below. A summary of the traffic count data is included in **Appendix B**.

Figure 10 - 2024 Background Traffic: Lessard Road & 184 Street



The 2024 count shows that the AADT on 184 Street is in the range of 4,250 vpd on the north approach and 4,070 vpd on the south approach. The AADT on Lessard Road is in the range of 16,660 vpd on the west approach and 14,090 vpd on the east approach.

3.2 Development Traffic

The subject surplus school site is proposed to be rezoned as RM h16.0 Medium Scale Residential with a minimum density of 45 dwelling units per hectare. The total area is 1.10 ha. CoE-LD has identified the minimum built form of 50 townhouse units, and the maximum built form of 185 low rise apartment units (4 stories).

Trip generation was calculated for both the minimum and maximum built form scenarios (Case 1 and Case 2). Trip generation rates were sourced from *Table D.1 City of Edmonton 2013 Trip Generation Rates – Residential Land Uses* from the COE 2016 TIA guidelines. The *RF5 – Row Housing* rates were used for Case 1, and the *RA7 & RA8 – Apartment Housing* rates were used for Case 2.

The calculation of the estimated trips generated by the proposed site are described further below.

3.2.1 Trip Generation

Trip Rates

Table 3 below identifies the applicable trip generation rates from the COE 2016 TIA guidelines for Case 1 and Case 2 of this development. Note that the 'Note' column identifies where the COE 2016 TIA guidelines obtained these values.

Table 3 - Minimum & Maximum Built Form Trip Generation Rates

Land Use	Time Period	Rate (trips/du)	In (%)	Out (%)	Notes
Case 1: RF5 - Row Housing (Minimum Built)	AM Peak Hour	0.46	21%	79%	ITE LUC 221
	PM Peak Hour	0.58	65%	35%	ITE LUC 221
	Daily	6.59	50%	50%	ITE LUC 221
Case 2: RA7 & RA8 - Apartment Housing (Maximum Built)	AM Peak Hour	0.34	17%	83%	Measured
	PM Peak Hour	0.40	63%	37%	Measured
	Daily	5.81	50%	50%	ITE LUC 230

Projected trips generated by the proposed development were calculated using the estimated number of dwelling units for the minimum and maximum built forms (Case 1 & Case 2), and the rates presented above.

In addition, it was determined from data presented in the 2016 Census – Population by Mode of Transportation (Neighbourhood/Ward) dataset available in the City’s Open Data Portal that of the total responses received for Wedgewood, that 5% fell under the walk, bicycle, and public transit categories. Therefore, a 5% mode split reduction was used to adjust the rates shown in **Table 3** above. The unadjusted and adjusted calculated trips are shown in **Table 4**.

Table 4 - Trip Generation for Proposed Site (Minimum & Maximum Built Forms)

Trip Generation for Proposed Site (Min & Max Built Forms)															
				AADT				AM				PM			
	Unit Type	Units	Mode Split Reduction	Adjusted Rate	Trips	In	Out	Rate	Trips	In	Out	Rate	Trips	In	Out
Case 1: Townhouses (Minimum Built Form)	/dwelling	50	0%	6.59	330	165	165	0.46	23	5	18	0.58	29	19	10
Adjusted Case 1: Townhouses (Minimum Built Form)	/dwelling	50	5%	6.26	313	157	157	0.44	22	5	17	0.55	28	18	10
Case 2: Low Rise Apartments (4 Stories) (Maximum Built Form)	/dwelling	185	0%	5.81	1075	537	537	0.34	63	11	52	0.40	74	47	27
Adjusted Case 2: Low Rise Apartments (4 Stories) (Maximum Built Form)	/dwelling	185	5%	5.52	1021	511	511	0.32	60	10	50	0.38	70	44	26

Considering mode split reduction, the minimum built form (Case 1) is projected to generate an AADT of 313 including 22 trips in the AM Peak and 28 trips in the PM Peak. The maximum built form (Case 2) is projected to generate an AADT of 1021, including 60 trips in the AM Peak and 70 trips in the PM Peak.

Trip Assignment and Distribution

Trip assignment and distribution for future traffic is based on an estimate of where people will be traveling to and from when accessing the development.

Wedgewood Boulevard and Weber Gate/Site Access

The site access for the proposed development is assumed to be located along Wedgewood Boulevard directly across from Weber Gate.

As the only route in and out of the proposed site will be via the proposed Wedgewood Boulevard and the Weber Gate/Site access intersection, 100% of the outbound traffic was assumed to turn right onto Wedgewood Boulevard and 100% of the inbound traffic was assumed to turn left into site from Wedgewood Boulevard.

Figure 11 presents the trip assignment and distribution assumptions of the proposed development traffic at this intersection.

Figure 11 - Trip Assignment and Distribution: Wedgewood Boulevard & Weber Gate/Site Access

AM Peak										PM Peak										AADT																																																																																																																																																																																																																																																																																																																																														
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Wedgewood Boulevard and 184 Street

As the only route in and out of the neighbourhood is through the Wedgewood Boulevard and 184 Street intersection, 100% of the site generated traffic was assumed to turn left onto 184 Street from Wedgewood Boulevard when leaving the proposed development and turn right onto Wedgewood Boulevard from 184 Street when entering the proposed development. Since there is no connection to the proposed development along 184 Street south of Wedgewood Boulevard it is unlikely any drivers will use the south 184 Street approach of this intersection.

Figure 12 presents the trip assignment and distribution assumptions of the proposed development traffic at this intersection.

Figure 12 - Trip Assignment and Distribution: Wedgewood Boulevard & 184 Street

AM Peak				PM Peak				AADT			
Wedgeswood Blvd		184 Street		Wedgeswood Blvd		184 Street		Wedgeswood Blvd		184 Street	
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		→ 100%				→ 100%				→ 100%	
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0%		0%		0%		0%		0%			

Lessard Road and 184 Street

Since all traffic entering and exiting the neighbourhood must use the Lessard Road and 184 Street intersection, 100% of the site generated traffic was assumed to use this intersection. The trip assignment and distribution of these site generated trips was based on the traffic distribution observed during the 2024 count as shown in **Figure 10**.

Figure 13 presents the calculated trip assignment and distribution assumptions of the proposed development traffic at this intersection.

Figure 13 - Trip Assignment and Distribution: Lessard Road & 184 Street

184 Street				Lessard Road			
33%	←	0%	29%	0%	←	25%	
28%	→	0%	28%	33%	←	28%	
0%	←	0%	28%	28%	→	39%	
0%	→	0%	28%	39%	←	39%	
100%	←	100%	→	100%	←	100%	→
Lessard Road		184 Street		Lessard Road		184 Street	
AM Peak				PM Peak			

184 Street				Lessard Road			
49%	←	0%	21%	0%	←	14%	
35%	→	0%	35%	49%	←	14%	
0%	←	0%	35%	14%	→	36%	
0%	→	0%	35%	36%	←	36%	
100%	←	100%	→	100%	←	100%	→
Lessard Road		184 Street		Lessard Road		184 Street	
PM Peak				AADT			

184 Street				Lessard Road			
48%	←	0%	15%	0%	←	15%	
43%	→	0%	43%	48%	←	15%	
0%	←	0%	43%	15%	→	37%	
0%	→	0%	43%	37%	←	37%	
100%	←	100%	→	100%	←	100%	→
Lessard Road		184 Street		Lessard Road		184 Street	
AADT				AADT			

3.2.2 Development Traffic: Wedgewood Boulevard & Weber Gate/Site Access

Using the trip assignment and distribution percentages in **Figure 11**, the proposed future site generated traffic volumes at the Wedgewood Boulevard and Weber Gate/Site Access intersection for the minimum and maximum built forms (Case 1 and Case 2) were calculated and summarized in **Figure 14** and **Figure 15**.

Figure 14 - Case 1: Minimum Built Form Proposed Development Traffic Volumes

Weber Gate				Wedgewood Blvd			
0	←	0	0	0	←	0	
0	→	0	0	0	→	0	
0	←	0	0	0	←	0	
0	→	0	0	0	→	0	
5	←	18	→	5	←	18	→
Wedgewood Blvd		Site Access		Wedgewood Blvd		Site Access	
AM Peak				PM Peak			

Weber Gate				Wedgewood Blvd			
0	←	0	0	0	←	0	
0	→	0	0	0	→	0	
0	←	0	0	0	←	0	
0	→	0	0	0	→	0	
18	←	10	→	18	←	10	→
Wedgewood Blvd		Site Access		Wedgewood Blvd		Site Access	
PM Peak				AADT			

Weber Gate				Wedgewood Blvd			
0	←	0	0	0	←	0	
0	→	0	0	0	→	0	
0	←	0	0	0	←	0	
0	→	0	0	0	→	0	
157	←	157	→	157	←	157	→
Wedgewood Blvd		Site Access		Wedgewood Blvd		Site Access	
AADT				AADT			

Figure 15 - Case 2: Maximum Built Form Proposed Development Traffic Volumes

Weber Gate				Wedgewood Blvd			
0	←	0	0	0	←	0	
0	→	0	0	0	→	0	
0	←	0	0	0	←	0	
0	→	0	0	0	→	0	
11	←	50	→	11	←	50	→
Wedgewood Blvd		Site Access		Wedgewood Blvd		Site Access	
AM Peak				PM Peak			

Weber Gate				Wedgewood Blvd			
0	←	0	0	0	←	0	
0	→	0	0	0	→	0	
0	←	0	0	0	←	0	
0	→	0	0	0	→	0	
45	←	27	→	45	←	27	→
Wedgewood Blvd		Site Access		Wedgewood Blvd		Site Access	
PM Peak				AADT			

Weber Gate				Wedgewood Blvd			
0	←	0	0	0	←	0	
0	→	0	0	0	→	0	
0	←	0	0	0	←	0	
0	→	0	0	0	→	0	
511	←	511	→	511	←	511	→
Wedgewood Blvd		Site Access		Wedgewood Blvd		Site Access	
AADT				AADT			

3.2.3 Development Traffic: Wedgewood Boulevard & 184 Street

Using the trip assignment and distribution percentages in **Figure 12**, the proposed future site generated traffic volumes at the Wedgewood Boulevard and 184 Street intersection for the minimum and maximum built forms (Case 1 and Case 2) were calculated and summarized in **Figure 16** and **Figure 17**.

Figure 16 - Case 1: Minimum Built Form Proposed Development Traffic Volumes

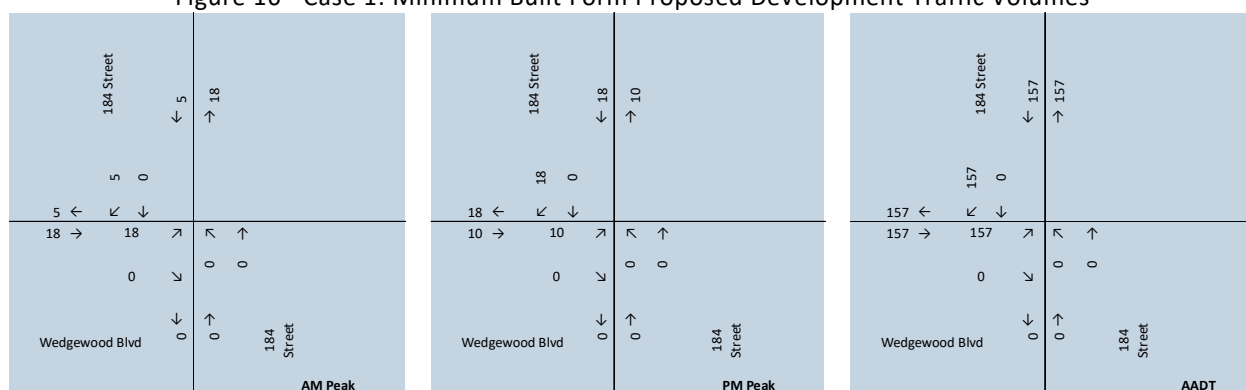
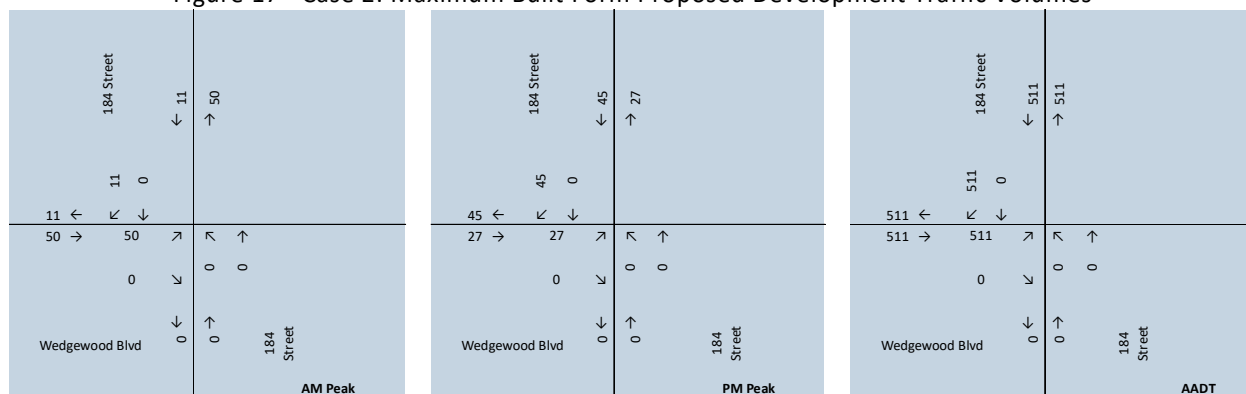


Figure 17 - Case 2: Maximum Built Form Proposed Development Traffic Volumes



3.2.4 Development Traffic: Lessard Road & 184 Street

Using the trip assignment and distribution percentages in **Figure 13**, the proposed future site generated traffic volumes at the Lessard Road and 184 Street intersection for the minimum and maximum built forms (Case 1 and Case 2) were calculated and summarized in **Figure 18** and **Figure 19**.

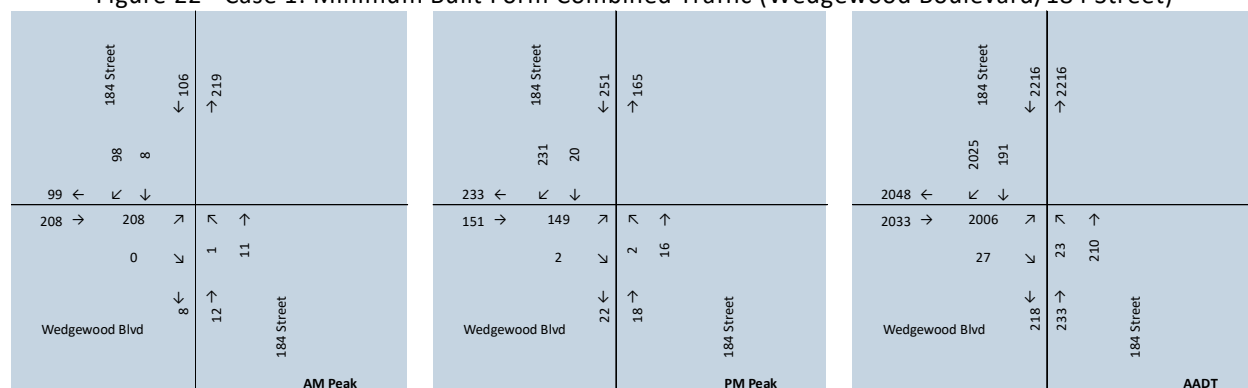
Figure 18 - Case 1: Minimum Built Form Proposed Development Traffic Volumes

184 Street				Lessard Road			
6	↑	0	2	0	↑	5	←
2	→	0	0	2	→	0	←
2	↓	0	2	6	↓	18	←
Lessard Road				184 Street			
17	↑	0	3	0	↑	14	←
3	→	0	0	5	→	5	←
3	↓	0	3	17	↓	51	←
Lessard Road				184 Street			
13	↑	0	10	0	↑	4	←
16	→	0	0	20	→	10	←
16	↓	0	16	13	↓	27	←
Lessard Road				184 Street			
76	↑	0	23	0	↑	24	←
68	→	0	0	67	→	59	←
68	↓	0	68	76	↓	159	←
Lessard Road				184 Street			
11	↑	0	8	0	↑	2	←
7	→	0	2	8	→	4	←
7	↓	0	7	11	↓	19	←
Lessard Road				184 Street			
76	↑	0	23	0	↑	24	←
68	→	0	0	67	→	59	←
68	↓	0	68	76	↓	159	←
Lessard Road				184 Street			
11	↑	0	8	0	↑	2	←
7	→	0	2	8	→	4	←
7	↓	0	7	11	↓	19	←
Lessard Road				184 Street			
76	↑	0	23	0	↑	24	←
68	→	0	0	67	→	59	←
68	↓	0	68	76	↓	159	←
Lessard Road				184 Street			
11	↑	0	8	0	↑	2	←
7	→	0	2	8	→	4	←
7	↓	0	7	11	↓	19	←
Lessard Road				184 Street			
76	↑	0	23	0	↑	24	←
68	→	0	0	67	→	59	←
68	↓	0	68	76	↓	159	←
Lessard Road				184 Street			
11	↑	0	8	0	↑	2	←
7	→	0	2	8	→	4	←
7	↓	0	7	11	↓	19	←
Lessard Road				184 Street			
76	↑	0	23	0	↑	24	←
68	→	0	0	67	→	59	←
68	↓	0	68	76	↓	159	←
Lessard Road				184 Street			
11	↑	0	8	0	↑	2	←
7	→	0	2	8	→	4	←
7	↓	0	7	11	↓	19	←
Lessard Road				184 Street			
76	↑	0	23	0	↑	24	←
68	→	0	0	67	→	59	←
68	↓	0	68	76	↓	159	←
Lessard Road				184 Street			
11	↑	0	8	0	↑	2	←
7	→	0	2	8	→	4	←
7	↓	0	7	11	↓	19	←
Lessard Road				184 Street			
76	↑	0	23	0	↑	24	←
68	→	0	0	67	→	59	←
68	↓	0	68	76	↓	159	←
Lessard Road				184 Street			
11	↑	0	8	0	↑	2	←
7	→	0	2	8	→	4	←
7	↓	0	7	11	↓	19	←
Lessard Road				184 Street			
76	↑	0	23	0	↑	24	←
68	→	0	0	67	→	59	←
68	↓	0	68	76	↓	159	←
Lessard Road				184 Street			
11	↑	0	8	0	↑	2	←
7	→	0	2	8	→	4	←
7	↓	0	7	11	↓	19	←
Lessard Road				184 Street			
76	↑	0	23	0	↑	24	←
68	→	0	0	67	→	59	←
68	↓	0	68	76	↓	159	←
Lessard Road				184 Street			
11	↑	0	8	0	↑	2	←
7	→	0	2	8	→	4	←
7	↓	0	7	11	↓	19	←
Lessard Road				184 Street			
76	↑	0	23	0	↑	24	←
68	→	0	0	67	→	59	←
68	↓	0	68	76	↓	159	←
Lessard Road				184 Street			
11	↑	0	8	0	↑	2	←
7	→	0	2	8	→	4	←
7	↓	0	7	11	↓	19	←
Lessard Road				184 Street			
76	↑	0	23	0	↑	24	←
68	→	0	0	67	→	59	←
68	↓	0	68	76	↓	159	←
Lessard Road				184 Street			
11	↑	0	8	0	↑	2	←
7	→	0	2	8	→	4	←
7	↓	0	7	11	↓	19	←
Lessard Road				184 Street			
76	↑	0	23	0	↑	24	←
68	→	0	0	67	→	59	←
68	↓	0	68	76	↓	159	←
Lessard Road				184 Street			
11	↑	0	8	0	↑	2	←
7	→	0	2	8	→	4	←
7	↓	0	7	11	↓	19	←
Lessard Road				184 Street			
76	↑	0	23	0	↑	24	←
68	→	0	0	67	→	59	←
68	↓	0	68	76	↓	159	←
Lessard Road				184 Street			
11	↑	0	8	0	↑	2	←
7	→	0	2	8	→	4	←
7	↓	0	7	11	↓	19	←
Lessard Road				184 Street			
76	↑	0	23	0	↑	24	←
68	→	0	0	67	→	59	←
68	↓	0	68	76	↓	159	←
Lessard Road				184 Street			
11	↑	0	8	0	↑	2	←
7	→	0	2	8	→	4	←
7	↓	0	7	11	↓	19	←
Lessard Road				184 Street			
76	↑	0	23	0	↑	24	←
68	→	0	0	67	→	59	←
68	↓	0	68	76	↓	159	←
Lessard Road				184 Street			
11	↑	0	8	0	↑	2	←
7	→	0	2	8	→	4	←
7	↓	0	7	11	↓	19	←
Lessard Road				184 Street			
76	↑	0	23	0	↑	24	←
68	→	0	0	67	→	59	←
68	↓	0	68	76	↓	159	←
Lessard Road				184 Street			
11	↑	0	8	0	↑	2	←
7	→	0	2	8	→	4	←
7	↓	0	7	11	↓	19	←
Lessard Road				184 Street			
76	↑	0	23	0	↑	24	←
68	→	0	0	67	→	59	←
68	↓	0	68	76	↓	159	←
Lessard Road				184 Street			
11	↑	0	8	0	↑	2	←
7	→	0	2	8	→	4	←
7	↓	0	7	11	↓	19	←
Lessard Road				184 Street			
76	↑	0	23	0	↑	24	←
68	→	0	0	67	→	59	←
68	↓	0	68	76	↓	159	←
Lessard Road				184 Street			
11	↑	0	8	0	↑	2	←
7	→	0	2	8	→	4	←
7	↓	0	7	11	↓	19	←
Lessard Road				184 Street			
76	↑	0	23	0	↑	24	←
68	→	0	0	67	→	59	←
68	↓	0	68	76	↓	159	←
Lessard Road				184 Street			
11	↑	0	8	0	↑	2	←
7	→	0	2	8	→	4	←
7	↓	0	7	11	↓	19	←
Lessard Road				184 Street			
76	↑	0	23	0	↑	24	←
68	→	0	0	67	→	59	←
68	↓	0	68	76	↓	159	←
Lessard Road				184 Street			
11	↑	0	8	0	↑	2	←
7	→	0	2	8	→	4	←
7	↓	0	7	11	↓	19	←
Lessard Road				184 Street			
76	↑	0	23	0	↑	24	←
68	→	0	0	67	→	59	←
68	↓	0	68	76	↓	159	←
Lessard Road				184 Street			
11	↑	0	8	0	↑	2	←
7	→	0	2	8	→	4	←
7	↓	0	7	11	↓	19	←
Lessard Road				184 Street			
76	↑	0	23	0	↑	24	←
68	→	0	0	67	→	59	←
68	↓	0	68	76	↓	159	←
Lessard Road				184 Street			
11	↑	0	8	0	↑	2	←
7	→	0	2	8	→	4	←
7	↓	0	7	11	↓	19	←
Lessard Road				184 Street			
76	↑	0	23	0	↑	24	←
68	→	0	0	67	→	59	←
68	↓	0	68	76	↓	159	←
Lessard Road				184 Street			
11	↑	0	8	0	↑	2	←
7	→	0	2	8	→	4	←
7	↓	0	7	11	↓	19	←
Lessard Road				184 Street			
76	↑	0	23	0	↑	24	←
68	→	0	0	67	→	59	←
68	↓	0	68	76	↓	159	←
Lessard Road				184 Street			
11	↑	0	8	0	↑	2	←
7	→	0	2	8	→	4	←
7	↓	0	7	11	↓	19	←
Lessard Road				184 Street			
76	↑	0	23	0	↑	24	←
68	→	0	0	67	→	59	←
68	↓	0	68	76	↓	159	←
Lessard Road				184 Street			
11	↑	0	8	0	↑	2	←
7	→	0	2	8	→	4	←
7	↓	0	7	11	↓	19	←
Lessard Road				184 Street			
76	↑	0	23	0	↑	24	←
68	→	0	0	67	→	59	←
68	↓	0	68	76	↓	159	←
Lessard Road				184 Street			
11	↑	0	8	0	↑	2	←
7	→	0	2	8	→	4	←
7	↓	0	7	11	↓	19	←
Lessard Road				184 Street			
76	↑	0	23	0	↑	24	←
68	→	0	0	67	→	59	←
68	↓	0	68	76	↓	159	←
Lessard Road				184 Street			
11	↑	0	8	0	↑	2	←
7	→	0	2	8	→	4	←
7	↓	0	7	11	↓	19	←
Lessard Road				184 Street			
76	↑	0	23	0	↑	24	←
68	→	0	0	67	→	59	←
68	↓	0	68	76	↓	159	←
Lessard Road				184 Street			
11	↑	0	8	0	↑	2	←
7	→	0	2	8	→	4	←
7	↓	0	7	11	↓	19	←
Lessard Road				184 Street			
76	↑	0	23	0	↑	24	←
68	→	0	0	67	→	59	←
68	↓	0	68	76	↓	159	←
Lessard Road				184 Street			
11	↑	0	8	0	↑	2	←
7	→	0	2	8	→	4	←
7	↓	0	7	11	↓	19	←
Lessard Road				184 Street			
76	↑	0	23	0	↑	24	←
68	→	0	0	67	→	59	←
68	↓	0	68	76	↓	159	←
Lessard Road				184 Street			
11	↑	0	8	0	↑	2	←
7	→	0	2	8	→	4	←
7	↓	0	7	11	↓	19	←
Lessard Road				184 Street			
76	↑	0	23	0	↑	24	←
68	→	0	0	67	→	59	←
68	↓	0	68	76	↓	159	←
Lessard Road				184 Street			
11	↑	0	8	0	↑	2	←
7	→	0	2	8	→	4	←
7	↓	0	7	11	↓	19	←
Lessard Road				184 Street			
76	↑						

3.4.1 Case 1: Minimum Built Form (50 Townhouses)

The 2024 combined traffic volumes for Case 1 are the sum of the 2024 background traffic volumes and the minimum built form development concept (50 Townhouses) traffic projections. **Figure 22** presents the estimated 2024 combined traffic volumes for Case 1.

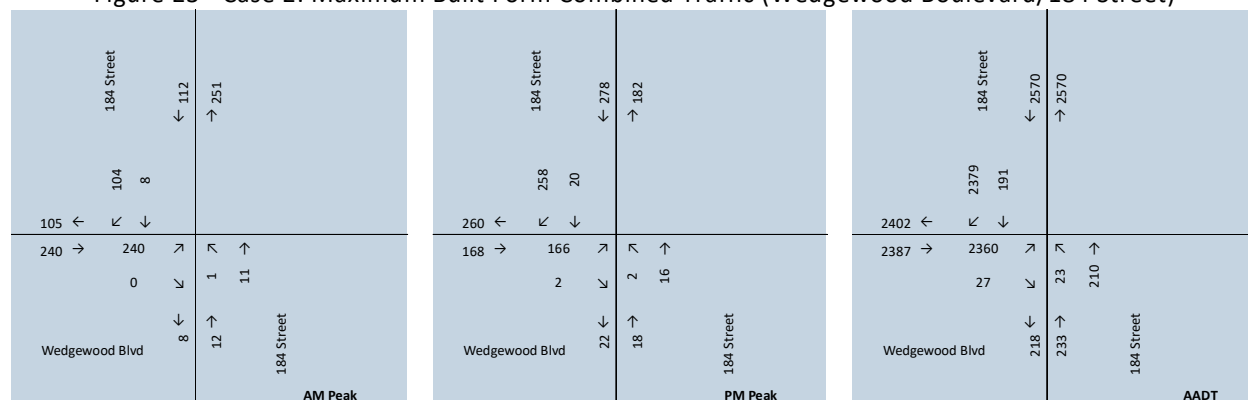
Figure 22 - Case 1: Minimum Built Form Combined Traffic (Wedgewood Boulevard/184 Street)



3.4.2 Case 2: Maximum Built Form (185 Low-Rise Apartment Units)

The 2024 combined traffic volumes for Case 2 are the sum of the 2024 background traffic volumes and the maximum built form development concept (185 Low-Rise Apartment units) traffic projections. **Figure 23** presents the estimated 2024 combined traffic volumes for Case 2.

Figure 23 - Case 2: Maximum Built Form Combined Traffic (Wedgewood Boulevard/184 Street)



3.5 2024 Combined Traffic: Lessard Road & 184 Street

The 2024 background and development traffic, as presented in **Sections 3.1** and **3.2**, respectively, for the Lessard Road and 184 Street intersection is combined in the following sections for the minimum and maximum built form cases.

3.5.1 Case 1: Minimum Built Form (50 Townhouses)

The 2024 combined traffic volumes for Case 1 are the sum of the 2024 background traffic volumes and the minimum built form development concept (50 Townhouses) traffic projections. **Figure 24** presents the estimated 2024 combined traffic volumes for Case 1.

Figure 24 - Case 1: Minimum Built Form Combined Traffic (Lessard Road/184 Street)

AM Peak				PM Peak				AADT			
184 Street 645 ← 146 28 36 210 725 → 192 506 27 Lessard Road 96 ←				184 Street 879 ← 163 51 30 244 622 → 133 405 84 Lessard Road 238 ←				184 Street 8784 ← 1432 319 344 2095 8017 → 1557 5517 943 Lessard Road 2188 ←			
Lessard Road 282 27 426 41 494				Lessard Road 182 30 653 103 786				Lessard Road 2199 316 6293 926 7535			
184 Street 224 →				184 Street 129 →				184 Street 2201 →			
Lessard Road 224 →				Lessard Road 129 →				Lessard Road 2201 →			

3.5.2 Case 2: Maximum Built Form (185 Low-Rise Apartment Units)

The 2024 combined traffic volumes for Case 2 are the sum of the 2024 background traffic volumes and the maximum built form development concept (145 Low-Rise Apartment units) traffic projections. **Figure 25** presents the estimated 2024 combined traffic volumes for Case 2.

Figure 25 - Case 2: Maximum Built Form Combined Traffic (Lessard Road/184 Street)

AM Peak				PM Peak				AADT			
184 Street 656 ← 146 29 36 211 726 → 192 506 28 Lessard Road 101 ←				184 Street 887 ← 163 57 30 250 631 → 133 405 93 Lessard Road 265 ←				184 Street 8954 ← 1432 371 344 2147 8170 → 1557 5517 1096 Lessard Road 2543 ←			
Lessard Road 291 27 426 44 497				Lessard Road 184 30 653 115 798				Lessard Road 2251 316 6293 1076 7685			
184 Street 257 →				184 Street 145 →				184 Street 2554 →			
Lessard Road 257 →				Lessard Road 145 →				Lessard Road 2554 →			

4 Analysis

A capacity analysis using the Highway Capacity Manual (HCM) methodology for the subject intersection has been completed as described in the following sections. A pedestrian network review, cycling network review, public transit review, driveway access review, and parking review have also been completed.

4.1 Capacity Analysis

A Highway Capacity Manual (HCM) analysis was completed. Synchro Studio was used to perform these calculations to determine intersection delays and levels of service.

Level of Service is based on the estimated average delay per vehicle for all traffic passing through an intersection. A good level of service is a result of a very low average delay; the highest level of service is identified as LOS A. A poor level of service is a result of a large average delay; typically, the lowest level of service is identified as LOS F. The level of service categories also vary depending on whether an intersection is signalized or stop- or yield- controlled. The Highway Capacity Manual justifies this difference by noting that drivers stopped at a signal light will have more tolerance for delays because their perception is that eventually they will get their turn, even with a longer wait. Poor level of service can contribute to drivers taking risks and proceeding unsafely into an intersection. **Table 5** identifies the level of service criteria for intersections.

Table 5 - Level of Service Definition

Level of Service	Average Signalized Control Delay per Vehicle (s)	Average Stop Control Delay per Vehicle (s)
A	less than 10	less than 10
B	10 – 20	10 – 15
C	20 – 35	15 – 25
D	35 – 55	25 – 35
E	55 – 80	35 – 50
F	greater than 80	greater than 50

The volume-to-capacity ratio of an intersection describes the extent to which the traffic volumes can be accommodated by the theoretical physical capacity of the road configuration and traffic control. A v/c ratio less than 0.9 indicates that there is generally sufficient capacity to accommodate the traffic on the approach or at the intersection. A value between 0.9 and 1.0 suggests unstable operations and congestion may occur as volumes are nearing the theoretical capacity of the roadway. A calculated value over 1.0 indicates that volumes are theoretically exceeding capacity. **Table 6** identifies the volume-to-capacity criteria for intersections.

Table 6 - Volume to Capacity Ratio Definition

Volume-to-Capacity Ratio	Indication
less than 0.9	sufficient intersection capacity
0.9 to 1.0	volumes approaching intersection capacity
greater than 1.0	volumes exceed theoretical intersection capacity

The City of Edmonton defines short-term and long-term Volume-to-Capacity (v/c) ratio and LOS requirements in Section 3.10 of the 2016 *City of Edmonton: Transportation Impact Assessment Guidelines* (2016 COE TIA Guidelines). In the short-term the City targets roadways to have an overall LOS D or better and a v/c ratio less than 0.85. In the long-term (30 – 40 years) the City targets roadways to have an overall LOS E or better and a v/c ratio less than 0.95. Based on these City requirements, we have identified a target LOS D or better with a v/c of 0.85 or better as the short term is being examined with this analysis.

Section 3.15 of the 2016 TIA Guidelines notes an allowable 5% mode split to account for pedestrian, cycling, and transit trips. A vehicular trip generation estimate was completed according to data presented in the 2016 Census – Population by Mode of Transportation data set available in the City of Edmonton's

Open Data Portal. This census data estimates that 5% of people in Wedgewood Heights walk, bike, or take transit. Therefore, a 5% mode split reduction was applied as shown in **Table 4**.

All analyses generally use typical Synchro Studio default values or as defined by the City's TIA guidelines unless otherwise indicated. For instance, a peak hour factor of 1.0 was used, the heavy vehicle split was 3% for all movements, and a saturation flow rate of 1,900 pcu/hr/ln was used based on the 2016 COE TIA Guidelines.

All approaches at the Wedgewood Boulevard and Weber Gate/Site Access intersection were considered as one shared left/through/right lane.

The lane configuration for Wedgewood Boulevard at 184 Street was considered as a shared left/right turn lane. The lane configuration of 184 Street at Wedgewood Boulevard was considered as a shared left/through lane on the south approach, and a designated through and a designated right lane on the north approach. It is noted that the right turn lane is a yield-controlled channelized lane.

The west and east Lessard Road approaches have a designated left lane, a through lane, and a shared through/right lane, however the east approach right turn is channelized. At Lessard Road, the south 184 Street approach has a designated left lane and a shared through/right lane, and the north approach has a shared left/through/right lane.

Capacity analysis was completed for existing 2024 conditions for background traffic only as well as combined (background and development) traffic at both subject intersections for Case 1 and Case 2.

Detailed Synchro HCM analysis is provided in **Appendix C**.

4.1.1 2024 Background Analysis: Wedgewood Blvd & Weber Gate/Site Access

Table 7 provides a summary of the HCM analysis for the 2024 Background AM and PM peak hours. This analysis identifies that the existing configuration is expected to operate with good service levels with 2024 background traffic volumes. The south-westbound approach operates at LOS A in the AM and PM peak. The south-eastbound approach operates at LOS B in the AM and PM peak. The north-eastbound approach operates at LOS A in the AM and PM peak. This indicates that there are no capacity issues with the current lane configuration and control. Note that the North-Westbound movement is notes as N/A because this approach does not exist in the background scenario.

Table 7 - 2024 Background Analysis: Wedgewood Boulevard & Weber Gt/Site Acc.

Approach		South-Eastbound			North-Westbound			North-Eastbound			South-Westbound		
Geometry													
Control		Yield			N/A			Free			Free		
AM Peak	Volume (vph)	54	0	0	N/A	N/A	N/A	0	136	0	0	81	13
	v/c	0.07			N/A			0.00			0.00		
	Delay (s)	10.3			N/A			0.0			0.0		
	95 th Queue (m)	1.9			N/A			0.0			0.0		
	Approach Delay (s)	10.3			N/A			0.0			0.0		
	Approach LOS	B			N/A			A			A		
	Intersection LOS [Delay (s)]	A [2.0]											
PM Peak	Volume (vph)	25	0	0	N/A	N/A	N/A	0	116	0	0	164	51
	v/c	0.04			N/A			0.00			0.00		
	Delay (s)	10.8			N/A			0.0			0.0		
	95 th Queue (m)	1.0			N/A			0.0			0.0		
	Approach Delay (s)	10.8			N/A			0.0			0.0		
	Approach LOS	B			N/A			A			A		
	Intersection LOS [Delay (s)]	A [0.8]											

4.1.2 2024 Background Analysis: Wedgewood Boulevard & 184 Street

Table 8 provides a summary of the HCM analysis for the 2024 Background AM and PM peak hours. This analysis identifies that the existing configuration is expected to operate with good service levels with 2024 background traffic volumes. The eastbound approach operates at LOS A in the AM and PM peak. The northbound approach operates at LOS B in the AM and PM peak. The southbound approach operates at LOS A in the AM and PM peak. This indicates that there are no capacity issues with the current lane configuration and control.

Table 8 - 2024 Background Analysis: Wedgewood Boulevard & 184 Street

Approach		Eastbound		Northbound		Southbound	
Geometry							
Control		Free		Stop		Stop	Yield
AM Peak	Movement Volume (vph)	190	0	1	11	8	93
	Approach v/c	0.02		0.10		0.12	
	Approach LOS [Delay (s)]	B [12.6]		A [9.1]		A [7.5]	
	Int. LOS [Delay (s)]	A [8.2]					
PM Peak	Movement Volume (vph)	139	2	2	16	20	216
	Approach v/c	0.03		0.23		0.09	
	Approach LOS [Delay (s)]	B [11.6]		A [9.7]		A [7.3]	
	Int. LOS [Delay (s)]	A [8.9]					

4.1.3 2024 Background Analysis: Lessard Road & 184 Street

Table 9 provides a summary of the HCM analysis for the 2024 Background AM and PM peak hours. This analysis identifies that the existing configuration is expected to operate with good service levels with 2024 background traffic volumes. The eastbound approach operates at LOS C in the AM and LOS B in the PM Peak. The westbound approach operates at LOS C in the AM and PM peak. The northbound approach operates at LOS A in the AM and PM peak. The southbound approach operates at LOS A in the AM peak and LOS B in the PM peak. This indicates that there are no capacity issues with the current lane configuration and control.

Table 9 - 2024 Background Analysis: Lessard Road & 184 Street

Approach		Eastbound			Westbound			Northbound			Southbound		
Geometry													
Control		Signalized			Signalized			Signalized			Signalized		
AM Peak	Volume (vph)	192	506	25	39	426	27	67	58	61	36	26	146
	v/c	0.53	0.53		0.12	0.47		0.15	0.15		0.38		
	Delay (s)	18.7	21.6		12.0	21.0		11.9	6.8		8.9		
	95 th Queue (m)	27.6	43.3		7.6	37.1		11.3	12.8		20.8		
	Approach Delay (s)	20.9			20.3			8.7			8.9		
	Approach LOS	C			C			A			A		
	Intersection LOS [Delay (s)]	B [17.7]											
PM Peak	Volume (vph)	133	405	77	95	653	30	58	17	43	30	47	163
	v/c	0.50	0.48		0.28	0.71		0.14	0.08		0.42		
	Delay (s)	18.5	19.8		13.7	25.6		11.8	5.7		9.4		
	95 th Queue (m)	19.8	37.5		15.0	58.0		10.2	7.1		23.7		
	Approach Delay (s)	19.5			24.1			8.7			9.4		
	Approach LOS	B			C			A			A		
	Intersection LOS [Delay (s)]	B [19.4]											

4.1.4 2024 Combined Analysis – Case 1: Wedgewood Blvd & Weber Gt/Site Access

Table 10 provides a summary of the HCM analysis for the 2024 Case 1: Minimum Built Form Combined AM and PM peak hours. This analysis identifies that the existing configuration is expected to operate at good service levels under these conditions. This indicates that there are no capacity issues with the current lane configuration and control. However, operationally, the existing yield sign for Weber Gate should be changed to a stop sign with the additional of a south approach to the intersections.

Table 10 - Case 1: Minimum Built Form Combined Traffic Analysis

Approach		South-Eastbound			North-Westbound			North-Eastbound			South-Westbound		
Geometry													
Control		Stop			Stop			Free			Free		
AM Peak	Volume (vph)	54	0	0	0	0	18	0	136	0	5	81	13
	v/c	0.08			0.02			0.00			0.00		
	Delay (s)	10.7			9.0			0.0			0.4		
	95 th Queue (m)	2.0			0.5			0.0			0.4		
	Approach Delay (s)	10.7			9.0			0.0			0.4		
	Approach LOS	B			A			A			A		
	Intersection LOS [Delay (s)]	A [2.5]											
PM Peak	Volume (vph)	25	0	0	0	0	10	0	116	0	18	164	51
	v/c	0.04			0.01			0.00			0.01		
	Delay (s)	11.4			8.9			0.0			0.7		
	95 th Queue (m)	1.1			0.3			0.0			0.3		
	Approach Delay (s)	11.4			8.9			0.0			0.7		
	Approach LOS	B			A			A			A		
	Intersection LOS [Delay (s)]	A [1.4]											

4.1.5 2024 Combined Analysis – Case 2: Wedgewood Blvd & Weber Gt/Site Access

Table 11 provides a summary of the HCM analysis for the 2024 Case 2: Maximum Built Form Combined AM and PM peak hours. This analysis identifies that the existing configuration is expected to operate at good service levels under these conditions. This indicates that there are no capacity issues with the current lane configuration and control. However, operationally, the existing yield sign for Weber Gate should be changed to a stop sign with the additional of a south approach to the intersections.

Table 11 - Case 2: Maximum Built Form Combined Traffic Analysis

Approach		South-Eastbound			North-Westbound			North-Eastbound			South-Westbound		
Geometry													
Control		Stop			Stop			Free			Free		
AM Peak	Volume (vph)	54	0	0	0	0	50	0	136	0	11	81	13
	v/c	0.09			0.05			0.00			0.01		
	Delay (s)	11.4			9.2			0.0			0.8		
	95 th Queue (m)	2.3			1.4			0.0			0.2		
	Approach Delay (s)	11.4			9.2			0.0			0.8		
	Approach LOS	B			A			A			A		
	Intersection LOS [Delay (s)]	A [3.4]											
PM Peak	Volume (vph)	25	0	0	0	0	27	0	116	0	45	164	51
	v/c	0.05			0.03			0.00			0.03		
	Delay (s)	12.4			9.0			0.0			1.5		
	95 th Queue (m)	1.2			0.7			0.0			0.8		
	Approach Delay (s)	12.4			9.0			0.0			1.5		
	Approach LOS	B			A			A			A		
	Intersection LOS [Delay (s)]	A [2.2]											

4.1.6 2024 Combined Analysis – Case 1: Wedgewood Boulevard & 184 Street

Table 12 provides a summary of the HCM analysis for the 2024 Case 1: Minimum Built Form Combined AM and PM peak hours. This analysis identifies that the existing configuration is expected to operate with good service levels under these conditions.

Table 12 - Case 1: Minimum Built Form Combined Traffic Analysis

Approach		Eastbound		Northbound		Southbound	
Geometry							
Control		Free		Stop		Stop	Yield
AM Peak	Movement Volume (vph)	190	0	1	11	8	98
	Approach v/c	0.02		0.11		0.12	
	Approach LOS [Delay (s)]	B [12.6]		A [9.1]		A [7.5]	
	Int. LOS [Delay (s)]	A [8.3]					
PM Peak	Movement Volume (vph)	149	2	2	16	20	231
	Approach v/c	0.03		0.25		0.09	
	Approach LOS [Delay (s)]	B [11.9]		A [9.8]		A [7.4]	
	Int. LOS [Delay (s)]	A [9.0]					

4.1.7 2024 Combined Analysis – Case 2: Wedgewood Boulevard & 184 Street

Table 13 provides a summary of the HCM analysis for the 2024 Case 2: Maximum Built Form Combined AM and PM peak hours. This analysis identifies that the existing configuration is expected to operate with good service levels under these conditions.

Table 13 - Case 2: Maximum Built Form Combined Traffic Analysis

Approach		Eastbound		Northbound		Southbound	
Geometry							
Control		Free		Stop		Stop	Yield
AM Peak	Movement Volume (vph)	190	0	1	11	8	104
	Approach v/c	0.02		0.11		0.12	
	Approach LOS [Delay (s)]	B [12.6]		A [9.1]		A [7.5]	
	Int. LOS [Delay (s)]	A [8.3]					
PM Peak	Movement Volume (vph)	166	2	2	16	20	258
	Approach v/c	0.04		0.28		0.10	
	Approach LOS [Delay (s)]	B [12.3]		A [9.9]		A [7.4]	
	Int. LOS [Delay (s)]	A [9.1]					

4.1.8 2024 Combined Analysis – Case 1: Lessard Road & 184 Street

Table 14 provides a summary of the HCM analysis for the 2024 Case 1: Minimum Built Form Combined AM and PM peak hours. This analysis identifies that the existing configuration is expected to operate with good service levels under these conditions.

Table 14 - Case 1: Minimum Built Form Combined Traffic Analysis

Approach		Eastbound			Westbound			Northbound			Southbound		
Geometry		 			 			 					
Control		Signalized			Signalized			Signalized			Signalized		
AM Peak	Volume (vph)	192	506	27	41	426	27	73	63	88	36	28	146
	v/c	0.53	0.54		0.13	0.47		0.16	0.19		0.38		
	Delay (s)	18.7	21.7		12.0	21.0		12.0	6.2		9.0		
	95 th Queue (m)	27.6	43.5		7.9	37.1		12.2	14.1		20.9		
	Approach Delay (s)	20.9			20.2			8.1			9.0		
	Approach LOS	C			C			A			A		
	Intersection LOS [Delay (s)]	B [17.4]											
PM Peak	Volume (vph)	133	405	84	103	653	30	63	19	47	30	51	163
	v/c	0.50	0.49		0.30	0.71		0.15	0.09		0.43		
	Delay (s)	18.6	19.8		14.0	25.6		11.9	5.6		10.1		
	95 th Queue (m)	19.8	38.0		15.9	58.0		10.9	7.5		25.3		
	Approach Delay (s)	19.6			24.1			8.7			10.1		
	Approach LOS	B			C			A			B		
	Intersection LOS [Delay (s)]	B [19.5]											

4.1.9 2024 Combined Analysis – Case 2: Lessard Road & 184 Street

Table 15 provides a summary of the HCM analysis for the 2024 Case 2: Maximum Built Form Combined AM and PM peak hours. This analysis identifies that the existing configuration is expected to operate with good service levels under these conditions.

Table 15 - Case 2: Maximum Built Form Combined Traffic Analysis

Approach		Eastbound			Westbound			Northbound			Southbound		
Geometry		 			 			 					
Control		Signalized			Signalized			Signalized			Signalized		
AM Peak	Volume (vph)	192	506	28	44	426	27	84	72	101	36	29	146
	v/c	0.53	0.54		0.14	0.47		0.19	0.22		0.39		
	Delay (s)	18.7	21.7		12.1	21.0		12.2	6.2		9.1		
	95 th Queue (m)	27.6	43.5		8.3	37.1		13.5	15.7		21.2		
	Approach Delay (s)	20.9			20.2			8.2			9.1		
	Approach LOS	C			C			A			A		
	Intersection LOS [Delay (s)]	B [17.3]											
PM Peak	Volume (vph)	133	405	93	115	653	30	71	21	53	30	57	163
	v/c	0.50	0.50		0.34	0.71		0.17	0.10		0.44		
	Delay (s)	18.6	19.8		14.6	25.6		12.1	5.5		11.2		
	95 th Queue (m)	19.8	38.4		17.5	58.0		11.9	8.0		28.0		
	Approach Delay (s)	19.5			24.0			8.7			11.2		
	Approach LOS	B			C			A			B		
	Intersection LOS [Delay (s)]	B [19.5]											

4.2 Intersection Configuration Summary and Recommendations

Based on the above capacity analysis, the existing intersections are all appropriate for both background traffic and combined traffic for both cases analyzed. This illustrates that no capacity upgrades will be required because of the proposed development.

It is noted that operationally, the Weber Gate yield sign should be changed to a stop sign with the addition of a south approach to the intersection.

Likewise, it is noted that the operation of the Wedgewood Boulevard/184 Street intersection is unconventional, with stop control on the through movements, free flow for the eastbound turning movements, and a channelized yield for southbound right turns. This allows for higher speed turn movements which are more dangerous for pedestrian crossings, and may also lead to confusion for drivers because of this non-standard configuration. As part of a broader initiative when 184 Street is upgraded, through targeted neighbourhood safety improvements, and/or during neighbourhood renewal, the City could consider revising the intersection to more conventional controls and potentially removing the southbound channelized right turn, to improve vehicular and pedestrian safety at the intersection. It would be valuable at such time to review alternative intersection treatments, such as a one-lane roundabout, which could provide good vehicular capacity, traffic calming, and improved active modes connectivity at the intersection of Wedgewood Boulevard and 184 Street.

4.3 Pedestrian Network Review

There is boulevard sidewalk that runs along Wedgewood Boulevard along the northwest edge of the subject property. This sidewalk runs south past the Wedgewood Ravine Community League and community playground, connecting to a shared pathway at the southwest corner of the playground. To the north the sidewalk connects to the Wedgewood Boulevard/184 Street intersection and the entrance feature fountain. At this intersection, the sidewalk then connects to the neighbourhood through a PUL to Weber Close and also further north on monolithic sidewalk on the west edge of 184 Street. There is a painted crosswalk on the Wedgewood Boulevard approach of this intersection as well as a zebra painted crosswalk on the southbound channelized right turn lane.

From the fountain feature a asphalt shared pathway runs southeast through the park towards the Wedgewood Ravine Trail Head. As shown in **Figure 1**, this shared pathway runs through the proposed site location. Therefore, it is recommended that this pathway connection be reestablished along the north and east edges of the subject property. This shared pathway should be constructed with the proposed development.

Bus stops adjacent to the proposed development are accessible via the pedestrian network.

Figure 26 illustrates the pedestrian network adjacent to the proposed development.

Figure 26 - Pedestrian Network



4.4 Cycling Network Review

For the most part, cyclists in the immediate vicinity of the proposed development are accommodated within the local and collector roadways.

The 2020 City of Edmonton Bike Plan identifies an existing District Connector Route on Lessard Road north of the proposed development.

There are also Neighbourhood Cycling Routes southwest, southeast, and northeast of the subject property. The Neighbourhood Route at the south end of 184 Street is the Wedgewood Ravine Trail Head.

Since there are multiple legs of the City bike network near the subject property, we are not recommending any improvements to the cycling network with this proposed development, however noting that future cycling network upgrades in the neighbourhood should be planned and constructed by the City of

Edmonton, if so desired. In particular, future 184 Street upgrades should consider a neighbourhood cycling route connection from the Wedgewood Ravine Trailhead, along 184 Street, to Lessard Road.

Figure 27 illustrates the cycling network adjacent to the proposed development.

Figure 27 - Cycling Network



4.5 Public Transit Review

Existing public transit connectivity is described in detail in **Section 2.3**. There is one bus stop within about 30m of the subject property. **Figure 5** illustrates nearby bus stops. The bus stops nearest to the subject property are for School Special Bus Route 675, northbound and southbound. Bus stops for Route 913 are further away near the Lessard Road and 184 Street, and Lessard Road and 188 Street intersections.

Because the nearest bus stops fall within the recommended average walking distance to a bus stop (600m), no changes to the transit network are recommended.

4.6 Driveway Access Review

The proposed development is assumed to have vehicular access from Wedgewood Boulevard across from Weber Gate. The site servicing study does not indicate a specific site access location, however adding the

site access to the Weber Gate/Wedgewood Boulevard intersection is the most likely outcome so that it meets intersection offset and spacing requirements.

According to the *TAC Geometric Design Guide for Canadian Roads*, 50m sightlines are to be provided for roadways with a design speed of 40km/h.

Sightlines along Wedgewood Boulevard from the subject property have been estimated to be in excess of 50m to the northeast and southwest. Therefore, sightlines for the proposed driveway access are adequate.

Driveway access from the proposed site to Wedgewood Boulevard should be stop-controlled. With the addition of this south approach, the yield sign on Weber Gate should also be changed to a stop sign.

4.7 Parking Review

The City of Edmonton's Land Use Bylaw does not require a minimum number of off-street parking spaces for new developments. However, we anticipate that the proposed development will consider an appropriate number of off-street parking stalls in consideration of the proposed housing types. Furthermore, we also note that there are on-street parking opportunities near the site along Wedgewood Boulevard that could accommodate additional short-term parking for visitors and/or residents.

5 Conclusions and Recommendations

5.1 Summary

The City of Edmonton, Real Estate – Land Development group (CoE-LD) is completing assessments at surplus school sites with the intent of rezoning and acquiring development approvals as well as for engagement with the communities for future affordable housing facilities. As part of the rezoning and development approval/engagement process the City has retained Scheffer Andrew Ltd. to complete a Transportation Impact Assessment (TIA) for the Wedgewood Heights surplus school site proposed rezoning.

The proposed development is located at the corner of Wedgewood Boulevard and 184 Street at municipal address 1003 – Wedgewood Boulevard NW.

A small portion of the subject property is proposed to be rezoned as RM h.16.0 – Medium Scale Residential from PS – Parks and Service zone since most of the property is already zoned as RM h.16.0. The subject property has a total area of 1.10 ha and minimum density of 45 dwelling units per hectare. This TIA analyzes two development concept cases (minimum and maximum built forms). The minimum built form is 50 townhouses, and the maximum built form is 185 low rise apartment units (4 stories). At this time, a final development concept has not been developed, but the total number of units should fall within the range identified.

The proposed development is assumed to have vehicular access from Wedgewood Boulevard at Weber Gate.

Wedgewood Heights Park, Wedgewood Ravine Community League, and the Wedgewood Community Playground are all adjacent to the subject property in the shared park space. The rest of the park accommodates soccer fields, baseball diamonds, tennis courts, and basketball courts. In addition, there is an existing asphalt shared pathway running through the northeast corner of the proposed site from the entry feature fountain to the Wedgewood Ravine Trail Head.

Several ETS bus stops for School Special Bus Route 675 are near the subject property. The nearest of which is within 30m of the proposed site access. Bus stops for Route 913 are also available further north of the property near the intersections of Lessard Road and 184 Street, and Lessard Road and 188 Street. The neighbourhood is also serviced by on-demand transit.

The most recent and relevant traffic count data (intersection turning movement and link volume data) from the City of Edmonton traffic count database was reviewed.

On May 29-31, 2024, a 48-hour traffic count was conducted by our project team at the intersection of Wedgewood Boulevard and 184 Street to obtain current data northeast of the proposed development. At the request of the City Planning Coordination - Development Services group, an additional 24-hour traffic count was conducted on June 3, 2024, by our project team at the intersection of Lessard Road and 184 Street to obtain current data north of the proposed development.

Trip generation for both the minimum and maximum built form scenarios (Case 1 and Case 2) were calculated using rates from *Table D.1 City of Edmonton 2013 Trip Generation Rates – Residential Land Uses* from the COE 2016 TIA guidelines. The *RF5 – Row Housing* rates were used for Case 1, and the *RA7 & RA8 – Apartment Housing* rates were used for Case 2. These trips were assigned to the subject intersections based on judgement and the 2024 camera traffic count data.

Capacity Analysis using the Highway Capacity Manual (HCM) methodology was completed for the intersections of Wedgewood Boulevard and 184 Street, and Lessard Road and 184 Street under the following conditions: 2024 background traffic, 2024 minimum built form combined traffic, and 2024 maximum built form combined traffic.

A pedestrian network review, cycling network review, public transit review, driveway access review, and parking review were completed.

5.2 Recommendation

The HCM capacity analysis identified that the intersections of Weber Gate/Wedgewood Boulevard, Wedgewood Boulevard/184 Street, and Lessard Road/184 Street are all expected to operate with good service levels for all traffic conditions. Therefore, no capacity improvements to the vehicular network are required to accommodate the proposed development. However, the yield sign on Weber Gate is recommended to be changed to a stop sign with the addition of a driveway to the site as the south approach of the intersection.

A pedestrian network review revealed that an existing asphalt shared pathway runs through the northeast corner of the subject property from entry feature fountain to the Wedgewood Ravine Trail Head. It is recommended that this pathway connection be reestablished along the north and east edges of the subject property. This shared pathway should be constructed with the proposed development.

A cycling network review illustrated that no changes to the cycling network are recommended as part of this development.

A public transit review illustrated that no changes to the transit network are recommended.

A driveway access review showed that sightlines from the proposed access are adequate and that the access should be stop controlled onto Wedgewood Boulevard.

A parking review noted that the City of Edmonton's Land Use Bylaw does not require a minimum number of off-street parking spaces for new developments. However, an appropriate number of off-street parking stalls are anticipated with the proposed development, and there are on-street parking opportunities near the site along Wedgewood Boulevard.

6 Closure

This Transportation Impact Assessment was prepared in support of the Wedgewood Heights surplus school site rezoning in Edmonton, Alberta to determine recommendations for multi-modal connectivity to and from the site.

Respectfully Submitted,
Scheffer Andrew Ltd.

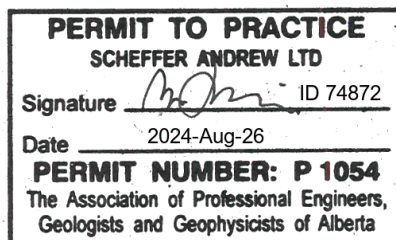


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Permit to practice:



This report was prepared by Scheffer Andrew Ltd. ("SAL") for the benefit of the client to whom it is addressed. The information and data contained herein represent SAL's best professional judgement in light of the knowledge and information available to SAL at the time of preparation. SAL accepts no liability whatsoever for any loss or damage suffered by any third party arising from their use of, or reliance upon, this report or any of its contents without the express written consent of SAL and the client

[illegible] PROPOSED SUBDIVISION BOUNDARY

PROTION OF PLAN 882 2434, BLOCK 44, LOT 10MR

DATE: April 12, 2024
DRAWN BY: Y.L.
SCALE: 1:1250

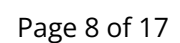
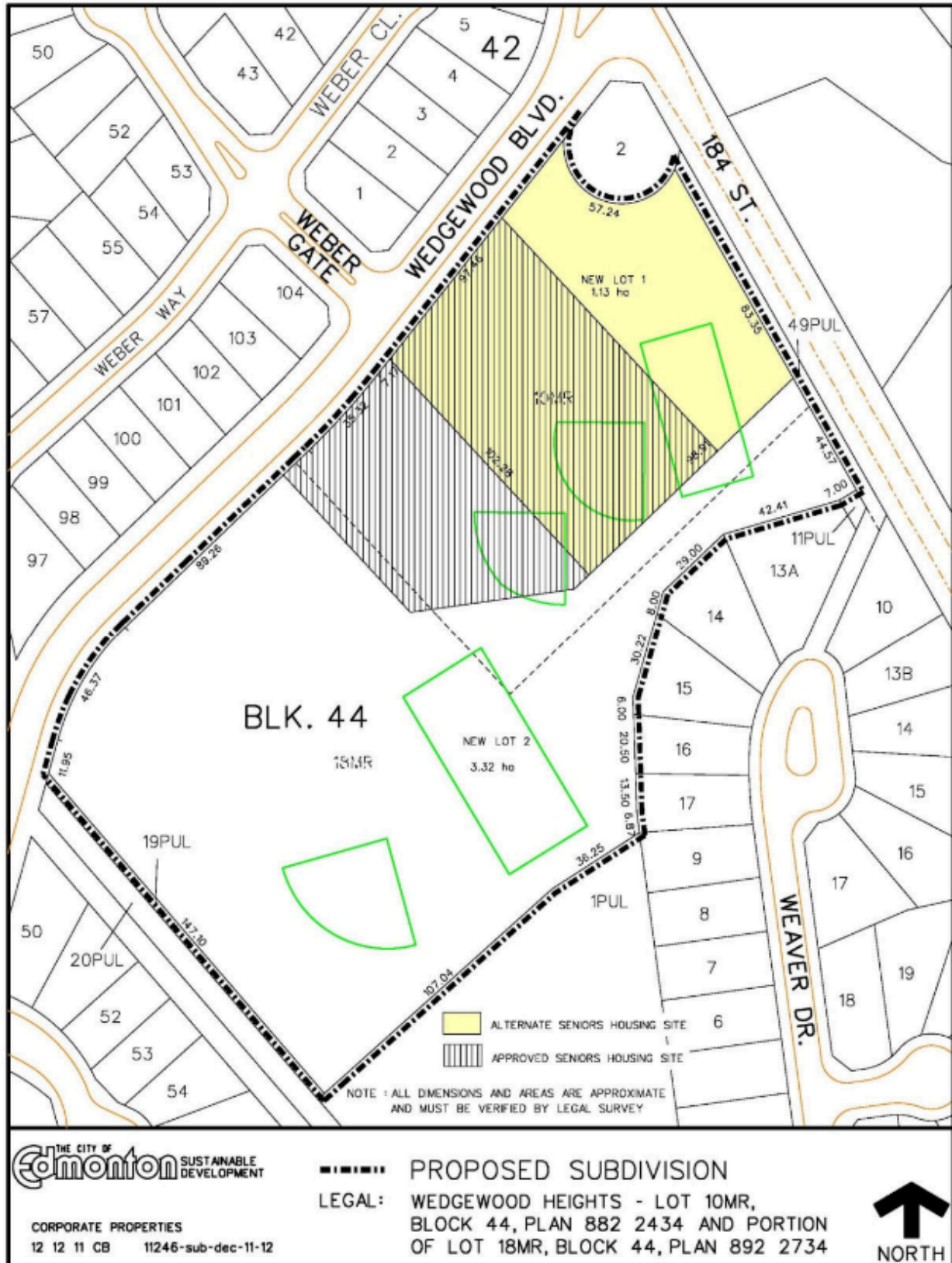
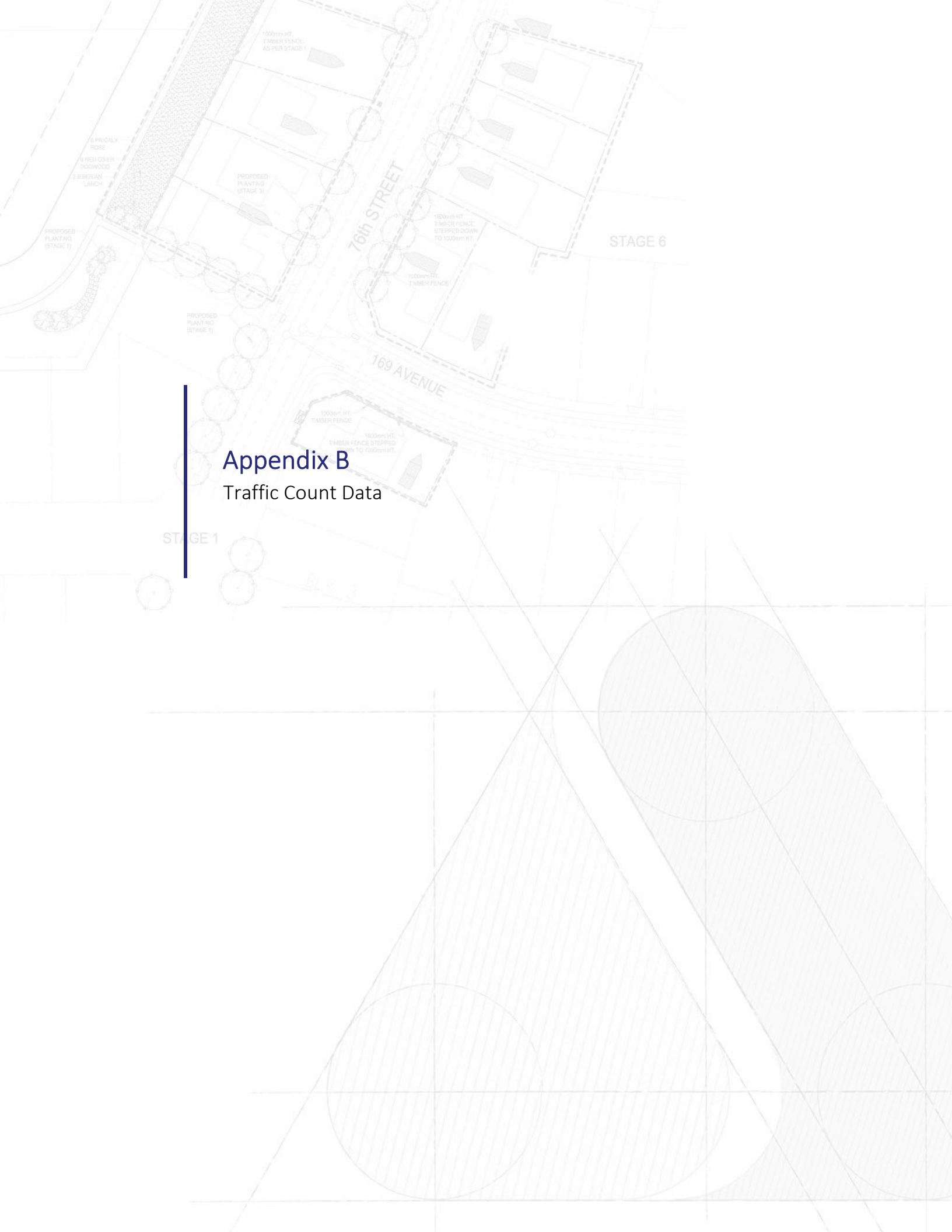


**Figure 3 - Wedgewood Heights Site B
(Site in yellow)**





Appendix B
Traffic Count Data

184 Street & Wedgewood Boulevard - TMC

Wed May 29, 2024

Full Length (12 PM-12 PM (+2))

All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1193391, Location: 53.482375, -113.644541

Provided by: Scheffer Andrew Ltd.

#310, 4803 - 87 Street NW,

Edmonton, AB, T6E 0V3, CA

Leg Direction	South Northbound					North Southbound					West Eastbound					
Time	L	T	U	App	Ped*	T	R	U	App	Ped*	L	R	U	App	Ped*	Int
2024-05-29 12:00PM	0	5	0	5	0	1	20	0	21	0	28	0	0	28	2	54
12:15PM	0	3	0	3	0	2	9	0	11	0	13	1	0	14	2	28
12:30PM	0	3	0	3	0	2	26	0	28	0	23	0	0	23	4	54
12:45PM	0	5	0	5	0	3	27	0	30	0	19	1	0	20	0	55
Hourly Total	0	16	0	16	0	8	82	0	90	0	83	2	0	85	8	191
1:00PM	0	4	0	4	0	6	33	0	39	0	24	0	0	24	2	67
1:15PM	0	3	0	3	0	4	33	0	37	0	28	0	0	28	8	68
1:30PM	0	3	0	3	0	2	22	0	24	0	27	0	0	27	2	54
1:45PM	0	1	0	1	0	2	20	0	22	0	17	0	0	17	1	40
Hourly Total	0	11	0	11	0	14	108	0	122	0	96	0	0	96	13	229
2:00PM	0	3	0	3	0	6	32	0	38	0	23	0	0	23	3	64
2:15PM	1	4	0	5	0	4	24	0	28	0	22	1	0	23	2	56
2:30PM	0	3	0	3	0	2	25	0	27	0	29	0	0	29	0	59
2:45PM	0	4	0	4	0	6	18	0	24	0	35	0	0	35	0	63
Hourly Total	1	14	0	15	0	18	99	0	117	0	109	1	0	110	5	242
3:00PM	0	3	0	3	0	3	40	0	43	0	35	0	0	35	7	81
3:15PM	1	4	0	5	0	5	47	0	52	0	36	0	0	36	2	93
3:30PM	1	2	0	3	0	3	71	0	74	0	30	2	0	32	14	109
3:45PM	0	7	0	7	0	9	55	0	64	0	38	0	0	38	8	109
Hourly Total	2	16	0	18	0	20	213	0	233	0	139	2	0	141	31	392
4:00PM	0	2	0	2	0	3	49	0	52	0	21	1	0	22	3	76
4:15PM	2	3	0	5	0	4	44	0	48	0	21	2	0	23	4	76
4:30PM	0	4	0	4	1	6	51	0	57	0	31	0	0	31	5	92
4:45PM	1	1	0	2	0	1	41	0	42	0	28	0	0	28	4	72
Hourly Total	3	10	0	13	1	14	185	0	199	0	101	3	0	104	16	316
5:00PM	0	1	0	1	0	3	39	0	42	0	26	0	0	26	3	69
5:15PM	0	3	0	3	0	4	50	0	54	0	37	0	0	37	3	94
5:30PM	0	4	0	4	0	3	49	0	52	0	30	2	0	32	4	88
5:45PM	0	3	0	3	0	3	53	0	56	0	38	0	0	38	3	97
Hourly Total	0	11	0	11	0	13	191	0	204	0	131	2	0	133	13	348
6:00PM	2	2	0	4	0	7	59	0	66	0	38	1	0	39	4	109
6:15PM	3	5	0	8	0	7	47	0	54	0	24	1	0	25	8	87
6:30PM	0	12	0	12	0	2	33	1	36	0	31	0	0	31	11	79
6:45PM	0	2	0	2	1	3	51	0	54	0	31	0	0	31	8	87
Hourly Total	5	21	0	26	1	19	190	1	210	0	124	2	0	126	31	362
7:00PM	0	3	0	3	0	4	27	0	31	0	21	1	0	22	3	56
7:15PM	1	2	0	3	0	7	43	0	50	0	21	1	0	22	3	75
7:30PM	0	10	0	10	2	2	29	1	32	0	40	2	0	42	5	84
7:45PM	1	4	0	5	0	3	37	0	40	0	18	2	0	20	2	65
Hourly Total	2	19	0	21	2	16	136	1	153	0	100	6	0	106	13	280
8:00PM	0	3	0	3	0	2	22	0	24	0	12	0	0	12	8	39
8:15PM	0	2	0	2	0	0	31	0	31	0	12	0	0	12	6	45
8:30PM	1	0	0	1	0	1	21	0	22	0	12	1	0	13	2	36
8:45PM	2	2	0	4	0	3	27	0	30	0	15	0	0	15	1	49
Hourly Total	3	7	0	10	0	6	101	0	107	0	51	1	0	52	17	169
9:00PM	0	12	0	12	0	0	20	0	20	0	28	2	0	30	0	62
9:15PM	1	0	0	1	0	4	24	1	29	0	21	0	0	21	2	51
9:30PM	0	2	0	2	0	2	16	0	18	0	23	0	0	23	2	43
9:45PM	0	0	0	0	0	2	25	0	27	0	10	0	0	10	0	37
Hourly Total	1	14	0	15	0	8	85	1	94	0	82	2	0	84	4	193
10:00PM	1	0	0	1	0	3	24	0	27	0	6	0	0	6	1	34
10:15PM	0	2	0	2	0	0	18	0	18	0	7	0	0	7	0	27
10:30PM	0	0	0	0	0	0	9	0	9	0	5	0	0	5	0	14

Leg Direction	South Northbound					North Southbound					West Eastbound					
Time	L	T	U	App	Ped*	T	R	U	App	Ped*	L	R	U	App	Ped*	Int
10:45PM	0	0	0	0	0	0	5	0	5	0	2	0	0	2	0	7
Hourly Total	1	2	0	3	0	3	56	0	59	0	20	0	0	20	1	82
11:00PM	0	0	0	0	0	0	6	0	6	0	4	1	0	5	0	11
11:15PM	0	0	0	0	0	0	6	0	6	0	1	0	0	1	0	7
11:30PM	0	0	0	0	0	0	7	0	7	0	5	0	0	5	0	12
11:45PM	0	0	0	0	1	0	5	0	5	0	1	0	0	1	0	6
Hourly Total	0	0	0	0	1	0	24	0	24	0	11	1	0	12	0	36
2024-05-30 12:00AM	0	0	0	0	0	0	4	0	4	0	0	0	0	0	0	4
12:15AM	0	0	0	0	0	0	3	0	3	0	0	0	0	0	0	3
12:30AM	0	1	0	1	0	1	4	0	5	0	2	0	0	2	0	8
12:45AM	0	0	0	0	0	0	4	0	4	0	0	0	0	0	0	4
Hourly Total	0	1	0	1	0	1	15	0	16	0	2	0	0	2	0	19
1:00AM	0	0	0	0	0	0	1	0	1	0	1	0	0	1	0	2
1:15AM	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1
1:30AM	0	0	0	0	0	0	4	0	4	0	1	0	0	1	0	5
1:45AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	5	0	5	0	3	0	0	3	0	8
2:00AM	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1
2:15AM	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1
2:30AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45AM	0	0	0	0	0	0	1	0	1	0	1	0	0	1	0	2
Hourly Total	0	0	0	0	0	0	2	0	2	0	2	0	0	2	0	4
3:00AM	0	0	0	0	0	0	1	0	1	0	1	0	0	1	0	2
3:15AM	0	0	0	0	0	0	1	0	1	0	1	0	0	1	0	2
3:30AM	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1
3:45AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	2	0	2	0	3	0	0	3	0	5
4:00AM	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	3
4:15AM	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1
4:30AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:45AM	0	1	0	1	0	0	0	0	0	0	2	0	0	2	0	3
Hourly Total	1	1	0	2	0	1	0	0	1	0	5	0	0	5	0	8
5:00AM	0	0	0	0	0	0	1	0	1	0	2	0	0	2	0	3
5:15AM	0	0	0	0	0	0	1	0	1	0	5	0	0	5	0	6
5:30AM	0	0	0	0	0	0	0	0	0	0	8	0	0	8	0	8
5:45AM	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	2
Hourly Total	0	0	0	0	0	0	2	0	2	0	17	0	0	17	0	19
6:00AM	0	0	0	0	0	0	1	0	1	0	10	0	0	10	0	11
6:15AM	0	1	0	1	0	1	4	0	5	0	14	0	0	14	1	20
6:30AM	0	1	0	1	0	1	4	0	5	0	24	0	0	24	0	30
6:45AM	0	1	0	1	0	0	2	0	2	0	26	0	0	26	2	29
Hourly Total	0	3	0	3	0	2	11	0	13	0	74	0	0	74	3	90
7:00AM	0	2	0	2	0	1	3	0	4	0	30	0	0	30	9	36
7:15AM	0	2	0	2	0	0	5	0	5	0	34	0	0	34	1	41
7:30AM	0	0	0	0	0	0	9	0	9	0	55	0	0	55	2	64
7:45AM	0	2	0	2	0	3	10	0	13	0	39	0	0	39	4	54
Hourly Total	0	6	0	6	0	4	27	0	31	0	158	0	0	158	16	195
8:00AM	0	6	0	6	0	0	11	0	11	0	43	0	0	43	7	60
8:15AM	0	2	0	2	0	2	26	0	28	0	62	0	0	62	1	92
8:30AM	0	3	0	3	0	2	16	0	18	0	47	0	0	47	1	68
8:45AM	1	2	0	3	0	7	26	0	33	0	27	1	0	28	0	64
Hourly Total	1	13	0	14	0	11	79	0	90	0	179	1	0	180	9	284
9:00AM	0	1	0	1	0	2	14	0	16	0	41	0	0	41	0	58
9:15AM	0	2	0	2	0	5	11	0	16	0	23	0	0	23	2	41
9:30AM	0	3	0	3	0	0	22	0	22	0	24	0	0	24	4	49
9:45AM	0	3	0	3	0	3	21	0	24	0	24	0	0	24	10	51
Hourly Total	0	9	0	9	0	10	68	0	78	0	112	0	0	112	16	199
10:00AM	0	2	0	2	0	4	26	0	30	0	30	0	0	30	1	62
10:15AM	0	6	0	6	0	1	20	0	21	0	25	0	0	25	2	52
10:30AM	0	3	0	3	0	2	13	0	15	0	24	0	0	24	2	42

Leg Direction	South Northbound					North Southbound					West Eastbound					
Time	L	T	U	App	Ped*	T	R	U	App	Ped*	L	R	U	App	Ped*	Int
10:45AM	0	3	0	3	0	1	17	0	18	0	21	0	0	21	6	42
Hourly Total	0	14	0	14	0	8	76	0	84	0	100	0	0	100	11	198
11:00AM	1	4	0	5	0	1	19	0	20	0	21	1	0	22	2	47
11:15AM	0	3	0	3	0	4	15	0	19	0	39	0	0	39	0	61
11:30AM	0	4	0	4	0	4	26	0	30	0	22	1	0	23	1	57
11:45AM	1	2	0	3	0	2	22	0	24	0	23	0	0	23	0	50
Hourly Total	2	13	0	15	0	11	82	0	93	0	105	2	0	107	3	215
12:00PM	1	2	0	3	0	2	28	0	30	0	43	1	0	44	0	77
12:15PM	1	4	0	5	0	1	29	0	30	0	28	2	0	30	2	65
12:30PM	1	5	0	6	0	2	29	0	31	0	29	0	0	29	0	66
12:45PM	0	5	0	5	0	6	24	0	30	0	22	0	0	22	4	57
Hourly Total	3	16	0	19	0	11	110	0	121	0	122	3	0	125	6	265
1:00PM	0	3	0	3	1	3	26	0	29	0	35	2	0	37	1	69
1:15PM	0	7	0	7	0	6	30	0	36	0	29	0	0	29	0	72
1:30PM	1	3	0	4	0	1	35	0	36	0	35	0	0	35	1	75
1:45PM	0	4	0	4	0	2	29	0	31	0	38	1	0	39	4	74
Hourly Total	1	17	0	18	1	12	120	0	132	0	137	3	0	140	6	290
2:00PM	0	4	0	4	0	4	29	0	33	0	37	0	0	37	1	74
2:15PM	0	2	0	2	0	6	47	0	53	0	41	0	0	41	8	96
2:30PM	0	1	0	1	0	1	36	0	37	0	19	0	0	19	2	57
2:45PM	1	3	0	4	0	2	35	0	37	0	30	0	0	30	2	71
Hourly Total	1	10	0	11	0	13	147	0	160	0	127	0	0	127	13	298
3:00PM	0	1	0	1	0	4	39	0	43	0	28	0	0	28	0	72
3:15PM	0	1	0	1	0	2	30	0	32	0	32	0	0	32	2	65
3:30PM	0	0	0	0	0	1	35	0	36	0	29	0	0	29	2	65
3:45PM	0	3	0	3	0	5	45	0	50	0	27	1	0	28	2	81
Hourly Total	0	5	0	5	0	12	149	0	161	0	116	1	0	117	6	283
4:00PM	0	5	0	5	0	6	54	0	60	0	33	1	0	34	1	99
4:15PM	0	5	0	5	0	5	48	0	53	0	32	0	0	32	0	90
4:30PM	0	3	0	3	0	3	48	1	52	0	33	1	0	34	4	89
4:45PM	1	3	0	4	0	2	51	0	53	0	32	0	0	32	5	89
Hourly Total	1	16	0	17	0	16	201	1	218	0	130	2	0	132	10	367
5:00PM	0	4	0	4	0	1	41	0	42	0	32	0	0	32	0	78
5:15PM	0	0	0	0	0	5	35	0	40	0	33	0	0	33	5	73
5:30PM	0	1	0	1	0	10	60	0	70	0	25	1	0	26	2	97
5:45PM	0	3	0	3	0	4	50	0	54	0	27	1	0	28	5	85
Hourly Total	0	8	0	8	0	20	186	0	206	0	117	2	0	119	12	333
6:00PM	0	6	0	6	0	4	51	0	55	0	24	4	0	28	1	89
6:15PM	0	15	0	15	0	6	30	0	36	0	30	1	0	31	3	82
6:30PM	0	4	0	4	0	7	37	0	44	0	35	1	0	36	0	84
6:45PM	1	1	0	2	2	4	37	0	41	0	26	0	0	26	5	69
Hourly Total	1	26	0	27	2	21	155	0	176	0	115	6	0	121	9	324
7:00PM	0	3	0	3	0	1	39	0	40	0	17	0	0	17	0	60
7:15PM	0	9	0	9	0	6	22	0	28	0	12	0	0	12	3	49
7:30PM	1	18	0	19	0	1	38	0	39	0	27	0	0	27	7	85
7:45PM	1	3	0	4	0	5	28	0	33	0	23	0	0	23	1	60
Hourly Total	2	33	0	35	0	13	127	0	140	0	79	0	0	79	11	254
8:00PM	0	0	0	0	0	2	39	0	41	0	15	1	0	16	5	57
8:15PM	0	1	0	1	0	5	24	0	29	0	15	1	0	16	3	46
8:30PM	2	1	0	3	0	2	36	0	38	0	10	0	0	10	4	51
8:45PM	0	3	0	3	0	1	29	0	30	0	13	0	0	13	1	46
Hourly Total	2	5	0	7	0	10	128	0	138	0	53	2	0	55	13	200
9:00PM	0	2	0	2	0	4	28	0	32	0	14	0	0	14	1	48
9:15PM	0	2	0	2	0	0	22	0	22	0	17	0	0	17	2	41
9:30PM	0	4	0	4	0	1	23	0	24	0	9	0	0	9	0	37
9:45PM	1	0	0	1	0	0	16	0	16	0	19	0	0	19	0	36
Hourly Total	1	8	0	9	0	5	89	0	94	0	59	0	0	59	3	162
10:00PM	0	1	0	1	0	1	20	0	21	0	8	0	0	8	0	30
10:15PM	0	0	0	0	0	2	6	0	8	0	7	0	0	7	0	15
10:30PM	0	2	0	2	0	2	9	0	11	0	5	0	0	5	0	18

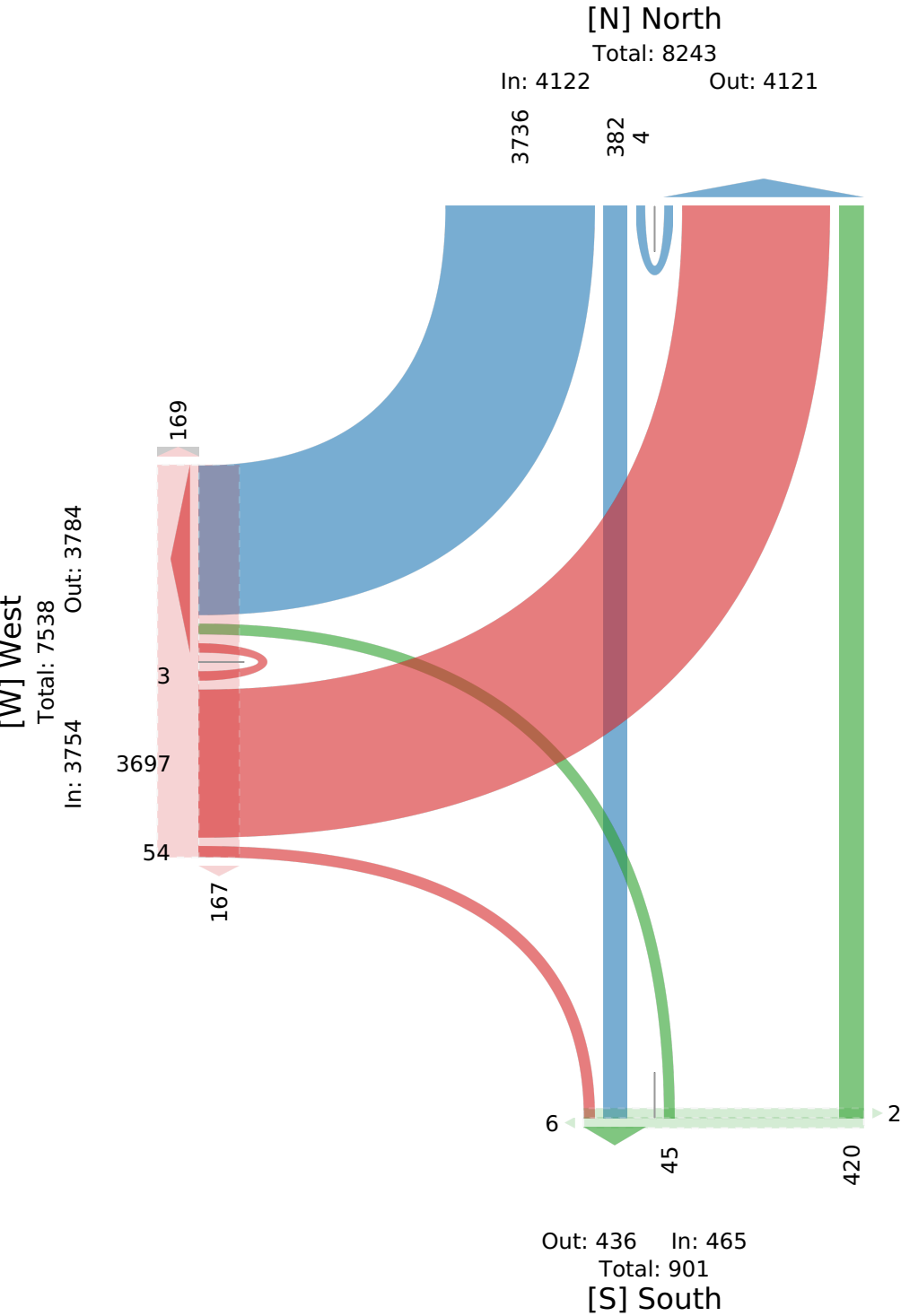
Leg Direction	South Northbound					North Southbound					West Eastbound					
Time	L	T	U	App	Ped*	T	R	U	App	Ped*	L	R	U	App	Ped*	Int
10:45PM	0	2	0	2	0	0	10	0	10	0	7	0	0	7	0	19
Hourly Total	0	5	0	5	0	5	45	0	50	0	27	0	0	27	0	82
11:00PM	1	1	0	2	0	0	11	0	11	0	10	2	0	12	0	25
11:15PM	0	3	0	3	0	1	5	0	6	0	6	0	0	6	0	15
11:30PM	0	0	0	0	0	1	9	0	10	0	0	0	0	0	0	10
11:45PM	0	0	0	0	0	1	5	0	6	0	3	0	0	3	0	9
Hourly Total	1	4	0	5	0	3	30	0	33	0	19	2	0	21	0	59
2024-05-31 12:00AM	0	0	0	0	0	4	3	0	7	0	2	0	0	2	0	9
12:15AM	0	0	0	0	0	0	4	0	4	0	2	0	0	2	0	6
12:30AM	0	0	0	0	0	0	3	0	3	0	1	0	0	1	0	4
12:45AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	4	10	0	14	0	5	0	0	5	0	19
1:00AM	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	2
1:15AM	1	0	0	1	0	0	3	0	3	0	1	1	1	3	0	7
1:30AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45AM	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1
Hourly Total	1	0	0	1	0	0	5	0	5	0	2	1	1	4	0	10
2:00AM	0	0	0	0	0	1	2	0	3	0	0	0	0	0	0	3
2:15AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2:45AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	1	0	1	0	1	2	0	3	0	0	0	0	0	0	4
3:00AM	0	0	0	0	0	0	1	0	1	0	1	0	0	1	0	2
3:15AM	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1
3:30AM	0	0	0	0	0	0	2	0	2	0	4	0	0	4	0	6
3:45AM	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	2
Hourly Total	0	0	0	0	0	0	6	0	6	0	5	0	0	5	0	11
4:00AM	0	1	0	1	0	0	0	0	0	0	1	0	0	1	0	2
4:15AM	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	2
4:30AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45AM	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	2
Hourly Total	1	1	0	2	0	1	0	0	1	0	3	0	0	3	0	6
5:00AM	0	0	0	0	0	0	1	0	1	0	1	0	0	1	0	2
5:15AM	0	0	0	0	0	0	1	0	1	0	7	0	0	7	0	8
5:30AM	0	0	0	0	0	0	0	0	0	0	8	0	0	8	0	8
5:45AM	0	0	0	0	0	0	2	0	2	0	3	0	0	3	1	5
Hourly Total	0	0	0	0	0	0	4	0	4	0	19	0	0	19	1	23
6:00AM	0	1	0	1	0	1	1	0	2	0	7	0	0	7	0	10
6:15AM	0	0	0	0	0	0	2	0	2	0	15	0	0	15	3	17
6:30AM	0	0	0	0	0	0	5	0	5	0	25	0	0	25	0	30
6:45AM	0	0	0	0	0	0	4	0	4	0	22	0	0	22	2	26
Hourly Total	0	1	0	1	0	1	12	0	13	0	69	0	0	69	5	83
7:00AM	0	1	0	1	0	0	5	0	5	0	21	0	0	21	3	27
7:15AM	0	0	0	0	0	0	7	0	7	0	31	0	0	31	0	38
7:30AM	0	1	0	1	0	1	7	0	8	0	46	0	0	46	1	55
7:45AM	1	2	0	3	0	2	13	0	15	0	37	0	0	37	0	55
Hourly Total	1	4	0	5	0	3	32	0	35	0	135	0	0	135	4	175
8:00AM	0	5	0	5	0	1	15	0	16	0	44	0	0	44	3	65
8:15AM	0	1	0	1	0	2	27	0	29	0	66	0	0	66	6	96
8:30AM	1	3	0	4	0	2	24	0	26	0	38	0	0	38	2	68
8:45AM	0	2	0	2	0	3	27	0	30	0	42	0	1	43	1	75
Hourly Total	1	11	0	12	0	8	93	0	101	0	190	0	1	191	12	304
9:00AM	1	5	0	6	0	1	21	0	22	0	35	0	0	35	2	63
9:15AM	0	3	0	3	0	3	20	0	23	0	26	1	0	27	0	53
9:30AM	1	3	0	4	0	2	15	0	17	0	27	0	0	27	2	48
9:45AM	0	5	0	5	0	3	17	0	20	0	29	0	0	29	0	54
Hourly Total	2	16	0	18	0	9	73	0	82	0	117	1	0	118	4	218
10:00AM	0	3	0	3	0	3	11	0	14	0	22	0	0	22	6	39
10:15AM	1	4	0	5	0	1	17	0	18	0	29	1	0	30	0	53
10:30AM	0	4	0	4	0	4	17	0	21	0	25	0	0	25	3	50

Leg Direction	South Northbound					North Southbound					West Eastbound					
Time	L	T	U	App	Ped*	T	R	U	App	Ped*	L	R	U	App	Ped*	Int
10:45AM	0	4	0	4	0	2	21	0	23	0	34	0	0	34	1	61
Hourly Total	1	15	0	16	0	10	66	0	76	0	110	1	0	111	10	203
11:00AM	1	5	0	6	0	5	19	0	24	0	33	2	0	35	1	65
11:15AM	0	5	0	5	0	3	26	0	29	0	41	1	0	42	0	76
11:30AM	0	6	0	6	0	6	33	0	39	0	32	2	0	34	0	79
11:45AM	2	1	0	3	0	3	29	0	32	0	28	0	1	29	0	64
Hourly Total	3	17	0	20	0	17	107	0	124	0	134	5	1	140	1	284
Total	45	420	0	465	8	382	3736	4	4122	0	3697	54	3	3754	336	8341
% Approach	9.7%	90.3%	0%	-	-	9.3%	90.6%	0.1%	-	-	98.5%	1.4%	0.1%	-	-	-
% Total	0.5%	5.0%	0%	5.6%	-	4.6%	44.8%	0%	49.4%	-	44.3%	0.6%	0%	45.0%	-	-
Lights	35	354	0	389	-	335	3627	4	3966	-	3588	48	3	3639	-	7994
% Lights	77.8%	84.3%	0%	83.7%	-	87.7%	97.1%	100%	96.2%	-	97.1%	88.9%	100%	96.9%	-	95.8%
Single-Unit Trucks	2	7	0	9	-	4	28	0	32	-	30	4	0	34	-	75
% Single-Unit Trucks	4.4%	1.7%	0%	1.9%	-	1.0%	0.7%	0%	0.8%	-	0.8%	7.4%	0%	0.9%	-	0.9%
Articulated Trucks	0	0	0	0	-	0	1	0	1	-	2	0	0	2	-	3
% Articulated Trucks	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0.1%	0%	0%	0.1%	-	0%
Buses	0	1	0	1	-	1	69	0	70	-	70	0	0	70	-	141
% Buses	0%	0.2%	0%	0.2%	-	0.3%	1.8%	0%	1.7%	-	1.9%	0%	0%	1.9%	-	1.7%
Bicycles on Road	8	58	0	66	-	42	11	0	53	-	7	2	0	9	-	128
% Bicycles on Road	17.8%	13.8%	0%	14.2%	-	11.0%	0.3%	0%	1.3%	-	0.2%	3.7%	0%	0.2%	-	1.5%
Pedestrians	-	-	-	-	7	-	-	-	-	0	-	-	-	-	278	
% Pedestrians	-	-	-	-	87.5%	-	-	-	-	-	-	-	-	-	82.7%	-
Bicycles on Crosswalk	-	-	-	-	1	-	-	-	-	0	-	-	-	-	58	
% Bicycles on Crosswalk	-	-	-	-	12.5%	-	-	-	-	-	-	-	-	-	17.3%	-

* Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

184 Street & Wedgewood Boulevard - TMC
Wed May 29, 2024
Full Length (12 PM-12 PM (+2))
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles
on Road, Bicycles on Crosswalk)
All Movements
ID: 1193391, Location: 53.482375, -113.644541

Provided by: Scheffer Andrew Ltd.
#310, 4803 - 87 Street NW,
Edmonton, AB, T6E 0V3, CA



184 Street & Wedgewood Boulevard - TMC

Wed May 29, 2024

PM Peak (May 29 2024 3PM - 4 PM) - Overall Peak Hour

All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1193391, Location: 53.482375, -113.644541

Provided by: Scheffer Andrew Ltd.

#310, 4803 - 87 Street NW,

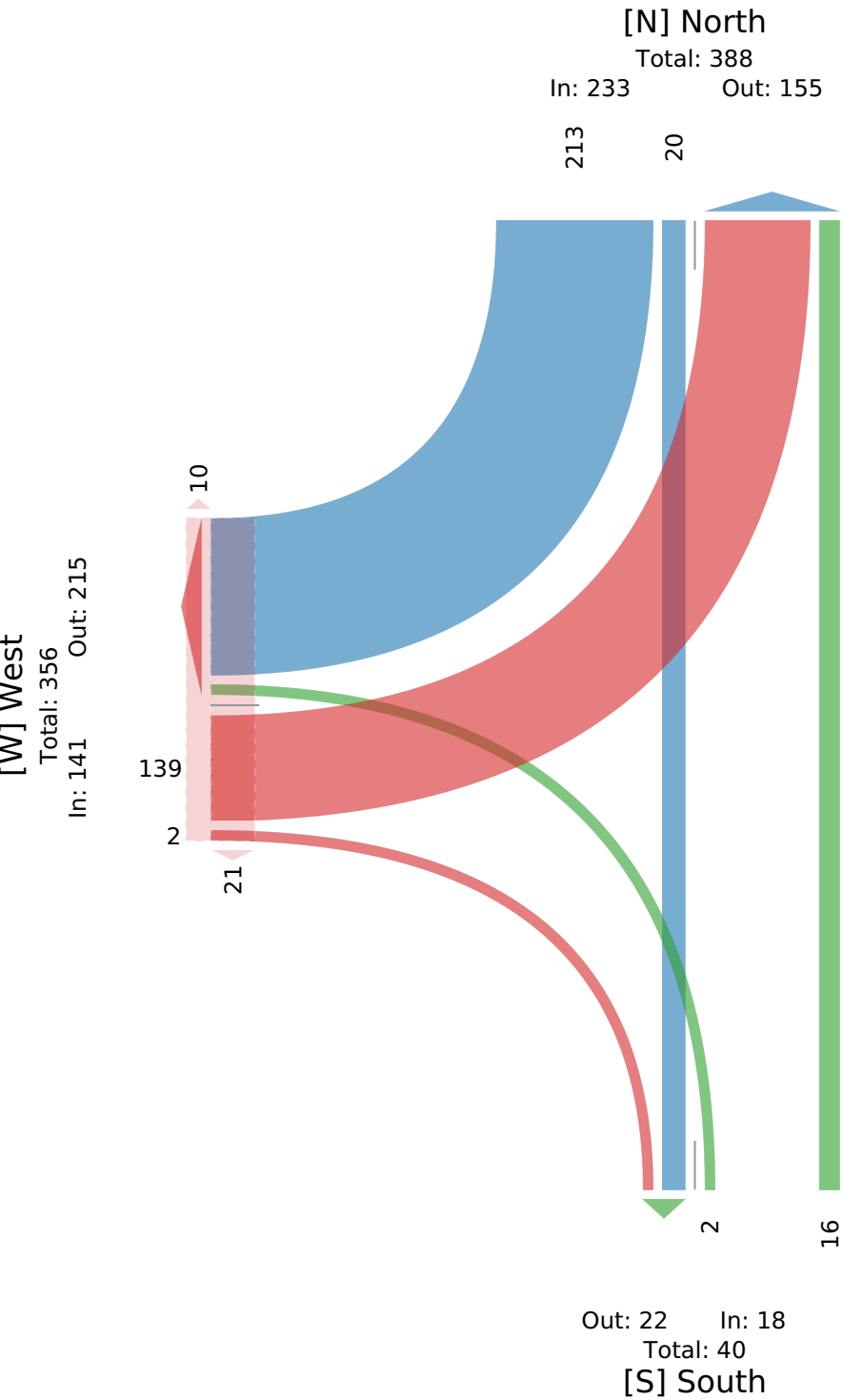
Edmonton, AB, T6E 0V3, CA

Leg Direction	South Northbound					North Southbound					West Eastbound					
Time	L	T	U	App	Ped*	T	R	U	App	Ped*	L	R	U	App	Ped*	Int
2024-05-29 3:00PM	0	3	0	3	0	3	40	0	43	0	35	0	0	35	7	81
3:15PM	1	4	0	5	0	5	47	0	52	0	36	0	0	36	2	93
3:30PM	1	2	0	3	0	3	71	0	74	0	30	2	0	32	14	109
3:45PM	0	7	0	7	0	9	55	0	64	0	38	0	0	38	8	109
Total	2	16	0	18	0	20	213	0	233	0	139	2	0	141	31	392
% Approach	11.1%	88.9%	0%	-	-	8.6%	91.4%	0%	-	-	98.6%	1.4%	0%	-	-	-
% Total	0.5%	4.1%	0%	4.6%	-	5.1%	54.3%	0%	59.4%	-	35.5%	0.5%	0%	36.0%	-	-
PHF	0.500	0.625	-	0.708	-	0.472	0.750	-	0.788	-	0.914	0.250	-	0.928	-	0.898
Lights	2	14	0	16	-	17	203	0	220	-	128	1	0	129	-	365
% Lights	100%	87.5%	0%	88.9%	-	85.0%	95.3%	0%	94.4%	-	92.1%	50.0%	0%	91.5%	-	93.1%
Single-Unit Trucks	0	1	0	1	-	0	1	0	1	-	3	1	0	4	-	6
% Single-Unit Trucks	0%	6.3%	0%	5.6%	-	0%	0.5%	0%	0.4%	-	2.2%	50.0%	0%	2.8%	-	1.5%
Articulated Trucks	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0
% Articulated Trucks	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%
Buses	0	0	0	0	-	0	9	0	9	-	8	0	0	8	-	17
% Buses	0%	0%	0%	0%	-	0%	4.2%	0%	3.9%	-	5.8%	0%	0%	5.7%	-	4.3%
Bicycles on Road	0	1	0	1	-	3	0	0	3	-	0	0	0	0	-	4
% Bicycles on Road	0%	6.3%	0%	5.6%	-	15.0%	0%	0%	1.3%	-	0%	0%	0%	0%	-	1.0%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	19	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	61.3%	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	12	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	38.7%	-

* Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

184 Street & Wedgewood Boulevard - TMC
Wed May 29, 2024
PM Peak (May 29 2024 3PM - 4 PM) - Overall Peak Hour
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles
on Road, Bicycles on Crosswalk)
All Movements
ID: 1193391, Location: 53.482375, -113.644541

Provided by: Scheffer Andrew Ltd.
#310, 4803 - 87 Street NW,
Edmonton, AB, T6E 0V3, CA



184 Street & Wedgewood Boulevard - TMC

Thu May 30, 2024

Midday Peak (May 30 2024 1PM - 2 PM)

All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1193391, Location: 53.482375, -113.644541

Provided by: Scheffer Andrew Ltd.

#310, 4803 - 87 Street NW,

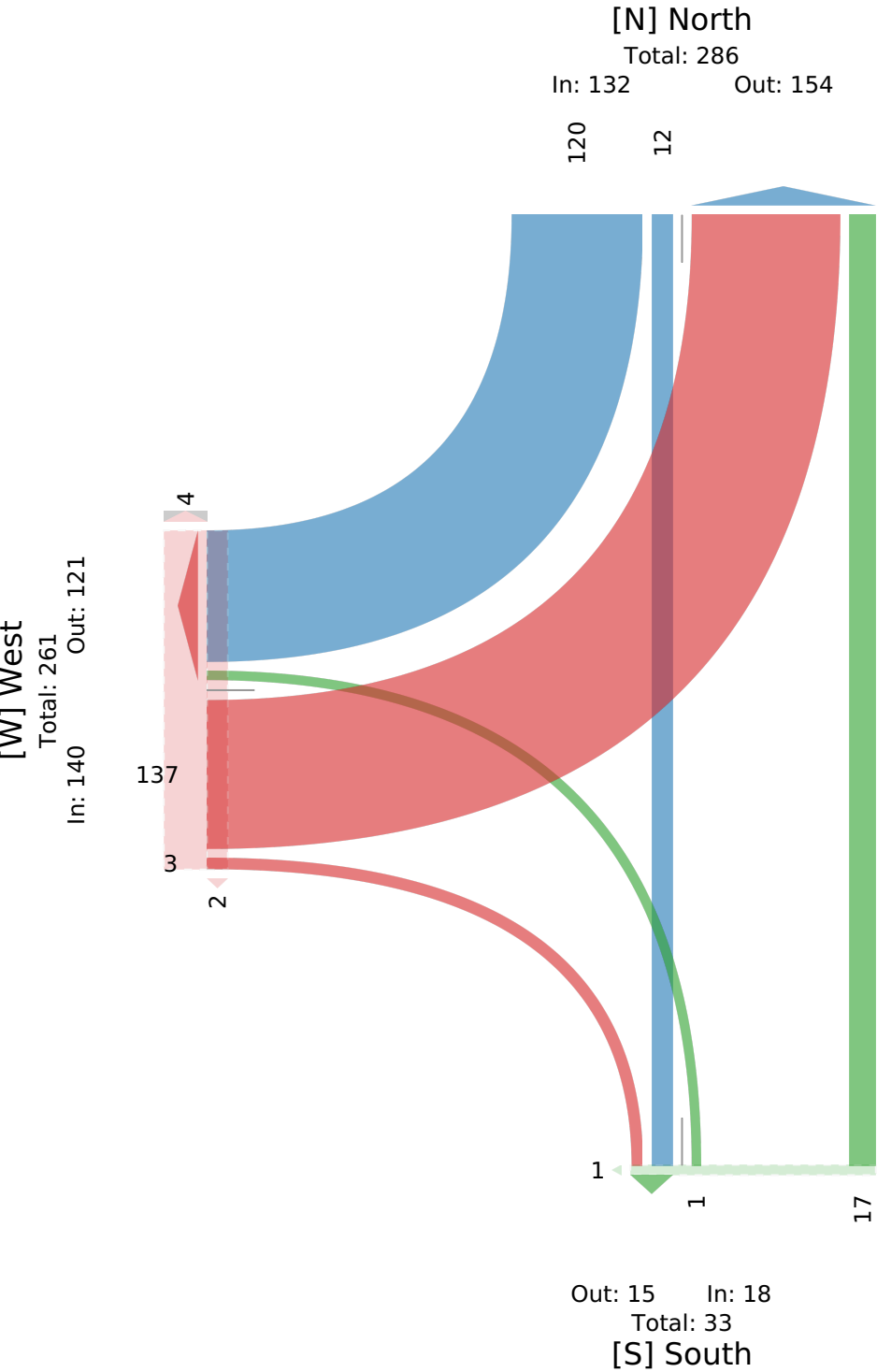
Edmonton, AB, T6E 0V3, CA

Leg Direction	South Northbound					North Southbound					West Eastbound					
Time	L	T	U	App	Ped*	T	R	U	App	Ped*	L	R	U	App	Ped*	Int
2024-05-30 1:00PM	0	3	0	3	1	3	26	0	29	0	35	2	0	37	1	69
1:15PM	0	7	0	7	0	6	30	0	36	0	29	0	0	29	0	72
1:30PM	1	3	0	4	0	1	35	0	36	0	35	0	0	35	1	75
1:45PM	0	4	0	4	0	2	29	0	31	0	38	1	0	39	4	74
Total	1	17	0	18	1	12	120	0	132	0	137	3	0	140	6	290
% Approach	5.6%	94.4%	0%	-	-	9.1%	90.9%	0%	-	-	97.9%	2.1%	0%	-	-	-
% Total	0.3%	5.9%	0%	6.2%	-	4.1%	41.4%	0%	45.5%	-	47.2%	1.0%	0%	48.3%	-	-
PHF	0.250	0.607	-	0.643	-	0.550	0.857	-	0.910	-	0.901	0.375	-	0.897	-	0.963
Lights	1	17	0	18	-	11	116	0	127	-	131	3	0	134	-	279
% Lights	100%	100%	0%	100%	-	91.7%	96.7%	0%	96.2%	-	95.6%	100%	0%	95.7%	-	96.2%
Single-Unit Trucks	0	0	0	0	-	0	1	0	1	-	3	0	0	3	-	4
% Single-Unit Trucks	0%	0%	0%	0%	-	0%	0.8%	0%	0.8%	-	2.2%	0%	0%	2.1%	-	1.4%
Articulated Trucks	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0
% Articulated Trucks	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%
Buses	0	0	0	0	-	0	3	0	3	-	3	0	0	3	-	6
% Buses	0%	0%	0%	0%	-	0%	2.5%	0%	2.3%	-	2.2%	0%	0%	2.1%	-	2.1%
Bicycles on Road	0	0	0	0	-	1	0	0	1	-	0	0	0	0	-	1
% Bicycles on Road	0%	0%	0%	0%	-	8.3%	0%	0%	0.8%	-	0%	0%	0%	0%	-	0.3%
Pedestrians	-	-	-	-	1	-	-	-	-	0	-	-	-	-	6	
% Pedestrians	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	0%	-

* Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

184 Street & Wedgewood Boulevard - TMC
Thu May 30, 2024
Midday Peak (May 30 2024 1PM - 2 PM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1193391, Location: 53.482375, -113.644541

Provided by: Scheffer Andrew Ltd.
#310, 4803 - 87 Street NW,
Edmonton, AB, T6E 0V3, CA



184 Street & Wedgewood Boulevard - TMC

Fri May 31, 2024

AM Peak (May 31 2024 8AM - 9 AM)

All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1193391, Location: 53.482375, -113.644541

Provided by: Scheffer Andrew Ltd.

#310, 4803 - 87 Street NW,

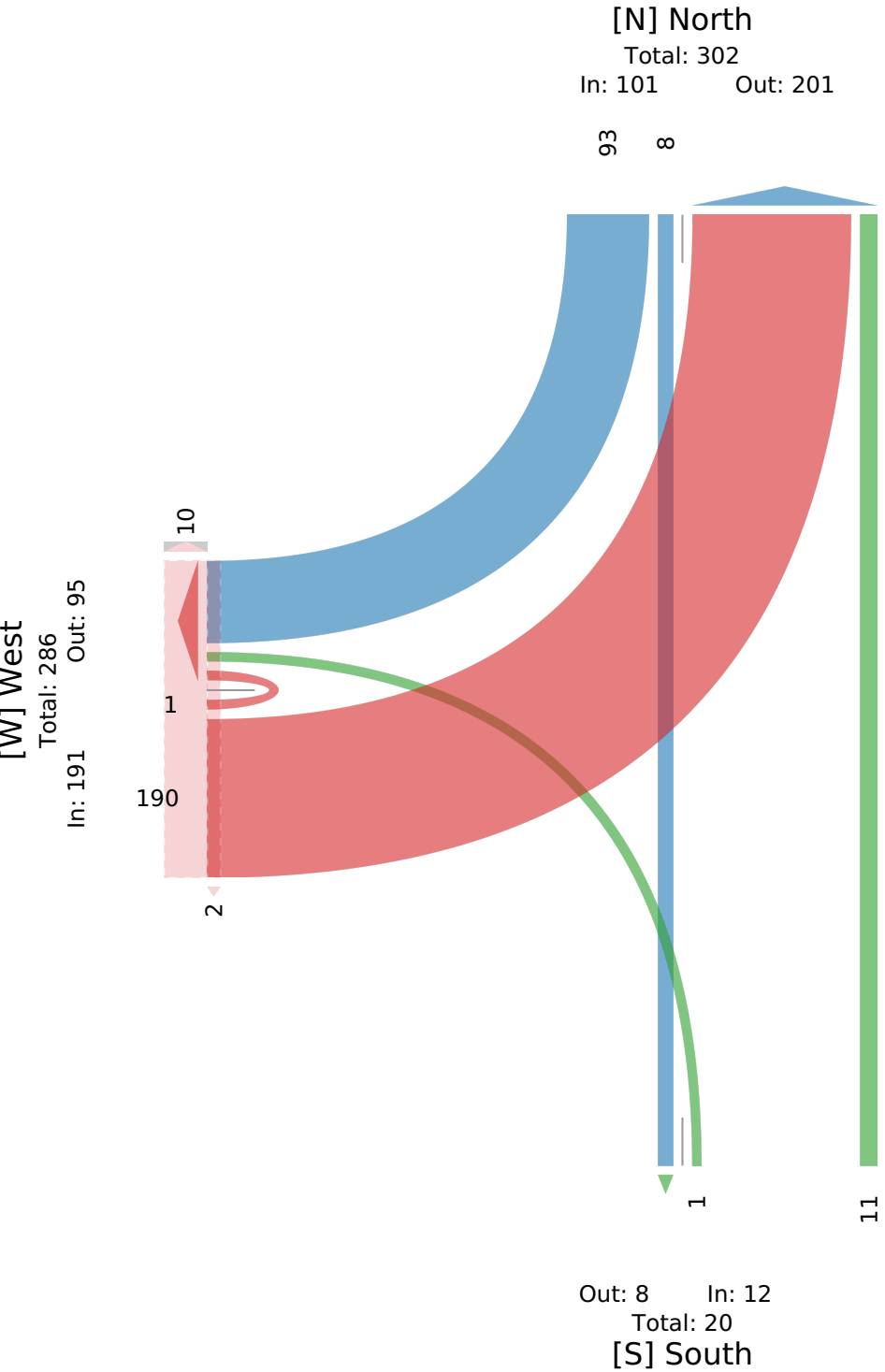
Edmonton, AB, T6E 0V3, CA

Leg Direction	South Northbound					North Southbound					West Eastbound					
Time	L	T	U	App	Ped*	T	R	U	App	Ped*	L	R	U	App	Ped*	Int
2024-05-31 8:00AM	0	5	0	5	0	1	15	0	16	0	44	0	0	44	3	65
8:15AM	0	1	0	1	0	2	27	0	29	0	66	0	0	66	6	96
8:30AM	1	3	0	4	0	2	24	0	26	0	38	0	0	38	2	68
8:45AM	0	2	0	2	0	3	27	0	30	0	42	0	1	43	1	75
Total	1	11	0	12	0	8	93	0	101	0	190	0	1	191	12	304
% Approach	8.3%	91.7%	0%	-	-	7.9%	92.1%	0%	-	-	99.5%	0%	0.5%	-	-	-
% Total	0.3%	3.6%	0%	3.9%	-	2.6%	30.6%	0%	33.2%	-	62.5%	0%	0.3%	62.8%	-	-
PHF	0.250	0.667	-	0.750	-	0.875	0.861	-	0.862	-	0.720	-	0.250	0.723	-	0.781
Lights	1	8	0	9	-	6	88	0	94	-	184	0	1	185	-	288
% Lights	100%	72.7%	0%	75.0%	-	75.0%	94.6%	0%	93.1%	-	96.8%	0%	100%	96.9%	-	94.7%
Single-Unit Trucks	0	0	0	0	-	1	0	0	1	-	0	0	0	0	-	1
% Single-Unit Trucks	0%	0%	0%	0%	-	12.5%	0%	0%	1.0%	-	0%	0%	0%	0%	-	0.3%
Articulated Trucks	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0
% Articulated Trucks	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%
Buses	0	0	0	0	-	0	5	0	5	-	6	0	0	6	-	11
% Buses	0%	0%	0%	0%	-	0%	5.4%	0%	5.0%	-	3.2%	0%	0%	3.1%	-	3.6%
Bicycles on Road	0	3	0	3	-	1	0	0	1	-	0	0	0	0	-	4
% Bicycles on Road	0%	27.3%	0%	25.0%	-	12.5%	0%	0%	1.0%	-	0%	0%	0%	0%	-	1.3%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	8	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	66.7%	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	4	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	33.3%	-

* Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

184 Street & Wedgewood Boulevard - TMC
Fri May 31, 2024
AM Peak (May 31 2024 8AM - 9 AM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1193391, Location: 53.482375, -113.644541

Provided by: Scheffer Andrew Ltd.
#310, 4803 - 87 Street NW,
Edmonton, AB, T6E 0V3, CA



Lessard Road & 184 Street Edmonton - TMC

Tue Jun 4, 2024

Full Length (12 AM-12 AM (+1))

All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1194348, Location: 53.484581, -113.645752

Provided by: Scheffer Andrew Ltd.

#310, 4803 - 87 Street NW,

Edmonton, AB, T6E 0V3, CA

Leg Direction	184 Street Northbound						184 Street Southbound						Lessard Road Eastbound						Lessard Road Westbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2024-06-04 12:00AM	1	0	3	0	4	0	0	0	0	0	0	0	2	9	2	0	13	0	0	10	0	0	10	0	27
12:15AM	0	0	2	0	2	0	0	0	2	0	2	0	1	8	0	0	9	0	1	5	0	0	6	0	19
12:30AM	0	0	0	0	0	0	0	0	1	0	1	0	0	8	0	0	8	0	1	8	0	0	9	0	18
12:45AM	1	0	0	0	1	0	0	0	1	0	1	0	2	4	0	0	6	0	0	3	0	0	3	0	11
Hourly Total	2	0	5	0	7	0	0	0	4	0	4	0	5	29	2	0	36	0	2	26	0	0	28	0	75
1:00AM	0	0	0	0	0	0	0	0	0	0	0	0	1	4	0	0	5	0	0	3	0	0	3	0	8
1:15AM	0	0	1	0	1	0	0	0	2	0	2	0	0	6	1	0	7	0	0	6	1	0	7	0	17
1:30AM	1	1	0	0	2	0	0	0	0	0	0	0	1	3	1	0	5	0	0	1	0	0	1	0	8
1:45AM	0	0	0	0	0	0	0	1	0	0	1	0	2	4	0	0	6	0	0	2	0	0	2	0	9
Hourly Total	1	1	1	0	3	0	0	1	2	0	3	0	4	17	2	0	23	0	0	12	1	0	13	0	42
2:00AM	0	0	0	0	0	0	0	0	1	0	1	0	0	3	1	0	4	0	0	2	0	0	2	0	7
2:15AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	0	0	1	0	0	1	0	3
2:30AM	1	1	0	0	2	0	0	0	0	0	0	0	0	1	1	0	2	0	0	1	0	0	1	0	5
2:45AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	1	0	0	1	0	3
Hourly Total	1	1	0	0	2	0	0	0	1	0	1	0	0	7	3	0	10	0	0	5	0	0	5	0	18
3:00AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	7	0	0	8	0	9
3:15AM	1	0	0	0	1	0	0	0	1	0	1	0	0	4	0	0	4	0	0	3	0	0	3	0	9
3:30AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	2	1	0	3	0	4
3:45AM	0	0	0	0	0	0	0	0	0	0	0	0	1	7	0	0	8	0	0	3	2	0	5	0	13
Hourly Total	1	0	0	0	1	0	0	0	1	0	1	0	1	12	1	0	14	0	1	15	3	0	19	0	35
4:00AM	1	0	0	0	1	0	0	0	1	0	1	0	1	3	1	0	5	0	0	3	0	0	3	0	10
4:15AM	1	0	0	0	1	0	0	0	0	0	0	0	0	10	0	0	10	0	0	9	1	0	10	0	21
4:30AM	0	0	0	0	0	0	0	0	4	0	4	0	1	4	0	0	5	1	0	5	3	0	8	0	17
4:45AM	2	0	0	0	2	0	0	0	2	0	2	0	1	8	0	0	9	0	0	10	3	0	13	0	26
Hourly Total	4	0	0	0	4	0	0	0	7	0	7	0	3	25	1	0	29	1	0	27	7	0	34	0	74
5:00AM	1	0	1	0	2	0	0	0	7	0	7	0	1	9	0	0	10	0	0	10	0	0	10	0	29
5:15AM	4	0	3	0	7	0	1	0	4	0	5	1	3	10	0	0	13	0	1	21	0	0	22	0	47
5:30AM	3	0	0	0	3	0	1	0	6	0	7	0	8	13	0	0	21	0	0	20	1	0	21	0	52
5:45AM	1	1	3	0	5	0	0	0	7	0	7	2	9	14	0	0	23	0	0	17	0	0	17	0	52
Hourly Total	9	1	7	0	17	0	2	0	24	0	26	3	21	46	0	0	67	0	1	68	1	0	70	0	180
6:00AM	3	2	8	0	13	0	2	0	11	0	13	0	6	16	1	0	23	0	0	25	0	0	25	1	74
6:15AM	9	3	6	0	18	0	2	0	11	0	13	0	9	43	0	0	52	0	2	31	0	0	33	0	116
6:30AM	10	0	8	0	18	0	1	0	14	0	15	0	7	49	0	0	56	0	1	40	1	0	42	2	131
6:45AM	12	2	12	0	26	0	3	0	14	0	17	0	14	50	2	0	66	0	4	50	2	0	56	0	165
Hourly Total	34	7	34	0	75	0	8	0	50	0	58	0	36	158	3	0	197	0	7	146	3	0	156	3	486
7:00AM	9	2	10	0	21	1	4	0	22	0	26	1	15	66	1	0	82	2	2	61	2	0	65	1	194
7:15AM	17	2	21	0	40	0	2	0	29	0	31	1	15	90	6	0	111	0	3	75	1	0	79	0	261
7:30AM	29	4	15	0	48	0	5	0	21	0	26	1	16	102	6	0	124	1	3	75	4	0	82	0	280
7:45AM	17	3	24	0	44	0	8	1	25	0	34	0	18	149	5	0	172	3	4	66	3	0	73	0	323
Hourly Total	72	11	70	0	153	1	19	1	97	0	117	3	64	407	18	0	489	6	12	277	10	0	299	1	1058
8:00AM	17	11	28	0	56	5	9	3	18	0	30	0	38	151	7	0	196	10	6	91	6	0	103	6	385
8:15AM	13	31	14	0	58	0	9	10	27	0	46	1	71	140	10	0	221	1	7	88	11	0	106	3	431
8:30AM	20	10	22	0	52	1	14	9	57	0	80	1	52	118	2	0	172	3	11	139	8	0	158	3	462
8:45AM	17	6	17	0	40	0	4	4	44	0	52	0	31	97	6	0	134	0	15	108	2	0	125	0	351
Hourly Total	67	58	81	0	206	6	36	26	146	0	208	2	192	506	25	0	723	14	39	426	27	0	492	12	1629
9:00AM	14	7	6	0	27	0	6	11	27	0	44	0	18	69	4	0	91	0	10	90	4	0	104	1	266
9:15AM	14	2	15	0	31	0	7	4	17	0	28	2	13	57	13	0	83	2	9	84	10	0	103	1	245
9:30AM	17	2	11	0	30	2	5	2	15	0	22	2	20	68	9	0	97	4	8	63	4	0	75	3	224
9:45AM	17	5	13	0	35	0	1	4	17	0	22	0	15	73	10	0	98	0	7	73	1	0	81	2	236
Hourly Total	62	16	45	0	123	2	19	21	76	0	116	4	66	267	36	0	369	6	34	310	19	0	363	7	971
10:00AM	12	2	9	0	23	0	6	6	12	0	24	2	14	72	10	0	96	0	4	57	2	0	63	0	206
10:15AM	15	1	13	0	29	0	6	2	11	0	19	3	15	80	13	0	108	6	5	69	0	0	74	1	230
10:30AM	17	3	18	0	38	0	4	1	23	0	28	1	24	66	7	0	97	1	8	66	3	0	77	1	240
10:45AM	8	3	13	0	24	1	2	6	27	0	35	0	28	56	4	0	88	0	13	60	3	0	76	0	223
Hourly Total	52	9	53	0	114	1	18	15	73	0	106	6	81	274	34	0	389	7	30	252	8	0	290	2	899
11:00AM	14	5	14	0	33	1	7	1	18	0	26	1	17	68	8	0	93	2	6	72	5	0	83	0	235
11:15AM	17	6	12	0	35	0	9	1	21	0	31	4	20	66	9	0	95	0	6	63	4	0	73	0	234
11:30AM	13	4	18	0	35	0	11	3	21	0	35	0	19	75	6	0	100	3	14	77	3	0	94	0	264
11:45AM	22	2	17	0	41	1	4	5	19	0	28	0	22	71	17	0	110	0	11	84	2	0	97	1	276

Leg Direction	184 Street Northbound						184 Street Southbound						Lessard Road Eastbound						Lessard Road Westbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
Hourly Total	66	17	61	0	144	2	31	10	79	0	120	5	78	280	40	0	398	5	37	296	14	0	347	1	1009
12:00PM	13	5	13	0	31	1	4	3	23	0	30	2	29	67	9	0	105	3	11	61	1	0	73	0	239
12:15PM	13	3	14	0	30	0	12	8	18	0	38	1	25	71	10	0	106	0	17	81	3	0	101	0	275
12:30PM	14	3	10	0	27	1	4	4	23	0	31	1	30	75	14	0	119	1	5	102	5	0	112	6	289
12:45PM	18	4	8	0	30	0	5	6	15	0	26	1	19	87	15	0	121	0	13	87	1	0	101	1	278
Hourly Total	58	15	45	0	118	2	25	21	79	0	125	5	103	300	48	0	451	4	46	331	10	0	387	7	1081
1:00PM	15	5	6	0	26	0	3	3	18	0	24	2	27	67	10	0	104	2	15	92	3	0	110	3	264
1:15PM	13	5	7	0	25	0	3	4	16	0	23	1	10	75	10	0	95	2	12	93	8	0	113	1	256
1:30PM	16	1	7	0	24	0	11	4	17	0	32	0	30	80	9	0	119	0	9	73	3	0	85	0	260
1:45PM	11	2	12	0	25	0	2	7	19	0	28	2	20	79	6	0	105	0	15	103	2	0	120	0	278
Hourly Total	55	13	32	0	100	0	19	18	70	0	107	5	87	301	35	0	423	4	51	361	16	0	428	4	1058
2:00PM	13	2	13	0	28	0	6	3	12	0	21	1	15	79	21	0	115	2	11	77	3	0	91	2	255
2:15PM	14	3	8	0	25	2	6	0	23	0	29	1	18	84	18	0	120	0	12	86	1	0	99	2	273
2:30PM	20	1	18	0	39	2	9	7	15	0	31	3	24	108	18	0	150	2	14	110	8	0	132	4	352
2:45PM	12	7	12	0	31	0	8	2	18	0	28	3	33	91	20	0	144	4	20	96	5	0	121	2	324
Hourly Total	59	13	51	0	123	4	29	12	68	0	109	8	90	362	77	0	529	8	57	369	17	0	443	10	1204
3:00PM	5	17	27	0	49	0	6	7	13	0	26	0	53	103	16	0	172	0	15	124	7	0	146	2	393
3:15PM	14	12	4	0	30	1	12	10	32	0	54	2	41	97	16	0	154	4	18	123	11	0	152	3	390
3:30PM	12	3	5	0	20	4	10	26	64	0	100	10	39	91	17	0	147	18	30	198	6	0	234	5	501
3:45PM	14	6	10	0	30	5	10	6	38	0	54	6	26	83	18	0	127	13	23	154	10	0	187	5	398
Hourly Total	45	38	46	0	129	10	38	49	147	0	234	18	159	374	67	0	600	35	86	599	34	0	719	15	1682
4:00PM	12	3	9	0	24	0	8	7	32	0	47	1	32	112	23	0	167	4	25	151	8	0	184	0	422
4:15PM	20	5	19	0	44	1	2	8	29	0	39	0	36	119	19	0	174	1	17	150	6	0	173	7	430
4:30PM	16	2	11	0	29	2	2	12	21	0	35	2	32	118	20	0	170	1	27	145	12	0	184	1	418
4:45PM	17	4	11	0	32	2	13	6	24	0	43	1	37	125	21	0	183	3	23	145	8	0	176	0	434
Hourly Total	65	14	50	0	129	5	25	33	106	0	164	4	137	474	83	0	694	9	92	591	34	0	717	8	1704
5:00PM	17	5	11	0	33	4	5	3	26	0	34	1	28	115	18	0	161	0	26	165	7	0	198	0	426
5:15PM	26	5	7	0	38	1	7	2	24	0	33	2	42	109	26	0	177	1	26	167	3	0	196	0	444
5:30PM	26	5	5	0	36	0	7	5	31	0	43	5	27	102	18	0	147	2	16	157	10	0	183	0	409
5:45PM	17	4	9	0	30	0	8	6	28	0	42	2	20	106	30	0	156	3	13	153	6	0	172	1	400
Hourly Total	86	19	32	0	137	5	27	16	109	0	152	10	117	432	92	0	641	6	81	642	26	0	749	1	1679
6:00PM	15	3	6	0	24	5	8	7	24	0	39	8	27	95	37	0	159	6	33	128	7	0	168	8	390
6:15PM	12	6	11	0	29	6	5	3	19	0	27	1	15	88	16	0	119	2	15	96	4	0	115	5	290
6:30PM	24	1	10	0	35	1	0	10	19	0	29	3	19	90	15	0	124	6	14	94	8	0	116	6	304
6:45PM	11	5	17	0	33	0	6	5	21	0	32	4	20	95	18	0	133	2	17	102	7	0	126	0	324
Hourly Total	62	15	44	0	121	12	19	25	83	0	127	16	81	368	86	0	535	16	79	420	26	0	525	19	1308
7:00PM	16	7	10	0	33	4	5	7	19	0	31	3	21	88	22	0	131	5	13	88	5	0	106	3	301
7:15PM	27	11	10	0	48	2	1	2	23	0	26	0	18	77	15	0	110	7	12	71	3	0	86	0	270
7:30PM	39	4	9	0	52	0	2	4	23	0	29	8	15	63	14	0	92	4	20	106	7	0	133	5	306
7:45PM	18	5	14	0	37	3	0	1	19	0	20	2	19	71	25	0	115	4	12	83	8	0	103	1	275
Hourly Total	100	27	43	0	170	9	8	14	84	0	106	13	73	299	76	0	448	20	57	348	23	0	428	9	1152
8:00PM	12	0	7	0	19	1	6	9	20	0	35	3	24	55	15	0	94	0	19	95	2	0	116	5	264
8:15PM	6	4	6	0	16	0	0	5	9	0	14	2	18	72	20	0	110	0	16	95	6	0	117	0	257
8:30PM	8	3	8	0	19	1	3	3	13	0	19	2	16	55	15	0	86	0	13	60	6	0	79	2	203
8:45PM	10	4	6	0	20	0	0	3	13	0	16	3	18	54	14	0	86	0	7	87	2	0	96	0	218
Hourly Total	36	11	27	0	74	2	9	20	55	0	84	10	76	236	64	0	376	0	55	337	16	0	408	7	942
9:00PM	6	4	7	0	17	0	4	4	9	0	17	1	8	44	13	0	65	0	18	60	3	0	81	0	180
9:15PM	5	2	1	0	8	0	3	3	7	0	13	1	10	35	17	0	62	0	16	60	3	0	79	5	162
9:30PM	6	2	5	0	13	0	2	0	9	0	11	0	10	46	13	0	69	0	15	55	4	0	74	1	167
9:45PM	7	2	5	0	14	0	0	4	11	0	15	0	15	30	5	0	50	0	10	38	1	0	49	0	128
Hourly Total	24	10	18	0	52	0	9	11	36	0	56	2	43	155	48	0	246	0	59	213	11	0	283	6	637
10:00PM	7	2	1	0	10	0	0	1	12	0	13	1	7	36	9	0	52	0	8	42	1	0	51	0	126
10:15PM	3	1	1	0	5	0	0	1	4	0	5	0	7	39	6	0	52	1	6	38	2	0	46	0	108
10:30PM	2	1	2	0	5	0	1	0	5	0	6	2	8	38	1	0	47	0	3	37	1	0	41	0	99
10:45PM	2	1	2	0	5	0	0	0	6	0	6	0	6	22	6	0	34	1	4	27	1	0	32	0	77
Hourly Total	14	5	6	0	25	0	1	2	27	0	30	3	28	135	22	0	185	2	21	144	5	0	170	0	410
11:00PM	1	1	1	0	3	0	1	0	5	0	6	0	4	16	2	0	22	1	3	33	2	0	38	0	69
11:15PM	0	0	1	0	1	2	1	0	1	0	2	0	4	18	5	0	27	0	3	20	3	0	26	0	56
11:30PM	2	0	2	0	4	0	0	1	1	0	2	0	4	12	4	0	20	0	3	11	0	0	14	0	40
11:45PM	5	0	2	0	7	0	0	0	1	0	1	0	0	7	1	0	8	0	3	14	0	0	17	0	33
Hourly Total	8	1	6	0	15	2	2	1	8	0	11	0	12	53	12	0	77	1	12	78	5	0	95	0	198
Total	983	302	757	0	2042	63	344	296	1432	0	2072	117	1557	5517	875	0	7949	144	859	6293	316	0	7468	112	19531
% Approach	48.1%	14.8%	37.1%	0%	-	-	16.6%	14.3%	69.1%	0%	-	-	19.6%	69.4%	11.0%	0%	-	-	11.5%	84.3%	4.2%	0%	-	-	-
% Total	5.0%	1.5%	3.9%	0%	10.5%	-	1.8%	1.5%	7.3%	0%	10.6%	-	8.0%	28.2%	4.5%	0%	40.7%	-	4.4%	32.2%	1.6%	0%	38.2%	-	-
Lights	960	281	733	0	1974	-	335	282	1404	0	2021	-	1524	5446	847	0	7817	-	838	6153	309	0	7300	-	19112
% Lights	97.7%	93.0%	96.8%	0%	96.7%																				

Leg Direction	184 Street Northbound						184 Street Southbound						Lessard Road Eastbound						Lessard Road Westbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
% Single-Unit Trucks	0.3%	1.3%	1.1%	0%	0.7%	-	1.2%	0.7%	1.2%	0%	1.1%	-	0.7%	0.5%	1.1%	0%	0.6%	-	0.5%	0.5%	0.6%	0%	0.5%	-	0.7%
Articulated Trucks	0	0	0	0	0	-	0	0	2	0	2	-	3	9	0	0	12	-	0	4	1	0	5	-	19
% Articulated Trucks	0%	0%	0%	0%	0%	-	0%	0%	0.1%	0%	0.1%	-	0.2%	0.2%	0%	0%	0.2%	-	0%	0.1%	0.3%	0%	0.1%	-	0.1%
Buses	20	7	13	0	40	-	4	5	9	0	18	-	19	32	17	0	68	-	17	100	3	0	120	-	246
% Buses	2.0%	2.3%	1.7%	0%	2.0%	-	1.2%	1.7%	0.6%	0%	0.9%	-	1.2%	0.6%	1.9%	0%	0.9%	-	2.0%	1.6%	0.9%	0%	1.6%	-	1.3%
Bicycles on Road	0	10	3	0	13	-	1	7	0	0	8	-	0	2	1	0	3	-	0	2	1	0	3	-	27
% Bicycles on Road	0%	3.3%	0.4%	0%	0.6%	-	0.3%	2.4%	0%	0%	0.4%	-	0%	0%	0.1%	0%	0%	-	0%	0%	0.3%	0%	0%	-	0.1%
Pedestrians	-	-	-	-	-	39	-	-	-	-	-	93	-	-	-	-	-	120	-	-	-	-	-	-	85
% Pedestrians	-	-	-	-	-	- 61.9%	-	-	-	-	-	- 79.5%	-	-	-	-	-	- 83.3%	-	-	-	-	-	-	- 75.9%
Bicycles on Crosswalk	-	-	-	-	-	24	-	-	-	-	-	24	-	-	-	-	-	24	-	-	-	-	-	-	27
% Bicycles on Crosswalk	-	-	-	-	-	- 38.1%	-	-	-	-	-	- 20.5%	-	-	-	-	-	- 16.7%	-	-	-	-	-	-	- 24.1%

* Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Lessard Road & 184 Street Edmonton - TMC

Tue Jun 4, 2024

Full Length (12 AM-12 AM (+1))

All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1194348, Location: 53.484581, -113.645752

Provided by: Scheffer Andrew Ltd.

#310, 4803 - 87 Street NW,

Edmonton, AB, T6E 0V3, CA

[N] 184 Street

Total: 4247

In: 2072 Out: 2175

1432

296

344

72

45

64

70

316

6293

859

1557

5517

875

80

42

36

27

983

302

757

Out: 2030 In: 2042

Total: 4072

[S] 184 Street

[W] Lessard Road

Total: 16657

In: 7949

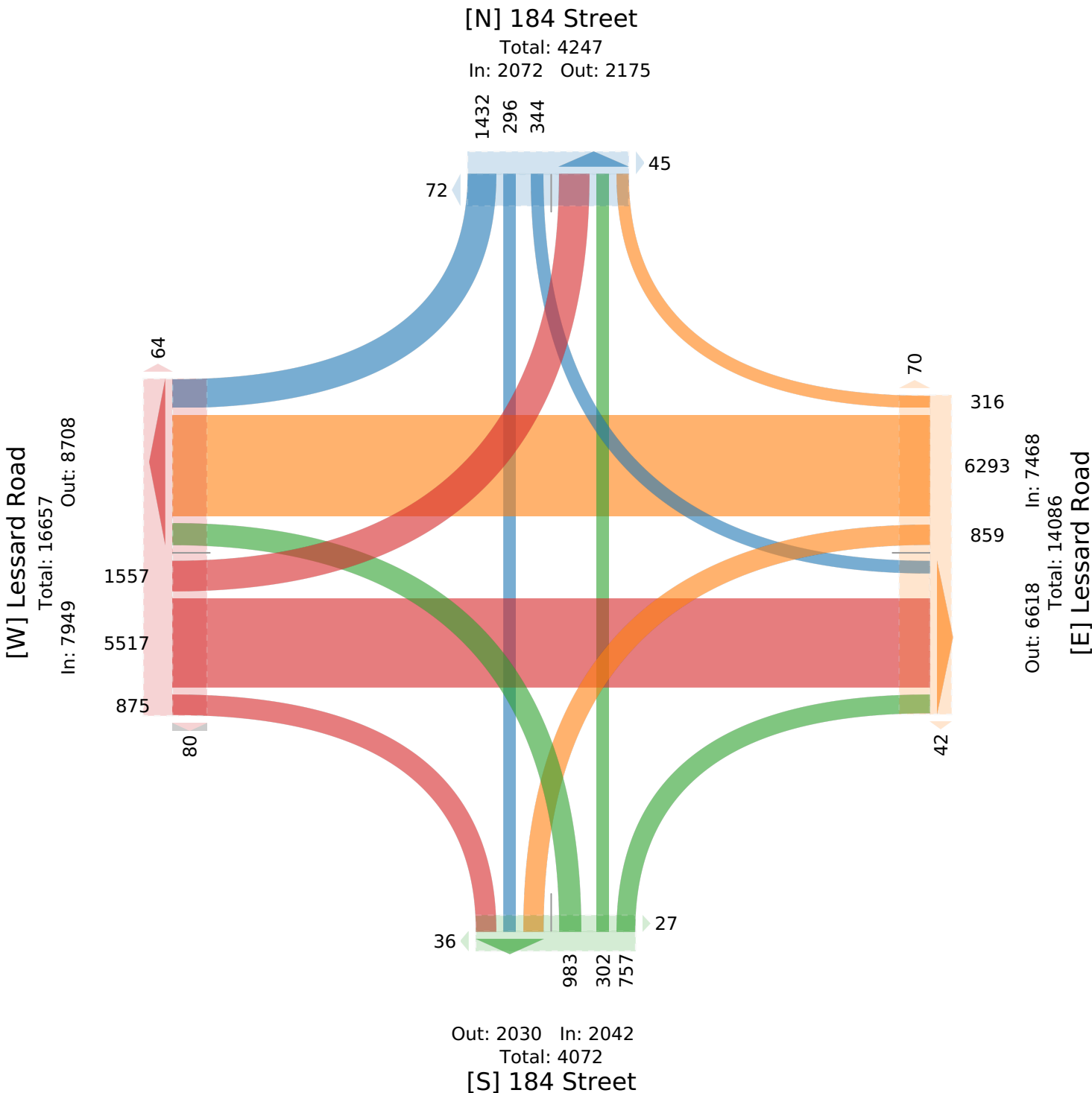
Out: 8708

[E] Lessard Road

Out: 6618

In: 7468

Total: 14086



Lessard Road & 184 Street Edmonton - TMC

Tue Jun 4, 2024

AM Peak (Jun 04 2024 8AM - 9 AM)

All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1194348, Location: 53.484581, -113.645752

Provided by: Scheffer Andrew Ltd.

#310, 4803 - 87 Street NW,

Edmonton, AB, T6E 0V3, CA

Leg Direction	184 Street Northbound						184 Street Southbound						Lessard Road Eastbound						Lessard Road Westbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2024-06-04 8:00AM	17	11	28	0	56	5	9	3	18	0	30	0	38	151	7	0	196	10	6	91	6	0	103	6	385
8:15AM	13	31	14	0	58	0	9	10	27	0	46	1	71	140	10	0	221	1	7	88	11	0	106	3	431
8:30AM	20	10	22	0	52	1	14	9	57	0	80	1	52	118	2	0	172	3	11	139	8	0	158	3	462
8:45AM	17	6	17	0	40	0	4	4	44	0	52	0	31	97	6	0	134	0	15	108	2	0	125	0	351
Total	67	58	81	0	206	6	36	26	146	0	208	2	192	506	25	0	723	14	39	426	27	0	492	12	1629
% Approach	32.5%	28.2%	39.3%	0%	-	-	17.3%	12.5%	70.2%	0%	-	-	26.6%	70.0%	3.5%	0%	-	-	7.9%	86.6%	5.5%	0%	-	-	-
% Total	4.1%	3.6%	5.0%	0%	12.6%	-	2.2%	1.6%	9.0%	0%	12.8%	-	11.8%	31.1%	1.5%	0%	44.4%	-	2.4%	26.2%	1.7%	0%	30.2%	-	-
PHF	0.838	0.468	0.723	-	0.888	-	0.643	0.650	0.640	-	0.650	-	0.676	0.838	0.625	-	0.818	-	0.650	0.766	0.614	-	0.778	-	0.881
Lights	64	55	80	0	199	-	35	26	140	0	201	-	184	498	20	0	702	-	37	412	25	0	474	-	1576
% Lights	95.5%	94.8%	98.8%	0%	96.6%	-	97.2%	100%	95.9%	0%	96.6%	-	95.8%	98.4%	80.0%	0%	97.1%	-	94.9%	96.7%	92.6%	0%	96.3%	-	96.7%
Single-Unit Trucks	0	0	0	0	0	-	1	0	3	0	4	-	0	2	2	0	4	-	0	2	0	0	2	-	10
% Single-Unit Trucks	0%	0%	0%	0%	0%	-	2.8%	0%	2.1%	0%	1.9%	-	0%	0.4%	8.0%	0%	0.6%	-	0%	0.5%	0%	0%	0.4%	-	0.6%
Articulated Trucks	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0
% Articulated Trucks	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
Buses	3	3	1	0	7	-	0	0	3	0	3	-	8	6	3	0	17	-	2	12	2	0	16	-	43
% Buses	4.5%	5.2%	1.2%	0%	3.4%	-	0%	0%	2.1%	0%	1.4%	-	4.2%	1.2%	12.0%	0%	2.4%	-	5.1%	2.8%	7.4%	0%	3.3%	-	2.6%
Bicycles on Road	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0
% Bicycles on Road	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
Pedestrians	-	-	-	-	-	2	-	-	-	-	-	2	-	-	-	-	-	5	-	-	-	-	-	3	
% Pedestrians	-	-	-	-	-	33.3%	-	-	-	-	-	100%	-	-	-	-	-	35.7%	-	-	-	-	-	25.0%	-
Bicycles on Crosswalk	-	-	-	-	-	4	-	-	-	-	-	0	-	-	-	-	-	9	-	-	-	-	-	9	
% Bicycles on Crosswalk	-	-	-	-	-	66.7%	-	-	-	-	-	0%	-	-	-	-	-	64.3%	-	-	-	-	-	75.0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Lessard Road & 184 Street Edmonton - TMC

Tue Jun 4, 2024

AM Peak (Jun 04 2024 8AM - 9 AM)

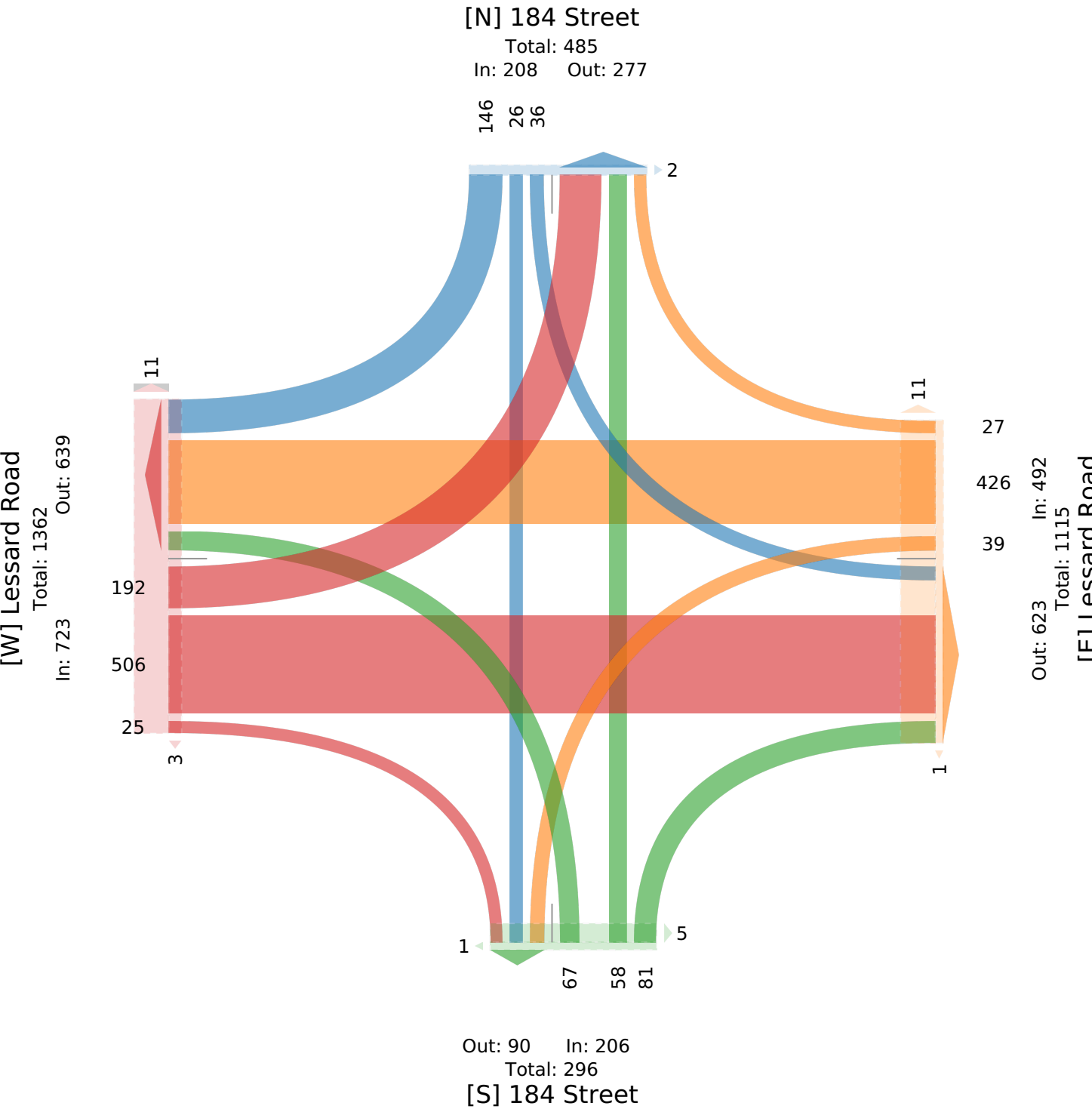
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1194348, Location: 53.484581, -113.645752

Provided by: Scheffer Andrew Ltd.

#310, 4803 - 87 Street NW,
Edmonton, AB, T6E 0V3, CA



Lessard Road & 184 Street Edmonton - TMC

Tue Jun 4, 2024

Midday Peak (Jun 04 2024 12:15PM - 1:15 PM)

All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1194348, Location: 53.484581, -113.645752

Provided by: Scheffer Andrew Ltd.

#310, 4803 - 87 Street NW,

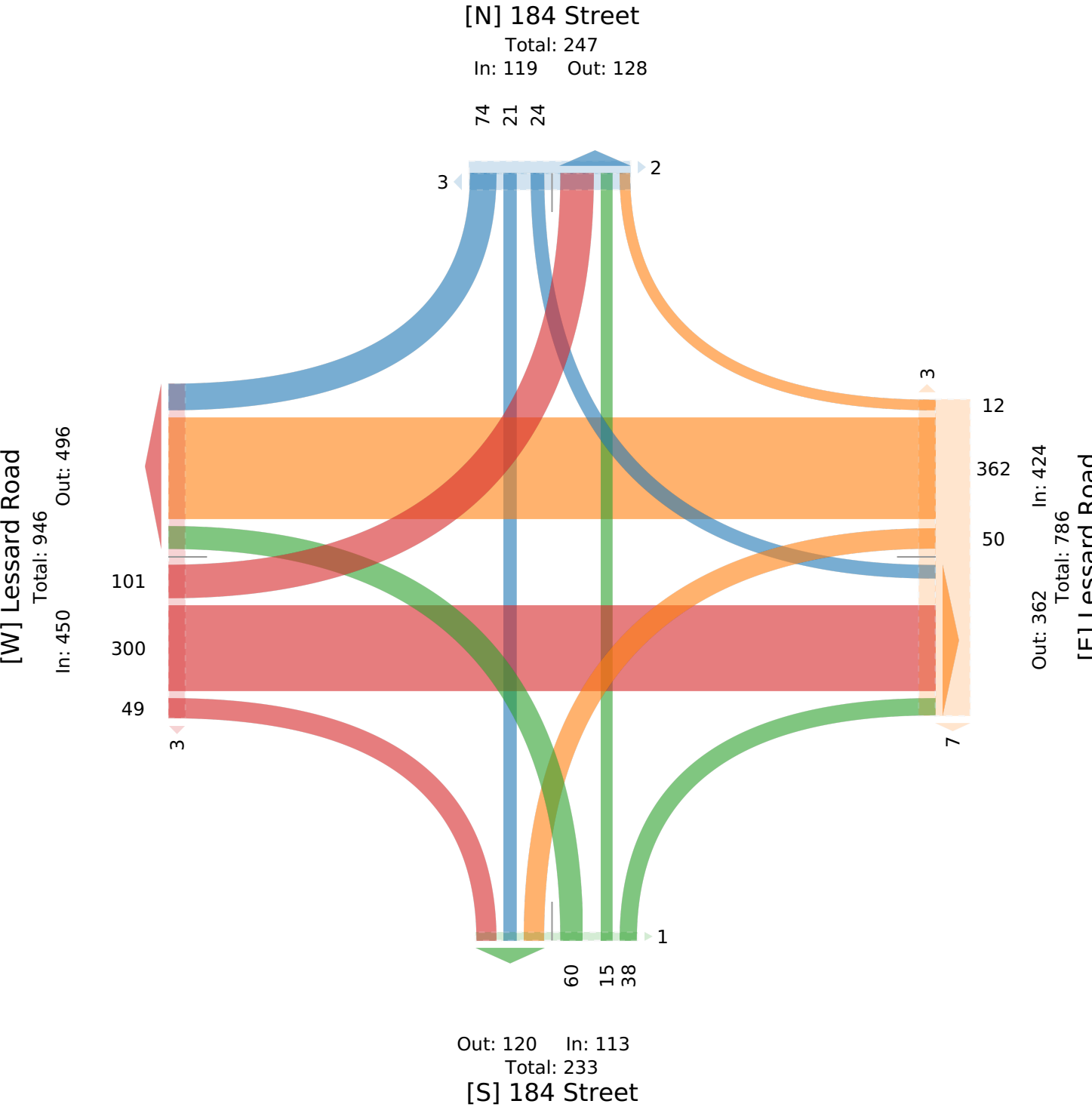
Edmonton, AB, T6E 0V3, CA

Leg Direction	184 Street Northbound						184 Street Southbound						Lessard Road Eastbound						Lessard Road Westbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2024-06-04 12:15PM	13	3	14	0	30	0	12	8	18	0	38	1	25	71	10	0	106	0	17	81	3	0	101	0	275
12:30PM	14	3	10	0	27	1	4	4	23	0	31	1	30	75	14	0	119	1	5	102	5	0	112	6	289
12:45PM	18	4	8	0	30	0	5	6	15	0	26	1	19	87	15	0	121	0	13	87	1	0	101	1	278
1:00PM	15	5	6	0	26	0	3	3	18	0	24	2	27	67	10	0	104	2	15	92	3	0	110	3	264
Total	60	15	38	0	113	1	24	21	74	0	119	5	101	300	49	0	450	3	50	362	12	0	424	10	1106
% Approach	53.1%	13.3%	33.6%	0%	-	-	20.2%	17.6%	62.2%	0%	-	-	22.4%	66.7%	10.9%	0%	-	-	11.8%	85.4%	2.8%	0%	-	-	-
% Total	5.4%	1.4%	3.4%	0%	10.2%	-	2.2%	1.9%	6.7%	0%	10.8%	-	9.1%	27.1%	4.4%	0%	40.7%	-	4.5%	32.7%	1.1%	0%	38.3%	-	-
PHF	0.833	0.700	0.679	-	0.933	-	0.500	0.656	0.804	-	0.783	-	0.842	0.862	0.817	-	0.930	-	0.735	0.887	0.600	-	0.946	-	0.956
Lights	60	14	37	0	111	-	23	21	72	0	116	-	98	296	49	0	443	-	49	356	12	0	417	-	1087
% Lights	100%	93.3%	97.4%	0%	98.2%	-	95.8%	100%	97.3%	0%	97.5%	-	97.0%	98.7%	100%	0%	98.4%	-	98.0%	98.3%	100%	0%	98.3%	-	98.3%
Single-Unit Trucks	0	0	0	0	0	-	1	0	2	0	3	-	2	3	0	0	5	-	0	2	0	0	2	-	10
% Single-Unit Trucks	0%	0%	0%	0%	0%	-	4.2%	0%	2.7%	0%	2.5%	-	2.0%	1.0%	0%	0%	1.1%	-	0%	0.6%	0%	0%	0.5%	-	0.9%
Articulated Trucks	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0
% Articulated Trucks	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
Buses	0	0	1	0	1	-	0	0	0	0	0	-	1	1	0	0	2	-	1	4	0	0	5	-	8
% Buses	0%	0%	2.6%	0%	0.9%	-	0%	0%	0%	0%	0%	-	1.0%	0.3%	0%	0%	0.4%	-	2.0%	1.1%	0%	0%	1.2%	-	0.7%
Bicycles on Road	0	1	0	0	1	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	1
% Bicycles on Road	0%	6.7%	0%	0%	0.9%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0.1%
Pedestrians	-	-	-	-	-	1	-	-	-	-	-	2	-	-	-	-	-	3	-	-	-	-	-	9	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	40.0%	-	-	-	-	-	100%	-	-	-	-	-	90.0%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	3	-	-	-	-	-	0	-	-	-	-	-	1	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	60.0%	-	-	-	-	-	0%	-	-	-	-	-	10.0%	-

* Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Lessard Road & 184 Street Edmonton - TMC
Tue Jun 4, 2024
Midday Peak (Jun 04 2024 12:15PM - 1:15 PM)
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles
on Road, Bicycles on Crosswalk)
All Movements
ID: 1194348, Location: 53.484581, -113.645752

Provided by: Scheffer Andrew Ltd.
#310, 4803 - 87 Street NW,
Edmonton, AB, T6E 0V3, CA



Lessard Road & 184 Street Edmonton - TMC

Tue Jun 4, 2024

PM Peak (Jun 04 2024 3:30PM - 4:30 PM) - Overall Peak Hour

All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1194348, Location: 53.484581, -113.645752

Provided by: Scheffer Andrew Ltd.

#310, 4803 - 87 Street NW,

Edmonton, AB, T6E 0V3, CA

Leg Direction	184 Street Northbound						184 Street Southbound						Lessard Road Eastbound						Lessard Road Westbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2024-06-04 3:30PM	12	3	5	0	20	4	10	26	64	0	100	10	39	91	17	0	147	18	30	198	6	0	234	5	501
3:45PM	14	6	10	0	30	5	10	6	38	0	54	6	26	83	18	0	127	13	23	154	10	0	187	5	398
4:00PM	12	3	9	0	24	0	8	7	32	0	47	1	32	112	23	0	167	4	25	151	8	0	184	0	422
4:15PM	20	5	19	0	44	1	2	8	29	0	39	0	36	119	19	0	174	1	17	150	6	0	173	7	430
Total	58	17	43	0	118	10	30	47	163	0	240	17	133	405	77	0	615	36	95	653	30	0	778	17	1751
% Approach	49.2%	14.4%	36.4%	0%	-	-	12.5%	19.6%	67.9%	0%	-	-	21.6%	65.9%	12.5%	0%	-	-	12.2%	83.9%	3.9%	0%	-	-	-
% Total	3.3%	1.0%	2.5%	0%	6.7%	-	1.7%	2.7%	9.3%	0%	13.7%	-	7.6%	23.1%	4.4%	0%	35.1%	-	5.4%	37.3%	1.7%	0%	44.4%	-	-
PHF	0.725	0.708	0.553	-	0.665	-	0.750	0.442	0.637	-	0.598	-	0.853	0.851	0.837	-	0.884	-	0.792	0.824	0.750	-	0.831	-	0.873
Lights	51	17	40	0	108	-	28	41	161	0	230	-	130	394	75	0	599	-	91	625	29	0	745	-	1682
% Lights	87.9%	100%	93.0%	0%	91.5%	-	93.3%	87.2%	98.8%	0%	95.8%	-	97.7%	97.3%	97.4%	0%	97.4%	-	95.8%	95.7%	96.7%	0%	95.8%	-	96.1%
Single-Unit Trucks	0	0	1	0	1	-	1	1	1	0	3	-	0	4	1	0	5	-	0	1	0	0	1	-	10
% Single-Unit Trucks	0%	0%	2.3%	0%	0.8%	-	3.3%	2.1%	0.6%	0%	1.3%	-	0%	1.0%	1.3%	0%	0.8%	-	0%	0.2%	0%	0%	0.1%	-	0.6%
Articulated Trucks	0	0	0	0	0	-	0	0	0	0	0	-	1	0	0	0	1	-	0	2	0	0	2	-	3
% Articulated Trucks	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0.8%	0%	0%	0%	0.2%	-	0%	0.3%	0%	0%	0.3%	-	0.2%
Buses	7	0	1	0	8	-	1	4	1	0	6	-	2	7	1	0	10	-	4	25	1	0	30	-	54
% Buses	12.1%	0%	2.3%	0%	6.8%	-	3.3%	8.5%	0.6%	0%	2.5%	-	1.5%	1.7%	1.3%	0%	1.6%	-	4.2%	3.8%	3.3%	0%	3.9%	-	3.1%
Bicycles on Road	0	0	1	0	1	-	0	1	0	0	1	-	0	0	0	0	0	-	0	0	0	0	0	-	2
% Bicycles on Road	0%	0%	2.3%	0%	0.8%	-	0%	2.1%	0%	0%	0.4%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0.1%
Pedestrians	-	-	-	-	-	9	-	-	-	-	-	17	-	-	-	-	-	31	-	-	-	-	-	11	
% Pedestrians	-	-	-	-	-	90.0%	-	-	-	-	-	100%	-	-	-	-	-	86.1%	-	-	-	-	-	64.7%	-
Bicycles on Crosswalk	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	5	-	-	-	-	-	6	
% Bicycles on Crosswalk	-	-	-	-	-	10.0%	-	-	-	-	-	0%	-	-	-	-	-	13.9%	-	-	-	-	-	35.3%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Lessard Road & 184 Street Edmonton - TMC

Tue Jun 4, 2024

PM Peak (Jun 04 2024 3:30PM - 4:30 PM) - Overall Peak Hour

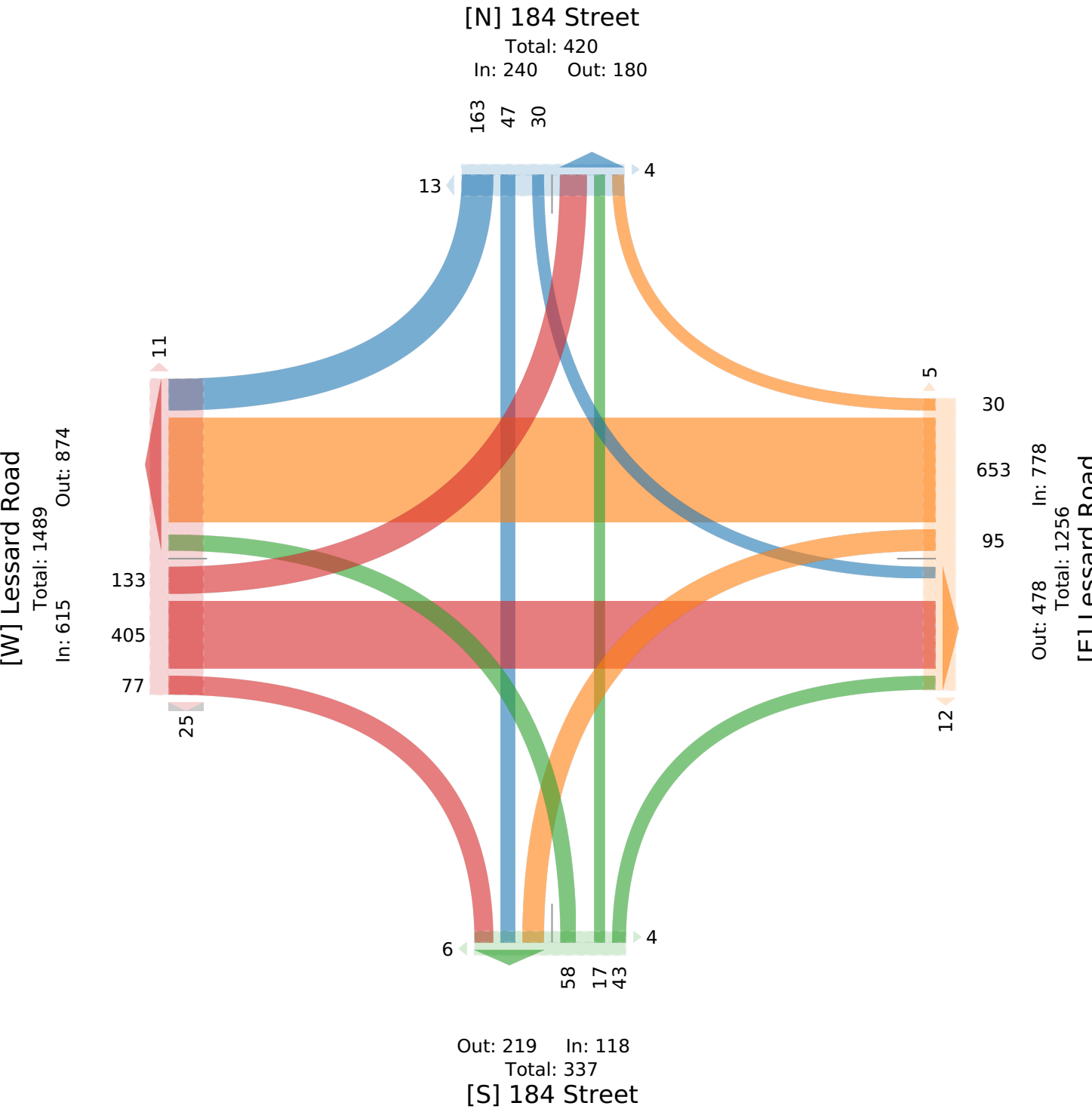
All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

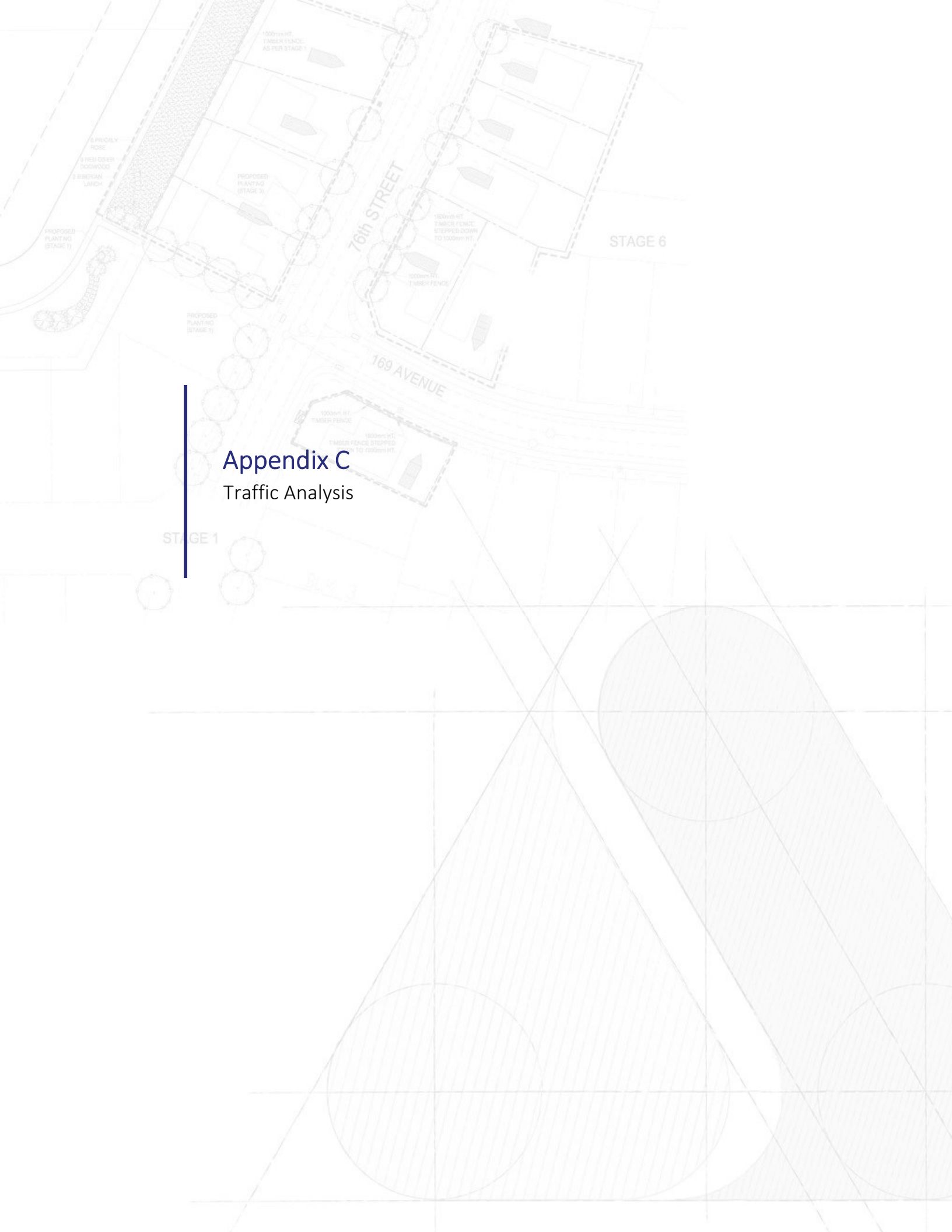
All Movements

ID: 1194348, Location: 53.484581, -113.645752

Provided by: Scheffer Andrew Ltd.

#310, 4803 - 87 Street NW,
Edmonton, AB, T6E 0V3, CA





Appendix C
Traffic Analysis

Lanes, Volumes, Timings
7: 184 St & Lessard Rd

2024 Background AM

06-18-2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	192	506	25	39	426	27	67	58	61	36	26	146
Future Volume (vph)	192	506	25	39	426	27	67	58	61	36	26	146
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	65.0		0.0	50.0		0.0	40.0		0.0	0.0		0.0
Storage Lanes	1		0	1		0	1		0	0		0
Taper Length (m)	30.0			30.0			30.0			30.0		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.993			0.991			0.923			0.905	
Flt Protected	0.950			0.950			0.950				0.991	
Satd. Flow (prot)	1752	3480	0	1752	3473	0	1752	1703	0	0	1654	0
Flt Permitted	0.406			0.365			0.489				0.936	
Satd. Flow (perm)	749	3480	0	673	3473	0	902	1703	0	0	1563	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		8			10			61			146	
Link Speed (k/h)		50			50			50			50	
Link Distance (m)		296.5			162.6			255.9			192.2	
Travel Time (s)		21.3			11.7			18.4			13.8	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	192	506	25	39	426	27	67	58	61	36	26	146
Shared Lane Traffic (%)												
Lane Group Flow (vph)	192	531	0	39	453	0	67	119	0	0	208	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		3.6			3.6			3.6			3.6	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.8			4.8			4.8			4.8	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (k/h)	25		15	25		15	25		15	25		15
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		Perm	NA	
Protected Phases	7	4		3	8		5	2			6	
Permitted Phases	4			8			2			6		
Minimum Split (s)	9.5	22.5		9.5	22.5		9.5	22.5		22.5	22.5	
Total Split (s)	10.0	23.0		9.5	22.5		9.5	32.5		23.0	23.0	
Total Split (%)	15.4%	35.4%		14.6%	34.6%		14.6%	50.0%		35.4%	35.4%	
Maximum Green (s)	5.5	18.5		5.0	18.0		5.0	28.0		18.5	18.5	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0			0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5			4.5	
Lead/Lag	Lead	Lag		Lead	Lag		Lead			Lag	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes			Yes	Yes	
Walk Time (s)		7.0			7.0			7.0		7.0	7.0	
Flash Dont Walk (s)		11.0			11.0			11.0		11.0	11.0	
Pedestrian Calls (#/hr)		0			0			0		0	0	
Act Effect Green (s)	24.0	18.5		23.0	18.0		28.0	28.0			18.5	
Actuated g/C Ratio	0.37	0.28		0.35	0.28		0.43	0.43			0.28	
v/c Ratio	0.53	0.53		0.12	0.47		0.15	0.15			0.38	

Lanes, Volumes, Timings 7: 184 St & Lessard Rd

2024 Background AM
06-18-2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay	18.7	21.6		12.0	21.0		11.9	6.8			8.9	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0			0.0	
Total Delay	18.7	21.6		12.0	21.0		11.9	6.8			8.9	
LOS	B	C		B	C		B	A			A	
Approach Delay		20.9			20.3			8.7			8.9	
Approach LOS		C			C			A			A	

Intersection Summary

Area Type: Other

Cycle Length: 65

Actuated Cycle Length: 65

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 65

Control Type: Pretimed

Maximum v/c Ratio: 0.53

Intersection Signal Delay: 17.7

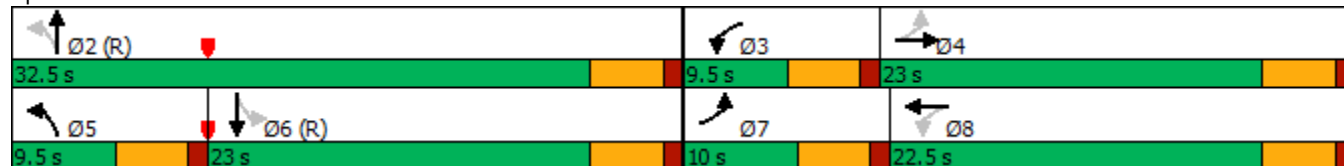
Intersection LOS: B

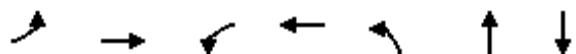
Intersection Capacity Utilization 53.5%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 7: 184 St & Lessard Rd





Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBT
Lane Group Flow (vph)	192	531	39	453	67	119	208
v/c Ratio	0.53	0.53	0.12	0.47	0.15	0.15	0.38
Control Delay	18.7	21.6	12.0	21.0	11.9	6.8	8.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	18.7	21.6	12.0	21.0	11.9	6.8	8.9
Queue Length 50th (m)	14.9	29.1	2.8	24.3	4.8	4.2	5.8
Queue Length 95th (m)	27.6	43.3	7.6	37.1	11.3	12.8	20.8
Internal Link Dist (m)		272.5		138.6		231.9	168.2
Turn Bay Length (m)	65.0		50.0		40.0		
Base Capacity (vph)	361	996	321	968	453	768	549
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.53	0.53	0.12	0.47	0.15	0.15	0.38
Intersection Summary							

HCM Unsignalized Intersection Capacity Analysis

1: Wedgewood Blvd & 184 St

2024 Background AM

06-18-2024

						
Movement	NBL	NBT	SBT	SBR	NEL	NER
Lane Configurations						
Traffic Volume (veh/h)	1	11	8	93	190	0
Future Volume (Veh/h)	1	11	8	93	190	0
Sign Control		Stop	Stop		Free	
Grade		0%	0%		0%	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Hourly flow rate (vph)	1	11	8	93	190	0
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage veh						
Upstream signal (m)					142	
pX, platoon unblocked						
vC, conflicting volume	384	380	380	0	0	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	384	380	380	0	0	
tC, single (s)	7.1	6.5	6.5	6.2	4.1	
tC, 2 stage (s)						
tF (s)	3.5	4.0	4.0	3.3	2.2	
p0 queue free %	100	98	98	91	88	
cM capacity (veh/h)	470	486	486	1082	1617	
Direction, Lane #	NB 1	SB 1	NE 1			
Volume Total	12	101	190			
Volume Left	1	0	190			
Volume Right	0	93	0			
cSH	485	986	1617			
Volume to Capacity	0.02	0.10	0.12			
Queue Length 95th (m)	0.6	2.7	3.2			
Control Delay (s)	12.6	9.1	7.5			
Lane LOS	B	A	A			
Approach Delay (s)	12.6	9.1	7.5			
Approach LOS	B	A				
Intersection Summary						
Average Delay		8.2				
Intersection Capacity Utilization		23.4%		ICU Level of Service		A
Analysis Period (min)		15				

HCM Unsignalized Intersection Capacity Analysis

2: Wedgewood Blvd & Site Acc/Weber Gt

2024 Background AM

06-18-2024

												
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	54	0	0	0	0	0	0	136	0	0	81	13
Future Volume (Veh/h)	54	0	0	0	0	0	0	136	0	0	81	13
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Hourly flow rate (vph)	54	0	0	0	0	0	0	136	0	0	81	13
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	224	224	88	224	230	136	94			136		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	224	224	88	224	230	136	94			136		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	93	100	100	100	100	100	100			100		
cM capacity (veh/h)	730	674	968	730	668	910	1494			1442		
Direction, Lane #	SE 1	NW 1	NE 1	SW 1								
Volume Total	54	0	136	94								
Volume Left	54	0	0	0								
Volume Right	0	0	0	13								
cSH	730	1700	1494	1442								
Volume to Capacity	0.07	0.03	0.00	0.00								
Queue Length 95th (m)	1.9	0.0	0.0	0.0								
Control Delay (s)	10.3	0.0	0.0	0.0								
Lane LOS	B	A										
Approach Delay (s)	10.3	0.0	0.0	0.0								
Approach LOS	B	A										
Intersection Summary												
Average Delay			2.0									
Intersection Capacity Utilization			17.2%		ICU Level of Service					A		
Analysis Period (min)			15									

Lanes, Volumes, Timings
7: 184 St & Lessard Rd

2024 Background PM

06-18-2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	133	405	77	95	653	30	58	17	43	30	47	163
Future Volume (vph)	133	405	77	95	653	30	58	17	43	30	47	163
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	65.0		0.0	50.0		0.0	40.0		0.0	0.0		0.0
Storage Lanes	1		0	1		0	1		0	0		0
Taper Length (m)	30.0			30.0			30.0			30.0		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.976			0.993			0.892			0.908	
Flt Protected	0.950			0.950			0.950				0.994	
Satd. Flow (prot)	1752	3421	0	1752	3480	0	1752	1645	0	0	1665	0
Flt Permitted	0.228			0.407			0.442				0.962	
Satd. Flow (perm)	421	3421	0	751	3480	0	815	1645	0	0	1611	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		34			7			43			163	
Link Speed (k/h)		50			50			50			50	
Link Distance (m)		296.5			162.6			255.9			192.2	
Travel Time (s)		21.3			11.7			18.4			13.8	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	133	405	77	95	653	30	58	17	43	30	47	163
Shared Lane Traffic (%)												
Lane Group Flow (vph)	133	482	0	95	683	0	58	60	0	0	240	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		3.6			3.6			3.6			3.6	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.8			4.8			4.8			4.8	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (k/h)	25		15	25		15	25		15	25		15
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		Perm	NA	
Protected Phases	7	4		3	8		5	2			6	
Permitted Phases	4			8			2			6		
Minimum Split (s)	9.5	22.5		9.5	22.5		9.5	22.5		22.5	22.5	
Total Split (s)	10.0	23.0		9.5	22.5		9.5	32.5		23.0	23.0	
Total Split (%)	15.4%	35.4%		14.6%	34.6%		14.6%	50.0%		35.4%	35.4%	
Maximum Green (s)	5.5	18.5		5.0	18.0		5.0	28.0		18.5	18.5	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0			0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5			4.5	
Lead/Lag	Lead	Lag		Lead	Lag		Lead			Lag	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes			Yes	Yes	
Walk Time (s)		7.0			7.0			7.0		7.0	7.0	
Flash Dont Walk (s)		11.0			11.0			11.0		11.0	11.0	
Pedestrian Calls (#/hr)		0			0			0		0	0	
Act Effect Green (s)	24.0	18.5		23.0	18.0		28.0	28.0			18.5	
Actuated g/C Ratio	0.37	0.28		0.35	0.28		0.43	0.43			0.28	
v/c Ratio	0.50	0.48		0.28	0.71		0.14	0.08			0.42	

Lanes, Volumes, Timings
7: 184 St & Lessard Rd

2024 Background PM
06-18-2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay	18.5	19.8		13.7	25.6		11.8	5.7			9.4	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0			0.0	
Total Delay	18.5	19.8		13.7	25.6		11.8	5.7			9.4	
LOS	B	B		B	C		B	A			A	
Approach Delay		19.5			24.1			8.7			9.4	
Approach LOS		B			C			A			A	

Intersection Summary

Area Type: Other

Cycle Length: 65

Actuated Cycle Length: 65

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 65

Control Type: Pretimed

Maximum v/c Ratio: 0.71

Intersection Signal Delay: 19.4

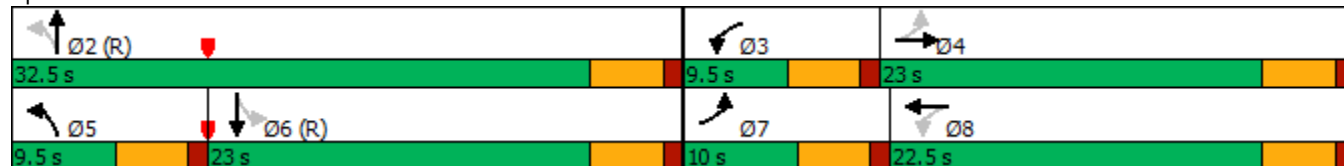
Intersection LOS: B

Intersection Capacity Utilization 58.4%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 7: 184 St & Lessard Rd



							
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBT
Lane Group Flow (vph)	133	482	95	683	58	60	240
v/c Ratio	0.50	0.48	0.28	0.71	0.14	0.08	0.42
Control Delay	18.5	19.8	13.7	25.6	11.8	5.7	9.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	18.5	19.8	13.7	25.6	11.8	5.7	9.4
Queue Length 50th (m)	9.9	24.4	6.9	40.3	4.1	1.2	7.3
Queue Length 95th (m)	19.8	37.5	15.0	58.0	10.2	7.1	23.7
Internal Link Dist (m)		272.5		138.6		231.9	168.2
Turn Bay Length (m)	65.0		50.0		40.0		
Base Capacity (vph)	268	997	342	968	423	733	575
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.50	0.48	0.28	0.71	0.14	0.08	0.42
Intersection Summary							

HCM Unsignalized Intersection Capacity Analysis

1: Wedgewood Blvd & 184 St

2024 Background PM

06-18-2024



Movement	NBL	NBT	SBT	SBR	NEL	NER
Lane Configurations						
Traffic Volume (veh/h)	2	16	20	216	139	2
Future Volume (Veh/h)	2	16	20	216	139	2
Sign Control		Stop	Stop		Free	
Grade		0%	0%		0%	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Hourly flow rate (vph)	2	16	20	216	139	2
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage veh						
Upstream signal (m)					142	
pX, platoon unblocked						
vC, conflicting volume	289	279	280	0	0	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	289	279	280	0	0	
tC, single (s)	7.1	6.5	6.5	6.2	4.1	
tC, 2 stage (s)						
tF (s)	3.5	4.0	4.0	3.3	2.2	
p0 queue free %	100	97	97	80	91	
cM capacity (veh/h)	481	573	573	1082	1617	
Direction, Lane #	NB 1	SB 1	NE 1			
Volume Total	18	236	141			
Volume Left	2	0	139			
Volume Right	0	216	2			
cSH	562	1006	1617			
Volume to Capacity	0.03	0.23	0.09			
Queue Length 95th (m)	0.8	7.3	2.3			
Control Delay (s)	11.6	9.7	7.3			
Lane LOS	B	A	A			
Approach Delay (s)	11.6	9.7	7.3			
Approach LOS	B	A				
Intersection Summary						
Average Delay			8.9			
Intersection Capacity Utilization			28.9%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

2: Wedgewood Blvd & Site Acc/Weber Gt

2024 Background PM

06-18-2024

												
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	25	0	0	0	0	0	0	116	0	0	164	51
Future Volume (Veh/h)	25	0	0	0	0	0	0	116	0	0	164	51
Sign Control		Yield			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Hourly flow rate (vph)	25	0	0	0	0	0	0	116	0	0	164	51
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	None								None			
Median storage veh												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	306	306	190	306	331	116	215	116				
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	306	306	190	306	331	116	215	116				
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1	4.1				
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2	2.2				
p0 queue free %	96	100	100	100	100	100	100	100				
cM capacity (veh/h)	645	606	850	645	587	934	1349	1466				
Direction, Lane #	SE 1	NW 1	NE 1	SW 1								
Volume Total	25	0	116	215								
Volume Left	25	0	0	0								
Volume Right	0	0	0	51								
cSH	645	1700	1349	1466								
Volume to Capacity	0.04	0.03	0.00	0.00								
Queue Length 95th (m)	1.0	0.0	0.0	0.0								
Control Delay (s)	10.8	0.0	0.0	0.0								
Lane LOS	B	A										
Approach Delay (s)	10.8	0.0	0.0	0.0								
Approach LOS	B	A										
Intersection Summary												
Average Delay	0.8											
Intersection Capacity Utilization	21.7%			ICU Level of Service					A			
Analysis Period (min)	15											

Lanes, Volumes, Timings
7: 184 St & Lessard Rd

2024 Combined Case 1 AM
06-18-2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	192	506	27	41	426	27	73	63	88	36	28	146
Future Volume (vph)	192	506	27	41	426	27	73	63	88	36	28	146
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	65.0		0.0	50.0		0.0	40.0		0.0	0.0		0.0
Storage Lanes	1		0	1		0	1		0	0		0
Taper Length (m)	30.0			30.0			30.0			30.0		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.992			0.991			0.913			0.906	
Flt Protected	0.950			0.950			0.950				0.992	
Satd. Flow (prot)	1752	3477	0	1752	3473	0	1752	1684	0	0	1658	0
Flt Permitted	0.406			0.363			0.486				0.931	
Satd. Flow (perm)	749	3477	0	670	3473	0	897	1684	0	0	1556	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		8			10			88			146	
Link Speed (k/h)		50			50			50			50	
Link Distance (m)		296.5			162.6			255.9			192.2	
Travel Time (s)		21.3			11.7			18.4			13.8	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	192	506	27	41	426	27	73	63	88	36	28	146
Shared Lane Traffic (%)												
Lane Group Flow (vph)	192	533	0	41	453	0	73	151	0	0	210	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		3.6			3.6			3.6			3.6	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.8			4.8			4.8			4.8	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (k/h)	25		15	25		15	25		15	25		15
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		Perm	NA	
Protected Phases	7	4		3	8		5	2			6	
Permitted Phases	4			8			2			6		
Minimum Split (s)	9.5	22.5		9.5	22.5		9.5	22.5		22.5	22.5	
Total Split (s)	10.0	23.0		9.5	22.5		9.5	32.5		23.0	23.0	
Total Split (%)	15.4%	35.4%		14.6%	34.6%		14.6%	50.0%		35.4%	35.4%	
Maximum Green (s)	5.5	18.5		5.0	18.0		5.0	28.0		18.5	18.5	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0			0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5			4.5	
Lead/Lag	Lead	Lag		Lead	Lag		Lead			Lag	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes			Yes	Yes	
Walk Time (s)		7.0			7.0			7.0		7.0	7.0	
Flash Dont Walk (s)		11.0			11.0			11.0		11.0	11.0	
Pedestrian Calls (#/hr)		0			0			0		0	0	
Act Effect Green (s)	24.0	18.5		23.0	18.0		28.0	28.0			18.5	
Actuated g/C Ratio	0.37	0.28		0.35	0.28		0.43	0.43			0.28	
v/c Ratio	0.53	0.54		0.13	0.47		0.16	0.19			0.38	

Lanes, Volumes, Timings
7: 184 St & Lessard Rd

2024 Combined Case 1 AM
06-18-2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay	18.7	21.7		12.0	21.0		12.0	6.2			9.0	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0			0.0	
Total Delay	18.7	21.7		12.0	21.0		12.0	6.2			9.0	
LOS	B	C		B	C		B	A			A	
Approach Delay		20.9			20.2			8.1			9.0	
Approach LOS		C			C			A			A	

Intersection Summary

Area Type: Other

Cycle Length: 65

Actuated Cycle Length: 65

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 65

Control Type: Pretimed

Maximum v/c Ratio: 0.54

Intersection Signal Delay: 17.4

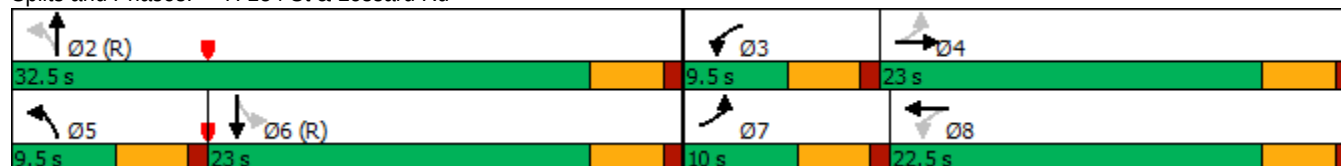
Intersection LOS: B

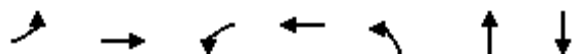
Intersection Capacity Utilization 59.4%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 7: 184 St & Lessard Rd





Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBT
Lane Group Flow (vph)	192	533	41	453	73	151	210
v/c Ratio	0.53	0.54	0.13	0.47	0.16	0.19	0.38
Control Delay	18.7	21.7	12.0	21.0	12.0	6.2	9.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	18.7	21.7	12.0	21.0	12.0	6.2	9.0
Queue Length 50th (m)	14.9	29.2	2.9	24.3	5.3	4.5	6.0
Queue Length 95th (m)	27.6	43.5	7.9	37.1	12.2	14.1	20.9
Internal Link Dist (m)		272.5		138.6		231.9	168.2
Turn Bay Length (m)	65.0		50.0		40.0		
Base Capacity (vph)	361	995	320	968	452	775	547
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.53	0.54	0.13	0.47	0.16	0.19	0.38
Intersection Summary							

HCM Unsignalized Intersection Capacity Analysis

1: Wedgewood Blvd & 184 St

2024 Combined Case 1 AM

06-18-2024

						
Movement	NBL	NBT	SBT	SBR	NEL	NER
Lane Configurations						
Traffic Volume (veh/h)	1	11	8	98	190	0
Future Volume (Veh/h)	1	11	8	98	190	0
Sign Control		Stop	Stop		Free	
Grade		0%	0%		0%	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Hourly flow rate (vph)	1	11	8	98	190	0
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage veh						
Upstream signal (m)					142	
pX, platoon unblocked						
vC, conflicting volume	384	380	380	0	0	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	384	380	380	0	0	
tC, single (s)	7.1	6.5	6.5	6.2	4.1	
tC, 2 stage (s)						
tF (s)	3.5	4.0	4.0	3.3	2.2	
p0 queue free %	100	98	98	91	88	
cM capacity (veh/h)	468	486	486	1082	1617	
Direction, Lane #	NB 1	SB 1	NE 1			
Volume Total	12	106	190			
Volume Left	1	0	190			
Volume Right	0	98	0			
cSH	485	990	1617			
Volume to Capacity	0.02	0.11	0.12			
Queue Length 95th (m)	0.6	2.9	3.2			
Control Delay (s)	12.6	9.1	7.5			
Lane LOS	B	A	A			
Approach Delay (s)	12.6	9.1	7.5			
Approach LOS	B	A				
Intersection Summary						
Average Delay		8.3				
Intersection Capacity Utilization		23.7%	ICU Level of Service	A		
Analysis Period (min)		15				

HCM Unsignalized Intersection Capacity Analysis

2: Wedgewood Blvd & Site Acc/Weber Gt

2024 Combined Case 1 AM

06-18-2024

												
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	54	0	0	0	0	18	0	136	0	5	81	13
Future Volume (Veh/h)	54	0	0	0	0	18	0	136	0	5	81	13
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Hourly flow rate (vph)	54	0	0	0	0	18	0	136	0	5	81	13
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	None								None			
Median storage veh												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	252	234	88	234	240	136	94			136		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	252	234	88	234	240	136	94			136		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	92	100	100	100	100	98	100			100		
cM capacity (veh/h)	684	663	968	717	657	910	1494			1442		
Direction, Lane #	SE 1	NW 1	NE 1	SW 1								
Volume Total	54	18	136	99								
Volume Left	54	0	0	5								
Volume Right	0	18	0	13								
cSH	684	910	1494	1442								
Volume to Capacity	0.08	0.02	0.00	0.00								
Queue Length 95th (m)	2.0	0.5	0.0	0.1								
Control Delay (s)	10.7	9.0	0.0	0.4								
Lane LOS	B	A		A								
Approach Delay (s)	10.7	9.0	0.0	0.4								
Approach LOS	B	A										
Intersection Summary												
Average Delay			2.5									
Intersection Capacity Utilization			25.5%	ICU Level of Service					A			
Analysis Period (min)			15									

Lanes, Volumes, Timings
7: 184 St & Lessard Rd

2024 Combined Case 1 PM

06-18-2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	133	405	84	103	653	30	63	19	47	30	51	163
Future Volume (vph)	133	405	84	103	653	30	63	19	47	30	51	163
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	65.0		0.0	50.0		0.0	40.0		0.0	0.0		0.0
Storage Lanes	1		0	1		0	1		0	0		0
Taper Length (m)	30.0			30.0			30.0			30.0		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.974			0.993			0.893			0.910	
Flt Protected	0.950			0.950			0.950				0.994	
Satd. Flow (prot)	1752	3414	0	1752	3480	0	1752	1647	0	0	1669	0
Flt Permitted	0.229			0.398			0.438				0.962	
Satd. Flow (perm)	422	3414	0	734	3480	0	808	1647	0	0	1615	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		38			7			47			156	
Link Speed (k/h)		50			50			50			50	
Link Distance (m)		296.5			162.6			255.9			192.2	
Travel Time (s)		21.3			11.7			18.4			13.8	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	133	405	84	103	653	30	63	19	47	30	51	163
Shared Lane Traffic (%)												
Lane Group Flow (vph)	133	489	0	103	683	0	63	66	0	0	244	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		3.6			3.6			3.6			3.6	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.8			4.8			4.8			4.8	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (k/h)	25		15	25		15	25		15	25		15
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		Perm	NA	
Protected Phases	7	4		3	8		5	2			6	
Permitted Phases	4			8			2			6		
Minimum Split (s)	9.5	22.5		9.5	22.5		9.5	22.5		22.5	22.5	
Total Split (s)	10.0	22.9		9.6	22.5		9.5	32.5		23.0	23.0	
Total Split (%)	15.4%	35.2%		14.8%	34.6%		14.6%	50.0%		35.4%	35.4%	
Maximum Green (s)	5.5	18.4		5.1	18.0		5.0	28.0		18.5	18.5	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0			0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5			4.5	
Lead/Lag	Lead	Lag		Lead	Lag		Lead			Lag	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes			Yes	Yes	
Walk Time (s)		7.0			7.0			7.0		7.0	7.0	
Flash Dont Walk (s)		11.0			11.0			11.0		11.0	11.0	
Pedestrian Calls (#/hr)		0			0			0		0	0	
Act Effect Green (s)	23.9	18.4		23.1	18.0		28.0	28.0			18.5	
Actuated g/C Ratio	0.37	0.28		0.36	0.28		0.43	0.43			0.28	
v/c Ratio	0.50	0.49		0.30	0.71		0.15	0.09			0.43	

Lanes, Volumes, Timings
7: 184 St & Lessard Rd

2024 Combined Case 1 PM
06-18-2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay	18.6	19.8		14.0	25.6		11.9	5.6			10.1	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0			0.0	
Total Delay	18.6	19.8		14.0	25.6		11.9	5.6			10.1	
LOS	B	B		B	C		B	A			B	
Approach Delay		19.6			24.1			8.7			10.1	
Approach LOS		B			C			A			B	

Intersection Summary

Area Type: Other

Cycle Length: 65

Actuated Cycle Length: 65

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 65

Control Type: Pretimed

Maximum v/c Ratio: 0.71

Intersection Signal Delay: 19.5

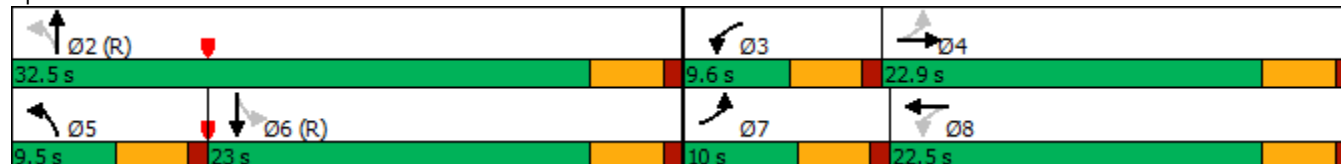
Intersection LOS: B

Intersection Capacity Utilization 58.7%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 7: 184 St & Lessard Rd



							
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBT
Lane Group Flow (vph)	133	489	103	683	63	66	244
v/c Ratio	0.50	0.49	0.30	0.71	0.15	0.09	0.43
Control Delay	18.6	19.8	14.0	25.6	11.9	5.6	10.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	18.6	19.8	14.0	25.6	11.9	5.6	10.1
Queue Length 50th (m)	9.9	24.6	7.5	40.3	4.5	1.3	8.4
Queue Length 95th (m)	19.8	38.0	15.9	58.0	10.9	7.5	25.3
Internal Link Dist (m)		272.5		138.6		231.9	168.2
Turn Bay Length (m)	65.0		50.0		40.0		
Base Capacity (vph)	267	993	340	968	420	736	571
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.50	0.49	0.30	0.71	0.15	0.09	0.43
Intersection Summary							

HCM Unsignalized Intersection Capacity Analysis

1: Wedgewood Blvd & 184 St

2024 Combined Case 1 PM

06-18-2024

						
Movement	NBL	NBT	SBT	SBR	NEL	NER
Lane Configurations						
Traffic Volume (veh/h)	2	16	20	231	149	2
Future Volume (Veh/h)	2	16	20	231	149	2
Sign Control		Stop	Stop		Free	
Grade		0%	0%		0%	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Hourly flow rate (vph)	2	16	20	231	149	2
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage veh						
Upstream signal (m)					142	
pX, platoon unblocked						
vC, conflicting volume	309	299	300	0	0	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	309	299	300	0	0	
tC, single (s)	7.1	6.5	6.5	6.2	4.1	
tC, 2 stage (s)						
tF (s)	3.5	4.0	4.0	3.3	2.2	
p0 queue free %	100	97	96	79	91	
cM capacity (veh/h)	456	555	554	1082	1617	
Direction, Lane #	NB 1	SB 1	NE 1			
Volume Total	18	251	151			
Volume Left	2	0	149			
Volume Right	0	231	2			
cSH	542	1006	1617			
Volume to Capacity	0.03	0.25	0.09			
Queue Length 95th (m)	0.8	7.9	2.4			
Control Delay (s)	11.9	9.8	7.4			
Lane LOS	B	A	A			
Approach Delay (s)	11.9	9.8	7.4			
Approach LOS	B	A				
Intersection Summary						
Average Delay			9.0			
Intersection Capacity Utilization			30.4%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

2: Wedgewood Blvd & Site Acc/Weber Gt

2024 Combined Case 1 PM

06-18-2024

												
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	25	0	0	0	0	10	0	116	0	18	164	51
Future Volume (Veh/h)	25	0	0	0	0	10	0	116	0	18	164	51
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Hourly flow rate (vph)	25	0	0	0	0	10	0	116	0	18	164	51
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	None										None	
Median storage veh												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	352	342	190	342	367	116	215	116				
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	352	342	190	342	367	116	215	116				
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1	4.1				
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2	2.2				
p0 queue free %	96	100	100	100	100	99	100	99				
cM capacity (veh/h)	589	572	850	605	553	934	1349	1466				
Direction, Lane #	SE 1	NW 1	NE 1	SW 1								
Volume Total	25	10	116	233								
Volume Left	25	0	0	18								
Volume Right	0	10	0	51								
cSH	589	934	1349	1466								
Volume to Capacity	0.04	0.01	0.00	0.01								
Queue Length 95th (m)	1.1	0.3	0.0	0.3								
Control Delay (s)	11.4	8.9	0.0	0.7								
Lane LOS	B	A		A								
Approach Delay (s)	11.4	8.9	0.0	0.7								
Approach LOS	B	A										
Intersection Summary												
Average Delay			1.4									
Intersection Capacity Utilization			34.1%	ICU Level of Service					A			
Analysis Period (min)			15									

Lanes, Volumes, Timings
7: 184 St & Lessard Rd

2024 Combined Case 2 AM

06-18-2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	192	506	28	44	426	27	84	72	101	36	29	146
Future Volume (vph)	192	506	28	44	426	27	84	72	101	36	29	146
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	65.0		0.0	50.0		0.0	40.0		0.0	0.0		0.0
Storage Lanes	1		0	1		0	1		0	0		0
Taper Length (m)	30.0			30.0			30.0			30.0		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.992			0.991			0.912			0.907	
Flt Protected	0.950			0.950			0.950				0.992	
Satd. Flow (prot)	1752	3477	0	1752	3473	0	1752	1682	0	0	1660	0
Flt Permitted	0.406			0.363			0.485				0.928	
Satd. Flow (perm)	749	3477	0	670	3473	0	895	1682	0	0	1553	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		9			10			101			146	
Link Speed (k/h)		50			50			50			50	
Link Distance (m)		296.5			162.6			255.9			192.2	
Travel Time (s)		21.3			11.7			18.4			13.8	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	192	506	28	44	426	27	84	72	101	36	29	146
Shared Lane Traffic (%)												
Lane Group Flow (vph)	192	534	0	44	453	0	84	173	0	0	211	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		3.6			3.6			3.6			3.6	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.8			4.8			4.8			4.8	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (k/h)	25		15	25		15	25		15	25		15
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		Perm	NA	
Protected Phases	7	4		3	8		5	2			6	
Permitted Phases	4			8			2			6		
Minimum Split (s)	9.5	22.5		9.5	22.5		9.5	22.5		22.5	22.5	
Total Split (s)	10.0	23.0		9.5	22.5		9.5	32.5		23.0	23.0	
Total Split (%)	15.4%	35.4%		14.6%	34.6%		14.6%	50.0%		35.4%	35.4%	
Maximum Green (s)	5.5	18.5		5.0	18.0		5.0	28.0		18.5	18.5	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0			0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5			4.5	
Lead/Lag	Lead	Lag		Lead	Lag		Lead			Lag	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes			Yes	Yes	
Walk Time (s)		7.0			7.0			7.0		7.0	7.0	
Flash Dont Walk (s)		11.0			11.0			11.0		11.0	11.0	
Pedestrian Calls (#/hr)		0			0			0		0	0	
Act Effect Green (s)	24.0	18.5		23.0	18.0		28.0	28.0			18.5	
Actuated g/C Ratio	0.37	0.28		0.35	0.28		0.43	0.43			0.28	
v/c Ratio	0.53	0.54		0.14	0.47		0.19	0.22			0.39	

Lanes, Volumes, Timings
7: 184 St & Lessard Rd

2024 Combined Case 2 AM
06-18-2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay	18.7	21.7		12.1	21.0		12.2	6.2			9.1	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0			0.0	
Total Delay	18.7	21.7		12.1	21.0		12.2	6.2			9.1	
LOS	B	C		B	C		B	A			A	
Approach Delay		20.9			20.2			8.2			9.1	
Approach LOS		C			C			A			A	

Intersection Summary

Area Type: Other

Cycle Length: 65

Actuated Cycle Length: 65

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 65

Control Type: Pretimed

Maximum v/c Ratio: 0.54

Intersection Signal Delay: 17.3

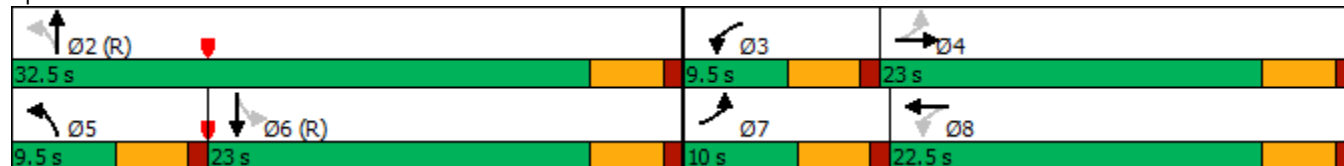
Intersection LOS: B

Intersection Capacity Utilization 60.7%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 7: 184 St & Lessard Rd



							
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBT
Lane Group Flow (vph)	192	534	44	453	84	173	211
v/c Ratio	0.53	0.54	0.14	0.47	0.19	0.22	0.39
Control Delay	18.7	21.7	12.1	21.0	12.2	6.2	9.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	18.7	21.7	12.1	21.0	12.2	6.2	9.1
Queue Length 50th (m)	14.9	29.2	3.1	24.3	6.1	5.2	6.1
Queue Length 95th (m)	27.6	43.5	8.3	37.1	13.5	15.7	21.2
Internal Link Dist (m)		272.5		138.6		231.9	168.2
Turn Bay Length (m)	65.0		50.0		40.0		
Base Capacity (vph)	361	996	320	968	451	782	546
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.53	0.54	0.14	0.47	0.19	0.22	0.39
Intersection Summary							

HCM Unsignalized Intersection Capacity Analysis

1: Wedgewood Blvd & 184 St

2024 Combined Case 2 AM

06-18-2024

						
Movement	NBL	NBT	SBT	SBR	NEL	NER
Lane Configurations						
Traffic Volume (veh/h)	1	11	8	104	190	0
Future Volume (Veh/h)	1	11	8	104	190	0
Sign Control		Stop	Stop		Free	
Grade		0%	0%		0%	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Hourly flow rate (vph)	1	11	8	104	190	0
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage veh						
Upstream signal (m)					142	
pX, platoon unblocked						
vC, conflicting volume	384	380	380	0	0	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	384	380	380	0	0	
tC, single (s)	7.1	6.5	6.5	6.2	4.1	
tC, 2 stage (s)						
tF (s)	3.5	4.0	4.0	3.3	2.2	
p0 queue free %	100	98	98	90	88	
cM capacity (veh/h)	465	486	486	1082	1617	
Direction, Lane #	NB 1	SB 1	NE 1			
Volume Total	12	112	190			
Volume Left	1	0	190			
Volume Right	0	104	0			
cSH	484	995	1617			
Volume to Capacity	0.02	0.11	0.12			
Queue Length 95th (m)	0.6	3.0	3.2			
Control Delay (s)	12.6	9.1	7.5			
Lane LOS	B	A	A			
Approach Delay (s)	12.6	9.1	7.5			
Approach LOS	B	A				
Intersection Summary						
Average Delay			8.3			
Intersection Capacity Utilization			24.0%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

2: Wedgewood Blvd & Site Acc/Weber Gt

2024 Combined Case 2 AM

06-18-2024

												
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	54	0	0	0	0	50	0	136	0	11	81	13
Future Volume (Veh/h)	54	0	0	0	0	50	0	136	0	11	81	13
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Hourly flow rate (vph)	54	0	0	0	0	50	0	136	0	11	81	13
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	None								None			
Median storage veh												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	296	246	88	246	252	136	94			136		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	296	246	88	246	252	136	94			136		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	91	100	100	100	100	95	100			99		
cM capacity (veh/h)	615	650	968	702	645	910	1494			1442		
Direction, Lane #	SE 1	NW 1	NE 1	SW 1								
Volume Total	54	50	136	105								
Volume Left	54	0	0	11								
Volume Right	0	50	0	13								
cSH	615	910	1494	1442								
Volume to Capacity	0.09	0.05	0.00	0.01								
Queue Length 95th (m)	2.3	1.4	0.0	0.2								
Control Delay (s)	11.4	9.2	0.0	0.8								
Lane LOS	B	A		A								
Approach Delay (s)	11.4	9.2	0.0	0.8								
Approach LOS	B	A										
Intersection Summary												
Average Delay			3.4									
Intersection Capacity Utilization			30.7%	ICU Level of Service					A			
Analysis Period (min)			15									

Lanes, Volumes, Timings
7: 184 St & Lessard Rd

2024 Combined Case 2 PM
06-18-2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	133	405	93	115	653	30	71	21	53	30	57	163
Future Volume (vph)	133	405	93	115	653	30	71	21	53	30	57	163
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	65.0		0.0	50.0		0.0	40.0		0.0	0.0		0.0
Storage Lanes	1		0	1		0	1		0	0		0
Taper Length (m)	30.0			30.0			30.0			30.0		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.972			0.993			0.893			0.912	
Flt Protected	0.950			0.950			0.950				0.994	
Satd. Flow (prot)	1752	3407	0	1752	3480	0	1752	1647	0	0	1672	0
Flt Permitted	0.229			0.390			0.431				0.962	
Satd. Flow (perm)	422	3407	0	719	3480	0	795	1647	0	0	1618	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		43			7			53			145	
Link Speed (k/h)		50			50			50			50	
Link Distance (m)		296.5			162.6			255.9			192.2	
Travel Time (s)		21.3			11.7			18.4			13.8	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	133	405	93	115	653	30	71	21	53	30	57	163
Shared Lane Traffic (%)												
Lane Group Flow (vph)	133	498	0	115	683	0	71	74	0	0	250	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		3.6			3.6			3.6			3.6	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.8			4.8			4.8			4.8	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (k/h)	25		15	25		15	25		15	25		15
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		Perm	NA	
Protected Phases	7	4		3	8		5	2			6	
Permitted Phases	4			8			2			6		
Minimum Split (s)	9.5	22.5		9.5	22.5		9.5	22.5		22.5	22.5	
Total Split (s)	10.0	22.9		9.6	22.5		9.5	32.5		23.0	23.0	
Total Split (%)	15.4%	35.2%		14.8%	34.6%		14.6%	50.0%		35.4%	35.4%	
Maximum Green (s)	5.5	18.4		5.1	18.0		5.0	28.0		18.5	18.5	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0			0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5			4.5	
Lead/Lag	Lead	Lag		Lead	Lag		Lead			Lag	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes			Yes	Yes	
Walk Time (s)		7.0			7.0			7.0		7.0	7.0	
Flash Dont Walk (s)		11.0			11.0			11.0		11.0	11.0	
Pedestrian Calls (#/hr)		0			0			0		0	0	
Act Effect Green (s)	23.9	18.4		23.1	18.0		28.0	28.0			18.5	
Actuated g/C Ratio	0.37	0.28		0.36	0.28		0.43	0.43			0.28	
v/c Ratio	0.50	0.50		0.34	0.71		0.17	0.10			0.44	

Lanes, Volumes, Timings
7: 184 St & Lessard Rd

2024 Combined Case 2 PM
06-18-2024

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay	18.6	19.8		14.6	25.6		12.1	5.5			11.2	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0			0.0	
Total Delay	18.6	19.8		14.6	25.6		12.1	5.5			11.2	
LOS	B	B		B	C		B	A			B	
Approach Delay		19.5			24.0			8.7			11.2	
Approach LOS		B			C			A			B	

Intersection Summary

Area Type: Other

Cycle Length: 65

Actuated Cycle Length: 65

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 65

Control Type: Pretimed

Maximum v/c Ratio: 0.71

Intersection Signal Delay: 19.5

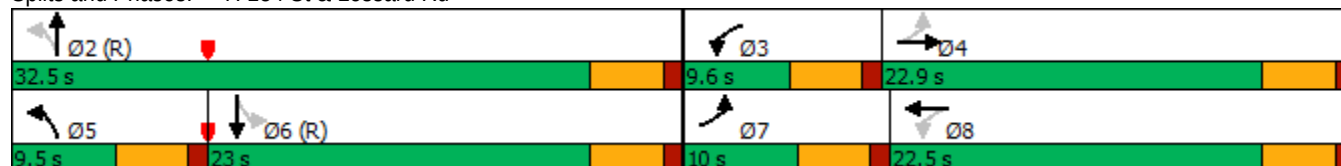
Intersection LOS: B

Intersection Capacity Utilization 59.0%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 7: 184 St & Lessard Rd



							
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBT
Lane Group Flow (vph)	133	498	115	683	71	74	250
v/c Ratio	0.50	0.50	0.34	0.71	0.17	0.10	0.44
Control Delay	18.6	19.8	14.6	25.6	12.1	5.5	11.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	18.6	19.8	14.6	25.6	12.1	5.5	11.2
Queue Length 50th (m)	9.9	24.9	8.5	40.3	5.1	1.5	10.1
Queue Length 95th (m)	19.8	38.4	17.5	58.0	11.9	8.0	28.0
Internal Link Dist (m)		272.5		138.6		231.9	168.2
Turn Bay Length (m)	65.0		50.0		40.0		
Base Capacity (vph)	267	995	336	968	416	739	564
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.50	0.50	0.34	0.71	0.17	0.10	0.44
Intersection Summary							

HCM Unsignalized Intersection Capacity Analysis

1: Wedgewood Blvd & 184 St

2024 Combined Case 2 PM
06-18-2024

						
Movement	NBL	NBT	SBT	SBR	NEL	NER
Lane Configurations						
Traffic Volume (veh/h)	2	16	20	258	166	2
Future Volume (Veh/h)	2	16	20	258	166	2
Sign Control		Stop	Stop		Free	
Grade		0%	0%		0%	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Hourly flow rate (vph)	2	16	20	258	166	2
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage veh						
Upstream signal (m)					142	
pX, platoon unblocked						
vC, conflicting volume	343	333	334	0	0	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	343	333	334	0	0	
tC, single (s)	7.1	6.5	6.5	6.2	4.1	
tC, 2 stage (s)						
tF (s)	3.5	4.0	4.0	3.3	2.2	
p0 queue free %	100	97	96	76	90	
cM capacity (veh/h)	415	525	525	1082	1617	
Direction, Lane #	NB 1	SB 1	NE 1			
Volume Total	18	278	168			
Volume Left	2	0	166			
Volume Right	0	258	2			
cSH	510	1005	1617			
Volume to Capacity	0.04	0.28	0.10			
Queue Length 95th (m)	0.9	9.1	2.7			
Control Delay (s)	12.3	9.9	7.4			
Lane LOS	B	A	A			
Approach Delay (s)	12.3	9.9	7.4			
Approach LOS	B	A				
Intersection Summary						
Average Delay			9.1			
Intersection Capacity Utilization			33.0%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

2: Wedgewood Blvd & Site Acc/Weber Gt

2024 Combined Case 2 PM

06-18-2024

												
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	25	0	0	0	0	27	0	116	0	45	164	51
Future Volume (Veh/h)	25	0	0	0	0	27	0	116	0	45	164	51
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Hourly flow rate (vph)	25	0	0	0	0	27	0	116	0	45	164	51
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	422	396	190	396	421	116	215			116		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	422	396	190	396	421	116	215			116		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	95	100	100	100	100	97	100			97		
cM capacity (veh/h)	512	523	850	549	506	934	1349			1466		
Direction, Lane #	SE 1	NW 1	NE 1	SW 1								
Volume Total	25	27	116	260								
Volume Left	25	0	0	45								
Volume Right	0	27	0	51								
cSH	512	934	1349	1466								
Volume to Capacity	0.05	0.03	0.00	0.03								
Queue Length 95th (m)	1.2	0.7	0.0	0.8								
Control Delay (s)	12.4	9.0	0.0	1.5								
Lane LOS	B	A		A								
Approach Delay (s)	12.4	9.0	0.0	1.5								
Approach LOS	B	A										
Intersection Summary												
Average Delay			2.2									
Intersection Capacity Utilization			35.6%		ICU Level of Service					A		
Analysis Period (min)			15									