

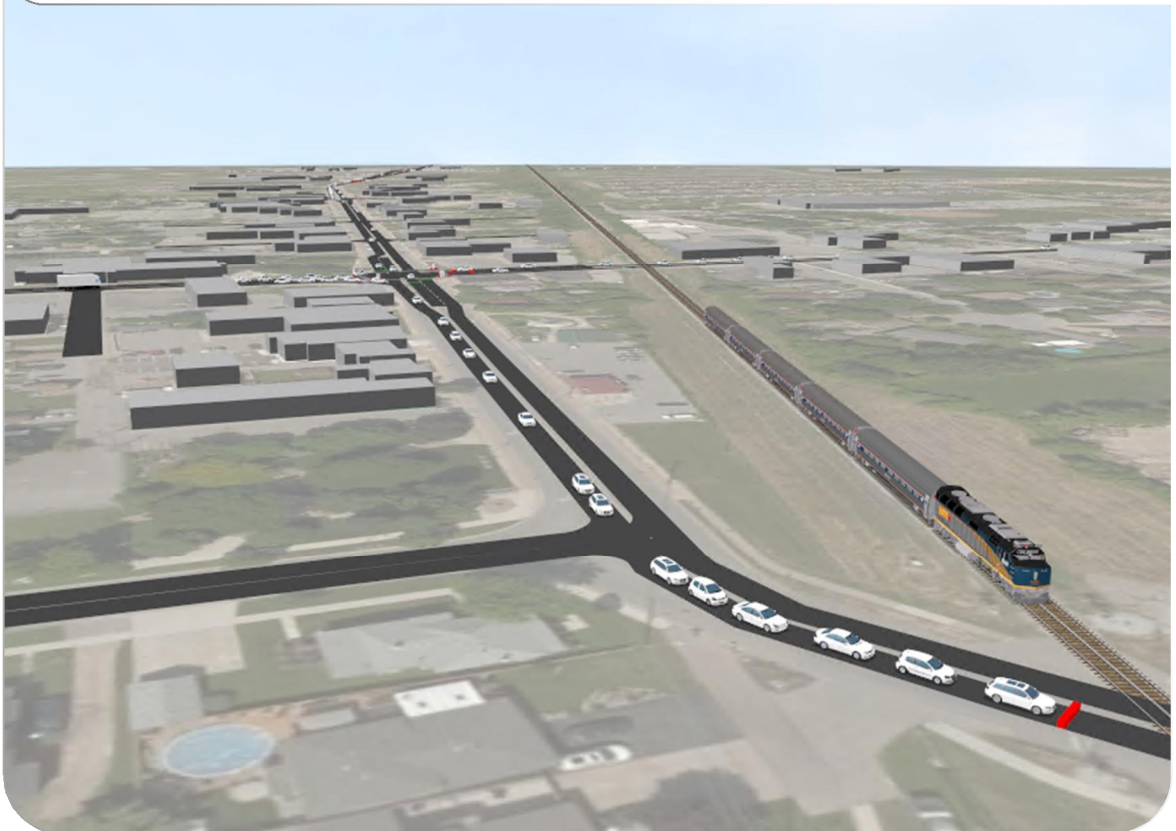


Town of Tecumseh

# Tecumseh Road Microsimulation

Impact of CIP Streetscape Improvements

April 2020 - 19-1776



# Table of Contents

<b>1.0</b>	<b><i>Introduction</i></b>	<b>1</b>
1.1	Purpose.....	1
1.2	Scope .....	1
1.3	Study Area.....	1
<b>2.0</b>	<b><i>Existing Model Construction and Calibration</i></b>	<b>3</b>
2.1	Road Network .....	3
2.2	Bus Routes and Stops .....	5
2.3	Traffic Controls.....	5
2.4	Traffic Volumes .....	6
2.5	VIA Chatham Subdivision.....	8
2.6	Microsimulation Software .....	9
2.7	Model Calibration.....	9
<b>3.0</b>	<b><i>Future Model Construction</i></b>	<b>13</b>
3.1	Background Traffic Volume Growth Rate .....	13
3.2	CIP Development and CR 22 Grade Separation .....	14
3.3	Road Network Modifications .....	14
<b>4.0</b>	<b><i>Results</i></b>	<b>16</b>
4.1	Travel Times.....	16
4.2	Intersection Queueing and Delay Results.....	20
4.3	Potential for Traffic Diversion from Tecumseh Road .....	21
4.4	Lanoue Street Two-Way Traffic Volumes .....	21
<b>5.0</b>	<b><i>Conclusions</i></b>	<b>23</b>

## Figures

Figure 1: Tecumseh Road Study Area.....	2
Figure 2: Community Improvement Plan (CIP) area .....	2
Figure 3: Dashcam video sample (AM peak period) .....	3
Figure 4: Dashcam video sample (PM peak period).....	3
Figure 5: Microsimulation Model - Lauzon Parkway / Tecumseh Road.....	4
Figure 6: Microsimulation Model – Lesperance Road / Tecumseh Road.....	4
Figure 7: Existing Traffic Volumes .....	7
Figure 8: VIA Rail Train in Microsimulation Model .....	9
Figure 9: Google Maps Distance Matrix Travel Times – Eastbound.....	11
Figure 10: Google Maps Distance Matrix Travel Times - Westbound.....	11
Figure 11: Traffic Volume Change 2014-2019 - Tecumseh Road at Lesperance Road.....	13
Figure 12: Forecasted Traffic Impacts of CIP Development .....	14
Figure 13: Lane Geometry and Traffic Control – Existing vs. Future.....	15
Figure 14: Travel Time Results – AM – Eastbound.....	16
Figure 15: Travel Time Results – AM – Westbound .....	17
Figure 16: Travel Time Results – PM – Eastbound .....	17
Figure 17: Travel Time Results – PM – Westbound .....	18

## Tables

Table 1: Existing Bus Routes and Stops .....	5
Table 2: Traffic Count Data .....	6
Table 3: VIA Chatham Subdivision Arrivals and Departures.....	8
Table 4: FHWA Calibration Standards .....	10
Table 5: Model Calibration – Travel Times.....	12
Table 6: Model Calibration – Intersection Volumes - Weekday AM Peak.....	12
Table 7: Model Calibration – Intersection Volumes - Weekday PM Peak.....	12
Table 8: Travel Time Results – AM Peak Hour .....	18
Table 9: Travel Time Results – PM Peak Hour .....	18
Table 10: Queuing in the Vicinity of the Railway Tracks .....	20

## Appendices

A	Tecumseh Road CIP Streetscape Improvements Traffic Analysis Report
B	Traffic Counts
C	Vissim Model Measures of Effectiveness

## 1.0 Introduction

### 1.1 Purpose

Tecumseh Road was designated a “Traditional Main Street” in the Town of Tecumseh *Transportation Master Plan*. This designation means that Tecumseh Road should be an attractive transportation corridor which supports multiple uses (e.g. residential, commercial, public space, etc.) and multiple transportation modes (pedestrians, cyclists, buses, and cars). The Tecumseh Road Community Improvement Plan (CIP) was developed to revitalize Tecumseh Road through the CIP area.

This report documents the assessment of transportation impacts associated with reconfiguring Tecumseh Road through the CIP area, and the impact of infill development. The goal of this assessment is to evaluate the potential impacts and identify potential mitigation measures.

The assessment is being performed primarily using a microsimulation model of the Tecumseh Road corridor. This report documents the development and calibration of this microsimulation model and the results from the future alternatives. The documentation includes inputs and assumptions used in the model for existing conditions and future conditions.

### 1.2 Scope

The scope of this work included the development and calibration of a microsimulation model for Tecumseh Road between Lauzon Road and Brighton Road for the weekday AM and PM peak periods 7-9 AM and 4-6 PM. The purpose of the model was to assess the impacts of the CIP area reconstruction, specifically the reduction in traffic lanes, and the potential for vehicles to divert to other corridors due to congestion on Tecumseh Road.

The impacts of the CIP reconstruction were assessed in terms of travel time through the Tecumseh Road corridor and vehicle delay and queues at major intersections. The model was developed and calibrated with this in mind.

**Appendix A** contains the *Tecumseh Road CIP Streetscape Improvements Study* (Dillon, August 2016) which was referenced for future traffic volume forecasts. The traffic volume forecasts were updated using newer traffic counts collected as part of this study.

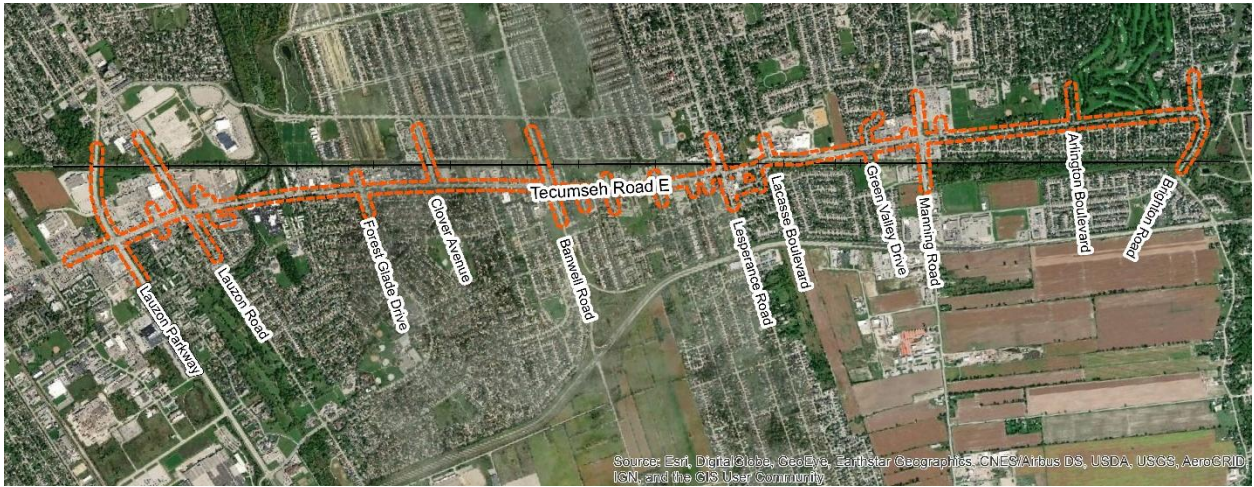
The study also included a brief discussion on the impacts of converting Lanoue Street to a two-way street between Lesperance Road and Bedell Street.

### 1.3 Study Area

The study area for the microsimulation model encompassed a 7.8 km road segment of Tecumseh Road starting west of Lauzon Parkway (west extent) to Brighton Street (east extent). There are a variety of

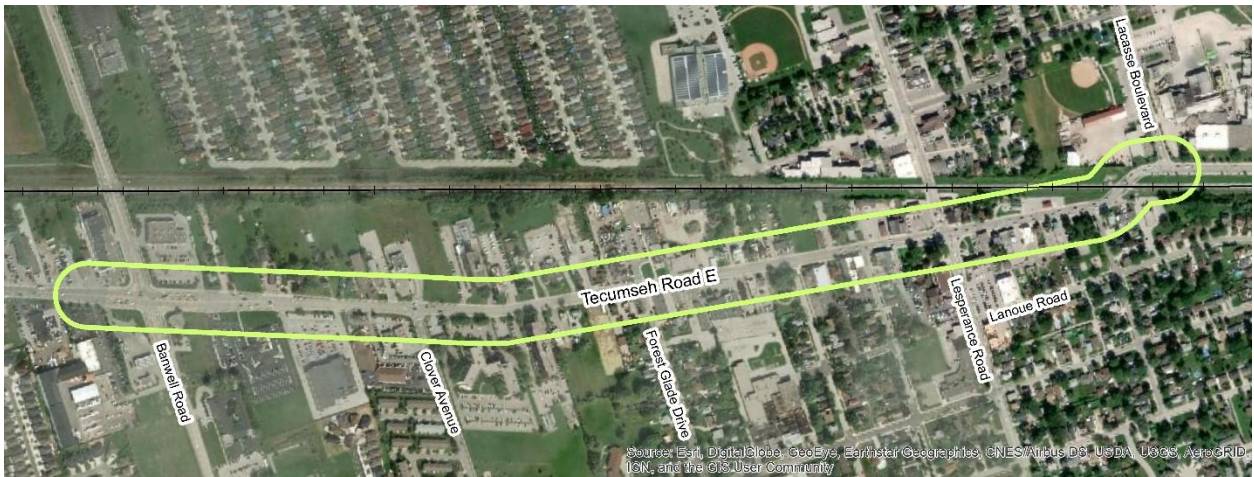
land uses within the study area, including residential, institutional, commercial, and office. **Figure 1** illustrates the study area extents.

**Figure 1: Tecumseh Road Study Area**



The analysis was conducted for the impacts of the CIP area and focused specifically on the segment of Tecumseh Road between Banwell Road and Bedell Street. **Figure 2** shows the CIP area.

**Figure 2: Community Improvement Plan (CIP) area**



## 2.0 Existing Model Construction and Calibration

### 2.1 Road Network

The network was created by using satellite imagery, Google StreetView, dashcam videos, local knowledge, and professional judgement. **Figure 3** illustrates the dashcam videos that were used as part of model calibration.

**Figure 5** and **Figure 6** illustrate the microsimulation model for two sample intersections.

**Figure 3: Dashcam video sample (AM peak period)**



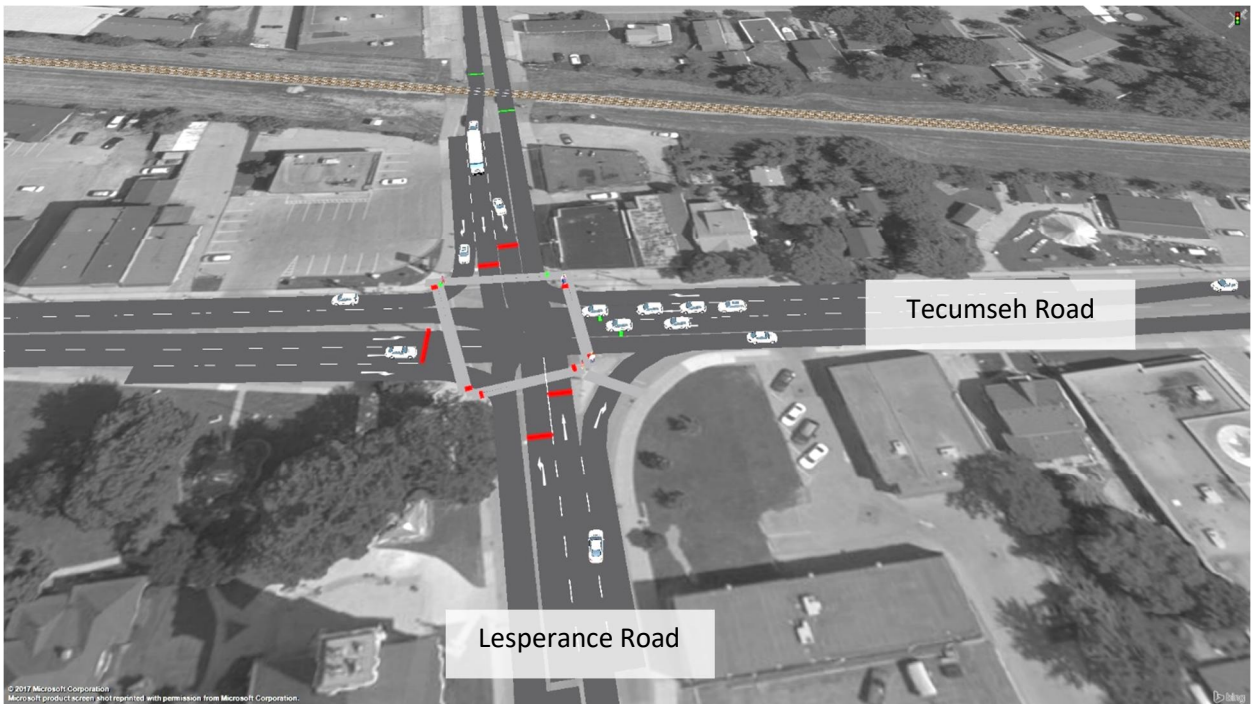
**Figure 4: Dashcam video sample (PM peak period)**



**Figure 5: Microsimulation Model - Lauzon Parkway / Tecumseh Road**



**Figure 6: Microsimulation Model – Lesperance Road / Tecumseh Road**



## 2.2 Bus Routes and Stops

All public transit bus routes and bus stops within the study area were included in the microsimulation model, including the Tecumseh Cross-Town Bus. The microsimulation model also included the one (1) school bus route which was observed to stop on Tecumseh Road during the weekday AM peak hour – blocking traffic in both directions for approximately 40 seconds. Other school buses were modelled as larger vehicles which do not stop and block traffic on study area roads.

**Table 1** lists the public transit bus routes that were included in the microsimulation model.

**Table 1: Existing Bus Routes and Stops**

Route Name and Number	Weekday AM Headways (minutes)		Weekday PM Headways(minutes)	
	Westbound	Eastbound	Westbound	Eastbound
Transway 1C	10	10-15	10	10
Ottawa 4	18-20	17-20	18-20	19-20
Cross-Town Bus	60	60	60	60
	Southbound	Northbound	Southbound	Northbound
Lauzon 10	35	35	34-35	35

Bus passengers were not modelled explicitly; buses were assumed to stop and dwell for between five (5) and 25 seconds at each stop along their route to simulate the boarding and alighting activity.

## 2.3 Traffic Controls

Traffic control signal timing plans were purchased from the City of Windsor or obtained from the Town of Tecumseh for the following study area intersections:

- Tecumseh Road / Lauzon Parkway;
- Tecumseh Road / Yolanda Street;
- Tecumseh Road / Forest Glade Drive;
- Tecumseh Road / Clover Avenue;
- Tecumseh Road / Banwell Road;
- Tecumseh Road / Metro Driveway;
- Tecumseh Road / Southfield Drive;
- Tecumseh Road / Shawnee Road;
- Tecumseh Road / Lesperance Road;
- Tecumseh Road / Lacasse Boulevard;
- Tecumseh Road / Green Valley Drive; and,
- Tecumseh Road / Manning Road.

## 2.4

## Traffic Volumes

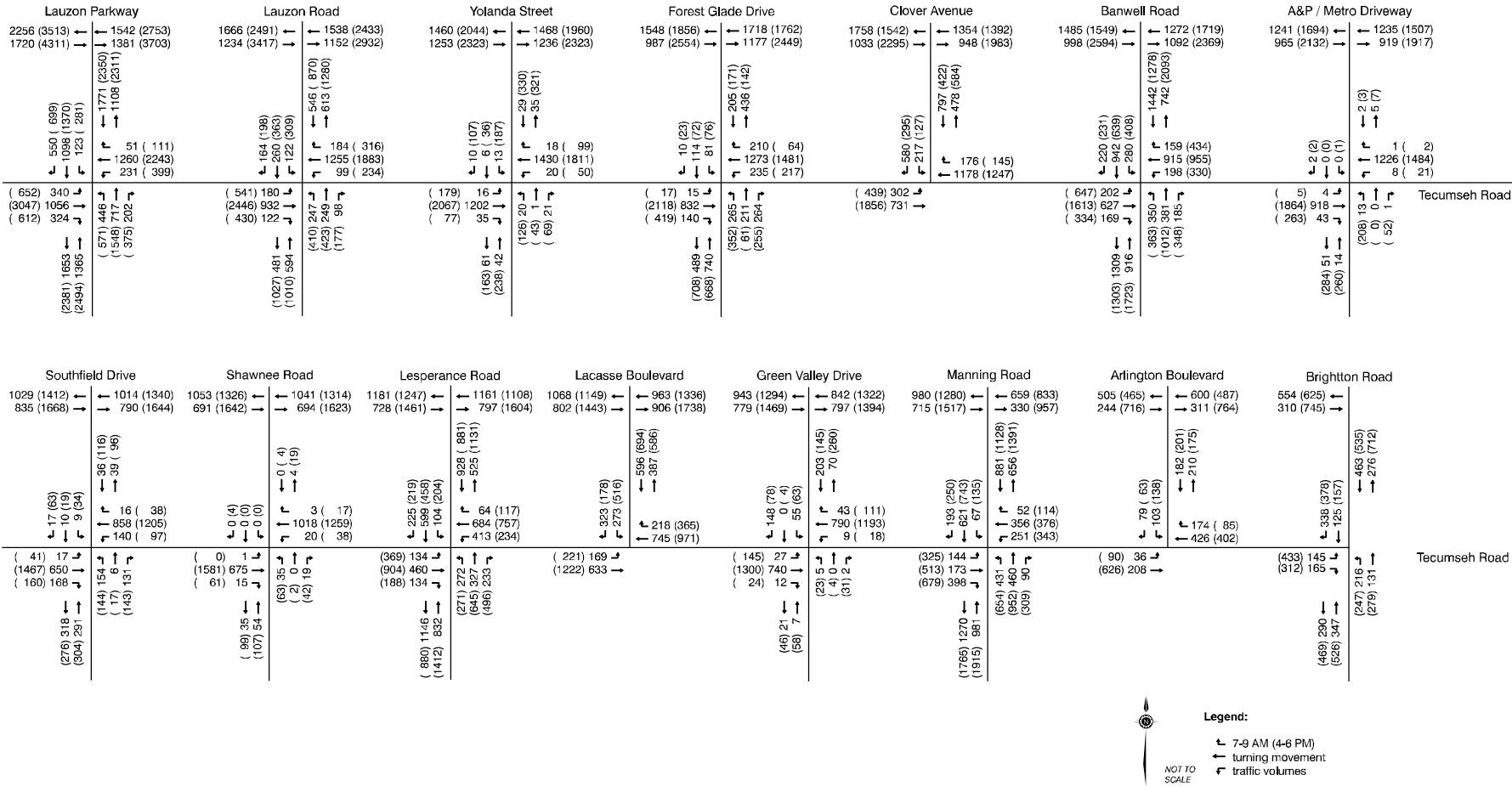
**Table 2** summarizes the available traffic count data that was used for the analysis and **Figure 7** illustrates the existing traffic volumes. The full traffic counts are contained in **Appendix B**.

Several new traffic counts were collected since previous counts were several years old or were impacted by construction activity on CR 22.

**Table 2: Traffic Count Data**

Road (E-W)	Road (N-S)	Count Date	Provided by
Tecumseh Road	Shawnee Road	May 5, 2015	Dillon
Tecumseh Road	Southfield Drive	March 22, 2016	Dillon
Tecumseh Road	Lacasse Boulevard	April 26, 2016	Dillon
Tecumseh Road	Forest Glade Drive	September 13, 2017	City of Windsor
Tecumseh Road	Lauzon Parkway	May 2, 2018	City of Windsor
Tecumseh Road	Clover Avenue	October 17, 2018	City of Windsor
Tecumseh Road	Yolanda Street	May 28, 2019	City of Windsor
Tecumseh Road	Lesperance Road	September 3, 2019	Dillon
Tecumseh Road	Metro Driveway	October 24, 2019	City of Windsor
Tecumseh Road	Banwell Road	October 31, 2019	City of Windsor
Tecumseh Road	Lauzon Road	December 12 , 2019	Dillon
Tecumseh Road	Green Valley Drive	December 12 , 2019	Dillon
Tecumseh Road	Manning Road	December 12, 2019	Dillon
Tecumseh Road	Arlington Boulevard	December 12, 2019	Dillon
Tecumseh Road	Brighton Road	December 12, 2019	Dillon

Figure 7: Existing Traffic Volumes



The traffic volumes above were input into the model at 15-minute intervals for two hours for each period (7 AM – 9 AM and 4 PM – 6 PM). The use of 15-minute interval traffic data allows for more accurate modelling of travel times and queues, as demand varies through the analysis period in reality.

## 2.5 VIA Chatham Subdivision

The VIA Rail Chatham Subdivision runs through the study area from the northwest to the southeast and crosses several study area roads along the way, including Tecumseh Road itself. Since the train can block and hold back traffic at several intersections, it was important to include its impacts in the model.

**Table 3** summarizes the departures and arrivals for the VIA Rail Chatham Subdivision. Since the model simulates the weekday AM and PM peak periods from 7 AM – 9 AM and 4 PM – 6 PM, there are no trains during the weekday AM peak period, and only two trains during the weekday PM peak period.

**Table 3: VIA Chatham Subdivision Arrivals and Departures**

Windsor to Toronto, Departure Time from Windsor	Impact during peak period?	Toronto to Windsor, Arrival Time in Windsor	Impact during peak period?
5:30 AM	No	11:02 AM	No
9:05 AM	No	4:30 PM	Yes
1:45 PM	No	9:56 PM	No
5:45 PM	Yes	11:44 PM	No

YouTube videos of the Tecumseh Road VIA crossing were reviewed; VIA trains of several cars in length were observed to block vehicle traffic for approximately 30 seconds, so this assumption was used for modelling train traffic. **Figure 8** provides an example of the impact the VIA Rail train has on traffic in the microsimulation model as it travels eastbound between Lesperance Road and Tecumseh Road.

Figure 8: VIA Rail Train in Microsimulation Model



## 2.6 Microsimulation Software

The analysis applied PTV Group’s Vissim microsimulation software, which is the industry leading software for transportation microsimulation. Microsimulation involves simulating the behaviour of individual cars, trucks, buses, pedestrians, and trains on a simulated transportation network. The model is used to assess the impact to motor vehicles in terms of delays, queuing, and travel time.

Before testing alternatives, it was necessary to construct a model that replicated existing conditions. This is a necessary step as, if the model cannot be calibrated to match existing conditions, then it cannot be trusted to evaluate future conditions. Calibration involves adjustments to the transportation demands in the model and other parameters to match the travel patterns, travel times, and vehicle behaviour.

When the microsimulation model starts at 7 AM and 4 PM, there are no vehicles in the network and therefore there are virtually no queues, no delays, and the travel time would not represent typical conditions. For this reason it is necessary to use the first hour of the simulation (7 AM – 8 AM and 4 PM – 5 PM) as a “warm-up” period to establish a steady-state in the model. The delay and travel time measurements used for calibration and analysis were collected during the second hour of the simulation (i.e. 8 AM – 9 AM and 5 PM – 6 PM).

## 2.7 Model Calibration

Model calibration was performed to ensure the transportation demands are correct and that the model accurately represents the travel patterns and traveller behaviours that occur in reality.

A set of calibration standards were employed to measure the accuracy of the model. The standards used in this analysis are based on FHWA's *Traffic Analysis Toolbox Volume III: Guidelines for Applying Traffic Microsimulation Models*, and include a set of statistical tests to verify the validity of the model results in comparison to observed field data. **Table 4** presents the FHWA Calibration standards.

**Table 4: FHWA Calibration Standards**

Criteria and Measures	Calibration Acceptance Targets
<b>Hourly Flows, Model Versus Observed</b>	
Individual Link Flows	
Within 15%, for 700 veh/h < Flow < 2700 veh/h	> 85% of cases
Within 100 veh/h, for Flow < 700 veh/h	> 85% of cases
Within 400 veh/h, for Flow > 2700 veh/h	> 85% of cases
Sum of All Link Flows	Within 5% of sum of all link counts
GEH Statistic < 5 for Individual Link Flows*	> 85% of cases
GEH Statistic for Sum of All Link Flows	GEH < 4 for sum of all link counts
<b>Travel Times, Model Versus Observed</b>	
Journey Times, Network	
Within 15% (or 1 min, if higher)	> 85% of cases
<b>Visual Audits</b>	
Individual Link Speeds	
Visually Acceptable Speed-Flow Relationship	To analyst's satisfaction
Bottlenecks	
Visually Acceptable Queuing	To analyst's satisfaction

\*The GEH statistic is computed as follows:

$$GEH = \sqrt{\frac{(E - V)^2}{(E + V) / 2}} \quad (4)$$

where:

E = model estimated volume

V = field count

Source: "Freeway System Operational Assessment," *Paramics Calibration and Validation Guidelines* (Draft), Technical Report I-33, Wisconsin DOT, District 2, June 2002.

Multiple data sources were used to determine the travel time in the corridor between Lauzon Parkway and Brighton Road. The Google Distance Matrix Application Programming Interface (API) was queried to determine real-world travel times in the study area. The Google Distance Matrix API was used since it allowed us to use a much larger sample size than would otherwise be possible. The Google Distance Matrix API is crowd-sourced from mobile phones running Google Maps and uses historical averages which represent hundreds of measurements. Field observations were used to validate the travel times from the Google Distance Matrix API.

Figure 9 and Figure 10 illustrate the travel times queried from the Google Maps Distance Matrix API. The API only provides forecasts for future dates and times; it does not provide observed travel times for past days.

Figure 9: Google Maps Distance Matrix Travel Times – Eastbound

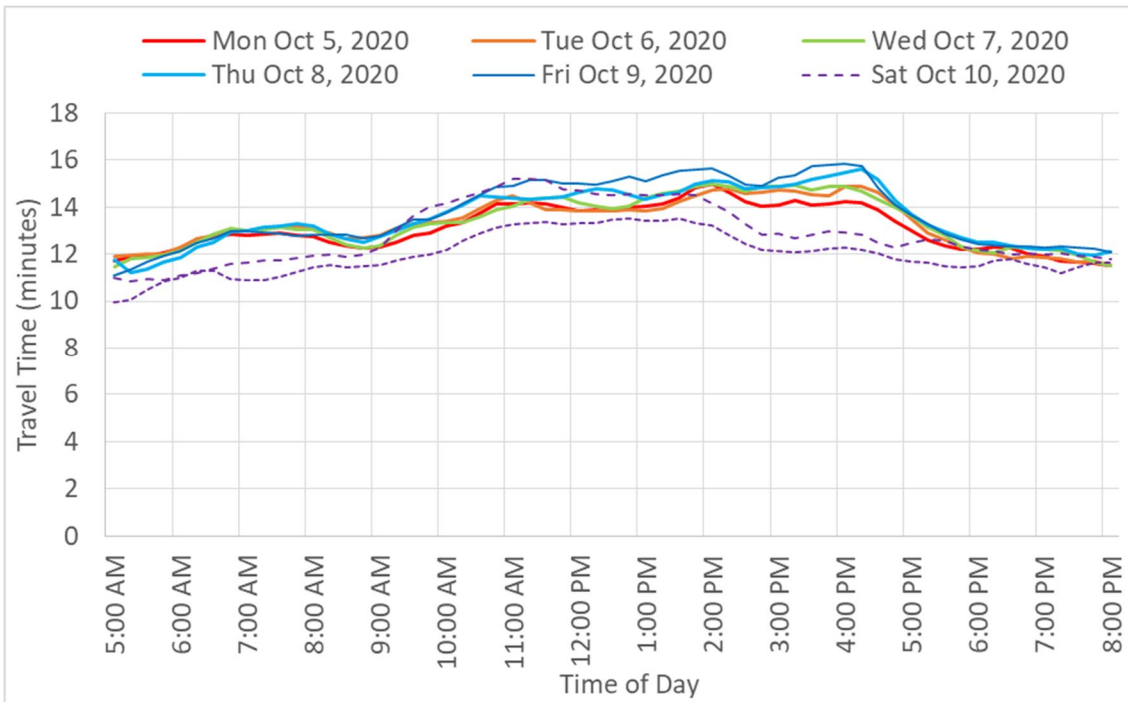
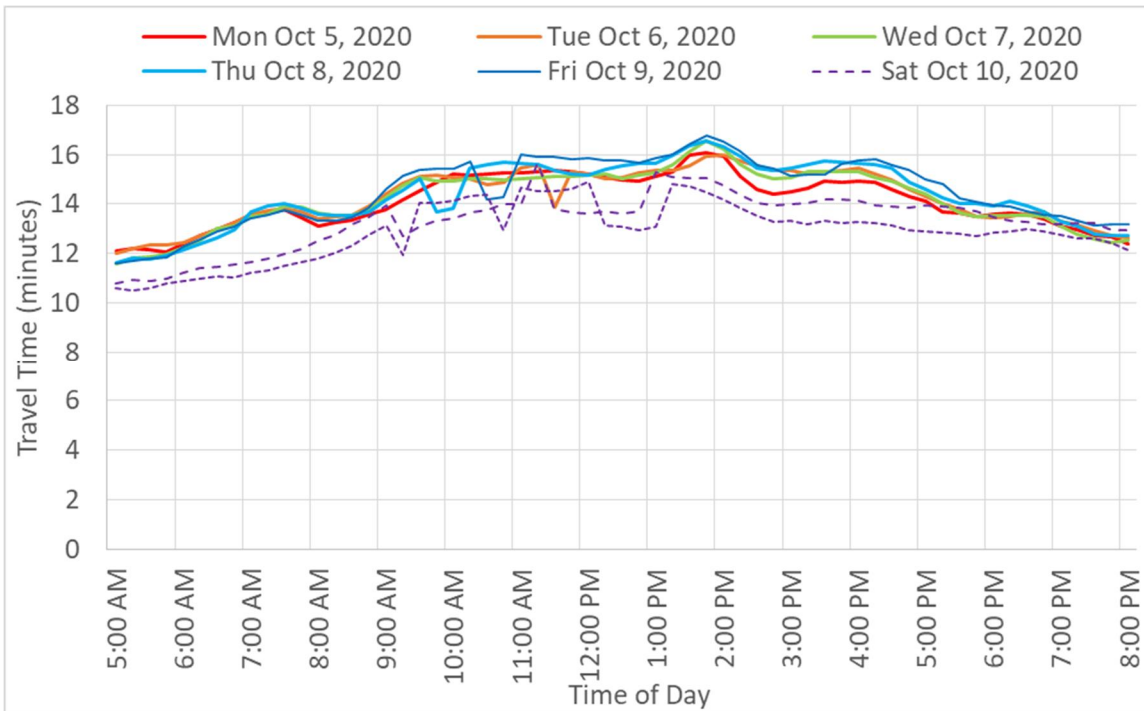


Figure 10: Google Maps Distance Matrix Travel Times - Westbound



**Table 5** compares the target observed travel time against the modelled travel times. The modelled travel times were within 8% and 1 minute of the target travel times. This demonstrates that the model is very well calibrated in terms of travel times.

**Table 5: Model Calibration – Travel Times**

		7-9 AM		4-6 PM	
		Eastbound travel time	Westbound travel time	Eastbound travel time	Westbound travel time
Google Distance Matrix API	Min	12:15	13:30	12:45	13:30
	Max	13:15	14:30	16:00	15:30
Observed Dash Cam Videos	Min	12:00	9:00	13:00	10:30
	Max	13:00	12:30	16:30	13:30
Calibration target (m:ss)	Min	12:00	10:30	13:00	11:00
	Max	13:00	14:00	16:15	15:30
	Average	12:30	12:15	14:45	13:15
Model (m:ss)	Min	10:45	11:30	13:15	13:15
	Max	12:15	13:30	16:00	14:45
	Average	11:30	12:45	15:00	13:45
Difference (m:ss, absolute)	Average	1:00	0:30	0:15	0:30
Difference (percent)	Average	8%	4%	2%	4%

**Table 6** and **Table 7** summarize the model calibration results for intersection volumes. Similar to the travel time results, the model is very well calibrated in terms of turning volumes.

**Table 6: Model Calibration – Intersection Volumes - Weekday AM Peak**

Turns	Passed 7 of 7								
	Flow Range		Criteria		Goal	Current	Count	Model	Pass
Within 75 veh/h, for Flow < 400 veh/h > 85% of cases	0	400	75	veh	85%	99%	116	115	✓
Within 0.2%, for 400 veh/h < Flow < 1200 > 85% of cases	400	1,200	20%	%	85%	97%	35	34	✓
Within 300 veh/h, for Flow > 1200 veh/h > 85% of cases	1,200		300	veh	85%	100%	4	4	✓
Sum of all flows within 0.05% of sum of all counts	Overall		5%	%	5%	1%	45,730	46,208	✓
GEH < 5 for individual flows > 85% of cases	Overall		5	GEH	85%	90%	156	141	✓
GEH < 10 for individual flows, 95% of cases	Overall		10	GEH	95%	100%	156	156	✓
GEH < 4 for sum of all counts	Overall		4	GEH	4.0	2.2	45,730	46,208	✓

**Table 7: Model Calibration – Intersection Volumes - Weekday PM Peak**

Turns	Passed 7 of 7								
	Flow Range		Criteria		Goal	Current	Count	Model	Pass
Within 75 veh/h, for Flow < 400 veh/h > 85% of cases	0	400	75	veh	85%	94%	98	92	✓
Within 0.2%, for 400 veh/h < Flow < 1200 > 85% of cases	400	1,200	20%	%	85%	91%	34	31	✓
Within 300 veh/h, for Flow > 1200 veh/h > 85% of cases	1,200		300	veh	85%	100%	22	22	✓
Sum of all flows within 0.05% of sum of all counts	Overall		5%	%	5%	1%	75,914	76,775	✓
GEH < 5 for individual flows > 85% of cases	Overall		5	GEH	85%	85%	154	131	✓
GEH < 10 for individual flows, 95% of cases	Overall		10	GEH	95%	100%	154	154	✓
GEH < 4 for sum of all counts	Overall		4	GEH	4.0	3.1	75,914	76,775	✓

# 3.0 Future Model Construction

## 3.1 Background Traffic Volume Growth Rate

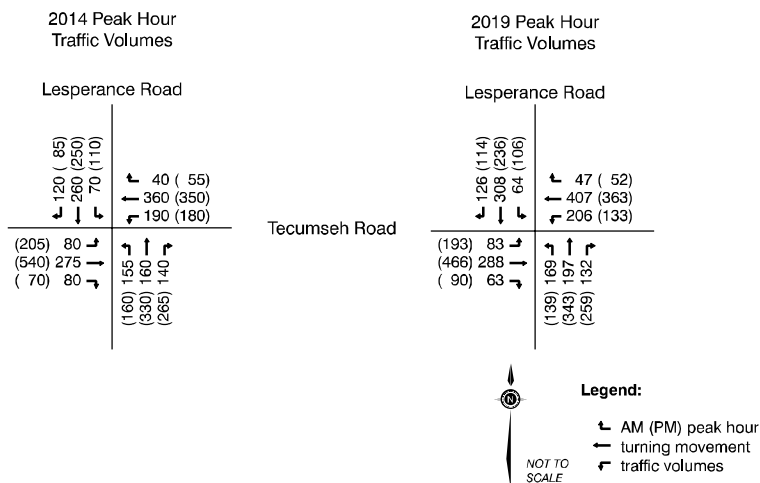
In prior analyses undertaken by Dillon in the CIP area (see Appendix A), a review of historical traffic volumes was undertaken to determine the magnitude of traffic growth that had actually occurred. The review indicated that, for the most part, peak hour traffic volumes have not substantially increased along Tecumseh Road over the past ten to twenty years, particularly during the PM peak period. The review concluded that a general background growth rate of zero percent (0%) was appropriate. This assumption was carried forward.

It is worth noting that the previous analysis noted that “the capacity of the Tecumseh Road corridor is governed by the intersection at Lesperance Road”. The analysis showed this to be particularly true for the eastbound through movement during the PM peak hour (540 vehicles per hour).

The previous analysis used a 2014 traffic count for the Tecumseh Road / Lesperance Road intersection. For this study, the traffic count was updated with a 2019 traffic count. The 2019 traffic count showed that traffic volumes for the eastbound through movement during the PM peak hour are lower (466 vehicles per hour). This could be due to improvements at the CR 22 / Manning Road intersection made between 2014 and 2019.

This is 74 vehicles per hour less (-14%) than the 2014 traffic count and therefore the background growth rate assumption of zero percent (0%) appears to be reasonable if not conservative. The fluctuations of traffic volumes during the peak hour (i.e. the “peaking”) is also less than the peaking applied for the previous analysis. The lower traffic volume and less peaking for this critical eastbound through movement during the PM peak hour will likely result in the CIP reconstruction having less impact than noted during the previous analysis.

**Figure 11: Traffic Volume Change 2014-2019 - Tecumseh Road at Lesperance Road**



### 3.2 CIP Development and CR 22 Grade Separation

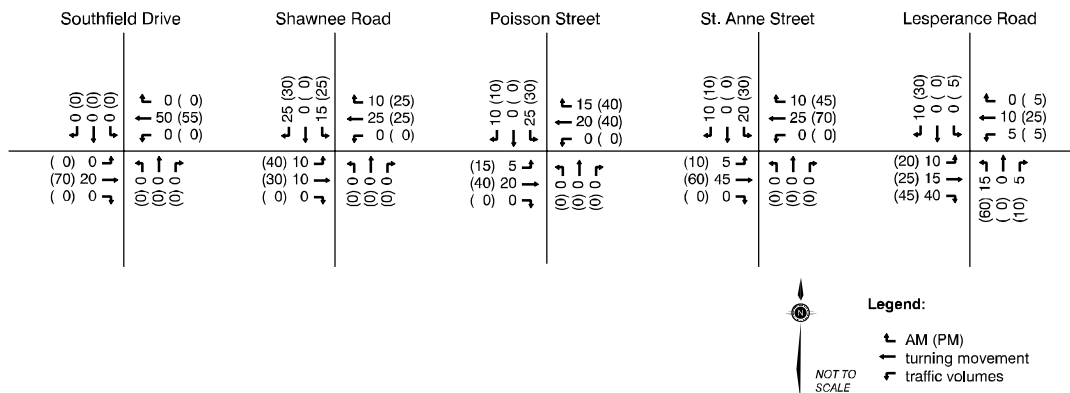
In prior analyses undertaken by Dillon in the CIP area (see Appendix A), traffic volume forecasts were developed for potential CIP developments and for the CR 22 / Lesperance Road grade separation. Given the uncertainty of the CR 22 grade separation, the analysis focused only on the CIP developments.

The CIP developments were assumed to include 270 residential units and 91,000 sq.ft. of commercial space, resulting in 189-361 additional vehicle trips during the AM and PM peak hours, respectively. The amount and proportion of new residential and new commercial space may change depending on market conditions but the estimates are reasonable for the level of analysis in this report.

Because an annual growth rate has not been applied, the analysis horizon refers not to a specific year, but a specific development and land use condition. The specific year to which the traffic projections apply will depend on the pace of development in the CIP.

**Figure 12** illustrates the forecasted traffic impacts of CIP development. For more details on the calculation of these traffic volumes, see the background report contained in Appendix A.

**Figure 12: Forecasted Traffic Impacts of CIP Development**



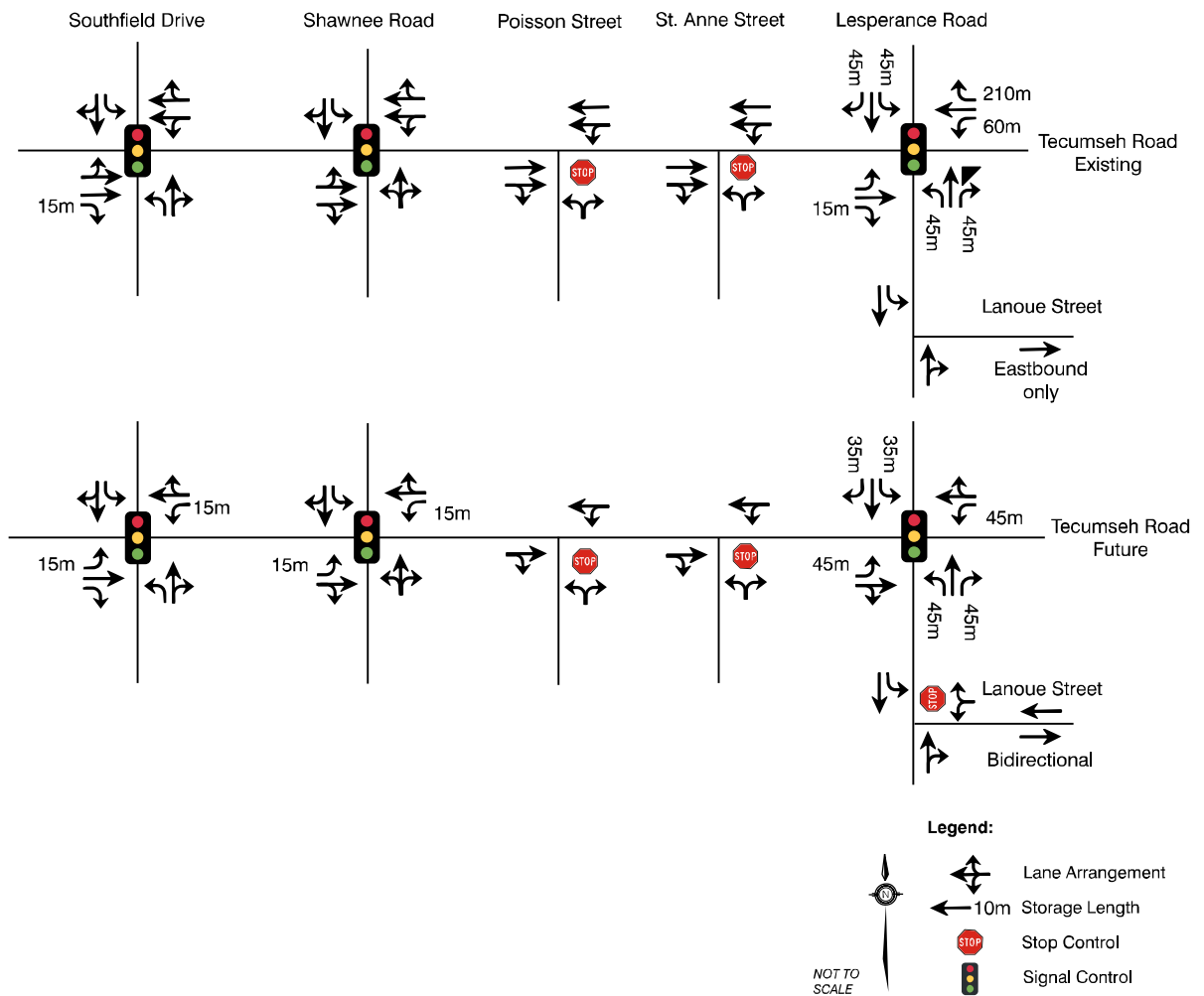
Overall these changes to traffic volumes are relatively low (at most 70 vehicles per hour, which is approximately one vehicle per minute) and are not anticipated to have a significant impact on traffic operations in the corridor or at individual intersections.

### 3.3 Road Network Modifications

**Figure 13** illustrates the CIP lane geometry and traffic control which was tested in the model. This was taken from the background report (see Appendix A). Figure B-3 (Alternative 3) was referenced for the lane geometry for the Tecumseh Road / Lesperance Road intersection, since this was the recommended alternative.

In addition to these geometry changes, the posted speed limit in the area would be reduced to 40 km/h. The road network modifications in the CIP area will reduce the operating speed of the roadway and therefore the impact of this reduced speed limit is likely negligible.

Figure 13: Lane Geometry and Traffic Control – Existing vs. Future



The previous analysis recommended moving the traffic signal detectors for left turns further away from the intersection. This was recommended to prevent advance left turn phases (i.e. green arrows) from being actuated if there was only one or two vehicles queued for the left turn; in such a case, the left turn phase is an inefficient use of the cycle time.

When the left turn is not called, the opposing through movement is given more “green” time which improves intersection operations. The lack of a left turn phase is not usually an issue for one or two vehicles since these vehicles can perform a turning movement during the yellow/amber phase if not during the green phase.

This assumption regarding the location of traffic signal detectors for left turns was applied for the future traffic volumes and future lane geometry alternative at the Tecumseh Road / Lesperance Road intersection only. For this reason it is anticipated that the scenario with future traffic volumes and future lane geometry could have lower travel times and reduced delays and queues than existing.

# 4.0 Results

## 4.1 Travel Times

Travel times are the primary recommended measure for assessing the impact of the CIP reconstruction; they provide an easy to understand measure which takes into account the combined impacts of several intersections and the impact on traffic progression through the corridor.

Since both traffic volumes and lane geometry are changing with the development of the CIP area, it was necessary to have an intermediate analysis with future traffic volumes on the existing lane geometry. This scenario is referred to as “future traffic” and it allows isolating the impacts of the CIP lane geometry which is tested as part of “future traffic and lane geometry”. The impact of

**Figure 14, Figure 16, Figure 15, and Figure 17** illustrate how the travel times change during the simulation for existing, future, and the intermediate scenario. Travel times were reported for both the Tecumseh Road corridor (Lauzon Parkway to Brighton Road) and the CIP area (Banwell Road to Lacasse Boulevard).

**Figure 14: Travel Time Results – AM – Eastbound**

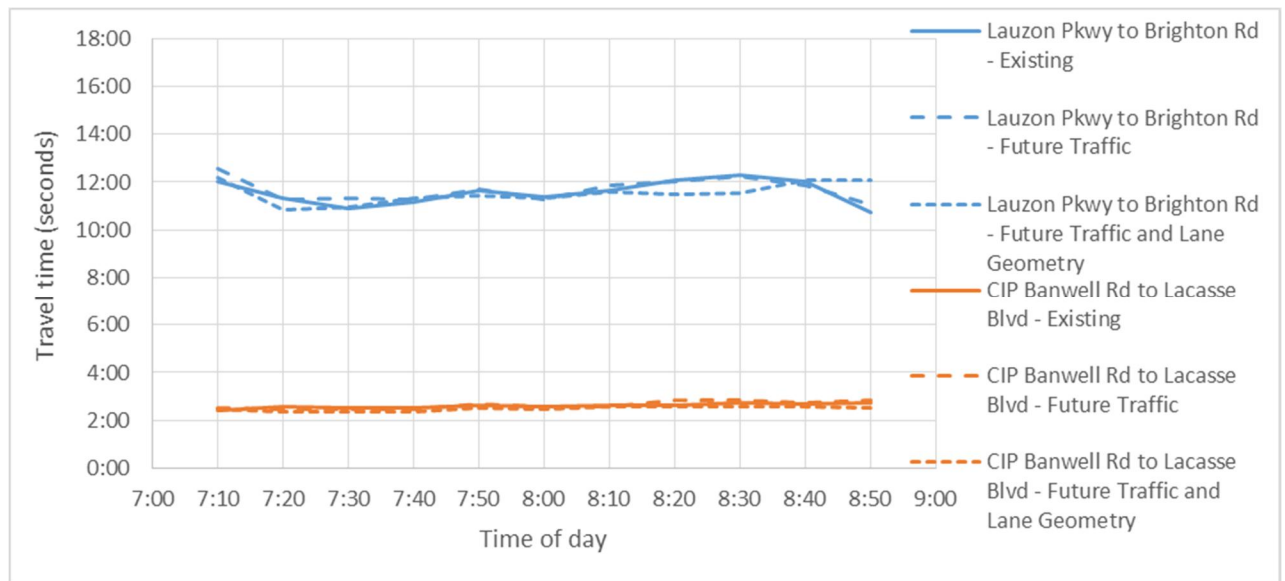


Figure 15: Travel Time Results – AM – Westbound

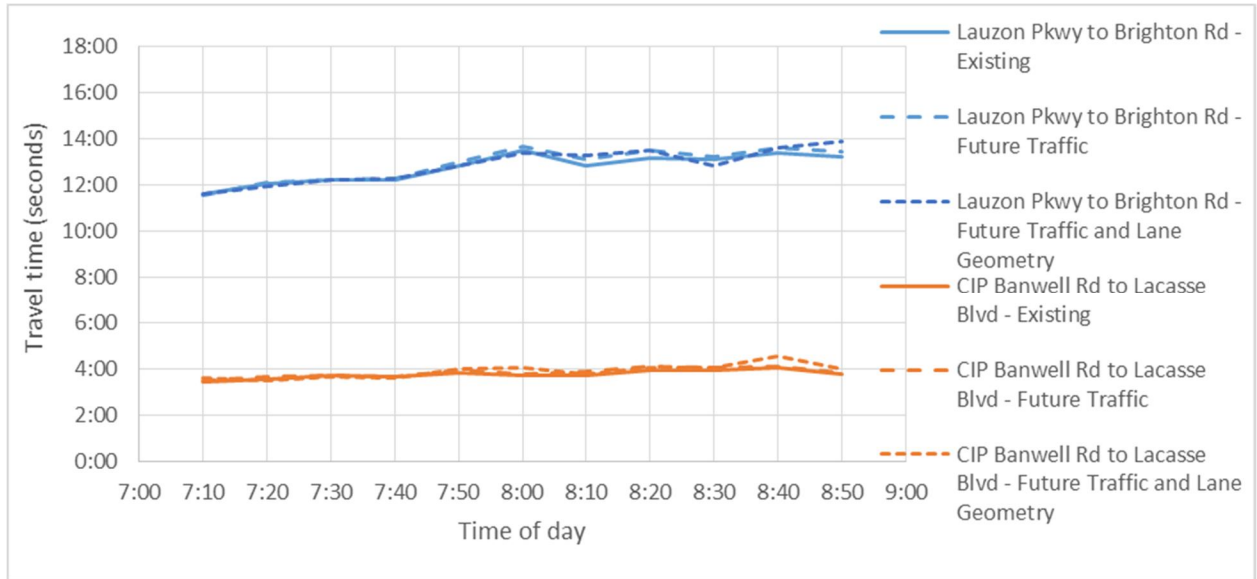
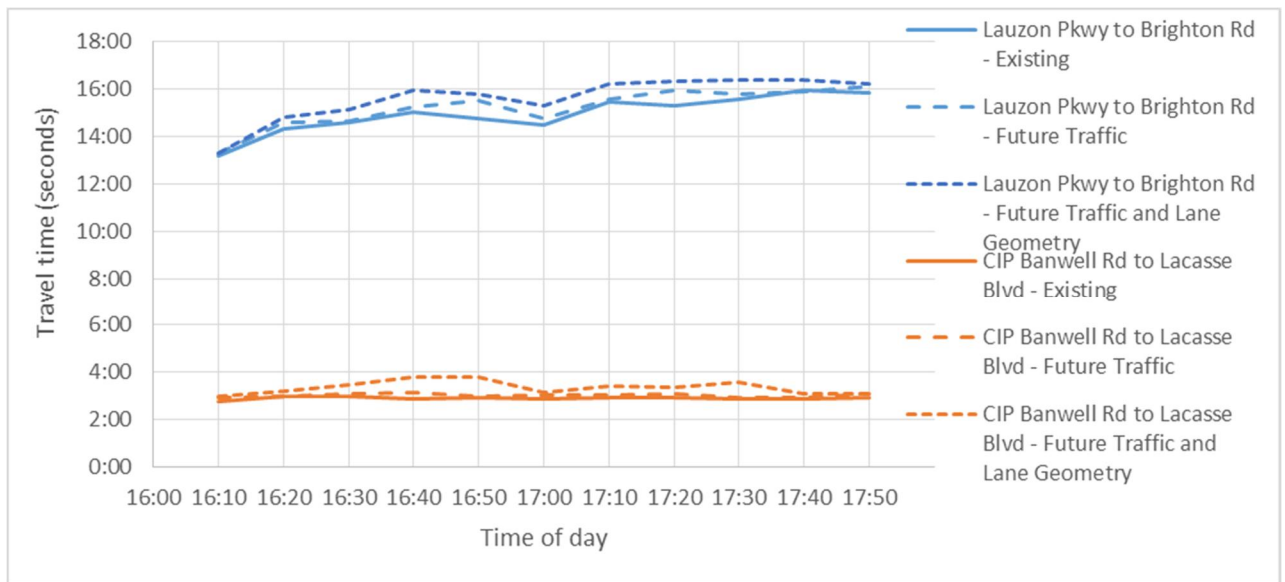
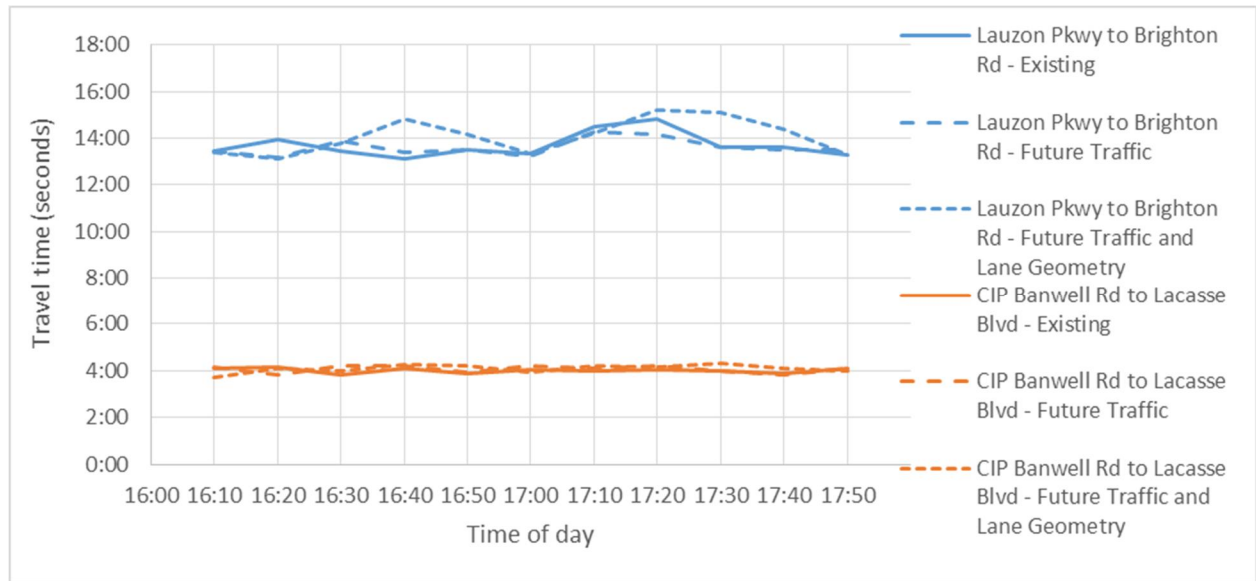


Figure 16: Travel Time Results – PM – Eastbound



**Figure 17: Travel Time Results – PM – Westbound**



**Table 8** and **Table 9** summarize the average travel time results during the AM and PM peak hours, respectively, for eastbound (E.B.) and westbound (W.B.).

**Table 8: Travel Time Results – AM Peak Hour**

Traffic Volumes	Lane Geometry	E.B. Corridor Lauzon Pkwy. to Brighton Rd.	W.B. Corridor Lauzon Pkwy. to Brighton Rd.	E.B. CIP Banwell Rd. to Lacasse Blvd.	W.B. CIP Banwell Rd. to Lacasse Blvd.
Existing	Existing	11:45	13:00	2:45	3:45
Future	Existing	11:45	13:15	2:45	4:00
Future	Future	11:30	13:15	2:30	4:00

**Table 9: Travel Time Results – PM Peak Hour**

Traffic Volumes	Lane Geometry	E.B. Corridor Lauzon Pkwy. to Brighton Rd.	W.B. Corridor Lauzon Pkwy. to Brighton Rd.	E.B. CIP Banwell Rd. to Lacasse Blvd.	W.B. CIP Banwell Rd. to Lacasse Blvd.
Existing	Existing	15:30	13:30	3:00	4:00
Future	Existing	15:45	13:30	3:00	4:00
Future	Future	16:15	14:15	3:30	4:15

Overall there is minimal difference between existing travel times and future travel times.

The model shows the increase in travel times is anticipated to be 45 seconds or less. However, the model did not include the proposed pedestrian crossovers, on-street parking operations, or on-road bike lanes and therefore the increase in travel times could be slightly higher, likely 60 seconds or less.

During the AM peak hour, the eastbound direction (non-peak) may actually decrease by 15 seconds through the CIP area due to the relocation of the traffic signal detectors. These results can be rationalized as follows:

1. as noted in the previous analysis (see Appendix A), the corridor performance is governed by the Tecumseh Road / Lesperance Road intersection during the PM peak hour;
2. at this intersection during the PM peak hour, the eastbound through movement is the most critical turning movement; the northbound and southbound approaches are also critical;
3. with the CIP reconstruction, the eastbound right turn lane will be removed and combined with the eastbound through turning movement;
4. in theory this is a reduction in capacity, however, the existing eastbound right turn lane is very short and the queues for the eastbound through movement routinely block access to this right turn lane – the existing eastbound approach often operates as a shared eastbound through/right lane;
5. therefore, this critical movement at this critical intersection is essentially unchanged between the existing and the future lane geometry;
6. the CIP development traffic volumes are relatively low and are not anticipated to significantly impact traffic volumes or queues;
7. the reduced speed limit of 40 km/h in the CIP area will not impact travel times since the CIP geometry changes have already reduced the operating speed for many areas to 45 km/h or below;
8. as noted earlier, the eastbound through movement peak hour traffic volumes have been reduced by 74 vehicles between 2014 and 2019 and the peaking of traffic volumes is less;
9. this reduction in traffic volumes and peaking means the intersection will perform better than the previous analysis demonstrated; and,
10. the relocation of the traffic signal control detectors provides additional “green” time for through turning movements, which results in reduced delay and queues in some cases and may be an improvement over existing conditions.

For the westbound direction, future traffic volumes are not meaningfully higher with the CIP development and the CIP reconstruction maintains one westbound through lane at Lesperance Road. The widening from one to two westbound lanes west is shifted west beyond Southfield Drive. This shift for widening does not appear to impact corridor capacity or travel times meaningfully.

## 4.2 Intersection Queuing and Delay Results

The travel time results show that the future traffic volumes and CIP reconstruction are not anticipated to significantly impact travel times through the corridor. Intersection queuing and delays were reviewed to determine if north-south routes are being affected, particularly queuing in the vicinity of the railway tracks.

**Table 10** summarizes the queues in the vicinity of the railway tracks.

For the Lesperance Road southbound approach, the CIP redevelopment slightly increases the 95<sup>th</sup> percentile queues and may result in the queues extending past the rail crossing during the PM peak hour. This occurs for both future volumes scenarios and therefore it is attributed to the CIP infill traffic volumes and not the road geometry changes. In either case this is for the 95<sup>th</sup> percentile queues which are not anticipated to occur frequently.

For the Lacasse Boulevard eastbound approach, the CIP redevelopment increases the 50<sup>th</sup> percentile queues and slightly decreases the 95<sup>th</sup> percentile queues. The 50<sup>th</sup> percentile queues increase from 45m existing (not crossing the tracks) to 80m (5m beyond the railway tracks). However, the traffic control signal has railway pre-emption which clears the queues when a train is approaching the intersection and therefore this is not anticipated to be an issue.

**Table 10: Queuing in the Vicinity of the Railway Tracks**

Intersection	Banwell Road		Lesperance Road		Lesperance Road		Lacasse Boulevard		Manning Road	
	Southbound		Southbound		Westbound		Eastbound		Northbound	
Distance to tracks (m)	205		85		260		75		215	
Percentile queue measurement	50 <sup>th</sup>	95 <sup>th</sup>	50 <sup>th</sup>	95 <sup>th</sup>	50 <sup>th</sup>	95 <sup>th</sup>	50 <sup>th</sup>	95 <sup>th</sup>	50 <sup>th</sup>	95 <sup>th</sup>
Existing Volumes Existing Lane Geometry AM	65	85	35	90	45	120	20	75	10	35
Future Volumes Existing Lane Geometry AM	65	85	45	120	55	110	20	70	10	25
Future Volumes Future Lane Geometry AM	65	85	40	110	40	105	20	60	10	30
Existing Volumes Existing Lane Geometry PM	40	70	30	70	40	75	45	160	55	100
Future Volumes Existing Lane Geometry PM	40	70	40	85	45	95	60	150	65	135
Future Volumes Future Lane Geometry PM	40	70	30	85	40	95	80	140	100	140

**Appendix C** contains the Vissim Measures of Effectiveness (MOE) summary, which lists the traffic volumes, delay, level-of-service (LOS), and queues for each turning movement at study area intersections.

During the AM peak hour, all intersections operate at a LOS C and all turning movements operate at a LOS D or better. During the PM peak hour, the Lauzon Parkway intersection and Lauzon Road intersections operate at a LOS E and LOS D, respectively, for all scenarios and these intersections have turning movements with long delays and poor levels of service. These intersections are quite far away from the CIP and the long delays and poor LOS are an existing issue which is not impacted or made worse by the CIP redevelopment.

During the PM peak hour, the northbound left turn at the Manning Road intersection also experiences long delays and poor level of service. However, this is also an existing issue that is not impacted or made worse by the CIP redevelopment.

The intersection of Tecumseh Road / Southfield Drive is the only intersection which appears to be made worse by the CIP reconstruction. During the PM peak hour, the delay for the westbound left turn at this intersection increases by approximately 22 seconds, from 29 seconds to 51 seconds, which changes the LOS from C to D. This is not surprising given the lane geometry at the intersection; the single eastbound through lane results in more vehicles in a single lane eastbound and fewer gaps for westbound left traffic; fewer gaps results in longer delays for the westbound left traffic. However, it does not seem to be an issue since the volume of traffic turning left is only 40 vehicles and westbound through traffic does not seem to be affected.

### 4.3 Potential for Traffic Diversion from Tecumseh Road

Given the above results, we expect minimal, if any, additional traffic divert from Tecumseh Road to alternate parallel routes.

Residents have expressed concern over existing cut-through traffic on local roads south of Tecumseh Road and this is not anticipated to be made worse by the CIP redevelopment. Traffic calming measures should be investigated to deter this cut-through traffic on local roads.

### 4.4 Lanoue Street Two-Way Traffic Volumes

As part of the Tecumseh CIP, it was recently proposed that Lanoue Street between Lesperance Road and Bedell Street be converted to a two-way road (it is currently one-way eastbound). The intent of this change is to provide better traffic flow for the businesses along Legion Alley as well as the residents living along Lanoue Street. This section will discuss the potential impacts to traffic volumes on Lanoue Street.

Given the results discussed in the previous sections, we expect minimal, if any, traffic to divert from Tecumseh Road to Lanoue Street to avoid the Tecumseh Road / Lesperance Road intersection. The eastbound travel times are not significant enough to warrant the diversion, and diverting from the

westbound direction is not possible due to the configuration of the Tecumseh Road / Bedell Street intersection, which prohibits left turns to and from Tecumseh Road.

Visitors to the commercial properties along Tecumseh Road are anticipated to use the 27 new parking spaces along Tecumseh Road between Lesperance Road and Bedell Street and therefore would not impact Lanoue Street.

Lanoué Street is anticipated to be approximately six (6) metres wide with on-street parking on both sides. This is relatively narrow especially with on-street parking and this is anticipated to have a traffic calming effect, reducing both traffic volume and traffic speed.

Also, the Town indicated that the preferred route for residents accessing Lesperance Road is Arbour Street due to its signalized intersection.

All things considered, the volume of traffic on Lanoue Street is not anticipated to create any issues. It is important to (1) maintain the Tecumseh Road / Bedell Street intersection as right-in/right-out only, and (2) maintain Lanoue Street as a narrow roadway with on-street parking.

It is recommended to monitor traffic volumes on Lanoue Street and implement additional traffic calming measures if necessary.

## Conclusions

A microsimulation model of the Tecumseh Road corridor was built and calibrated to match existing traffic volumes and travel times. The model was used to assess the impact of the CIP development on travel times, queues approaching the railway tracks, intersection performance, and the likelihood of vehicles to divert to other corridors.

The results of the analysis demonstrate that the CIP development is not anticipated to significantly impact the corridor travel times. Relocating traffic control signal detectors at the Tecumseh Road / Lesperance Road intersection is recommended to mitigate the impacts of the lane configuration and reduce delays and queue lengths.

Queues near the rail crossings are not anticipated to be an issue since the Lacasse Boulevard intersection has railway pre-emption which clears the queues as a train approaches the intersection. The 95<sup>th</sup> percentile queues for the Lesperance Road southbound approach will continue to extend across the railway tracks as they do today, although they will be slightly longer; these are not anticipated to occur frequently and therefore these are not considered an issue.

Since the impact on travel times, delays, and queues is not anticipated to be significant, the amount of traffic diverting from Tecumseh Road to other corridors is not anticipated to increase. Regardless, traffic calming measures should be investigated on Shawnee Road, St. Anne Street, and Poisson Street to deter traffic from diverting through residential areas as it does today.

The conversion of Lanoue Street to a two-way road is not anticipated to attract significant traffic volumes. It is important to (1) maintain Lanoue Street as a narrow road with on-street parking, and (2) prohibit left turns to and from Tecumseh Road at the Tecumseh Road / Bedell Street intersection. It is recommended to monitor traffic volumes on Lanoue Street and implement additional traffic calming measures if necessary.

Overall the CIP redevelopment is anticipated to have minor travel time impacts which are significantly outweighed by the many benefits from the revitalization of the corridor which benefits the many existing and future residents in the CIP area as well as the Town of Tecumseh as a whole.

## **Appendix A**

### **Tecumseh Road CIP Streetscape Improvements Traffic Analysis Report**



**DILLON**  
CONSULTING

TOWN OF TECUMSEH

# **Tecumseh Road CIP Streetscape Improvements**

**Traffic Analysis Report**

# Table of Contents

<b>1.0</b>	<b>Introduction</b>	<b>1</b>
1.1	Purpose .....	1
1.2	Scope .....	1
<b>2.0</b>	<b>Traffic Volumes</b>	<b>2</b>
2.1	Existing Traffic Volumes .....	2
2.2	Traffic Growth .....	3
2.2.1	General Background Traffic Growth .....	3
2.2.2	CIP Development Traffic .....	4
2.2.3	Lesperance Road / CR 22 Grade Separation .....	6
2.3	Total Future Traffic Volumes.....	8
<b>3.0</b>	<b>Proposed Roadway Modifications</b>	<b>9</b>
<b>4.0</b>	<b>Tecumseh Road and Lesperance Road</b>	<b>11</b>
4.1	Proposed Intersection Configuration.....	11
4.2	Assumptions and Methodology .....	12
4.3	Intersection Operations — AM Peak Hour .....	13
4.4	Intersection Operations — PM Peak Hour.....	15
4.4.1	Capacity.....	16
4.4.2	Queues .....	17
4.4.3	Level of Service / Delays .....	17
4.5	Results for Alternative 4.....	18
4.6	Mitigation.....	20
4.6.1	Road Geometry Changes.....	20
4.6.2	Traffic Signal Changes .....	20
4.6.3	Traffic Pattern Changes.....	21
<b>5.0</b>	<b>Tecumseh Road at Shawnee Road</b>	<b>24</b>
5.1	Proposed Intersection Configuration.....	24
5.2	Assumptions and Methodology .....	24
5.3	Intersection Operations .....	24
<b>6.0</b>	<b>Tecumseh Road at Southfield Drive</b>	<b>26</b>

6.1	Proposed Intersection Configuration.....	26
6.2	Assumptions and Methodology .....	26
6.3	Intersection Operations .....	27

## **7.0 Summary** **29**

7.1	Background .....	29
7.2	Corridor Capacity and Tecumseh Road / Lesperance Road Intersection.....	29
7.3	Mitigation.....	30
7.4	Recommendations .....	31

### **Figures**

Figure 1:	Existing Traffic Volumes .....	2
Figure 2:	CIP Demonstration Plan Traffic Levels .....	5
Figure 3:	Effect of Grade Separation at CR 22 and Lesperance Road .....	7
Figure 4:	Total Future Traffic Volumes with CIP Development.....	8
Figure 5:	Total Future Traffic Volumes with CIP Development and CR 22 Grade Separation .....	8
Figure 6:	Potential Alternate Travel Patterns .....	23

### **Tables**

Table 1:	Comparison of Historical Traffic Data Along Tecumseh Road .....	4
Table 2:	Alternative Intersection Configurations at Tecumseh Road and Lesperance Road .....	11
Table 3:	Intersection Operations at Tecumseh Road and Lesperance Road (AM Peak Hour) .....	13
Table 4:	Intersection Operations at Tecumseh Road and Lesperance Road (PM Peak Hour).....	15
Table 5:	Level of Service and Critical Movements under Alternative 4.....	18
Table 6:	Critical Movement Details under Alternative 4 (PM Peak Hour).....	19
Table 7:	Intersection Operations at Tecumseh Road and Shawnee Road.....	24
Table 8:	Intersection Operations at Tecumseh Road and Southfield Drive .....	27

### **Appendices**

A	Level of Service Definitions
B	Intersection Functional Designs
C	Intersection Analysis Results Tables
D	Synchro Analysis Worksheets

## 1.0 Introduction

### 1.1 Purpose

This report documents the analyses undertaken to assess the traffic impact of reconfiguring Tecumseh Road through the Tecumseh Community Improvement Plan (CIP) area. The roadway reconfiguration is currently under design, with construction currently anticipated to occur over the next few years. As part of the reconfiguration, it is proposed to reduce the number of lanes on Tecumseh Road from four to two lanes, with the curb lanes dedicated to a mixture of on-street parking and landscaping.

Dillon previously undertook a high-level review of traffic demands and capacity in the Tecumseh Road corridor in 2012, as part of the initial planning for the Tecumseh CIP. This report builds upon that prior work, with the following updates:

- Up-to-date traffic volume data have been collected;
- Traffic projections have been updated to reflect anticipated mid- to long-term build-out levels in the CIP area; and
- Intersection analyses have been refined to reflect a variety of roadway configuration alternatives, including different turn lane storage lengths.

This analysis included the following components:

- Collection of up-to-date traffic volumes in the study area;
- A review of historical growth patterns;
- Estimation of future traffic growth due to development and road network changes; and
- Capacity analysis of different roadway alternatives under existing and projected future volumes.

### 1.2 Scope

The road reconstruction is planned to extend along Tecumseh Road from the City of Windsor boundary to the VIA Rail level crossing east of Bedell Avenue, as well as along Lesperance Road from McNorton Street to Arbour Street. The most substantial modifications will be on Tecumseh Road, where the four-lane cross-section is proposed to be reduced to two lanes. The capacity of both corridors is governed by the traffic signals where the two roadways intersect, and therefore the analyses have focused on that intersection, with some additional analyses of other key locations along Tecumseh Road to test the impact of the proposed cross-section reduction.

Traffic operations were assessed during the weekday AM and PM peak hours at three horizons:

- Existing traffic volumes (representing short-term conditions);
- Future traffic volumes with development in the CIP area; and
- Future traffic volumes with CIP development plus a planned grade separation at County Road 22 (CR 22) and Lesperance Road.

# 2.0 Traffic Volumes

## 2.1 Existing Traffic Volumes

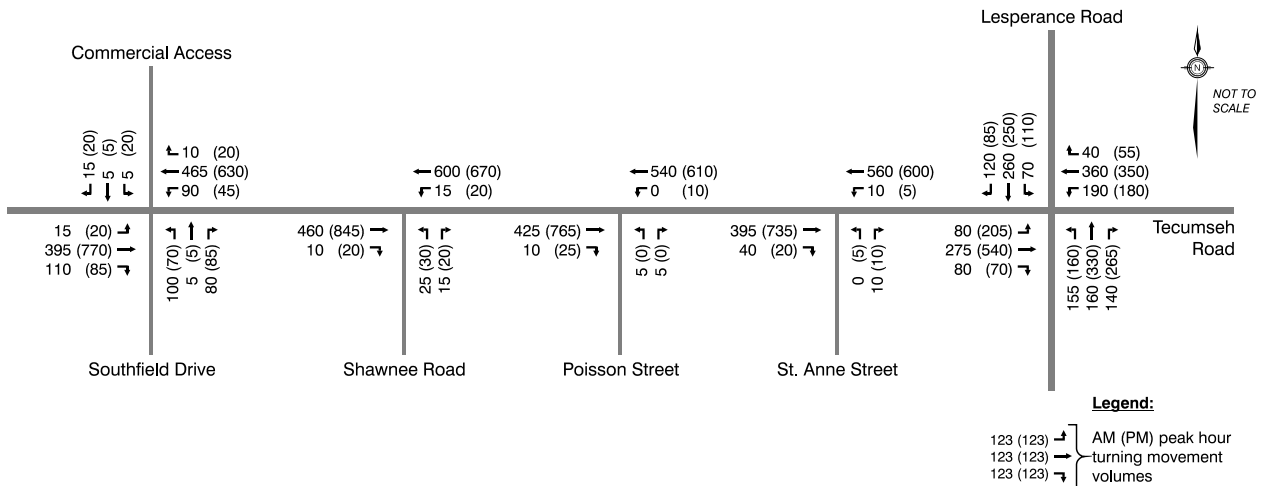
Traffic volumes were surveyed during the AM and PM peak periods (7:00–9:00 AM; 4:00–6:00 PM) at four intersections along Tecumseh Road:

- Southfield Drive;
- Shawnee Road;
- Poisson Street;
- St. Anne Street; and
- Lesperance Road.

The traffic volume data were surveyed by Dillon in March 2016, except for the AM peak period volumes at Lesperance Road, which were surveyed separately in May 2014 as part of work undertaken for the 2014 Tecumseh Road Needs Study, and the volumes at Shawnee Road, which were collected by F.R. Berry and Associates in May 2015 as part of a traffic study for a proposed development at Tecumseh Road and Shawnee Road.

The existing traffic volumes are illustrated in **Figure 1**.

**Figure 1: Existing Traffic Volumes**



The approximate mid-block traffic volumes on Tecumseh Road, west of Lesperance Road, are as follows:

- AM peak hour: 635 vph westbound, 435 vph eastbound
- PM peak hour: 595 vph westbound, 815 vph eastbound

## 2.2 Traffic Growth

The following potential sources of traffic growth were considered:

- General background increases in traffic volumes;
- Potential development in the CIP area; and
- Traffic redistribution associated with planned changes at CR22 and Lesperance Road.

### 2.2.1 General Background Traffic Growth

In prior analyses undertaken by Dillon in the CIP area, a general background growth rate of 1.5% per year has been applied. For the current analyses, a review of current and historical traffic volumes was undertaken to determine the magnitude of traffic growth that has actually occurred in recent years. The following historical sources of traffic data were considered:

- Tecumseh Road East Improvements Class EA, Jefferson Boulevard to Banwell Road (LaFontaine, Cowie, Buratto & Associates Limited, October 1996)
- Manning Road EA — Distribution of Traffic due to Preferred Alternative at County Road 22 and Lesperance Road (Dillon Consulting Limited, December 2008)
- Banwell Road Class EA Transportation Study (Paradigm Transportation Solutions Ltd., March 2009)
- Operational Review, Tecumseh Road East at Southfield Lane Intersection (Dillon Consulting Limited, September 2010)

**Table 1** outlines the existing and historical traffic data available at various locations along the Tecumseh Road corridor. The review of current and historical data indicated that, for the most part, peak hour traffic volumes have not substantially increased along Tecumseh Road over the past ten to twenty years, particularly during the PM peak period. In the afternoon peak, traffic volumes near Banwell Road were virtually unchanged between 1996 and 2007, and traffic volumes near Lesperance Road remained stable or decreased from 2007 to 2016. Some growth was observed near Lesperance Road during the morning peak period, but a decrease was observed near Southfield Drive.

Given the relatively stable volumes during the critical PM peak period, and the fact that the roadway reconfiguration will make Tecumseh Road less attractive for non-local trips that would normally be the source of background traffic growth, a background growth rate of 0% was applied. This means that traffic volumes will continue to remain relatively stable, other than growth related to local land use changes in the study area and changes to the surrounding road network (as discussed in the following sections).

Because an annual growth rate has not been applied, the analysis horizon refers not to a specific year, but a specific development and land use condition. The specific year to which the traffic projections apply will depend on the pace of development in the CIP and the timing of the CR 22 / Lesperance Road grade separation.

**Table 1: Comparison of Historical Traffic Data Along Tecumseh Road**

Source	Year of data	AM peak hour		PM peak hour	
		Westbound	Eastbound	Westbound	Eastbound
<b>West of Banwell:</b>					
Tecumseh–Jefferson EA	1996			720	1,030
Banwell Road EA	2006	705	570	695	1,040
CR22 / Lesperance Study	2007	565	425	575	1,010
<b>East of Banwell:</b>					
Tecumseh–Jefferson EA	1996			640	870
Banwell Road EA	2006	585	605	690	855
CR22 / Lesperance Study	2007	540	455	645	870
<b>West of Southfield:</b>					
Tecumseh / Southfield review	2010	780	490	665	795
Tecumseh CIP study	2016	580	520	720	875
<b>East of Southfield:</b>					
Tecumseh / Southfield review	2010	685	485	645	790
Tecumseh CIP study	2016	565	480	695	875
<b>West of Lesperance:</b>					
CR22 / Lesperance Study	2007	520	325	630	800
Tecumseh CIP study	2016	635	435	595	815
<b>East of Lesperance:</b>					
CR22 / Lesperance Study	2007	410	350	720	1,005
Tecumseh CIP study	2016	590	485	585	915

### 2.2.2 CIP Development Traffic

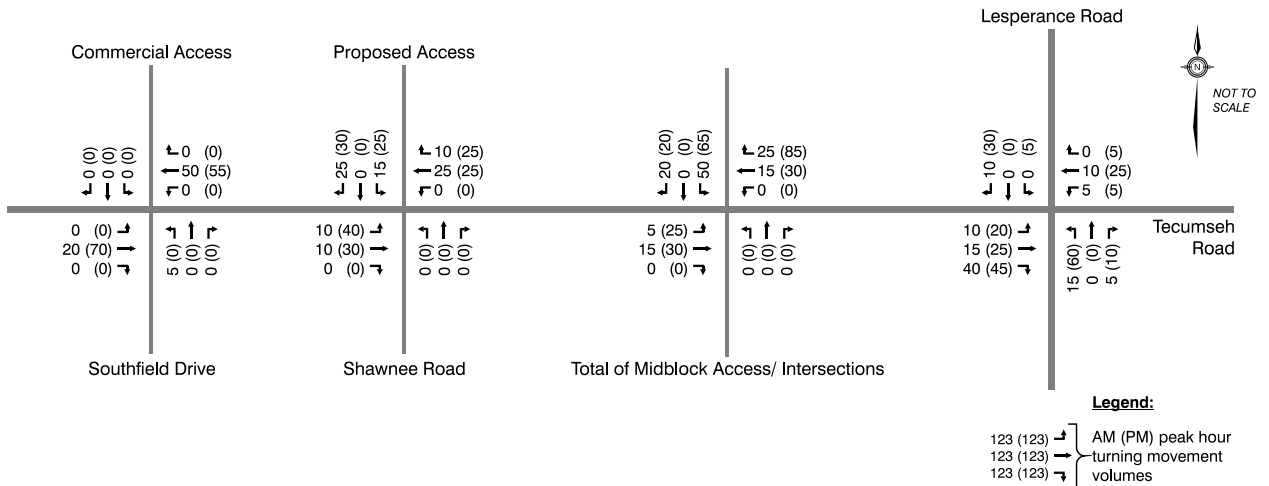
The Town has engaged Dialog to review opportunities for intensification within the CIP area. The CIP area is largely built out, and redevelopment will therefore predominantly consist of infill and intensification rather than greenfield development. Dialog has prepared a demonstration plan that envisions the potential for the following:

- Redevelopment or infill on several lower-density commercial properties along Tecumseh Road, to consist of higher-coverage ground floor commercial uses with residential units on upper storeys;
- Infill residential development (townhouses and low-rise apartments) on the east side of Southfield Drive;
- Redevelopment of the former St. Anne’s school site (reuse of the building for community use; construction of townhouses on the athletic field at the south end of the property); and
- In the longer term, infill residential development (townhouses) at the rear of the deeper lots that extend between Tecumseh Road and the VIA Rail corridor.

In the prior 2012 analyses, traffic projections were prepared for development in the CIP area. These projections were based on full build-out of the Dialog demonstration plan, which was estimated to yield growth of approximately 705 residential units and 163,000 sq. ft. of commercial GFA. Redevelopment in the CIP area will be driven by the market and as such there is no set timeline for full build-out (or a defined ultimate development yield). To date, applications have been brought forward for redevelopment on two sites: a townhouse development on the former St. Anne’s school lands (currently built out and occupied), and a mixed commercial/residential site north of Shawnee Road. In consultation with the Town and Dialog, it has been assumed that in the medium term the majority of further development interest is likely to be in the eastern part of the CIP area (east of Shawnee Road). An approximate mid-term forecast of 270 residential units and 91,000 sq. ft. of commercial GFA has been identified for this area and carried forward for analysis purposes.

**Figure 2** illustrates the volume of traffic projected to be generated in the medium term by infill development in the CIP area.

**Figure 2: CIP Demonstration Plan Traffic Levels**



### 2.2.3 Lesperance Road / CR 22 Grade Separation

The Manning Road EA identified significant future capacity deficiencies on CR 22 at the intersections with Banwell Road, Lesperance Road, and Manning Road. These deficiencies were proposed to be addressed through the following modifications:

- Banwell Road: construct a partial cloverleaf type interchange (as per Banwell Road EA)
- Lesperance Road: construct a grade separation, with partial access as follows:
  - Westbound on-ramp from northbound and southbound Lesperance Road, in northwest quadrant of the intersection
  - Eastbound off-ramp to northbound and southbound Lesperance Road via a modified version of the existing turn-off to Sylvestre Drive (and extension of Westlake Boulevard)
  - Manning Road: construct a “point diamond” or “SPUI” type interchange

The interchanges have the potential to affect traffic volumes in the CIP area:

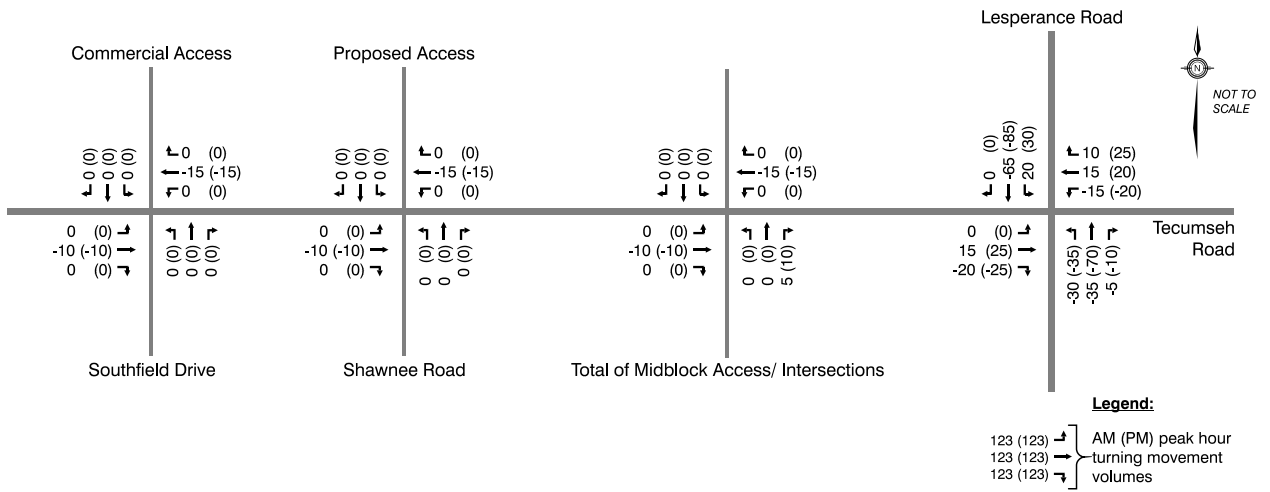
- Additional through capacity on CR 22 may be able to accommodate diversion of through trips currently using Tecumseh Road;
- Removal of the eastbound left turn capacity constraint from CR 22 during the PM peak hour may enable (and/or encourage) more Windsor–Tecumseh trips to use CR 22 rather than Tecumseh Road, and may also result in a shift in northbound demand (e.g., some motorists bound for east Windsor / west Tecumseh may be choosing to bypass excessive queues at CR 22 and Banwell Road, and turn left instead at Lesperance Road).
- Removal of the east-oriented movements at Lesperance Road and CR 22 will require that traffic currently using those movements be reassigned to alternate routes.

The impact of the Lesperance Road / CR 22 grade separation was previously reviewed as part of the Manning Road EA. The estimated effects have been updated to reflect more recent traffic volume data at CR 22 and Lesperance Road, and to reflect AM peak hour conditions.

The effect of additional through capacity and/or left turn capacity on CR 22 has not been specifically included in future traffic projections, but has been considered at a high level in reviewing the analysis results.

**Figure 3** illustrates the effect of the proposed CR 22 / Lesperance Road grade separation on traffic volumes in the Tecumseh Road corridor.

Figure 3: Effect of Grade Separation at CR 22 and Lesperance Road

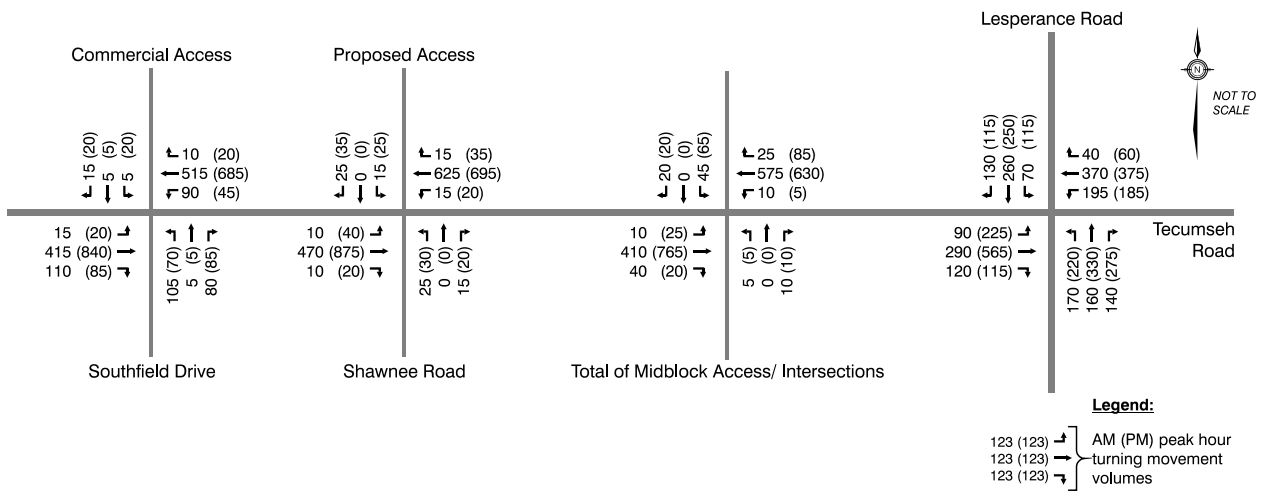


### 2.3 Total Future Traffic Volumes

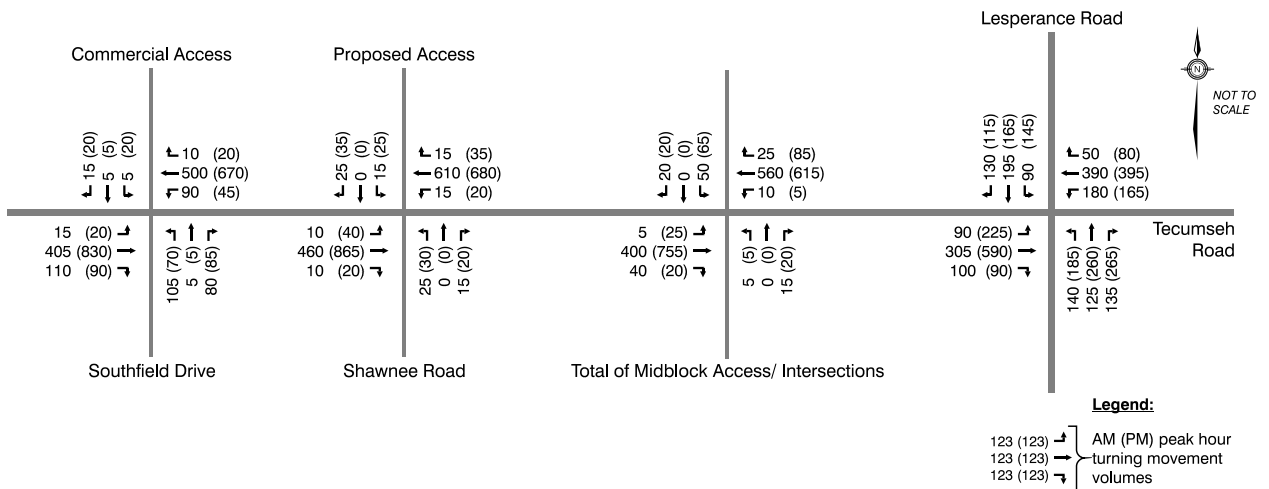
Recognizing that there is some level of uncertainty about the magnitude and timelines for development in the CIP, and about the schedule for the planned CR 22 / Lesperance Road grade separation, analyses have been undertaken for three traffic scenarios:

- Existing traffic volumes (as illustrated in **Figure 1**), to reflect short-term conditions;
- Total future traffic volumes accounting for infill development in the east CIP area (as illustrated in **Figure 4**); and
- Total future traffic volumes accounting for infill development in the east CIP area, plus construction of the planned grade separation and partial interchange at Lesperance Road and CR 22 (as illustrated in **Figure 5**).

**Figure 4: Total Future Traffic Volumes with CIP Development**



**Figure 5: Total Future Traffic Volumes with CIP Development and CR 22 Grade Separation**



## 3.0 Proposed Roadway Modifications

The project consists of the reconfiguration of Tecumseh Road, from the City of Windsor / Town of Tecumseh boundary west of Southfield Drive to the VIA Rail level crossing east of Tecumseh Road, as well as other modifications along Lesperance Road in the vicinity of Tecumseh Road and farther to the north. This phase of the project builds upon other prior and/or concurrent initiatives:

- The Tecumseh CIP, prepared by Dialog, recommends roadway modifications to the Tecumseh Road corridor to better reflect the historic “main street” context, to create an environment more conducive to pedestrian activity and more supportive of local businesses, and to encourage revitalization and infill development along the corridor.
- The Tecumseh Transportation Master Plan (TMP) proposed that Tecumseh Road be reclassified from an arterial road to a new “Commercial Main Street” roadway classification. Whereas an arterial road has a primary function of moving traffic, the new roadway classification that combines elements of a minor arterial and a collector roadway — for example, it is still a strategically important connection between Tecumseh and Windsor, but also is locally important in providing access to the CIP and surrounding community, and should have a scale that is compatible with pedestrian activity and the surrounding urban context. The redesignation means that design measures and policies applied to the corridor will recognize the road’s diverse functions rather than emphasizing traffic movement.
- The existing aerial utilities have been proposed to be relocated underground as a measure to allow for continuous and sustainable planting of street trees; to provide additional landscaping opportunities including street furniture; to widen the sidewalks to increase the walkability of the corridor; and to create a less cluttered environment.

The exact configuration of the proposed roadway modifications is still under development, with the traffic analyses in this report serving as background information to the overall design and evaluation process. However, the main principles of the reconfiguration are the reallocation of the existing roadway cross-section to provide a more “complete street” environment, and the rebalancing of the role and function away from traffic throughput and toward local access and pedestrian activity.

Preliminary intersection configurations are presented in **Appendix B** for reference. They have been prepared to a functional design level and illustrate four potential alternative configurations that were assessed at Tecumseh Road and Lesperance Road, and the proposed configuration for the Tecumseh Road intersections at Southfield Drive and Shawnee Road.

In general, the four-lane cross-section on Tecumseh Road is proposed to be reduced to two lanes. The remaining pavement width would be reallocated to on-street parking, landscaping, and/or turn lanes.

The analyses focused on the three signalized intersections along the Tecumseh Road corridor, to review the following aspects and design elements:

- The configuration of the Tecumseh Road and Lesperance Road intersection and the capacity effect of varying the roadway geometry;
- The capacity of signalized intersections west of Lesperance Road, to confirm whether the major or minor intersections are governing the capacity of the corridor; and
- The transition from four to two lanes at the west end of the study area.

## 4.0 Tecumseh Road and Lesperance Road

### 4.1 Proposed Intersection Configuration

At the time of the analyses, a specific intersection design had not been determined at Tecumseh Road and Lesperance Road. A range of alternatives was developed to illustrate the variation in traffic impact depending on the relative balance between maintaining the street's traffic function and maximizing opportunities for landscaping and placemaking.

Four alternatives were developed (in addition to the “do nothing” alternative) that progress incrementally from minimizing traffic impacts (largest intersection footprint) to maximizing landscaping and streetscaping opportunities (smallest intersection footprint). All four alternatives include a dedicated left turn lane and single through lane on each approach. The four alternatives vary in terms of the length of the eastbound left turn lane, and the number of approaches with dedicated right turn lanes.

**Table 2** documents the differences between the assessed alternatives. Alternative 0 (“do nothing”) and Alternative 1 place the most emphasis on traffic movement; Alternative 4 places the most emphasis on urban design and landscaping, with the lowest emphasis on traffic movement. Functional designs were subsequently developed for each potential configuration; these are presented in **Appendix B**.

**Table 2: Alternative Intersection Configurations at Tecumseh Road and Lesperance Road**

Alternative	Eastbound left turn storage length	Dedicated right turn lanes
0 (do nothing)	Indefinite*	All approaches
1	90 m	All but westbound
2	45 m	All but westbound
3	45 m	Northbound and southbound
4	30 m	Northbound only

\*Second (inside) eastbound lane becomes dedicated left turn lane at Lesperance Road

These design alternatives are intended to be illustrative of a range of lane configurations and storage lengths. In practice, as the design is carried out, other variations may emerge within this range as being feasible and/or preferable when considering driveway locations, specific streetscaping and/or parking opportunities, or other site-specific opportunities or constraints.

In addition to the signalized intersection alternatives outlined above, consideration was also given to constructing a roundabout at the intersection. In preliminary testing, a roundabout was estimated to result in better traffic operations than a signalized intersection, assuming two entry lanes on the

northbound and eastbound approaches, and two circulating lanes (developed in a spiral configuration) between the west leg entry lanes and the east leg exit lane. However, a roundabout would have substantial property impacts in the southwest and/or northeast quadrants of the intersection. As a result, the analyses focused on the signalized intersection alternatives.

## 4.2 Assumptions and Methodology

Traffic operations at the signalized intersections in the study area were analyzed based on the methodology outlined in the *Highway Capacity Manual (HCM)*, 2000 edition, using the Synchro (version 6) software package.

Signal timings were estimated for current conditions, and were optimized for future conditions. The cycle length applied to the analyses was 80 to 90 seconds during the AM peak hour, and 90 seconds during the PM peak hour. The maximum desirable cycle length was assumed to be 90 seconds to avoid the impact of longer cycle lengths on pedestrian delays and vehicle queues.

A key differentiator between the geometric alternatives is the length of the left turn storage provided in the eastbound left turn lane. Because the HCM methodology calculations do not explicitly consider the impact of storage length, saturation flow rate adjustment factors were estimated and applied to the through movements to reflect the effect of auxiliary turning lane storage length on the capacity of the adjacent through lane. These adjustments were also applied to the other three intersection approaches as necessary.

AM and PM peak hour traffic volumes were assessed under three volume conditions:

- Short-term conditions (existing volumes);
- With CIP development traffic; and
- With CIP development traffic, plus traffic redistribution associated with the CR 22 / Lesperance Road grade separation.

For each volume scenario, the overall intersection level of service (LOS)<sup>1</sup> and average vehicular delay were noted. In addition, the LOS, delay, and volume-to-capacity (v/c) ratio were identified for any critical movements.<sup>2</sup> More detailed tables are provided in **Appendix B**, showing how the v/c ratios, queues,

<sup>1</sup> Level of Service (LOS), applied to an intersection, is a measure qualifying the amount of delay experienced by motorists, expressed either for specific turning movements or for the intersection as a whole. A more detailed explanation of LOS is provided in **Appendix A**.

<sup>2</sup> Typically, it is preferable for through movements to operate within 85% of capacity, and for dedicated turn lanes to operate within 100% of capacity. Movements operating above these thresholds are identified as “critical movements” with potential operational constraints, and considered as potential candidates for mitigation. Left or right turn movements may also be identified as critical when the projected 95<sup>th</sup> percentile queue length exceeds the available turn lane storage, leading to increased potential for queues of turning vehicles to block through traffic.

level of service and delay changes for each individual movement from one alternative to the next. Analysis worksheets are provided in **Appendix D**.

### 4.3 Intersection Operations — AM Peak Hour

**Table 3** summarizes the intersection operations at Tecumseh Road and Lesperance Road during the AM peak hour.

**Table 3: Intersection Operations at Tecumseh Road and Lesperance Road (AM Peak Hour)**

Alternative	Overall intersection		Critical movements				
	Delay (s/veh)	LOS	Movement	v/c	Delay (s/veh)	LOS	95 <sup>th</sup> %ile Queue (m)
<b>Existing volumes</b>							
Existing geometry	19.4	B	SB Through	0.64	33.8	C	62
Alternative 1	20.3	C	SB Through	0.70	38.8	D	70
Alternative 2	20.3	C	SB Through	0.70	38.8	D	70
Alternative 3	21.3	C	SB Through	0.70	38.8	D	70
Alternative 4	27.3	C	SB Through	0.84	42.9	D	101
<b>With CIP development</b>							
Existing geometry	19.5	B	SB Through	0.64	33.9	C	62
Alternative 1	20.5	C	SB Through	0.70	39.0	D	70
Alternative 2	20.5	C	SB Through	0.70	39.0	D	70
Alternative 3	22.4	C	SB Through	0.70	39.0	D	70
Alternative 4	30.2	C	SB Through	0.81	41.0	D	109
<b>With CIP development and CR 22 grade separation</b>							
Existing geometry	18.1	B	N/A	—	—	—	—
Alternative 1	19.0	B	N/A	—	—	—	—
Alternative 2	19.1	B	N/A	—	—	—	—
Alternative 3	20.6	C	N/A	—	—	—	—
Alternative 4	26.0	C	SB Through	0.79	41.7	D	92

Any of the geometric alternatives at Tecumseh Road and Lesperance Road would have sufficient capacity to accommodate the existing volumes and the projected future volumes. The delay for the intersection increases incrementally in each successive alternative; however, the intersection is projected to operate

at LOS C or better in all scenarios, and all movements are projected to operate at LOS D or better in all scenarios.

The southbound through movement is identified as a critical movement in some cases — not because of a capacity deficiency, but because of queues:

- There is a level railway crossing north of the intersection, with a storage length of 52 metres (approximately 9 car lengths) between the crossing and the intersection.
- The existing queues are calculated at 62 metres and therefore extend beyond the tracks. (In practice, the actual queue is longer than 62 metres, since the calculated queue does not include left- and right-turning vehicles that have not yet been able to enter the left and right turn lanes.)
- Under existing volumes, the only configuration that affects southbound queues substantially is Alternative 4, where the calculated queue increases to approximately 100 metres.
- The scenario with CIP development traffic has similar results, except that the queue in Alternative 4 is calculated to be 10 metres longer than under existing volumes.
- With a grade separation constructed at CR 22, the southbound queue is calculated to decrease to 50 metres in all but Alternative 4; this queue would just fit within the storage between Tecumseh Road and the level crossing, although again in practice the queue would likely be somewhat longer after accounting for left and right turns at the back of the through lane queue. In Alternative 4, the queue is calculated at 92 metres and would extend beyond the tracks.

Overall, any alternative is likely to have queues reach or cross the tracks for at least part of the peak hour. However, in Alternative 4 the queues will extend farther, and will reach the tracks for a greater portion of the day. VIA Rail staff have identified concern over existing queues and the potential for queues to increase in length and/or duration with proposed roadway modifications, and have raised the potential need to mitigate queues. Further discussion is required to identify potential mitigation, particularly if Alternative 4 is selected for implementation.

## 4.4 Intersection Operations — PM Peak Hour

**Table 4** summarizes the intersection operations at Tecumseh Road and Lesperance Road during the PM peak hour.

**Table 4: Intersection Operations at Tecumseh Road and Lesperance Road (PM Peak Hour)**

Alternative	Overall intersection		Critical movements				
	Delay (s/veh)	LOS	Movement	v/c	Delay (s/veh)	LOS	95 <sup>th</sup> %ile Queue (m)
<b>Existing volumes</b>							
Existing geometry	31.8	C	EB Through	0.89	38.4	D	150
			NB Through	0.93	63.0	E	110
			SB Through	0.54	31.3	C	63
Alternative 1	35.4	D	EB Through	0.94	44.2	D	157
			NB Through	0.98	75.9	E	113
			SB Through	0.56	32.6	C	64
Alternative 2	47.7	D	EB Through	1.12	98.2	F	176
			NB Through	1.03	91.1	F	117
			SB Through	0.59	34.1	C	65
Alternative 3	56.9	E	EB Through	1.16	109	F	196
			NB Through	1.09	111	F	121
			SB Through	0.61	35.7	D	66
Alternative 4	65.5	E	EB Through	1.21	133	F	201
			NB Through	1.09	111	F	121
			SB Through	0.83	48.0	D	101
<b>With CIP development</b>							
Existing geometry	36.1	D	EB Through	0.93	45.9	D	164
			NB Through	0.99	79.1	E	114
			SB Through	0.55	31.6	C	63
Alternative 1	44.3	D	EB Through	1.02	65.5	E	174
			NB Through	1.05	95.1	F	118
			SB Through	0.57	32.9	C	64
Alternative 2	64.3	E	EB Through	1.24	147	F	193
			NB Through	1.19	145	F	125
			SB Through	0.62	36.0	D	66
Alternative 3	80.8	F	EB Through	1.30	169	F	227
			NB Through	1.27	179	F	129
			SB Through	0.64	37.9	D	67
Alternative 4	97.9	F	EB Through	1.36	194	F	231
			NB Left	1.10	115	F	75
			NB Through	1.27	179	F	129
			SB Through	0.97	69.8	E	119

**Table 4: Intersection Operations at Tecumseh Road and Lesperance Road (PM Peak Hour) (continued)**

Alternative	Overall intersection		Critical movements				
	Delay (s/veh)	LOS	Movement	v/c	Delay (s/veh)	LOS	95 <sup>th</sup> %ile Queue (m)
<b>With CIP development and CR 22 grade separation</b>							
Existing geometry	24.4	C	EB Through	0.82	26.7	C	150
Alternative 1	28.3	C	EB Through	0.90	32.7	C	162
			NB Through	0.87	60.7	E	89
Alternative 2	36.5	D	EB Through	1.02	59.4	E	179
			NB Through	0.99	88.1	F	96
Alternative 3	46.2	D	EB Through	1.11	85.5	F	208
			NB Through	0.99	88.1	F	96
Alternative 4	57.2	E	EB Through	1.15	103	F	213
			NB Through	0.99	88.1	F	96
			SB Through	0.91	63.6	E	92

#### 4.4.1 Capacity

During the PM peak hour, the eastbound and northbound through movements are currently identified as critical under the existing volumes and existing intersection geometry, although both are currently operating within capacity. Any of the design alternatives would reduce capacity on these two movements; Alternatives 2 through 4 would result in both movements exceeding capacity by varying degrees.

Growth in traffic related to CIP development will place additional traffic pressure on the intersection and will increase the capacity deficiency on the northbound and eastbound through movements. It is also projected to result in the northbound left turn exceeding capacity under Alternative 4.

If the planned grade separation is constructed at CR 22 and Lesperance Road, the resulting traffic pattern changes would be expected to draw traffic away from the Tecumseh Road and Lesperance Road intersection, reducing the traffic pressure on the critical movements and helping to offset the impacts of development-related traffic growth.

For the most part, the difference between alternatives is incremental — i.e., a gradual reduction in the eastbound left turn storage length results in a gradual reduction in capacity. Even though the storage length change only directly impacts the eastbound through movement, there are also impacts to other movements because the traffic signal timings have been adjusted to rebalance the green time between the north-south and east-west phases (i.e., provide less green time to Lesperance Road and use the reallocated green time to help mitigate the reduced capacity on Tecumseh Road).

The more substantial and immediate (as opposed to incremental) impact is the elimination of the southbound right turn lane. This change affects the southbound through movement since it would consolidate two movements into a single lane; it also reduces the number of gaps in southbound traffic, which affects capacity on the opposing northbound left turn movement. Eliminating the eastbound right turn lane also has an impact; however, the impact is more modest because the eastbound right turn comprises a lower proportion of the eastbound approach demand and because the relatively short length of the eastbound right turn lane (11 metres) already limits its effectiveness.

#### 4.4.2 Queues

During the PM peak hour, the primary queuing issue is on the eastbound approach. In all cases the queue extends beyond St. Anne Street. In Alternatives 3 and 4, the queue is projected to extend to Poisson Street, and in practice would extend beyond there (since the eastbound approach is over capacity, the queue will gradually build over the peak period until volumes decrease to a level that allows the queue to dissipate).

To accommodate the 95<sup>th</sup> percentile queues, the following turn lane lengths would be required (at minimum) to reduce the risk of a left turn queue blocking the single through lane:

- Westbound left turn: 60 metres
- Northbound left turn: 75 metres
- Southbound left turn: 30 to 40 metres

The eastbound left turn storage was considered separately, given that different storage lengths are under consideration. Strictly from the perspective of accommodating the calculated 95<sup>th</sup> percentile left turn queues, a 30-metre storage length would be sufficient. However, there are further differences between the different storage lengths because the length of the queue in the through lane will block access to the left turn lane and reduce the effectiveness of the left turn phase, and because reduced storage increases the likelihood of the saturation flow rate being reduced during the main phase as left turning vehicles depart the eastbound stream. The effect of storage length on eastbound capacity is documented in **Section 4.4.1**.

#### 4.4.3 Level of Service / Delays

During the PM peak hour, delays progressively increase and levels of service progressively worsen with the alternatives with smaller footprints. The level of service is primarily governed by the over-capacity eastbound and northbound through movements, which are calculated to decrease to LOS F in Alternatives 2 through 4. The level of service on the other movements are generally expected to be reasonable, although the level of service on the northbound and eastbound left and right turns would be higher than indicated after accounting for additional delay incurred in the through lane while waiting to enter the turn lane.

## 4.5 Results for Alternative 4

In preliminary discussions with the Town and the project team, there was particular interest in Alternative 4 — specifically, whether the traffic impacts of the smallest-footprint alternative would be considered to be acceptable.

Strictly from a traffic operations and capacity perspective, Alternative 1 (or, the “do nothing” alternative) would be identified as being preferred, with the least effect on corridor capacity, delays and queues. However, in this case, the intent of the project is to rebalance the function of the street away from focusing on the movement of through traffic, and placing greater emphasis on the street’s role in serving the immediate area and creating an environment more conducive to pedestrian activity.

Alternative 4 has the smallest roadway footprint and reflects the greatest potential to achieve the urban design and streetscaping goals of the project. Conversely, it has the greatest impact on traffic capacity. The main constraints are expected to occur during the PM peak period, on the eastbound and northbound through movements. **Table 5** outlines the overall peak hour level of service at the intersection at various traffic horizons, and lists any critical movements (whether identified as critical due to capacity constraints, queue lengths or both). **Table 6** provides additional detail on the capacity-related critical movements during the PM peak hour and the magnitude of any identified capacity constraints.

**Table 5: Level of Service and Critical Movements under Alternative 4**

Traffic scenario	AM peak hour		PM peak hour	
	LOS	Critical movements	LOS	Critical movements
Existing volumes; existing intersection	B	SB through	C	EB through NB through SB through
Existing volumes; reconfigured intersection	C	SB through	E	EB through NB through SB through
With CIP development; reconfigured intersection	D	SB through	F	EB through NB left NB through SB through
With CIP development and CR 22 grade separation; reconfigured intersection	C	SB through	E	EB through NB through SB through

There are no substantial traffic capacity issues identified during the AM peak hour under any of the traffic volume scenarios (although there are queuing issues identified on Lesperance Road associated with the intersection's proximity to the VIA Rail crossing). However, there are several capacity constraints identified during the PM peak hour.

**Table 6: Critical Movement Details under Alternative 4 (PM Peak Hour)**

Traffic scenario	Critical movements	v/c	Over capacity
Existing volumes; existing intersection	EB through	0.89	—
	NB through	0.93	—
Existing volumes; reconfigured intersection	EB through	1.21	105 vph
	NB through	1.09	25 vph
With CIP development; reconfigured intersection	EB through	1.36	180 vph
	NB left	1.10	20 vph
	NB through	1.27	70 vph
	SB through	0.97	—
With CIP development and CR 22 grade separation; reconfigured intersection	EB through	1.15	90 vph
	NB through	0.99	—
	SB through	0.91	—

The eastbound and northbound through movements are identified as critical under all traffic scenarios, although the magnitude of any capacity deficiency varies by scenario. The constraints are greatest on Tecumseh Road (both in terms of the v/c ratio and the volume of traffic exceeding capacity), although this depends to some extent on the ultimate traffic signal timings.

Under existing conditions, the eastbound and northbound through movements are critical but are still operating within capacity. In the short-term “future build” scenario (with the intersection reconfigured but no change in traffic volumes), the eastbound through / right turn lane is projected to be 21% over capacity. With increased development in the CIP and no diversion of traffic away from the corridor, the eastbound through / right turn lane is projected to be 36% over capacity. This is equivalent to 105 vehicles per hour (2 to 3 vehicles per traffic signal cycle) in the short term, and 180 vehicles per hour (4 to 5 vehicles per cycle) in the longer term. The capacity deficiency would be observed as a gradually growing queue that would reach 800 metres (short term) to 1.4 kilometres (longer term) by the end of the peak hour. The impacts of CIP traffic growth would be offset once the planned CR 22 / Lesperance Road grade separation is in place (or if a comparable level of traffic redistribution is realized).

Notwithstanding the eastbound capacity constraint and potential for queuing under Alternative 4, any of the alternatives (other than Alternative 1) would result in over-capacity conditions and queuing. For example, under Alternative 2, the eastbound approach would exceed capacity by approximately 130 vehicles per hour in the longer term, with a corresponding queue of 1 kilometre.

In practice, while queues would be expected to grow under the revised geometry compared to existing conditions, the queues that actually materialize would likely be less than indicated above, because motorists would begin to divert to other routes or otherwise change their travel patterns as the corridor becomes more constrained. (In fact, this would likely begin to occur during the construction period when the magnitude of the constraint would be greater.) The potential for traffic to shift as a form of mitigation is discussed further in **Section 4.6.3**.

## 4.6 Mitigation

The results presented in the preceding sections assume no mitigation, other than optimized traffic signal timings. Some opportunity exists to mitigate these conditions, at least in part. Three forms of mitigation were considered:

- Road geometry changes;
- Traffic signal changes; and
- Traffic pattern changes.

### 4.6.1 Road Geometry Changes

Typically, one means of addressing a roadway capacity constraint would be to change the roadway geometry — widening the roadway (or reallocating the existing cross-section) to provide additional lanes, to provide dedicated turn lanes where they do not currently exist, or to lengthen auxiliary lanes. In this case, mitigation through roadway geometry changes is generally less applicable because the intent of the project is not to mitigate an existing or anticipated traffic constraint, but to select from a set of alternatives each of which gives different weights to traffic and urban design objectives. Mitigating through road geometry would involve selecting a different alternative with a larger footprint (or adding elements from a larger-footprint alternative). In considering whether to mitigate capacity constraints through road geometry changes (i.e., selecting a different alternative), the Town would be evaluating the relative priority placed on traffic service vs. urban design and streetscaping opportunities, and balancing the risk of traffic impacts against the opportunity afforded by the additional sidewalk and landscaping area.

### 4.6.2 Traffic Signal Changes

There are some possible traffic signal changes that may have a minor impact on operations.

- The left turn lane detectors are currently located at the stop bars, but should be relocated so that they are set back three car lengths from the stop bar. In their current locations, the loops will call a left turn phase even if only one vehicle is waiting. If relocated, the loops would only call a left turn phase if three or more vehicles are waiting, and otherwise the left turn phase time would be allocated to the main (through) phases. This change would potentially increase delays for some left-turning vehicles, but would reduce delays for most intersection traffic and would increase intersection efficiency by only calling the left turn phases when they are needed and when they can be used to their maximum efficiency. The left turn phases would continue to be protected/permissive (as opposed to fully protected) as they are today. Changing the detector loop location may have the

potential to slightly increase capacity for the critical through movements, delay the onset of congestion, and/or reduce the duration of congestion.

- Signal progression can be set such that eastbound traffic arrives at Lesperance Road sufficiently in advance of the green signal to allow the left turn storage to be filled and to allow the eastbound phase to operate at a greater level of efficiency. (This has already been accounted for in the analyses.)
- Further changes to cycle and/or phase lengths may result in modest improvements to some movements (possibly at the expense of other movements). This could include disabling some left turn phases at some times of the day. These changes should be reviewed once the road reconstruction has been completed and motorists have had an opportunity to adjust.

### 4.6.3 Traffic Pattern Changes

Traffic pattern changes may mitigate congested conditions. The analyses are based on unconstrained volumes and assume that motorists will continue to use the road network as they do today. In practice, if the Tecumseh Road corridor is perceived as being more constrained and less attractive than it is today, motorists may make other travel choices — for example:

- Selecting alternate travel routes;
- Adjusting departure times; or
- Reducing the amount of discretionary travel during times of peak congestion.

There are a number of alternate routes that motorists may select, depending on the specific start and end points of their trip (including whether they have an origin or destination within the study area, or whether they are traveling through the study area between two external points). Some of these alternate routes are illustrated in **Figure 6** and are discussed below.

Some eastbound traffic on Tecumseh Road may shift to parallel corridors. The level of diversion required for Tecumseh Road to operate at or below capacity would be approximately 105 vehicles per hour in the short term, and 180 vehicles per hour in the longer term. The main corridors serving both local and longer-distance trips are CR 22 and, to a lesser extent, Riverside Drive. Other corridors that may also serve locally destined trips include the McHugh Street / McNorton Street corridor and the Wyandotte Street / Little River Boulevard corridor. Eastbound diverted trips may be observed as eastbound vehicles turning left or right from Tecumseh Road at Banwell Road and traveling north or south to access one of these parallel corridors. Other motorists may elect to use other north-south streets to access the parallel corridors without traveling on Tecumseh Road at all.

Some northbound traffic on Lesperance Road may shift to Banwell Road or Manning Road. The level of diversion required for Lesperance Road to operate at or below capacity would be approximately 25 vehicles per hour in the short term, and 90 vehicles per hour in the longer term. Northbound volumes on Banwell Road, Lesperance Road and Manning Road during the PM peak period are currently governed to some extent by capacity limitations on the left turn movements from the E.C. Row

Expressway / CR 22. Intersection modifications planned by the County of Essex at CR 22 and Manning Road may allow for some redistribution of the eastbound left turn movement away from Lesperance Road. The City of Windsor's longer-term proposed interchange at the E.C. Row Expressway and Banwell Road would provide a similar and potentially more attractive opportunity.

There is also potential for undesirable redistribution of traffic to local streets in the study area — in particular, St. Anne Street, Poisson Street, Shawnee Road and Arbour Street. For example, if there is an eastbound queue that extends to Poisson Street, a motorist destined to southbound Lesperance Road may see Poisson Street and Arbour Street as being an attractive bypass corridor. This risk may be partially mitigated by metering eastbound traffic at the Shawnee Road and/or Southfield Drive signals, so that eastbound queues are relocated upstream to an area that is less susceptible to cut-through traffic.

There would typically be a potential for some trips to shift to alternate modes (walking; cycling; transit). In this case, the potential for a shift is likely low (especially for a shift to transit, given the limited transit service in the area). There may be the potential for a modest shift to walking or cycling, given the pedestrian-oriented changes to the corridor and Town policies encouraging a shift to active travel modes.

Although the magnitude of the required level of diversion is presented as a change from existing conditions, in practice it should be noted that the roadway would not immediately transition from the existing configuration and capacity to the modified configuration and capacity. There will be an intermediate condition during the construction season when capacity is even further constrained and some level of traffic diversion would be expected. The construction period will establish a new baseline in terms of traffic volumes and motorist travel and routing choices. Not all motorists that divert away from the study area during the construction season may necessarily return post-construction, particularly if there is a recognition (or perception) that Tecumseh Road is more constrained.

Figure 6: Potential Alternate Travel Patterns

Potential eastbound diversion routes from Tecumseh Road



Potential diversion routes from Lesperance Road



Potential diversion routes around Tecumseh / Lesperance intersection



## 5.0 Tecumseh Road at Shawnee Road

### 5.1 Proposed Intersection Configuration

At the Shawnee Road intersection, Tecumseh Road currently has two lanes in each direction with no dedicated turn lanes. With the proposed cross-section reduction to the west and east, the Tecumseh Road approaches will be reconfigured to have a single through lane in each direction. A short left turn lane is recommended on the eastbound and westbound approach to allow through traffic to bypass left turn queues.

### 5.2 Assumptions and Methodology

The assumptions and methodology applied at Tecumseh Road and Shawnee Road were similar to those discussed in **Section 4.2**. A cycle length of 80 to 90 seconds was applied, matching the cycle length applied at Lesperance Road.

### 5.3 Intersection Operations

The overall intersection delay and level of service are summarized in **Table 7**. No critical movements were identified during either the AM or PM peak hours, under any of the volume or intersection geometry scenarios.

**Table 7: Intersection Operations at Tecumseh Road and Shawnee Road**

Alternative	AM peak hour		PM peak hour	
	Delay (s/veh)	LOS	Delay (s/veh)	LOS
<b>Existing volumes</b>				
Existing geometry	2.8	A	3.3	A
Modified geometry	4.4	A	5.3	A
<b>With CIP development</b>				
Existing geometry	3.4	A	4.4	A
Modified geometry	5.1	A	5.8	A
<b>With CIP development and CR 22 grade separation</b>				
Existing geometry	3.3	A	4.6	A
Modified geometry	5.4	A	6.3	A

The intersection is projected to operate at a good level of service and within capacity under all traffic volume scenarios, in either the existing or proposed future configuration. There is no change in the level of service for the intersection as a whole or for individual movements. The v/c ratios and queues will

increase on the eastbound and westbound approaches compared to existing conditions, but are expected to remain at reasonable levels.

The operations outlined above assume that the traffic signal operates in a conventional manner for a lower-volume side street intersection, with timings that favour Tecumseh Road. As noted in **Section 0**, a potential mitigation strategy at Tecumseh Road and Lesperance Road could be to time the traffic signals at Shawnee Road to meter flow during the weekday PM peak period, so that the queue of eastbound traffic is relocated so that it primarily extends west from Shawnee Road instead of west from Tecumseh Road. This would not increase capacity in the corridor but could help reduce the risk of cut-through traffic through the adjacent neighbourhood. In this case, the eastbound queues approaching the intersection during the PM peak hour would be longer than shown in the tables in **Appendix B**.

## 6.0 Tecumseh Road at Southfield Drive

### 6.1 Proposed Intersection Configuration

At the Southfield Drive intersection, Tecumseh Road currently has two lanes in each direction with no dedicated turn lanes.

The change in cross-section from four to two lanes is proposed to be implemented in the vicinity of Southfield Drive. A high-level assessment was made of three possible treatments for dropping the second eastbound lane:

- Lane drop occurs east of Southfield (downstream)
- Lane drop occurs at Southfield (curb lane becomes “must exit” right turn lane)
- Lane drop occurs west of Southfield (upstream)

The upstream lane drop is not recommended, due to the level of variance from typical driver expectations:

- It would be unusual for a lane to end immediately upstream from a signalized intersection, rather than to be carried through to the intersection or terminated downstream.
- There already exists an additional lane drop (reducing the cross-section from three to two eastbound lanes) approximately 150 metres west of Southfield Drive. If the second lane was reduced west of Southfield, there would be two lane drops almost in immediate succession.

The base analyses were undertaken with a single through lane and a dedicated right turn lane (i.e., the lane drop occurs at the intersection) to determine whether this configuration would have sufficient capacity, or whether it would be necessary to terminate the second through lane downstream from the intersection to maximize capacity for through traffic. For analysis purposes, Tecumseh Road was assumed to be reconfigured as follows:

- A single through lane in both directions;
- A dedicated left turn lane in both directions; and
- A dedicated eastbound right turn lane (formed from the second existing eastbound through lane).

No changes to the existing cross-section were assumed on the northbound and southbound approaches.

### 6.2 Assumptions and Methodology

The assumptions and methodology applied at Tecumseh Road and Southfield Drive were similar to those discussed in **Section 4.2**. A cycle length of 80 to 90 seconds was applied, matching the cycle length applied at Lesperance Road.

The future projections assume that CIP development interest will be focused in the eastern part of the CIP area through the medium term. However, the CIP demonstration plan identified some infill development potential in the vicinity of Southfield Drive — residential development southeast of the intersection (closer to Arbour Street) and mixed-use development north of Tecumseh Road. The analyses assumed that development in this area would occur beyond the study horizon, but considered the need to leave residual capacity on the side street approaches to accommodate development once it occurs.

### 6.3 Intersection Operations

The overall intersection delay and level of service are summarized in **Table 8**. No critical movements were identified during either the AM or PM peak hours, under any of the volume or intersection geometry scenarios.

**Table 8: Intersection Operations at Tecumseh Road and Southfield Drive**

Alternative	AM peak hour		PM peak hour	
	Delay (s/veh)	LOS	Delay (s/veh)	LOS
<b>Existing volumes</b>				
Existing geometry	6.1	A	7.1	A
Modified geometry	6.7	A	8.4	A
<b>With CIP development</b>				
Existing geometry	6.4	A	6.8	A
Modified geometry	7.2	A	8.9	A
<b>With CIP development and CR 22 grade separation</b>				
Existing geometry	6.4	A	6.9	A
Modified geometry	7.1	A	8.7	A

This configuration was found to have sufficient capacity; it is not necessary to carry the second eastbound lane through the intersection from a capacity perspective. Further, it is less critical to maximize eastbound through capacity at this location, since eastbound capacity is governed by other locations farther downstream. In fact, as noted below, one of the potential mitigation measures may be to use the traffic signals at Southfield and/or Shawnee to meter the rate of traffic that enters the lower-capacity section to the east. This can best be achieved by dropping the second lane at Southfield rather than downstream. This configuration can also allow the right turn lane to be used as a queue jump lane for buses should transit service levels be increased in the Tecumseh Road corridor in the future.

The level of service is largely unaffected by the proposed reconfiguration. The northbound left turn level of service may increase slightly from LOS C to LOS D during the AM peak hour as a result of signal timing

adjustments (i.e., increasing the cycle length from 80 to 90 seconds to match the proposed change at Tecumseh Road and Lesperance Road).

Queues on Tecumseh Road are expected to increase with the reduction in the number of through lanes, but are expected to remain at reasonable levels. During the PM peak hour, westbound queues are projected to increase from 45 metres per lane (existing) to 90 metres (future), and eastbound queues are projected to increase from 40 metres per lane (existing) to 115 metres (future). The eastbound queue would extend to approximately the east (unsignalized) driveway serving the Metro grocery store east of Banwell Road. Eastbound queues would therefore have minimal impact on the Metro store, but would potentially affect operations of two full-movement driveways serving the shopping plaza and Tim Hortons restaurant southwest of the intersection. These driveways would need to be monitored following the reconfiguration.

There is sufficient northbound and southbound capacity at the intersection to accommodate additional development traffic. The v/c ratios on the northbound and southbound approaches are not expected to exceed 0.50 at the study horizon, leaving residual capacity available to accommodate growth beyond the study horizon.

## 7.0 Summary

### 7.1 Background

The Town of Tecumseh is planning roadway and streetscape modifications along Tecumseh Road and Lesperance Road in the Tecumseh CIP area. The roadway modifications are proposed to include a reconfiguration of Tecumseh Road such that the existing four-lane cross-section is reduced to two lanes (not including any auxiliary turn lanes). This change would allow a greater portion of the right-of-way to be allocated to other uses, including landscaping, street furniture, and on-street parking. The intention of the modification is to rebalance the function of the street, so that there is less of a priority on the movement of traffic, and greater emphasis on the street's role in serving the immediate area and creating an environment more conducive to pedestrian activity.

Analyses were undertaken to allow the Town to understand how the proposed changes may affect traffic capacity along Tecumseh Road, and to assess the means of implementing the transition from four to two lanes at the west end of the study area.

### 7.2 Corridor Capacity and Tecumseh Road / Lesperance Road Intersection

The analyses confirmed that the capacity of the Tecumseh Road corridor is governed by the intersection at Lesperance Road. A range of alternatives were analyzed that vary the balance between maximizing traffic service (largest roadway footprint) and maximizing the ability to achieve other non-traffic design objectives (smallest roadway footprint). The main differentiators between the alternatives were the length of the eastbound left turn lane (ranging from 30 to 90 metres) and whether or not right turn lanes are provided on the eastbound and/or southbound approaches.

In the morning peak hour, any of the alternatives can operate within capacity; the level of traffic service would be poorer than existing conditions but would still be acceptable.

In the afternoon peak hour, there are capacity constraints projected on the eastbound and northbound through movements. The constraints increase as the footprint decreases (i.e., more emphasis on place making and less emphasis on traffic movement). The northbound constraint is comparatively minor, whereas the eastbound constraint is more substantial. Under Alternative 4 (the alternative with the smallest footprint), the eastbound through / right turn lane is projected to be 21% over capacity in the short term, and 36% over capacity with increased development in the CIP. This is equivalent to 105 vehicles per hour (2 to 3 vehicles per traffic signal cycle) in the short term, and 180 vehicles per hour (4 to 5 vehicles per cycle) in the longer term. The capacity deficiency would be observed as a gradually growing queue that would reach 800 metres (short term) to 1.4 kilometres (longer term) by the end of the peak hour, assuming existing traffic patterns are maintained with no diversion of traffic to alternate routes or travel times.

### 7.3 Mitigation

A capacity deficiency in this area may be viewed as being less of a concern than it might be in a different context. The Town would need to recognize that the roadway will operate over capacity for a portion of the afternoon, acknowledging that the street serves multiple roles and that the project is placing more of a priority on factors other than just traffic service. Notwithstanding, opportunities were reviewed for mitigation, either through design / operational measures or by identifying traffic pattern changes that would need to be achieved to allow the roadway to operate within capacity.

Some minor adjustments could be applied to the signal timings and signal design to improve the efficiency of the intersection. In particular, the left turn lane detector loops could be relocated to be set back from the stop bar rather than located at the stop bar, so that they call the left turn phase only when three or more vehicles are queued. This change would improve the signal efficiency slightly by only calling the left turn phases when they are most needed and when they can operate at maximum efficiency. Other minor changes could include slight adjustments to phase or cycle lengths, or implementing time-of-day timing plans where the left turn phases are disabled during portions of the day.

Consideration could also be given to using the Shawnee Road and/or Southfield Drive signals to meter eastbound volumes during the PM peak period. The signal timings would be set to provide more green time to the side street than necessary, so that the signals only release as many eastbound vehicles as can be served at Lesperance Road. This would not increase the capacity of the road, but would help to reduce the potential for cut-through traffic in the southwest quadrant of the Tecumseh Road and Lesperance Road intersection.

The other mitigation potential is for a change in traffic patterns that reduces the demand on Tecumseh Road and/or Lesperance Road. As motorists become aware of the more constrained conditions, some may adjust their travel patterns accordingly (e.g., selecting different routes). The analyses do not assume any redistribution, in part to reflect worst-case conditions in the event that this does not occur, and in part to identify the magnitude of the shift that would address the constraint.

In the short term, the following diversion would need to occur to allow all movements to operate at or below capacity:

- 105 vehicles per hour would need to shift from Tecumseh Road to other parallel corridors. Depending on whether the diverting motorist has a local destination or is only traveling through the study area en route between two external points, the 105 vehicles could be dispersed between CR 22; Riverside Drive; Wyandotte Street / Little River Boulevard; and McNorton Street.
- 25 vehicles per hour would need to shift from Lesperance Road to other parallel corridors. The County is planning modifications at CR 22 and Manning Road that may make that route more attractive for some trips currently traveling through the Lesperance Road and Tecumseh Road intersection.

With development in the CIP, the shift would be greater — approximately 180 vehicles per hour on Tecumseh Road, and 90 vehicles per hour on Lesperance Road. However, the overall pattern would be similar.

There would typically be a potential for some trips to shift to alternate modes (walking; cycling; transit). In this case, the potential for a shift is likely low (especially for a shift to transit, given the limited transit service in the area). There may be the potential for a modest shift to walking or cycling, given the pedestrian-oriented changes to the corridor and Town policies encouraging a shift to active travel modes.

Although the magnitude of this diversion is presented as a change from existing conditions, in practice it should be noted that the roadway would not immediately transition from the existing configuration and capacity to the modified configuration and capacity. There will be an intermediate condition during the construction season when capacity is even further constrained and some level of traffic diversion would be expected. The construction period will establish a new baseline in terms of traffic volumes and motorist travel and routing choices. Not all motorists that divert away from the study area during the construction season may necessarily return post-construction, particularly if there is a recognition (or perception) that Tecumseh Road is more constrained.

## 7.4 Recommendations

Strictly from a traffic capacity and operations perspective, Alternative 1 (or even the “do nothing” condition) would be recommended; those alternatives result in the lowest level of change and offer the greatest amount of traffic capacity. However, they also have the largest roadway footprints and do not achieve the other project objectives. Conversely, from the perspective of other project objectives and priorities, Alternative 4 might be viewed as preferable given that it features the smallest roadway footprint.

The selection of an overall preferred alternative involves an evaluation of the relative priority placed on traffic service vs. urban design and streetscaping opportunities, and requires balancing the risk of traffic impacts against the opportunity afforded by the additional sidewalk and landscaping area. Upon review of the analysis results, Alternative 3 is recommended to help mitigate the risk of traffic impacts associated with the reduced roadway footprint while still providing opportunity for urban design and placemaking. Alternative 3 differs from Alternative 4 (the alternative with the smallest footprint) as follows:

- In Alternative 3, the existing southbound right turn lane is maintained, whereas it would be removed under Alternative 4.
- In Alternative 3, the eastbound left turn storage length is approximately 45 metres, whereas it would be reduced to 30 metres in Alternative 4.

Restoring the southbound right turn lane would help mitigate the occurrence of southbound queues extending over the VIA Rail crossing. It also would increase capacity on Lesperance Road, including on the northbound approach.

Restoring some of the left turn lane storage has a more modest benefit, but also has modest impacts from a streetscape perspective (it would eliminate two parking spaces on the north side of the street, but these would be offset by new spaces on the south side). The additional 15 metres of storage would slightly increase eastbound capacity, but would also provide additional flexibility to accommodate variation in demand during the peak hour and would help to mitigate the risk of left turn queues blocking the eastbound lane.

It should be noted that the alternatives identified for the traffic analyses were developed prior to the preparation of designs and were intended to be illustrative of a potential range of lane configurations and storage lengths. In practice, as the design is carried out, other variations may emerge within this range as being feasible and/or preferable when considering driveway locations, specific streetscaping and/or parking opportunities, or other site-specific opportunities or constraints.

Other recommendations are as follows:

- The transition from four to two lanes at the west end of the study area should be achieved by terminating the curb lane at Southfield Drive as a dedicated right turn lane. An upstream lane drop is not recommended. A downstream lane drop would be feasible, but is not necessary for capacity reasons.
- Dedicated left turn lanes should be provided on Tecumseh Road at all signalized intersections in the corridor.
- The left turn lane detector loops at Tecumseh Road and Lesperance Road (on all approaches) should be changed to setback loops that only call left turn phases when three or more vehicles are queued in the left turn lane.
- Consideration should be given to using the traffic signals at Shawnee Road (and/or Southfield Drive) to meter the flow of eastbound traffic during the PM peak period, to reduce the risk of infiltration through the surrounding neighbourhood.
- The traffic signal cycle length along the corridor should be maintained at 90 seconds or less, if possible, to minimize queue lengths, maximize the frequency of gaps at unsignalized intersections and driveways, and to reduce delays for pedestrian crossings.

# Appendix B

## Traffic Counts

# Ontario Traffic Inc.

## Morning Peak Diagram

### Specified Period

**From:** 7:00:00  
**To:** 10:00:00

### One Hour Peak

**From:** 8:15:00  
**To:** 9:15:00

**Municipality:** Windsor  
**Site #:** 1800600031  
**Intersection:** Tecumseh Rd E & Lauzon Pkwy  
**TFR File #:** 3  
**Count date:** 2-May-18

**Weather conditions:**  
**Person(s) who counted:**

**\*\* Signalized Intersection \*\***

**Major Road:** Tecumseh Rd E runs W/E

North Leg Total: 1552  
North Entering: 937  
North Peds: 3  
Peds Cross:  $\times$

Heavys	1	21	0	22
Trucks	12	11	11	34
Cars	303	501	77	881
<b>Totals</b>	<b>316</b>	<b>533</b>	<b>88</b>	



Heavys	23
Trucks	31
Cars	561
<b>Totals</b>	<b>615</b>

East Leg Total: 1865  
East Entering: 978  
East Peds: 2  
Peds Cross:  $\times$

Heavys	5
Trucks	33
Cars	1348
<b>Totals</b>	<b>1386</b>

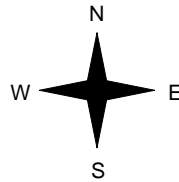


Lauzon Pkwy

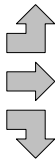
Cars	24	Trucks	7	Heavys	2	<b>Totals</b>	33
Cars	810	Trucks	13	Heavys	3	<b>Totals</b>	826
Cars	111	Trucks	4	Heavys	4	<b>Totals</b>	119
<b>Totals</b>	<b>945</b>	<b>Totals</b>	<b>24</b>	<b>Totals</b>	<b>9</b>		



Tecumseh Rd E



Heavys	2
Trucks	14
Cars	174
<b>Totals</b>	<b>190</b>
Heavys	6
Trucks	19
Cars	659
<b>Totals</b>	<b>684</b>
Heavys	7
Trucks	4
Cars	145
<b>Totals</b>	<b>156</b>
Heavys	15
Trucks	37
Cars	978
<b>Totals</b>	<b>978</b>



Tecumseh Rd E



Cars	844	Trucks	34	Heavys	9	<b>Totals</b>	887
------	-----	--------	----	--------	---	---------------	-----

Peds Cross:  $\times$   
West Peds: 3  
West Entering: 1030  
West Leg Total: 2416

Cars	757	Cars	235	363	108	706
Trucks	19	Trucks	8	10	4	22
Heavys	32	Heavys	1	19	3	23
<b>Totals</b>	<b>808</b>	<b>Totals</b>	<b>244</b>	<b>392</b>	<b>115</b>	



Lauzon Pkwy



Peds Cross:  $\times$   
South Peds: 7  
South Entering: 751  
South Leg Total: 1559

## Comments

# Ontario Traffic Inc.

## Mid-day Peak Diagram

### Specified Period

**From:** 11:00:00  
**To:** 14:00:00

### One Hour Peak

**From:** 12:15:00  
**To:** 13:15:00

**Municipality:** Windsor  
**Site #:** 1800600031  
**Intersection:** Tecumseh Rd E & Lauzon Pkwy  
**TFR File #:** 3  
**Count date:** 2-May-18

**Weather conditions:**  
**Person(s) who counted:**

**\*\* Signalized Intersection \*\***

**Major Road:** Tecumseh Rd E runs W/E

North Leg Total: 1716  
North Entering: 928  
North Peds: 17  
Peds Cross:  $\bowtie$

Heavys	3	20	2	25
Trucks	14	16	10	40
Cars	327	426	110	863
Totals	344	462	122	



Heavys	18
Trucks	21
Cars	749
Totals	788

East Leg Total: 2816  
East Entering: 1318  
East Peds: 11  
Peds Cross:  $\bowtie$

Heavys	Trucks	Cars	Totals
10	24	1608	1642

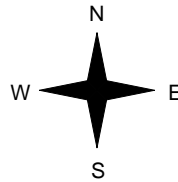


Lauzon Pkwy

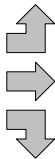
Cars	Trucks	Heavys	Totals
61	6	1	68
1015	9	4	1028
216	4	2	222
1292	19	7	



Tecumseh Rd E



Heavys	Trucks	Cars	Totals
1	10	320	331
1	7	1175	1183
5	3	247	255
7	20	1742	



Tecumseh Rd E



Cars	Trucks	Heavys	Totals
1470	23	5	1498

Peds Cross:  $\bowtie$   
West Peds: 5  
West Entering: 1769  
West Leg Total: 3411

Cars	889	Cars	266	368	185	819
Trucks	23	Trucks	1	5	6	12
Heavys	27	Heavys	3	16	2	21
Totals	939	Totals	270	389	193	



Peds Cross:  $\bowtie$   
South Peds: 31  
South Entering: 852  
South Leg Total: 1791

## Comments

# Ontario Traffic Inc.

## Afternoon Peak Diagram

### Specified Period

**From:** 15:00:00

**To:** 18:00:00

### One Hour Peak

**From:** 16:30:00

**To:** 17:30:00

**Municipality:** Windsor  
**Site #:** 1800600031  
**Intersection:** Tecumseh Rd E & Lauzon Pkwy  
**TFR File #:** 3  
**Count date:** 2-May-18

**Weather conditions:**  
**Person(s) who counted:**

**\*\* Signalized Intersection \*\***

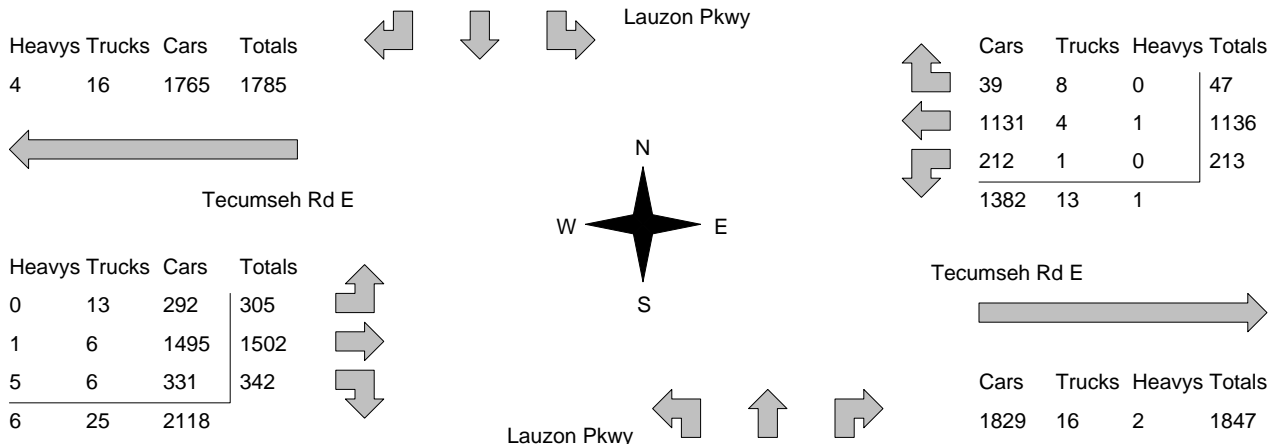
**Major Road:** Tecumseh Rd E runs W/E

North Leg Total: 2522  
 North Entering: 1285  
 North Peds: 4  
 Peds Cross:  $\bowtie$

Heavys	0	13	0	13
Trucks	9	16	10	35
Cars	332	766	139	1237
<b>Totals</b>	<b>341</b>	<b>795</b>	<b>149</b>	

Heavys	2
Trucks	30
Cars	1205
<b>Totals</b>	<b>1237</b>

East Leg Total: 3243  
 East Entering: 1396  
 East Peds: 12  
 Peds Cross:  $\bowtie$



Peds Cross:  $\bowtie$   
 West Peds: 2  
 West Entering: 2149  
 West Leg Total: 3934

Cars	1309	Cars	302	874	195	1371
Trucks	23	Trucks	3	9	0	12
Heavys	18	Heavys	3	2	1	6
<b>Totals</b>	<b>1350</b>	<b>Totals</b>	<b>308</b>	<b>885</b>	<b>196</b>	

Peds Cross:  $\bowtie$   
 South Peds: 22  
 South Entering: 1389  
 South Leg Total: 2739

### Comments

# Ontario Traffic Inc.

## Total Count Diagram

**Municipality:** Windsor  
**Site #:** 1800600031  
**Intersection:** Tecumseh Rd E & Lauzon Pkwy  
**TFR File #:** 3  
**Count date:** 2-May-18

**Weather conditions:**  
**Person(s) who counted:**

**\*\* Signalized Intersection \*\***

**Major Road:** Tecumseh Rd E runs W/E

North Leg Total: 16166  
 North Entering: 8817  
 North Peds: 77  
 Peds Cross: ⚡

Heavys	14	135	4	153
Trucks	102	110	88	300
Cars	2805	4705	854	8364
<b>Totals</b>	<b>2921</b>	<b>4950</b>	<b>946</b>	



Heavys	134
Trucks	265
Cars	6950
<b>Totals</b>	<b>7349</b>

East Leg Total: 22349  
 East Entering: 10212  
 East Peds: 74  
 Peds Cross: ⚡

Heavys	Trucks	Cars	Totals
56	223	13255	13534

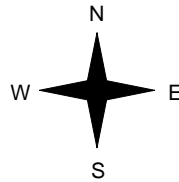
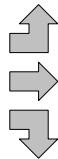


Lauzon Pkwy

Cars	Trucks	Heavys	Totals
370	69	7	446
8107	82	19	8208
1516	25	17	1558
<b>9993</b>	<b>176</b>	<b>43</b>	



Heavys	Trucks	Cars	Totals
8	104	2408	2520
21	78	9641	9740
40	30	2071	2141
<b>69</b>	<b>212</b>	<b>14120</b>	



Tecumseh Rd E



Cars	Trucks	Heavys	Totals
11903	191	43	12137

Peds Cross: ⚡  
 West Peds: 40  
 West Entering: 14401  
 West Leg Total: 27935

Cars	8292
Trucks	165
Heavys	192
<b>Totals</b>	<b>8649</b>



Cars	2343	4172	1408	7923
Trucks	39	92	25	156
Heavys	23	119	18	160
<b>Totals</b>	<b>2405</b>	<b>4383</b>	<b>1451</b>	

Peds Cross: ⚡  
 South Peds: 168  
 South Entering: 8239  
 South Leg Total: 16888

### Comments

# Ontario Traffic Inc. Traffic Count Summary

Intersection: Tecumseh Rd E & Lauzon Pkwy

Count Date: 2-May-18

Municipality: Windsor

<b>North Approach Totals</b>						North/South Total Approaches	<b>South Approach Totals</b>					
Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds		Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total				Left	Thru	Right	Grand Total	
7:00:00	0	0	0	0	0	0	7:00:00	0	0	0	0	0
8:00:00	40	542	220	802	1	1408	8:00:00	196	322	88	606	1
9:00:00	83	556	330	969	4	1728	9:00:00	250	395	114	759	6
10:00:00	77	449	303	829	12	1498	10:00:00	229	303	137	669	15
11:00:00	0	0	0	0	0	0	11:00:00	0	0	0	0	1
12:00:00	99	430	309	838	13	1614	12:00:00	243	386	147	776	22
13:00:00	103	445	332	880	14	1777	13:00:00	278	398	221	897	27
14:00:00	132	506	369	1007	11	1792	14:00:00	272	368	145	785	17
15:00:00	0	0	0	0	0	2	15:00:00	1	1	0	2	0
16:00:00	131	652	359	1142	5	2393	16:00:00	365	662	224	1251	35
17:00:00	124	681	344	1149	12	2292	17:00:00	272	696	175	1143	19
18:00:00	157	689	355	1201	5	2552	18:00:00	299	852	200	1351	25
<b>Totals:</b>	946	4950	2921	8817	77	17056		2405	4383	1451	8239	168
<b>East Approach Totals</b>						East/West Total Approaches	<b>West Approach Totals</b>					
Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds		Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total				Left	Thru	Right	Grand Total	
7:00:00	0	0	0	0	0	1	7:00:00	0	1	0	1	0
8:00:00	121	487	22	630	4	1400	8:00:00	162	445	163	770	1
9:00:00	110	773	29	912	5	1862	9:00:00	178	611	161	950	3
10:00:00	153	736	44	933	6	2131	10:00:00	248	777	173	1198	6
11:00:00	0	4	0	4	0	9	11:00:00	0	5	0	5	0
12:00:00	173	889	52	1114	8	2583	12:00:00	299	957	213	1469	11
13:00:00	240	1020	70	1330	7	3082	13:00:00	352	1184	216	1752	3
14:00:00	191	931	54	1176	4	2954	14:00:00	308	1203	267	1778	7
15:00:00	0	1	0	1	0	3	15:00:00	0	2	0	2	0
16:00:00	171	1119	64	1354	23	3516	16:00:00	321	1505	336	2162	3
17:00:00	202	1095	47	1344	5	3421	17:00:00	332	1469	276	2077	4
18:00:00	197	1148	64	1409	12	3643	18:00:00	320	1578	336	2234	2
<b>Totals:</b>	1558	8203	446	10207	74	24605		2520	9737	2141	14398	40
<b>Calculated Values for Traffic Crossing Major Street</b>												
Hours Ending:	9:00	10:00	12:00	13:00		14:00	16:00	17:00	18:00			
Crossing Values:	897	767	791	836		921	1184	1101	1322			

# Ontario Traffic Inc.

Count Date: 2-May-18      Site #: 180600031

Interval Time	Passenger Cars - North Approach						Trucks - North Approach						Heavys - North Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		North Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15:00	6	6	113	113	32	32	2	2	4	4	2	2	0	0	4	4	0	0	0	0
7:30:00	12	6	214	101	79	47	3	1	4	0	5	3	0	0	7	3	2	2	0	0
7:45:00	19	7	355	141	119	40	6	3	8	4	10	5	0	0	11	4	3	1	0	0
8:00:00	32	13	517	162	204	85	8	2	10	2	13	3	0	0	15	4	3	0	1	1
8:15:00	44	12	654	137	281	77	9	1	16	6	16	3	0	0	19	4	3	0	2	1
8:30:00	61	17	805	151	387	106	13	4	16	0	19	3	0	0	23	4	3	0	4	2
8:45:00	85	24	928	123	450	63	14	1	22	6	23	4	0	0	27	4	4	1	5	1
9:00:00	106	21	1043	115	520	70	17	3	24	2	26	3	0	0	31	4	4	0	5	0
9:15:00	121	15	1155	112	584	64	20	3	27	3	28	2	0	0	40	9	4	0	5	0
9:30:00	136	15	1249	94	667	83	22	2	28	1	30	2	0	0	46	6	6	2	8	3
9:45:00	154	18	1366	117	744	77	24	2	29	1	32	2	0	0	49	3	6	0	15	7
10:00:00	173	19	1459	93	811	67	27	3	32	3	35	3	0	0	56	7	7	1	17	2
10:00:11	173	0	1459	0	811	0	27	0	32	0	35	0	0	0	56	0	7	0	17	0
11:00:00	173	0	1459	0	811	0	27	0	32	0	35	0	0	0	56	0	7	0	17	0
11:15:00	196	23	1555	96	869	58	29	2	34	2	37	2	0	0	60	4	8	1	18	1
11:30:00	217	21	1662	107	944	75	31	2	36	2	39	2	0	0	62	2	8	0	18	0
11:45:00	242	25	1772	110	1026	82	33	2	39	3	41	2	0	0	67	5	8	0	23	5
12:00:00	263	21	1869	97	1111	85	36	3	40	1	43	2	0	0	68	1	8	0	30	7
12:15:00	290	27	1959	90	1182	71	37	1	40	0	46	3	1	1	73	5	8	0	31	1
12:30:00	312	22	2066	107	1270	88	38	1	43	3	50	4	1	0	75	2	9	1	36	5
12:45:00	336	24	2191	125	1357	87	42	4	49	6	54	4	2	1	82	7	9	0	40	4
13:00:00	356	20	2283	92	1426	69	44	2	52	3	58	4	2	0	87	5	10	1	44	4
13:15:00	400	44	2385	102	1509	83	47	3	56	4	60	2	3	1	93	6	11	1	48	4
13:30:00	429	29	2507	122	1595	86	49	2	58	2	63	3	3	0	95	2	12	1	51	3
13:45:00	450	21	2644	137	1680	85	53	4	62	4	66	3	3	0	100	5	12	0	51	0
14:00:00	474	24	2758	114	1780	100	57	4	66	4	70	4	3	0	104	4	13	1	55	4
14:00:08	474	0	2758	0	1780	0	57	0	66	0	70	0	3	0	104	0	13	0	55	0
15:00:00	474	0	2758	0	1780	0	57	0	66	0	70	0	3	0	104	0	13	0	55	0
15:15:00	499	25	2929	171	1876	96	58	1	73	7	74	4	3	0	107	3	13	0	57	2
15:30:00	522	23	3062	133	1969	93	60	2	80	7	80	6	3	0	114	7	13	0	57	0
15:45:00	567	45	3194	132	2034	65	63	3	84	4	83	3	4	1	120	6	13	0	57	0
16:00:00	595	28	3371	177	2123	89	66	3	89	5	86	3	4	0	120	0	13	0	60	3
16:15:00	628	33	3523	152	2207	84	68	2	89	0	87	1	4	0	120	0	13	0	67	7
16:30:00	650	22	3671	148	2316	109	72	4	94	5	89	2	4	0	122	2	14	1	71	4
16:45:00	679	29	3875	204	2386	70	74	2	102	8	92	3	4	0	125	3	14	0	72	1
17:00:00	709	30	4027	152	2458	72	76	2	107	5	94	2	4	0	127	2	14	0	72	0
17:15:00	749	40	4232	205	2554	96	78	2	109	2	96	2	4	0	131	4	14	0	74	2
17:30:00	789	40	4437	205	2648	94	82	4	110	1	98	2	4	0	135	4	14	0	75	1
17:45:00	818	29	4580	143	2734	86	85	3	110	0	99	1	4	0	135	0	14	0	75	0



# Ontario Traffic Inc.

Count Date: 2-May-18      Site #: 1800600031

Interval Time	Passenger Cars - East Approach						Trucks - East Approach						Heavys - East Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		East Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15:00	22	22	106	106	2	2	2	2	1	1	2	2	0	0	0	0	0	0	0	0
7:30:00	53	31	216	110	7	5	3	1	1	0	3	1	2	2	0	0	0	0	2	2
7:45:00	79	26	358	142	9	2	3	0	3	2	6	3	3	1	2	2	0	0	3	1
8:00:00	115	36	480	122	12	3	3	0	5	2	10	4	3	0	2	0	0	0	4	1
8:15:00	144	29	642	162	17	5	3	0	9	4	13	3	4	1	2	0	0	0	7	3
8:30:00	164	20	812	170	24	7	4	1	10	1	14	1	5	1	2	0	1	1	8	1
8:45:00	185	21	1009	197	25	1	5	1	13	3	16	2	6	1	2	0	1	0	8	0
9:00:00	219	34	1239	230	32	7	5	0	19	6	18	2	7	1	2	0	1	0	9	1
9:15:00	255	36	1452	213	41	9	7	2	22	3	20	2	8	1	5	3	2	1	9	0
9:30:00	293	38	1599	147	45	4	8	1	23	1	23	3	8	0	5	0	3	1	9	0
9:45:00	320	27	1767	168	54	9	9	1	25	2	25	2	8	0	8	3	3	0	13	4
10:00:00	367	47	1962	195	65	11	9	0	26	1	26	1	8	0	8	0	4	1	15	2
10:00:11	367	0	1966	4	65	0	9	0	26	0	26	0	8	0	8	0	4	0	15	0
11:00:00	367	0	1966	0	65	0	9	0	26	0	26	0	8	0	8	0	4	0	15	0
11:15:00	395	28	2154	188	77	12	9	0	26	0	28	2	8	0	8	0	5	1	18	3
11:30:00	433	38	2350	196	85	8	11	2	27	1	29	1	9	1	10	2	5	0	19	1
11:45:00	484	51	2604	254	98	13	12	1	35	8	32	3	9	0	12	2	5	0	23	4
12:00:00	536	52	2837	233	107	9	12	0	39	4	34	2	9	0	13	1	6	1	23	0
12:15:00	595	59	3072	235	120	13	13	1	41	2	36	2	11	2	13	0	6	0	23	0
12:30:00	668	73	3379	307	149	29	13	0	44	3	37	1	11	0	14	1	6	0	28	5
12:45:00	715	47	3627	248	156	7	15	2	45	1	39	2	11	0	14	0	6	0	29	1
13:00:00	768	53	3845	218	171	15	16	1	48	3	40	1	13	2	16	2	6	0	30	1
13:15:00	811	43	4087	242	181	10	17	1	50	2	42	2	13	0	17	1	7	1	34	4
13:30:00	874	63	4298	211	194	13	17	0	53	3	43	1	13	0	17	0	7	0	34	0
13:45:00	925	51	4521	223	203	9	18	1	54	1	44	1	13	0	17	0	7	0	34	0
14:00:00	956	31	4764	243	220	17	19	1	59	5	44	0	13	0	17	0	7	0	34	0
14:00:08	956	0	4765	1	220	0	19	0	59	0	44	0	13	0	17	0	7	0	34	0
15:00:00	956	0	4765	0	220	0	19	0	59	0	44	0	13	0	17	0	7	0	34	0
15:15:00	1018	62	5037	272	234	14	19	0	61	2	46	2	13	0	17	0	7	0	39	5
15:30:00	1053	35	5332	295	251	17	19	0	64	3	49	3	13	0	17	0	7	0	46	7
15:45:00	1088	35	5613	281	260	9	21	2	65	1	51	2	15	2	17	0	7	0	55	9
16:00:00	1121	33	5877	264	274	14	22	1	66	1	54	3	16	1	17	0	7	0	57	2
16:15:00	1164	43	6107	230	288	14	23	1	68	2	54	0	16	0	17	0	7	0	57	0
16:30:00	1225	61	6414	307	302	14	23	0	74	6	58	4	17	1	18	1	7	0	59	2
16:45:00	1276	51	6682	268	306	4	23	0	76	2	60	2	17	0	19	1	7	0	62	3
17:00:00	1321	45	6959	277	312	6	23	0	77	1	63	3	17	0	19	0	7	0	62	0
17:15:00	1392	71	7269	310	330	18	23	0	77	0	65	2	17	0	19	0	7	0	68	6
17:30:00	1437	45	7545	276	341	11	24	1	78	1	66	1	17	0	19	0	7	0	71	3
17:45:00	1466	29	7825	280	356	15	24	0	81	3	67	1	17	0	19	0	7	0	71	0



# Ontario Traffic Inc.

Count Date: 2-May-18      Site #: 1800600031

Interval Time	Passenger Cars - South Approach						Trucks - South Approach						Heavys - South Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		South Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15:00	32	32	57	57	13	13	2	2	3	3	0	0	1	1	1	1	0	0	0	0
7:30:00	68	36	111	54	29	16	3	1	8	5	0	0	3	2	8	7	0	0	0	0
7:45:00	127	59	188	77	47	18	4	1	16	8	1	1	3	0	12	4	0	0	1	1
8:00:00	186	59	285	97	84	37	6	2	18	2	3	2	4	1	19	7	1	1	1	0
8:15:00	238	52	361	76	116	32	10	4	22	4	4	1	6	2	25	6	1	0	1	0
8:30:00	296	58	436	75	143	27	12	2	24	2	4	0	6	0	29	4	1	0	4	3
8:45:00	353	57	539	103	170	27	14	2	27	3	4	0	6	0	35	6	1	0	6	2
9:00:00	422	69	647	108	195	25	18	4	30	3	5	1	6	0	40	5	2	1	7	1
9:15:00	473	51	724	77	224	29	18	0	32	2	8	3	7	1	44	4	4	2	8	1
9:30:00	522	49	796	72	261	37	18	0	37	5	10	2	8	1	45	1	5	1	11	3
9:45:00	582	60	860	64	290	29	20	2	39	2	10	0	10	2	52	7	7	2	14	3
10:00:00	642	60	928	68	322	32	23	3	40	1	10	0	10	0	52	0	7	0	22	8
10:00:11	642	0	928	0	322	0	23	0	40	0	10	0	10	0	52	0	7	0	23	1
11:00:00	642	0	928	0	322	0	23	0	40	0	10	0	10	0	52	0	7	0	23	0
11:15:00	701	59	1006	78	345	23	23	0	45	5	11	1	10	0	54	2	8	1	35	12
11:30:00	744	43	1071	65	380	35	23	0	48	3	13	2	10	0	61	7	10	2	36	1
11:45:00	814	70	1171	100	421	41	25	2	49	1	13	0	10	0	67	6	10	0	41	5
12:00:00	881	67	1284	113	463	42	25	0	51	2	13	0	12	2	71	4	10	0	45	4
12:15:00	944	63	1367	83	531	68	25	0	52	1	13	0	13	1	74	3	10	0	48	3
12:30:00	1014	70	1482	115	587	56	25	0	53	1	15	2	13	0	78	4	10	0	59	11
12:45:00	1077	63	1576	94	637	50	26	1	54	1	16	1	13	0	82	4	10	0	63	4
13:00:00	1155	78	1662	86	678	41	26	0	55	1	17	1	15	2	87	5	12	2	72	9
13:15:00	1210	55	1735	73	716	38	26	0	57	2	19	2	16	1	90	3	12	0	79	7
13:30:00	1274	64	1824	89	756	40	29	3	59	2	20	1	16	0	96	6	13	1	80	1
13:45:00	1347	73	1921	97	786	30	29	0	64	5	20	0	17	1	98	2	14	1	84	4
14:00:00	1421	74	2006	85	818	32	29	0	67	3	20	0	18	1	99	1	14	0	89	5
14:00:08	1422	1	2007	1	818	0	29	0	67	0	20	0	18	0	99	0	14	0	89	0
15:00:00	1422	0	2007	0	818	0	29	0	67	0	20	0	18	0	99	0	14	0	89	0
15:15:00	1518	96	2154	147	871	53	29	0	71	4	21	1	18	0	104	5	14	0	104	15
15:30:00	1615	97	2300	146	920	49	29	0	73	2	22	1	18	0	105	1	16	2	111	7
15:45:00	1697	82	2459	159	986	66	30	1	76	3	22	0	19	1	109	4	16	0	122	11
16:00:00	1780	83	2645	186	1036	50	35	5	77	1	23	1	19	0	113	4	17	1	124	2
16:15:00	1845	65	2800	155	1078	42	35	0	78	1	23	0	20	1	114	1	17	0	131	7
16:30:00	1890	45	2960	160	1120	42	36	1	81	3	25	2	20	0	116	2	17	0	134	3
16:45:00	1971	81	3148	188	1167	47	37	1	85	4	25	0	21	1	117	1	18	1	140	6
17:00:00	2044	73	3328	180	1208	41	39	2	85	0	25	0	23	2	118	1	18	0	143	3
17:15:00	2120	76	3609	281	1256	48	39	0	87	2	25	0	23	0	118	0	18	0	152	9
17:30:00	2192	72	3834	225	1315	59	39	0	90	3	25	0	23	0	118	0	18	0	156	4
17:45:00	2275	83	3996	162	1374	59	39	0	90	0	25	0	23	0	119	1	18	0	160	4

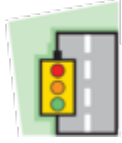


# Ontario Traffic Inc.

Count Date: 2-May-18      Site #: 1800600031

Interval Time	Passenger Cars - West Approach						Trucks - West Approach						Heavys - West Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		West Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:00:00	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15:00	27	27	65	64	30	30	3	3	0	0	0	0	1	1	0	0	1	1	0	0
7:30:00	66	39	153	88	66	36	6	3	3	3	1	1	1	0	1	1	2	1	0	0
7:45:00	93	27	272	119	114	48	7	1	5	2	1	0	1	0	2	1	3	1	0	0
8:00:00	152	59	437	165	156	42	9	2	6	1	1	0	1	0	3	1	6	3	1	1
8:15:00	193	41	560	123	196	40	11	2	8	2	3	2	1	0	4	1	7	1	2	1
8:30:00	232	39	697	137	237	41	16	5	16	8	5	2	1	0	6	2	8	1	2	0
8:45:00	266	34	855	158	272	35	19	3	21	5	5	0	1	0	9	3	9	1	4	2
9:00:00	317	51	1024	169	307	35	21	2	23	2	7	2	2	1	10	1	10	1	4	0
9:15:00	367	50	1219	195	341	34	25	4	27	4	7	0	3	1	10	0	14	4	5	1
9:30:00	430	63	1403	184	379	38	29	4	27	0	8	1	3	0	11	1	16	2	5	0
9:45:00	486	56	1590	187	426	47	32	3	28	1	9	1	3	0	11	0	16	0	7	2
10:00:00	549	63	1793	203	469	43	35	3	29	1	11	2	4	1	12	1	17	1	10	3
10:00:11	549	0	1797	4	469	0	35	0	29	0	11	0	4	0	12	0	17	0	10	0
11:00:00	549	0	1798	1	469	0	35	0	29	0	11	0	4	0	12	0	17	0	10	0
11:15:00	614	65	2040	242	517	48	38	3	31	2	12	1	4	0	12	0	20	3	12	2
11:30:00	683	69	2258	218	569	52	42	4	36	5	13	1	4	0	13	1	20	0	16	4
11:45:00	752	69	2497	239	621	52	46	4	36	0	14	1	4	0	14	1	21	1	19	3
12:00:00	836	84	2746	249	673	52	47	1	36	0	15	1	4	0	14	0	22	1	21	2
12:15:00	927	91	3039	293	715	42	51	4	40	4	15	0	4	0	14	0	22	0	21	0
12:30:00	1022	95	3334	295	768	53	53	2	44	4	15	0	5	1	14	0	24	2	22	1
12:45:00	1088	66	3636	302	830	62	55	2	45	1	17	2	5	0	15	1	26	2	23	1
13:00:00	1175	87	3918	282	881	51	59	4	47	2	18	1	5	0	15	0	27	1	24	1
13:15:00	1247	72	4214	296	962	81	61	2	47	0	18	0	5	0	15	0	27	0	26	2
13:30:00	1327	80	4497	283	1007	45	65	4	49	2	19	1	6	1	15	0	29	2	30	4
13:45:00	1399	72	4788	291	1078	71	68	3	49	0	19	0	6	0	16	1	30	1	31	1
14:00:00	1472	73	5116	328	1141	63	69	1	51	2	20	1	6	0	16	0	32	2	31	0
14:00:08	1472	0	5117	1	1141	0	69	0	51	0	20	0	6	0	16	0	32	0	31	0
15:00:00	1472	0	5118	1	1141	0	69	0	51	0	20	0	6	0	16	0	32	0	31	0
15:15:00	1551	79	5412	294	1198	57	71	2	55	4	21	1	6	0	16	0	32	0	32	1
15:30:00	1625	74	5806	394	1276	78	74	3	58	3	23	2	7	1	17	1	34	2	34	2
15:45:00	1711	86	6169	363	1361	85	76	2	63	5	23	0	7	0	18	1	34	0	34	0
16:00:00	1782	71	6607	438	1472	111	79	3	65	2	23	0	7	0	18	0	34	0	34	0
16:15:00	1875	93	6969	362	1530	58	83	4	66	1	24	1	7	0	18	0	34	0	36	2
16:30:00	1958	83	7331	362	1586	56	85	2	69	3	24	0	7	0	19	1	34	0	38	2
16:45:00	2028	70	7657	326	1664	78	87	2	70	1	24	0	7	0	19	0	36	2	38	0
17:00:00	2104	76	8069	412	1744	80	89	2	71	1	25	1	7	0	19	0	36	0	38	0
17:15:00	2177	73	8460	391	1841	97	95	6	73	2	28	3	7	0	20	1	36	0	38	0
17:30:00	2250	73	8826	366	1917	76	98	3	75	2	30	2	7	0	20	0	39	3	40	2
17:45:00	2318	68	9201	375	1993	76	99	1	75	0	30	0	7	0	20	0	40	1	40	0





**Ontario Traffic Inc.**  
TRAFFIC MONITORING  SERVICES & PRODUCTS

## Project #19392 - Dillon Consulting

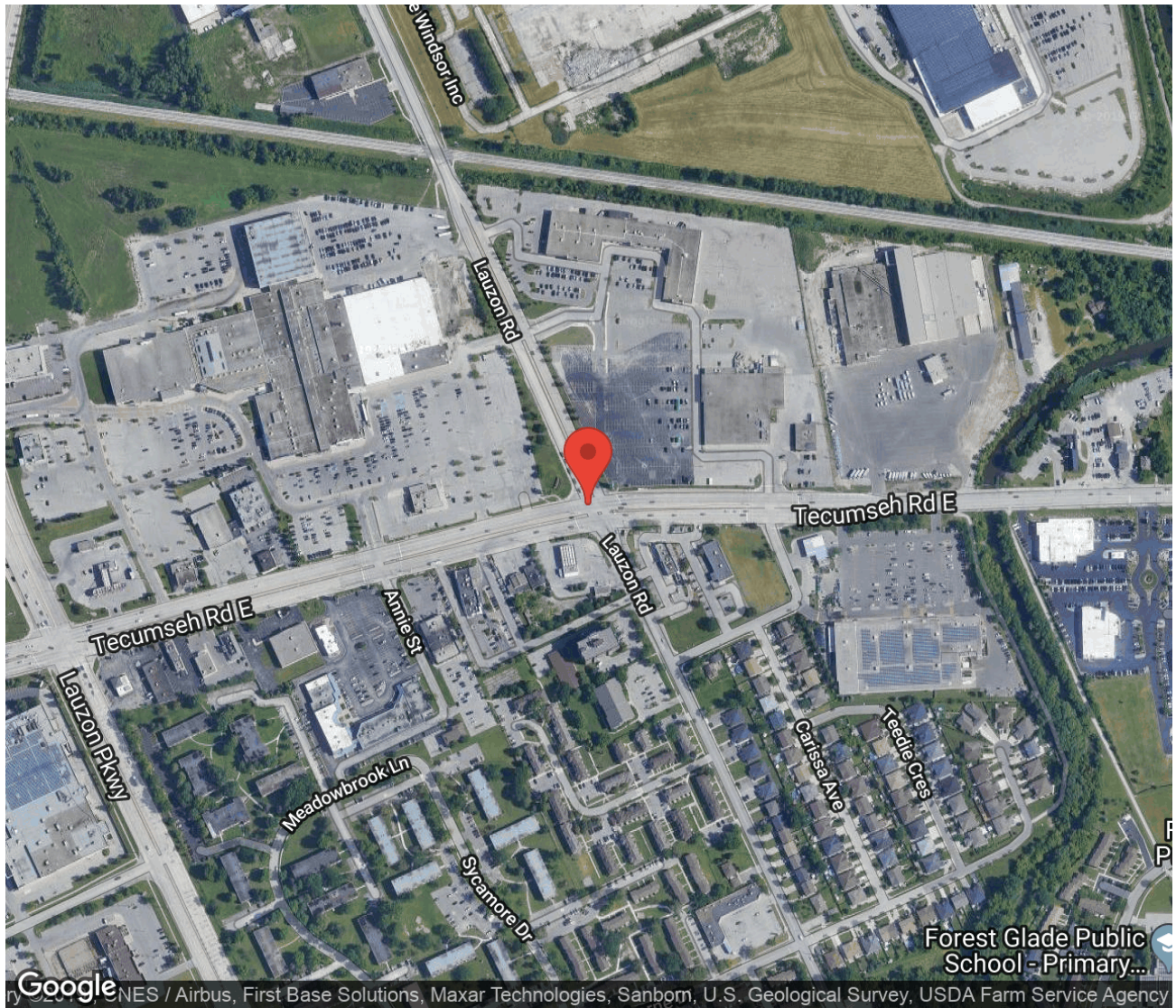
### Intersection Count Report

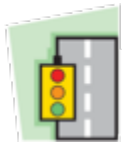
**Intersection:** Tecumseh Rd E & Lauzon Rd  
**Municipality:** Windsor  
**Count Date:** Dec 12, 2019  
**Site Code:** 1939200001  
**Count Categories:** Cars, Medium Trucks, Heavy Trucks, Peds, Bicycles  
**Count Period:** 07:00-10:00, 11:00-14:00, 15:00-18:00  
**Weather:** Clear



# Traffic Count Map

Intersection: Tecumseh Rd E & Lauzon Rd  
Municipality: Windsor  
Count Date: Dec 12, 2019



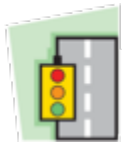


## Traffic Count Summary

Intersection: Tecumseh Rd E & Lauzon Rd  
Municipality: Windsor  
Count Date: Dec 12, 2019

### - Traffic Summary

Hour	North Approach Totals						South Approach Totals					
	Left	Thru	Right	U-Turn	Total	Peds	Left	Thru	Right	U-Turn	Total	Peds
<b>07:00 - 08:00</b>	51	108	61	0	220	2	85	100	35	0	220	9
<b>08:00 - 09:00</b>	71	152	103	0	326	1	162	150	63	0	375	8
<b>09:00 - 10:00</b>	101	111	92	0	304	6	176	128	66	0	370	12
BREAK												
<b>11:00 - 12:00</b>	150	118	67	0	335	4	196	119	60	0	375	6
<b>12:00 - 13:00</b>	137	149	107	0	393	7	198	119	84	0	401	15
<b>13:00 - 14:00</b>	131	132	108	0	371	5	224	144	67	0	435	14
BREAK												
<b>15:00 - 16:00</b>	139	169	113	0	421	14	178	193	102	0	473	14
<b>16:00 - 17:00</b>	177	178	93	0	448	11	202	219	96	0	517	8
<b>17:00 - 18:00</b>	132	187	105	0	424	6	208	204	81	0	493	10
<b>GRAND TOTAL</b>	<b>1089</b>	<b>1304</b>	<b>849</b>	<b>0</b>	<b>3242</b>	<b>56</b>	<b>1629</b>	<b>1376</b>	<b>654</b>	<b>0</b>	<b>3659</b>	<b>96</b>



## Traffic Count Summary

Intersection: Tecumseh Rd E & Lauzon Rd  
Municipality: Windsor  
Count Date: Dec 12, 2019

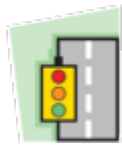
### - Traffic Summary

#### East Approach Totals

#### West Approach Totals

Hour	Includes Cars, Medium Trucks, Heavy Trucks, Bicycles						Includes Cars, Medium Trucks, Heavy Trucks, Bicycles					
	Left	Thru	Right	U-Turn	Total	Peds	Left	Thru	Right	U-Turn	Total	Peds
<b>07:00 - 08:00</b>	39	514	64	0	617	5	86	392	47	0	525	0
<b>08:00 - 09:00</b>	60	743	120	0	923	5	94	540	75	0	709	4
<b>09:00 - 10:00</b>	70	715	108	0	893	5	113	685	99	0	897	10
BREAK												
<b>11:00 - 12:00</b>	110	997	106	0	1213	1	150	905	168	0	1223	7
<b>12:00 - 13:00</b>	132	1014	110	0	1256	9	208	1046	195	0	1449	11
<b>13:00 - 14:00</b>	96	925	125	0	1146	9	177	1061	164	0	1402	10
BREAK												
<b>15:00 - 16:00</b>	153	1014	125	0	1292	19	213	1179	192	0	1584	15
<b>16:00 - 17:00</b>	109	985	164	0	1258	9	255	1233	210	0	1698	10
<b>17:00 - 18:00</b>	125	900	152	0	1177	11	286	1214	220	0	1720	6
<b>GRAND TOTAL</b>	<b>894</b>	<b>7807</b>	<b>1074</b>	<b>0</b>	<b>9775</b>	<b>73</b>	<b>1582</b>	<b>8255</b>	<b>1370</b>	<b>0</b>	<b>1120</b>	<b>73</b>





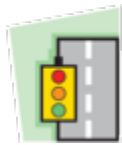
**Ontario Traffic Inc.**  
TRAFFIC MONITORING SERVICES & PRODUCTS

## Traffic Count Data

Intersection: Tecumseh Rd E & Lauzon Rd  
Municipality: Windsor  
Count Date: Dec 12, 2019

### North Approach -

Start Time	Cars					Medium Trucks					Heavy Trucks					Bicycles					Total Peds
	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	
11:00	22	23	13	0	58	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
11:15	47	26	17	0	90	1	1	0	0	2	1	0	0	0	1	0	0	0	0	0	0
11:30	23	24	15	0	62	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0
11:45	53	44	19	0	116	2	0	1	0	3	1	0	1	0	2	0	0	0	0	0	0
12:00	37	36	19	0	92	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	5
12:15	26	35	32	0	93	0	0	1	0	1	0	0	2	0	2	0	0	0	0	0	1
12:30	32	39	19	0	90	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
12:45	40	36	30	0	106	1	0	1	0	2	0	1	2	0	3	0	1	0	0	1	1
13:00	44	31	17	0	92	0	1	0	0	1	0	0	2	0	2	0	0	0	0	0	1
13:15	25	30	24	0	79	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
13:30	36	39	37	0	112	2	0	2	0	4	1	0	0	0	1	0	0	0	0	0	1
13:45	23	30	25	0	78	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	3
<b>SUBTOTAL</b>	408	393	267	0	1068	7	3	6	0	16	3	2	9	0	14	0	1	0	0	1	16



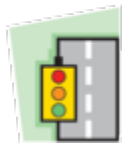
**Ontario Traffic Inc.**  
TRAFFIC MONITORING + SERVICES & PRODUCTS

## Traffic Count Data

Intersection: Tecumseh Rd E & Lauzon Rd  
Municipality: Windsor  
Count Date: Dec 12, 2019

### North Approach -

Start Time	Cars					Medium Trucks					Heavy Trucks					Bicycles					Total Peds
	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	
15:00	30	49	36	0	115	1	2	0	0	3	3	0	2	0	5	0	0	0	0	0	7
15:15	21	32	21	0	74	1	0	0	0	1	1	0	4	0	5	0	0	0	0	0	3
15:30	41	43	27	0	111	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	1
15:45	38	42	22	0	102	1	1	1	0	3	0	0	0	0	0	0	0	0	0	0	3
16:00	37	29	16	0	82	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
16:15	48	45	23	0	116	1	0	0	0	1	0	0	1	0	1	0	0	0	0	0	3
16:30	46	51	32	0	129	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0
16:45	44	51	21	0	116	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3
17:00	38	53	29	0	120	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	24	42	24	0	90	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0
17:30	41	57	21	0	119	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
17:45	29	33	30	0	92	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	3
<b>SUBTOTAL</b>	437	527	302	0	1266	7	4	2	0	13	4	1	7	0	12	0	2	0	0	2	31
<b>GRAND TOTAL</b>	1053	1288	802	0	3143	24	10	13	0	47	12	3	34	0	49	0	3	0	0	3	56



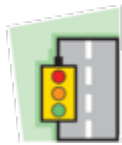
**Ontario Traffic Inc.**  
TRAFFIC MONITORING SERVICES & PRODUCTS

## Traffic Count Data

Intersection: Tecumseh Rd E & Lauzon Rd  
Municipality: Windsor  
Count Date: Dec 12, 2019

### South Approach -

Start Time	Cars					Medium Trucks					Heavy Trucks					Bicycles					Total Peds
	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	
07:00	10	11	10	0	31	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0
07:15	20	26	6	0	52	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
07:30	19	32	8	0	59	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0	7
07:45	30	27	11	0	68	3	1	0	0	4	0	0	0	0	0	0	0	0	0	0	0
08:00	28	49	11	0	88	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	1
08:15	48	28	14	0	90	1	0	3	0	4	0	0	0	0	0	0	0	0	0	0	0
08:30	28	41	23	0	92	2	0	0	0	2	0	0	0	0	0	0	1	0	0	1	5
08:45	49	30	12	0	91	3	1	0	0	4	0	0	0	0	0	0	0	0	0	0	2
09:00	39	36	15	0	90	4	2	0	0	6	0	0	0	0	0	0	0	0	0	0	5
09:15	46	33	19	0	98	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3
09:30	45	29	13	0	87	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	3
09:45	39	26	19	0	84	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	1
<b>SUBTOTAL</b>	401	368	161	0	930	22	7	3	0	32	0	2	0	0	2	0	1	0	0	1	29



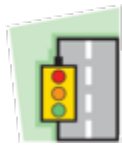
**Ontario Traffic Inc.**  
TRAFFIC MONITORING SERVICES & PRODUCTS

## Traffic Count Data

Intersection: Tecumseh Rd E & Lauzon Rd  
Municipality: Windsor  
Count Date: Dec 12, 2019

### South Approach -

Start Time	Cars					Medium Trucks					Heavy Trucks					Bicycles					Total Peds
	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	
11:00	47	24	16	0	87	2	1	0	0	3	0	0	0	0	0	0	0	0	0	0	4
11:15	50	23	12	0	85	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	42	25	10	0	77	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
11:45	53	45	22	0	120	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	1
12:00	45	32	18	0	95	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	4
12:15	48	25	29	0	102	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
12:30	61	39	24	0	124	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
12:45	42	22	13	0	77	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	4
13:00	48	37	14	0	99	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
13:15	63	35	16	0	114	2	0	0	0	2	0	0	0	0	0	0	1	0	0	1	3
13:30	61	34	16	0	111	1	1	0	0	2	0	1	0	0	1	0	0	0	0	0	1
13:45	46	33	20	0	99	1	1	1	0	3	0	0	0	0	0	0	1	0	0	1	8
<b>SUBTOTAL</b>	606	374	210	0	1190	12	3	1	0	16	0	2	0	0	2	0	3	0	0	3	35



**Ontario Traffic Inc.**  
TRAFFIC MONITORING SERVICES & PRODUCTS

## Traffic Count Data

Intersection: Tecumseh Rd E & Lauzon Rd  
Municipality: Windsor  
Count Date: Dec 12, 2019

### South Approach -

Start Time	Cars					Medium Trucks					Heavy Trucks					Bicycles					Total Peds
	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	
15:00	39	49	20	0	108	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
15:15	37	42	26	0	105	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0
15:30	43	47	22	0	112	2	1	0	0	3	0	0	0	0	0	0	0	0	0	0	5
15:45	55	54	33	0	142	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
16:00	56	49	24	0	129	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
16:15	45	62	17	0	124	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	5
16:30	48	56	28	0	132	1	0	2	0	3	0	0	0	0	0	0	0	0	0	0	0
16:45	49	51	25	0	125	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
17:00	53	48	22	0	123	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	1
17:15	51	61	22	0	134	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
17:30	47	46	19	0	112	1	0	0	0	1	0	0	1	0	1	0	0	0	0	0	3
17:45	54	48	17	0	119	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	5
<b>SUBTOTAL</b>	577	613	275	0	1465	11	3	3	0	17	0	0	1	0	1	0	0	0	0	0	32
<b>GRAND TOTAL</b>	1584	1355	646	0	3585	45	13	7	0	65	0	4	1	0	5	0	4	0	0	4	96



**Ontario Traffic Inc.**  
TRAFFIC MONITORING + SERVICES & PRODUCTS

## Traffic Count Data

Intersection: Tecumseh Rd E & Lauzon Rd  
Municipality: Windsor  
Count Date: Dec 12, 2019

### East Approach -

Start Time	Cars					Medium Trucks					Heavy Trucks					Bicycles					Total Peds	
	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total		
07:00	4	86	7	0	97	0	2	0	0	2	0	0	0	0	0	0	1	0	0	0	1	1
07:15	16	96	11	0	123	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	0	2
07:30	7	132	14	0	153	1	5	0	0	6	0	2	2	0	4	0	0	0	0	0	0	1
07:45	9	181	30	0	220	2	4	0	0	6	0	1	0	0	1	0	1	0	0	0	1	1
08:00	16	169	30	0	215	0	2	0	0	2	0	1	3	0	4	0	0	0	0	0	0	1
08:15	14	172	28	0	214	0	3	0	0	3	0	2	0	0	2	0	0	0	0	0	0	0
08:30	19	183	24	0	226	0	3	1	0	4	0	3	0	0	3	0	0	0	0	0	0	3
08:45	10	198	33	0	241	1	6	1	0	8	0	1	0	0	1	0	0	0	0	0	0	1
09:00	11	152	28	0	191	0	4	2	0	6	0	0	0	0	0	0	0	0	0	0	0	0
09:15	20	179	27	0	226	1	7	0	0	8	0	0	0	0	0	0	0	0	0	0	0	1
09:30	22	179	25	0	226	1	2	1	0	4	0	0	1	0	1	0	0	0	0	0	0	0
09:45	14	187	22	0	223	1	5	0	0	6	0	0	2	0	2	0	0	0	0	0	0	4
<b>SUBTOTAL</b>	162	1914	279	0	2355	7	45	5	0	57	0	11	8	0	19	0	2	0	0	2	15	

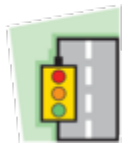


## Traffic Count Data

Intersection: Tecumseh Rd E & Lauzon Rd  
 Municipality: Windsor  
 Count Date: Dec 12, 2019

### East Approach -

Start Time	Cars					Medium Trucks					Heavy Trucks					Bicycles					Total Peds
	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	
11:00	32	230	18	0	280	0	4	0	0	4	0	3	0	0	3	0	0	0	0	0	0
11:15	26	216	31	0	273	0	2	0	0	2	0	4	1	0	5	0	0	0	0	0	1
11:30	20	265	33	0	318	0	6	1	0	7	0	1	3	0	4	0	1	0	0	1	0
11:45	32	261	19	0	312	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0
12:00	39	247	26	0	312	0	4	0	0	4	2	3	0	0	5	0	0	0	0	0	1
12:15	31	267	38	0	336	2	6	0	0	8	0	4	0	0	4	0	3	0	0	3	4
12:30	33	248	21	0	302	0	5	0	0	5	0	1	0	0	1	0	0	0	0	0	1
12:45	25	214	22	0	261	0	7	2	0	9	0	5	1	0	6	0	0	0	0	0	3
13:00	29	257	36	0	322	1	2	0	0	3	0	0	0	0	0	0	1	0	0	1	0
13:15	21	201	31	0	253	0	7	0	0	7	0	4	0	0	4	0	0	0	0	0	1
13:30	21	218	27	0	266	0	6	0	0	6	0	2	0	0	2	0	0	0	0	0	3
13:45	22	216	31	0	269	2	4	0	0	6	0	6	0	0	6	0	1	0	0	1	5
<b>SUBTOTAL</b>	<b>331</b>	<b>2840</b>	<b>333</b>	<b>0</b>	<b>3504</b>	<b>5</b>	<b>57</b>	<b>3</b>	<b>0</b>	<b>65</b>	<b>2</b>	<b>33</b>	<b>5</b>	<b>0</b>	<b>40</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>19</b>



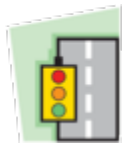
**Ontario Traffic Inc.**  
TRAFFIC MONITORING SERVICES & PRODUCTS

## Traffic Count Data

Intersection: Tecumseh Rd E & Lauzon Rd  
Municipality: Windsor  
Count Date: Dec 12, 2019

### East Approach -

Start Time	Cars					Medium Trucks					Heavy Trucks					Bicycles					Total Peds
	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	
15:00	39	257	30	0	326	1	12	0	0	13	0	7	0	0	7	0	0	0	0	0	8
15:15	40	244	24	0	308	2	5	0	0	7	0	0	0	0	0	0	1	0	0	1	5
15:30	30	220	34	0	284	0	3	0	0	3	0	3	0	0	3	0	0	0	0	0	1
15:45	40	257	35	0	332	0	4	2	0	6	1	1	0	0	2	0	0	0	0	0	5
16:00	17	201	37	0	255	1	3	0	0	4	1	1	0	0	2	0	0	0	0	0	2
16:15	32	298	41	0	371	0	3	0	0	3	0	2	0	0	2	0	1	0	0	1	4
16:30	25	243	34	0	302	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0
16:45	31	224	52	0	307	2	6	0	0	8	0	1	0	0	1	0	0	0	0	0	3
17:00	34	229	39	0	302	0	4	1	0	5	0	2	0	0	2	0	0	0	0	0	3
17:15	25	211	43	0	279	1	0	0	0	1	0	1	0	0	1	0	1	0	0	1	2
17:30	37	250	39	0	326	1	3	0	0	4	0	0	0	0	0	0	0	0	0	0	3
17:45	27	195	30	0	252	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	3
<b>SUBTOTAL</b>	377	2829	438	0	3644	8	49	3	0	60	2	18	0	0	20	0	3	0	0	3	39
<b>GRAND TOTAL</b>	870	7583	1050	0	9503	20	151	11	0	182	4	62	13	0	79	0	11	0	0	11	73



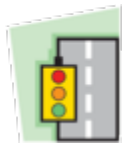
**Ontario Traffic Inc.**  
TRAFFIC MONITORING SERVICES & PRODUCTS

## Traffic Count Data

Intersection: Tecumseh Rd E & Lauzon Rd  
Municipality: Windsor  
Count Date: Dec 12, 2019

### West Approach -

Start Time	Cars					Medium Trucks					Heavy Trucks					Bicycles					Total Peds
	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	
07:00	18	48	9	0	75	0	2	1	0	3	0	0	0	0	0	0	0	0	0	0	0
07:15	20	69	9	0	98	0	4	1	0	5	3	0	0	0	3	0	0	0	0	0	0
07:30	19	98	10	0	127	0	3	1	0	4	1	1	0	0	2	0	0	0	0	0	0
07:45	22	165	13	0	200	1	2	3	0	6	2	0	0	0	2	0	0	0	0	0	0
08:00	20	105	11	0	136	1	4	3	0	8	1	0	0	0	1	0	0	0	0	0	3
08:15	20	124	21	0	165	0	10	2	0	12	2	1	0	0	3	0	0	0	0	0	0
08:30	24	142	15	0	181	0	2	2	0	4	0	1	0	0	1	0	0	0	0	0	1
08:45	26	144	17	0	187	0	4	4	0	8	0	3	0	0	3	0	0	0	0	0	0
09:00	32	157	26	0	215	0	3	2	0	5	0	2	0	0	2	0	0	0	0	0	1
09:15	30	141	23	0	194	1	3	0	0	4	1	1	0	0	2	0	0	0	0	0	4
09:30	21	165	24	0	210	0	8	2	0	10	2	3	0	0	5	0	0	0	0	0	4
09:45	25	193	21	0	239	0	7	1	0	8	1	2	0	0	3	0	0	0	0	0	1
<b>SUBTOTAL</b>	277	1551	199	0	2027	3	52	22	0	77	13	14	0	0	27	0	0	0	0	0	14



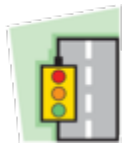
**Ontario Traffic Inc.**  
TRAFFIC MONITORING SERVICES & PRODUCTS

## Traffic Count Data

Intersection: Tecumseh Rd E & Lauzon Rd  
Municipality: Windsor  
Count Date: Dec 12, 2019

### West Approach -

Start Time	Cars					Medium Trucks					Heavy Trucks					Bicycles					Total Peds
	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	
11:00	23	199	33	0	255	0	3	1	0	4	0	2	0	0	2	0	0	0	0	0	2
11:15	26	196	22	0	244	1	5	0	0	6	1	0	0	0	1	0	0	0	0	0	0
11:30	55	229	46	0	330	0	2	1	0	3	1	2	0	0	3	0	1	0	0	1	1
11:45	41	259	62	0	362	1	5	3	0	9	1	2	0	0	3	0	0	0	0	0	4
12:00	46	271	52	0	369	0	4	1	0	5	2	1	0	0	3	0	0	0	0	0	6
12:15	46	260	47	0	353	0	6	1	0	7	0	0	0	0	0	0	0	0	0	0	1
12:30	57	243	45	0	345	0	1	4	0	5	2	2	0	0	4	0	0	0	0	0	0
12:45	53	254	43	0	350	1	3	2	0	6	1	1	0	0	2	0	0	0	0	0	4
13:00	57	256	36	0	349	0	6	3	0	9	0	2	0	0	2	0	0	0	0	0	3
13:15	45	248	47	0	340	1	4	1	0	6	1	1	0	0	2	0	0	0	0	0	1
13:30	40	251	38	0	329	1	4	4	0	9	0	0	0	0	0	0	0	0	0	0	2
13:45	30	285	33	0	348	0	3	1	0	4	2	1	1	0	4	0	0	0	0	0	4
<b>SUBTOTAL</b>	519	2951	504	0	3974	5	46	22	0	73	11	14	1	0	26	0	1	0	0	1	28



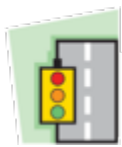
**Ontario Traffic Inc.**  
TRAFFIC MONITORING SERVICES & PRODUCTS

## Traffic Count Data

Intersection: Tecumseh Rd E & Lauzon Rd  
Municipality: Windsor  
Count Date: Dec 12, 2019

### West Approach -

Start Time	Cars					Medium Trucks					Heavy Trucks					Bicycles					Total Peds
	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	
15:00	44	235	43	0	322	0	1	0	0	1	3	1	0	0	4	0	0	0	0	0	6
15:15	52	301	44	0	397	0	2	3	0	5	1	1	0	0	2	0	0	0	0	0	8
15:30	51	302	49	0	402	0	3	2	0	5	0	1	0	0	1	0	1	0	0	1	1
15:45	60	326	48	0	434	1	3	3	0	7	1	1	0	0	2	0	1	0	0	1	0
16:00	53	293	48	0	394	0	2	1	0	3	0	0	0	0	0	0	0	0	0	0	6
16:15	70	318	55	0	443	0	3	1	0	4	0	2	0	0	2	0	0	0	0	0	0
16:30	57	298	54	0	409	1	1	1	0	3	0	1	0	0	1	0	0	0	0	0	4
16:45	74	313	48	0	435	0	2	1	0	3	0	0	1	0	1	0	0	0	0	0	0
17:00	74	334	52	0	460	0	3	1	0	4	0	1	0	0	1	0	0	0	0	0	3
17:15	68	306	55	0	429	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	1
17:30	72	297	59	0	428	0	2	3	0	5	0	1	0	0	1	0	0	0	0	0	0
17:45	71	265	48	0	384	0	3	1	0	4	1	0	0	0	1	0	1	0	0	1	2
<b>SUBTOTAL</b>	746	3588	603	0	4937	2	26	18	0	46	6	9	1	0	16	0	3	0	0	3	31
<b>GRAND TOTAL</b>	1542	8090	1306	0	10938	10	124	62	0	196	30	37	2	0	69	0	4	0	0	4	73



# Peak Hour Diagram

**Specified Period**

From: 07:00:00  
To: 10:00:00

**One Hour Peak**

From: 09:00:00  
To: 10:00:00

**Intersection:** Tecumseh Rd E & Lauzon Rd  
**Site ID:** 1939200001  
**Count Date:** Dec 12, 2019

**Weather conditions:**

**\*\* Signalized Intersection \*\***

**Major Road:** runs E/W

**North Approach**

	Out	In	Total
	293	334	627
MT	4	6	10
HT	7	9	16
	0	0	0
<b>Totals</b>	<b>304</b>	<b>349</b>	<b>653</b>

	0	0	0	0
HT	6	0	1	0
MT	2	0	2	0
	84	111	98	0
<b>Totals</b>	<b>92</b>	<b>111</b>	<b>101</b>	<b>0</b>



**Peds: 6**

**East Approach**

	Out	In	Total
	866	820	1686
MT	24	23	47
HT	3	9	12
	0	0	0
<b>Totals</b>	<b>893</b>	<b>852</b>	<b>1745</b>

<b>Totals</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
	108	3	3	0
MT	697	18	0	0
HT	67	3	0	0
	70	0	0	0



**Peds: 5**

	HT	MT		<b>Totals</b>	
0	0	0	0	<b>0</b>	
0	4	1	108	<b>113</b>	
0	8	21	656	<b>685</b>	
0	0	5	94	<b>99</b>	

**Peds: 10**



**Peds: 12**

**West Approach**

	Out	In	Total
	858	950	1808
MT	27	27	54
HT	12	6	18
	0	0	0
<b>Totals</b>	<b>897</b>	<b>983</b>	<b>1880</b>

<b>Totals</b>	<b>176</b>	<b>128</b>	<b>66</b>	<b>0</b>
	169	124	66	0
MT	7	2	0	0
HT	0	2	0	0
	0	0	0	0



**South Approach**

	Out	In	Total
	359	272	631
MT	9	8	17
HT	2	0	2
	0	0	0
<b>Totals</b>	<b>370</b>	<b>280</b>	<b>650</b>

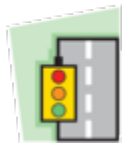
- Cars

MT - Medium Trucks

HT - Heavy Trucks

- Bicycles

**Comments**



**Ontario Traffic Inc.**  
TRAFFIC MONITORING + SERVICES & PRODUCTS

## Peak Hour Summary

Intersection: Tecumseh Rd E & Lauzon Rd  
Count Date: Dec 12, 2019  
Period: 07:00 - 10:00

### Peak Hour Data (09:00 - 10:00)

Start Time	North Approach						South Approach						East Approach						West Approach						Total Vehicles
	←	↑	→	↻	Peds	Total	←	↑	→	↻	Peds	Total	←	↑	→	↻	Peds	Total	←	↑	→	↻	Peds	Total	
09:00	26	29	24	0	0	79	43	38	15	0	5	96	11	156	30	0	0	197	32	162	28	0	1	222	594
09:15	11	25	18	0	4	54	47	33	19	0	3	99	21	186	27	0	1	234	32	145	23	0	4	200	587
09:30	38	32	19	0	1	89	46	30	13	0	3	89	23	181	27	0	0	231	23	176	26	0	4	225	634
09:45	26	25	31	0	1	82	40	27	19	0	1	86	15	192	24	0	4	231	26	202	22	0	1	250	649
<b>Grand Total</b>	<b>101</b>	<b>111</b>	<b>92</b>	<b>0</b>	<b>6</b>	<b>304</b>	<b>176</b>	<b>128</b>	<b>66</b>	<b>0</b>	<b>12</b>	<b>370</b>	<b>70</b>	<b>715</b>	<b>108</b>	<b>0</b>	<b>5</b>	<b>893</b>	<b>113</b>	<b>685</b>	<b>99</b>	<b>0</b>	<b>10</b>	<b>897</b>	<b>2464</b>
Approach %	33.2	36.5	30.3	0	-	-	47.6	34.6	17.8	0	-	-	7.8	80.1	12.1	0	-	-	12.6	76.4	11	0	-	-	-
Totals %	4.1	4.5	3.7	0	-	12.3	7.1	5.2	2.7	0	-	15	2.8	29	4.4	0	-	36.2	4.6	27.8	4	0	-	-	36.4
<b>PHF</b>	<b>0.66</b>	<b>0.87</b>	<b>0.74</b>	<b>0</b>	<b>0.85</b>	<b>0.85</b>	<b>0.94</b>	<b>0.84</b>	<b>0.87</b>	<b>0</b>	<b>0.93</b>	<b>0.93</b>	<b>0.93</b>	<b>0.93</b>	<b>0.9</b>	<b>0</b>	<b>0.95</b>	<b>0.95</b>	<b>0.88</b>	<b>0.85</b>	<b>0.88</b>	<b>0</b>	<b>0.9</b>	<b>0.9</b>	<b>0.95</b>
Cars	98	111	84	0	-	293	169	124	66	0	-	359	67	697	102	0	-	866	108	656	94	0	-	858	2376
% Cars	97	100	91.3	0	-	96.4	96	96.9	100	0	-	97	95.7	97.5	94.4	0	-	97	95.6	95.8	94.9	0	-	95.7	96.4
Medium Trucks	2	0	2	0	-	4	7	2	0	0	-	9	3	18	3	0	-	24	1	21	5	0	-	27	64
% Medium Trucks	2	0	2.2	0	-	1.3	4	1.6	0	0	-	2.4	4.3	2.5	2.8	0	-	2.7	0.9	3.1	5.1	0	-	3	2.6
Heavy Trucks	1	0	6	0	-	7	0	2	0	0	-	2	0	0	3	0	-	3	4	8	0	0	-	12	24
% Heavy Trucks	1	0	6.5	0	-	2.3	0	1.6	0	0	-	0.5	0	0	2.8	0	-	0.3	3.5	1.2	0	0	-	1.3	1
Bicycles	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
Peds					6	-					12	-					5	-					10	-	33
% Peds					18.2	-					36.4	-					15.2	-					30.3	-	

# Peak Hour Diagram

## Specified Period

From: 11:00:00  
To: 14:00:00

## One Hour Peak

From: 11:45:00  
To: 12:45:00

**Intersection:** Tecumseh Rd E & Lauzon Rd  
**Site ID:** 1939200001  
**Count Date:** Dec 12, 2019

**Weather conditions:**

**\*\* Signalized Intersection \*\***

**Major Road:** runs E/W

### North Approach

	Out	In	Total
	391	435	826
MT	5	1	6
HT	6	6	12
	0	0	0
<b>Totals</b>	<b>402</b>	<b>442</b>	<b>844</b>

	0	0	0	0
HT	4	1	1	0
MT	2	0	3	0
	89	154	148	0
<b>Totals</b>	<b>95</b>	<b>155</b>	<b>152</b>	<b>0</b>



Peds: 6

### East Approach

	Out	In	Total
	1262	1274	2536
MT	21	19	40
HT	10	6	16
	3	0	3
<b>Totals</b>	<b>1296</b>	<b>1299</b>	<b>2595</b>

	0	0	0	0
HT	4	1	1	0
MT	2	0	3	0
	89	154	148	0
<b>Totals</b>	<b>95</b>	<b>155</b>	<b>152</b>	<b>0</b>

Peds: 11



Peds: 6

Peds: 12

### West Approach

	Out	In	Total
	1429	1319	2748
MT	26	23	49
HT	10	12	22
	0	3	3
<b>Totals</b>	<b>1465</b>	<b>1357</b>	<b>2822</b>

Totals	209	142	93	0
	207	141	93	0
MT	2	0	0	0
HT	0	1	0	0
	0	0	0	0



### South Approach

	Out	In	Total
	441	495	936
MT	2	11	13
HT	1	3	4
	0	0	0
<b>Totals</b>	<b>444</b>	<b>509</b>	<b>953</b>

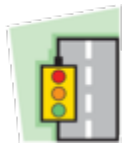
- Cars

MT - Medium Trucks

HT - Heavy Trucks

- Bicycles

## Comments



**Ontario Traffic Inc.**  
TRAFFIC MONITORING SERVICES & PRODUCTS

## Peak Hour Summary

Intersection: Tecumseh Rd E & Lauzon Rd  
Count Date: Dec 12, 2019  
Period: 11:00 - 14:00

### Peak Hour Data (11:45 - 12:45)

Start Time	North Approach						South Approach						East Approach						West Approach						Total Vehicles
	←	↑	→	↻	Peds	Total	←	↑	→	↻	Peds	Total	←	↑	→	↻	Peds	Total	←	↑	→	↻	Peds	Total	
11:45	56	44	21	0	0	121	54	46	22	0	1	122	32	265	19	0	0	316	43	266	65	0	4	374	933
12:00	37	37	20	0	5	94	46	32	18	0	4	96	41	254	26	0	1	321	48	276	53	0	6	377	888
12:15	26	35	35	0	1	96	48	25	29	0	6	102	33	280	38	0	4	351	46	266	48	0	1	360	909
12:30	33	39	19	0	0	91	61	39	24	0	1	124	33	254	21	0	1	308	59	246	49	0	0	354	877
<b>Grand Total</b>	<b>152</b>	<b>155</b>	<b>95</b>	<b>0</b>	<b>6</b>	<b>402</b>	<b>209</b>	<b>142</b>	<b>93</b>	<b>0</b>	<b>12</b>	<b>444</b>	<b>139</b>	<b>1053</b>	<b>104</b>	<b>0</b>	<b>6</b>	<b>1296</b>	<b>196</b>	<b>1054</b>	<b>215</b>	<b>0</b>	<b>11</b>	<b>1465</b>	<b>3607</b>
<b>Approach %</b>	37.8	38.6	23.6	0	-	-	47.1	32	20.9	0	-	-	10.7	81.3	8	0	-	-	13.4	71.9	14.7	0	-	-	
<b>Totals %</b>	4.2	4.3	2.6	0	11.1		5.8	3.9	2.6	0	12.3		3.9	29.2	2.9	0	35.9		5.4	29.2	6	0	40.6		
<b>PHF</b>	<b>0.68</b>	<b>0.88</b>	<b>0.68</b>	<b>0</b>	<b>0.83</b>		<b>0.86</b>	<b>0.77</b>	<b>0.8</b>	<b>0</b>	<b>0.9</b>		<b>0.85</b>	<b>0.94</b>	<b>0.68</b>	<b>0</b>	<b>0.92</b>		<b>0.83</b>	<b>0.95</b>	<b>0.83</b>	<b>0</b>	<b>0.97</b>	<b>0.97</b>	
<b>Cars</b>	148	154	89	0	391		207	141	93	0	441		135	1023	104	0	1262		190	1033	206	0	1429	3523	
<b>% Cars</b>	97.4	99.4	93.7	0	97.3		99	99.3	100	0	99.3		97.1	97.2	100	0	97.4		96.9	98	95.8	0	97.5	97.7	
<b>Medium Trucks</b>	3	0	2	0	5		2	0	0	0	2		2	19	0	0	21		1	16	9	0	26	54	
<b>% Medium Trucks</b>	2	0	2.1	0	1.2		1	0	0	0	0.5		1.4	1.8	0	0	1.6		0.5	1.5	4.2	0	1.8	1.5	
<b>Heavy Trucks</b>	1	1	4	0	6		0	1	0	0	1		2	8	0	0	10		5	5	0	0	10	27	
<b>% Heavy Trucks</b>	0.7	0.6	4.2	0	1.5		0	0.7	0	0	0.2		1.4	0.8	0	0	0.8		2.6	0.5	0	0	0.7	0.7	
<b>Bicycles</b>	0	0	0	0	0		0	0	0	0	0		0	3	0	0	3		0	0	0	0	0	3	
<b>% Bicycles</b>	0	0	0	0	0		0	0	0	0	0		0	0.3	0	0	0.2		0	0	0	0	0	0.1	
<b>Peds</b>					6	-					12	-					6	-					11	-	35
<b>% Peds</b>					17.1	-					34.3	-					17.1	-					31.4	-	



# Peak Hour Diagram

## Specified Period

From: 15:00:00  
To: 18:00:00

## One Hour Peak

From: 16:15:00  
To: 17:15:00

Intersection: Tecumseh Rd E & Lauzon Rd  
Site ID: 1939200001  
Count Date: Dec 12, 2019

Weather conditions:

**\*\* Signalized Intersection \*\***

**Major Road:** runs E/W

### North Approach

	Out	In	Total
	481	658	1139
MT	2	4	6
HT	1	0	1
	2	0	2
<b>Totals</b>	<b>486</b>	<b>662</b>	<b>1148</b>

	0	2	0	0
HT	1	0	0	0
MT	0	0	2	0
	105	200	176	0
<b>Totals</b>	<b>106</b>	<b>202</b>	<b>178</b>	<b>0</b>



Peds: 6

### East Approach

	Out	In	Total
	1282	1531	2813
MT	18	13	31
HT	5	4	9
	1	0	1
<b>Totals</b>	<b>1306</b>	<b>1548</b>	<b>2854</b>

	HT	MT		Totals
	0	0	0	0
HT	0	0	1	276
MT	4	9	1263	1276
	1	4	209	214

Peds: 7



Peds: 10

Totals		MT	HT	
0	0	0	0	0
167	166	1	0	0
1015	994	15	5	1
124	122	2	0	0

Peds: 8

### West Approach

	Out	In	Total
	1747	1294	3041
MT	14	19	33
HT	5	6	11
	0	1	1
<b>Totals</b>	<b>1766</b>	<b>1320</b>	<b>3086</b>

Totals				
<b>199</b>	<b>219</b>	<b>94</b>	<b>0</b>	
	195	217	92	0
MT	4	2	2	0
HT	0	0	0	0
	0	0	0	0

### South Approach

	Out	In	Total
	504	531	1035
MT	8	6	14
HT	0	1	1
	0	2	2
<b>Totals</b>	<b>512</b>	<b>540</b>	<b>1052</b>

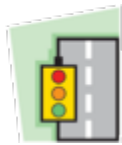
- Cars

MT - Medium Trucks

HT - Heavy Trucks

- Bicycles

## Comments



**Ontario Traffic Inc.**  
TRAFFIC MONITORING SERVICES & PRODUCTS

## Peak Hour Summary

Intersection: Tecumseh Rd E & Lauzon Rd  
Count Date: Dec 12, 2019  
Period: 15:00 - 18:00

### Peak Hour Data (16:15 - 17:15)

Start Time	North Approach						South Approach						East Approach						West Approach						Total Vehicles
	←	↑	→	↻	Peds	Total	←	↑	→	↻	Peds	Total	←	↑	→	↻	Peds	Total	←	↑	→	↻	Peds	Total	
16:15	49	45	24	0	3	118	45	63	17	0	5	125	32	304	41	0	4	377	70	323	56	0	0	449	1069
16:30	46	53	32	0	0	131	49	56	30	0	0	135	25	245	34	0	0	304	58	300	55	0	4	413	983
16:45	45	51	21	0	3	117	51	51	25	0	2	127	33	231	52	0	3	316	74	315	50	0	0	439	999
17:00	38	53	29	0	0	120	54	49	22	0	1	125	34	235	40	0	3	309	74	338	53	0	3	465	1019
<b>Grand Total</b>	<b>178</b>	<b>202</b>	<b>106</b>	<b>0</b>	<b>6</b>	<b>486</b>	<b>199</b>	<b>219</b>	<b>94</b>	<b>0</b>	<b>8</b>	<b>512</b>	<b>124</b>	<b>1015</b>	<b>167</b>	<b>0</b>	<b>10</b>	<b>1306</b>	<b>276</b>	<b>1276</b>	<b>214</b>	<b>0</b>	<b>7</b>	<b>1766</b>	<b>4070</b>
<b>Approach %</b>	36.6	41.6	21.8	0	-	-	38.9	42.8	18.4	0	-	-	9.5	77.7	12.8	0	-	-	15.6	72.3	12.1	0	-	-	-
<b>Totals %</b>	4.4	5	2.6	0	11.9		4.9	5.4	2.3	0	12.6		3	24.9	4.1	0	32.1		6.8	31.4	5.3	0	43.4		
<b>PHF</b>	<b>0.91</b>	<b>0.95</b>	<b>0.83</b>	<b>0</b>	<b>0.93</b>		<b>0.92</b>	<b>0.87</b>	<b>0.78</b>	<b>0</b>	<b>0.95</b>		<b>0.91</b>	<b>0.83</b>	<b>0.8</b>	<b>0</b>	<b>0.87</b>		<b>0.93</b>	<b>0.94</b>	<b>0.96</b>	<b>0</b>	<b>0.95</b>	<b>0.95</b>	
<b>Cars</b>	176	200	105	0	481		195	217	92	0	504		122	994	166	0	1282		275	1263	209	0	1747	4014	
<b>% Cars</b>	98.9	99	99.1	0	99		98	99.1	97.9	0	98.4		98.4	97.9	99.4	0	98.2		99.6	99	97.7	0	98.9	98.6	
<b>Medium Trucks</b>	2	0	0	0	2		4	2	2	0	8		2	15	1	0	18		1	9	4	0	14	42	
<b>% Medium Trucks</b>	1.1	0	0	0	0.4		2	0.9	2.1	0	1.6		1.6	1.5	0.6	0	1.4		0.4	0.7	1.9	0	0.8	1	
<b>Heavy Trucks</b>	0	0	1	0	1		0	0	0	0	0		0	5	0	0	5		0	4	1	0	5	11	
<b>% Heavy Trucks</b>	0	0	0.9	0	0.2		0	0	0	0	0		0	0.5	0	0	0.4		0	0.3	0.5	0	0.3	0.3	
<b>Bicycles</b>	0	2	0	0	2		0	0	0	0	0		0	1	0	0	1		0	0	0	0	0	3	
<b>% Bicycles</b>	0	1	0	0	0.4		0	0	0	0	0		0	0.1	0	0	0.1		0	0	0	0	0	0.1	
<b>Peds</b>					6	-					8	-					10	-					7	-	31
<b>% Peds</b>					19.4	-					25.8	-					32.3	-					22.6	-	

# Ontario Traffic Inc.

## Morning Peak Diagram

### Specified Period

**From:** 7:00:00  
**To:** 10:00:00

### One Hour Peak

**From:** 8:30:00  
**To:** 9:30:00

**Municipality:** Windsor  
**Site #:** 1906900002  
**Intersection:** Tecumseh Rd E & Yolanda St-Com  
**TFR File #:** 16  
**Count date:** 28-May-19

**Weather conditions:**  
**Person(s) who counted:**

**\*\* Signalized Intersection \*\***

**Major Road:** Tecumseh Rd E runs W/E

North Leg Total: 75  
North Entering: 36  
North Peds: 8  
Peds Cross:  $\times$

Heavys	0	0	0	0
Trucks	0	0	1	1
Cars	12	7	16	35
Totals	12	7	17	



Heavys	0
Trucks	0
Cars	39
Totals	39

East Leg Total: 1854  
East Entering: 1068  
East Peds: 2  
Peds Cross:  $\times$

Heavys	Trucks	Cars	Totals
8	18	1034	1060

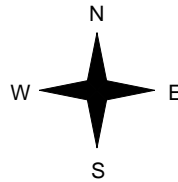


Commercial Access

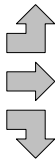
Cars	Trucks	Heavys	Totals
18	0	0	18
1006	18	8	1032
18	0	0	18
1042	18	8	



Tecumseh Rd E



Heavys	Trucks	Cars	Totals
0	0	17	17
9	13	738	760
0	2	25	27
9	15	780	



Tecumseh Rd E



Cars	Trucks	Heavys	Totals
763	14	9	786

Peds Cross:  $\times$   
West Peds: 2  
West Entering: 804  
West Leg Total: 1864

Cars	50	Cars	16	4	9	29
Trucks	2	Trucks	0	0	0	0
Heavys	0	Heavys	0	0	0	0
Totals	52	Totals	16	4	9	



Peds Cross:  $\times$   
South Peds: 10  
South Entering: 29  
South Leg Total: 81

## Comments

# Ontario Traffic Inc.

## Mid-day Peak Diagram

### Specified Period

**From:** 11:00:00  
**To:** 14:00:00

### One Hour Peak

**From:** 11:30:00  
**To:** 12:30:00

**Municipality:** Windsor  
**Site #:** 1906900002  
**Intersection:** Tecumseh Rd E & Yolanda St-Com  
**TFR File #:** 16  
**Count date:** 28-May-19

**Weather conditions:**  
**Person(s) who counted:**

**\*\* Signalized Intersection \*\***

**Major Road:** Tecumseh Rd E runs W/E

North Leg Total: 272  
North Entering: 153  
North Peds: 6  
Peds Cross:  $\times$

Heavys	1	0	1	2
Trucks	1	0	0	1
Cars	55	15	80	150
<b>Totals</b>	<b>57</b>	<b>15</b>	<b>81</b>	



Heavys	0
Trucks	0
Cars	119
<b>Totals</b>	<b>119</b>

East Leg Total: 2205  
East Entering: 1034  
East Peds: 4  
Peds Cross:  $\times$

Heavys	Trucks	Cars	Totals
12	24	1064	1100

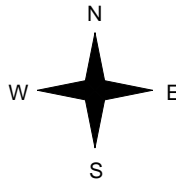


Commercial Access

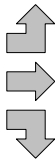
Cars	Trucks	Heavys	Totals
51	0	0	51
934	22	10	966
16	1	0	17
<b>1001</b>	<b>23</b>	<b>10</b>	



Tecumseh Rd E



Heavys	Trucks	Cars	Totals
0	0	51	51
8	14	1038	1060
1	0	35	36
<b>9</b>	<b>14</b>	<b>1124</b>	



Tecumseh Rd E



Cars	Trucks	Heavys	Totals
1148	14	9	1171

Peds Cross:  $\times$   
West Peds: 7  
West Entering: 1147  
West Leg Total: 2247

Cars	66
Trucks	1
Heavys	1
<b>Totals</b>	<b>68</b>



Cars	75	17	30	122
Trucks	1	0	0	1
Heavys	1	0	0	1
<b>Totals</b>	<b>77</b>	<b>17</b>	<b>30</b>	

Peds Cross:  $\times$   
South Peds: 22  
South Entering: 124  
South Leg Total: 192

## Comments

# Ontario Traffic Inc.

## Afternoon Peak Diagram

### Specified Period

**From:** 15:00:00  
**To:** 18:00:00

### One Hour Peak

**From:** 15:00:00  
**To:** 16:00:00

**Municipality:** Windsor  
**Site #:** 1906900002  
**Intersection:** Tecumseh Rd E & Yolanda St-Com  
**TFR File #:** 16  
**Count date:** 28-May-19

**Weather conditions:**  
**Person(s) who counted:**

**\*\* Signalized Intersection \*\***

**Major Road:** Tecumseh Rd E runs W/E

North Leg Total: 280  
North Entering: 151  
North Peds: 4  
Peds Cross:  $\times$

Heavys	0	0	0	0
Trucks	0	0	0	0
Cars	50	20	81	151
Totals	50	20	81	



Heavys	1
Trucks	0
Cars	128
Totals	129

East Leg Total: 2312  
East Entering: 1081  
East Peds: 5  
Peds Cross:  $\times$

Heavys	4
Trucks	21
Cars	1127
Totals	1152

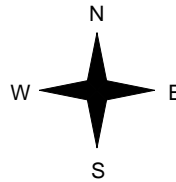


Commercial Access

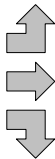
Cars	37	Trucks	0	Heavys	1	Totals	38
Cars	993	Trucks	21	Heavys	4	Totals	1018
Cars	25	Trucks	0	Heavys	0	Totals	25
Cars	1055	Trucks	21	Heavys	5	Totals	



Tecumseh Rd E



Heavys	0
Trucks	0
Cars	76
Totals	76
Heavys	2
Trucks	12
Cars	1111
Totals	1125
Heavys	0
Trucks	0
Cars	46
Totals	46
Heavys	2
Trucks	12
Cars	1233
Totals	



Tecumseh Rd E



Cars	1217	Trucks	12	Heavys	2	Totals	1231
------	------	--------	----	--------	---	--------	------

Peds Cross:  $\times$   
West Peds: 2  
West Entering: 1247  
West Leg Total: 2399

Cars	91	Cars	84	15	25	124
Trucks	0	Trucks	0	0	0	0
Heavys	0	Heavys	0	0	0	0
Totals	91	Totals	84	15	25	



Peds Cross:  $\times$   
South Peds: 13  
South Entering: 124  
South Leg Total: 215

## Comments

# Ontario Traffic Inc.

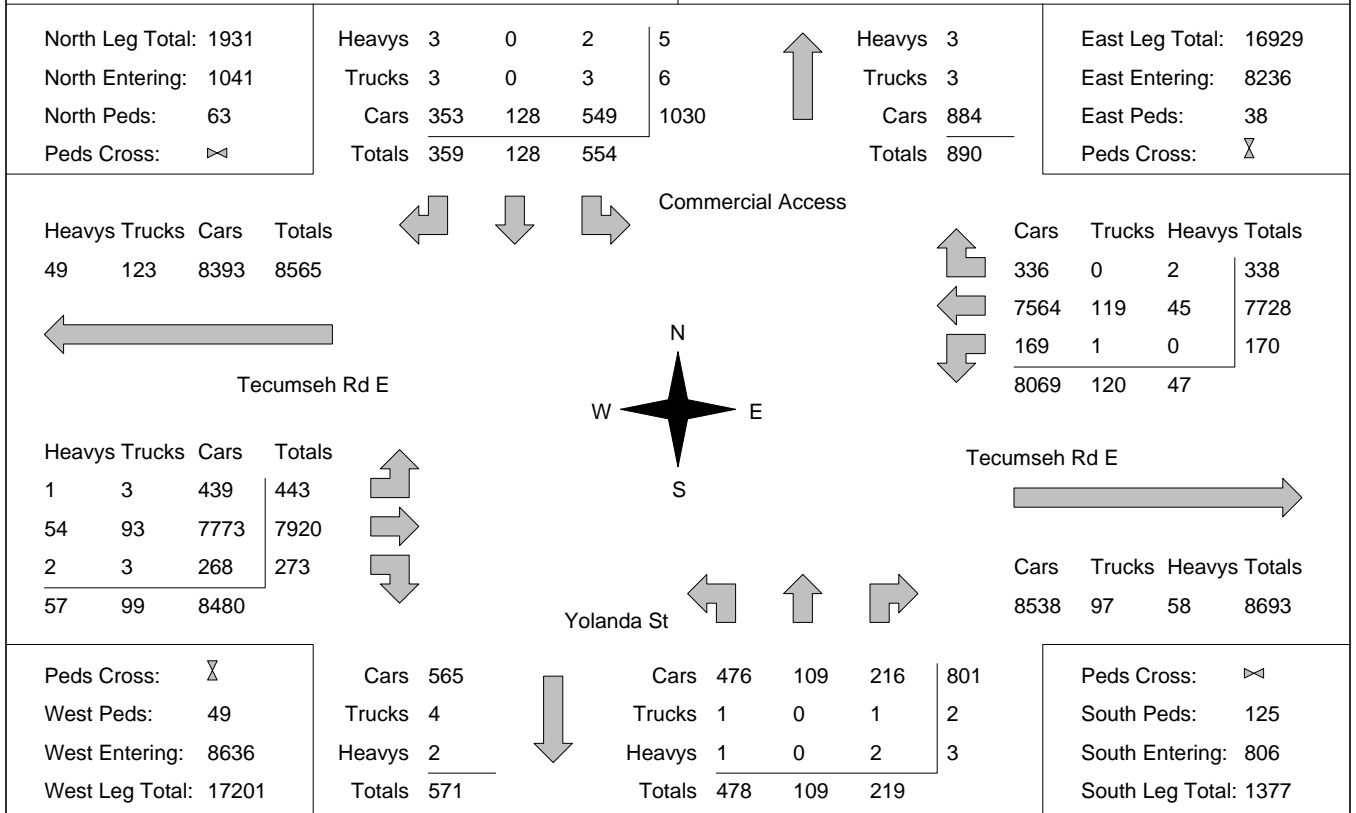
## Total Count Diagram

**Municipality:** Windsor  
**Site #:** 1906900002  
**Intersection:** Tecumseh Rd E & Yolanda St-Com  
**TFR File #:** 16  
**Count date:** 28-May-19

**Weather conditions:**  
**Person(s) who counted:**

**\*\* Signalized Intersection \*\***

**Major Road:** Tecumseh Rd E runs W/E



### Comments

# Ontario Traffic Inc. Traffic Count Summary

Intersection: Tecumseh Rd E & Yolanda St-Con													Count Date: 28-May-19		Municipality: Windsor	
North Approach Totals						North/South Total Approaches	South Approach Totals									
Includes Cars, Trucks, & Heavys					Total Peds		Hour Ending	Includes Cars, Trucks, & Heavys					Total Peds			
Left	Thru	Right	Grand Total	Left				Thru	Right	Grand Total						
7:00:00	0	0	0	0	0	0	7:00:00	0	0	0	0	0				
8:00:00	3	3	3	9	3	32	8:00:00	11	0	12	23	2				
9:00:00	10	3	7	20	4	39	9:00:00	9	1	9	19	6				
10:00:00	40	11	18	69	13	113	10:00:00	26	7	11	44	15				
11:00:00	0	0	0	0	0	0	11:00:00	0	0	0	0	0				
12:00:00	75	14	59	148	6	249	12:00:00	62	11	28	101	21				
13:00:00	89	15	55	159	8	302	13:00:00	89	14	40	143	18				
14:00:00	69	26	60	155	7	269	14:00:00	71	18	25	114	11				
15:00:00	0	0	0	0	0	0	15:00:00	0	0	0	0	0				
16:00:00	81	20	50	151	4	275	16:00:00	84	15	25	124	13				
17:00:00	96	19	58	173	12	295	17:00:00	58	24	40	122	21				
18:00:00	91	17	49	157	6	273	18:00:00	68	19	29	116	18				
Totals:	554	128	359	1041	63	1847		478	109	219	806	125				
East Approach Totals						East/West Total Approaches	West Approach Totals									
Includes Cars, Trucks, & Heavys					Total Peds		Hour Ending	Includes Cars, Trucks, & Heavys					Total Peds			
Left	Thru	Right	Grand Total	Left				Thru	Right	Grand Total						
7:00:00	0	1	0	1	0	3	7:00:00	0	2	0	2	0				
8:00:00	8	555	11	574	2	1099	8:00:00	7	501	17	525	0				
9:00:00	12	877	7	896	1	1625	9:00:00	9	702	18	729	1				
10:00:00	15	875	23	913	4	1627	10:00:00	21	669	24	714	6				
11:00:00	0	0	0	0	0	0	11:00:00	0	0	0	0	0				
12:00:00	16	906	65	987	1	1878	12:00:00	47	808	36	891	11				
13:00:00	22	826	49	897	8	2017	13:00:00	55	1035	30	1120	5				
14:00:00	22	860	47	929	2	2012	14:00:00	49	1009	25	1083	5				
15:00:00	0	0	0	0	0	0	15:00:00	0	0	0	0	0				
16:00:00	25	1018	38	1081	5	2328	16:00:00	76	1125	46	1247	2				
17:00:00	23	906	45	974	5	2136	17:00:00	106	1022	34	1162	13				
18:00:00	27	904	53	984	10	2147	18:00:00	73	1047	43	1163	6				
Totals:	170	7728	338	8236	38	16872		443	7920	273	8636	49				
Calculated Values for Traffic Crossing Major Street																
Hours Ending:	9:00	10:00	12:00	13:00		14:00	16:00	17:00	18:00							
Crossing Values:	24	87	163	206		173	192	196	194							

# Ontario Traffic Inc.

Count Date: 28-May-19 Site #: 1906900002

Interval Time	Passenger Cars - North Approach						Trucks - North Approach						Heavys - North Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		North Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15:00	0	0	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30:00	1	1	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
7:45:00	1	0	2	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0
8:00:00	3	2	3	1	3	1	0	0	0	0	0	0	0	0	0	0	0	0	3	2
8:15:00	5	2	3	0	5	2	0	0	0	0	0	0	0	0	0	0	0	0	3	0
8:30:00	8	3	3	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0
8:45:00	9	1	3	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0
9:00:00	12	3	6	3	10	5	1	1	0	0	0	0	0	0	0	0	0	0	7	4
9:15:00	16	4	9	3	12	2	1	0	0	0	0	0	0	0	0	0	0	0	9	2
9:30:00	24	8	10	1	17	5	1	0	0	0	0	0	0	0	0	0	0	0	11	2
9:45:00	36	12	13	3	20	3	2	1	0	0	0	0	0	0	0	0	0	0	16	5
10:00:00	51	15	17	4	28	8	2	0	0	0	0	0	0	0	0	0	0	0	20	4
10:00:24	51	0	17	0	28	0	2	0	0	0	0	0	0	0	0	0	0	0	20	0
11:00:00	51	0	17	0	28	0	2	0	0	0	0	0	0	0	0	0	0	0	20	0
11:15:00	68	17	19	2	45	17	2	0	0	0	0	0	0	0	0	0	0	0	21	1
11:30:00	91	23	25	6	59	14	2	0	0	0	0	0	0	0	0	0	0	0	21	0
11:45:00	108	17	27	2	72	13	2	0	0	0	0	0	0	0	0	0	0	0	24	3
12:00:00	125	17	31	4	85	13	2	0	0	0	1	1	1	1	0	0	1	1	26	2
12:15:00	144	19	37	6	91	6	2	0	0	0	1	0	1	0	0	0	1	0	26	0
12:30:00	171	27	40	3	114	23	2	0	0	0	1	0	1	0	0	0	1	0	27	1
12:45:00	197	26	44	4	130	16	2	0	0	0	2	1	1	0	0	0	1	0	29	2
13:00:00	214	17	46	2	139	9	2	0	0	0	2	0	1	0	0	0	1	0	34	5
13:15:00	237	23	52	6	158	19	2	0	0	0	2	0	1	0	0	0	2	1	38	4
13:30:00	245	8	59	7	171	13	2	0	0	0	2	0	1	0	0	0	2	0	38	0
13:45:00	256	11	61	2	177	6	3	1	0	0	2	0	2	1	0	0	2	0	38	0
14:00:00	281	25	72	11	198	21	3	0	0	0	2	0	2	0	0	0	2	0	41	3
14:03:34	281	0	72	0	198	0	3	0	0	0	2	0	2	0	0	0	2	0	41	0
15:00:00	281	0	72	0	198	0	3	0	0	0	2	0	2	0	0	0	2	0	41	0
15:15:00	298	17	74	2	207	9	3	0	0	0	2	0	2	0	0	0	2	0	41	0
15:30:00	319	21	78	4	218	11	3	0	0	0	2	0	2	0	0	0	2	0	43	2
15:45:00	339	20	81	3	229	11	3	0	0	0	2	0	2	0	0	0	2	0	43	0
16:00:00	362	23	92	11	248	19	3	0	0	0	2	0	2	0	0	0	2	0	45	2
16:15:00	380	18	95	3	257	9	3	0	0	0	2	0	2	0	0	0	2	0	51	6
16:30:00	409	29	98	3	272	15	3	0	0	0	2	0	2	0	0	0	2	0	52	1
16:45:00	428	19	100	2	283	11	3	0	0	0	3	1	2	0	0	0	2	0	55	3
17:00:00	458	30	111	11	304	21	3	0	0	0	3	0	2	0	0	0	3	1	57	2
17:15:00	476	18	115	4	310	6	3	0	0	0	3	0	2	0	0	0	3	0	59	2
17:30:00	501	25	118	3	328	18	3	0	0	0	3	0	2	0	0	0	3	0	59	0
17:45:00	528	27	122	4	337	9	3	0	0	0	3	0	2	0	0	0	3	0	61	2



# Ontario Traffic Inc.

Count Date: 28-May-19 Site #: 1906900002

Interval Time	Passenger Cars - East Approach						Trucks - East Approach						Heavys - East Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		East Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:00:00	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15:00	3	3	86	85	1	1	0	0	1	1	0	0	0	0	0	0	0	0	1	1
7:30:00	5	2	205	119	6	5	0	0	5	4	0	0	0	0	0	0	0	0	2	1
7:45:00	6	1	357	152	9	3	0	0	7	2	0	0	0	0	0	0	0	0	2	0
8:00:00	8	2	546	189	11	2	0	0	10	3	0	0	0	0	0	0	0	0	2	0
8:15:00	10	2	721	175	12	1	0	0	13	3	0	0	0	0	1	1	0	0	2	0
8:30:00	11	1	877	156	14	2	0	0	15	2	0	0	0	0	3	2	0	0	2	0
8:45:00	16	5	1119	242	15	1	0	0	19	4	0	0	0	0	4	1	0	0	3	1
9:00:00	20	4	1401	282	18	3	0	0	26	7	0	0	0	0	6	2	0	0	3	0
9:15:00	26	6	1686	285	22	4	0	0	29	3	0	0	0	0	9	3	0	0	4	1
9:30:00	29	3	1883	197	32	10	0	0	33	4	0	0	0	0	11	2	0	0	4	0
9:45:00	32	3	2085	202	36	4	0	0	35	2	0	0	0	0	13	2	0	0	7	3
10:00:00	35	3	2256	171	41	5	0	0	38	3	0	0	0	0	14	1	0	0	7	0
10:00:24	35	0	2256	0	41	0	0	0	38	0	0	0	0	0	14	0	0	0	7	0
11:00:00	35	0	2256	0	41	0	0	0	38	0	0	0	0	0	14	0	0	0	7	0
11:15:00	36	1	2439	183	56	15	0	0	39	1	0	0	0	0	15	1	0	0	7	0
11:30:00	44	8	2635	196	72	16	0	0	40	1	0	0	0	0	17	2	0	0	8	1
11:45:00	48	4	2854	219	94	22	0	0	46	6	0	0	0	0	17	0	0	0	8	0
12:00:00	51	3	3140	286	106	12	0	0	55	9	0	0	0	0	19	2	0	0	8	0
12:15:00	52	1	3355	215	111	5	1	1	59	4	0	0	0	0	22	3	0	0	8	0
12:30:00	60	8	3569	214	123	12	1	0	62	3	0	0	0	0	27	5	0	0	12	4
12:45:00	68	8	3728	159	139	16	1	0	64	2	0	0	0	0	30	3	0	0	13	1
13:00:00	72	4	3940	212	155	16	1	0	69	5	0	0	0	0	31	1	0	0	16	3
13:15:00	78	6	4153	213	172	17	1	0	71	2	0	0	0	0	33	2	0	0	16	0
13:30:00	84	6	4324	171	181	9	1	0	72	1	0	0	0	0	34	1	0	0	16	0
13:45:00	89	5	4577	253	187	6	1	0	75	3	0	0	0	0	35	1	1	1	16	0
14:00:00	94	5	4787	210	201	14	1	0	77	2	0	0	0	0	36	1	1	0	18	2
14:03:34	94	0	4787	0	201	0	1	0	77	0	0	0	0	0	36	0	1	0	18	0
15:00:00	94	0	4787	0	201	0	1	0	77	0	0	0	0	0	36	0	1	0	18	0
15:15:00	97	3	5049	262	208	7	1	0	86	9	0	0	0	0	36	0	1	0	19	1
15:30:00	101	4	5318	269	216	8	1	0	89	3	0	0	0	0	36	0	1	0	19	0
15:45:00	110	9	5551	233	222	6	1	0	95	6	0	0	0	0	37	1	1	0	21	2
16:00:00	119	9	5780	229	238	16	1	0	98	3	0	0	0	0	40	3	2	1	23	2
16:15:00	126	7	6002	222	247	9	1	0	101	3	0	0	0	0	40	0	2	0	24	1
16:30:00	133	7	6217	215	259	12	1	0	105	4	0	0	0	0	40	0	2	0	24	0
16:45:00	136	3	6451	234	265	6	1	0	107	2	0	0	0	0	40	0	2	0	25	1
17:00:00	142	6	6673	222	283	18	1	0	109	2	0	0	0	0	42	2	2	0	28	3
17:15:00	152	10	6943	270	295	12	1	0	111	2	0	0	0	0	43	1	2	0	31	3
17:30:00	158	6	7177	234	307	12	1	0	114	3	0	0	0	0	43	0	2	0	34	3
17:45:00	161	3	7377	200	318	11	1	0	117	3	0	0	0	0	43	0	2	0	35	1



# Ontario Traffic Inc.

Count Date: 28-May-19 Site #: 1906900002

Interval Time	Passenger Cars - South Approach						Trucks - South Approach						Heavys - South Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		South Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15:00	1	1	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30:00	5	4	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45:00	7	2	0	0	7	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00:00	11	4	0	0	12	5	0	0	0	0	0	0	0	0	0	0	0	0	2	2
8:15:00	13	2	0	0	17	5	0	0	0	0	0	0	0	0	0	0	0	0	4	2
8:30:00	14	1	0	0	18	1	0	0	0	0	0	0	0	0	0	0	0	0	4	0
8:45:00	14	0	0	0	20	2	0	0	0	0	0	0	0	0	0	0	0	0	7	3
9:00:00	20	6	1	1	21	1	0	0	0	0	0	0	0	0	0	0	0	0	8	1
9:15:00	24	4	4	3	25	4	0	0	0	0	0	0	0	0	0	0	0	0	12	4
9:30:00	30	6	4	0	27	2	0	0	0	0	0	0	0	0	0	0	0	0	14	2
9:45:00	38	8	5	1	29	2	0	0	0	0	0	0	0	0	0	0	0	0	20	6
10:00:00	46	8	8	3	32	3	0	0	0	0	0	0	0	0	0	0	0	0	23	3
10:00:24	46	0	8	0	32	0	0	0	0	0	0	0	0	0	0	0	0	0	23	0
11:00:00	46	0	8	0	32	0	0	0	0	0	0	0	0	0	0	0	0	0	23	0
11:15:00	58	12	8	0	35	3	0	0	0	0	0	0	0	0	0	0	1	1	28	5
11:30:00	79	21	14	6	45	10	0	0	0	0	1	1	0	0	0	0	2	1	34	6
11:45:00	91	12	15	1	49	4	0	0	0	0	1	0	0	0	0	0	2	0	40	6
12:00:00	107	16	19	4	57	8	1	1	0	0	1	0	0	0	0	0	2	0	44	4
12:15:00	130	23	23	4	59	2	1	0	0	0	1	0	0	0	0	0	2	0	48	4
12:30:00	154	24	31	8	75	16	1	0	0	0	1	0	1	1	0	0	2	0	56	8
12:45:00	178	24	31	0	89	14	1	0	0	0	1	0	1	0	0	0	2	0	59	3
13:00:00	195	17	33	2	97	8	1	0	0	0	1	0	1	0	0	0	2	0	62	3
13:15:00	215	20	37	4	105	8	1	0	0	0	1	0	1	0	0	0	2	0	69	7
13:30:00	233	18	41	4	108	3	1	0	0	0	1	0	1	0	0	0	2	0	71	2
13:45:00	247	14	43	2	114	6	1	0	0	0	1	0	1	0	0	0	2	0	71	0
14:00:00	266	19	51	8	122	8	1	0	0	0	1	0	1	0	0	0	2	0	73	2
14:03:34	266	0	51	0	122	0	1	0	0	0	1	0	1	0	0	0	2	0	73	0
15:00:00	266	0	51	0	122	0	1	0	0	0	1	0	1	0	0	0	2	0	73	0
15:15:00	285	19	53	2	125	3	1	0	0	0	1	0	1	0	0	0	2	0	74	1
15:30:00	305	20	57	4	133	8	1	0	0	0	1	0	1	0	0	0	2	0	80	6
15:45:00	327	22	59	2	142	9	1	0	0	0	1	0	1	0	0	0	2	0	83	3
16:00:00	350	23	66	7	147	5	1	0	0	0	1	0	1	0	0	0	2	0	86	3
16:15:00	360	10	70	4	153	6	1	0	0	0	1	0	1	0	0	0	2	0	88	2
16:30:00	374	14	77	7	165	12	1	0	0	0	1	0	1	0	0	0	2	0	98	10
16:45:00	384	10	81	4	175	10	1	0	0	0	1	0	1	0	0	0	2	0	101	3
17:00:00	408	24	90	9	187	12	1	0	0	0	1	0	1	0	0	0	2	0	107	6
17:15:00	426	18	93	3	194	7	1	0	0	0	1	0	1	0	0	0	2	0	115	8
17:30:00	441	15	97	4	203	9	1	0	0	0	1	0	1	0	0	0	2	0	120	5
17:45:00	459	18	103	6	208	5	1	0	0	0	1	0	1	0	0	0	2	0	122	2

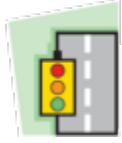


# Ontario Traffic Inc.

Count Date: 28-May-19 Site #: 1906900002

Interval Time	Passenger Cars - West Approach						Trucks - West Approach						Heavys - West Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		West Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:00:00	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15:00	0	0	73	71	6	6	1	1	1	1	0	0	0	0	1	1	0	0	0	0
7:30:00	2	2	185	112	9	3	1	0	5	4	0	0	0	0	1	0	0	0	0	0
7:45:00	4	2	308	123	11	2	1	0	6	1	0	0	0	0	2	1	0	0	0	0
8:00:00	6	2	489	181	16	5	1	0	10	4	1	1	0	0	4	2	0	0	0	0
8:15:00	8	2	655	166	19	3	1	0	10	0	1	0	0	0	6	2	0	0	1	1
8:30:00	8	0	805	150	21	2	2	1	17	7	1	0	0	0	6	0	0	0	1	0
8:45:00	9	1	965	160	26	5	2	0	19	2	2	1	0	0	7	1	0	0	1	0
9:00:00	14	5	1173	208	33	7	2	0	24	5	2	0	0	0	8	1	0	0	1	0
9:15:00	19	5	1381	208	39	6	2	0	27	3	3	1	0	0	12	4	0	0	3	2
9:30:00	25	6	1543	162	46	7	2	0	30	3	3	0	0	0	15	3	0	0	3	0
9:45:00	29	4	1704	161	50	4	2	0	32	2	3	0	0	0	18	3	0	0	6	3
10:00:00	35	6	1818	114	56	6	2	0	35	3	3	0	0	0	21	3	0	0	7	1
10:00:24	35	0	1818	0	56	0	2	0	35	0	3	0	0	0	21	0	0	0	7	0
11:00:00	35	0	1818	0	56	0	2	0	35	0	3	0	0	0	21	0	0	0	7	0
11:15:00	43	8	1991	173	61	5	2	0	37	2	3	0	1	1	23	2	0	0	10	3
11:30:00	61	18	2156	165	69	8	2	0	38	1	3	0	1	0	25	2	0	0	12	2
11:45:00	74	13	2366	210	85	16	2	0	44	6	3	0	1	0	27	2	1	1	17	5
12:00:00	81	7	2609	243	91	6	2	0	46	2	3	0	1	0	27	0	1	0	18	1
12:15:00	91	10	2903	294	97	6	2	0	52	6	3	0	1	0	28	1	1	0	18	0
12:30:00	112	21	3194	291	104	7	2	0	52	0	3	0	1	0	33	5	1	0	19	1
12:45:00	132	20	3391	197	113	9	2	0	54	2	3	0	1	0	35	2	2	1	21	2
13:00:00	136	4	3623	232	120	7	2	0	59	5	3	0	1	0	35	0	2	0	23	2
13:15:00	144	8	3854	231	132	12	2	0	60	1	3	0	1	0	37	2	2	0	27	4
13:30:00	160	16	4055	201	138	6	2	0	65	5	3	0	1	0	38	1	2	0	27	0
13:45:00	169	9	4337	282	145	7	2	0	67	2	3	0	1	0	40	2	2	0	27	0
14:00:00	185	16	4615	278	145	0	2	0	69	2	3	0	1	0	42	2	2	0	28	1
14:03:34	185	0	4615	0	145	0	2	0	69	0	3	0	1	0	42	0	2	0	28	0
15:00:00	185	0	4615	0	145	0	2	0	69	0	3	0	1	0	42	0	2	0	28	0
15:15:00	199	14	4884	269	156	11	2	0	76	7	3	0	1	0	42	0	2	0	29	1
15:30:00	224	25	5172	288	165	9	2	0	78	2	3	0	1	0	42	0	2	0	29	0
15:45:00	242	18	5449	277	177	12	2	0	79	1	3	0	1	0	42	0	2	0	29	0
16:00:00	261	19	5726	277	191	14	2	0	81	2	3	0	1	0	44	2	2	0	30	1
16:15:00	290	29	5986	260	201	10	2	0	83	2	3	0	1	0	45	1	2	0	32	2
16:30:00	325	35	6201	215	205	4	2	0	85	2	3	0	1	0	46	1	2	0	37	5
16:45:00	350	25	6476	275	212	7	2	0	85	0	3	0	1	0	46	0	2	0	40	3
17:00:00	367	17	6739	263	225	13	2	0	87	2	3	0	1	0	47	1	2	0	43	3
17:15:00	389	22	7035	296	235	10	3	1	89	2	3	0	1	0	47	0	2	0	47	4
17:30:00	409	20	7292	257	246	11	3	0	91	2	3	0	1	0	47	0	2	0	48	1
17:45:00	424	15	7568	276	256	10	3	0	93	2	3	0	1	0	50	3	2	0	48	0





**Ontario Traffic Inc.**  
TRAFFIC MONITORING  SERVICES & PRODUCTS

## Project #19392 - Dillon Consulting

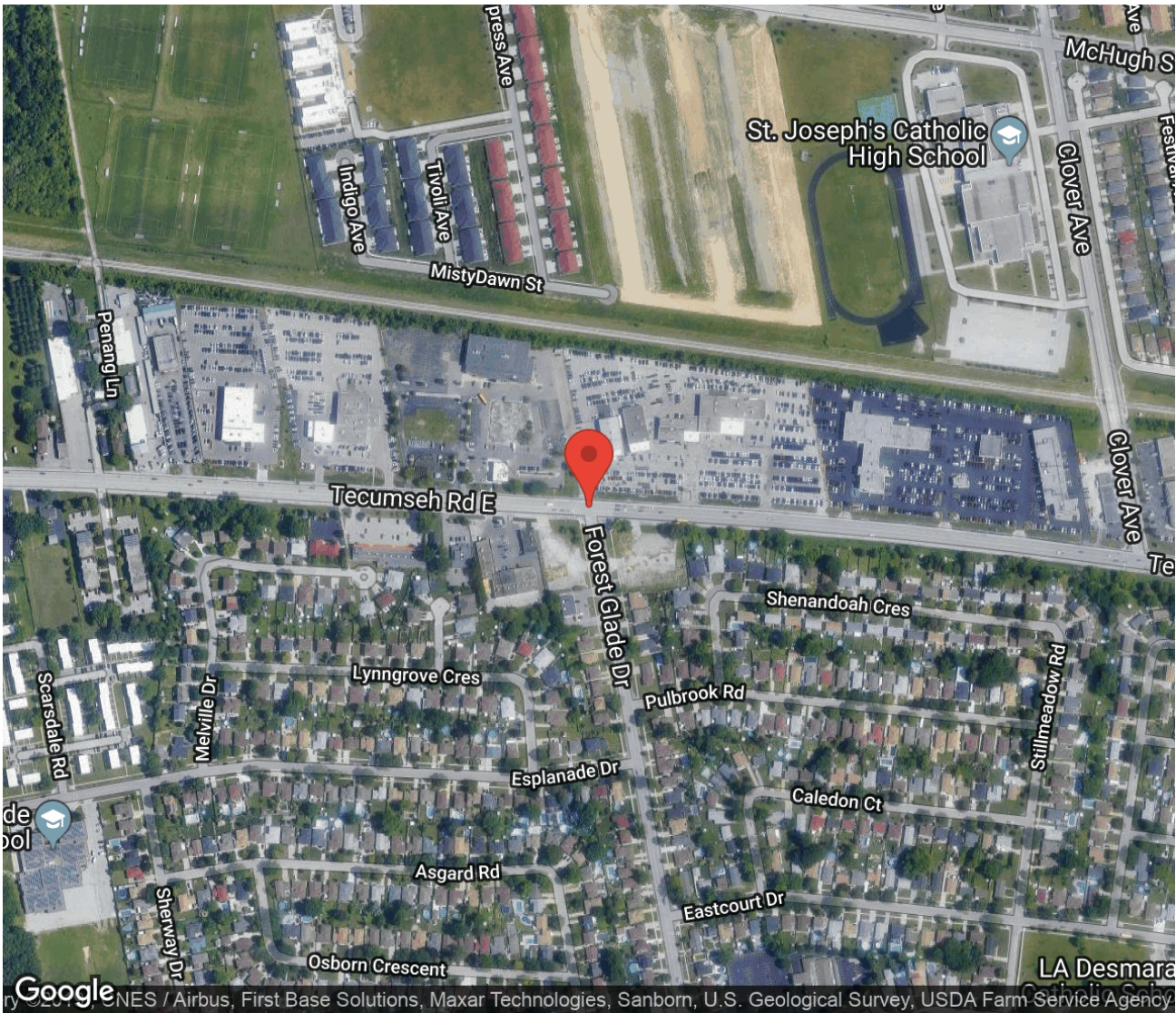
### Intersection Count Report

**Intersection:** Tecumseh Rd E & Forest Glade Dr-Commercial Access  
**Municipality:** Windsor  
**Count Date:** Dec 12, 2019  
**Site Code:** 1939200002  
**Count Categories:** Cars, Medium Trucks, Heavy Trucks, Peds, Bicycles  
**Count Period:** 07:00-10:00, 11:00-14:00, 15:00-18:00  
**Weather:** Clear

# Traffic Count Map



Intersection: Tecumseh Rd E & Forest Glade Dr-Commercial Access  
Municipality: Windsor  
Count Date: Dec 12, 2019



# Traffic Count Summary



Intersection: Tecumseh Rd E & Forest Glade Dr-Commercial Access  
 Municipality: Windsor  
 Count Date: Dec 12, 2019

## - Traffic Summary

Hour	North Approach Totals						South Approach Totals					
	Includes Cars, Medium Trucks, Heavy Trucks, Bicycles						Includes Cars, Medium Trucks, Heavy Trucks, Bicycles					
	Left	Thru	Right	U-Turn	Total	Peds	Left	Thru	Right	U-Turn	Total	Peds
<b>07:00 - 08:00</b>	29	52	1	0	82	6	97	105	92	0	294	2
<b>08:00 - 09:00</b>	52	63	9	0	124	16	168	107	172	0	447	9
<b>09:00 - 10:00</b>	41	65	12	0	118	3	125	67	91	0	283	1
BREAK												
<b>11:00 - 12:00</b>	61	47	16	0	124	24	135	45	94	0	274	5
<b>12:00 - 13:00</b>	51	36	24	0	111	16	113	41	82	0	236	2
<b>13:00 - 14:00</b>	34	37	18	0	89	6	95	41	79	0	215	5
BREAK												
<b>15:00 - 16:00</b>	39	50	19	0	108	72	127	37	165	0	329	8
<b>16:00 - 17:00</b>	40	35	13	0	88	11	169	25	127	0	321	2
<b>17:00 - 18:00</b>	36	37	10	0	83	6	183	37	128	0	348	2
<b>GRAND TOTAL</b>	<b>383</b>	<b>422</b>	<b>122</b>	<b>0</b>	<b>927</b>	<b>160</b>	<b>1212</b>	<b>505</b>	<b>1030</b>	<b>0</b>	<b>2747</b>	<b>36</b>

# Traffic Count Summary



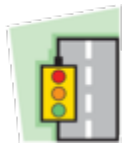
Intersection: Tecumseh Rd E & Forest Glade Dr-Commercial Access  
 Municipality: Windsor  
 Count Date: Dec 12, 2019

## - Traffic Summary

### East Approach Totals

### West Approach Totals

Hour	Includes Cars, Medium Trucks, Heavy Trucks, Bicycles						Includes Cars, Medium Trucks, Heavy Trucks, Bicycles					
	Left	Thru	Right	U-Turn	Total	Peds	Left	Thru	Right	U-Turn	Total	Peds
<b>07:00 - 08:00</b>	94	535	104	0	733	1	7	353	66	0	426	6
<b>08:00 - 09:00</b>	141	739	106	0	986	10	8	479	74	0	561	20
<b>09:00 - 10:00</b>	109	722	75	0	906	0	25	560	100	0	685	8
BREAK												
<b>11:00 - 12:00</b>	67	821	48	0	936	3	17	726	123	0	866	10
<b>12:00 - 13:00</b>	73	722	27	0	822	1	13	775	134	0	922	3
<b>13:00 - 14:00</b>	81	747	32	0	860	0	15	905	122	0	1042	3
BREAK												
<b>15:00 - 16:00</b>	119	795	41	0	955	16	12	1046	198	0	1256	40
<b>16:00 - 17:00</b>	112	756	35	0	903	3	10	1086	196	0	1292	12
<b>17:00 - 18:00</b>	105	725	29	0	859	9	7	1032	223	0	1262	3
<b>GRAND TOTAL</b>	<b>901</b>	<b>6562</b>	<b>497</b>	<b>0</b>	<b>7960</b>	<b>43</b>	<b>114</b>	<b>6962</b>	<b>1236</b>	<b>0</b>	<b>8312</b>	<b>105</b>



**Ontario Traffic Inc.**  
TRAFFIC MONITORING SERVICES & PRODUCTS

## Traffic Count Data

Intersection: Tecumseh Rd E & Forest Glade Dr-Commercial Access  
Municipality: Windsor  
Count Date: Dec 12, 2019

### North Approach -

Start Time	Cars					Medium Trucks					Heavy Trucks					Bicycles					Total Peds
	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	
07:00	4	7	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:15	5	15	0	0	20	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
07:30	8	14	0	0	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:45	11	16	1	0	28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
08:00	14	15	2	0	31	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
08:15	13	17	1	0	31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
08:30	14	12	3	0	29	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
08:45	11	18	3	0	32	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
09:00	9	23	4	0	36	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
09:15	10	18	5	0	33	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
09:30	9	14	2	0	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
09:45	13	10	1	0	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>SUBTOTAL</b>	121	179	22	0	322	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	25



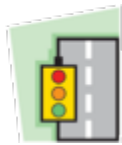
**Ontario Traffic Inc.**  
TRAFFIC MONITORING SERVICES & PRODUCTS

## Traffic Count Data

Intersection: Tecumseh Rd E & Forest Glade Dr-Commercial Access  
Municipality: Windsor  
Count Date: Dec 12, 2019

### North Approach -

Start Time	Cars					Medium Trucks					Heavy Trucks					Bicycles					Total Peds
	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	
11:00	19	12	6	0	37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	14	14	5	0	33	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	8	10	2	0	20	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3
11:45	19	8	3	0	30	0	1	0	0	1	0	1	0	0	1	0	1	0	0	1	21
12:00	21	9	8	0	38	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
12:15	14	6	4	0	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
12:30	9	11	7	0	27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
12:45	7	10	5	0	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	12	8	5	0	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
13:15	9	9	6	0	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
13:30	8	13	4	0	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	5	7	3	0	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>SUBTOTAL</b>	145	117	58	0	320	1	1	0	0	2	0	1	0	0	1	0	1	0	0	1	46



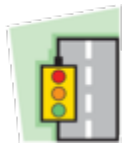
**Ontario Traffic Inc.**  
TRAFFIC MONITORING + SERVICES & PRODUCTS

## Traffic Count Data

Intersection: Tecumseh Rd E & Forest Glade Dr-Commercial Access  
Municipality: Windsor  
Count Date: Dec 12, 2019

### North Approach -

Start Time	Cars					Medium Trucks					Heavy Trucks					Bicycles					Total Peds
	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	
15:00	7	13	5	0	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	52
15:15	6	14	5	0	25	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	12
15:30	8	10	4	0	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
15:45	18	12	5	0	35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
16:00	14	6	4	0	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
16:15	9	11	2	0	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
16:30	10	9	4	0	23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
16:45	7	9	3	0	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
17:00	16	17	5	0	38	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
17:15	10	9	3	0	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
17:30	5	6	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
17:45	5	5	2	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>SUBTOTAL</b>	115	121	42	0	278	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	89
<b>GRAND TOTAL</b>	<b>381</b>	<b>417</b>	<b>122</b>	<b>0</b>	<b>920</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>160</b>



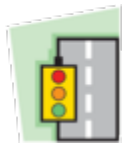
**Ontario Traffic Inc.**  
TRAFFIC MONITORING + SERVICES & PRODUCTS

## Traffic Count Data

Intersection: Tecumseh Rd E & Forest Glade Dr-Commercial Access  
Municipality: Windsor  
Count Date: Dec 12, 2019

### South Approach -

Start Time	Cars					Medium Trucks					Heavy Trucks					Bicycles					Total Peds
	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	
07:00	17	22	13	0	52	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0
07:15	22	33	14	0	69	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0
07:30	23	25	32	0	80	0	0	1	0	1	1	0	1	0	2	0	1	0	0	1	0
07:45	28	24	30	0	82	1	0	0	0	1	2	0	1	0	3	0	0	0	0	0	2
08:00	31	18	24	0	73	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	3
08:15	38	27	56	0	121	0	0	0	0	0	1	0	1	0	2	0	0	0	0	0	2
08:30	37	29	54	0	120	1	0	2	0	3	1	0	2	0	3	0	0	0	0	0	4
08:45	56	33	32	0	121	0	0	0	0	0	2	0	1	0	3	0	0	0	0	0	0
09:00	36	22	36	0	94	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0
09:15	24	19	21	0	64	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0
09:30	39	9	15	0	63	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0
09:45	21	17	19	0	57	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
<b>SUBTOTAL</b>	<b>372</b>	<b>278</b>	<b>346</b>	<b>0</b>	<b>996</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>5</b>	<b>16</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>12</b>



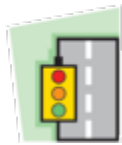
**Ontario Traffic Inc.**  
TRAFFIC MONITORING SERVICES & PRODUCTS

## Traffic Count Data

Intersection: Tecumseh Rd E & Forest Glade Dr-Commercial Access  
Municipality: Windsor  
Count Date: Dec 12, 2019

### South Approach -

Start Time	Cars					Medium Trucks					Heavy Trucks					Bicycles					Total Peds
	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	
11:00	40	11	21	0	72	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	1
11:15	35	15	21	0	71	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	0
11:30	34	9	24	0	67	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
11:45	22	10	26	0	58	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	3
12:00	31	12	25	0	68	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2
12:15	24	5	20	0	49	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0
12:30	23	12	19	0	54	1	0	1	0	2	2	0	0	0	2	0	0	0	0	0	0
12:45	27	12	17	0	56	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0
13:00	24	10	14	0	48	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	0
13:15	23	6	22	0	51	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	2
13:30	20	13	23	0	56	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
13:45	23	11	19	0	53	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	2
<b>SUBTOTAL</b>	326	126	251	0	703	3	0	4	0	7	14	0	0	0	14	0	1	0	0	1	12



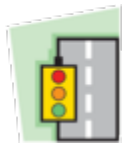
**Ontario Traffic Inc.**  
TRAFFIC MONITORING + SERVICES & PRODUCTS

## Traffic Count Data

Intersection: Tecumseh Rd E & Forest Glade Dr-Commercial Access  
Municipality: Windsor  
Count Date: Dec 12, 2019

### South Approach -

Start Time	Cars					Medium Trucks					Heavy Trucks					Bicycles					Total Peds
	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	
15:00	28	7	37	0	72	1	0	1	0	2	1	0	0	0	1	0	0	0	0	0	2
15:15	30	8	28	0	66	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	1
15:30	34	13	53	0	100	0	0	0	0	0	2	0	3	0	5	0	0	0	0	0	3
15:45	25	8	42	0	75	0	1	1	0	2	3	0	0	0	3	0	0	0	0	0	2
16:00	48	10	27	0	85	0	0	1	0	1	2	0	0	0	2	0	0	0	0	0	0
16:15	37	2	28	0	67	1	0	1	0	2	2	0	0	0	2	0	0	0	0	0	1
16:30	35	4	34	0	73	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0
16:45	41	9	36	0	86	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	1
17:00	31	9	33	0	73	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
17:15	49	9	31	0	89	0	1	0	0	1	1	0	0	0	1	0	1	0	0	1	1
17:30	45	10	32	0	87	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0
17:45	55	7	30	0	92	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	0
<b>SUBTOTAL</b>	458	96	411	0	965	2	2	6	0	10	19	0	3	0	22	0	1	0	0	1	12
<b>GRAND TOTAL</b>	1156	500	1008	0	2664	7	2	13	0	22	49	0	9	0	58	0	3	0	0	3	36



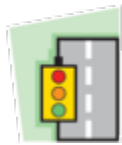
**Ontario Traffic Inc.**  
TRAFFIC MONITORING SERVICES & PRODUCTS

## Traffic Count Data

Intersection: Tecumseh Rd E & Forest Glade Dr-Commercial Access  
Municipality: Windsor  
Count Date: Dec 12, 2019

### East Approach -

Start Time	Cars					Medium Trucks					Heavy Trucks					Bicycles					Total Peds
	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	
07:00	12	75	18	0	105	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0
07:15	18	129	26	0	173	0	2	0	0	2	1	1	0	0	2	0	1	0	0	1	0
07:30	25	137	27	0	189	0	1	0	0	1	2	1	0	0	3	0	0	0	0	0	1
07:45	36	185	32	0	253	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	0
08:00	29	156	24	0	209	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
08:15	30	173	28	0	231	1	1	0	0	2	0	2	0	0	2	0	0	0	0	0	3
08:30	31	187	23	0	241	0	2	1	0	3	1	4	0	0	5	0	0	0	0	0	4
08:45	48	209	30	0	287	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	1
09:00	32	194	25	0	251	1	2	0	0	3	3	2	1	0	6	0	0	0	0	0	0
09:15	26	167	23	0	216	0	2	0	0	2	0	3	0	0	3	0	0	0	0	0	0
09:30	24	185	12	0	221	0	1	0	0	1	0	3	0	0	3	0	0	0	0	0	0
09:45	23	154	13	0	190	0	3	1	0	4	0	5	0	0	5	0	1	0	0	1	0
<b>SUBTOTAL</b>	334	1951	281	0	2566	2	16	3	0	21	8	27	1	0	36	0	2	0	0	2	11



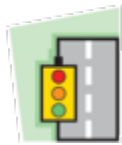
**Ontario Traffic Inc.**  
TRAFFIC MONITORING SERVICES & PRODUCTS

## Traffic Count Data

Intersection: Tecumseh Rd E & Forest Glade Dr-Commercial Access  
Municipality: Windsor  
Count Date: Dec 12, 2019

### East Approach -

Start Time	Cars					Medium Trucks					Heavy Trucks					Bicycles					Total Peds
	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	
11:00	11	191	10	0	212	1	0	1	0	2	0	2	0	0	2	0	1	0	0	1	0
11:15	20	187	11	0	218	0	1	0	0	1	0	2	0	0	2	0	1	0	0	1	0
11:30	16	192	13	0	221	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	1
11:45	18	239	12	0	269	1	2	0	0	3	0	0	1	0	1	0	0	0	0	0	2
12:00	24	201	9	0	234	0	2	1	0	3	0	2	0	0	2	0	0	0	0	0	0
12:15	19	194	8	0	221	2	1	0	0	3	0	1	0	0	1	0	0	0	0	0	1
12:30	17	159	4	0	180	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0
12:45	11	157	5	0	173	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	0
13:00	21	167	8	0	196	1	2	1	0	4	0	1	0	0	1	0	0	0	0	0	0
13:15	20	159	7	0	186	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
13:30	17	173	7	0	197	1	2	0	0	3	0	2	0	0	2	0	0	0	0	0	0
13:45	21	237	9	0	267	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0
<b>SUBTOTAL</b>	215	2256	103	0	2574	6	18	3	0	27	0	14	1	0	15	0	2	0	0	2	4



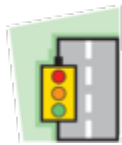
**Ontario Traffic Inc.**  
TRAFFIC MONITORING SERVICES & PRODUCTS

## Traffic Count Data

Intersection: Tecumseh Rd E & Forest Glade Dr-Commercial Access  
Municipality: Windsor  
Count Date: Dec 12, 2019

### East Approach -

Start Time	Cars					Medium Trucks					Heavy Trucks					Bicycles					Total Peds
	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	
15:00	25	216	8	0	249	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	11
15:15	49	243	10	0	302	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3
15:30	18	148	11	0	177	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	0
15:45	22	179	11	0	212	1	0	1	0	2	2	3	0	0	5	0	0	0	0	0	2
16:00	19	185	8	0	212	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0
16:15	35	196	6	0	237	1	1	0	0	2	0	1	0	0	1	0	0	0	0	0	2
16:30	22	187	13	0	222	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
16:45	31	183	8	0	222	1	1	0	0	2	2	1	0	0	3	0	0	0	0	0	0
17:00	27	187	8	0	222	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
17:15	28	179	5	0	212	1	3	0	0	4	0	1	0	0	1	0	0	0	0	0	1
17:30	27	172	6	0	205	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
17:45	22	183	10	0	215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
<b>SUBTOTAL</b>	325	2258	104	0	2687	4	6	1	0	11	7	12	0	0	19	0	0	0	0	0	28
<b>GRAND TOTAL</b>	874	6465	488	0	7827	12	40	7	0	59	15	53	2	0	70	0	4	0	0	4	43



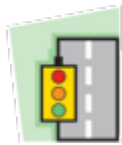
**Ontario Traffic Inc.**  
TRAFFIC MONITORING + SERVICES & PRODUCTS

## Traffic Count Data

Intersection: Tecumseh Rd E & Forest Glade Dr-Commercial Access  
Municipality: Windsor  
Count Date: Dec 12, 2019

### West Approach -

Start Time	Cars					Medium Trucks					Heavy Trucks					Bicycles					Total Peds
	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	
07:00	1	49	11	0	61	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0
07:15	3	68	13	0	84	0	1	0	0	1	0	2	1	0	3	0	0	0	0	0	2
07:30	1	91	21	0	113	0	1	0	0	1	0	1	1	0	2	0	0	0	0	0	1
07:45	2	137	16	0	155	0	1	0	0	1	0	2	2	0	4	0	0	0	0	0	3
08:00	2	84	14	0	100	0	0	1	0	1	0	0	1	0	1	0	0	0	0	0	6
08:15	2	118	12	0	132	0	1	0	0	1	0	3	2	0	5	0	0	0	0	0	5
08:30	1	133	16	0	150	0	1	0	0	1	0	1	1	0	2	0	0	0	0	0	7
08:45	3	134	26	0	163	0	1	0	0	1	0	3	1	0	4	0	0	0	0	0	2
09:00	7	115	29	0	151	0	2	0	0	2	0	1	2	0	3	0	0	0	0	0	1
09:15	6	146	22	0	174	0	2	0	0	2	0	2	2	0	4	0	0	0	0	0	1
09:30	5	142	21	0	168	0	0	0	0	0	0	2	1	0	3	0	1	0	0	1	2
09:45	7	143	23	0	173	0	3	0	0	3	0	1	0	1	1	0	0	0	0	0	4
<b>SUBTOTAL</b>	40	1360	224	0	1624	0	13	1	0	14	0	18	15	0	33	0	1	0	0	1	34



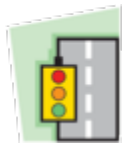
**Ontario Traffic Inc.**  
TRAFFIC MONITORING + SERVICES & PRODUCTS

## Traffic Count Data

Intersection: Tecumseh Rd E & Forest Glade Dr-Commercial Access  
Municipality: Windsor  
Count Date: Dec 12, 2019

### West Approach -

Start Time	Cars					Medium Trucks					Heavy Trucks					Bicycles					Total Peds
	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	
11:00	5	172	28	0	205	0	3	0	0	3	0	1	1	0	2	0	0	0	0	0	3
11:15	3	168	26	0	197	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3
11:30	4	165	34	0	203	0	1	0	0	1	0	1	1	0	2	0	0	0	0	0	1
11:45	5	208	32	0	245	0	2	0	0	2	0	2	1	0	3	0	0	0	0	0	3
12:00	3	217	34	0	254	0	2	1	0	3	0	1	3	0	4	0	0	0	0	0	0
12:15	4	269	33	0	306	0	2	2	0	4	0	2	2	0	4	0	0	0	0	0	0
12:30	5	157	28	0	190	0	1	0	0	1	0	1	1	0	2	0	0	0	0	0	1
12:45	1	121	29	0	151	0	1	0	0	1	0	1	1	0	2	0	0	0	0	0	2
13:00	5	206	31	0	242	0	1	1	0	2	0	2	1	0	3	0	0	0	0	0	0
13:15	3	234	33	0	270	0	2	0	0	2	0	1	0	1	1	0	0	0	0	0	3
13:30	3	199	26	0	228	0	2	0	0	2	0	1	1	0	2	0	0	0	0	0	0
13:45	4	251	27	0	282	0	3	0	0	3	0	3	2	0	5	0	0	0	0	0	0
<b>SUBTOTAL</b>	45	2367	361	0	2773	0	23	4	0	27	0	16	14	0	30	0	0	0	0	0	16



**Ontario Traffic Inc.**  
TRAFFIC MONITORING SERVICES & PRODUCTS

## Traffic Count Data

Intersection: Tecumseh Rd E & Forest Glade Dr-Commercial Access  
Municipality: Windsor  
Count Date: Dec 12, 2019

### West Approach -

Start Time	Cars					Medium Trucks					Heavy Trucks					Bicycles					Total Peds
	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	
15:00	5	186	38	0	229	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	26
15:15	3	296	48	0	347	0	2	1	0	3	0	1	1	0	2	0	1	0	0	1	8
15:30	1	258	51	0	310	0	1	0	0	1	0	0	2	0	2	0	0	0	0	0	5
15:45	3	299	54	0	356	0	1	0	0	1	0	1	2	0	3	0	0	0	0	0	1
16:00	2	267	48	0	317	0	2	0	0	2	0	2	1	0	3	0	0	0	0	0	6
16:15	2	263	46	0	311	0	0	0	0	0	0	1	2	0	3	0	0	0	0	0	3
16:30	1	269	47	0	317	0	1	0	0	1	0	1	1	0	2	0	0	0	0	0	2
16:45	5	279	50	0	334	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	1
17:00	1	294	58	0	353	0	1	0	0	1	0	1	2	0	3	0	0	0	0	0	2
17:15	1	271	66	0	338	0	2	0	0	2	0	0	1	0	1	0	0	0	0	0	1
17:30	2	223	42	0	267	0	0	0	0	0	0	1	2	0	3	0	0	0	0	0	0
17:45	3	239	50	0	292	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0
<b>SUBTOTAL</b>	29	3144	598	0	3771	0	10	1	0	11	0	9	18	0	27	0	1	0	0	1	55
<b>GRAND TOTAL</b>	114	6871	1183	0	8168	0	46	6	0	52	0	43	47	0	90	0	2	0	0	2	105



# Peak Hour Diagram

## Specified Period

From: 07:00:00  
To: 10:00:00

## One Hour Peak

From: 08:15:00  
To: 09:15:00

**Intersection:** Tecumseh Rd E & Forest Glade Dr-Commercial Access  
**Site ID:** 1939200002  
**Count Date:** Dec 12, 2019

**Weather conditions:**

**\*\* Signalized Intersection \*\***

**Major Road:** runs E/W

### North Approach

	Out	In	Total
	128	230	358
MT	0	1	1
HT	0	1	1
	0	0	0
<b>Totals</b>	<b>128</b>	<b>232</b>	<b>360</b>

	0	0	0	0
HT	0	0	0	0
MT	0	0	0	0
	11	70	47	0
<b>Totals</b>	<b>11</b>	<b>70</b>	<b>47</b>	<b>0</b>



Peds: 15

### East Approach

	Out	In	Total
	1010	725	1735
MT	8	7	15
HT	17	12	29
	0	0	0
<b>Totals</b>	<b>1035</b>	<b>744</b>	<b>1779</b>

	HT	MT		Totals
	0	0	0	0
HT	0	0	13	13
MT	8	5	500	513
	6	0	83	89

Peds: 15



Peds: 8

Peds: 6

Totals		MT	HT	
0	0	0	0	0
108	106	1	1	0
779	763	5	11	0
148	141	2	5	0

### West Approach

	Out	In	Total
	596	941	1537
MT	5	6	11
HT	14	17	31
	0	0	0
<b>Totals</b>	<b>615</b>	<b>964</b>	<b>1579</b>

Totals				
<b>174</b>	<b>111</b>	<b>184</b>	<b>0</b>	
	167	111	178	0
MT	1	0	2	0
HT	6	0	4	0
	0	0	0	0

### South Approach

	Out	In	Total
	456	294	750
MT	3	2	5
HT	10	11	21
	0	0	0
<b>Totals</b>	<b>469</b>	<b>307</b>	<b>776</b>

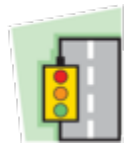
- Cars

MT - Medium Trucks

HT - Heavy Trucks

- Bicycles

## Comments



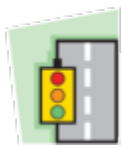
**Ontario Traffic Inc.**  
TRAFFIC MONITORING SERVICES & PRODUCTS

## Peak Hour Summary

Intersection: Tecumseh Rd E & Forest Glade Dr-Commercial Access  
 Count Date: Dec 12, 2019  
 Period: 07:00 - 10:00

### Peak Hour Data (08:15 - 09:15)

Start Time	North Approach						South Approach						East Approach						West Approach						Total Vehicles
	←	↑	→	↻	Peds	Total	←	↑	→	↻	Peds	Total	←	↑	→	↻	Peds	Total	←	↑	→	↻	Peds	Total	
08:15	13	17	1	0	6	31	39	27	57	0	2	123	31	176	28	0	3	235	2	122	14	0	5	138	527
08:30	14	12	3	0	7	29	39	29	58	0	4	126	32	193	24	0	4	249	1	135	17	0	7	153	557
08:45	11	18	3	0	1	32	58	33	33	0	0	124	49	212	30	0	1	291	3	138	27	0	2	168	615
09:00	9	23	4	0	1	36	38	22	36	0	0	96	36	198	26	0	0	260	7	118	31	0	1	156	548
<b>Grand Total</b>	<b>47</b>	<b>70</b>	<b>11</b>	<b>0</b>	<b>15</b>	<b>128</b>	<b>174</b>	<b>111</b>	<b>184</b>	<b>0</b>	<b>6</b>	<b>469</b>	<b>148</b>	<b>779</b>	<b>108</b>	<b>0</b>	<b>8</b>	<b>1035</b>	<b>13</b>	<b>513</b>	<b>89</b>	<b>0</b>	<b>15</b>	<b>615</b>	<b>2247</b>
Approach %	36.7	54.7	8.6	0	-	-	37.1	23.7	39.2	0	-	-	14.3	75.3	10.4	0	-	-	2.1	83.4	14.5	0	-	-	-
Totals %	2.1	3.1	0.5	0	5.7	7.7	4.9	8.2	0	20.9	6.6	34.7	4.8	0	46.1	0.6	22.8	4	0	27.4	-	-	-	-	
<b>PHF</b>	<b>0.84</b>	<b>0.76</b>	<b>0.69</b>	<b>0</b>	<b>0.89</b>	<b>0.75</b>	<b>0.84</b>	<b>0.79</b>	<b>0</b>	<b>0.93</b>	<b>0.76</b>	<b>0.92</b>	<b>0.9</b>	<b>0</b>	<b>0.89</b>	<b>0.46</b>	<b>0.93</b>	<b>0.72</b>	<b>0</b>	<b>0.92</b>	<b>0.91</b>	-	-	<b>0.91</b>	
Cars	47	70	11	0	128	167	111	178	0	456	141	763	106	0	1010	13	500	83	0	596	2190	-	-	2190	
% Cars	100	100	100	0	100	96	100	96.7	0	97.2	95.3	97.9	98.1	0	97.6	100	97.5	93.3	0	96.9	97.5	-	-	97.5	
Medium Trucks	0	0	0	0	0	1	0	2	0	3	2	5	1	0	8	0	5	0	0	5	16	-	-	16	
% Medium Trucks	0	0	0	0	0	0.6	0	1.1	0	0.6	1.4	0.6	0.9	0	0.8	0	1	0	0	0.8	0.7	-	-	0.7	
Heavy Trucks	0	0	0	0	0	6	0	4	0	10	5	11	1	0	17	0	8	6	0	14	41	-	-	41	
% Heavy Trucks	0	0	0	0	0	3.4	0	2.2	0	2.1	3.4	1.4	0.9	0	1.6	0	1.6	6.7	0	2.3	1.8	-	-	1.8	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	
% Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	0	
Peds					15	-				6	-				8	-				15	-	-	-	44	
% Peds					34.1	-				13.6	-				18.2	-				34.1	-	-	-	-	



# Peak Hour Diagram

**Specified Period**

From: 11:00:00  
To: 14:00:00

**One Hour Peak**

From: 11:30:00  
To: 12:30:00

**Intersection:** Tecumseh Rd E & Forest Glade Dr-Commercial Access  
**Site ID:** 1939200002  
**Count Date:** Dec 12, 2019

**Weather conditions:**

**\*\* Signalized Intersection \*\***

**Major Road:** runs E/W

**North Approach**

	Out	In	Total
	112	94	206
MT	2	1	3
HT	1	1	2
	1	0	1
<b>Totals</b>	<b>116</b>	<b>96</b>	<b>212</b>

	0	1	0	0
HT	0	1	0	0
MT	0	1	1	0
	17	33	62	0
<b>Totals</b>	<b>17</b>	<b>36</b>	<b>63</b>	<b>0</b>



**Peds: 39**

**East Approach**

	Out	In	Total
	945	1016	1961
MT	11	9	20
HT	5	6	11
	0	0	0
<b>Totals</b>	<b>961</b>	<b>1031</b>	<b>1992</b>

	HT	MT		Totals
	0	0	0	<b>0</b>
HT	0	0	16	<b>16</b>
MT	6	7	859	<b>872</b>
	7	3	133	<b>143</b>

**Peds: 4**



**Peds: 4**

**Peds: 6**

Totals		MT	HT	
<b>0</b>	0	0	0	0
<b>44</b>	42	1	1	0
<b>837</b>	826	7	4	0
<b>80</b>	77	3	0	0

**West Approach**

	Out	In	Total
	1008	954	1962
MT	10	7	17
HT	13	8	21
	0	0	0
<b>Totals</b>	<b>1031</b>	<b>969</b>	<b>2000</b>

Totals				
<b>115</b>	<b>36</b>	<b>96</b>	<b>0</b>	
	111	36	95	0
MT	0	0	1	0
HT	4	0	0	0
	0	0	0	0

**South Approach**

	Out	In	Total
	242	243	485
MT	1	7	8
HT	4	8	12
	0	1	1
<b>Totals</b>	<b>247</b>	<b>259</b>	<b>506</b>

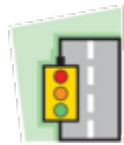
- Cars

MT - Medium Trucks

HT - Heavy Trucks

- Bicycles

**Comments**



**Ontario Traffic Inc.**  
TRAFFIC MONITORING SERVICES & PRODUCTS

## Peak Hour Summary

Intersection: Tecumseh Rd E & Forest Glade Dr-Commercial Access  
Count Date: Dec 12, 2019  
Period: 11:00 - 14:00

### Peak Hour Data (11:30 - 12:30)

Start Time	North Approach						South Approach						East Approach						West Approach						Total Vehicles
	←	↑	→	↻	Peds	Total	←	↑	→	↻	Peds	Total	←	↑	→	↻	Peds	Total	←	↑	→	↻	Peds	Total	
11:30	9	10	2	0	3	21	34	9	24	0	1	67	16	195	13	0	1	224	4	167	35	0	1	206	518
11:45	19	11	3	0	21	33	23	10	27	0	3	60	19	241	13	0	2	273	5	212	33	0	3	250	616
12:00	21	9	8	0	9	38	32	12	25	0	2	69	24	205	10	0	0	239	3	220	38	0	0	261	607
12:15	14	6	4	0	6	24	26	5	20	0	0	51	21	196	8	0	1	225	4	273	37	0	0	314	614
<b>Grand Total</b>	<b>63</b>	<b>36</b>	<b>17</b>	<b>0</b>	<b>39</b>	<b>116</b>	<b>115</b>	<b>36</b>	<b>96</b>	<b>0</b>	<b>6</b>	<b>247</b>	<b>80</b>	<b>837</b>	<b>44</b>	<b>0</b>	<b>4</b>	<b>961</b>	<b>16</b>	<b>872</b>	<b>143</b>	<b>0</b>	<b>4</b>	<b>1031</b>	<b>2355</b>
Approach %	54.3	31	14.7	0	-	-	46.6	14.6	38.9	0	-	-	8.3	87.1	4.6	0	-	-	1.6	84.6	13.9	0	-	-	
Totals %	2.7	1.5	0.7	0	4.9	4.9	1.5	4.1	0	10.5	3.4	35.5	1.9	0	40.8	0.7	37	6.1	0	43.8					
PHF	0.75	0.82	0.53	0	0.76	0.85	0.75	0.89	0	0.89	0.83	0.87	0.85	0	0.88	0.8	0.8	0.94	0	0.82	0.96				
Cars	62	33	17	0	112	111	36	95	0	242	77	826	42	0	945	16	859	133	0	1008	2307				
% Cars	98.4	91.7	100	0	96.6	96.5	100	99	0	98	96.3	98.7	95.5	0	98.3	100	98.5	93	0	97.8	98				
Medium Trucks	1	1	0	0	2	0	0	1	0	1	3	7	1	0	11	0	7	3	0	10	24				
% Medium Trucks	1.6	2.8	0	0	1.7	0	0	1	0	0.4	3.8	0.8	2.3	0	1.1	0	0.8	2.1	0	1	1				
Heavy Trucks	0	1	0	0	1	4	0	0	0	4	0	4	1	0	5	0	6	7	0	13	23				
% Heavy Trucks	0	2.8	0	0	0.9	3.5	0	0	0	1.6	0	0.5	2.3	0	0.5	0	0.7	4.9	0	1.3	1				
Bicycles	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1				
% Bicycles	0	2.8	0	0	0.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Peds					39	-				6	-				4	-					4	-	53		
% Peds					73.6	-				11.3	-				7.5	-					7.5	-			



# Peak Hour Diagram

## Specified Period

From: 15:00:00  
To: 18:00:00

## One Hour Peak

From: 15:15:00  
To: 16:15:00

**Intersection:** Tecumseh Rd E & Forest Glade Dr-Commercial Access  
**Site ID:** 1939200002  
**Count Date:** Dec 12, 2019

**Weather conditions:**

**\*\* Signalized Intersection \*\***

**Major Road:** runs E/W

### North Approach

	Out	In	Total
	106	88	194
MT	0	2	2
HT	0	0	0
	1	0	1
<b>Totals</b>	<b>107</b>	<b>90</b>	<b>197</b>

	0	1	0	0
HT	0	0	0	0
MT	0	0	0	0
	18	42	46	0
<b>Totals</b>	<b>18</b>	<b>43</b>	<b>46</b>	<b>0</b>



**Peds: 22**

### East Approach

	Out	In	Total
	903	1316	2219
MT	3	8	11
HT	10	7	17
	0	1	1
<b>Totals</b>	<b>916</b>	<b>1332</b>	<b>2248</b>

	HT	MT		Totals
0	0	0	0	<b>0</b>
0	0	0	9	<b>9</b>
1	4	6	1120	<b>1131</b>
0	6	1	201	<b>208</b>

**Peds: 20**



**Peds: 5**

**Peds: 6**

Totals		MT	HT	
<b>0</b>	0	0	0	0
<b>41</b>	40	1	0	0
<b>762</b>	755	1	6	0
<b>113</b>	108	1	4	0

### West Approach

	Out	In	Total
	1330	910	2240
MT	7	1	8
HT	10	16	26
	1	0	1
<b>Totals</b>	<b>1348</b>	<b>927</b>	<b>2275</b>

Totals				
<b>147</b>	<b>40</b>	<b>155</b>	<b>0</b>	
	137	39	150	0
MT	0	1	2	0
HT	10	0	3	0
	0	0	0	0

### South Approach

	Out	In	Total
	326	351	677
MT	3	2	5
HT	13	10	23
	0	1	1
<b>Totals</b>	<b>342</b>	<b>364</b>	<b>706</b>

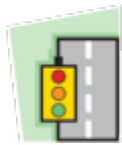
- Cars

MT - Medium Trucks

HT - Heavy Trucks

- Bicycles

## Comments



**Ontario Traffic Inc.**  
TRAFFIC MONITORING SERVICES & PRODUCTS

## Peak Hour Summary

Intersection: Tecumseh Rd E & Forest Glade Dr-Commercial Access  
Count Date: Dec 12, 2019  
Period: 15:00 - 18:00

### Peak Hour Data (15:15 - 16:15)

Start Time	North Approach						South Approach						East Approach						West Approach						Total Vehicles
	←	↑	→	↻	Peds	Total	←	↑	→	↻	Peds	Total	←	↑	→	↻	Peds	Total	←	↑	→	↻	Peds	Total	
15:15	6	15	5	0	12	26	33	8	28	0	1	69	49	246	10	0	3	305	3	300	50	0	8	353	753
15:30	8	10	4	0	4	22	36	13	56	0	3	105	19	149	11	0	0	179	1	259	53	0	5	313	619
15:45	18	12	5	0	4	35	28	9	43	0	2	80	25	182	12	0	2	219	3	301	56	0	1	360	694
16:00	14	6	4	0	2	24	50	10	28	0	0	88	20	185	8	0	0	213	2	271	49	0	6	322	647
<b>Grand Total</b>	<b>46</b>	<b>43</b>	<b>18</b>	<b>0</b>	<b>22</b>	<b>107</b>	<b>147</b>	<b>40</b>	<b>155</b>	<b>0</b>	<b>6</b>	<b>342</b>	<b>113</b>	<b>762</b>	<b>41</b>	<b>0</b>	<b>5</b>	<b>916</b>	<b>9</b>	<b>1131</b>	<b>208</b>	<b>0</b>	<b>20</b>	<b>1348</b>	<b>2713</b>
Approach %	43	40.2	16.8	0	-	-	43	11.7	45.3	0	-	-	12.3	83.2	4.5	0	-	-	0.7	83.9	15.4	0	-	-	-
Totals %	1.7	1.6	0.7	0	3.9	-	5.4	1.5	5.7	0	12.6	-	4.2	28.1	1.5	0	33.8	-	0.3	41.7	7.7	0	49.7	-	-
<b>PHF</b>	<b>0.64</b>	<b>0.72</b>	<b>0.9</b>	<b>0</b>	<b>0.76</b>	<b>-</b>	<b>0.74</b>	<b>0.77</b>	<b>0.69</b>	<b>0</b>	<b>0.81</b>	<b>-</b>	<b>0.58</b>	<b>0.77</b>	<b>0.85</b>	<b>0</b>	<b>0.75</b>	<b>-</b>	<b>0.75</b>	<b>0.94</b>	<b>0.93</b>	<b>0</b>	<b>0.94</b>	<b>-</b>	<b>0.9</b>
Cars	46	42	18	0	106	-	137	39	150	0	326	-	108	755	40	0	903	-	9	1120	201	0	1330	-	2665
% Cars	100	97.7	100	0	99.1	-	93.2	97.5	96.8	0	95.3	-	95.6	99.1	97.6	0	98.6	-	100	99	96.6	0	98.7	-	98.2
Medium Trucks	0	0	0	0	0	-	0	1	2	0	3	-	1	1	1	0	3	-	0	6	1	0	7	-	13
% Medium Trucks	0	0	0	0	0	-	0	2.5	1.3	0	0.9	-	0.9	0.1	2.4	0	0.3	-	0	0.5	0.5	0	0.5	-	0.5
Heavy Trucks	0	0	0	0	0	-	10	0	3	0	13	-	4	6	0	0	10	-	0	4	6	0	10	-	33
% Heavy Trucks	0	0	0	0	0	-	6.8	0	1.9	0	3.8	-	3.5	0.8	0	0	1.1	-	0	0.4	2.9	0	0.7	-	1.2
Bicycles	0	1	0	0	1	-	0	0	0	0	0	-	0	0	0	0	0	-	0	1	0	0	1	-	2
% Bicycles	0	2.3	0	0	0.9	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0.1	0	0	0.1	-	0.1
Peds					22	-					6	-					5	-					20	-	53
% Peds					41.5	-					11.3	-					9.4	-					37.7	-	-

# Ontario Traffic Inc.

## Morning Peak Diagram

### Specified Period

**From:** 7:00:00  
**To:** 10:00:00

### One Hour Peak

**From:** 8:15:00  
**To:** 9:15:00

**Municipality:** Windsor  
**Site #:** 1800600066  
**Intersection:** Tecumseh Rd E & Clover Ave  
**TFR File #:** 1  
**Count date:** 17-Oct-18

**Weather conditions:**  
**Person(s) who counted:**

**\*\* Signalized Intersection \*\***

**Major Road:** Tecumseh Rd E runs W/E

North Leg Total: 913  
North Entering: 541  
North Peds: 2  
Peds Cross:  $\times$

Heavys	1	0	1
Trucks	7	2	9
Cars	358	173	531
<b>Totals</b>	<b>366</b>	<b>175</b>	<b>541</b>



Heavys 0  
Trucks 4  
Cars 368  
Totals 372

East Leg Total: 1428  
East Entering: 797  
East Peds: 0  
Peds Cross:  $\times$

Heavys	Trucks	Cars	Totals
4	15	1016	1035



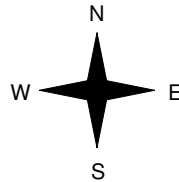
Clover Ave



Cars	Trucks	Heavys	Totals
128	0	0	128
658	8	3	669
<b>786</b>	<b>8</b>	<b>3</b>	



Tecumseh Rd E



Heavys	Trucks	Cars	Totals
0	4	240	244
1	7	448	456
<b>1</b>	<b>11</b>	<b>688</b>	



Tecumseh Rd E



Cars	Trucks	Heavys	Totals
621	9	1	631

Peds Cross:  $\times$   
West Peds: 29  
West Entering: 700  
West Leg Total: 1735

## Comments

# Ontario Traffic Inc.

## Mid-day Peak Diagram

### Specified Period

**From:** 11:00:00

**To:** 14:00:00

### One Hour Peak

**From:** 11:30:00

**To:** 12:30:00

**Municipality:** Windsor  
**Site #:** 1800600066  
**Intersection:** Tecumseh Rd E & Clover Ave  
**TFR File #:** 1  
**Count date:** 17-Oct-18

**Weather conditions:**

**Person(s) who counted:**

**\*\* Signalized Intersection \*\***

**Major Road:** Tecumseh Rd E runs W/E

North Leg Total: 478

North Entering: 250

North Peds: 3

Peds Cross:  $\times$

Heavys	0	0	0
Trucks	3	0	3
Cars	180	67	247
<b>Totals</b>	<b>183</b>	<b>67</b>	



Heavys 0

Trucks 2

Cars 226

Totals 228

East Leg Total: 1573

East Entering: 716

East Peds: 1

Peds Cross:  $\times$

Heavys	Trucks	Cars	Totals
3	15	823	841



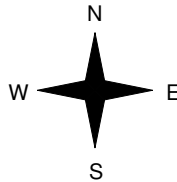
Clover Ave



Cars	Trucks	Heavys	Totals
57	1	0	58
643	12	3	658
<b>700</b>	<b>13</b>	<b>3</b>	



Tecumseh Rd E



Heavys	Trucks	Cars	Totals
0	1	169	170
0	11	779	790
<b>0</b>	<b>12</b>	<b>948</b>	



Tecumseh Rd E



Cars	Trucks	Heavys	Totals
846	11	0	857

Peds Cross:  $\times$   
 West Peds: 4  
 West Entering: 960  
 West Leg Total: 1801

## Comments

# Ontario Traffic Inc.

## Afternoon Peak Diagram

### Specified Period

**From:** 15:00:00

**To:** 18:00:00

### One Hour Peak

**From:** 15:00:00

**To:** 16:00:00

**Municipality:** Windsor  
**Site #:** 1800600066  
**Intersection:** Tecumseh Rd E & Clover Ave  
**TFR File #:** 1  
**Count date:** 17-Oct-18

**Weather conditions:**

**Person(s) who counted:**

**\*\* Signalized Intersection \*\***

**Major Road:** Tecumseh Rd E runs W/E

North Leg Total: 695

North Entering: 355

North Peds: 5

Peds Cross:  $\times$

Heavys	1	0	1
Trucks	10	3	13
Cars	219	122	341
<b>Totals</b>	<b>230</b>	<b>125</b>	<b>355</b>



Heavys 0

Trucks 6

Cars 334

Totals 340

East Leg Total: 1829

East Entering: 679

East Peds: 0

Peds Cross:  $\times$

Heavys	Trucks	Cars	Totals
3	19	820	842



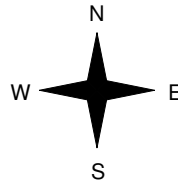
Clover Ave



Cars	Trucks	Heavys	Totals
66	1	0	67
601	9	2	612
<b>667</b>	<b>10</b>	<b>2</b>	<b>679</b>



Tecumseh Rd E



Heavys	Trucks	Cars	Totals
0	5	268	273
2	17	1006	1025
<b>2</b>	<b>22</b>	<b>1274</b>	<b>1298</b>



Tecumseh Rd E



Cars	Trucks	Heavys	Totals
1128	20	2	1150

Peds Cross:  $\times$   
 West Peds: 25  
 West Entering: 1298  
 West Leg Total: 2140

## Comments

# Ontario Traffic Inc.

## Total Count Diagram

**Municipality:** Windsor  
**Site #:** 1800600066  
**Intersection:** Tecumseh Rd E & Clover Ave  
**TFR File #:** 1  
**Count date:** 17-Oct-18

**Weather conditions:**  
**Person(s) who counted:**

**\*\* Signalized Intersection \*\***

**Major Road:** Tecumseh Rd E runs W/E

North Leg Total: 4523  
 North Entering: 2405  
 North Peds: 26  
 Peds Cross:  $\times$

Heavys	4	0	4
Trucks	33	11	44
Cars	1705	652	2357
Totals	1742	663	



Heavys	1
Trucks	27
Cars	2090
Totals	2118

East Leg Total: 13275  
 East Entering: 6106  
 East Peds: 3  
 Peds Cross:  $\times$

Heavys	Trucks	Cars	Totals
23	94	7173	7290



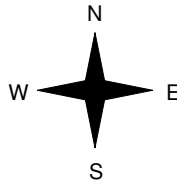
Clover Ave



Cars	Trucks	Heavys	Totals
549	8	1	558
5468	61	19	5548
6017	69	20	



Tecumseh Rd E



Heavys	Trucks	Cars	Totals
0	19	1541	1560
15	67	6424	6506
15	86	7965	



Tecumseh Rd E



Cars	Trucks	Heavys	Totals
7076	78	15	7169

Peds Cross:  $\times$   
 West Peds: 68  
 West Entering: 8066  
 West Leg Total: 15356

### Comments

# Ontario Traffic Inc. Traffic Count Summary

Intersection: Tecumseh Rd E & Clover Ave

Count Date: 17-Oct-18

Municipality: Windsor

<b>North Approach Totals</b>						North/South Total Approaches	<b>South Approach Totals</b>					
Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds		Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total				Left	Thru	Right	Grand Total	
7:00:00	0	0	0	0	0	0	7:00:00	0	0	0	0	0
8:00:00	34	0	180	214	2	214	8:00:00	0	0	0	0	0
9:00:00	183	0	401	584	2	584	9:00:00	0	0	0	0	0
10:00:00	43	0	174	217	5	217	10:00:00	0	0	0	0	0
11:00:00	0	0	0	0	0	0	11:00:00	0	0	0	0	0
12:00:00	47	0	176	223	4	223	12:00:00	0	0	0	0	0
13:00:00	56	0	159	215	2	215	13:00:00	0	0	0	0	0
14:00:00	48	0	127	175	2	175	14:00:00	0	0	0	0	0
15:00:00	0	0	0	0	0	0	15:00:00	0	0	0	0	0
16:00:00	125	0	230	355	5	355	16:00:00	0	0	0	0	0
17:00:00	70	0	156	226	1	226	17:00:00	0	0	0	0	0
18:00:00	57	0	139	196	3	196	18:00:00	0	0	0	0	0
Totals:	663	0	1742	2405	26	2405		0	0	0	0	0
<b>East Approach Totals</b>						East/West Total Approaches	<b>West Approach Totals</b>					
Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds		Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total				Left	Thru	Right	Grand Total	
7:00:00	0	0	0	0	0	0	7:00:00	0	0	0	0	0
8:00:00	0	534	39	573	0	956	8:00:00	58	325	0	383	0
9:00:00	0	641	136	777	0	1428	9:00:00	244	407	0	651	30
10:00:00	0	570	35	605	0	1258	10:00:00	88	565	0	653	3
11:00:00	0	0	0	0	0	0	11:00:00	0	0	0	0	0
12:00:00	0	667	53	720	1	1586	12:00:00	151	715	0	866	3
13:00:00	0	656	44	700	1	1687	13:00:00	170	817	0	987	1
14:00:00	0	627	41	668	0	1601	14:00:00	137	796	0	933	3
15:00:00	0	0	0	0	0	0	15:00:00	0	0	0	0	0
16:00:00	0	612	67	679	0	1977	16:00:00	273	1025	0	1298	25
17:00:00	0	626	62	688	1	1844	17:00:00	209	947	0	1156	2
18:00:00	0	615	81	696	0	1835	18:00:00	230	909	0	1139	1
Totals:	0	5548	558	6106	3	14172		1560	6506	0	8066	68
<b>Calculated Values for Traffic Crossing Major Street</b>												
Hours Ending:	9:00	10:00	12:00	13:00				14:00	16:00	17:00	18:00	
Crossing Values:	213	46	51	58				51	150	73	58	

# Ontario Traffic Inc.

Count Date: 17-Oct-18 Site #: 1800600066

Interval Time	Passenger Cars - North Approach						Trucks - North Approach						Heavys - North Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		North Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15:00	5	5	0	0	31	31	0	0	0	0	1	1	0	0	0	0	0	0	0	0
7:30:00	15	10	0	0	72	41	0	0	0	0	1	0	0	0	0	0	0	0	1	1
7:45:00	25	10	0	0	129	57	0	0	0	0	1	0	0	0	0	0	0	0	1	0
8:00:00	34	9	0	0	179	50	0	0	0	0	1	0	0	0	0	0	0	0	2	1
8:15:00	51	17	0	0	251	72	1	1	0	0	2	1	0	0	0	0	1	1	3	1
8:30:00	88	37	0	0	329	78	1	0	0	0	4	2	0	0	0	0	1	0	3	0
8:45:00	155	67	0	0	450	121	2	1	0	0	7	3	0	0	0	0	1	0	3	0
9:00:00	214	59	0	0	570	120	3	1	0	0	9	2	0	0	0	0	2	1	4	1
9:15:00	224	10	0	0	609	39	3	0	0	0	9	0	0	0	0	0	2	0	5	1
9:30:00	234	10	0	0	661	52	5	2	0	0	10	1	0	0	0	0	2	0	6	1
9:45:00	243	9	0	0	703	42	6	1	0	0	10	0	0	0	0	0	2	0	8	2
10:00:00	254	11	0	0	743	40	6	0	0	0	10	0	0	0	0	0	2	0	9	1
10:02:59	254	0	0	0	743	0	6	0	0	0	10	0	0	0	0	0	2	0	9	0
11:00:00	254	0	0	0	743	0	6	0	0	0	10	0	0	0	0	0	2	0	9	0
11:15:00	264	10	0	0	788	45	6	0	0	0	11	1	0	0	0	0	3	1	11	2
11:30:00	271	7	0	0	818	30	6	0	0	0	12	1	0	0	0	0	3	0	11	0
11:45:00	290	19	0	0	881	63	6	0	0	0	13	1	0	0	0	0	3	0	12	1
12:00:00	301	11	0	0	914	33	6	0	0	0	14	1	0	0	0	0	3	0	13	1
12:15:00	323	22	0	0	962	48	6	0	0	0	15	1	0	0	0	0	3	0	14	1
12:30:00	338	15	0	0	998	36	6	0	0	0	15	0	0	0	0	0	3	0	14	0
12:45:00	348	10	0	0	1022	24	6	0	0	0	15	0	0	0	0	0	3	0	14	0
13:00:00	357	9	0	0	1069	47	6	0	0	0	18	3	0	0	0	0	3	0	15	1
13:15:00	364	7	0	0	1103	34	6	0	0	0	19	1	0	0	0	0	3	0	16	1
13:30:00	376	12	0	0	1127	24	6	0	0	0	20	1	0	0	0	0	3	0	16	0
13:45:00	390	14	0	0	1160	33	6	0	0	0	21	1	0	0	0	0	3	0	17	1
14:00:00	404	14	0	0	1193	33	7	1	0	0	21	0	0	0	0	0	3	0	17	0
14:01:18	404	0	0	0	1193	0	7	0	0	0	21	0	0	0	0	0	3	0	17	0
15:00:00	404	0	0	0	1193	0	7	0	0	0	21	0	0	0	0	0	3	0	17	0
15:15:00	463	59	0	0	1269	76	10	3	0	0	26	5	0	0	0	0	4	1	19	2
15:30:00	492	29	0	0	1324	55	10	0	0	0	27	1	0	0	0	0	4	0	19	0
15:45:00	505	13	0	0	1360	36	10	0	0	0	28	1	0	0	0	0	4	0	21	2
16:00:00	526	21	0	0	1412	52	10	0	0	0	31	3	0	0	0	0	4	0	22	1
16:15:00	542	16	0	0	1454	42	10	0	0	0	32	1	0	0	0	0	4	0	22	0
16:30:00	559	17	0	0	1489	35	10	0	0	0	32	0	0	0	0	0	4	0	22	0
16:45:00	578	19	0	0	1536	47	10	0	0	0	32	0	0	0	0	0	4	0	22	0
17:00:00	596	18	0	0	1567	31	10	0	0	0	32	0	0	0	0	0	4	0	23	1
17:15:00	616	20	0	0	1602	35	10	0	0	0	32	0	0	0	0	0	4	0	24	1
17:30:00	624	8	0	0	1643	41	10	0	0	0	33	1	0	0	0	0	4	0	24	0
17:45:00	639	15	0	0	1676	33	10	0	0	0	33	0	0	0	0	0	4	0	25	1



# Ontario Traffic Inc.

Count Date: 17-Oct-18    Site #: 1800600066

Interval Time	Passenger Cars - East Approach						Trucks - East Approach						Heavys - East Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		East Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15:00	0	0	86	86	8	8	0	0	3	3	0	0	0	0	0	0	0	0	0	0
7:30:00	0	0	219	133	14	6	0	0	4	1	0	0	0	0	2	2	0	0	0	0
7:45:00	0	0	353	134	22	8	0	0	4	0	0	0	0	0	3	1	0	0	0	0
8:00:00	0	0	525	172	38	16	0	0	5	1	1	1	0	0	4	1	0	0	0	0
8:15:00	0	0	652	127	59	21	0	0	7	2	1	0	0	0	5	1	0	0	0	0
8:30:00	0	0	789	137	95	36	0	0	8	1	1	0	0	0	6	1	0	0	0	0
8:45:00	0	0	952	163	150	55	0	0	11	3	1	0	0	0	7	1	0	0	0	0
9:00:00	0	0	1155	203	174	24	0	0	12	1	1	0	0	0	8	1	0	0	0	0
9:15:00	0	0	1310	155	187	13	0	0	15	3	1	0	0	0	8	0	0	0	0	0
9:30:00	0	0	1455	145	191	4	0	0	17	2	1	0	0	0	8	0	0	0	0	0
9:45:00	0	0	1578	123	202	11	0	0	17	0	2	1	0	0	8	0	0	0	0	0
10:00:00	0	0	1717	139	207	5	0	0	20	3	2	0	0	0	8	0	1	1	0	0
10:02:59	0	0	1717	0	207	0	0	0	20	0	2	0	0	0	8	0	1	0	0	0
11:00:00	0	0	1717	0	207	0	0	0	20	0	2	0	0	0	8	0	1	0	0	0
11:15:00	0	0	1864	147	215	8	0	0	22	2	3	1	0	0	8	0	1	0	0	0
11:30:00	0	0	2054	190	224	9	0	0	22	0	4	1	0	0	9	1	1	0	1	1
11:45:00	0	0	2212	158	240	16	0	0	24	2	4	0	0	0	10	1	1	0	1	0
12:00:00	0	0	2376	164	257	17	0	0	26	2	5	1	0	0	10	0	1	0	1	0
12:15:00	0	0	2558	182	270	13	0	0	31	5	5	0	0	0	11	1	1	0	2	1
12:30:00	0	0	2697	139	281	11	0	0	34	3	5	0	0	0	12	1	1	0	2	0
12:45:00	0	0	2871	174	290	9	0	0	35	1	5	0	0	0	12	0	1	0	2	0
13:00:00	0	0	3019	148	301	11	0	0	36	1	5	0	0	0	13	1	1	0	2	0
13:15:00	0	0	3167	148	311	10	0	0	39	3	5	0	0	0	13	0	1	0	2	0
13:30:00	0	0	3310	143	319	8	0	0	42	3	5	0	0	0	13	0	1	0	2	0
13:45:00	0	0	3484	174	331	12	0	0	43	1	5	0	0	0	15	2	1	0	2	0
14:00:00	0	0	3634	150	341	10	0	0	46	3	6	1	0	0	15	0	1	0	2	0
14:01:18	0	0	3634	0	341	0	0	0	46	0	6	0	0	0	15	0	1	0	2	0
15:00:00	0	0	3634	0	341	0	0	0	46	0	6	0	0	0	15	0	1	0	2	0
15:15:00	0	0	3786	152	361	20	0	0	48	2	6	0	0	0	15	0	1	0	2	0
15:30:00	0	0	3939	153	374	13	0	0	50	2	6	0	0	0	15	0	1	0	2	0
15:45:00	0	0	4086	147	392	18	0	0	53	3	6	0	0	0	16	1	1	0	2	0
16:00:00	0	0	4235	149	407	15	0	0	55	2	7	1	0	0	17	1	1	0	2	0
16:15:00	0	0	4399	164	423	16	0	0	56	1	7	0	0	0	17	0	1	0	2	0
16:30:00	0	0	4559	160	436	13	0	0	56	0	7	0	0	0	17	0	1	0	2	0
16:45:00	0	0	4716	157	452	16	0	0	57	1	7	0	0	0	18	1	1	0	2	0
17:00:00	0	0	4856	140	469	17	0	0	59	2	7	0	0	0	18	0	1	0	3	1
17:15:00	0	0	5051	195	500	31	0	0	59	0	7	0	0	0	18	0	1	0	3	0
17:30:00	0	0	5191	140	516	16	0	0	61	2	7	0	0	0	18	0	1	0	3	0
17:45:00	0	0	5332	141	534	18	0	0	61	0	8	1	0	0	18	0	1	0	3	0





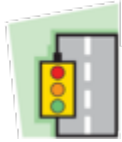


# Ontario Traffic Inc.

Count Date: 17-Oct-18    Site #: 1800600066

Interval Time	Passenger Cars - West Approach						Trucks - West Approach						Heavys - West Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		West Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15:00	4	4	59	59	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
7:30:00	25	21	139	80	0	0	2	2	3	2	0	0	0	0	1	1	0	0	0	0
7:45:00	39	14	227	88	0	0	2	0	4	1	0	0	0	0	1	0	0	0	0	0
8:00:00	55	16	318	91	0	0	3	1	6	2	0	0	0	0	1	0	0	0	0	0
8:15:00	82	27	392	74	0	0	3	0	7	1	0	0	0	0	1	0	0	0	0	1
8:30:00	145	63	494	102	0	0	4	1	11	4	0	0	0	0	1	0	0	0	10	9
8:45:00	234	89	597	103	0	0	5	1	11	0	0	0	0	0	1	0	0	0	26	16
9:00:00	295	61	719	122	0	0	7	2	11	0	0	0	0	0	2	1	0	0	30	4
9:15:00	322	27	840	121	0	0	7	0	14	3	0	0	0	0	2	0	0	0	30	0
9:30:00	335	13	995	155	0	0	7	0	15	1	0	0	0	0	3	1	0	0	30	0
9:45:00	363	28	1142	147	0	0	8	1	16	1	0	0	0	0	4	1	0	0	32	2
10:00:00	382	19	1272	130	0	0	8	0	17	1	0	0	0	0	8	4	0	0	33	1
10:02:59	382	0	1272	0	0	0	8	0	17	0	0	0	0	0	8	0	0	0	33	0
11:00:00	382	0	1272	0	0	0	8	0	17	0	0	0	0	0	8	0	0	0	33	0
11:15:00	419	37	1434	162	0	0	10	2	21	4	0	0	0	0	9	1	0	0	33	0
11:30:00	455	36	1610	176	0	0	11	1	23	2	0	0	0	0	11	2	0	0	33	0
11:45:00	494	39	1778	168	0	0	11	0	25	2	0	0	0	0	11	0	0	0	35	2
12:00:00	529	35	1972	194	0	0	12	1	29	4	0	0	0	0	11	0	0	0	36	1
12:15:00	587	58	2175	203	0	0	12	0	31	2	0	0	0	0	11	0	0	0	36	0
12:30:00	624	37	2389	214	0	0	12	0	34	3	0	0	0	0	11	0	0	0	37	1
12:45:00	653	29	2576	187	0	0	12	0	38	4	0	0	0	0	12	1	0	0	37	0
13:00:00	699	46	2779	203	0	0	12	0	38	0	0	0	0	0	12	0	0	0	37	0
13:15:00	734	35	2971	192	0	0	13	1	42	4	0	0	0	0	13	1	0	0	38	1
13:30:00	766	32	3172	201	0	0	14	1	43	1	0	0	0	0	13	0	0	0	39	1
13:45:00	795	29	3364	192	0	0	14	0	44	1	0	0	0	0	13	0	0	0	40	1
14:00:00	834	39	3568	204	0	0	14	0	44	0	0	0	0	0	13	0	0	0	40	0
14:01:18	834	0	3568	0	0	0	14	0	44	0	0	0	0	0	13	0	0	0	40	0
15:00:00	834	0	3568	0	0	0	14	0	44	0	0	0	0	0	13	0	0	0	40	0
15:15:00	907	73	3821	253	0	0	15	1	48	4	0	0	0	0	15	2	0	0	62	22
15:30:00	981	74	4064	243	0	0	16	1	55	7	0	0	0	0	15	0	0	0	64	2
15:45:00	1030	49	4293	229	0	0	19	3	59	4	0	0	0	0	15	0	0	0	65	1
16:00:00	1102	72	4574	281	0	0	19	0	61	2	0	0	0	0	15	0	0	0	65	0
16:15:00	1147	45	4815	241	0	0	19	0	61	0	0	0	0	0	15	0	0	0	65	0
16:30:00	1194	47	5045	230	0	0	19	0	62	1	0	0	0	0	15	0	0	0	65	0
16:45:00	1260	66	5267	222	0	0	19	0	64	2	0	0	0	0	15	0	0	0	67	2
17:00:00	1311	51	5517	250	0	0	19	0	65	1	0	0	0	0	15	0	0	0	67	0
17:15:00	1375	64	5776	259	0	0	19	0	66	1	0	0	0	0	15	0	0	0	67	0
17:30:00	1438	63	6015	239	0	0	19	0	67	1	0	0	0	0	15	0	0	0	67	0
17:45:00	1495	57	6232	217	0	0	19	0	67	0	0	0	0	0	15	0	0	0	68	1





**Ontario Traffic Inc.**  
TRAFFIC MONITORING  SERVICES & PRODUCTS

## Project #19069 - City of Windsor

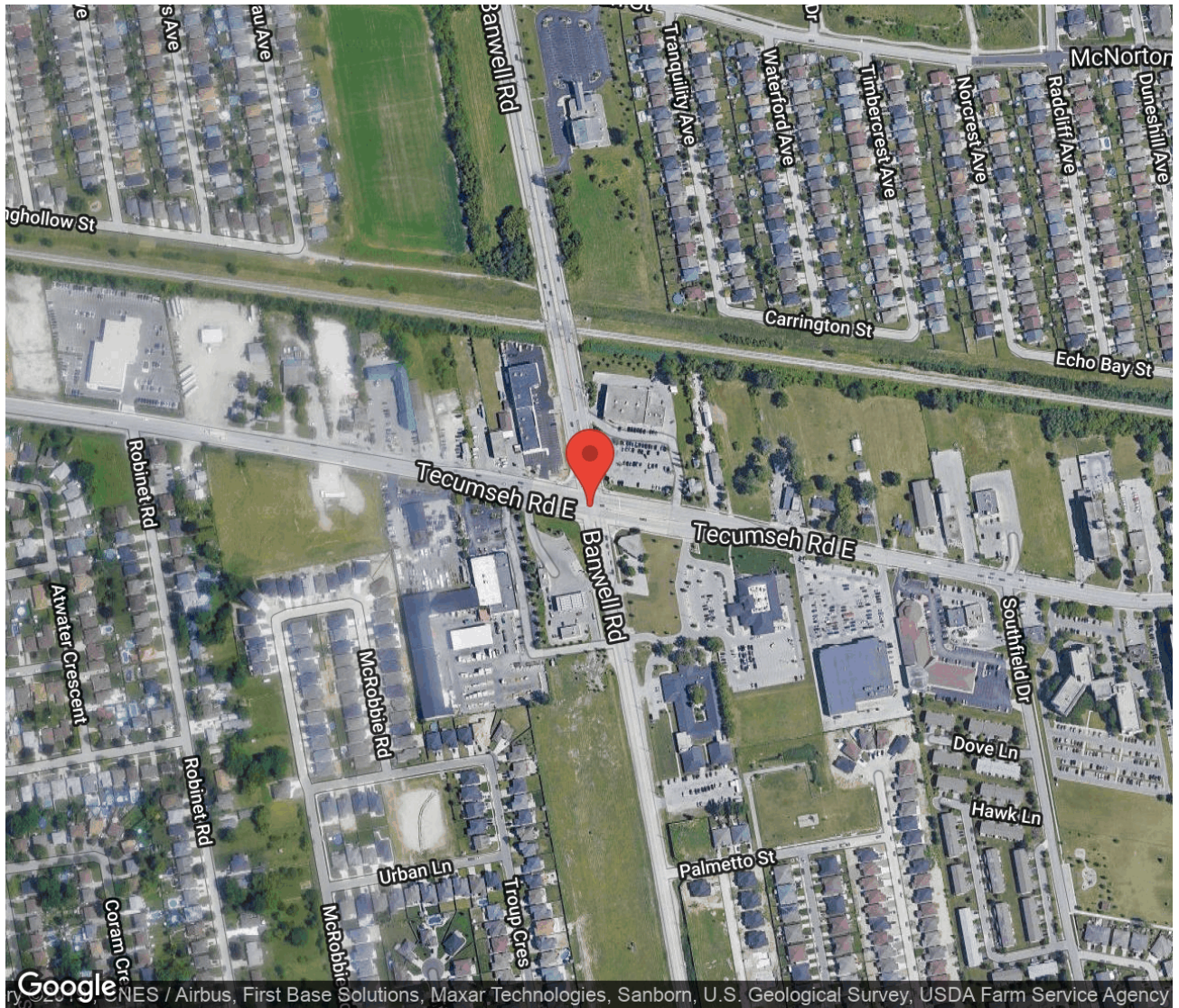
### Intersection Count Report

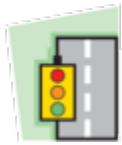
**Intersection:** Banwell Rd & Tecumseh Rd E  
**Municipality:** Windsor  
**Count Date:** Oct 31, 2019  
**Site Code:** 1906900033  
**Count Categories:** Cars, Medium Trucks, Heavy Trucks, Peds, Bicycles  
**Count Period:** 07:00-10:00, 11:00-14:00, 15:00-18:00  
**Weather:** Clear



# Traffic Count Map

Intersection: Banwell Rd & Tecumseh Rd E  
Municipality: Windsor  
Count Date: Oct 31, 2019



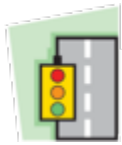


## Traffic Count Summary

Intersection: Banwell Rd & Tecumseh Rd E  
Municipality: Windsor  
Count Date: Oct 31, 2019

### - Traffic Summary

Hour	North Approach Totals						South Approach Totals					
	Includes Cars, Medium Trucks, Heavy Trucks, Bicycles						Includes Cars, Medium Trucks, Heavy Trucks, Bicycles					
	Left	Thru	Right	U-Turn	Total	Peds	Left	Thru	Right	U-Turn	Total	Peds
<b>07:00 - 08:00</b>	116	450	97	0	663	0	127	154	60	0	341	0
<b>08:00 - 09:00</b>	164	492	123	0	779	6	223	227	125	0	575	0
<b>09:00 - 10:00</b>	145	295	110	0	550	8	165	168	88	0	421	0
BREAK												
<b>11:00 - 12:00</b>	157	236	89	0	482	0	152	175	109	0	436	0
<b>12:00 - 13:00</b>	148	270	74	0	492	2	170	231	122	0	523	0
<b>13:00 - 14:00</b>	190	253	114	0	557	5	173	247	123	0	543	6
BREAK												
<b>15:00 - 16:00</b>	172	291	81	0	544	6	163	343	146	0	652	8
<b>16:00 - 17:00</b>	232	362	122	0	716	6	201	531	203	0	935	5
<b>17:00 - 18:00</b>	176	279	109	0	564	3	162	481	145	0	788	1
<b>GRAND TOTAL</b>	<b>1500</b>	<b>2928</b>	<b>919</b>	<b>0</b>	<b>5347</b>	<b>36</b>	<b>1536</b>	<b>2557</b>	<b>1121</b>	<b>0</b>	<b>5214</b>	<b>20</b>



## Traffic Count Summary

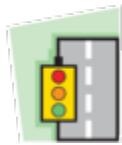
Intersection: Banwell Rd & Tecumseh Rd E  
Municipality: Windsor  
Count Date: Oct 31, 2019

### - Traffic Summary

#### East Approach Totals

#### West Approach Totals

Hour	Includes Cars, Medium Trucks, Heavy Trucks, Bicycles						Includes Cars, Medium Trucks, Heavy Trucks, Bicycles					
	Left	Thru	Right	U-Turn	Total	Peds	Left	Thru	Right	U-Turn	Total	Peds
<b>07:00 - 08:00</b>	77	368	58	0	503	0	83	227	66	0	376	0
<b>08:00 - 09:00</b>	121	547	101	0	769	1	119	401	103	0	623	1
<b>09:00 - 10:00</b>	87	467	104	0	658	4	104	362	84	0	550	0
BREAK												
<b>11:00 - 12:00</b>	85	538	118	0	741	0	115	550	114	0	779	1
<b>12:00 - 13:00</b>	111	533	122	0	766	0	137	567	121	0	825	0
<b>13:00 - 14:00</b>	113	503	147	0	763	0	142	552	162	0	856	1
BREAK												
<b>15:00 - 16:00</b>	153	498	153	0	804	8	217	739	161	0	1117	0
<b>16:00 - 17:00</b>	171	517	212	0	900	1	320	835	163	0	1318	0
<b>17:00 - 18:00</b>	159	440	222	0	821	1	327	781	171	0	1279	0
<b>GRAND TOTAL</b>	<b>1077</b>	<b>4411</b>	<b>1237</b>	<b>0</b>	<b>6725</b>	<b>15</b>	<b>1564</b>	<b>5014</b>	<b>1145</b>	<b>0</b>	<b>7723</b>	<b>3</b>



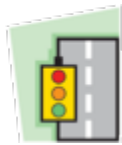
**Ontario Traffic Inc.**  
TRAFFIC MONITORING SERVICES & PRODUCTS

## Traffic Count Data

Intersection: Banwell Rd & Tecumseh Rd E  
Municipality: Windsor  
Count Date: Oct 31, 2019

### North Approach -

Start Time	Cars					Medium Trucks					Heavy Trucks					Bicycles					Total Peds	
	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total		
07:00	11	81	21	0	113	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
07:15	23	77	25	0	125	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	26	153	29	0	208	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	56	138	22	0	216	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	38	131	26	0	195	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
08:15	46	114	32	0	192	1	3	0	0	4	1	1	0	0	2	0	0	0	0	0	0	0
08:30	36	120	30	0	186	1	1	5	0	7	0	3	0	0	3	0	0	0	0	0	0	4
08:45	41	115	27	0	183	0	3	3	0	6	0	0	0	0	0	0	0	0	0	0	0	2
09:00	35	66	30	0	131	0	3	2	0	5	0	0	0	0	0	0	0	0	0	0	0	1
09:15	34	68	19	0	121	0	1	0	0	1	0	0	0	0	0	0	1	0	0	0	1	0
09:30	26	78	21	0	125	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	2
09:45	49	73	34	0	156	0	3	2	0	5	1	1	1	0	3	0	0	0	0	0	0	5
<b>SUBTOTAL</b>	421	1214	316	0	1951	2	17	13	0	32	2	5	1	0	8	0	1	0	0	1	14	



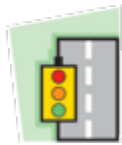
**Ontario Traffic Inc.**  
TRAFFIC MONITORING SERVICES & PRODUCTS

## Traffic Count Data

Intersection: Banwell Rd & Tecumseh Rd E  
Municipality: Windsor  
Count Date: Oct 31, 2019

### North Approach -

Start Time	Cars					Medium Trucks					Heavy Trucks					Bicycles					Total Peds	
	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total		
11:00	27	44	26	0	97	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0
11:15	30	66	21	0	117	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0
11:30	58	57	12	0	127	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0
11:45	41	65	21	0	127	0	0	5	0	5	0	1	1	0	2	0	0	0	0	0	0	0
12:00	34	93	12	0	139	0	1	2	0	3	0	2	0	0	2	0	0	0	0	0	0	2
12:15	37	47	16	0	100	0	2	0	0	2	1	0	0	0	1	0	0	0	0	0	0	0
12:30	42	66	20	0	128	0	1	1	0	2	0	3	0	0	3	0	0	0	0	0	0	0
12:45	34	54	23	0	111	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
13:00	46	57	32	0	135	2	1	0	0	3	1	0	0	0	1	0	0	0	0	0	0	0
13:15	41	66	26	0	133	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	46	62	15	0	123	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0
13:45	53	64	39	0	156	1	1	0	0	2	0	2	0	0	2	0	0	0	0	0	0	5
<b>SUBTOTAL</b>	489	741	263	0	1493	4	10	13	0	27	2	8	1	0	11	0	0	0	0	0	0	7



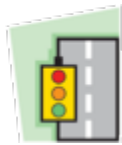
**Ontario Traffic Inc.**  
TRAFFIC MONITORING SERVICES & PRODUCTS

## Traffic Count Data

Intersection: Banwell Rd & Tecumseh Rd E  
Municipality: Windsor  
Count Date: Oct 31, 2019

### North Approach -

Start Time	Cars					Medium Trucks					Heavy Trucks					Bicycles					Total Peds
	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	
15:00	42	61	15	0	118	2	0	0	0	2	1	0	0	0	1	0	0	0	0	0	0
15:15	31	84	22	0	137	0	4	0	0	4	0	1	0	0	1	0	0	0	0	0	0
15:30	51	52	20	0	123	0	3	0	0	3	0	1	0	0	1	0	0	0	0	0	0
15:45	45	84	22	0	151	0	1	2	0	3	0	0	0	0	0	0	0	0	0	0	6
16:00	49	96	26	0	171	0	6	4	0	10	0	0	0	0	0	0	0	0	0	0	0
16:15	69	88	28	0	185	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0
16:30	74	102	43	0	219	0	1	1	0	2	0	1	0	0	1	0	0	0	0	0	5
16:45	39	66	17	0	122	1	1	0	0	2	0	0	0	0	0	0	1	0	0	1	1
17:00	48	64	21	0	133	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0
17:15	49	81	34	0	164	0	1	2	0	3	0	0	0	0	0	0	0	0	0	0	1
17:30	45	65	24	0	134	0	1	2	0	3	0	0	0	0	0	0	0	0	0	0	0
17:45	34	63	26	0	123	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	2
<b>SUBTOTAL</b>	576	906	298	0	1780	3	20	14	0	37	1	4	0	0	5	0	2	0	0	2	15
<b>GRAND TOTAL</b>	1486	2861	877	0	5224	9	47	40	0	96	5	17	2	0	24	0	3	0	0	3	36



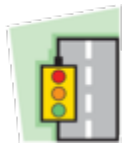
**Ontario Traffic Inc.**  
TRAFFIC MONITORING SERVICES & PRODUCTS

## Traffic Count Data

Intersection: Banwell Rd & Tecumseh Rd E  
Municipality: Windsor  
Count Date: Oct 31, 2019

### South Approach -

Start Time	Cars					Medium Trucks					Heavy Trucks					Bicycles					Total Peds
	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	
07:00	15	25	8	0	48	0	0	1	0	1	0	0	1	0	1	0	0	0	0	0	0
07:15	19	38	9	0	66	0	4	1	0	5	1	2	1	0	4	0	0	0	0	0	0
07:30	37	36	10	0	83	0	4	1	0	5	0	0	0	0	0	0	0	0	0	0	0
07:45	54	43	26	0	123	1	1	2	0	4	0	1	0	0	1	0	0	0	0	0	0
08:00	49	48	16	0	113	1	5	2	0	8	1	1	0	0	2	0	0	0	0	0	0
08:15	59	44	27	0	130	1	1	0	0	2	1	0	0	0	1	0	0	0	0	0	0
08:30	45	73	46	0	164	0	3	1	0	4	0	2	0	0	2	0	0	0	0	0	0
08:45	65	48	32	0	145	0	2	1	0	3	1	0	0	0	1	0	0	0	0	0	0
09:00	40	49	25	0	114	0	1	2	0	3	0	0	0	0	0	0	0	0	0	0	0
09:15	48	34	15	0	97	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0
09:30	26	36	18	0	80	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	0
09:45	50	42	27	0	119	0	2	1	0	3	0	1	0	0	1	0	0	0	0	0	0
<b>SUBTOTAL</b>	507	516	259	0	1282	3	25	12	0	40	5	8	2	0	15	0	0	0	0	0	0



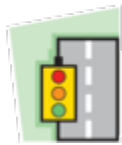
**Ontario Traffic Inc.**  
TRAFFIC MONITORING SERVICES & PRODUCTS

## Traffic Count Data

Intersection: Banwell Rd & Tecumseh Rd E  
Municipality: Windsor  
Count Date: Oct 31, 2019

### South Approach -

Start Time	Cars					Medium Trucks					Heavy Trucks					Bicycles					Total Peds	
	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total		
11:00	30	33	20	0	83	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
11:15	34	52	29	0	115	1	2	0	0	3	0	1	0	0	1	0	0	0	0	0	0	0
11:30	37	39	27	0	103	0	1	1	0	2	0	1	1	0	2	0	0	0	0	0	0	0
11:45	47	45	31	0	123	1	1	0	0	2	1	0	0	0	1	0	0	0	0	0	0	0
12:00	42	72	35	0	149	0	4	0	0	4	1	1	1	0	3	0	0	0	0	0	0	0
12:15	36	60	30	0	126	1	0	1	0	2	1	1	0	0	2	0	0	0	0	0	0	0
12:30	54	46	26	0	126	0	1	0	0	1	3	0	0	0	3	0	0	0	0	0	0	0
12:45	32	44	28	0	104	0	2	0	0	2	0	0	1	0	1	0	0	0	0	0	0	0
13:00	48	69	31	0	148	0	1	0	0	1	2	0	0	0	2	0	0	0	0	0	0	0
13:15	35	53	30	0	118	3	0	0	0	3	0	0	1	0	1	0	0	0	0	0	0	0
13:30	42	55	25	0	122	1	0	2	0	3	1	0	1	0	2	0	0	0	0	0	0	6
13:45	36	59	32	0	127	3	6	1	0	10	2	4	0	0	6	0	0	0	0	0	0	0
<b>SUBTOTAL</b>	473	627	344	0	1444	11	18	5	0	34	11	8	5	0	24	0	0	0	0	0	0	6



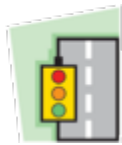
**Ontario Traffic Inc.**  
TRAFFIC MONITORING SERVICES & PRODUCTS

## Traffic Count Data

Intersection: Banwell Rd & Tecumseh Rd E  
Municipality: Windsor  
Count Date: Oct 31, 2019

### South Approach -

Start Time	Cars					Medium Trucks					Heavy Trucks					Bicycles					Total Peds
	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	
15:00	45	79	32	0	156	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0	7
15:15	43	90	33	0	166	1	0	1	0	2	2	0	0	0	2	0	0	0	0	0	1
15:30	35	63	35	0	133	0	2	0	0	2	4	0	0	0	4	0	0	0	0	0	0
15:45	30	105	43	0	178	0	2	0	0	2	2	0	2	0	4	0	0	0	0	0	0
16:00	38	130	40	0	208	0	1	0	0	1	2	0	1	0	3	0	0	0	0	0	0
16:15	43	138	54	0	235	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	0
16:30	63	145	76	0	284	0	3	0	0	3	0	2	0	0	2	0	0	0	0	0	5
16:45	54	110	32	0	196	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
17:00	58	126	40	0	224	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0
17:15	34	140	42	0	216	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	0
17:30	25	119	27	0	171	0	0	0	0	0	2	0	1	0	3	0	0	0	0	0	0
17:45	42	92	32	0	166	0	1	0	0	1	0	2	2	0	4	0	0	0	0	0	1
<b>SUBTOTAL</b>	510	1337	486	0	2333	2	14	1	0	17	14	4	7	0	25	0	0	0	0	0	14
<b>GRAND TOTAL</b>	1490	2480	1089	0	5059	16	57	18	0	91	30	20	14	0	64	0	0	0	0	0	20



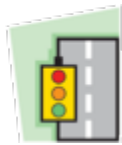
**Ontario Traffic Inc.**  
TRAFFIC MONITORING + SERVICES & PRODUCTS

## Traffic Count Data

Intersection: Banwell Rd & Tecumseh Rd E  
Municipality: Windsor  
Count Date: Oct 31, 2019

### East Approach -

Start Time	Cars					Medium Trucks					Heavy Trucks					Bicycles					Total Peds	
	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total		
07:00	17	51	6	0	74	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
07:15	10	87	11	0	108	0	0	1	0	1	0	1	1	0	2	0	0	0	0	0	0	0
07:30	18	93	21	0	132	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0
07:45	31	133	16	0	180	0	1	1	0	2	0	1	0	0	1	0	0	0	0	0	0	0
08:00	17	127	25	0	169	0	0	2	0	2	1	0	1	0	2	0	0	0	0	0	0	0
08:15	30	135	23	0	188	0	1	2	0	3	0	1	0	0	1	0	0	0	0	0	0	0
08:30	45	130	24	0	199	0	3	1	0	4	0	1	0	0	1	0	0	0	0	0	0	1
08:45	26	148	23	0	197	1	0	0	0	1	1	1	0	0	2	0	0	0	0	0	0	0
09:00	17	102	31	0	150	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0
09:15	27	106	28	0	161	1	2	1	0	4	0	0	0	0	0	0	0	0	0	0	0	0
09:30	17	107	18	0	142	2	4	1	0	7	0	0	0	0	0	0	0	0	0	0	0	2
09:45	23	142	24	0	189	0	1	1	0	2	0	2	0	0	2	0	0	0	0	0	0	2
<b>SUBTOTAL</b>	278	1361	250	0	1889	5	13	11	0	29	2	8	2	0	12	0	0	0	0	0	0	5



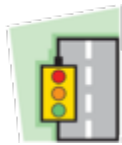
**Ontario Traffic Inc.**  
TRAFFIC MONITORING SERVICES & PRODUCTS

## Traffic Count Data

Intersection: Banwell Rd & Tecumseh Rd E  
Municipality: Windsor  
Count Date: Oct 31, 2019

### East Approach -

Start Time	Cars					Medium Trucks					Heavy Trucks					Bicycles					Total Peds	
	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total		
11:00	21	158	25	0	204	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0
11:15	14	111	31	0	156	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0
11:30	24	130	31	0	185	0	1	0	0	1	0	2	1	0	3	0	0	0	0	0	0	0
11:45	24	127	30	0	181	1	3	0	0	4	0	1	0	0	1	0	0	0	0	0	0	0
12:00	27	158	43	0	228	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
12:15	20	115	22	0	157	0	0	0	0	0	0	1	0	0	1	0	1	0	0	0	1	0
12:30	23	135	33	0	191	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0
12:45	40	119	24	0	183	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0
13:00	29	122	34	0	185	0	3	0	0	3	0	1	0	0	1	0	0	0	0	0	0	0
13:15	33	128	38	0	199	0	0	0	0	0	0	1	0	0	1	0	1	0	0	0	1	0
13:30	25	118	38	0	181	0	2	0	0	2	0	0	0	0	0	0	1	0	0	0	1	0
13:45	24	121	37	0	182	0	3	0	0	3	2	1	0	0	3	0	1	0	0	0	1	0
<b>SUBTOTAL</b>	304	1542	386	0	2232	1	20	0	0	21	4	8	1	0	13	0	4	0	0	4	0	0



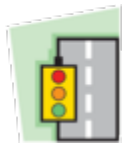
**Ontario Traffic Inc.**  
TRAFFIC MONITORING SERVICES & PRODUCTS

## Traffic Count Data

Intersection: Banwell Rd & Tecumseh Rd E  
Municipality: Windsor  
Count Date: Oct 31, 2019

### East Approach -

Start Time	Cars					Medium Trucks					Heavy Trucks					Bicycles					Total Peds
	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	
15:00	34	116	22	0	172	2	3	1	0	6	0	0	0	0	0	0	0	0	0	0	0
15:15	33	125	44	0	202	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	3
15:30	34	142	37	0	213	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0
15:45	50	108	48	0	206	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	5
16:00	39	105	42	0	186	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	36	124	54	0	214	1	0	0	0	1	1	0	0	0	1	0	1	0	0	1	0
16:30	72	165	63	0	300	0	3	0	0	3	0	2	0	0	2	0	0	0	0	0	0
16:45	22	117	53	0	192	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
17:00	37	121	69	0	227	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
17:15	43	102	52	0	197	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	1
17:30	36	92	47	0	175	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	0
17:45	42	117	54	0	213	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0
<b>SUBTOTAL</b>	478	1434	585	0	2497	4	12	2	0	18	1	4	0	0	5	0	5	0	0	5	10
<b>GRAND TOTAL</b>	1060	4337	1221	0	6618	10	45	13	0	68	7	20	3	0	30	0	9	0	0	9	15



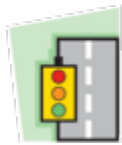
**Ontario Traffic Inc.**  
TRAFFIC MONITORING SERVICES & PRODUCTS

## Traffic Count Data

Intersection: Banwell Rd & Tecumseh Rd E  
Municipality: Windsor  
Count Date: Oct 31, 2019

### West Approach -

Start Time	Cars					Medium Trucks					Heavy Trucks					Bicycles					Total Peds
	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	
07:00	13	26	6	0	45	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0
07:15	21	46	11	0	78	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
07:30	22	65	25	0	112	3	1	0	0	4	0	0	1	0	1	0	0	0	0	0	0
07:45	23	83	19	0	125	1	3	1	0	5	0	1	1	0	2	0	1	0	0	1	0
08:00	23	70	17	0	110	2	4	0	0	6	0	1	1	0	2	0	0	0	0	0	0
08:15	20	87	32	0	139	5	3	1	0	9	0	0	1	0	1	0	0	0	0	0	0
08:30	35	107	18	0	160	4	2	0	0	6	0	2	0	0	2	0	0	0	0	0	1
08:45	30	120	32	0	182	0	3	1	0	4	0	2	0	0	2	0	0	0	0	0	0
09:00	20	68	18	0	106	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0
09:15	20	88	17	0	125	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
09:30	22	92	19	0	133	1	2	0	0	3	0	1	0	0	1	0	0	0	0	0	0
09:45	38	105	28	0	171	1	3	0	0	4	0	3	1	0	4	0	0	0	0	0	0
<b>SUBTOTAL</b>	287	957	242	0	1486	19	22	4	0	45	0	10	7	0	17	0	1	0	0	1	1



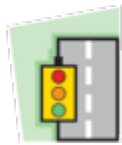
**Ontario Traffic Inc.**  
TRAFFIC MONITORING SERVICES & PRODUCTS

## Traffic Count Data

Intersection: Banwell Rd & Tecumseh Rd E  
Municipality: Windsor  
Count Date: Oct 31, 2019

### West Approach -

Start Time	Cars					Medium Trucks					Heavy Trucks					Bicycles					Total Peds
	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	
11:00	31	129	21	0	181	0	2	2	0	4	0	0	1	0	1	0	0	0	0	0	0
11:15	30	114	24	0	168	0	2	2	0	4	1	0	0	0	1	0	0	0	0	0	0
11:30	23	138	29	0	190	0	4	0	0	4	0	1	2	0	3	0	0	0	0	0	1
11:45	30	157	32	0	219	0	1	1	0	2	0	1	0	0	1	0	1	0	0	1	0
12:00	48	146	27	0	221	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	0
12:15	23	138	26	0	187	1	0	0	0	1	0	0	2	0	2	0	0	0	0	0	0
12:30	34	110	27	0	171	0	0	0	0	0	1	0	1	0	2	0	0	0	0	0	0
12:45	30	166	37	0	233	0	4	0	0	4	0	0	1	0	1	0	0	0	0	0	0
13:00	37	114	33	0	184	0	2	1	0	3	1	2	2	0	5	0	1	0	0	1	0
13:15	31	139	52	0	222	1	1	0	0	2	0	3	0	0	3	0	0	0	0	0	0
13:30	37	129	37	0	203	0	0	0	0	0	0	2	0	0	2	0	2	0	0	2	0
13:45	35	153	35	0	223	0	2	2	0	4	0	2	0	0	2	0	0	0	0	0	1
<b>SUBTOTAL</b>	<b>389</b>	<b>1633</b>	<b>380</b>	<b>0</b>	<b>2402</b>	<b>2</b>	<b>19</b>	<b>8</b>	<b>0</b>	<b>29</b>	<b>3</b>	<b>13</b>	<b>9</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>2</b>



**Ontario Traffic Inc.**  
TRAFFIC MONITORING SERVICES & PRODUCTS

## Traffic Count Data

Intersection: Banwell Rd & Tecumseh Rd E  
Municipality: Windsor  
Count Date: Oct 31, 2019

### West Approach -

Start Time	Cars					Medium Trucks					Heavy Trucks					Bicycles					Total Peds
	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	
15:00	44	154	32	0	230	4	1	0	0	5	1	1	0	0	2	0	0	0	0	0	0
15:15	44	199	41	0	284	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0
15:30	65	190	40	0	295	1	1	0	0	2	0	1	1	0	2	0	0	0	0	0	0
15:45	57	187	46	0	290	1	2	1	0	4	0	1	0	0	1	0	0	0	0	0	0
16:00	85	197	48	0	330	0	0	1	0	1	0	1	0	0	1	0	2	0	0	2	0
16:15	78	204	40	0	322	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	96	237	44	0	377	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	0
16:45	60	189	30	0	279	1	1	0	0	2	0	0	0	0	0	0	1	0	0	1	0
17:00	74	225	43	0	342	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	0
17:15	82	203	45	0	330	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
17:30	67	161	36	0	264	0	2	0	0	2	0	1	2	0	3	0	0	0	0	0	0
17:45	104	184	43	0	331	0	2	0	0	2	0	1	1	0	2	0	0	0	0	0	0
<b>SUBTOTAL</b>	856	2330	488	0	3674	7	13	3	0	23	1	9	4	0	14	0	3	0	0	3	0
<b>GRAND TOTAL</b>	1532	4920	1110	0	7562	28	54	15	0	97	4	32	20	0	56	0	8	0	0	8	3



# Peak Hour Diagram

## Specified Period

From: 07:00:00  
To: 10:00:00

## One Hour Peak

From: 08:00:00  
To: 09:00:00

Intersection: Banwell Rd & Tecumseh Rd E  
Site ID: 1906900033  
Count Date: Oct 31, 2019

Weather conditions:

**\*\* Signalized Intersection \*\***

**Major Road:** runs E/W

### North Approach

	Out	In	Total
	756	416	1172
MT	18	27	45
HT	5	4	9
	0	0	0
<b>Totals</b>	<b>779</b>	<b>447</b>	<b>1226</b>

	0	0	0	0
HT	0	4	1	0
MT	8	8	2	0
	115	480	161	0
<b>Totals</b>	<b>123</b>	<b>492</b>	<b>164</b>	<b>0</b>



Peds: 6

### East Approach

	Out	In	Total
	753	666	1419
MT	10	18	28
HT	6	6	12
	0	0	0
<b>Totals</b>	<b>769</b>	<b>690</b>	<b>1459</b>

	HT	MT		Totals
0	0	0	0	0
0	0	11	108	119
0	5	12	384	401
0	2	2	99	103

Peds: 1



Peds: 1

Peds: 0

Totals		MT	HT	
0	0	0	0	0
101	95	5	1	0
547	540	4	3	0
121	118	1	2	0

### West Approach

	Out	In	Total
	591	873	1464
MT	25	14	39
HT	7	6	13
	0	0	0
<b>Totals</b>	<b>623</b>	<b>893</b>	<b>1516</b>

Totals				
<b>223</b>	<b>227</b>	<b>125</b>	<b>0</b>	
	218	213	121	0
MT	2	11	4	0
HT	3	3	0	0
	0	0	0	0

### South Approach

	Out	In	Total
	552	697	1249
MT	17	11	28
HT	6	8	14
	0	0	0
<b>Totals</b>	<b>575</b>	<b>716</b>	<b>1291</b>

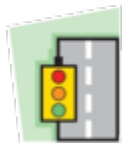
- Cars

MT - Medium Trucks

HT - Heavy Trucks

- Bicycles

## Comments



## Peak Hour Summary

Intersection: Banwell Rd & Tecumseh Rd E  
Count Date: Oct 31, 2019  
Period: 07:00 - 10:00

### Peak Hour Data (08:00 - 09:00)

Start Time	North Approach						South Approach						East Approach						West Approach						Total Vehicles
	←	↑	→	↻	Peds	Total	←	↑	→	↻	Peds	Total	←	↑	→	↻	Peds	Total	←	↑	→	↻	Peds	Total	
08:00	38	132	26	0	0	196	51	54	18	0	0	123	18	127	28	0	0	173	25	75	18	0	0	118	610
08:15	48	118	32	0	0	198	61	45	27	0	0	133	30	137	25	0	0	192	25	90	34	0	0	149	672
08:30	37	124	35	0	4	196	45	78	47	0	0	170	45	134	25	0	1	204	39	111	18	0	1	168	738
08:45	41	118	30	0	2	189	66	50	33	0	0	149	28	149	23	0	0	200	30	125	33	0	0	188	726
<b>Grand Total</b>	<b>164</b>	<b>492</b>	<b>123</b>	<b>0</b>	<b>6</b>	<b>779</b>	<b>223</b>	<b>227</b>	<b>125</b>	<b>0</b>	<b>0</b>	<b>575</b>	<b>121</b>	<b>547</b>	<b>101</b>	<b>0</b>	<b>1</b>	<b>769</b>	<b>119</b>	<b>401</b>	<b>103</b>	<b>0</b>	<b>1</b>	<b>623</b>	<b>2746</b>
Approach %	21.1	63.2	15.8	0	-	-	38.8	39.5	21.7	0	-	-	15.7	71.1	13.1	0	-	-	19.1	64.4	16.5	0	-	-	-
Totals %	6	17.9	4.5	0	-	28.4	8.1	8.3	4.6	0	-	20.9	4.4	19.9	3.7	0	-	28	4.3	14.6	3.8	0	-	22.7	-
<b>PHF</b>	<b>0.85</b>	<b>0.93</b>	<b>0.88</b>	<b>0</b>	<b>0.98</b>	<b>0.98</b>	<b>0.84</b>	<b>0.73</b>	<b>0.66</b>	<b>0</b>	<b>0.85</b>	<b>0.85</b>	<b>0.67</b>	<b>0.92</b>	<b>0.9</b>	<b>0</b>	<b>0.94</b>	<b>0.94</b>	<b>0.76</b>	<b>0.8</b>	<b>0.76</b>	<b>0</b>	<b>0.83</b>	<b>0.93</b>	<b>0.93</b>
Cars	161	480	115	0	-	756	218	213	121	0	-	552	118	540	95	0	-	753	108	384	99	0	-	591	2652
% Cars	98.2	97.6	93.5	0	-	97	97.8	93.8	96.8	0	-	96	97.5	98.7	94.1	0	-	97.9	90.8	95.8	96.1	0	-	94.9	96.6
Medium Trucks	2	8	8	0	-	18	2	11	4	0	-	17	1	4	5	0	-	10	11	12	2	0	-	25	70
% Medium Trucks	1.2	1.6	6.5	0	-	2.3	0.9	4.8	3.2	0	-	3	0.8	0.7	5	0	-	1.3	9.2	3	1.9	0	-	4	2.5
Heavy Trucks	1	4	0	0	-	5	3	3	0	0	-	6	2	3	1	0	-	6	0	5	2	0	-	7	24
% Heavy Trucks	0.6	0.8	0	0	-	0.6	1.3	1.3	0	0	-	1	1.7	0.5	1	0	-	0.8	0	1.2	1.9	0	-	1.1	0.9
Bicycles	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	0	-	0
% Bicycles	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	0	-	0
Peds					6	-					0	-					1	-					1	-	8
% Peds					75	-					0	-					12.5	-					12.5	-	-



# Peak Hour Diagram

## Specified Period

From: 11:00:00  
To: 14:00:00

## One Hour Peak

From: 13:00:00  
To: 14:00:00

Intersection: Banwell Rd & Tecumseh Rd E  
Site ID: 1906900033  
Count Date: Oct 31, 2019

Weather conditions:

**\*\* Signalized Intersection \*\***

**Major Road:** runs E/W

### North Approach

	Out	In	Total
	547	523	1070
MT	7	8	15
HT	3	5	8
	0	0	0
<b>Totals</b>	<b>557</b>	<b>536</b>	<b>1093</b>

	0	0	0	0
HT	0	2	1	0
MT	2	2	3	0
	112	249	186	0
<b>Totals</b>	<b>114</b>	<b>253</b>	<b>190</b>	<b>0</b>



Peds: 5

### East Approach

	Out	In	Total
	747	839	1586
MT	8	11	19
HT	5	12	17
	3	3	6
<b>Totals</b>	<b>763</b>	<b>865</b>	<b>1628</b>

Totals		MT	HT	
<b>0</b>	0	0	0	0
<b>147</b>	147	0	0	0
<b>503</b>	489	8	3	3
<b>113</b>	111	0	2	0

	HT	MT		Totals
0	0	0	0	<b>0</b>
0	1	1	140	<b>142</b>
3	9	5	535	<b>552</b>
0	2	3	157	<b>162</b>

Peds: 1



Peds: 0

Peds: 6

### West Approach

	Out	In	Total
	832	762	1594
MT	9	17	26
HT	12	8	20
	3	3	6
<b>Totals</b>	<b>856</b>	<b>790</b>	<b>1646</b>

Totals				
<b>173</b>	<b>247</b>	<b>123</b>	<b>0</b>	
	161	236	118	0
MT	7	7	3	0
HT	5	4	2	0
	0	0	0	0

### South Approach

	Out	In	Total
	515	517	1032
MT	17	5	22
HT	11	6	17
	0	0	0
<b>Totals</b>	<b>543</b>	<b>528</b>	<b>1071</b>

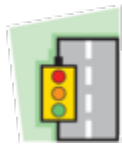
- Cars

MT - Medium Trucks

HT - Heavy Trucks

- Bicycles

## Comments

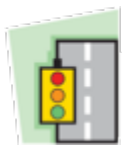


## Peak Hour Summary

Intersection: Banwell Rd & Tecumseh Rd E  
 Count Date: Oct 31, 2019  
 Period: 11:00 - 14:00

### Peak Hour Data (13:00 - 14:00)

Start Time	North Approach						South Approach						East Approach						West Approach						Total Vehicles
	←	↑	→	↻	Peds	Total	←	↑	→	↻	Peds	Total	←	↑	→	↻	Peds	Total	←	↑	→	↻	Peds	Total	
13:00	49	58	32	0	0	139	50	70	31	0	0	151	29	126	34	0	0	189	38	119	36	0	0	193	672
13:15	41	66	26	0	0	133	38	53	31	0	0	122	33	130	38	0	0	201	32	143	52	0	0	227	683
13:30	46	62	17	0	0	125	44	55	28	0	6	127	25	121	38	0	0	184	37	133	37	0	0	207	643
13:45	54	67	39	0	5	160	41	69	33	0	0	143	26	126	37	0	0	189	35	157	37	0	1	229	721
<b>Grand Total</b>	<b>190</b>	<b>253</b>	<b>114</b>	<b>0</b>	<b>5</b>	<b>557</b>	<b>173</b>	<b>247</b>	<b>123</b>	<b>0</b>	<b>6</b>	<b>543</b>	<b>113</b>	<b>503</b>	<b>147</b>	<b>0</b>	<b>0</b>	<b>763</b>	<b>142</b>	<b>552</b>	<b>162</b>	<b>0</b>	<b>1</b>	<b>856</b>	<b>2719</b>
Approach %	34.1	45.4	20.5	0	-	-	31.9	45.5	22.7	0	-	-	14.8	65.9	19.3	0	-	-	16.6	64.5	18.9	0	-	-	
Totals %	7	9.3	4.2	0	20.5	6.4	9.1	4.5	0	20	4.2	18.5	5.4	0	28.1	5.2	20.3	6	0	31.5					
<b>PHF</b>	<b>0.88</b>	<b>0.94</b>	<b>0.73</b>	<b>0</b>	<b>0.87</b>	<b>0.87</b>	<b>0.88</b>	<b>0.93</b>	<b>0</b>	<b>0.9</b>	<b>0.86</b>	<b>0.97</b>	<b>0.97</b>	<b>0</b>	<b>0.95</b>	<b>0.93</b>	<b>0.88</b>	<b>0.78</b>	<b>0</b>	<b>0.93</b>	<b>0.94</b>				
Cars	186	249	112	0	547	161	236	118	0	515	111	489	147	0	747	140	535	157	0	832	2641				
% Cars	97.9	98.4	98.2	0	98.2	93.1	95.5	95.9	0	94.8	98.2	97.2	100	0	97.9	98.6	96.9	96.9	0	97.2	97.1				
Medium Trucks	3	2	2	0	7	7	7	3	0	17	0	8	0	0	8	1	5	3	0	9	41				
% Medium Trucks	1.6	0.8	1.8	0	1.3	4	2.8	2.4	0	3.1	0	1.6	0	0	1	0.7	0.9	1.9	0	1.1	1.5				
Heavy Trucks	1	2	0	0	3	5	4	2	0	11	2	3	0	0	5	1	9	2	0	12	31				
% Heavy Trucks	0.5	0.8	0	0	0.5	2.9	1.6	1.6	0	2	1.8	0.6	0	0	0.7	0.7	1.6	1.2	0	1.4	1.1				
Bicycles	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	3	0	0	3	6				
% Bicycles	0	0	0	0	0	0	0	0	0	0	0	0.6	0	0	0.4	0	0.5	0	0	0.4	0.2				
Peds					5	-				6	-				0	-				1	-	12			
% Peds					41.7	-				50	-				0	-				8.3	-				



# Ontario Traffic Inc.

TRAFFIC MONITORING SERVICES & PRODUCTS

## Peak Hour Diagram

### Specified Period

From: 15:00:00  
To: 18:00:00

### One Hour Peak

From: 15:45:00  
To: 16:45:00

**Intersection:** Banwell Rd & Tecumseh Rd E  
**Site ID:** 1906900033  
**Count Date:** Oct 31, 2019

**Weather conditions:**

**\*\* Signalized Intersection \*\***

**Major Road:** runs E/W

### North Approach

	Out	In	Total
	726	1041	1767
MT	18	8	26
HT	1	2	3
	0	0	0
<b>Totals</b>	<b>745</b>	<b>1051</b>	<b>1796</b>

	0	0	0	0
HT	0	1	0	0
MT	10	8	0	0
	119	370	237	0
<b>Totals</b>	<b>129</b>	<b>379</b>	<b>237</b>	<b>0</b>



**Peds: 11**

### East Approach

	Out	In	Total
	906	1275	2181
MT	4	4	8
HT	3	6	9
	3	2	5
<b>Totals</b>	<b>916</b>	<b>1287</b>	<b>2203</b>

	HT	MT		Totals
0	0	0	0	<b>0</b>
0	0	1	316	<b>317</b>
2	3	4	825	<b>834</b>
0	0	2	178	<b>180</b>

**Peds: 0**



**Peds: 5**

**Peds: 5**

Totals		MT	HT	
<b>0</b>	0	0	0	0
<b>207</b>	207	0	0	0
<b>510</b>	502	3	2	3
<b>199</b>	197	1	1	0

### West Approach

	Out	In	Total
	1319	795	2114
MT	7	13	20
HT	3	7	10
	2	3	5
<b>Totals</b>	<b>1331</b>	<b>818</b>	<b>2149</b>

Totals				
<b>179</b>	<b>527</b>	<b>216</b>	<b>0</b>	
	174	518	213	0
MT	0	7	0	0
HT	5	2	3	0
	0	0	0	0

### South Approach

	Out	In	Total
	905	745	1650
MT	7	11	18
HT	10	2	12
	0	0	0
<b>Totals</b>	<b>922</b>	<b>758</b>	<b>1680</b>

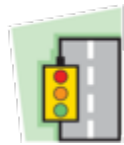
- Cars

MT - Medium Trucks

HT - Heavy Trucks

- Bicycles

### Comments



**Ontario Traffic Inc.**  
TRAFFIC MONITORING SERVICES & PRODUCTS

## Peak Hour Summary

Intersection: Banwell Rd & Tecumseh Rd E  
Count Date: Oct 31, 2019  
Period: 15:00 - 18:00

### Peak Hour Data (15:45 - 16:45)

Start Time	North Approach						South Approach						East Approach						West Approach						Total Vehicles
	←	↑	→	↻	Peds	Total	←	↑	→	↻	Peds	Total	←	↑	→	↻	Peds	Total	←	↑	→	↻	Peds	Total	
15:45	45	85	24	0	6	154	32	107	45	0	0	184	50	110	48	0	5	208	58	190	47	0	0	295	841
16:00	49	102	30	0	0	181	40	131	41	0	0	212	39	105	42	0	0	186	85	200	49	0	0	334	913
16:15	69	88	31	0	0	188	44	139	54	0	0	237	38	125	54	0	0	217	78	204	40	0	0	322	964
16:30	74	104	44	0	5	222	63	150	76	0	5	289	72	170	63	0	0	305	96	240	44	0	0	380	1196
<b>Grand Total</b>	<b>237</b>	<b>379</b>	<b>129</b>	<b>0</b>	<b>11</b>	<b>745</b>	<b>179</b>	<b>527</b>	<b>216</b>	<b>0</b>	<b>5</b>	<b>922</b>	<b>199</b>	<b>510</b>	<b>207</b>	<b>0</b>	<b>5</b>	<b>916</b>	<b>317</b>	<b>834</b>	<b>180</b>	<b>0</b>	<b>0</b>	<b>1331</b>	<b>3914</b>
Approach %	31.8	50.9	17.3	0	-	-	19.4	57.2	23.4	0	-	-	21.7	55.7	22.6	0	-	-	23.8	62.7	13.5	0	-	-	-
Totals %	6.1	9.7	3.3	0	19	23.6	4.6	13.5	5.5	0	23.6	5.1	13	5.3	0	23.4	8.1	21.3	4.6	0	34				
<b>PHF</b>	<b>0.8</b>	<b>0.91</b>	<b>0.73</b>	<b>0</b>	<b>0.84</b>	<b>0.8</b>	<b>0.71</b>	<b>0.88</b>	<b>0.71</b>	<b>0</b>	<b>0.8</b>	<b>0.69</b>	<b>0.75</b>	<b>0.82</b>	<b>0</b>	<b>0.75</b>	<b>0.83</b>	<b>0.87</b>	<b>0.92</b>	<b>0</b>	<b>0.88</b>	<b>0.82</b>			
Cars	237	370	119	0	726	905	174	518	213	0	905	197	502	207	0	906	316	825	178	0	1319	3856			
% Cars	100	97.6	92.2	0	97.4	98.2	97.2	98.3	98.6	0	98.2	99	98.4	100	0	98.9	99.7	98.9	98.9	0	99.1	98.5			
Medium Trucks	0	8	10	0	18	7	0	7	0	0	7	1	3	0	0	4	1	4	2	0	7	36			
% Medium Trucks	0	2.1	7.8	0	2.4	0.8	0	1.3	0	0	0.8	0.5	0.6	0	0	0.4	0.3	0.5	1.1	0	0.5	0.9			
Heavy Trucks	0	1	0	0	1	10	5	2	3	0	10	1	2	0	0	3	0	3	0	0	3	17			
% Heavy Trucks	0	0.3	0	0	0.1	1.1	2.8	0.4	1.4	0	1.1	0.5	0.4	0	0	0.3	0	0.4	0	0	0.2	0.4			
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	2	0	0	2	5			
% Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0.6	0	0	0.3	0	0.2	0	0	0.2	0.1			
Peds					11	-					5	-				5	-				0	-	21		
% Peds					52.4	-					23.8	-				23.8	-				0	-			



**Ontario Traffic Inc.**  
TRAFFIC MONITORING  SERVICES & PRODUCTS

## Project #19069 - City of Windsor

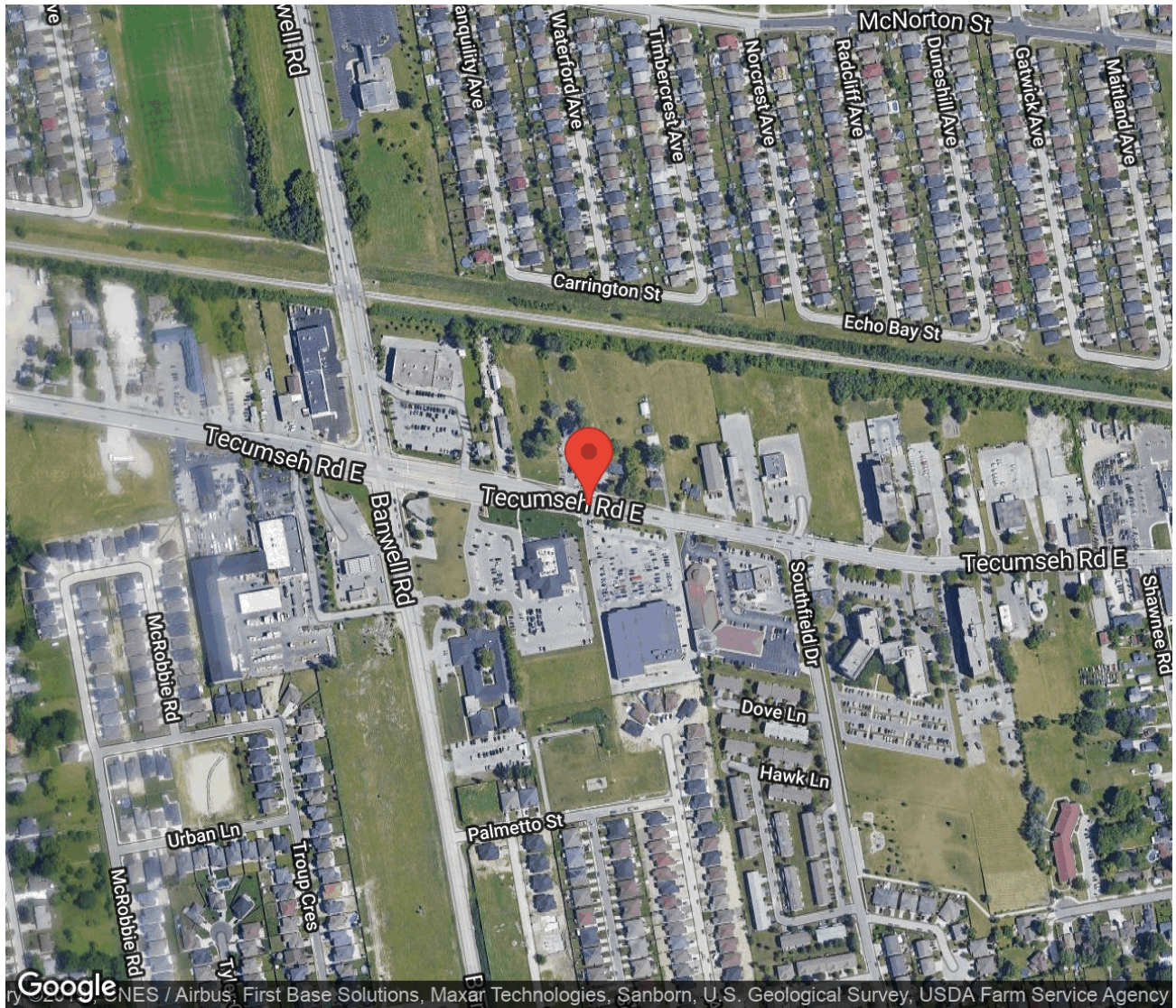
### Intersection Count Report

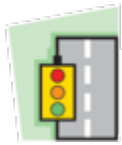
**Intersection:** A&P (E of Banwell Rd) & Tecumseh Rd E  
**Municipality:** Windsor  
**Count Date:** Oct 24, 2019  
**Site Code:** 1906900032  
**Count Categories:** Cars, Medium Trucks, Heavy Trucks, Peds, Bicycles  
**Count Period:** 07:00-10:00, 11:00-14:00, 15:00-18:00  
**Weather:** Clear



# Traffic Count Map

Intersection: A&P (E of Banwell Rd) & Tecumseh Rd E  
Municipality: Windsor  
Count Date: Oct 24, 2019





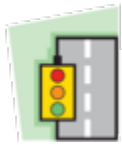
**Ontario Traffic Inc.**  
TRAFFIC MONITORING + SERVICES & PRODUCTS

## Traffic Count Summary

Intersection: A&P (E of Banwell Rd) & Tecumseh Rd E  
Municipality: Windsor  
Count Date: Oct 24, 2019

### - Traffic Summary

Hour	North Approach Totals						South Approach Totals					
	Includes Cars, Medium Trucks, Heavy Trucks, Bicycles						Includes Cars, Medium Trucks, Heavy Trucks, Bicycles					
	Left	Thru	Right	U-Turn	Total	Peds	Left	Thru	Right	U-Turn	Total	Peds
07:00 - 08:00	0	0	1	0	1	1	1	0	0	0	1	0
08:00 - 09:00	0	0	1	0	1	3	12	0	1	0	13	4
09:00 - 10:00	0	0	0	0	0	2	26	1	1	0	28	7
BREAK												
11:00 - 12:00	2	0	3	0	5	2	73	0	8	0	81	4
12:00 - 13:00	0	0	3	0	3	13	94	4	15	0	113	6
13:00 - 14:00	0	0	1	0	1	2	94	3	17	0	114	2
BREAK												
15:00 - 16:00	0	0	0	0	0	7	84	0	12	0	96	8
16:00 - 17:00	1	0	1	0	2	4	108	2	29	0	139	4
17:00 - 18:00	0	0	1	0	1	5	100	3	23	0	126	10
<b>GRAND TOTAL</b>	<b>3</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>14</b>	<b>39</b>	<b>592</b>	<b>13</b>	<b>106</b>	<b>0</b>	<b>711</b>	<b>45</b>



**Ontario Traffic Inc.**  
TRAFFIC MONITORING + SERVICES & PRODUCTS

## Traffic Count Summary

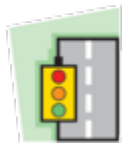
Intersection: A&P (E of Banwell Rd) & Tecumseh Rd E  
Municipality: Windsor  
Count Date: Oct 24, 2019

### - Traffic Summary

#### East Approach Totals

#### West Approach Totals

Hour	Includes Cars, Medium Trucks, Heavy Trucks, Bicycles						Includes Cars, Medium Trucks, Heavy Trucks, Bicycles					
	Left	Thru	Right	U-Turn	Total	Peds	Left	Thru	Right	U-Turn	Total	Peds
<b>07:00 - 08:00</b>	4	488	1	0	493	0	2	354	12	0	368	0
<b>08:00 - 09:00</b>	4	739	0	0	743	2	2	566	31	0	599	0
<b>09:00 - 10:00</b>	4	621	0	0	625	1	0	594	49	0	643	0
BREAK												
<b>11:00 - 12:00</b>	6	690	0	0	696	2	3	729	96	0	828	3
<b>12:00 - 13:00</b>	13	719	2	0	734	5	2	734	129	0	865	0
<b>13:00 - 14:00</b>	12	689	0	0	701	2	2	709	138	0	849	1
BREAK												
<b>15:00 - 16:00</b>	20	692	0	0	712	1	2	961	130	0	1093	0
<b>16:00 - 17:00</b>	12	741	2	0	755	1	3	920	148	0	1071	0
<b>17:00 - 18:00</b>	9	748	0	0	757	1	2	948	115	0	1065	0
<b>GRAND TOTAL</b>	<b>84</b>	<b>6127</b>	<b>5</b>	<b>0</b>	<b>6216</b>	<b>15</b>	<b>18</b>	<b>6515</b>	<b>848</b>	<b>0</b>	<b>7381</b>	<b>4</b>



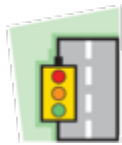
**Ontario Traffic Inc.**  
TRAFFIC MONITORING SERVICES & PRODUCTS

## Traffic Count Data

Intersection: A&P (E of Banwell Rd) & Tecumseh Rd E  
Municipality: Windsor  
Count Date: Oct 24, 2019

### North Approach -

Start Time	Cars					Medium Trucks					Heavy Trucks					Bicycles					Total Peds
	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>SUBTOTAL</b>	0	0	1	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	6



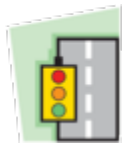
**Ontario Traffic Inc.**  
TRAFFIC MONITORING SERVICES & PRODUCTS

## Traffic Count Data

Intersection: A&P (E of Banwell Rd) & Tecumseh Rd E  
Municipality: Windsor  
Count Date: Oct 24, 2019

### North Approach -

Start Time	Cars					Medium Trucks					Heavy Trucks					Bicycles					Total Peds
	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
11:15	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
11:45	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
12:15	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
12:30	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
13:00	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
<b>SUBTOTAL</b>	2	0	7	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17



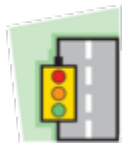
**Ontario Traffic Inc.**  
TRAFFIC MONITORING SERVICES & PRODUCTS

## Traffic Count Data

Intersection: A&P (E of Banwell Rd) & Tecumseh Rd E  
Municipality: Windsor  
Count Date: Oct 24, 2019

### North Approach -

Start Time	Cars					Medium Trucks					Heavy Trucks					Bicycles					Total Peds
	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
16:15	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
16:30	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>SUBTOTAL</b>	1	0	2	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16
<b>GRAND TOTAL</b>	3	0	10	0	13	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	39



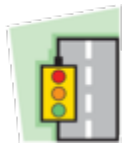
**Ontario Traffic Inc.**  
TRAFFIC MONITORING SERVICES & PRODUCTS

## Traffic Count Data

Intersection: A&P (E of Banwell Rd) & Tecumseh Rd E  
Municipality: Windsor  
Count Date: Oct 24, 2019

### South Approach -

Start Time	Cars					Medium Trucks					Heavy Trucks					Bicycles					Total Peds
	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	2	0	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
08:45	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	8	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
09:15	5	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
09:30	3	0	1	0	4	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
09:45	9	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0
<b>SUBTOTAL</b>	38	0	2	0	40	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	11



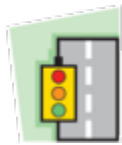
**Ontario Traffic Inc.**  
TRAFFIC MONITORING SERVICES & PRODUCTS

## Traffic Count Data

Intersection: A&P (E of Banwell Rd) & Tecumseh Rd E  
Municipality: Windsor  
Count Date: Oct 24, 2019

### South Approach -

Start Time	Cars					Medium Trucks					Heavy Trucks					Bicycles					Total Peds
	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	
11:00	23	0	3	0	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
11:15	19	0	2	0	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
11:30	14	0	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	17	0	3	0	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	18	0	5	0	23	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
12:15	21	0	0	0	21	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
12:30	15	0	4	0	19	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0
12:45	39	0	6	0	45	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2
13:00	23	0	3	0	26	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0
13:15	22	0	5	0	27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
13:30	26	0	4	0	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	23	0	5	0	28	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
<b>SUBTOTAL</b>	260	0	40	0	300	0	0	0	0	0	1	0	0	1	0	7	0	0	7	12	



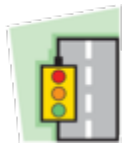
**Ontario Traffic Inc.**  
TRAFFIC MONITORING SERVICES & PRODUCTS

## Traffic Count Data

Intersection: A&P (E of Banwell Rd) & Tecumseh Rd E  
Municipality: Windsor  
Count Date: Oct 24, 2019

### South Approach -

Start Time	Cars					Medium Trucks					Heavy Trucks					Bicycles					Total Peds
	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	
15:00	16	0	4	0	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
15:15	19	0	4	0	23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
15:30	32	0	1	0	33	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
15:45	17	0	3	0	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
16:00	24	0	4	0	28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	31	0	8	0	39	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	30	0	14	0	44	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	4
16:45	23	0	3	0	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	15	0	5	0	20	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	3
17:15	31	0	7	0	38	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
17:30	30	0	3	0	33	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
17:45	24	0	8	0	32	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
<b>SUBTOTAL</b>	292	0	64	0	356	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	22
<b>GRAND TOTAL</b>	<b>590</b>	<b>0</b>	<b>106</b>	<b>0</b>	<b>696</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>45</b>



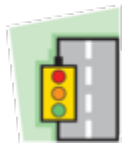
**Ontario Traffic Inc.**  
TRAFFIC MONITORING + SERVICES & PRODUCTS

## Traffic Count Data

Intersection: A&P (E of Banwell Rd) & Tecumseh Rd E  
Municipality: Windsor  
Count Date: Oct 24, 2019

### East Approach -

Start Time	Cars					Medium Trucks					Heavy Trucks					Bicycles					Total Peds	
	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total		
07:00	0	78	0	0	78	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
07:15	2	114	0	0	116	0	2	0	0	2	0	2	0	0	2	0	0	0	0	0	0	0
07:30	0	113	0	0	113	0	3	1	0	4	0	0	0	0	0	0	0	0	0	0	0	0
07:45	2	170	0	0	172	0	2	0	0	2	0	1	0	0	1	0	1	0	0	0	1	0
08:00	0	182	0	0	182	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	0	0
08:15	0	162	0	0	162	0	2	0	0	2	0	2	0	0	2	0	0	0	0	0	0	0
08:30	2	240	0	0	242	0	2	0	0	2	1	3	0	0	4	0	0	0	0	0	0	0
08:45	1	141	0	0	142	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	2
09:00	0	167	0	0	167	0	3	0	0	3	0	2	0	0	2	0	0	0	0	0	0	1
09:15	0	131	0	0	131	0	4	0	0	4	0	1	0	0	1	0	0	0	0	0	0	0
09:30	2	150	0	0	152	0	3	0	0	3	0	2	0	0	2	0	1	0	0	0	1	0
09:45	2	155	0	0	157	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0
<b>SUBTOTAL</b>	11	1803	0	0	1814	0	26	1	0	27	1	17	0	0	18	0	2	0	0	2	3	



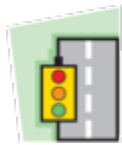
**Ontario Traffic Inc.**  
TRAFFIC MONITORING SERVICES & PRODUCTS

## Traffic Count Data

Intersection: A&P (E of Banwell Rd) & Tecumseh Rd E  
Municipality: Windsor  
Count Date: Oct 24, 2019

### East Approach -

Start Time	Cars					Medium Trucks					Heavy Trucks					Bicycles					Total Peds	
	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total		
11:00	1	194	0	0	195	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:15	2	175	0	0	177	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	
11:30	2	158	0	0	160	0	5	0	0	5	0	1	0	0	1	0	0	0	0	0	0	2
11:45	1	150	0	0	151	0	3	0	0	3	0	1	0	0	1	0	0	0	0	0	0	0
12:00	0	177	0	0	177	0	2	1	0	3	0	1	0	0	1	0	1	0	0	1	0	
12:15	0	178	1	0	179	0	1	0	0	1	0	1	0	0	1	0	1	0	0	1	3	
12:30	2	189	0	0	191	0	6	0	0	6	0	2	0	0	2	0	5	0	0	5	1	
12:45	10	151	0	0	161	1	2	0	0	3	0	2	0	0	2	0	0	0	0	0	0	1
13:00	5	147	0	0	152	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
13:15	1	193	0	0	194	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	1	
13:30	1	172	0	0	173	0	3	0	0	3	1	0	0	0	1	0	1	0	0	1	1	
13:45	4	161	0	0	165	0	1	0	0	1	0	3	0	0	3	0	0	0	0	0	0	0
<b>SUBTOTAL</b>	29	2045	1	0	2075	1	30	1	0	32	1	11	0	0	12	0	12	0	0	12	9	



**Ontario Traffic Inc.**  
TRAFFIC MONITORING + SERVICES & PRODUCTS

## Traffic Count Data

Intersection: A&P (E of Banwell Rd) & Tecumseh Rd E  
Municipality: Windsor  
Count Date: Oct 24, 2019

### East Approach -

Start Time	Cars					Medium Trucks					Heavy Trucks					Bicycles					Total Peds	
	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total		
15:00	3	164	0	0	167	0	0	0	0	0	1	1	0	0	2	0	3	0	0	3	0	
15:15	5	195	0	0	200	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	1	
15:30	5	162	0	0	167	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0
15:45	6	156	0	0	162	0	1	0	0	1	0	1	0	0	1	0	1	0	0	1	0	
16:00	4	219	1	0	224	0	1	0	0	1	0	1	0	0	1	0	1	0	0	1	0	
16:15	2	173	1	0	176	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	5	173	0	0	178	0	2	0	0	2	1	1	0	0	2	0	0	0	0	0	0	0
16:45	0	169	0	0	169	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	
17:00	2	176	0	0	178	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	1
17:15	1	215	0	0	216	0	1	0	0	1	0	1	0	0	1	0	1	0	0	1	0	
17:30	1	173	0	0	174	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
17:45	4	174	0	0	178	0	1	0	0	1	1	1	0	0	2	0	2	0	0	2	0	
<b>SUBTOTAL</b>	38	2149	2	0	2189	0	11	0	0	11	3	8	0	0	11	0	13	0	0	13	3	
<b>GRAND TOTAL</b>	78	5997	3	0	6078	1	67	2	0	70	5	36	0	0	41	0	27	0	0	27	15	



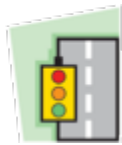
**Ontario Traffic Inc.**  
TRAFFIC MONITORING SERVICES & PRODUCTS

## Traffic Count Data

Intersection: A&P (E of Banwell Rd) & Tecumseh Rd E  
Municipality: Windsor  
Count Date: Oct 24, 2019

### West Approach -

Start Time	Cars					Medium Trucks					Heavy Trucks					Bicycles					Total Peds	
	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total		
07:00	0	42	1	0	43	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	91	1	0	92	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	86	3	0	89	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
07:45	2	125	7	0	134	0	4	0	0	4	0	1	0	0	1	0	0	0	0	0	0	0
08:00	2	125	5	0	132	0	2	0	0	2	0	0	0	0	0	0	1	0	0	0	1	0
08:15	0	140	11	0	151	0	2	0	0	2	0	2	1	0	3	0	0	0	0	0	0	0
08:30	0	159	4	0	163	0	4	0	0	4	0	1	1	0	2	0	0	0	0	0	0	0
08:45	0	125	8	0	133	0	3	1	0	4	0	1	0	0	1	0	1	0	0	0	1	0
09:00	0	136	7	0	143	0	4	0	0	4	0	1	0	0	1	0	0	0	0	0	0	0
09:15	0	133	16	0	149	0	2	0	0	2	0	0	1	0	1	0	0	0	0	0	0	0
09:30	0	148	11	0	159	0	1	0	0	1	0	1	0	0	1	0	1	0	0	0	1	0
09:45	0	164	14	0	178	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0
<b>SUBTOTAL</b>	4	1474	88	0	1566	0	30	1	0	31	0	7	3	0	10	0	3	0	0	3	0	0



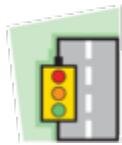
**Ontario Traffic Inc.**  
TRAFFIC MONITORING SERVICES & PRODUCTS

## Traffic Count Data

Intersection: A&P (E of Banwell Rd) & Tecumseh Rd E  
Municipality: Windsor  
Count Date: Oct 24, 2019

### West Approach -

Start Time	Cars					Medium Trucks					Heavy Trucks					Bicycles					Total Peds
	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	
11:00	0	160	26	0	186	0	2	0	0	2	0	1	0	0	1	0	2	0	0	2	0
11:15	1	167	20	0	188	0	5	0	0	5	0	0	0	0	0	0	1	0	0	1	2
11:30	2	177	21	0	200	0	5	0	0	5	0	1	0	0	1	0	4	0	0	4	1
11:45	0	200	28	0	228	0	3	0	0	3	0	0	1	0	1	0	1	0	0	1	0
12:00	1	217	33	0	251	0	1	1	0	2	0	0	0	0	0	0	1	0	0	1	0
12:15	0	185	18	0	203	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0
12:30	1	172	36	0	209	0	3	0	0	3	0	1	0	0	1	0	6	0	0	6	0
12:45	0	141	40	0	181	0	2	0	0	2	0	1	1	0	2	0	0	0	0	0	0
13:00	0	161	38	0	199	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0
13:15	0	175	34	0	209	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	1
13:30	0	204	32	0	236	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0
13:45	2	160	33	0	195	0	1	1	0	2	0	1	0	0	1	0	0	0	0	0	0
<b>SUBTOTAL</b>	7	2119	359	0	2485	0	26	2	0	28	0	8	2	0	10	0	19	0	0	19	4



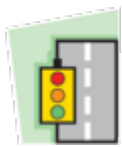
**Ontario Traffic Inc.**  
TRAFFIC MONITORING SERVICES & PRODUCTS

## Traffic Count Data

Intersection: A&P (E of Banwell Rd) & Tecumseh Rd E  
Municipality: Windsor  
Count Date: Oct 24, 2019

### West Approach -

Start Time	Cars					Medium Trucks					Heavy Trucks					Bicycles					Total Peds
	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	
15:00	2	228	30	0	260	0	3	1	0	4	0	0	0	0	0	0	1	0	0	1	0
15:15	0	235	28	0	263	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0
15:30	0	241	31	0	272	0	0	1	0	1	0	4	0	0	4	0	0	0	0	0	0
15:45	0	244	39	0	283	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0
16:00	1	228	40	0	269	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0
16:15	0	244	34	0	278	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
16:30	0	242	42	0	284	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
16:45	2	201	32	0	235	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0
17:00	0	253	41	0	294	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0
17:15	1	262	31	0	294	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0
17:30	1	222	23	0	246	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0
17:45	0	204	20	0	224	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
<b>SUBTOTAL</b>	7	2804	391	0	3202	0	11	2	0	13	0	7	0	0	7	0	7	0	0	7	0
<b>GRAND TOTAL</b>	18	6397	838	0	7253	0	67	5	0	72	0	22	5	0	27	0	29	0	0	29	4



# Peak Hour Diagram

**Specified Period**

From: 07:00:00  
To: 10:00:00

**One Hour Peak**

From: 07:45:00  
To: 08:45:00

**Intersection:** A&P (E of Banwell Rd) & Tecumseh Rd E  
**Site ID:** 1906900032  
**Count Date:** Oct 24, 2019

**Weather conditions:**

**\*\* Signalized Intersection \*\***

**Major Road:** runs E/W

**North Approach**

	Out	In	Total
	1	4	5
MT	0	0	0
HT	0	0	0
	0	0	0
<b>Totals</b>	<b>1</b>	<b>4</b>	<b>5</b>

	0	0	0	0
HT	0	0	0	0
MT	0	0	0	0
	1	0	0	0
<b>Totals</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>



**Peds: 1**

**East Approach**

	Out	In	Total
	758	550	1308
MT	7	12	19
HT	9	4	13
	1	1	2
<b>Totals</b>	<b>775</b>	<b>567</b>	<b>1342</b>

	HT	MT		Totals
	0	0	0	<b>0</b>
HT	0	0	4	<b>4</b>
MT	1	4	12	<b>566</b>
	0	2	0	<b>29</b>

**Peds: 0**



**Peds: 0**

**Peds: 4**

Totals		MT	HT	
<b>0</b>	0	0	0	0
<b>0</b>	0	0	0	0
<b>770</b>	754	7	8	1
<b>5</b>	4	0	1	0

**West Approach**

	Out	In	Total
	580	764	1344
MT	12	7	19
HT	6	8	14
	1	1	2
<b>Totals</b>	<b>599</b>	<b>780</b>	<b>1379</b>

<b>Totals</b>	<b>9</b>	<b>0</b>	<b>1</b>	<b>0</b>
	9	0	1	0
MT	0	0	0	0
HT	0	0	0	0
	0	0	0	0



**South Approach**

	Out	In	Total
	10	31	41
MT	0	0	0
HT	0	3	3
	0	0	0
<b>Totals</b>	<b>10</b>	<b>34</b>	<b>44</b>

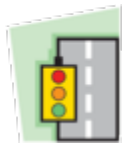
- Cars

MT - Medium Trucks

HT - Heavy Trucks

- Bicycles

**Comments**

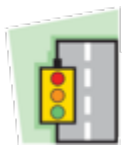


## Peak Hour Summary

Intersection: A&P (E of Banwell Rd) & Tecumseh Rd E  
 Count Date: Oct 24, 2019  
 Period: 07:00 - 10:00

### Peak Hour Data (07:45 - 08:45)

Start Time	North Approach						South Approach						East Approach						West Approach						Total Vehicles	
	←	↑	→	↻	Peds	Total	←	↑	→	↻	Peds	Total	←	↑	→	↻	Peds	Total	←	↑	→	↻	Peds	Total		
07:45	0	0	0	0	0	0	1	0	0	0	0	1	2	174	0	0	0	0	176	2	130	7	0	0	139	316
08:00	0	0	1	0	0	1	2	0	1	0	0	3	0	185	0	0	0	185	2	128	5	0	0	135	324	
08:15	0	0	0	0	0	0	4	0	0	0	0	4	0	166	0	0	0	166	0	144	12	0	0	156	326	
08:30	0	0	0	0	1	0	2	0	0	0	4	2	3	245	0	0	0	248	0	164	5	0	0	169	419	
<b>Grand Total</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>9</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>10</b>	<b>5</b>	<b>770</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>775</b>	<b>4</b>	<b>566</b>	<b>29</b>	<b>0</b>	<b>0</b>	<b>599</b>	<b>1385</b>	
Approach %	0	0	100	0	-	-	90	0	10	0	-	-	0.6	99.4	0	0	-	-	0.7	94.5	4.8	0	-	-	-	
Totals %	0	0	0.1	0	-	0.1	0.6	0	0.1	0	-	0.7	0.4	55.6	0	0	-	56	0.3	40.9	2.1	0	-	-	43.2	
<b>PHF</b>	<b>0</b>	<b>0</b>	<b>0.25</b>	<b>0</b>	<b>-</b>	<b>0.25</b>	<b>0.56</b>	<b>0</b>	<b>0.25</b>	<b>0</b>	<b>-</b>	<b>0.63</b>	<b>0.42</b>	<b>0.79</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>0.78</b>	<b>0.5</b>	<b>0.86</b>	<b>0.6</b>	<b>0</b>	<b>-</b>	<b>-</b>	<b>0.89</b>	<b>0.83</b>
Cars	0	0	1	0	-	1	9	0	1	0	-	10	4	754	0	0	-	758	4	549	27	0	-	580	1349	
% Cars	0	0	100	0	-	100	100	0	100	0	-	100	80	97.9	0	0	-	97.8	100	97	93.1	0	-	96.8	97.4	
Medium Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	7	0	0	-	7	0	12	0	0	-	12	19	
% Medium Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0.9	0	0	-	0.9	0	2.1	0	0	-	2	1.4	
Heavy Trucks	0	0	0	0	-	0	0	0	0	0	-	0	1	8	0	0	-	9	0	4	2	0	-	6	15	
% Heavy Trucks	0	0	0	0	-	0	0	0	0	0	-	0	20	1	0	0	-	1.2	0	0.7	6.9	0	-	1	1.1	
Bicycles	0	0	0	0	-	0	0	0	0	0	-	0	0	1	0	0	-	1	0	1	0	0	-	1	2	
% Bicycles	0	0	0	0	-	0	0	0	0	0	-	0	0	0.1	0	0	-	0.1	0	0.2	0	0	-	0.2	0.1	
Peds					1	-					4	-					0	-					0	-	5	
% Peds					20	-					80	-					0	-					0	-	-	



# Peak Hour Diagram

**Specified Period**

From: 11:00:00  
To: 14:00:00

**One Hour Peak**

From: 11:45:00  
To: 12:45:00

**Intersection:** A&P (E of Banwell Rd) & Tecumseh Rd E  
**Site ID:** 1906900032  
**Count Date:** Oct 24, 2019

**Weather conditions:**

**\*\* Signalized Intersection \*\***

**Major Road:** runs E/W

**North Approach**

	Out	In	Total
	5	3	8
MT	0	1	1
HT	0	0	0
	0	4	4
<b>Totals</b>	<b>5</b>	<b>8</b>	<b>13</b>

	0	0	0	0
HT	0	0	0	0
MT	0	0	0	0
	3	0	2	0
<b>Totals</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>0</b>



**Peds: 10**

**East Approach**

	Out	In	Total
	698	788	1486
MT	13	7	20
HT	5	1	6
	7	12	19
<b>Totals</b>	<b>723</b>	<b>808</b>	<b>1531</b>

	HT	MT		Totals
	0	0	0	<b>0</b>
HT	0	0	2	<b>2</b>
MT	12	1	774	<b>794</b>
	0	1	115	<b>117</b>

**Peds: 0**



**Peds: 4**

**Peds: 4**

Totals		MT	HT	
<b>0</b>	0	0	0	0
<b>2</b>	1	1	0	0
<b>718</b>	694	12	5	7
<b>3</b>	3	0	0	0

**West Approach**

	Out	In	Total
	891	768	1659
MT	8	12	20
HT	2	5	7
	12	7	19
<b>Totals</b>	<b>913</b>	<b>792</b>	<b>1705</b>

Totals				
<b>71</b>	<b>4</b>	<b>12</b>	<b>0</b>	
	71	0	12	0
MT	0	0	0	0
HT	0	0	0	0
	0	4	0	0

**South Approach**

	Out	In	Total
	83	118	201
MT	0	1	1
HT	0	1	1
	4	0	4
<b>Totals</b>	<b>87</b>	<b>120</b>	<b>207</b>

- Cars

MT - Medium Trucks

HT - Heavy Trucks

- Bicycles

**Comments**

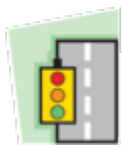


# Peak Hour Summary

Intersection: A&P (E of Banwell Rd) & Tecumseh Rd E  
 Count Date: Oct 24, 2019  
 Period: 11:00 - 14:00

## Peak Hour Data (11:45 - 12:45)

Start Time	North Approach						South Approach						East Approach						West Approach						Total Vehicles
	←	↑	→	↻	Peds	Total	←	↑	→	↻	Peds	Total	←	↑	→	↻	Peds	Total	←	↑	→	↻	Peds	Total	
11:45	2	0	0	0	0	2	17	0	3	0	0	20	1	154	0	0	0	155	0	204	29	0	0	233	410
12:00	0	0	0	0	4	0	18	1	5	0	2	24	0	181	1	0	0	182	1	219	34	0	0	254	460
12:15	0	0	2	0	3	2	21	1	0	0	2	22	0	181	1	0	3	182	0	189	18	0	0	207	413
12:30	0	0	1	0	3	1	15	2	4	0	0	21	2	202	0	0	1	204	1	182	36	0	0	219	445
<b>Grand Total</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>10</b>	<b>5</b>	<b>71</b>	<b>4</b>	<b>12</b>	<b>0</b>	<b>4</b>	<b>87</b>	<b>3</b>	<b>718</b>	<b>2</b>	<b>0</b>	<b>4</b>	<b>723</b>	<b>2</b>	<b>794</b>	<b>117</b>	<b>0</b>	<b>0</b>	<b>913</b>	<b>1728</b>
Approach %	40	0	60	0	-	-	81.6	4.6	13.8	0	-	-	0.4	99.3	0.3	0	-	-	0.2	87	12.8	0	-	-	-
Totals %	0.1	0	0.2	0	0.3	0.3	4.1	0.2	0.7	0	5	5	0.2	41.6	0.1	0	41.8	41.8	0.1	45.9	6.8	0	0	52.8	52.8
<b>PHF</b>	<b>0.25</b>	<b>0</b>	<b>0.38</b>	<b>0</b>	<b>0.63</b>	<b>0.63</b>	<b>0.85</b>	<b>0.5</b>	<b>0.6</b>	<b>0</b>	<b>0.91</b>	<b>0.91</b>	<b>0.38</b>	<b>0.89</b>	<b>0.5</b>	<b>0</b>	<b>0.89</b>	<b>0.89</b>	<b>0.5</b>	<b>0.91</b>	<b>0.81</b>	<b>0</b>	<b>0</b>	<b>0.9</b>	<b>0.94</b>
Cars	2	0	3	0	5	5	71	0	12	0	83	83	3	694	1	0	698	698	2	774	115	0	0	891	1677
% Cars	100	0	100	0	100	100	100	0	100	0	95.4	95.4	100	96.7	50	0	96.5	96.5	100	97.5	98.3	0	0	97.6	97
Medium Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	12	1	0	13	13	0	7	1	0	0	8	21
% Medium Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	1.7	50	0	1.8	1.8	0	0.9	0.9	0	0	0.9	1.2
Heavy Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	5	0	1	1	0	0	2	7
% Heavy Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0.7	0	0	0.7	0.7	0	0.1	0.9	0	0	0.2	0.4
Bicycles	0	0	0	0	0	0	0	4	0	0	4	4	0	7	0	0	7	7	0	12	0	0	0	12	23
% Bicycles	0	0	0	0	0	0	0	100	0	0	4.6	4.6	0	1	0	0	1	1	0	1.5	0	0	0	1.3	1.3
Peds					10	-					4	-					4	-					0	-	18
% Peds					55.6	-					22.2	-					22.2	-					0	-	-



# Peak Hour Diagram

**Specified Period**

From: 15:00:00  
To: 18:00:00

**One Hour Peak**

From: 15:45:00  
To: 16:45:00

**Intersection:** A&P (E of Banwell Rd) & Tecumseh Rd E  
**Site ID:** 1906900032  
**Count Date:** Oct 24, 2019

**Weather conditions:**

**\*\* Signalized Intersection \*\***

**Major Road:** runs E/W

**North Approach**

	Out	In	Total
	2	3	5
MT	0	0	0
HT	0	0	0
	0	2	2
<b>Totals</b>	<b>2</b>	<b>5</b>	<b>7</b>

	0	0	0	0
HT	0	0	0	0
MT	0	0	0	0
	1	0	1	0
<b>Totals</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>



**Peds: 4**

**East Approach**

	Out	In	Total
	740	988	1728
MT	4	3	7
HT	4	2	6
	2	2	4
<b>Totals</b>	<b>750</b>	<b>995</b>	<b>1745</b>



**Peds: 0**

**Peds: 0**

**Peds: 6**

	HT	MT		Totals
0	0	0	0	<b>0</b>
0	0	0	1	<b>1</b>
2	2	3	958	<b>965</b>
0	0	0	155	<b>155</b>

Totals		MT	HT	
<b>0</b>	0	0	0	0
<b>2</b>	2	0	0	0
<b>730</b>	721	4	3	2
<b>18</b>	17	0	1	0

**West Approach**

	Out	In	Total
	1114	824	1938
MT	3	4	7
HT	2	3	5
	2	2	4
<b>Totals</b>	<b>1121</b>	<b>833</b>	<b>1954</b>

Totals				
<b>102</b>	<b>2</b>	<b>29</b>	<b>0</b>	<b>0</b>
	102	0	29	0
MT	0	0	0	0
HT	0	0	0	0
	0	2	0	0

**South Approach**

	Out	In	Total
	131	172	303
MT	0	0	0
HT	0	1	1
	2	0	2
<b>Totals</b>	<b>133</b>	<b>173</b>	<b>306</b>

- Cars

MT - Medium Trucks

HT - Heavy Trucks

- Bicycles

**Comments**



# Peak Hour Summary

Intersection: A&P (E of Banwell Rd) & Tecumseh Rd E  
 Count Date: Oct 24, 2019  
 Period: 15:00 - 18:00

## Peak Hour Data (15:45 - 16:45)

Start Time	North Approach						South Approach						East Approach						West Approach						Total Vehicles
	←	↑	→	↻	Peds	Total	←	↑	→	↻	Peds	Total	←	↑	→	↻	Peds	Total	←	↑	→	↻	Peds	Total	
15:45	0	0	0	0	0	0	17	0	3	0	2	20	6	159	0	0	0	165	0	247	39	0	0	286	471
16:00	0	0	0	0	2	0	24	0	4	0	0	28	4	222	1	0	0	227	1	230	40	0	0	271	526
16:15	1	0	0	0	2	1	31	0	8	0	0	39	2	173	1	0	0	176	0	245	34	0	0	279	495
16:30	0	0	1	0	0	1	30	2	14	0	4	46	6	176	0	0	0	182	0	243	42	0	0	285	514
<b>Grand Total</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>2</b>	<b>102</b>	<b>2</b>	<b>29</b>	<b>0</b>	<b>6</b>	<b>133</b>	<b>18</b>	<b>730</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>750</b>	<b>1</b>	<b>965</b>	<b>155</b>	<b>0</b>	<b>0</b>	<b>1121</b>	<b>2006</b>
Approach %	50	0	50	0	-	-	76.7	1.5	21.8	0	-	-	2.4	97.3	0.3	0	-	0.1	86.1	13.8	0	-	-		
Totals %	0	0	0	0	0.1	0.1	5.1	0.1	1.4	0	6.6	0.9	36.4	0.1	0	37.4	0	48.1	7.7	0	0	55.9			
PHF	0.25	0	0.25	0	0.5	0.82	0.25	0.52	0	0.72	0.75	0.82	0.5	0	0.83	0.25	0.98	0.92	0	0.98	0.95				
Cars	1	0	1	0	2	102	0	29	0	131	17	721	2	0	740	1	958	155	0	1114	1987				
% Cars	100	0	100	0	100	100	0	100	0	98.5	94.4	98.8	100	0	98.7	100	99.3	100	0	99.4	99.1				
Medium Trucks	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	3	0	0	3	7				
% Medium Trucks	0	0	0	0	0	0	0	0	0	0	0	0.5	0	0	0.5	0	0.3	0	0	0.3	0.3				
Heavy Trucks	0	0	0	0	0	0	0	0	0	0	1	3	0	0	4	0	2	0	0	2	6				
% Heavy Trucks	0	0	0	0	0	0	0	0	0	0	5.6	0.4	0	0	0.5	0	0.2	0	0	0.2	0.3				
Bicycles	0	0	0	0	0	0	0	2	0	2	0	2	0	0	2	0	2	0	0	2	6				
% Bicycles	0	0	0	0	0	0	0	100	0	1.5	0	0.3	0	0	0.3	0	0.2	0	0	0.2	0.3				
Peds					4	-				6	-				0	-				0	-	10			
% Peds					40	-				60	-				0	-				0	-				



Paradigm Transportation Solutions Limited  
5A-150 Pinebush Rd

Cambridge, Ontario, Canada N1R 8J8  
519-896-3163 cbowness@ptsl.com

Count Name: Tecumseh Road East & Southfield Drive  
Site Code:  
Start Date: 07/03/2019  
Page No: 1

### Turning Movement Data

Start Time	Tecumseh Road East Eastbound						Tecumseh Road East Westbound						Southfield Drive Northbound						TD Driveway Southbound						Int. Total	
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total		
11:30 AM	9	160	21	0	1	190	10	155	7	0	1	172	24	3	19	0	1	46	1	0	7	0	1	8	416	
11:45 AM	3	168	24	0	4	195	12	155	7	0	0	174	29	0	12	0	2	41	3	1	15	0	4	19	429	
Hourly Total	12	328	45	0	5	385	22	310	14	0	1	346	53	3	31	0	3	87	4	1	22	0	5	27	845	
12:00 PM	7	156	17	0	1	180	18	158	4	0	2	180	21	0	25	0	0	46	7	1	7	0	1	15	421	
12:15 PM	7	170	18	0	0	195	15	156	6	0	2	177	27	1	17	0	4	45	5	1	7	0	2	13	430	
12:30 PM	10	172	20	0	1	202	10	168	4	0	2	182	19	2	17	0	4	38	4	1	15	0	4	20	442	
12:45 PM	14	184	27	0	1	225	17	153	6	0	1	176	25	0	15	0	3	40	5	1	4	0	0	10	451	
Hourly Total	38	682	82	0	3	802	60	635	20	0	7	715	92	3	74	0	11	169	21	4	33	0	7	58	1744	
1:00 PM	6	163	28	0	0	197	12	142	8	0	1	162	15	4	24	0	2	43	6	2	13	0	4	21	423	
1:15 PM	3	170	21	0	0	194	16	164	4	0	1	184	21	2	24	0	0	47	4	2	8	0	2	14	439	
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Hourly Total	9	333	49	0	0	391	28	306	12	0	2	346	36	6	48	0	2	90	10	4	21	0	6	35	862	
3:00 PM	5	161	21	0	0	187	11	175	6	0	1	192	26	0	14	0	2	40	4	1	14	0	1	19	438	
3:15 PM	5	190	21	0	0	216	21	160	9	0	1	190	27	2	14	0	4	43	2	1	6	0	1	9	458	
3:30 PM	7	202	22	0	0	231	14	147	5	0	0	166	21	3	18	0	2	42	2	3	10	0	3	15	454	
3:45 PM	11	216	21	0	0	248	7	170	4	0	0	181	26	2	27	0	3	55	6	2	5	0	3	13	497	
Hourly Total	28	769	85	0	0	882	53	652	24	0	2	729	100	7	73	0	11	180	14	7	35	0	8	56	1847	
4:00 PM	3	185	19	0	2	207	12	149	5	0	0	166	26	2	22	0	0	50	6	3	9	0	2	18	441	
4:15 PM	5	185	25	0	0	215	11	154	7	0	1	172	13	6	14	0	0	33	5	2	6	0	1	13	433	
4:30 PM	9	191	21	0	0	221	11	167	6	0	2	184	21	5	21	0	3	47	8	2	11	0	1	21	473	
4:45 PM	6	177	19	0	0	202	9	144	5	0	1	158	20	2	17	0	4	39	5	2	12	0	1	19	418	
Hourly Total	23	738	84	0	2	845	43	614	23	0	4	680	80	15	74	0	7	169	24	9	38	0	5	71	1765	
5:00 PM	4	205	23	0	2	232	14	172	3	0	0	189	21	0	14	0	3	35	1	4	5	0	1	10	466	
5:15 PM	4	199	14	0	0	217	9	144	6	0	0	159	15	0	25	0	2	40	3	2	7	0	0	12	428	
5:30 PM	7	156	20	0	1	183	17	145	4	0	7	166	13	0	15	0	2	28	4	2	4	0	8	10	387	
5:45 PM	3	160	19	0	0	182	13	124	2	0	0	139	13	2	15	0	1	30	2	2	9	0	1	13	364	
Hourly Total	18	720	76	0	3	814	53	585	15	0	7	653	62	2	69	0	8	133	10	10	25	0	10	45	1645	
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
7:00 AM	1	38	11	0	0	50	13	56	3	0	0	72	10	0	15	0	0	25	0	1	1	0	1	2	149	
7:15 AM	0	42	20	0	0	62	18	85	1	0	0	104	22	1	12	0	1	35	1	2	1	0	0	4	205	
7:30 AM	3	71	23	0	0	97	11	85	1	0	2	97	21	0	9	0	2	30	2	1	1	0	3	4	228	
7:45 AM	1	81	23	0	0	105	24	115	2	0	0	141	21	1	14	0	2	36	0	0	3	0	2	3	285	
Hourly Total	5	232	77	0	0	314	66	341	7	0	2	414	74	2	50	0	5	126	3	4	6	0	6	13	867	
8:00 AM	2	89	17	0	0	108	14	130	3	0	0	147	19	1	17	0	1	37	1	2	3	0	0	6	298	
8:15 AM	3	87	16	0	0	106	22	115	3	0	0	140	20	0	21	0	1	41	2	1	2	0	1	5	292	
8:30 AM	4	100	29	0	0	133	21	127	2	0	0	150	20	1	14	0	1	35	2	2	3	0	0	7	325	
8:45 AM	3	126	22	0	1	151	13	128	1	0	0	142	14	2	27	0	1	43	1	1	3	0	1	5	341	

Hourly Total	12	402	84	0	1	498	70	500	9	0	0	579	73	4	79	0	4	156	6	6	11	0	2	23	1256
9:00 AM	4	111	12	0	1	127	19	113	2	0	0	134	21	4	21	0	1	46	2	0	6	0	0	8	315
9:15 AM	4	92	21	0	2	117	17	143	5	0	0	165	31	6	14	0	0	51	1	3	7	0	2	11	344
9:30 AM	3	102	27	0	0	132	13	118	5	0	0	136	24	1	15	0	1	40	2	2	8	0	0	12	320
9:45 AM	3	127	22	0	0	152	18	128	11	0	0	157	32	6	27	0	6	65	5	2	4	0	3	11	385
Hourly Total	14	432	82	0	3	528	67	502	23	0	0	592	108	17	77	0	8	202	10	7	25	0	5	42	1364
Grand Total	159	4636	664	0	17	5459	462	4445	147	0	25	5054	678	59	575	0	59	1312	102	52	216	0	54	370	12195
Approach %	2.9	84.9	12.2	0.0	-	-	9.1	88.0	2.9	0.0	-	-	51.7	4.5	43.8	0.0	-	-	27.6	14.1	58.4	0.0	-	-	-
Total %	1.3	38.0	5.4	0.0	-	44.8	3.8	36.4	1.2	0.0	-	41.4	5.6	0.5	4.7	0.0	-	10.8	0.8	0.4	1.8	0.0	-	3.0	-
Lights	158	4545	646	0	-	5349	460	4367	147	0	-	4974	667	56	566	0	-	1289	102	52	215	0	-	369	11981
% Lights	99.4	98.0	97.3	-	-	98.0	99.6	98.2	100.0	-	-	98.4	98.4	94.9	98.4	-	-	98.2	100.0	100.0	99.5	-	-	99.7	98.2
Mediums	1	65	13	0	-	79	1	64	0	0	-	65	9	0	7	0	-	16	0	0	1	0	-	1	161
% Mediums	0.6	1.4	2.0	-	-	1.4	0.2	1.4	0.0	-	-	1.3	1.3	0.0	1.2	-	-	1.2	0.0	0.0	0.5	-	-	0.3	1.3
Articulated Trucks	0	20	1	0	-	21	1	11	0	0	-	12	2	0	1	0	-	3	0	0	0	0	-	0	36
% Articulated Trucks	0.0	0.4	0.2	-	-	0.4	0.2	0.2	0.0	-	-	0.2	0.3	0.0	0.2	-	-	0.2	0.0	0.0	0.0	-	-	0.0	0.3
Bicycles on Road	0	6	4	0	-	10	0	3	0	0	-	3	0	3	1	0	-	4	0	0	0	0	-	0	17
% Bicycles on Road	0.0	0.1	0.6	-	-	0.2	0.0	0.1	0.0	-	-	0.1	0.0	5.1	0.2	-	-	0.3	0.0	0.0	0.0	-	-	0.0	0.1
Bicycles on Crosswalk	-	-	-	-	3	-	-	-	-	-	3	-	-	-	-	-	10	-	-	-	-	-	26	-	-
% Bicycles on Crosswalk	-	-	-	-	17.6	-	-	-	-	-	12.0	-	-	-	-	-	16.9	-	-	-	-	-	48.1	-	-
Pedestrians	-	-	-	-	14	-	-	-	-	-	22	-	-	-	-	-	49	-	-	-	-	-	28	-	-
% Pedestrians	-	-	-	-	82.4	-	-	-	-	-	88.0	-	-	-	-	-	83.1	-	-	-	-	-	51.9	-	-



Paradigm Transportation Solutions Limited  
5A-150 Pinebush Rd

Cambridge, Ontario, Canada N1R 8J8  
519-896-3163 cdowness@ptsll.com

Count Name: Tecumseh Road East & Southfield Drive  
Site Code:  
Start Date: 07/03/2019  
Page No: 4

### Turning Movement Peak Hour Data (12:30 PM)

Start Time	Tecumseh Road East Eastbound						Tecumseh Road East Westbound						Southfield Drive Northbound						TD Driveway Southbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
12:30 PM	10	172	20	0	1	202	10	168	4	0	2	182	19	2	17	0	4	38	4	1	15	0	4	20	442
12:45 PM	14	184	27	0	1	225	17	153	6	0	1	176	25	0	15	0	3	40	5	1	4	0	0	10	451
1:00 PM	6	163	28	0	0	197	12	142	8	0	1	162	15	4	24	0	2	43	6	2	13	0	4	21	423
1:15 PM	3	170	21	0	0	194	16	164	4	0	1	184	21	2	24	0	0	47	4	2	8	0	2	14	439
Total	33	689	96	0	2	818	55	627	22	0	5	704	80	8	80	0	9	168	19	6	40	0	10	65	1755
Approach %	4.0	84.2	11.7	0.0	-	-	7.8	89.1	3.1	0.0	-	-	47.6	4.8	47.6	0.0	-	-	29.2	9.2	61.5	0.0	-	-	-
Total %	1.9	39.3	5.5	0.0	-	46.6	3.1	35.7	1.3	0.0	-	40.1	4.6	0.5	4.6	0.0	-	9.6	1.1	0.3	2.3	0.0	-	3.7	-
PHF	0.589	0.936	0.857	0.000	-	0.909	0.809	0.933	0.688	0.000	-	0.957	0.800	0.500	0.833	0.000	-	0.894	0.792	0.750	0.667	0.000	-	0.774	0.973
Lights	33	673	95	0	-	801	54	616	22	0	-	692	78	8	79	0	-	165	19	6	40	0	-	65	1723
% Lights	100.0	97.7	99.0	-	-	97.9	98.2	98.2	100.0	-	-	98.3	97.5	100.0	98.8	-	-	98.2	100.0	100.0	100.0	-	-	100.0	98.2
Mediums	0	11	1	0	-	12	0	11	0	0	-	11	1	0	1	0	-	2	0	0	0	0	-	0	25
% Mediums	0.0	1.6	1.0	-	-	1.5	0.0	1.8	0.0	-	-	1.6	1.3	0.0	1.3	-	-	1.2	0.0	0.0	0.0	-	-	0.0	1.4
Articulated Trucks	0	5	0	0	-	5	1	0	0	0	-	1	1	0	0	0	-	1	0	0	0	0	-	0	7
% Articulated Trucks	0.0	0.7	0.0	-	-	0.6	1.8	0.0	0.0	-	-	0.1	1.3	0.0	0.0	-	-	0.6	0.0	0.0	0.0	-	-	0.0	0.4
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	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	8	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	0.0	-	-	-	-	-	-	0.0	-	-	-	-	-	80.0	-	-
Pedestrians	-	-	-	-	2	-	-	-	-	5	-	-	-	-	-	-	9	-	-	-	-	-	2	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	-	-	100.0	-	-	-	-	-	20.0	-	-



Paradigm Transportation Solutions Limited  
5A-150 Pinebush Rd

Cambridge, Ontario, Canada N1R 8J8  
519-896-3163 cdowness@pts.com

Count Name: Tecumseh Road East & Southfield Drive  
Site Code:  
Start Date: 07/03/2019  
Page No: 6

### Turning Movement Peak Hour Data (3:15 PM)

Start Time	Tecumseh Road East Eastbound						Tecumseh Road East Westbound						Southfield Drive Northbound						TD Driveway Southbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
3:15 PM	5	190	21	0	0	216	21	160	9	0	1	190	27	2	14	0	4	43	2	1	6	0	1	9	458
3:30 PM	7	202	22	0	0	231	14	147	5	0	0	166	21	3	18	0	2	42	2	3	10	0	3	15	454
3:45 PM	11	216	21	0	0	248	7	170	4	0	0	181	26	2	27	0	3	55	6	2	5	0	3	13	497
4:00 PM	3	185	19	0	2	207	12	149	5	0	0	166	26	2	22	0	0	50	6	3	9	0	2	18	441
<b>Total</b>	<b>26</b>	<b>793</b>	<b>83</b>	<b>0</b>	<b>2</b>	<b>902</b>	<b>54</b>	<b>626</b>	<b>23</b>	<b>0</b>	<b>1</b>	<b>703</b>	<b>100</b>	<b>9</b>	<b>81</b>	<b>0</b>	<b>9</b>	<b>190</b>	<b>16</b>	<b>9</b>	<b>30</b>	<b>0</b>	<b>9</b>	<b>55</b>	<b>1850</b>
Approach %	2.9	87.9	9.2	0.0	-	-	7.7	89.0	3.3	0.0	-	-	52.6	4.7	42.6	0.0	-	-	29.1	16.4	54.5	0.0	-	-	-
Total %	1.4	42.9	4.5	0.0	-	48.8	2.9	33.8	1.2	0.0	-	38.0	5.4	0.5	4.4	0.0	-	10.3	0.9	0.5	1.6	0.0	-	3.0	-
PHF	0.591	0.918	0.943	0.000	-	0.909	0.643	0.921	0.639	0.000	-	0.925	0.926	0.750	0.750	0.000	-	0.864	0.667	0.750	0.750	0.000	-	0.764	0.931
Lights	26	784	82	0	-	892	54	618	23	0	-	695	99	9	81	0	-	189	16	9	30	0	-	55	1831
% Lights	100.0	98.9	98.8	-	-	98.9	100.0	98.7	100.0	-	-	98.9	99.0	100.0	100.0	-	-	99.5	100.0	100.0	100.0	-	-	100.0	99.0
Mediums	0	5	1	0	-	6	0	7	0	0	-	7	1	0	0	0	-	1	0	0	0	0	-	0	14
% Mediums	0.0	0.6	1.2	-	-	0.7	0.0	1.1	0.0	-	-	1.0	1.0	0.0	0.0	-	-	0.5	0.0	0.0	0.0	-	-	0.0	0.8
Articulated Trucks	0	1	0	0	-	1	0	1	0	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	2
% Articulated Trucks	0.0	0.1	0.0	-	-	0.1	0.0	0.2	0.0	-	-	0.1	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.1
Bicycles on Road	0	3	0	0	-	3	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	3
% Bicycles on Road	0.0	0.4	0.0	-	-	0.3	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.2
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	3	-	-	-	-	-	4	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	33.3	-	-	-	-	-	44.4	-	-
Pedestrians	-	-	-	-	2	-	-	-	-	-	1	-	-	-	-	-	6	-	-	-	-	-	5	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	66.7	-	-	-	-	-	55.6	-	-



Paradigm Transportation Solutions Limited  
5A-150 Pinebush Rd

Cambridge, Ontario, Canada N1R 8J8  
519-896-3163 cdowness@pts.com

Count Name: Tecumseh Road East & Southfield Drive  
Site Code:  
Start Date: 07/03/2019  
Page No: 8

### Turning Movement Peak Hour Data (9:00 AM)

Start Time	Tecumseh Road East Eastbound						Tecumseh Road East Westbound						Southfield Drive Northbound						TD Driveway Southbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
9:00 AM	4	111	12	0	1	127	19	113	2	0	0	134	21	4	21	0	1	46	2	0	6	0	0	8	315
9:15 AM	4	92	21	0	2	117	17	143	5	0	0	165	31	6	14	0	0	51	1	3	7	0	2	11	344
9:30 AM	3	102	27	0	0	132	13	118	5	0	0	136	24	1	15	0	1	40	2	2	8	0	0	12	320
9:45 AM	3	127	22	0	0	152	18	128	11	0	0	157	32	6	27	0	6	65	5	2	4	0	3	11	385
Total	14	432	82	0	3	528	67	502	23	0	0	592	108	17	77	0	8	202	10	7	25	0	5	42	1364
Approach %	2.7	81.8	15.5	0.0	-	-	11.3	84.8	3.9	0.0	-	-	53.5	8.4	38.1	0.0	-	-	23.8	16.7	59.5	0.0	-	-	-
Total %	1.0	31.7	6.0	0.0	-	38.7	4.9	36.8	1.7	0.0	-	43.4	7.9	1.2	5.6	0.0	-	14.8	0.7	0.5	1.8	0.0	-	3.1	-
PHF	0.875	0.850	0.759	0.000	-	0.868	0.882	0.878	0.523	0.000	-	0.897	0.844	0.708	0.713	0.000	-	0.777	0.500	0.583	0.781	0.000	-	0.875	0.886
Lights	14	424	79	0	-	517	67	493	23	0	-	583	107	14	75	0	-	196	10	7	25	0	-	42	1338
% Lights	100.0	98.1	96.3	-	-	97.9	100.0	98.2	100.0	-	-	98.5	99.1	82.4	97.4	-	-	97.0	100.0	100.0	100.0	-	-	100.0	98.1
Mediums	0	5	2	0	-	7	0	6	0	0	-	6	1	0	1	0	-	2	0	0	0	0	-	0	15
% Mediums	0.0	1.2	2.4	-	-	1.3	0.0	1.2	0.0	-	-	1.0	0.9	0.0	1.3	-	-	1.0	0.0	0.0	0.0	-	-	0.0	1.1
Articulated Trucks	0	2	0	0	-	2	0	2	0	0	-	2	0	0	0	0	-	0	0	0	0	0	-	0	4
% Articulated Trucks	0.0	0.5	0.0	-	-	0.4	0.0	0.4	0.0	-	-	0.3	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.3
Bicycles on Road	0	1	1	0	-	2	0	1	0	0	-	1	0	3	1	0	-	4	0	0	0	0	-	0	7
% Bicycles on Road	0.0	0.2	1.2	-	-	0.4	0.0	0.2	0.0	-	-	0.2	0.0	17.6	1.3	-	-	2.0	0.0	0.0	0.0	-	-	0.0	0.5
Bicycles on Crosswalk	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	2	-	-
% Bicycles on Crosswalk	-	-	-	-	33.3	-	-	-	-	-	-	-	-	-	-	-	12.5	-	-	-	-	-	40.0	-	-
Pedestrians	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	-	7	-	-	-	-	-	3	-	-
% Pedestrians	-	-	-	-	66.7	-	-	-	-	-	-	-	-	-	-	-	87.5	-	-	-	-	-	60.0	-	-

# Tecumseh Rd @ Shawnee Rd

## Morning Peak Diagram

### Specified Period

**From:** 7:00:00

**To:** 9:00:00

### One Hour Peak

**From:** 8:00:00

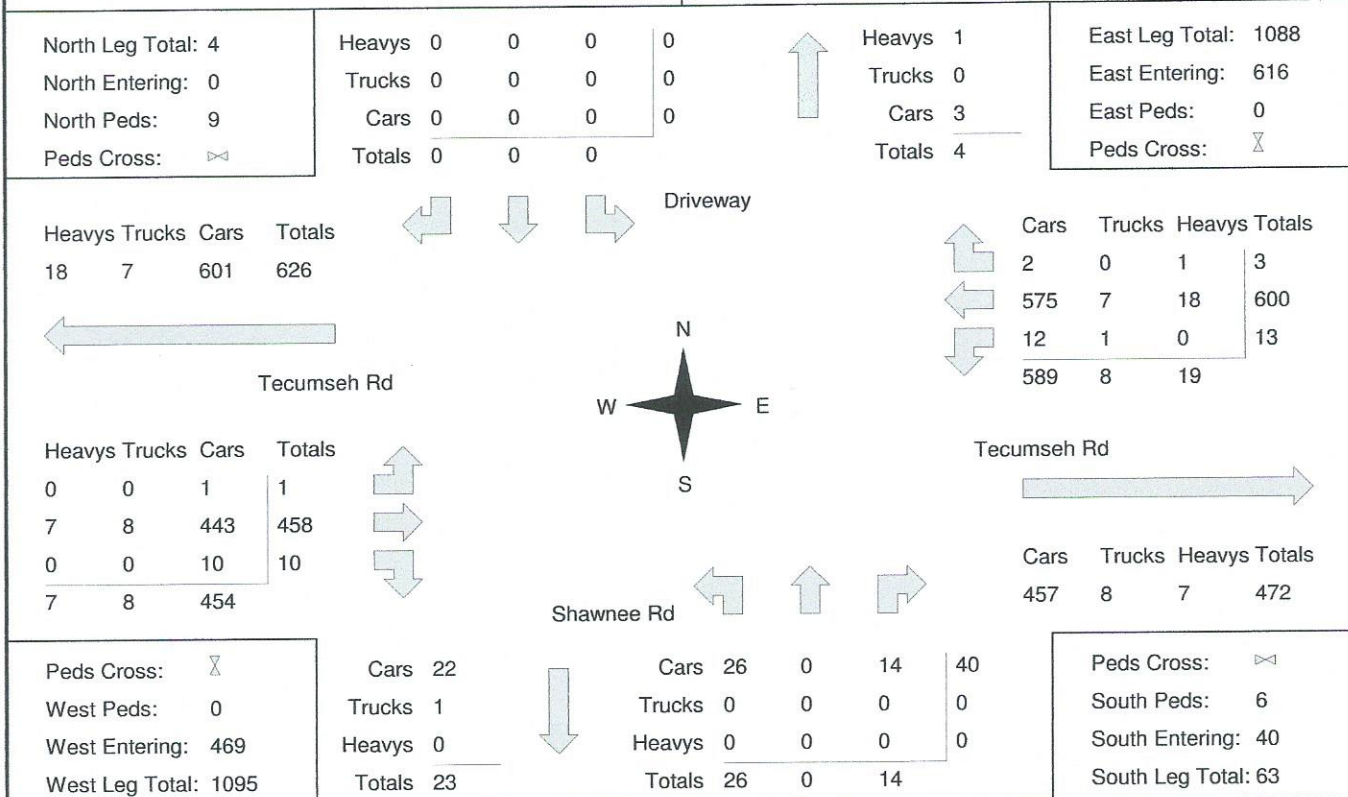
**To:** 9:00:00

**Municipality:** Tecumseh  
**Site #:** 0000000001  
**Intersection:** Tecumseh Rd & Shawnee Rd  
**TFR File #:** 3  
**Count date:** 8-May-2015

**Weather conditions:**  
Clear/Dry  
**Person(s) who counted:**  
Hank

**\*\* Signalized Intersection \*\***

**Major Road:** Tecumseh Rd runs W/E



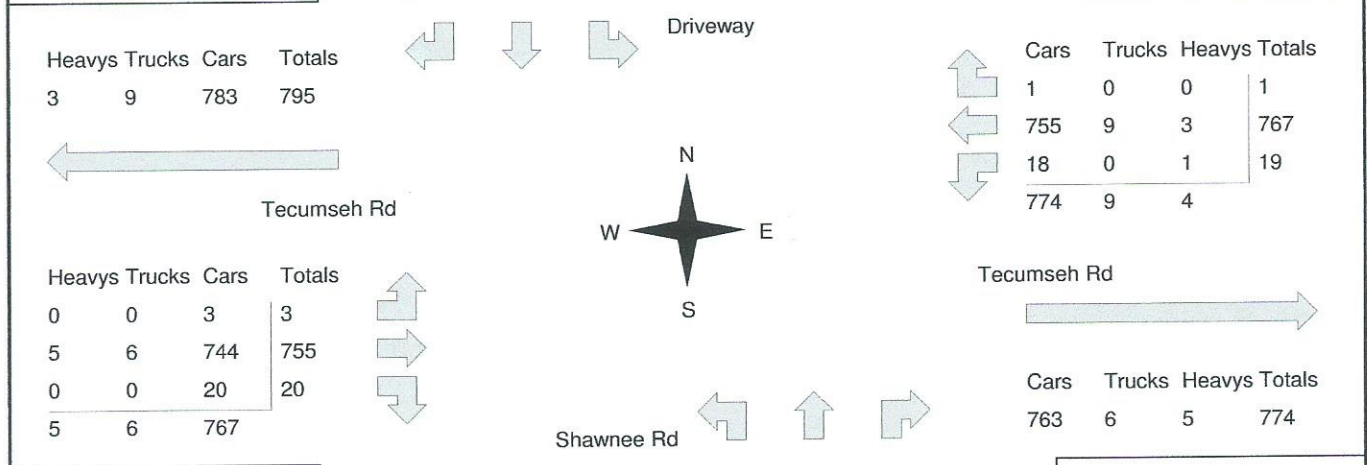
## Comments

# Tecumseh Rd @ Shawnee Rd

<b>Mid-day Peak Diagram</b>	<b>Specified Period</b> From: 11:00:00 To: 14:00:00	<b>One Hour Peak</b> From: 13:00:00 To: 14:00:00
<b>Municipality:</b> Tecumseh <b>Site #:</b> 0000000001 <b>Intersection:</b> Tecumseh Rd & Shawnee Rd <b>TFR File #:</b> 3 <b>Count date:</b> 8-May-2015	<b>Weather conditions:</b> Clear/Dry <b>Person(s) who counted:</b> Hank	

**\*\* Signalized Intersection \*\***      **Major Road:** Tecumseh Rd runs W/E

North Leg Total: 10 North Entering: 6 North Peds: 8 Peds Cross: ⌘	<table style="border-collapse: collapse;"> <tr><td>Heavys</td><td>0</td><td>0</td><td>0</td><td>0</td></tr> <tr><td>Trucks</td><td>0</td><td>0</td><td>0</td><td>0</td></tr> <tr><td>Cars</td><td>6</td><td>0</td><td>0</td><td>6</td></tr> <tr><td>Totals</td><td>6</td><td>0</td><td>0</td><td></td></tr> </table>	Heavys	0	0	0	0	Trucks	0	0	0	0	Cars	6	0	0	6	Totals	6	0	0		↑	<table style="border-collapse: collapse;"> <tr><td>Heavys</td><td>0</td></tr> <tr><td>Trucks</td><td>0</td></tr> <tr><td>Cars</td><td>4</td></tr> <tr><td>Totals</td><td>4</td></tr> </table>	Heavys	0	Trucks	0	Cars	4	Totals	4	East Leg Total: 1561 East Entering: 787 East Peds: 0 Peds Cross: ⌘
Heavys	0	0	0	0																												
Trucks	0	0	0	0																												
Cars	6	0	0	6																												
Totals	6	0	0																													
Heavys	0																															
Trucks	0																															
Cars	4																															
Totals	4																															



Peds Cross: ⌘ West Peds: 2 West Entering: 778 West Leg Total: 1573	<table style="border-collapse: collapse;"> <tr><td>Cars</td><td>38</td></tr> <tr><td>Trucks</td><td>0</td></tr> <tr><td>Heavys</td><td>1</td></tr> <tr><td>Totals</td><td>39</td></tr> </table>	Cars	38	Trucks	0	Heavys	1	Totals	39	<table style="border-collapse: collapse;"> <tr><td>Cars</td><td>22</td><td>0</td><td>19</td><td>41</td></tr> <tr><td>Trucks</td><td>0</td><td>0</td><td>0</td><td>0</td></tr> <tr><td>Heavys</td><td>0</td><td>0</td><td>0</td><td>0</td></tr> <tr><td>Totals</td><td>22</td><td>0</td><td>19</td><td></td></tr> </table>	Cars	22	0	19	41	Trucks	0	0	0	0	Heavys	0	0	0	0	Totals	22	0	19		Peds Cross: ⌘ South Peds: 7 South Entering: 41 South Leg Total: 80
Cars	38																														
Trucks	0																														
Heavys	1																														
Totals	39																														
Cars	22	0	19	41																											
Trucks	0	0	0	0																											
Heavys	0	0	0	0																											
Totals	22	0	19																												

## Comments

# Tecumseh Rd @ Shawnee Rd

## Afternoon Peak Diagram

### Specified Period

**From:** 15:00:00

**To:** 18:00:00

### One Hour Peak

**From:** 15:15:00

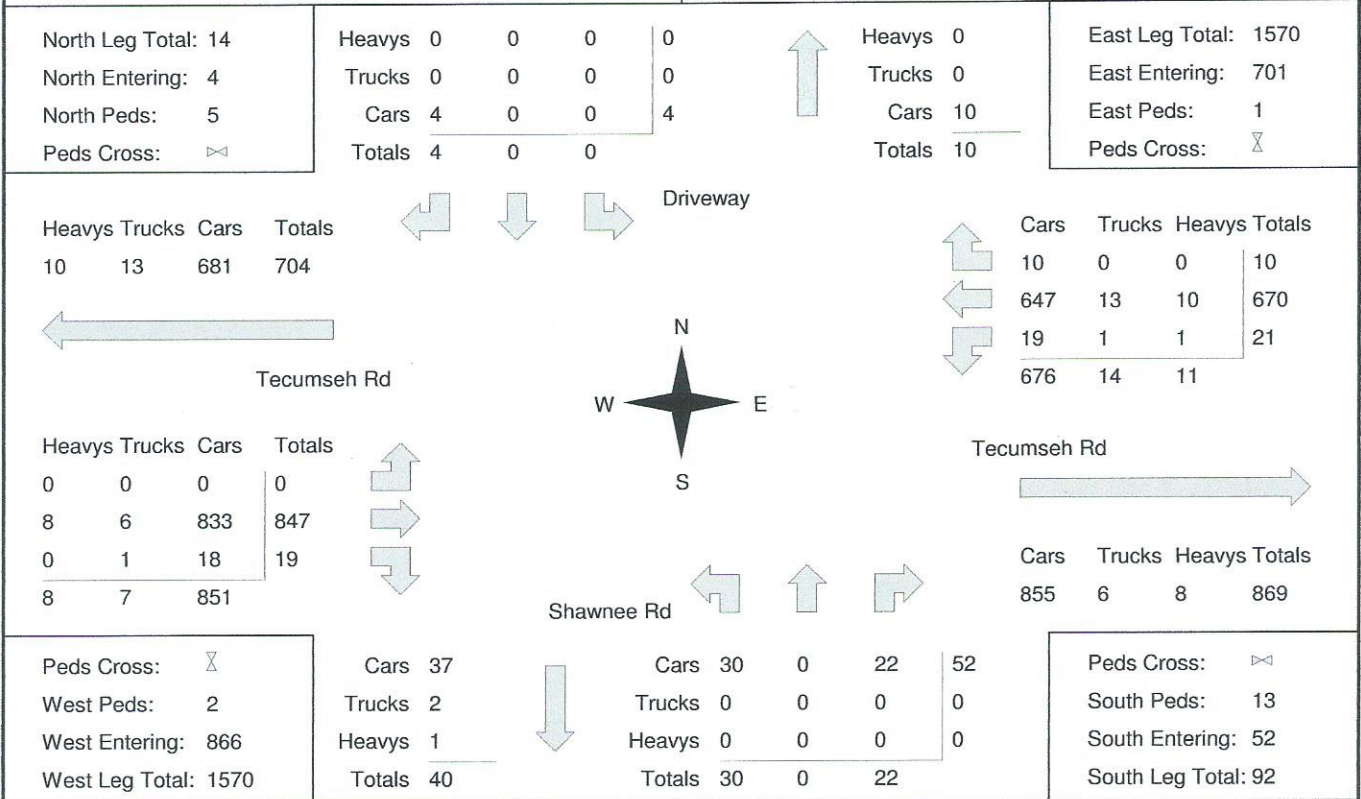
**To:** 16:15:00

**Municipality:** Tecumseh  
**Site #:** 0000000001  
**Intersection:** Tecumseh Rd & Shawnee Rd  
**TFR File #:** 3  
**Count date:** 8-May-2015

**Weather conditions:**  
 Clear/Dry  
**Person(s) who counted:**  
 Hank

**\*\* Signalized Intersection \*\***

**Major Road:** Tecumseh Rd runs W/E



## Comments

# Tecumseh Rd @ Shawnee Rd

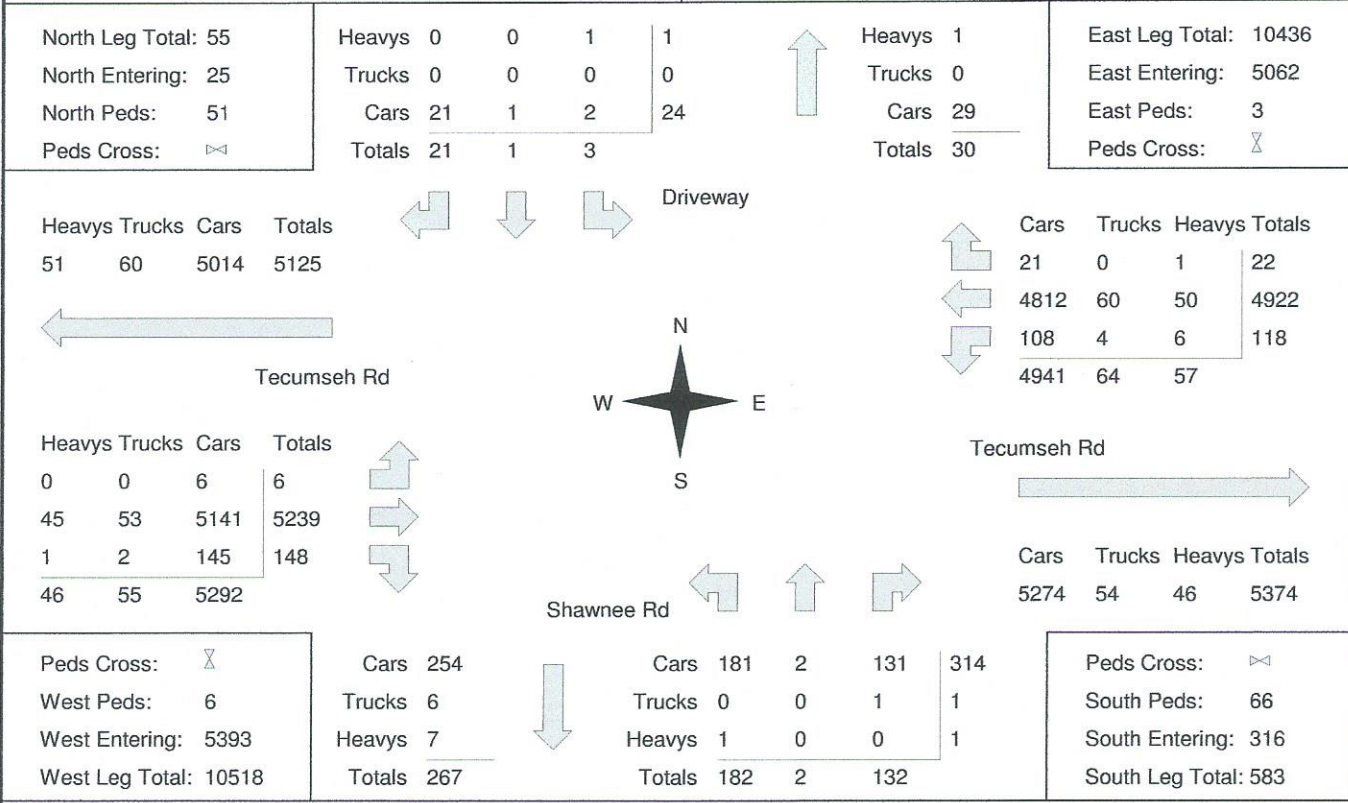
## Total Count Diagram

**Municipality:** Tecumseh  
**Site #:** 0000000001  
**Intersection:** Tecumseh Rd & Shawnee Rd  
**TFR File #:** 3  
**Count date:** 8-May-2015

**Weather conditions:** Clear/Dry  
**Person(s) who counted:** Hank

**\*\* Signalized Intersection \*\***

**Major Road:** Tecumseh Rd runs W/E



### Comments

# Tecumseh Rd @ Shawnee Rd

Municipality: Tecumseh  
 Major Road: Tecumseh Rd  
 Minor Road: Shawnee Rd

Date: May 8, 2015

Major Road Runs: East/West  
 Weather Conditions: Clear/Dry  
 Person No. 1 Hank  
 Person No. 2

Period Ending	North Approach							East Approach							South Approach							West Approach							Veh. Summary	
	Cars			Trucks			Ped. Cross.	Cars			Trucks			Ped. Cross.	Cars			Trucks			Ped. Cross.	Cars			Trucks			Ped. Cross.	15	60
	Left	Thru	Right	Left	Thru	Right		Left	Thru	Right	Left	Thru	Right		Left	Thru	Right	Left	Thru	Right		Left	Thru	Right	Left	Thru	Right			
7:15	0	0	0	0	0	0	0	2	67	0	0	7	0	0	1	0	1	0	0	0	1	0	31	0	0	2	0	0	111	
7:30	0	0	0	0	0	0	2	1	76	0	0	1	0	0	3	0	2	0	0	1	1	0	46	1	0	4	0	0	135	
7:45	0	0	0	0	0	0	0	1	107	0	1	3	0	0	1	0	1	0	0	0	1	0	45	3	0	0	0	0	162	
8:00	0	0	0	0	0	0	2	1	155	0	1	2	0	0	3	0	1	1	0	0	0	0	85	0	0	4	1	0	254	662
8:15	0	0	0	0	0	0	0	3	129	1	0	7	1	0	4	0	0	0	0	0	0	0	76	0	0	5	0	0	226	777
8:30	0	0	0	0	0	0	2	1	136	0	1	8	0	0	4	0	4	0	0	0	0	1	118	2	0	3	0	0	278	920
8:45	0	0	0	0	0	0	1	0	154	1	0	5	0	0	9	0	6	0	0	0	2	0	123	3	0	2	0	0	303	1061
9:00	0	0	0	0	0	0	6	8	156	0	0	5	0	0	9	0	4	0	0	0	4	0	126	5	0	5	0	0	318	1125
11:15	0	0	0	0	0	0	4	4	134	0	0	2	0	0	4	0	4	0	0	0	3	0	144	4	0	2	0	0	298	
11:30	0	0	1	0	0	0	0	2	125	0	0	4	0	0	6	0	3	0	0	0	1	0	163	2	0	4	0	0	310	
11:45	0	0	2	0	0	0	2	3	128	0	1	1	0	0	5	0	3	0	0	0	1	0	153	4	0	3	0	0	303	
12:00	0	0	1	0	0	0	0	2	147	0	0	3	0	0	5	0	5	0	0	0	2	1	164	7	0	5	0	0	340	1251
12:15	0	0	0	0	0	0	3	1	164	0	0	0	0	0	2	0	4	0	0	0	2	0	200	6	0	4	1	0	382	1335
12:30	0	0	1	0	0	0	2	4	149	0	0	5	0	0	3	0	3	0	0	0	3	0	193	2	0	1	0	1	361	1386
12:45	1	1	1	0	0	0	0	4	141	0	1	1	0	0	2	0	10	0	0	0	0	0	182	4	0	5	0	0	353	1436
13:00	0	0	0	0	0	0	0	5	163	0	0	1	0	0	7	0	1	0	0	0	0	0	195	3	0	4	0	0	379	1475
13:15	0	0	0	0	0	0	0	6	187	0	0	3	0	0	5	0	5	0	0	0	2	0	185	6	0	0	0	0	397	1490
13:30	0	0	2	0	0	0	2	1	189	0	0	2	0	0	7	0	4	0	0	0	3	2	172	1	0	3	0	0	383	1512
13:45	0	0	2	0	0	0	4	6	202	1	1	4	0	0	6	0	2	0	0	0	2	1	186	8	0	4	0	1	423	1582
14:00	0	0	2	0	0	0	2	5	177	0	0	3	0	0	4	0	8	0	0	0	0	0	201	5	0	4	0	1	409	1612
15:15	1	0	1	1	0	0	2	3	173	1	0	7	0	1	9	0	5	0	0	0	3	1	178	6	0	1	0	0	387	
15:30	0	0	1	0	0	0	1	1	155	0	0	2	0	0	7	0	3	0	0	0	4	0	195	7	0	6	0	1	377	
15:45	0	0	2	0	0	0	1	5	175	0	2	9	0	0	5	0	2	0	0	0	5	0	205	2	0	2	0	0	409	
16:00	0	0	1	0	0	0	2	8	163	0	0	6	0	1	7	0	8	0	0	0	1	0	216	3	0	3	1	1	416	1589
16:15	0	0	0	0	0	0	1	5	154	10	0	6	0	0	11	0	9	0	0	0	3	0	217	6	0	3	0	0	421	1623
16:30	0	0	0	0	0	0	0	5	135	6	0	0	0	0	6	0	2	0	0	0	0	0	183	12	0	3	0	0	352	1598
16:45	0	0	0	0	0	0	0	4	180	0	1	2	0	0	8	0	3	0	0	0	1	0	207	5	0	1	0	0	411	1600
17:00	0	0	1	0	0	0	1	4	163	0	0	5	0	0	5	0	8	0	0	0	4	0	186	11	0	5	0	0	388	1572
17:15	0	0	0	0	0	0	3	3	174	0	0	0	0	0	11	0	4	0	0	0	3	0	215	9	0	4	0	0	420	1571
17:30	0	0	1	0	0	0	1	4	159	0	0	0	0	0	9	0	5	0	0	0	1	0	184	9	0	1	0	0	372	1591
17:45	0	0	1	0	0	0	5	2	146	0	1	1	0	1	6	2	4	0	0	0	6	0	192	4	0	2	0	1	361	1541
18:00	0	0	1	0	0	0	2	4	149	1	0	5	0	0	7	0	7	0	0	0	7	0	175	5	0	3	0	0	357	1510

# Tecumseh Rd @ Shawnee Rd

## Mid-day Peak Diagram

### Specified Period

**From:** 12:00:00

**To:** 15:00:00

### One Hour Peak

**From:** 12:15:00

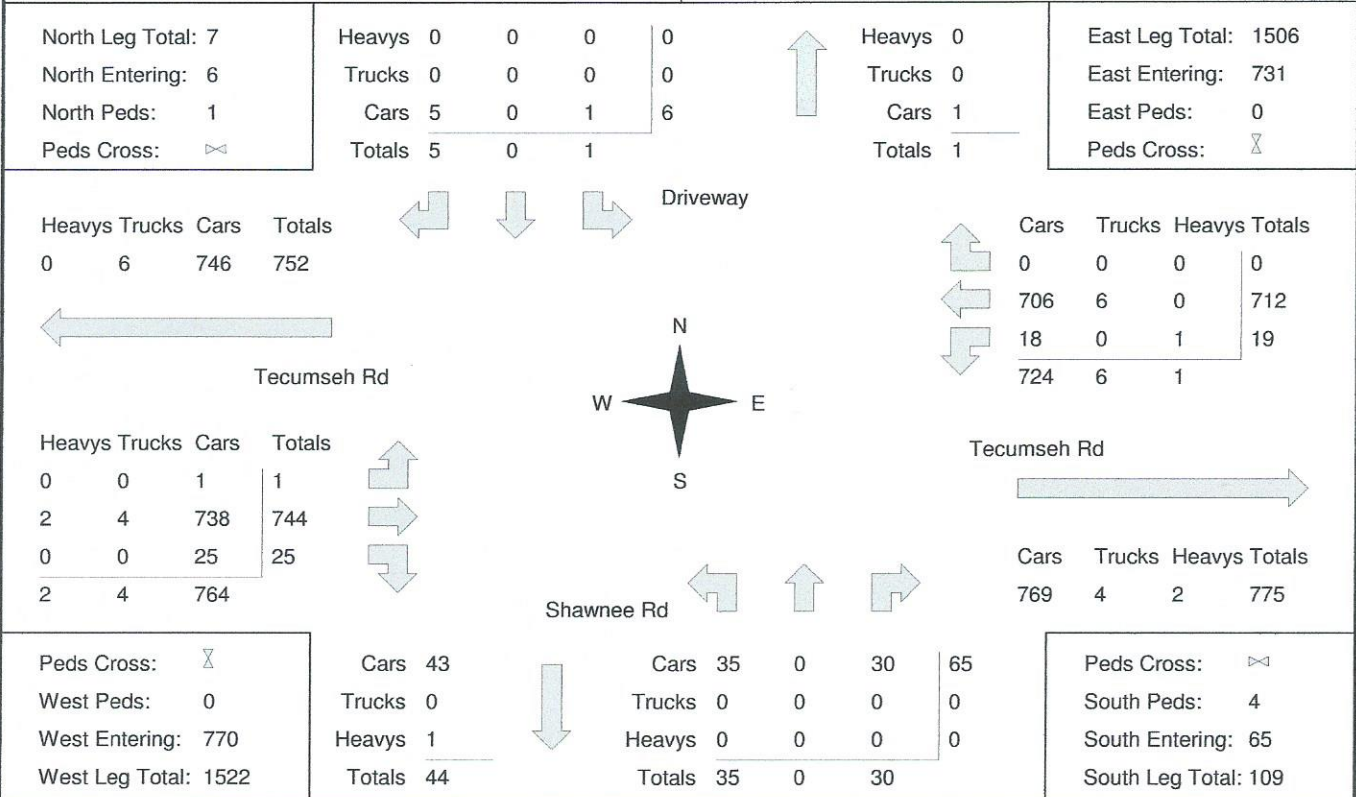
**To:** 13:15:00

**Municipality:** Tecumseh  
**Site #:** 0000000002  
**Intersection:** Tecumseh Rd & Shawnee Rd  
**TFR File #:** 4  
**Count date:** 9-May-2015

**Weather conditions:**  
Clear/Dry  
**Person(s) who counted:**  
Hank

**\*\* Signalized Intersection \*\***

**Major Road:** Tecumseh Rd runs W/E



## Comments

# Tecumseh Rd @ Shawnee Rd

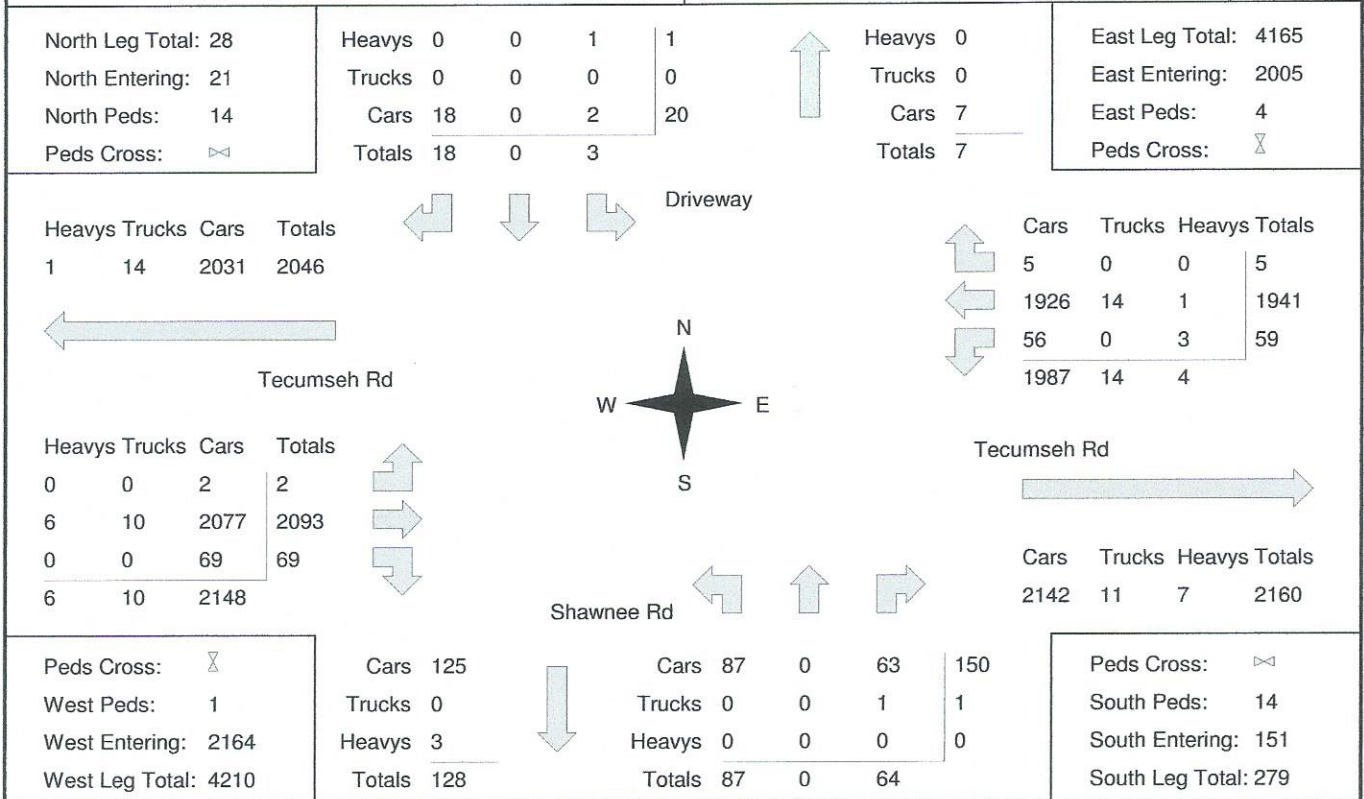
## Total Count Diagram

**Municipality:** Tecumseh  
**Site #:** 0000000002  
**Intersection:** Tecumseh Rd & Shawnee Rd  
**TFR File #:** 4  
**Count date:** 9-May-2015

**Weather conditions:** Clear/Dry  
**Person(s) who counted:** Hank

**\*\* Signalized Intersection \*\***

**Major Road:** Tecumseh Rd runs W/E



### Comments

# Tecumseh Rd @ Shawnee Rd

Municipality: Tecumseh  
 Major Road: Tecumseh Rd  
 Minor Road: Shawnee Rd

Major Road Runs: East/West  
 Weather Conditions: Clear/Dry  
 Person No. 1 Hank  
 Person No. 2

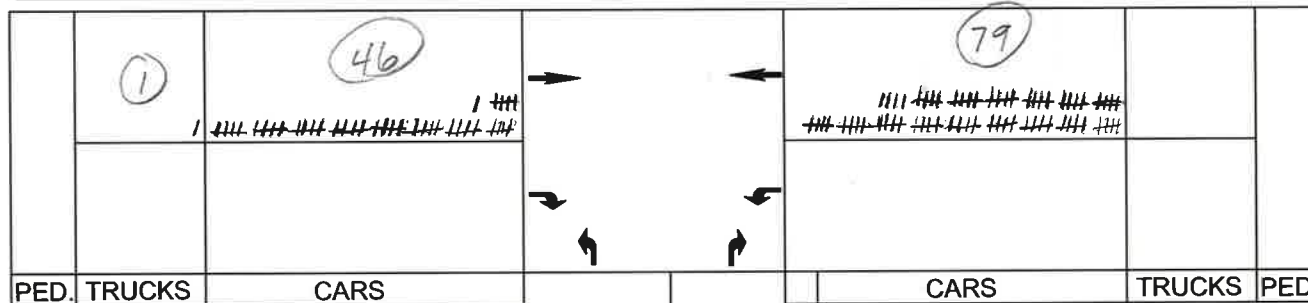
Date: May 9, 2015

Period Ending	North Approach						East Approach						South Approach						West Approach						Veh. Summary	
	Cars			Trucks			Cars			Trucks			Cars			Trucks			Cars			Trucks			Ped. Cross.	Ped. Cross.
	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru					
12:15	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	60
12:30	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	374	
12:45	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	422	
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	404	
13:15	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	368	1568
13:30	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	378	1572
13:45	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	402	1552
14:00	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	315	1463
14:15	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	307	1402
14:30	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	320	1344
14:45	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	330	1272
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	353	1310
																									368	1371

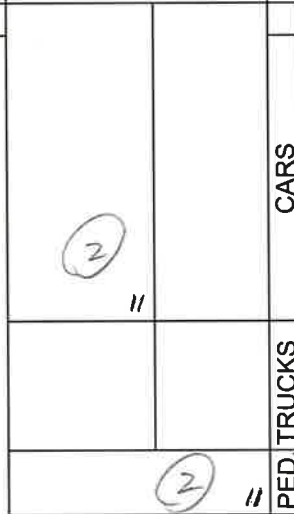


STREET: Tecumseh Road East

STREET: Tecumseh Road East



STREET: Poisson Street



DATE: Tues, March 22nd, 2016

PROJECT NO.: 16-3254-1005

COUNTER: Amy Dupuis

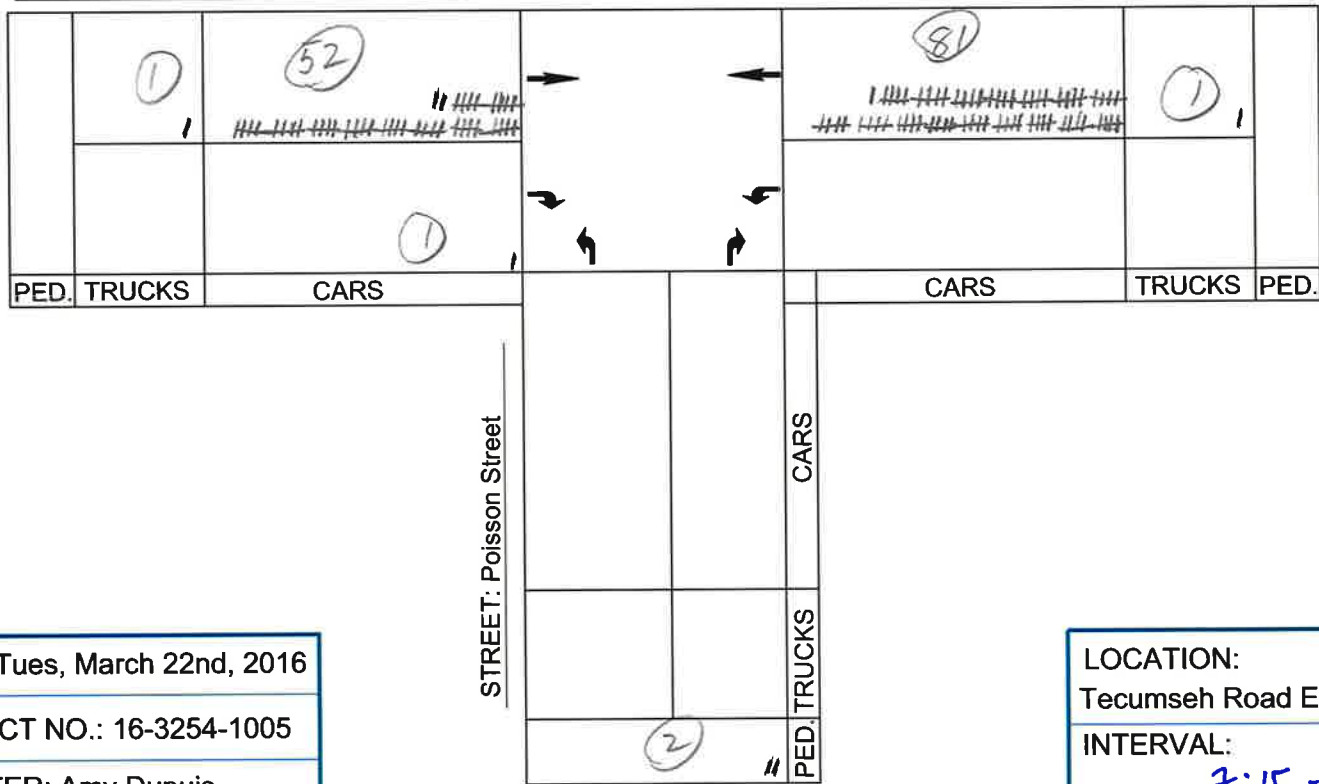
LOCATION:  
Tecumseh Road E. @ Poisson Street

INTERVAL:  
7am - 7:15am



STREET: Tecumseh Road East

STREET: Tecumseh Road East



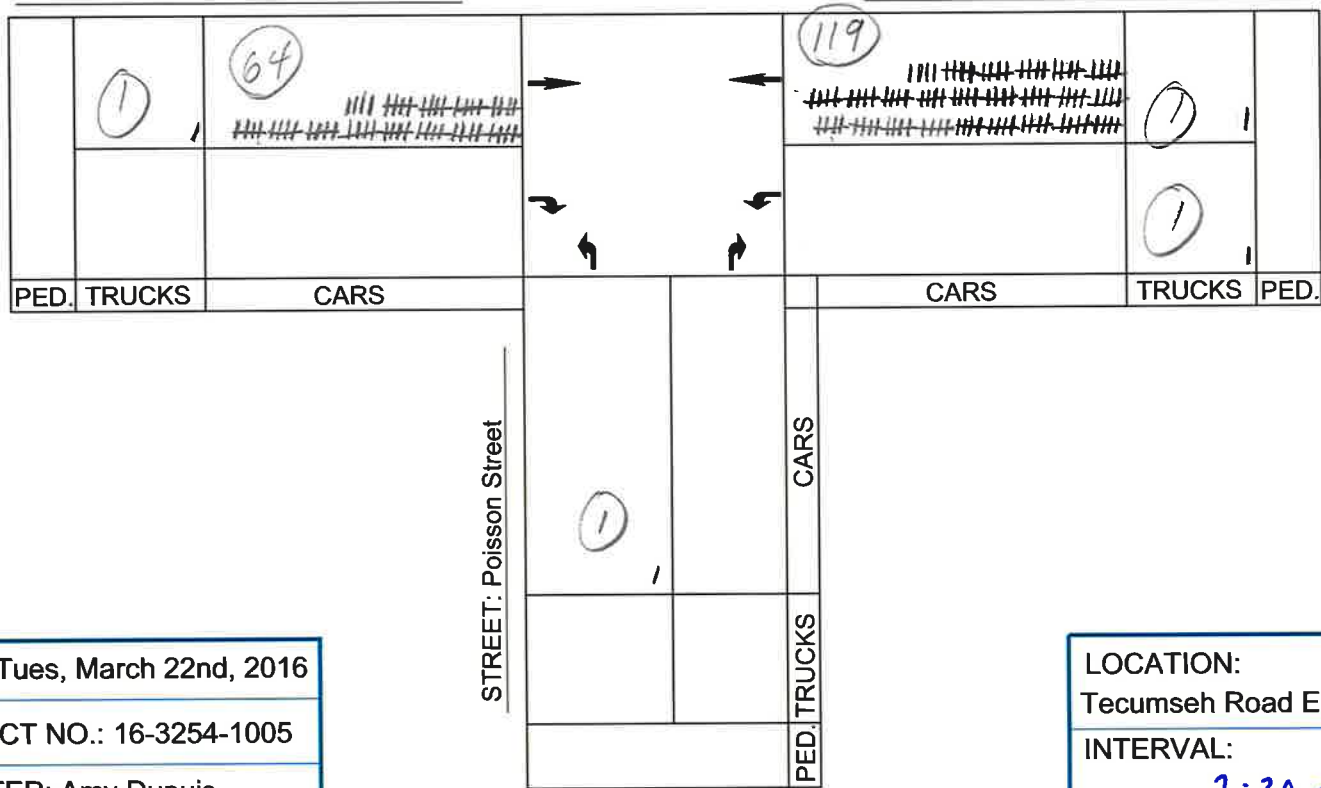
DATE: Tues, March 22nd, 2016  
 PROJECT NO.: 16-3254-1005  
 COUNTER: Amy Dupuis

LOCATION:  
 Tecumseh Road E. @ Poisson Street  
 INTERVAL:  
 7:15 - 7:30



STREET: Tecumseh Road East

STREET: Tecumseh Road East



DATE: Tues, March 22nd, 2016  
 PROJECT NO.: 16-3254-1005  
 COUNTER: Amy Dupuis

LOCATION:  
 Tecumseh Road E. @ Poisson Street  
 INTERVAL:  
 7:30 - 7:45



STREET: Tecumseh Road East

STREET: Tecumseh Road East

	(4)	(96)			(134)	(5)	
			→	←			
			↓	↑			
		(4)	↑	↓			
PED.	TRUCKS	CARS			CARS	TRUCKS	PED.

STREET: Poisson Street

	(1)	
		CARS
	(1)	
		PED. TRUCKS



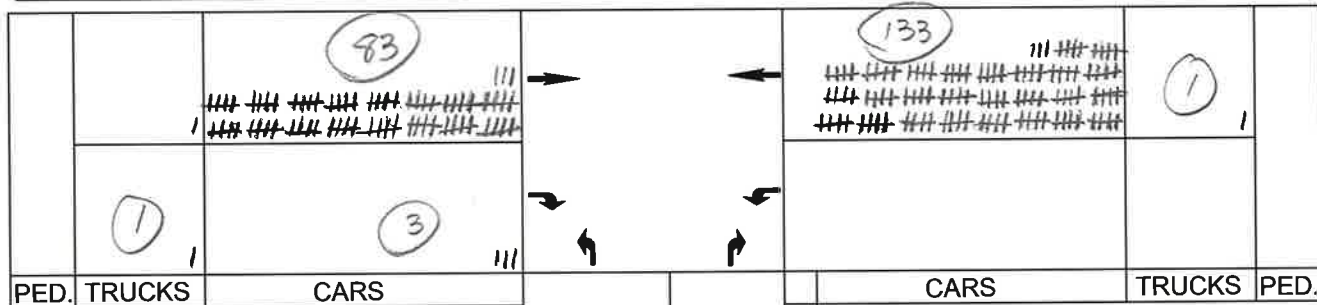
DATE: Tues, March 22nd, 2016  
 PROJECT NO.: 16-3254-1005  
 COUNTER: Amy Dupuis

LOCATION:  
 Tecumseh Road E. @ Poisson Street  
 INTERVAL:  
 7:45-8:00



STREET: Tecumseh Road East

STREET: Tecumseh Road East



STREET: Poisson Street



DATE: Tues, March 22nd, 2016

PROJECT NO.: 16-3254-1005

COUNTER: Amy Dupuis

LOCATION:

Tecumseh Road E. @ Poisson Street

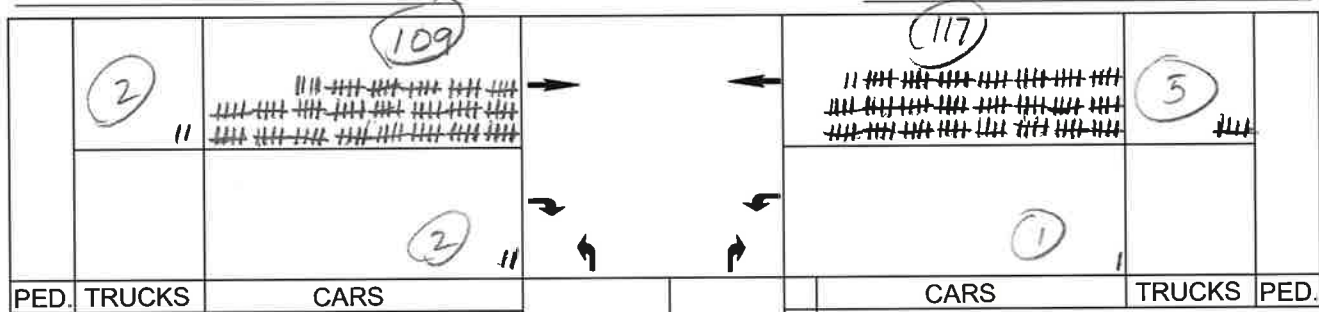
INTERVAL:

8:00 - 8:15

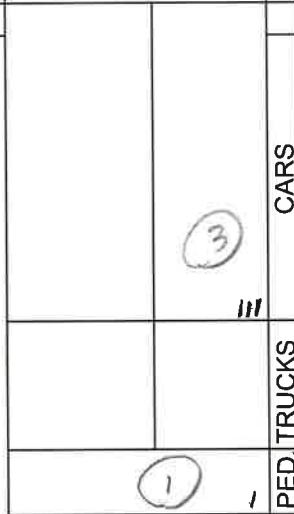


STREET: Tecumseh Road East

STREET: Tecumseh Road East



STREET: Poisson Street



DATE: Tues, March 22nd, 2016

PROJECT NO.: 16-3254-1005

COUNTER: Amy Dupuis

LOCATION:

Tecumseh Road E. @ Poisson Street

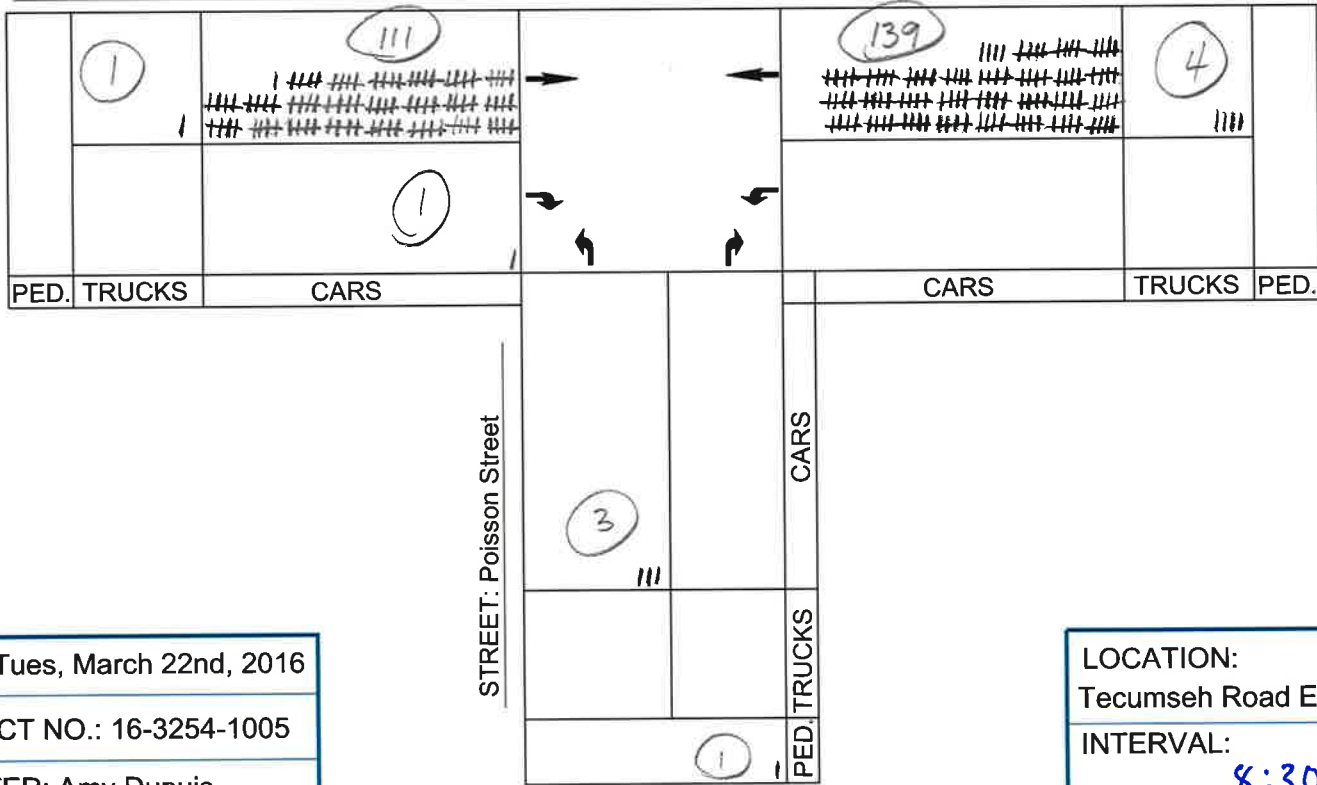
INTERVAL:

8:15-8:30



STREET: Tecumseh Road East

STREET: Tecumseh Road East



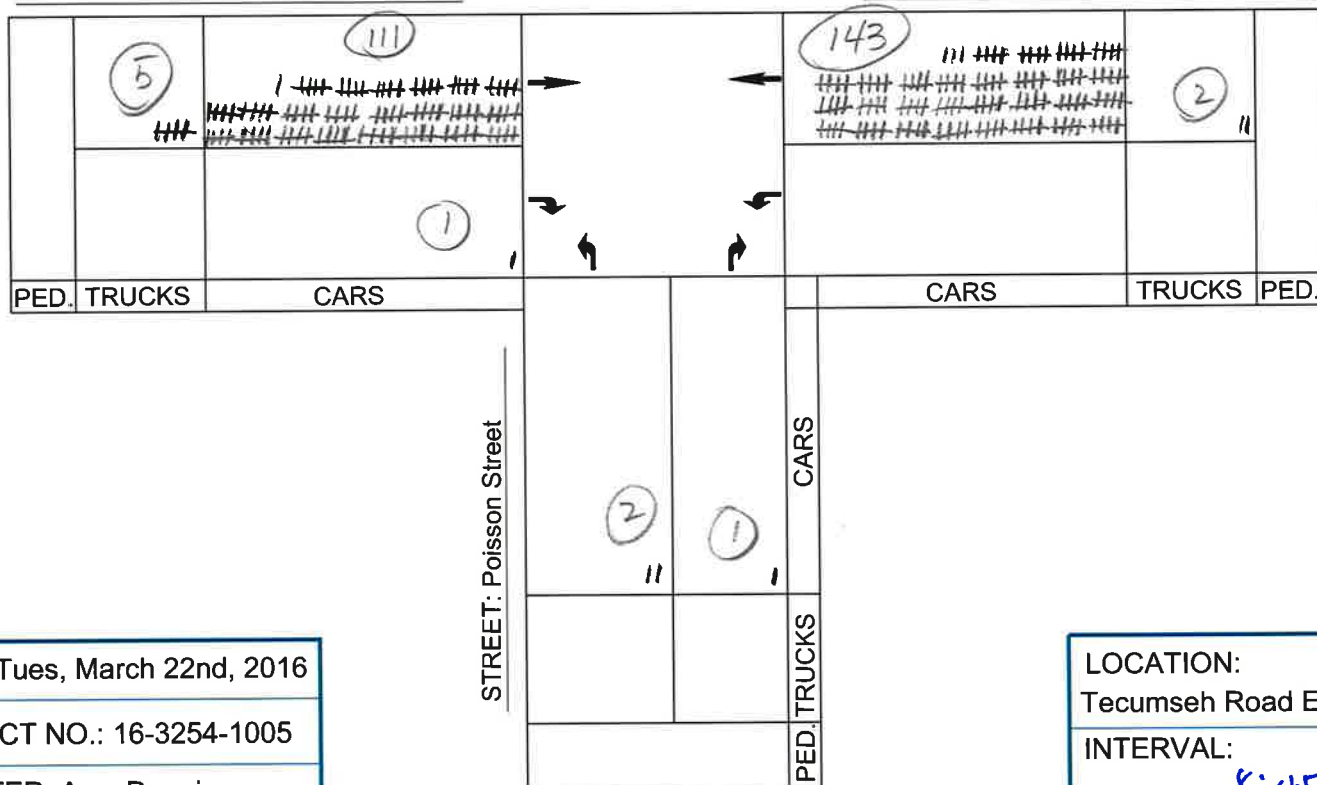
DATE: Tues, March 22nd, 2016  
 PROJECT NO.: 16-3254-1005  
 COUNTER: Amy Dupuis

LOCATION:  
 Tecumseh Road E. @ Poisson Street  
 INTERVAL:  
 8:30 - 8:45



STREET: Tecumseh Road East

STREET: Tecumseh Road East



DATE: Tues, March 22nd, 2016  
 PROJECT NO.: 16-3254-1005  
 COUNTER: Amy Dupuis

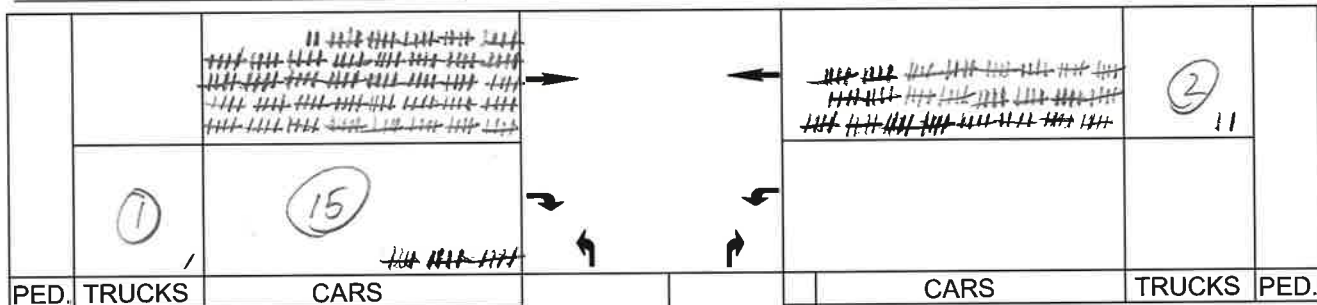
LOCATION:  
 Tecumseh Road E. @ Poisson Street  
 INTERVAL:  
 8:45-9:00

187

120

STREET: Tecumseh Road East

STREET: Tecumseh Road East



STREET: Poisson Street

CARS

②

||

PED. TRUCKS

①



DATE: Tues, March 22nd, 2016

PROJECT NO.: 16-3254-1005

COUNTER: Amy Dupuis

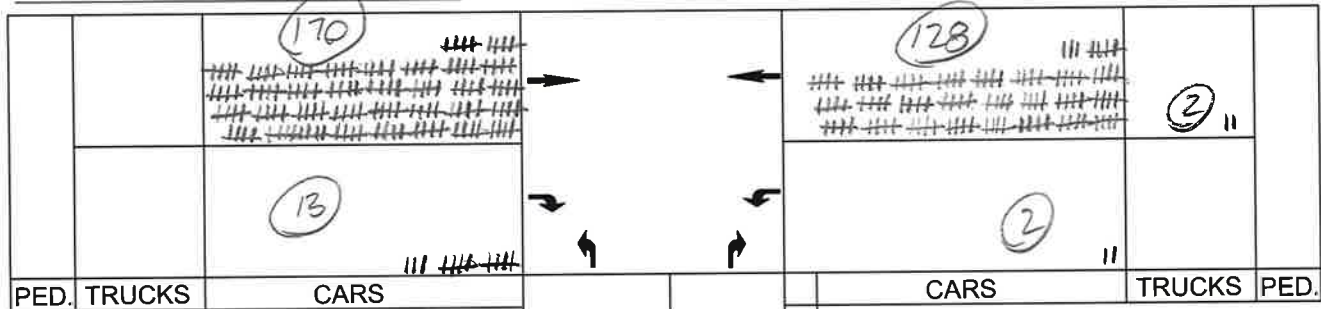
LOCATION:  
Tecumseh Road E. @ Poisson Street

INTERVAL:  
4pm - 4:15pm



STREET: Tecumseh Road East

STREET: Tecumseh Road East



STREET: Poisson Street

CARS

PED. TRUCKS

①

①



DATE: Tues, March 22nd, 2016

PROJECT NO.: 16-3254-1005

COUNTER: Amy Dupuis

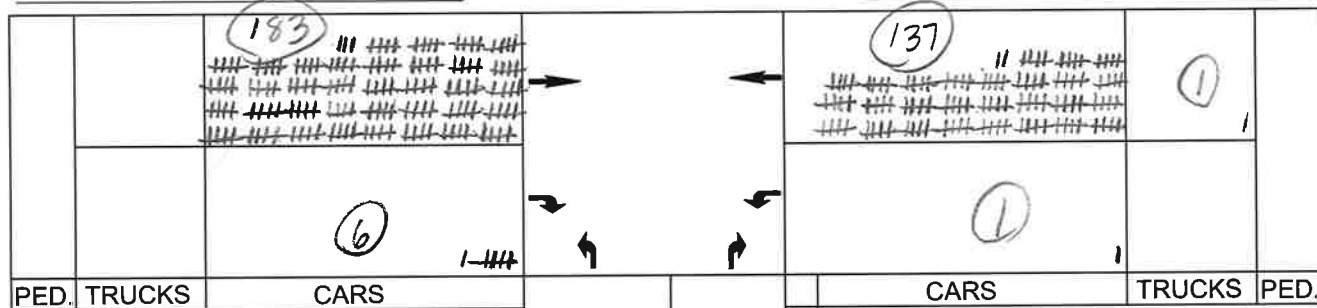
LOCATION:  
Tecumseh Road E. @ Poisson Street

INTERVAL:  
4:15 - 4:30

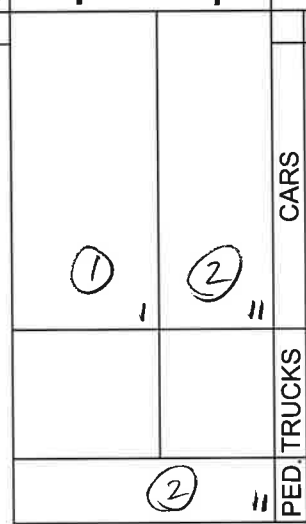


STREET: Tecumseh Road East

STREET: Tecumseh Road East



STREET: Poisson Street



DATE: Tues, March 22nd, 2016  
 PROJECT NO.: 16-3254-1005  
 COUNTER: Amy Dupuis

LOCATION:  
 Tecumseh Road E. @ Poisson Street  
 INTERVAL:  
 4:30 - 4:45



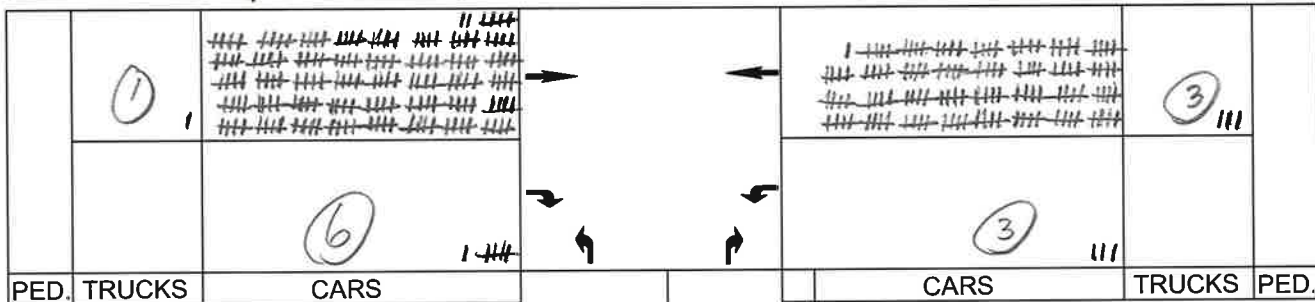


207

156

STREET: Tecumseh Road East

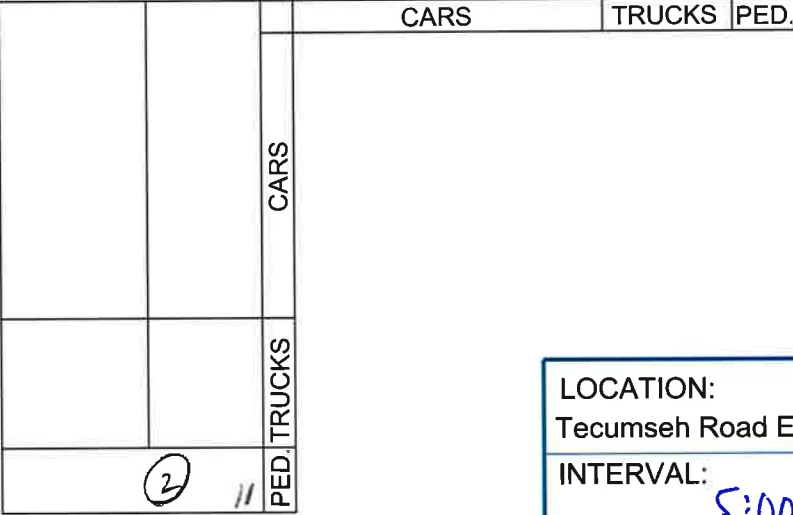
STREET: Tecumseh Road East



STREET: Poisson Street

CARS

PED. TRUCKS



DATE: Tues, March 22nd, 2016

PROJECT NO.: 16-3254-1005

COUNTER: Amy Dupuis

LOCATION:  
Tecumseh Road E. @ Poisson Street

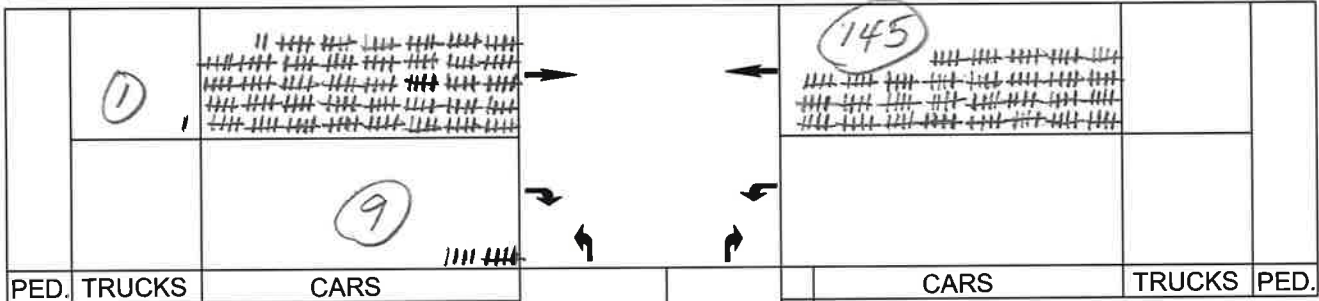
INTERVAL:  
5:00-5:15



192

STREET: Tecumseh Road East

STREET: Tecumseh Road East



STREET: Poisson Street

CARS

PED. TRUCKS



DATE: Tues, March 22nd, 2016

PROJECT NO.: 16-3254-1005

COUNTER: Amy Dupuis

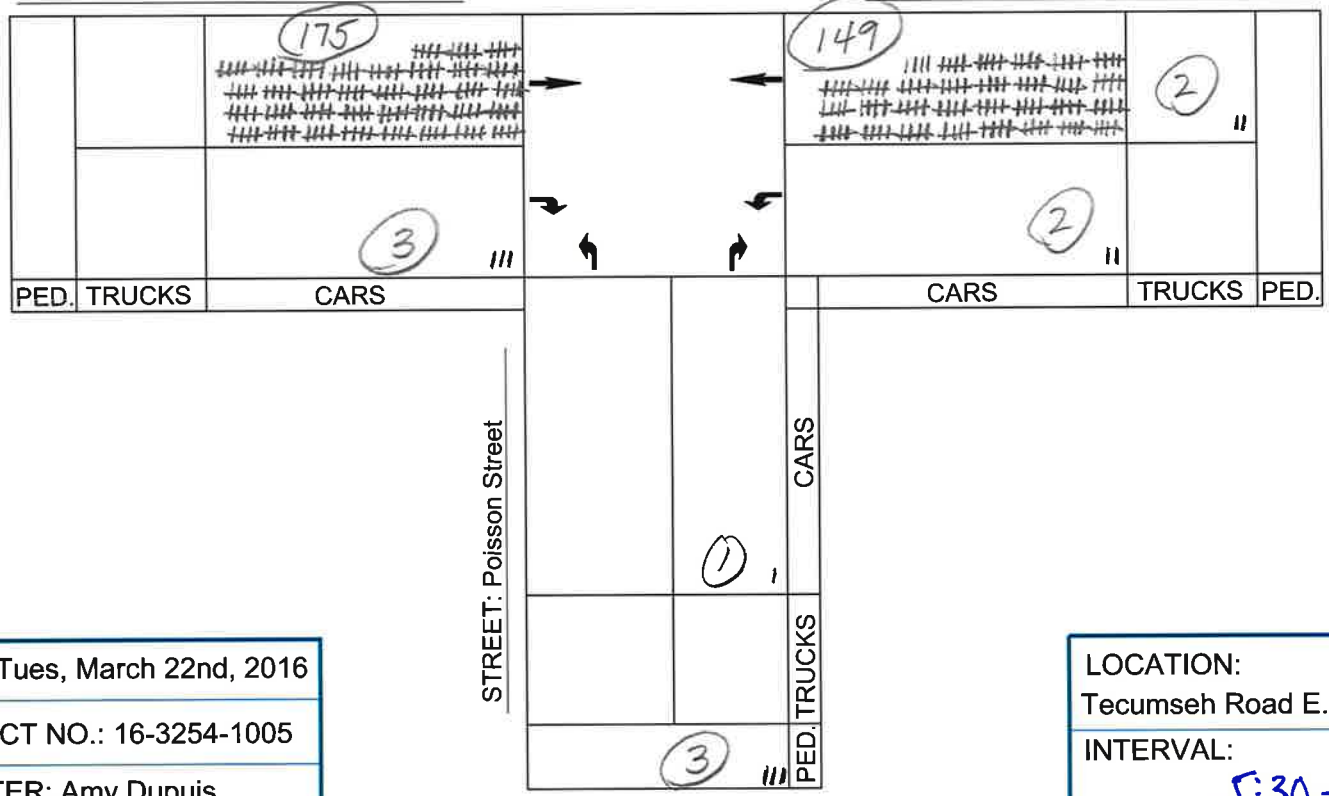
LOCATION:  
 Tecumseh Road E. @ Poisson Street


INTERVAL:  
 5:15 - 5:30



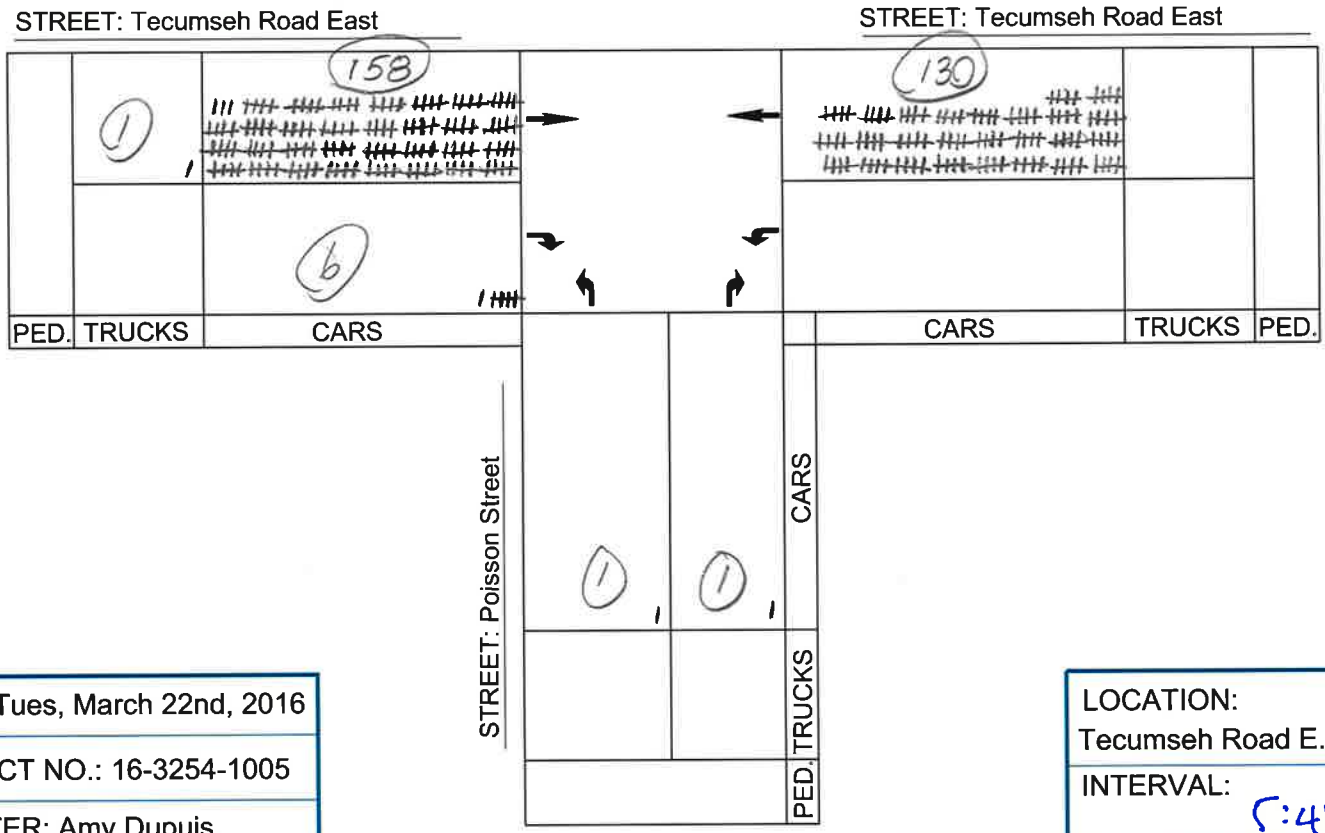
STREET: Tecumseh Road East

STREET: Tecumseh Road East



	DATE: Tues, March 22nd, 2016
	PROJECT NO.: 16-3254-1005
	COUNTER: Amy Dupuis

LOCATION: Tecumseh Road E. @ Poisson Street
INTERVAL: 5:30 - 5:45



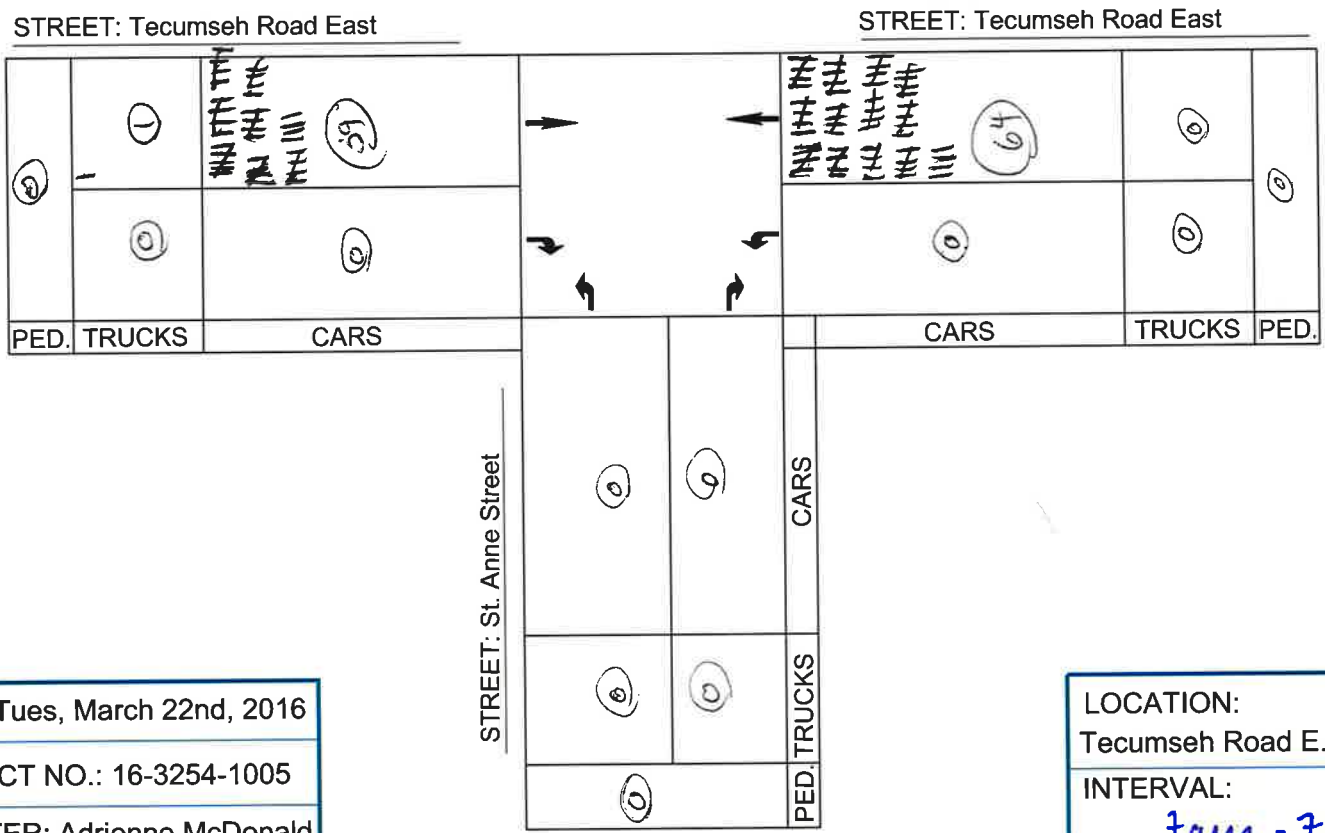

DATE: Tues, March 22nd, 2016  
PROJECT NO.: 16-3254-1005  
COUNTER: Amy Dupuis

LOCATION:  
Tecumseh Road E. @ Poisson Street  
INTERVAL:  
5:45 - 6:00

Tecumseh  
Auto  
Electric

Legends

Geri's Taxi Uses Lot  
on North Side (Former Legends Diner)

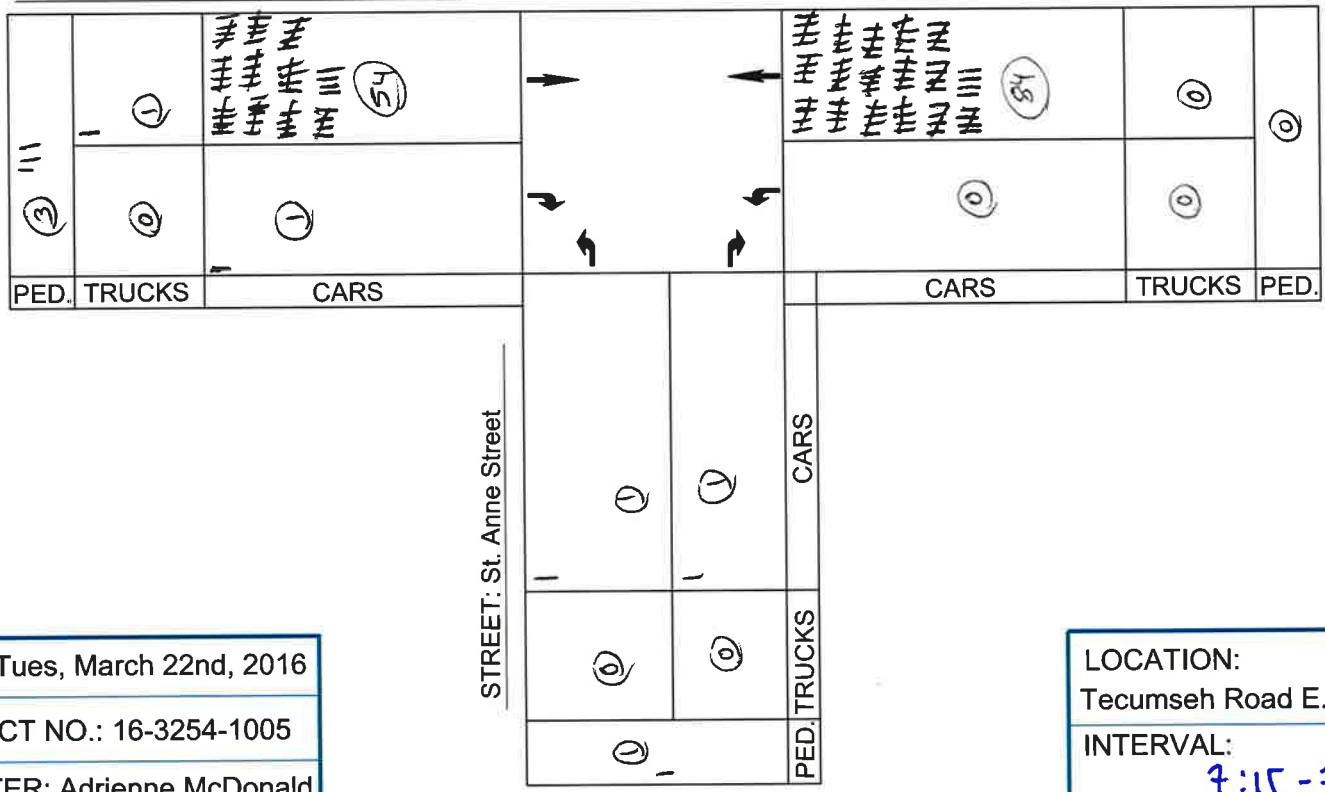
DATE: Tues, March 22nd, 2016  
 PROJECT NO.: 16-3254-1005  
 COUNTER: Adrienne McDonald

LOCATION:  
 Tecumseh Road E. @ St. Anne Street  
 INTERVAL:  
 7am - 7:15am



STREET: Tecumseh Road East

STREET: Tecumseh Road East



DATE: Tues, March 22nd, 2016

PROJECT NO.: 16-3254-1005

COUNTER: Adrienne McDonald

LOCATION:  
Tecumseh Road E. @ St. Anne Street

INTERVAL:  
7:15 - 7:30



STREET: Tecumseh Road East

STREET: Tecumseh Road East

①	①	                   ⑤	→ ←	                   ③	← →	②	①
	②	②		②		②	
PED.	TRUCKS	CARS		CARS		TRUCKS	PED.

STREET: St. Anne Street

②	②	CARS
②	②	
②	②	PED. TRUCKS



DATE: Tues, March 22nd, 2016

PROJECT NO.: 16-3254-1005

COUNTER: Adrienne McDonald

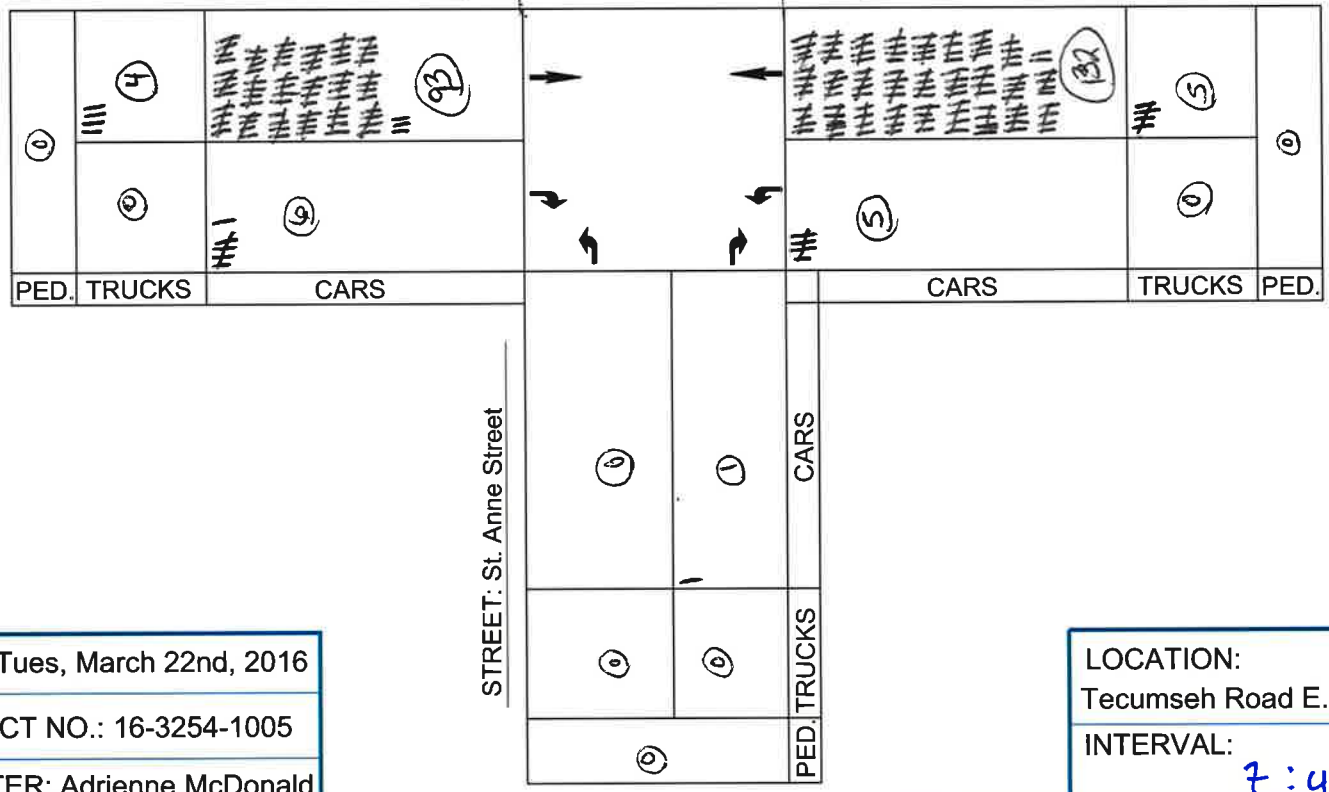
LOCATION:  
Tecumseh Road E. @ St. Anne Street

INTERVAL:  
7:30 - 7:45



STREET: Tecumseh Road East

STREET: Tecumseh Road East



STREET: St. Anne Street

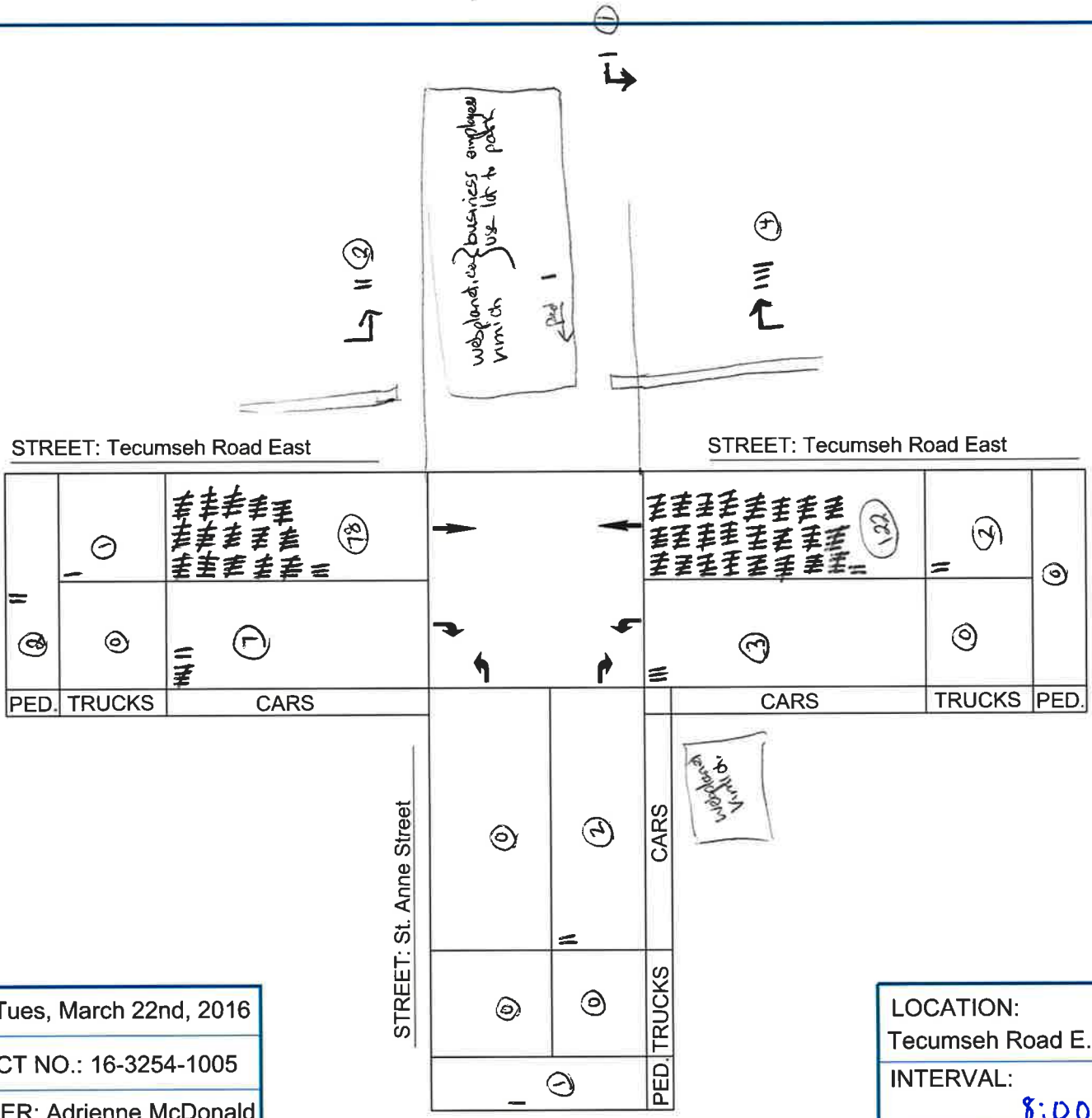


DATE: Tues, March 22nd, 2016  
 PROJECT NO.: 16-3254-1005  
 COUNTER: Adrienne McDonald

LOCATION:  
 Tecumseh Road E. @ St. Anne Street  
 INTERVAL:  
 7:45-8:00



DATE: Tues, March 22nd, 2016  
PROJECT NO.: 16-3254-1005  
COUNTER: Adrienne McDonald



LOCATION:  
Tecumseh Road E. @ St. Anne Street  
INTERVAL:  
8:00 - 8:15





STREET: Tecumseh Road East

STREET: Tecumseh Road East

①	①		①		③	④	②
	①	⑦					
PED.	TRUCKS	CARS		CARS	TRUCKS	PED.	

STREET: St. Anne Street

②	①	CARS
②	②	TRUCKS
②		PED.



DATE: Tues, March 22nd, 2016  
 PROJECT NO.: 16-3254-1005  
 COUNTER: Adrienne McDonald

LOCATION:  
 Tecumseh Road E. @ St. Anne Street  
 INTERVAL:  
 8:15 - 8:30

8:37 sicut

STREET: Tecumseh Road East

STREET: Tecumseh Road East

⑥	⑤	 ⑨④		 ①③①	⑤	②
	①	 ①④				
PED.	TRUCKS	CARS		CARS	TRUCKS	PED.


STREET: St. Anne Street

①	⑥	CARS
②	⑥	TRUCKS
③		PED.

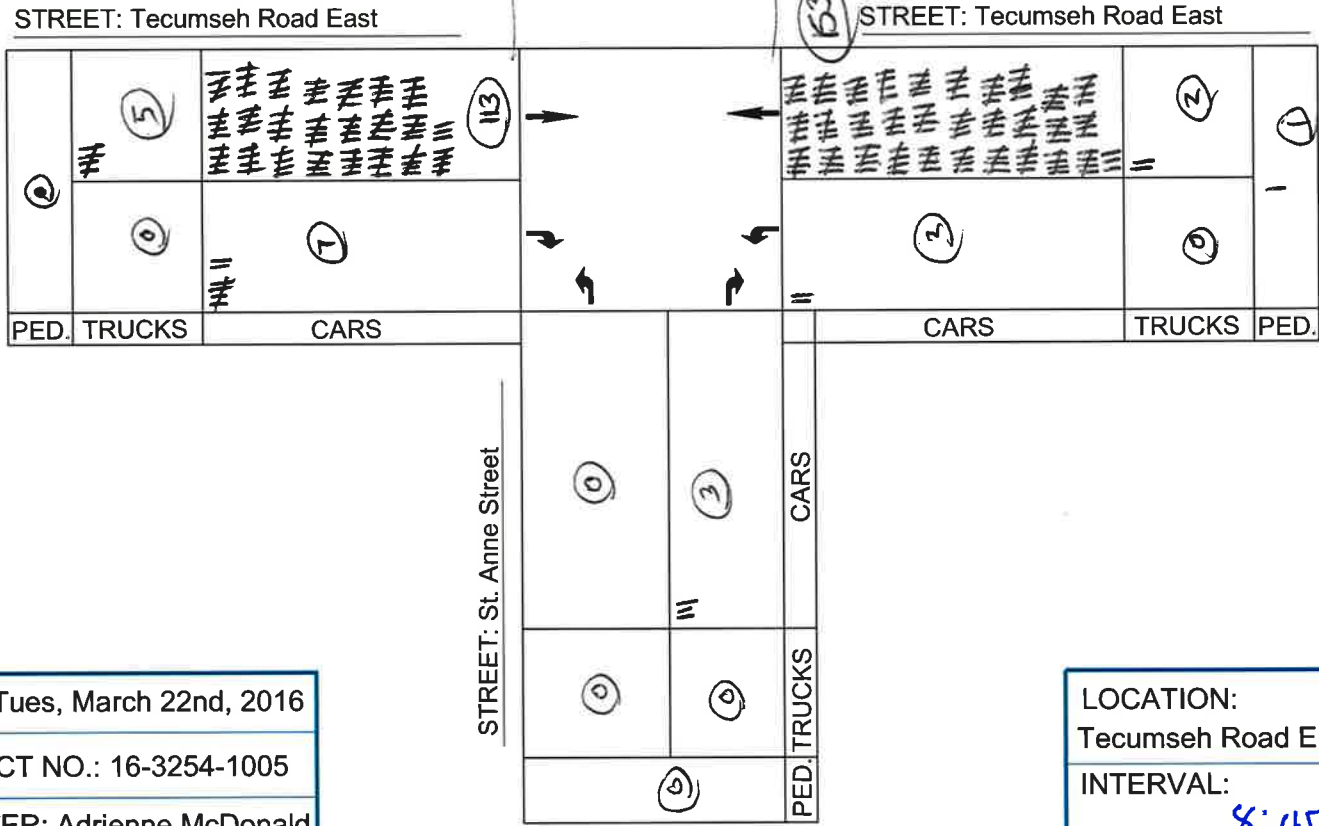


DATE: Tues, March 22nd, 2016  
 PROJECT NO.: 16-3254-1005  
 COUNTER: Adrienne McDonald

LOCATION:  
 Tecumseh Road E. @ St. Anne Street  
 INTERVAL:  
 8:30 - 8:45



DATE: Tues, March 22nd, 2016  
 PROJECT NO.: 16-3254-1005  
 COUNTER: Adrienne McDonald



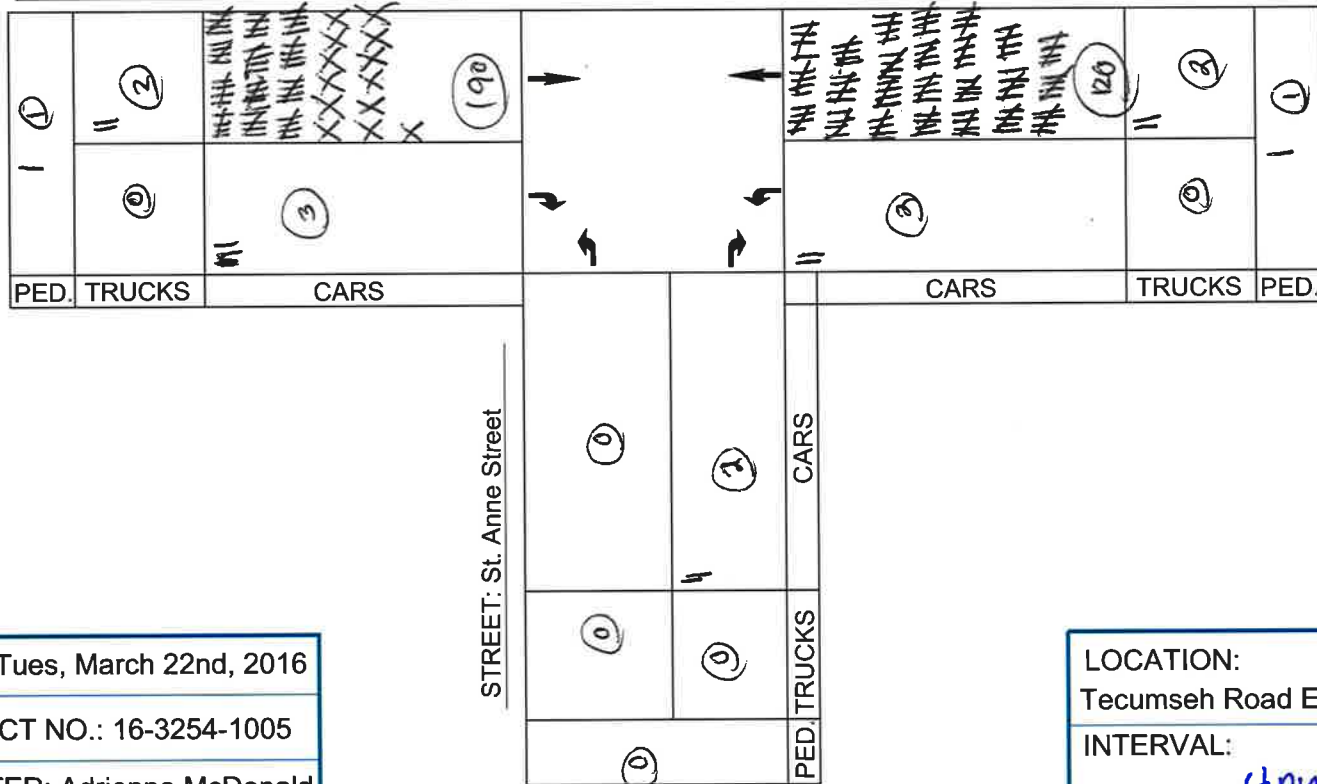
LOCATION:  
 Tecumseh Road E. @ St. Anne Street  
 INTERVAL:  
 8:45-9:00

X=10

Train  
4:10

STREET: Tecumseh Road East

STREET: Tecumseh Road East



DATE: Tues, March 22nd, 2016  
 PROJECT NO.: 16-3254-1005  
 COUNTER: Adrienne McDonald

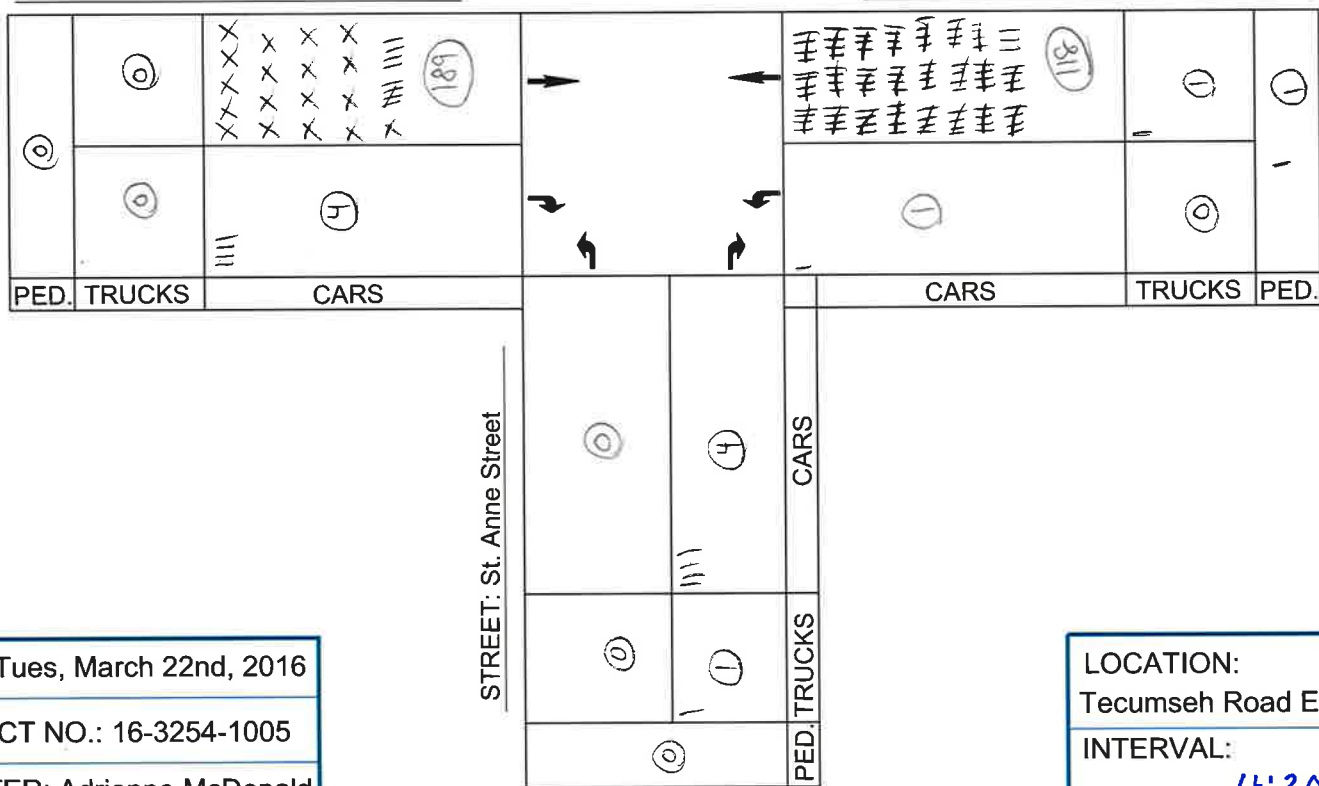
LOCATION:  
 Tecumseh Road E. @ St. Anne Street  
 INTERVAL:  
 4pm - 4:15pm





STREET: Tecumseh Road East

STREET: Tecumseh Road East



DATE: Tues, March 22nd, 2016  
 PROJECT NO.: 16-3254-1005  
 COUNTER: Adrienne McDonald

LOCATION:  
 Tecumseh Road E. @ St. Anne Street  
 INTERVAL:  
 4:30 - 4:45

Siren  
y54  
Arbald.00  
←



STREET: Tecumseh Road East

STREET: Tecumseh Road East

③	②	X X	①	①	①	①	①	①	①
		④							
PED.	TRUCKS	CARS			CARS	TRUCKS	PED.		

STREET: St. Anne Street

①	⑤	CARS
①	①	TRUCKS
①		PED.

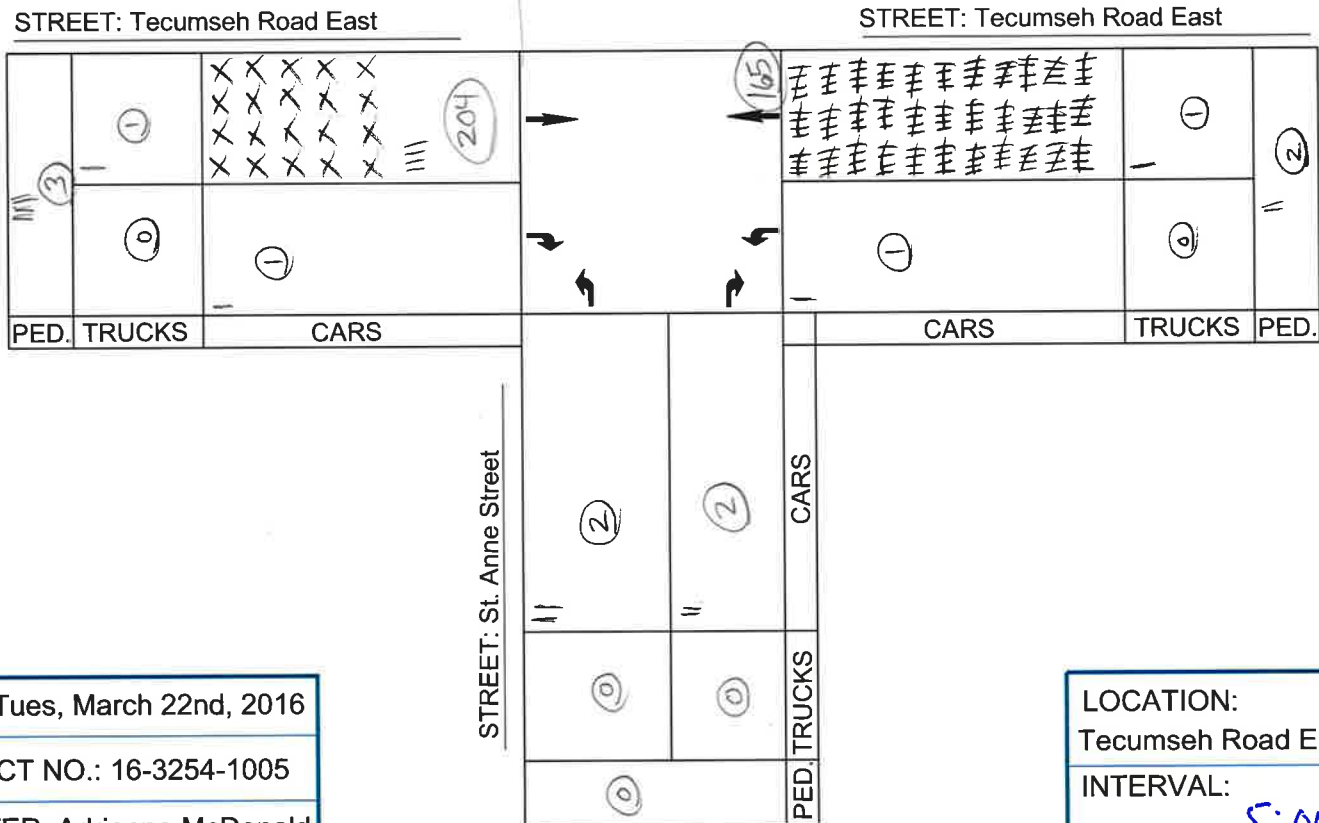


DATE: Tues, March 22nd, 2016  
PROJECT NO.: 16-3254-1005  
COUNTER: Adrienne McDonald

LOCATION:  
Tecumseh Road E. @ St. Anne Street  
INTERVAL:  
4:45-5:00



DATE: Tues, March 22nd, 2016  
PROJECT NO.: 16-3254-1005  
COUNTER: Adrienne McDonald



LOCATION:  
Tecumseh Road E. @ St. Anne Street  
INTERVAL:  
5:00 - 5:15





DATE: Tues, March 22nd, 2016  
PROJECT NO.: 16-3254-1005  
COUNTER: Adrienne McDonald

STREET: Tecumseh Road East

③	①	X X X X = X X X X = X X X X = X X X X =	①	②	②	①
	②	- #				
PED.	TRUCKS	CARS		CARS	TRUCKS	PED.

STREET: Tecumseh Road East

STREET: St. Anne Street

②	①	CARS
②	②	TRUCKS
②		PED.

LOCATION:  
Tecumseh Road E. @ St. Anne Street  
INTERVAL:  
5:30-5:45

①  
←







Paradigm Transportation Solutions Limited  
5A-150 Pinebush Rd

Cambridge, Ontario, Canada N1R 8J8  
519-896-3163 cbowness@pts.com

Count Name: Tecumseh Road & Lesperance Road  
Site Code:  
Start Date: 09/03/2019  
Page No: 1

### Turning Movement Data

Start Time	Tecumseh Road Eastbound						Tecumseh Road Westbound						Lesperance Road Northbound						Lesperance Road Southbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
11:30 AM	24	107	16	0	2	147	31	89	9	0	0	129	29	38	36	0	0	103	21	44	31	0	0	96	475
11:45 AM	29	97	20	0	3	146	27	83	22	0	2	132	30	34	31	0	0	95	27	55	19	0	4	101	474
Hourly Total	53	204	36	0	5	293	58	172	31	0	2	261	59	72	67	0	0	198	48	99	50	0	4	197	949
12:00 PM	45	106	14	0	4	165	34	96	19	0	2	149	36	53	39	1	4	129	17	38	20	0	3	75	518
12:15 PM	19	96	23	0	2	138	31	81	14	0	1	126	25	48	37	0	2	110	16	48	30	0	2	94	468
12:30 PM	24	90	22	0	4	136	32	91	10	0	0	133	33	49	34	0	2	116	20	47	27	0	1	94	479
12:45 PM	33	94	24	0	3	151	39	78	18	1	0	136	28	39	38	0	0	105	25	56	33	0	1	114	506
Hourly Total	121	386	83	0	13	590	136	346	61	1	3	544	122	189	148	1	8	460	78	189	110	0	7	377	1971
1:00 PM	27	107	24	0	1	158	30	90	17	0	0	137	30	43	30	0	1	103	16	64	16	0	1	96	494
1:15 PM	33	94	30	0	0	157	19	90	12	0	0	121	25	38	38	0	0	101	16	46	31	0	0	93	472
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Hourly Total	60	201	54	0	1	315	49	180	29	0	0	258	55	81	68	0	1	204	32	110	47	0	1	189	966
3:00 PM	39	104	19	0	0	162	38	93	12	0	2	143	42	61	50	0	1	153	24	60	25	0	3	109	567
3:15 PM	31	110	26	0	1	167	32	105	8	0	0	145	32	62	43	0	1	137	17	44	30	0	1	91	540
3:30 PM	41	114	20	0	0	175	43	120	13	0	1	176	30	65	51	0	1	146	13	48	27	0	2	88	585
3:45 PM	56	119	23	0	1	198	25	100	15	0	0	140	29	64	56	0	0	149	20	47	20	0	1	87	574
Hourly Total	167	447	88	0	2	702	138	418	48	0	3	604	133	252	200	0	3	585	74	199	102	0	7	375	2266
4:00 PM	48	113	23	0	0	184	26	101	21	0	1	148	36	80	59	0	1	175	22	47	26	0	1	95	602
4:15 PM	48	112	27	0	2	187	22	96	17	0	1	135	27	66	64	0	1	157	16	49	30	0	2	95	574
4:30 PM	48	106	23	0	0	177	25	94	16	0	0	135	32	83	52	0	1	167	37	65	23	0	1	125	604
4:45 PM	47	123	28	0	0	198	31	89	12	0	3	132	26	81	63	0	1	170	26	57	28	0	1	111	611
Hourly Total	191	454	101	0	2	746	104	380	66	0	5	550	121	310	238	0	4	669	101	218	107	0	5	426	2391
5:00 PM	32	113	27	0	0	172	25	98	12	0	1	135	38	99	66	0	0	203	27	59	29	0	0	115	625
5:15 PM	71	107	10	0	2	188	34	89	19	0	3	142	42	86	57	0	1	185	24	51	31	0	2	106	621
5:30 PM	42	121	25	0	0	188	40	84	8	0	0	132	33	77	72	0	2	182	29	66	26	0	1	121	623
5:45 PM	30	107	24	0	0	161	27	98	11	0	2	136	31	69	59	0	1	159	23	56	23	0	1	102	558
Hourly Total	175	448	86	0	2	709	126	369	50	0	6	545	144	331	254	0	4	729	103	232	109	0	4	444	2427
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
7:00 AM	5	24	20	0	0	49	39	44	6	0	0	89	20	24	13	0	0	57	5	55	16	0	0	76	271
7:15 AM	15	30	11	0	1	56	45	54	4	0	1	103	25	30	21	0	0	76	9	63	18	0	1	90	325
7:30 AM	9	39	12	0	1	60	59	82	2	0	3	143	23	30	26	0	3	79	10	82	36	0	1	128	410
7:45 AM	19	72	25	0	3	116	59	94	5	0	2	158	32	35	35	0	0	102	11	80	27	0	0	118	494
Hourly Total	48	165	68	0	5	281	202	274	17	0	6	493	100	119	95	0	3	314	35	280	97	0	2	412	1500
8:00 AM	15	79	18	0	2	112	66	95	6	0	1	167	39	49	40	0	0	128	5	89	24	0	1	118	525
8:15 AM	21	46	13	0	0	80	54	94	12	0	2	160	44	50	20	0	0	114	20	93	36	0	1	149	503

8:30 AM	27	75	11	0	0	113	40	113	16	0	0	169	39	34	28	0	0	101	18	57	37	0	0	112	495
8:45 AM	16	80	17	0	0	113	41	98	9	0	0	148	41	51	40	0	1	132	18	58	26	0	1	102	495
Hourly Total	79	280	59	0	2	418	201	400	43	0	3	644	163	184	128	0	1	475	61	297	123	0	3	481	2018
9:00 AM	14	74	18	0	0	106	35	101	8	0	1	144	29	51	37	0	0	117	12	46	31	0	1	89	456
9:15 AM	13	95	10	0	2	118	29	83	7	0	3	119	29	38	34	0	3	101	16	46	19	0	0	81	419
9:30 AM	23	75	13	0	0	111	33	85	13	0	1	131	28	30	27	0	0	85	11	46	19	0	1	76	403
9:45 AM	16	94	17	0	2	127	33	85	13	0	1	131	40	39	30	0	1	109	17	46	26	0	1	89	456
Hourly Total	66	338	58	0	4	462	130	354	41	0	6	525	126	158	128	0	4	412	56	184	95	0	3	335	1734
Grand Total	960	2923	633	0	36	4516	1144	2893	386	1	34	4424	1023	1696	1326	1	28	4046	588	1808	840	0	36	3236	16222
Approach %	21.3	64.7	14.0	0.0	-	-	25.9	65.4	8.7	0.0	-	-	25.3	41.9	32.8	0.0	-	-	18.2	55.9	26.0	0.0	-	-	-
Total %	5.9	18.0	3.9	0.0	-	27.8	7.1	17.8	2.4	0.0	-	27.3	6.3	10.5	8.2	0.0	-	24.9	3.6	11.1	5.2	0.0	-	19.9	-
Lights	950	2874	615	0	-	4439	1120	2853	377	1	-	4351	1006	1636	1308	1	-	3951	581	1741	822	0	-	3144	15885
% Lights	99.0	98.3	97.2	-	-	98.3	97.9	98.6	97.7	100.0	-	98.3	98.3	96.5	98.6	100.0	-	97.7	98.8	96.3	97.9	-	-	97.2	97.9
Mediums	10	41	17	0	-	68	18	30	8	0	-	56	13	50	16	0	-	79	5	58	18	0	-	81	284
% Mediums	1.0	1.4	2.7	-	-	1.5	1.6	1.0	2.1	0.0	-	1.3	1.3	2.9	1.2	0.0	-	2.0	0.9	3.2	2.1	-	-	2.5	1.8
Articulated Trucks	0	8	1	0	-	9	2	9	0	0	-	11	2	5	2	0	-	9	2	5	0	0	-	7	36
% Articulated Trucks	0.0	0.3	0.2	-	-	0.2	0.2	0.3	0.0	0.0	-	0.2	0.2	0.3	0.2	0.0	-	0.2	0.3	0.3	0.0	-	-	0.2	0.2
Bicycles on Road	0	0	0	0	-	0	4	1	1	0	-	6	2	5	0	0	-	7	0	4	0	0	-	4	17
% Bicycles on Road	0.0	0.0	0.0	-	-	0.0	0.3	0.0	0.3	0.0	-	0.1	0.2	0.3	0.0	0.0	-	0.2	0.0	0.2	0.0	-	-	0.1	0.1
Bicycles on Crosswalk	-	-	-	-	14	-	-	-	-	-	11	-	-	-	-	-	11	-	-	-	-	-	13	-	-
% Bicycles on Crosswalk	-	-	-	-	38.9	-	-	-	-	-	32.4	-	-	-	-	-	39.3	-	-	-	-	-	36.1	-	-
Pedestrians	-	-	-	-	22	-	-	-	-	-	23	-	-	-	-	-	17	-	-	-	-	-	23	-	-
% Pedestrians	-	-	-	-	61.1	-	-	-	-	-	67.6	-	-	-	-	-	60.7	-	-	-	-	-	63.9	-	-



Paradigm Transportation Solutions Limited  
5A-150 Pinebush Rd

Cambridge, Ontario, Canada N1R 8J8  
519-896-3163 cdowness@ptsll.com

Count Name: Tecumseh Road & Lesperance Road  
Site Code:  
Start Date: 09/03/2019  
Page No: 8

### Turning Movement Peak Hour Data (8:00 AM)

Start Time	Tecumseh Road Eastbound						Tecumseh Road Westbound						Lesperance Road Northbound						Lesperance Road Southbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
8:00 AM	15	79	18	0	2	112	66	95	6	0	1	167	39	49	40	0	0	128	5	89	24	0	1	118	525
8:15 AM	21	46	13	0	0	80	54	94	12	0	2	160	44	50	20	0	0	114	20	93	36	0	1	149	503
8:30 AM	27	75	11	0	0	113	40	113	16	0	0	169	39	34	28	0	0	101	18	57	37	0	0	112	495
8:45 AM	16	80	17	0	0	113	41	98	9	0	0	148	41	51	40	0	1	132	18	58	26	0	1	102	495
Total	79	280	59	0	2	418	201	400	43	0	3	644	163	184	128	0	1	475	61	297	123	0	3	481	2018
Approach %	18.9	67.0	14.1	0.0	-	-	31.2	62.1	6.7	0.0	-	-	34.3	38.7	26.9	0.0	-	-	12.7	61.7	25.6	0.0	-	-	-
Total %	3.9	13.9	2.9	0.0	-	20.7	10.0	19.8	2.1	0.0	-	31.9	8.1	9.1	6.3	0.0	-	23.5	3.0	14.7	6.1	0.0	-	23.8	-
PHF	0.731	0.875	0.819	0.000	-	0.925	0.761	0.885	0.672	0.000	-	0.953	0.926	0.902	0.800	0.000	-	0.900	0.763	0.798	0.831	0.000	-	0.807	0.961
Lights	78	273	57	0	-	408	193	392	41	0	-	626	160	171	126	0	-	457	59	285	121	0	-	465	1956
% Lights	98.7	97.5	96.6	-	-	97.6	96.0	98.0	95.3	-	-	97.2	98.2	92.9	98.4	-	-	96.2	96.7	96.0	98.4	-	-	96.7	96.9
Mediums	1	4	1	0	-	6	6	7	2	0	-	15	3	10	2	0	-	15	2	11	2	0	-	15	51
% Mediums	1.3	1.4	1.7	-	-	1.4	3.0	1.8	4.7	-	-	2.3	1.8	5.4	1.6	-	-	3.2	3.3	3.7	1.6	-	-	3.1	2.5
Articulated Trucks	0	3	1	0	-	4	0	1	0	0	-	1	0	1	0	0	-	1	0	1	0	0	-	1	7
% Articulated Trucks	0.0	1.1	1.7	-	-	1.0	0.0	0.3	0.0	-	-	0.2	0.0	0.5	0.0	-	-	0.2	0.0	0.3	0.0	-	-	0.2	0.3
Bicycles on Road	0	0	0	0	-	0	2	0	0	0	-	2	0	2	0	0	-	2	0	0	0	0	-	0	4
% Bicycles on Road	0.0	0.0	0.0	-	-	0.0	1.0	0.0	0.0	-	-	0.3	0.0	1.1	0.0	-	-	0.4	0.0	0.0	0.0	-	-	0.0	0.2
Bicycles on Crosswalk	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	2	-	-
% Bicycles on Crosswalk	-	-	-	-	50.0	-	-	-	-	-	0.0	-	-	-	-	-	100.0	-	-	-	-	-	66.7	-	-
Pedestrians	-	-	-	-	1	-	-	-	-	-	3	-	-	-	-	-	0	-	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	50.0	-	-	-	-	-	100.0	-	-	-	-	-	0.0	-	-	-	-	-	33.3	-	-



Paradigm Transportation Solutions Limited  
5A-150 Pinebush Rd

Cambridge, Ontario, Canada N1R 8J8  
519-896-3163 cbowness@pts1.com

Count Name: Tecumseh Road & Lesperance Road  
Site Code:  
Start Date: 09/03/2019  
Page No: 4

### Turning Movement Peak Hour Data (12:00 PM)

Start Time	Tecumseh Road Eastbound						Tecumseh Road Westbound						Lesperance Road Northbound						Lesperance Road Southbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
12:00 PM	45	106	14	0	4	165	34	96	19	0	2	149	36	53	39	1	4	129	17	38	20	0	3	75	518
12:15 PM	19	96	23	0	2	138	31	81	14	0	1	126	25	48	37	0	2	110	16	48	30	0	2	94	468
12:30 PM	24	90	22	0	4	136	32	91	10	0	0	133	33	49	34	0	2	116	20	47	27	0	1	94	479
12:45 PM	33	94	24	0	3	151	39	78	18	1	0	136	28	39	38	0	0	105	25	56	33	0	1	114	506
Total	121	386	83	0	13	590	136	346	61	1	3	544	122	189	148	1	8	460	78	189	110	0	7	377	1971
Approach %	20.5	65.4	14.1	0.0	-	-	25.0	63.6	11.2	0.2	-	-	26.5	41.1	32.2	0.2	-	-	20.7	50.1	29.2	0.0	-	-	-
Total %	6.1	19.6	4.2	0.0	-	29.9	6.9	17.6	3.1	0.1	-	27.6	6.2	9.6	7.5	0.1	-	23.3	4.0	9.6	5.6	0.0	-	19.1	-
PHF	0.672	0.910	0.865	0.000	-	0.894	0.872	0.901	0.803	0.250	-	0.913	0.847	0.892	0.949	0.250	-	0.891	0.780	0.844	0.833	0.000	-	0.827	0.951
Lights	118	378	78	0	-	574	134	339	60	1	-	534	119	180	144	1	-	444	77	181	107	0	-	365	1917
% Lights	97.5	97.9	94.0	-	-	97.3	98.5	98.0	98.4	100.0	-	98.2	97.5	95.2	97.3	100.0	-	96.5	98.7	95.8	97.3	-	-	96.8	97.3
Mediums	3	8	5	0	-	16	2	6	1	0	-	9	1	6	3	0	-	10	0	8	3	0	-	11	46
% Mediums	2.5	2.1	6.0	-	-	2.7	1.5	1.7	1.6	0.0	-	1.7	0.8	3.2	2.0	0.0	-	2.2	0.0	4.2	2.7	-	-	2.9	2.3
Articulated Trucks	0	0	0	0	-	0	0	1	0	0	-	1	0	1	1	0	-	2	1	0	0	0	-	1	4
% Articulated Trucks	0.0	0.0	0.0	-	-	0.0	0.0	0.3	0.0	0.0	-	0.2	0.0	0.5	0.7	0.0	-	0.4	1.3	0.0	0.0	-	-	0.3	0.2
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	2	2	0	0	-	4	0	0	0	0	-	0	4
% Bicycles on Road	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	0.0	-	0.0	1.6	1.1	0.0	0.0	-	0.9	0.0	0.0	0.0	-	-	0.0	0.2
Bicycles on Crosswalk	-	-	-	-	4	-	-	-	-	-	3	-	-	-	-	-	3	-	-	-	-	-	1	-	-
% Bicycles on Crosswalk	-	-	-	-	30.8	-	-	-	-	-	100.0	-	-	-	-	-	37.5	-	-	-	-	-	14.3	-	-
Pedestrians	-	-	-	-	9	-	-	-	-	-	0	-	-	-	-	-	5	-	-	-	-	-	6	-	-
% Pedestrians	-	-	-	-	69.2	-	-	-	-	-	0.0	-	-	-	-	-	62.5	-	-	-	-	-	85.7	-	-



Paradigm Transportation Solutions Limited  
5A-150 Pinebush Rd

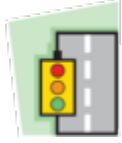
Cambridge, Ontario, Canada N1R 8J8  
519-896-3163 cbowness@ptsI.com

Count Name: Tecumseh Road & Lesperance Road  
Site Code:  
Start Date: 09/03/2019  
Page No: 6

### Turning Movement Peak Hour Data (4:45 PM)

Start Time	Tecumseh Road Eastbound						Tecumseh Road Westbound						Lesperance Road Northbound						Lesperance Road Southbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
4:45 PM	47	123	28	0	0	198	31	89	12	0	3	132	26	81	63	0	1	170	26	57	28	0	1	111	611
5:00 PM	32	113	27	0	0	172	25	98	12	0	1	135	38	99	66	0	0	203	27	59	29	0	0	115	625
5:15 PM	71	107	10	0	2	188	34	89	19	0	3	142	42	86	57	0	1	185	24	51	31	0	2	106	621
5:30 PM	42	121	25	0	0	188	40	84	8	0	0	132	33	77	72	0	2	182	29	66	26	0	1	121	623
Total	192	464	90	0	2	746	130	360	51	0	7	541	139	343	258	0	4	740	106	233	114	0	4	453	2480
Approach %	25.7	62.2	12.1	0.0	-	-	24.0	66.5	9.4	0.0	-	-	18.8	46.4	34.9	0.0	-	-	23.4	51.4	25.2	0.0	-	-	-
Total %	7.7	18.7	3.6	0.0	-	30.1	5.2	14.5	2.1	0.0	-	21.8	5.6	13.8	10.4	0.0	-	29.8	4.3	9.4	4.6	0.0	-	18.3	-
PHF	0.676	0.943	0.804	0.000	-	0.942	0.813	0.918	0.671	0.000	-	0.952	0.827	0.866	0.896	0.000	-	0.911	0.914	0.883	0.919	0.000	-	0.936	0.992
Lights	192	462	89	0	-	743	128	355	51	0	-	534	138	340	257	0	-	735	106	227	113	0	-	446	2458
% Lights	100.0	99.6	98.9	-	-	99.6	98.5	98.6	100.0	-	-	98.7	99.3	99.1	99.6	-	-	99.3	100.0	97.4	99.1	-	-	98.5	99.1
Mediums	0	1	1	0	-	2	1	2	0	0	-	3	1	2	1	0	-	4	0	4	1	0	-	5	14
% Mediums	0.0	0.2	1.1	-	-	0.3	0.8	0.6	0.0	-	-	0.6	0.7	0.6	0.4	-	-	0.5	0.0	1.7	0.9	-	-	1.1	0.6
Articulated Trucks	0	1	0	0	-	1	0	3	0	0	-	3	0	0	0	0	-	0	0	1	0	0	-	1	5
% Articulated Trucks	0.0	0.2	0.0	-	-	0.1	0.0	0.8	0.0	-	-	0.6	0.0	0.0	0.0	-	-	0.0	0.0	0.4	0.0	-	-	0.2	0.2
Bicycles on Road	0	0	0	0	-	0	1	0	0	0	-	1	0	1	0	0	-	1	0	1	0	0	-	1	3
% Bicycles on Road	0.0	0.0	0.0	-	-	0.0	0.8	0.0	0.0	-	-	0.2	0.0	0.3	0.0	-	-	0.1	0.0	0.4	0.0	-	-	0.2	0.1
Bicycles on Crosswalk	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	3	-	-
% Bicycles on Crosswalk	-	-	-	-	50.0	-	-	-	-	-	0.0	-	-	-	-	-	25.0	-	-	-	-	-	75.0	-	-
Pedestrians	-	-	-	-	1	-	-	-	-	-	7	-	-	-	-	-	3	-	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	50.0	-	-	-	-	-	100.0	-	-	-	-	-	75.0	-	-	-	-	-	25.0	-	-





**Ontario Traffic Inc.**  
TRAFFIC MONITORING  SERVICES & PRODUCTS

## Project #19392 - Dillon Consulting

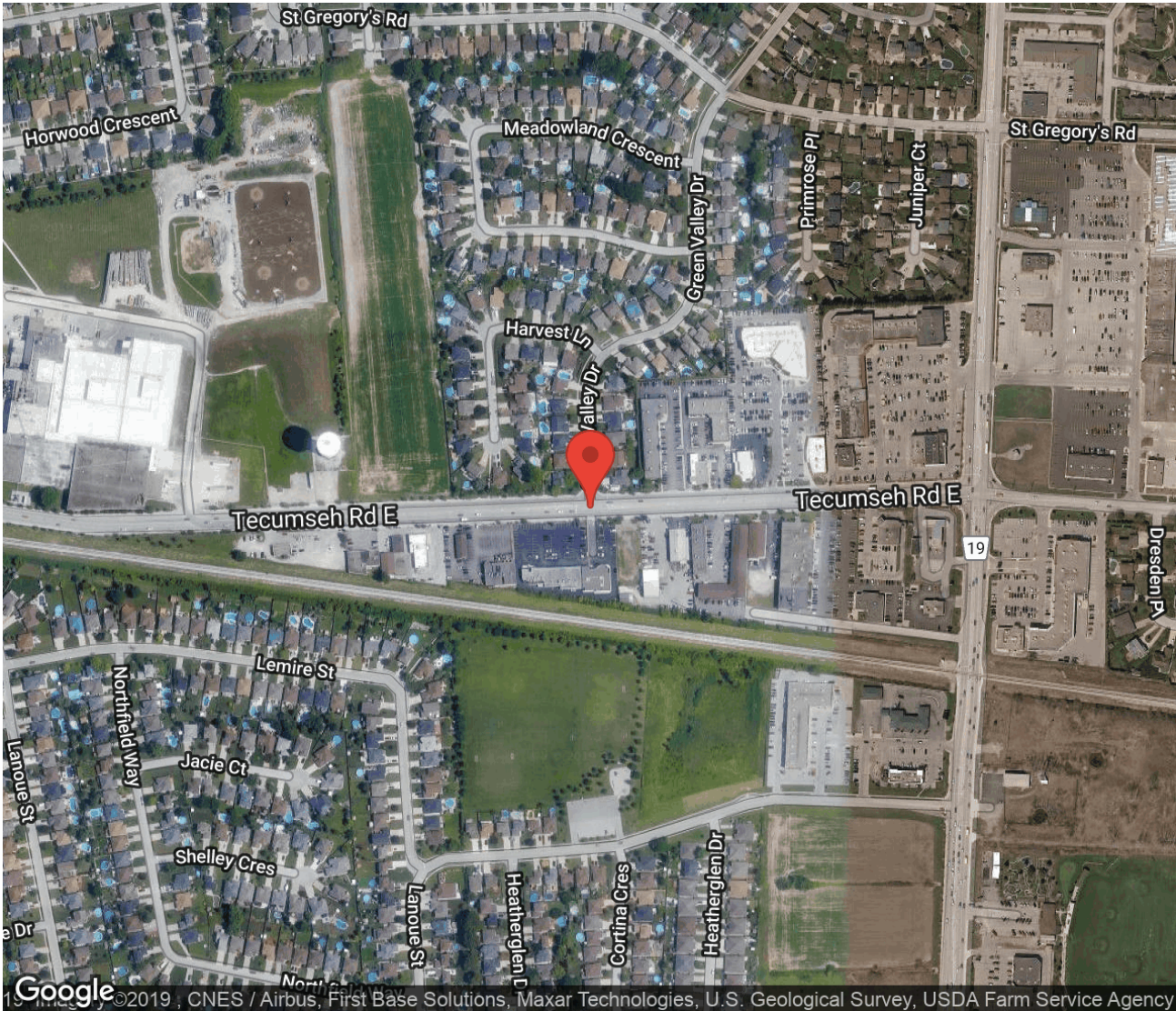
### Intersection Count Report

**Intersection:** Tecumseh Rd E & Green Valley Dr-Commercial Access  
**Municipality:** Windsor  
**Count Date:** Dec 12, 2019  
**Site Code:** 1939200003  
**Count Categories:** Cars, Medium Trucks, Heavy Trucks, Peds, Bicycles  
**Count Period:** 07:00-10:00, 11:00-14:00, 15:00-18:00  
**Weather:** Clear

# Traffic Count Map



Intersection: Tecumseh Rd E & Green Valley Dr-Commercial Access  
Municipality: Windsor  
Count Date: Dec 12, 2019



# Traffic Count Summary



Intersection: Tecumseh Rd E & Green Valley Dr-Commercial Access  
 Municipality: Windsor  
 Count Date: Dec 12, 2019

## - Traffic Summary

Hour	North Approach Totals						South Approach Totals					
	Includes Cars, Medium Trucks, Heavy Trucks, Bicycles						Includes Cars, Medium Trucks, Heavy Trucks, Bicycles					
	Left	Thru	Right	U-Turn	Total	Peds	Left	Thru	Right	U-Turn	Total	Peds
<b>07:00 - 08:00</b>	24	0	73	0	97	0	0	0	0	0	0	0
<b>08:00 - 09:00</b>	31	0	75	0	106	1	5	0	2	0	7	0
<b>09:00 - 10:00</b>	20	1	37	0	58	1	14	1	12	0	27	1
BREAK												
<b>11:00 - 12:00</b>	21	3	38	0	62	1	8	4	19	0	31	0
<b>12:00 - 13:00</b>	24	1	47	0	72	1	14	1	14	0	29	1
<b>13:00 - 14:00</b>	25	1	24	0	50	0	12	3	24	0	39	1
BREAK												
<b>15:00 - 16:00</b>	26	0	25	0	51	1	9	1	10	0	20	1
<b>16:00 - 17:00</b>	28	3	42	0	73	1	5	3	13	0	21	4
<b>17:00 - 18:00</b>	35	1	36	0	72	1	18	1	18	0	37	0
<b>GRAND TOTAL</b>	<b>234</b>	<b>10</b>	<b>397</b>	<b>0</b>	<b>641</b>	<b>7</b>	<b>85</b>	<b>14</b>	<b>112</b>	<b>0</b>	<b>211</b>	<b>8</b>

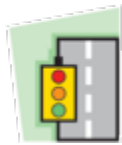
# Traffic Count Summary



Intersection: Tecumseh Rd E & Green Valley Dr-Commercial Access  
 Municipality: Windsor  
 Count Date: Dec 12, 2019

## - Traffic Summary

Hour	East Approach Totals						West Approach Totals					
	Left	Thru	Right	U-Turn	Total	Peds	Left	Thru	Right	U-Turn	Total	Peds
<b>07:00 - 08:00</b>	0	345	16	0	361	0	14	288	1	0	303	0
<b>08:00 - 09:00</b>	9	446	27	0	482	0	13	452	11	0	476	0
<b>09:00 - 10:00</b>	26	471	26	0	523	0	19	520	20	0	559	1
BREAK												
<b>11:00 - 12:00</b>	13	555	43	0	611	0	32	551	15	0	598	2
<b>12:00 - 13:00</b>	12	548	38	0	598	0	33	597	16	0	646	1
<b>13:00 - 14:00</b>	22	497	31	0	550	0	25	536	15	0	576	1
BREAK												
<b>15:00 - 16:00</b>	12	552	50	0	614	1	47	643	7	0	697	1
<b>16:00 - 17:00</b>	9	602	52	0	663	0	73	690	8	0	771	0
<b>17:00 - 18:00</b>	9	594	59	0	662	0	72	612	16	0	700	1
<b>GRAND TOTAL</b>	<b>112</b>	<b>4610</b>	<b>342</b>	<b>0</b>	<b>5064</b>	<b>1</b>	<b>328</b>	<b>4889</b>	<b>109</b>	<b>0</b>	<b>5326</b>	<b>7</b>



**Ontario Traffic Inc.**  
TRAFFIC MONITORING SERVICES & PRODUCTS

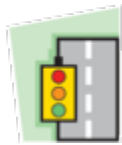
## Traffic Count Data

Intersection: Tecumseh Rd E & Green Valley Dr-Commercial Access  
Municipality: Windsor  
Count Date: Dec 12, 2019

### North Approach -

Start Time	Cars					Medium Trucks					Heavy Trucks					Bicycles					Total Peds
	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	
07:00	2	0	11	0	13	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0
07:15	11	0	13	0	24	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
07:30	2	0	26	0	28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	6	0	23	0	29	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
08:00	8	0	16	0	24	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
08:15	5	0	16	0	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	10	0	23	0	33	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	7	0	18	0	25	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0
09:00	6	0	5	0	11	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
09:15	5	1	8	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	5	0	10	0	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	3	0	14	0	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>SUBTOTAL</b>	70	1	183	0	254	4	0	2	0	6	1	0	0	0	1	0	0	0	0	0	2





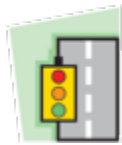
**Ontario Traffic Inc.**  
TRAFFIC MONITORING SERVICES & PRODUCTS

## Traffic Count Data

Intersection: Tecumseh Rd E & Green Valley Dr-Commercial Access  
Municipality: Windsor  
Count Date: Dec 12, 2019

### North Approach -

Start Time	Cars					Medium Trucks					Heavy Trucks					Bicycles					Total Peds
	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	
15:00	4	0	8	0	12	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
15:15	9	0	5	0	14	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	1
15:30	3	0	6	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	6	0	6	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	6	0	12	0	18	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
16:15	6	2	15	0	23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
16:30	5	1	6	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	10	0	9	0	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	10	1	12	0	23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	4	0	2	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	10	0	9	0	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
17:45	11	0	13	0	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>SUBTOTAL</b>	84	4	103	0	191	5	0	0	0	5	0	0	0	0	0	0	0	0	0	0	3
<b>GRAND TOTAL</b>	224	10	394	0	628	9	0	3	0	12	1	0	0	0	1	0	0	0	0	0	7



**Ontario Traffic Inc.**  
TRAFFIC MONITORING SERVICES & PRODUCTS

## Traffic Count Data

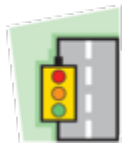
Intersection: Tecumseh Rd E & Green Valley Dr-Commercial Access  
Municipality: Windsor  
Count Date: Dec 12, 2019

### South Approach -

Start Time	Cars					Medium Trucks					Heavy Trucks					Bicycles					Total Peds
	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	2	0	2	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	5	0	1	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	1	0	2	0	3	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
09:30	4	0	4	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	4	0	5	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>SUBTOTAL</b>	19	0	14	0	33	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1







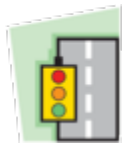
**Ontario Traffic Inc.**  
TRAFFIC MONITORING + SERVICES & PRODUCTS

## Traffic Count Data

Intersection: Tecumseh Rd E & Green Valley Dr-Commercial Access  
Municipality: Windsor  
Count Date: Dec 12, 2019

### East Approach -

Start Time	Cars					Medium Trucks					Heavy Trucks					Bicycles					Total Peds
	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	
07:00	0	63	2	0	65	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0
07:15	0	75	5	0	80	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0
07:30	0	101	3	0	104	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	0
07:45	0	96	4	0	100	0	3	0	0	3	0	3	0	0	3	0	0	0	0	0	0
08:00	2	113	7	0	122	0	2	1	0	3	0	1	0	0	1	0	0	0	0	0	0
08:15	1	101	7	0	109	0	2	1	0	3	0	0	0	0	0	0	0	0	0	0	0
08:30	0	110	6	0	116	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0
08:45	6	109	5	0	120	0	3	0	0	3	0	3	0	0	3	0	0	0	0	0	0
09:00	5	107	8	0	120	0	2	0	0	2	0	3	0	0	3	0	0	0	0	0	0
09:15	8	130	5	0	143	1	2	1	0	4	0	1	0	0	1	0	0	0	0	0	0
09:30	3	103	7	0	113	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
09:45	9	120	5	0	134	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0
<b>SUBTOTAL</b>	34	1228	64	0	1326	1	15	5	0	21	0	18	0	0	18	0	1	0	0	1	0



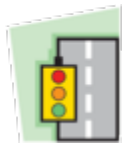
**Ontario Traffic Inc.**  
TRAFFIC MONITORING + SERVICES & PRODUCTS

## Traffic Count Data

Intersection: Tecumseh Rd E & Green Valley Dr-Commercial Access  
Municipality: Windsor  
Count Date: Dec 12, 2019

### East Approach -

Start Time	Cars					Medium Trucks					Heavy Trucks					Bicycles					Total Peds
	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	
11:00	1	112	8	0	121	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	0
11:15	3	136	9	0	148	0	3	1	0	4	0	2	0	0	2	0	0	0	0	0	0
11:30	6	148	9	0	163	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	0
11:45	3	147	16	0	166	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
12:00	3	141	10	0	154	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0
12:15	2	131	8	0	141	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	0
12:30	4	137	10	0	151	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0
12:45	3	132	8	0	143	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0
13:00	5	135	15	0	155	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
13:15	7	127	4	0	138	0	0	1	0	1	0	5	0	0	5	0	0	0	0	0	0
13:30	4	108	4	0	116	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0
13:45	6	120	6	0	132	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
<b>SUBTOTAL</b>	47	1574	107	0	1728	0	7	5	0	12	0	17	0	0	17	0	2	0	0	2	0



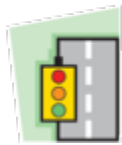
**Ontario Traffic Inc.**  
TRAFFIC MONITORING SERVICES & PRODUCTS

## Traffic Count Data

Intersection: Tecumseh Rd E & Green Valley Dr-Commercial Access  
Municipality: Windsor  
Count Date: Dec 12, 2019

### East Approach -

Start Time	Cars					Medium Trucks					Heavy Trucks					Bicycles					Total Peds
	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	
15:00	6	152	12	0	170	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0
15:15	3	135	10	0	148	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
15:30	2	114	10	0	126	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0
15:45	1	145	17	0	163	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0
16:00	1	135	14	0	150	0	0	0	0	0	0	1	0	1	0	0	1	0	0	1	0
16:15	4	142	15	0	161	0	3	1	0	4	0	1	0	1	0	0	0	0	0	0	0
16:30	1	160	10	0	171	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
16:45	3	155	12	0	170	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0
17:00	0	181	22	0	203	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
17:15	3	160	13	0	176	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0
17:30	3	130	11	0	144	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	3	120	12	0	135	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0
<b>SUBTOTAL</b>	30	1729	158	0	1917	0	10	3	0	13	0	5	0	0	5	0	4	0	0	4	1
<b>GRAND TOTAL</b>	111	4531	329	0	4971	1	32	13	0	46	0	40	0	0	40	0	7	0	0	7	1



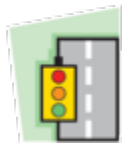
**Ontario Traffic Inc.**  
TRAFFIC MONITORING SERVICES & PRODUCTS

## Traffic Count Data

Intersection: Tecumseh Rd E & Green Valley Dr-Commercial Access  
Municipality: Windsor  
Count Date: Dec 12, 2019

### West Approach -

Start Time	Cars					Medium Trucks					Heavy Trucks					Bicycles					Total Peds
	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	
07:00	4	44	1	0	49	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0
07:15	0	57	0	0	57	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
07:30	4	83	0	0	87	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	0
07:45	5	96	0	0	101	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	0
08:00	4	93	1	0	98	1	3	0	0	4	0	0	0	0	0	0	0	0	0	0	0
08:15	1	100	2	0	103	1	4	0	0	5	0	0	0	0	0	0	0	0	0	0	0
08:30	3	104	3	0	110	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0
08:45	3	141	5	0	149	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0
09:00	4	123	3	0	130	0	4	0	0	4	0	3	0	0	3	0	0	0	0	0	0
09:15	7	148	3	0	158	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
09:30	4	113	3	0	120	0	3	0	0	3	0	2	0	0	2	0	1	0	0	1	0
09:45	4	119	11	0	134	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	0
<b>SUBTOTAL</b>	43	1221	32	0	1296	3	28	0	0	31	0	10	0	0	10	0	1	0	0	1	1



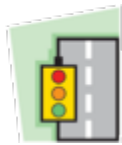
**Ontario Traffic Inc.**  
TRAFFIC MONITORING SERVICES & PRODUCTS

## Traffic Count Data

Intersection: Tecumseh Rd E & Green Valley Dr-Commercial Access  
Municipality: Windsor  
Count Date: Dec 12, 2019

### West Approach -

Start Time	Cars					Medium Trucks					Heavy Trucks					Bicycles					Total Peds
	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	
11:00	5	133	3	0	141	0	3	0	0	3	0	2	0	0	2	0	0	0	0	0	0
11:15	9	126	4	0	139	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	1
11:30	6	135	5	0	146	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0
11:45	12	141	2	0	155	0	3	1	0	4	0	3	0	0	3	0	0	0	0	0	1
12:00	9	165	0	0	174	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
12:15	9	135	4	0	148	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
12:30	8	123	8	0	139	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	1
12:45	7	165	4	0	176	0	1	0	0	1	0	4	0	0	4	0	0	0	0	0	0
13:00	8	122	6	0	136	0	5	0	0	5	0	1	0	0	1	0	0	0	0	0	0
13:15	6	119	4	0	129	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0
13:30	6	137	3	0	146	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
13:45	5	146	2	0	153	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	0
<b>SUBTOTAL</b>	90	1647	45	0	1782	0	19	1	0	20	0	17	0	0	17	0	1	0	0	1	4



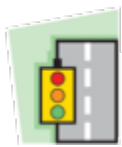
**Ontario Traffic Inc.**  
TRAFFIC MONITORING + SERVICES & PRODUCTS

## Traffic Count Data

Intersection: Tecumseh Rd E & Green Valley Dr-Commercial Access  
Municipality: Windsor  
Count Date: Dec 12, 2019

### West Approach -

Start Time	Cars					Medium Trucks					Heavy Trucks					Bicycles					Total Peds
	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	
15:00	7	143	1	0	151	0	5	0	0	5	0	1	0	0	1	0	1	0	0	1	0
15:15	12	137	3	0	152	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
15:30	13	164	1	0	178	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	0
15:45	13	186	2	0	201	1	0	0	0	1	0	3	0	0	3	0	0	0	0	0	1
16:00	30	179	1	0	210	0	4	0	0	4	0	1	0	0	1	0	1	0	0	1	0
16:15	10	172	4	0	186	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0
16:30	12	146	2	0	160	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
16:45	21	182	1	0	204	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
17:00	25	183	1	0	209	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0
17:15	17	161	7	0	185	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
17:30	20	148	6	0	174	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	10	115	2	0	127	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>SUBTOTAL</b>	190	1916	31	0	2137	2	17	0	0	19	0	9	0	0	9	0	3	0	0	3	2
<b>GRAND TOTAL</b>	<b>323</b>	<b>4784</b>	<b>108</b>	<b>0</b>	<b>5215</b>	<b>5</b>	<b>64</b>	<b>1</b>	<b>0</b>	<b>70</b>	<b>0</b>	<b>36</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>7</b>



# Peak Hour Diagram

**Specified Period**

From: 07:00:00  
To: 10:00:00

**One Hour Peak**

From: 08:30:00  
To: 09:30:00

**Intersection:** Tecumseh Rd E & Green Valley Dr-Commercial Access  
**Site ID:** 1939200003  
**Count Date:** Dec 12, 2019

**Weather conditions:**

**\*\* Signalized Intersection \*\***

**Major Road:** runs E/W

**North Approach**

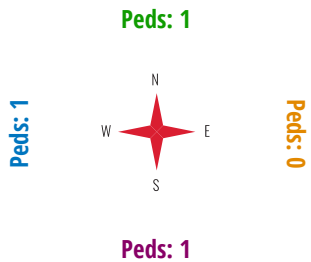
	Out	In	Total
Car	83	41	124
MT	3	2	5
HT	0	0	0
Bicycle	0	0	0
<b>Totals</b>	<b>86</b>	<b>43</b>	<b>129</b>

Bicycle	0	0	0	0
HT	0	0	0	0
MT	2	0	1	0
Car	54	1	28	0
<b>Totals</b>	<b>56</b>	<b>1</b>	<b>29</b>	<b>0</b>

**East Approach**

	Out	In	Total
Car	499	547	1046
MT	9	12	21
HT	9	4	13
Bicycle	0	0	0
<b>Totals</b>	<b>517</b>	<b>563</b>	<b>1080</b>

	HT	MT	Car	Totals
Bicycle	0	0	0	0
HT	0	0	17	17
MT	4	11	516	531
Car	0	0	14	14



Totals	Car	MT	HT	Bicycle
0	0	0	0	0
25	24	1	0	0
472	456	7	9	0
20	19	1	0	0

**West Approach**

	Out	In	Total
Car	547	519	1066
MT	11	9	20
HT	4	9	13
Bicycle	0	0	0
<b>Totals</b>	<b>562</b>	<b>537</b>	<b>1099</b>

Totals	Left	Thru	Right	U-Turn
Car	9	1	3	0
MT	0	1	0	0
HT	0	0	0	0
Bicycle	0	0	0	0

**South Approach**

	Out	In	Total
Car	12	34	46
MT	1	1	2
HT	0	0	0
Bicycle	0	0	0
<b>Totals</b>	<b>13</b>	<b>35</b>	<b>48</b>

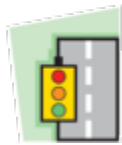
Car - Cars

MT - Medium Trucks

HT - Heavy Trucks

Bicycle - Bicycles

**Comments**



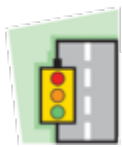
**Ontario Traffic Inc.**  
TRAFFIC MONITORING SERVICES & PRODUCTS

## Peak Hour Summary

Intersection: Tecumseh Rd E & Green Valley Dr-Commercial Access  
Count Date: Dec 12, 2019  
Period: 07:00 - 10:00

### Peak Hour Data (08:30 - 09:30)

Start Time	North Approach						South Approach						East Approach						West Approach						Total Vehicles
	←	↑	→	↻	Peds	Total	←	↑	→	↻	Peds	Total	←	↑	→	↻	Peds	Total	←	↑	→	↻	Peds	Total	
08:30	10	0	23	0	0	33	1	0	0	0	0	1	0	112	6	0	0	118	3	109	3	0	0	115	267
08:45	7	0	20	0	0	27	2	0	0	0	0	2	6	115	5	0	0	126	3	143	5	0	0	151	306
09:00	7	0	5	0	1	12	5	0	1	0	0	6	5	112	8	0	0	125	4	130	3	0	0	137	280
09:15	5	1	8	0	0	14	1	1	2	0	1	4	9	133	6	0	0	148	7	149	3	0	1	159	325
<b>Grand Total</b>	<b>29</b>	<b>1</b>	<b>56</b>	<b>0</b>	<b>1</b>	<b>86</b>	<b>9</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>13</b>	<b>20</b>	<b>472</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>517</b>	<b>17</b>	<b>531</b>	<b>14</b>	<b>0</b>	<b>1</b>	<b>562</b>	<b>1178</b>
<b>Approach %</b>	33.7	1.2	65.1	0	-	-	69.2	7.7	23.1	0	-	-	3.9	91.3	4.8	0	-	-	3	94.5	2.5	0	-	-	-
<b>Totals %</b>	2.5	0.1	4.8	0	-	7.3	0.8	0.1	0.3	0	-	1.1	1.7	40.1	2.1	0	-	43.9	1.4	45.1	1.2	0	-	-	47.7
<b>PHF</b>	<b>0.73</b>	<b>0.25</b>	<b>0.61</b>	<b>0</b>	<b>0.65</b>	<b>0.65</b>	<b>0.45</b>	<b>0.25</b>	<b>0.38</b>	<b>0</b>	<b>0.54</b>	<b>0.54</b>	<b>0.56</b>	<b>0.89</b>	<b>0.78</b>	<b>0</b>	<b>0.87</b>	<b>0.87</b>	<b>0.61</b>	<b>0.89</b>	<b>0.7</b>	<b>0</b>	<b>0.88</b>	<b>0.91</b>	
<b>Cars</b>	28	1	54	0	-	83	9	0	3	0	-	12	19	456	24	0	-	499	17	516	14	0	-	547	1141
<b>% Cars</b>	96.6	100	96.4	0	-	96.5	100	0	100	0	-	92.3	95	96.6	96	0	-	96.5	100	97.2	100	0	-	97.3	96.9
<b>Medium Trucks</b>	1	0	2	0	-	3	0	1	0	0	-	1	1	7	1	0	-	9	0	11	0	0	-	11	24
<b>% Medium Trucks</b>	3.4	0	3.6	0	-	3.5	0	100	0	0	-	7.7	5	1.5	4	0	-	1.7	0	2.1	0	0	-	2	2
<b>Heavy Trucks</b>	0	0	0	0	-	0	0	0	0	0	-	0	0	9	0	0	-	9	0	4	0	0	-	4	13
<b>% Heavy Trucks</b>	0	0	0	0	-	0	0	0	0	0	-	0	0	1.9	0	0	-	1.7	0	0.8	0	0	-	0.7	1.1
<b>Bicycles</b>	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
<b>% Bicycles</b>	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
<b>Peds</b>					1	-					1	-					0	-					1	-	3
<b>% Peds</b>					33.3	-					33.3	-					0	-					33.3	-	-



# Peak Hour Diagram

**Specified Period**

From: 11:00:00  
To: 14:00:00

**One Hour Peak**

From: 11:15:00  
To: 12:15:00

**Intersection:** Tecumseh Rd E & Green Valley Dr-Commercial Access  
**Site ID:** 1939200003  
**Count Date:** Dec 12, 2019

**Weather conditions:**

**\*\* Signalized Intersection \*\***

**Major Road:** runs E/W

**North Approach**

	Out	In	Total
	72	83	155
MT	1	1	2
HT	0	0	0
	0	0	0
<b>Totals</b>	<b>73</b>	<b>84</b>	<b>157</b>

	0	0	0	0
HT	0	0	0	0
MT	1	0	0	0
	43	3	26	0
<b>Totals</b>	<b>44</b>	<b>3</b>	<b>26</b>	<b>0</b>



**Peds: 1**

**East Approach**

	Out	In	Total
	631	612	1243
MT	5	7	12
HT	6	6	12
	1	0	1
<b>Totals</b>	<b>643</b>	<b>625</b>	<b>1268</b>



	HT	MT		Totals
0	0	0	0	<b>0</b>
0	0	0	36	<b>36</b>
0	6	6	567	<b>579</b>
0	0	1	11	<b>12</b>

Totals		MT	HT	
<b>0</b>	0	0	0	0
<b>45</b>	44	1	0	0
<b>583</b>	572	4	6	1
<b>15</b>	15	0	0	0

**West Approach**

	Out	In	Total
	614	625	1239
MT	7	5	12
HT	6	6	12
	0	1	1
<b>Totals</b>	<b>627</b>	<b>637</b>	<b>1264</b>

Totals				
<b>10</b>	<b>3</b>	<b>20</b>	<b>0</b>	
	10	3	19	0
MT	0	0	1	0
HT	0	0	0	0
	0	0	0	0

**South Approach**

	Out	In	Total
	32	29	61
MT	1	1	2
HT	0	0	0
	0	0	0
<b>Totals</b>	<b>33</b>	<b>30</b>	<b>63</b>

- Cars

MT - Medium Trucks

HT - Heavy Trucks

- Bicycles

**Comments**

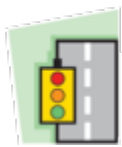


# Peak Hour Summary

Intersection: Tecumseh Rd E & Green Valley Dr-Commercial Access  
 Count Date: Dec 12, 2019  
 Period: 11:00 - 14:00

## Peak Hour Data (11:15 - 12:15)

Start Time	North Approach						South Approach						East Approach						West Approach						Total Vehicles
	←	↑	→	↻	Peds	Total	←	↑	→	↻	Peds	Total	←	↑	→	↻	Peds	Total	←	↑	→	↻	Peds	Total	
11:15	6	0	18	0	0	24	1	0	7	0	0	8	3	141	10	0	0	154	9	129	4	0	1	142	328
11:30	5	2	4	0	1	11	4	0	3	0	0	7	6	151	9	0	0	166	6	137	5	0	0	148	332
11:45	7	1	11	0	0	19	1	3	8	0	0	12	3	148	16	0	0	167	12	147	3	0	1	162	360
12:00	8	0	11	0	0	19	4	0	2	0	0	6	3	143	10	0	0	156	9	166	0	0	0	175	356
<b>Grand Total</b>	<b>26</b>	<b>3</b>	<b>44</b>	<b>0</b>	<b>1</b>	<b>73</b>	<b>10</b>	<b>3</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>15</b>	<b>583</b>	<b>45</b>	<b>0</b>	<b>0</b>	<b>643</b>	<b>36</b>	<b>579</b>	<b>12</b>	<b>0</b>	<b>2</b>	<b>627</b>	<b>1376</b>
<b>Approach %</b>	35.6	4.1	60.3	0	-	-	30.3	9.1	60.6	0	-	-	2.3	90.7	7	0	-	5.7	92.3	1.9	0	-	-		
<b>Totals %</b>	1.9	0.2	3.2	0	5.3		0.7	0.2	1.5	0	2.4		1.1	42.4	3.3	0	46.7	2.6	42.1	0.9	0		45.6		
<b>PHF</b>	<b>0.81</b>	<b>0.38</b>	<b>0.61</b>	<b>0</b>	<b>0.76</b>		<b>0.63</b>	<b>0.25</b>	<b>0.63</b>	<b>0</b>	<b>0.69</b>		<b>0.63</b>	<b>0.97</b>	<b>0.7</b>	<b>0</b>	<b>0.96</b>	<b>0.75</b>	<b>0.87</b>	<b>0.6</b>	<b>0</b>	<b>0.9</b>	<b>0.96</b>		
<b>Cars</b>	26	3	43	0		72	10	3	19	0		32	15	572	44	0		631	36	567	11	0		614	1349
<b>% Cars</b>	100	100	97.7	0		98.6	100	100	95	0		97	100	98.1	97.8	0		98.1	100	97.9	91.7	0		97.9	98
<b>Medium Trucks</b>	0	0	1	0		1	0	0	1	0		1	0	4	1	0		5	0	6	1	0		7	14
<b>% Medium Trucks</b>	0	0	2.3	0		1.4	0	0	5	0		3	0	0.7	2.2	0		0.8	0	1	8.3	0		1.1	1
<b>Heavy Trucks</b>	0	0	0	0		0	0	0	0	0		0	0	6	0	0		6	0	6	0	0		6	12
<b>% Heavy Trucks</b>	0	0	0	0		0	0	0	0	0		0	0	1	0	0		0.9	0	1	0	0		1	0.9
<b>Bicycles</b>	0	0	0	0		0	0	0	0	0		0	0	1	0	0		1	0	0	0	0		0	1
<b>% Bicycles</b>	0	0	0	0		0	0	0	0	0		0	0	0.2	0	0		0.2	0	0	0	0		0	0.1
<b>Peds</b>					1	-					0	-					0	-					2	-	3
<b>% Peds</b>					33.3	-					0	-					0	-					66.7	-	



# Peak Hour Diagram

**Specified Period**

From: 15:00:00  
To: 18:00:00

**One Hour Peak**

From: 16:15:00  
To: 17:15:00

**Intersection:** Tecumseh Rd E & Green Valley Dr-Commercial Access  
**Site ID:** 1939200003  
**Count Date:** Dec 12, 2019

**Weather conditions:**

**\*\* Signalized Intersection \*\***

**Major Road:** runs E/W

**North Approach**

	Out	In	Total
	77	129	206
MT	0	1	1
HT	0	0	0
	0	0	0
<b>Totals</b>	<b>77</b>	<b>130</b>	<b>207</b>

	0	0	0	0
HT	0	0	0	0
MT	0	0	0	0
	42	4	31	0
<b>Totals</b>	<b>42</b>	<b>4</b>	<b>31</b>	<b>0</b>



**East Approach**

	Out	In	Total
	705	729	1434
MT	8	6	14
HT	1	2	3
	1	1	2
<b>Totals</b>	<b>715</b>	<b>738</b>	<b>1453</b>

**Peds: 1**

	HT	MT		Totals
0	0	0	0	<b>0</b>
0	0	0	68	<b>68</b>
1	2	6	683	<b>692</b>
0	0	0	8	<b>8</b>

**Peds: 0**



**Peds: 0**

Totals		MT	HT	
<b>0</b>	0	0	0	0
<b>60</b>	59	1	0	0
<b>647</b>	638	7	1	1
<b>8</b>	8	0	0	0

**Peds: 4**

**West Approach**

	Out	In	Total
	759	694	1453
MT	6	7	13
HT	2	1	3
	1	1	2
<b>Totals</b>	<b>768</b>	<b>703</b>	<b>1471</b>

Totals				
<b>14</b>	<b>2</b>	<b>15</b>	<b>0</b>	
	14	2	15	0
MT	0	0	0	0
HT	0	0	0	0
	0	0	0	0

**South Approach**

	Out	In	Total
	31	20	51
MT	0	0	0
HT	0	0	0
	0	0	0
<b>Totals</b>	<b>31</b>	<b>20</b>	<b>51</b>

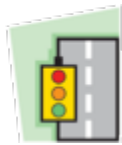
- Cars

MT - Medium Trucks

HT - Heavy Trucks

- Bicycles

**Comments**



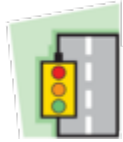
**Ontario Traffic Inc.**  
TRAFFIC MONITORING SERVICES & PRODUCTS

## Peak Hour Summary

Intersection: Tecumseh Rd E & Green Valley Dr-Commercial Access  
Count Date: Dec 12, 2019  
Period: 15:00 - 18:00

### Peak Hour Data (16:15 - 17:15)

Start Time	North Approach						South Approach						East Approach						West Approach						Total Vehicles
	←	↑	→	↻	Peds	Total	←	↑	→	↻	Peds	Total	←	↑	→	↻	Peds	Total	←	↑	→	↻	Peds	Total	
16:15	6	2	15	0	1	23	1	1	4	0	0	6	4	146	16	0	0	166	10	175	4	0	0	189	384
16:30	5	1	6	0	0	12	2	1	6	0	3	9	1	161	10	0	0	172	12	147	2	0	0	161	354
16:45	10	0	9	0	0	19	2	0	1	0	1	3	3	158	12	0	0	173	21	183	1	0	0	205	400
17:00	10	1	12	0	0	23	9	0	4	0	0	13	0	182	22	0	0	204	25	187	1	0	0	213	453
<b>Grand Total</b>	<b>31</b>	<b>4</b>	<b>42</b>	<b>0</b>	<b>1</b>	<b>77</b>	<b>14</b>	<b>2</b>	<b>15</b>	<b>0</b>	<b>4</b>	<b>31</b>	<b>8</b>	<b>647</b>	<b>60</b>	<b>0</b>	<b>0</b>	<b>715</b>	<b>68</b>	<b>692</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>768</b>	<b>1591</b>
Approach %	40.3	5.2	54.5	0	-	-	45.2	6.5	48.4	0	-	-	1.1	90.5	8.4	0	-	-	8.9	90.1	1	0	-	-	
Totals %	1.9	0.3	2.6	0		4.8	0.9	0.1	0.9	0		1.9	0.5	40.7	3.8	0		44.9	4.3	43.5	0.5	0		48.3	
<b>PHF</b>	<b>0.78</b>	<b>0.5</b>	<b>0.7</b>	<b>0</b>		<b>0.84</b>	<b>0.39</b>	<b>0.5</b>	<b>0.63</b>	<b>0</b>		<b>0.6</b>	<b>0.5</b>	<b>0.89</b>	<b>0.68</b>	<b>0</b>		<b>0.88</b>	<b>0.68</b>	<b>0.93</b>	<b>0.5</b>	<b>0</b>		<b>0.9</b>	<b>0.88</b>
Cars	31	4	42	0		77	14	2	15	0		31	8	638	59	0		705	68	683	8	0		759	1572
% Cars	100	100	100	0		100	100	100	100	0		100	100	98.6	98.3	0		98.6	100	98.7	100	0		98.8	98.8
Medium Trucks	0	0	0	0		0	0	0	0	0		0	0	7	1	0		8	0	6	0	0		6	14
% Medium Trucks	0	0	0	0		0	0	0	0	0		0	0	1.1	1.7	0		1.1	0	0.9	0	0		0.8	0.9
Heavy Trucks	0	0	0	0		0	0	0	0	0		0	0	1	0	0		1	0	2	0	0		2	3
% Heavy Trucks	0	0	0	0		0	0	0	0	0		0	0	0.2	0	0		0.1	0	0.3	0	0		0.3	0.2
Bicycles	0	0	0	0		0	0	0	0	0		0	0	1	0	0		1	0	1	0	0		1	2
% Bicycles	0	0	0	0		0	0	0	0	0		0	0	0.2	0	0		0.1	0	0.1	0	0		0.1	0.1
Peds					1	-					4	-					0	-					0	-	5
% Peds					20	-					80	-					0	-					0	-	



**Ontario Traffic Inc.**  
TRAFFIC MONITORING  SERVICES & PRODUCTS

## Project #19392 - Dillon Consulting

### Intersection Count Report

**Intersection:** Tecumseh Rd E & Manning Rd  
**Municipality:** Windsor  
**Count Date:** Dec 12, 2019  
**Site Code:** 1939200004  
**Count Categories:** Cars, Medium Trucks, Heavy Trucks, Peds, Bicycles  
**Count Period:** 07:00-10:00, 11:00-14:00, 15:00-18:00  
**Weather:** Clear

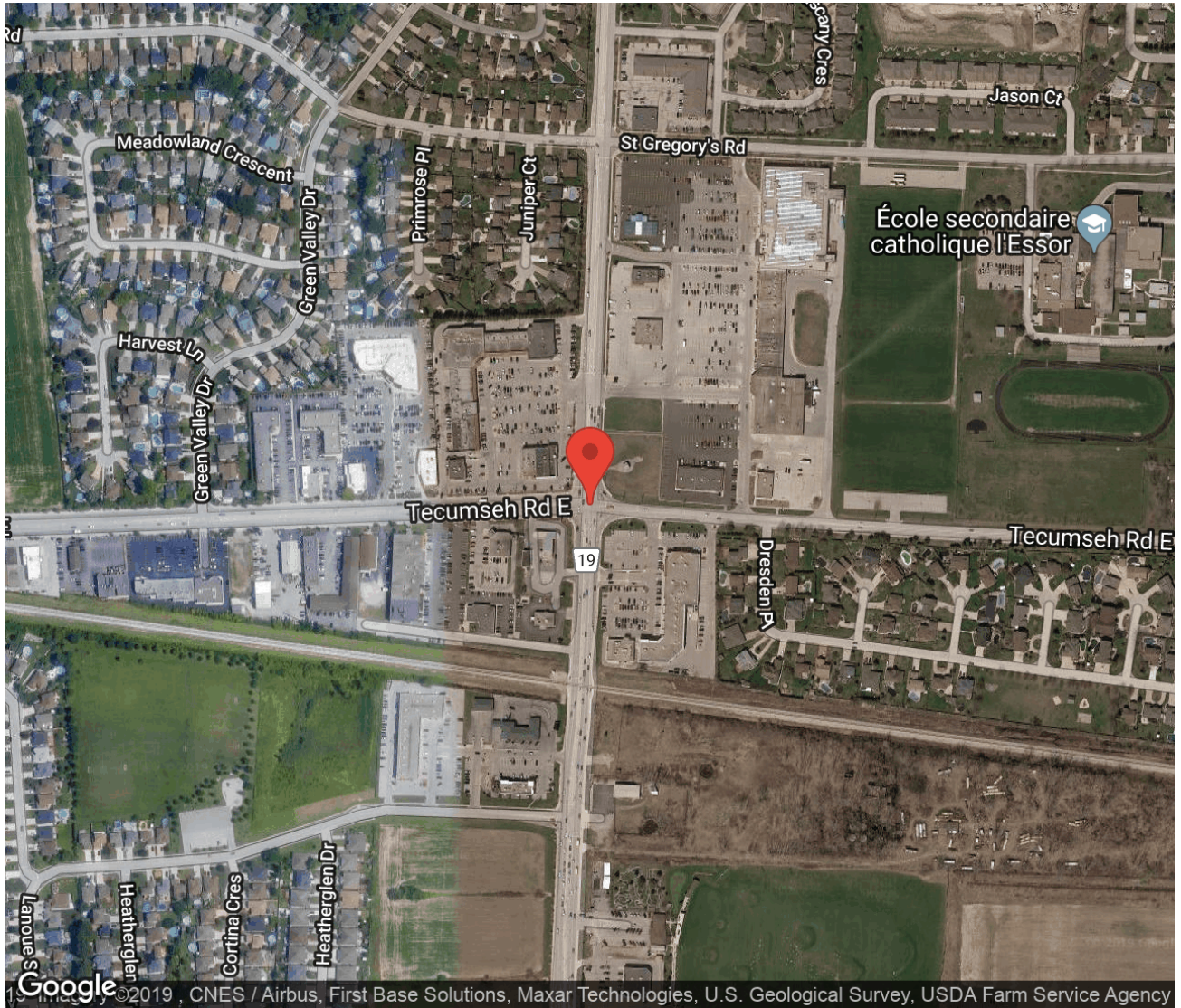


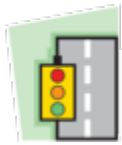
## Traffic Count Map

Intersection: Tecumseh Rd E & Manning Rd

Municipality: Windsor

Count Date: Dec 12, 2019



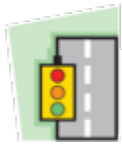


## Traffic Count Summary

Intersection: Tecumseh Rd E & Manning Rd  
Municipality: Windsor  
Count Date: Dec 12, 2019

### - Traffic Summary

Hour	North Approach Totals						South Approach Totals					
	Includes Cars, Medium Trucks, Heavy Trucks, Bicycles						Includes Cars, Medium Trucks, Heavy Trucks, Bicycles					
	Left	Thru	Right	U-Turn	Total	Peds	Left	Thru	Right	U-Turn	Total	Peds
<b>07:00 - 08:00</b>	29	292	72	0	393	0	174	199	39	0	412	0
<b>08:00 - 09:00</b>	38	329	121	0	488	0	257	261	51	0	569	5
<b>09:00 - 10:00</b>	20	305	128	0	453	0	255	216	58	0	529	1
BREAK												
<b>11:00 - 12:00</b>	33	312	105	0	450	0	277	314	97	0	688	0
<b>12:00 - 13:00</b>	42	330	145	0	517	3	308	310	121	0	739	2
<b>13:00 - 14:00</b>	51	347	120	0	518	0	294	314	108	0	716	1
BREAK												
<b>15:00 - 16:00</b>	55	489	125	0	669	1	333	477	143	0	953	0
<b>16:00 - 17:00</b>	68	352	136	0	556	1	315	462	153	0	930	0
<b>17:00 - 18:00</b>	67	391	114	0	572	0	339	490	156	0	985	2
<b>GRAND TOTAL</b>	<b>403</b>	<b>3147</b>	<b>1066</b>	<b>0</b>	<b>4616</b>	<b>5</b>	<b>2552</b>	<b>3043</b>	<b>926</b>	<b>0</b>	<b>6521</b>	<b>11</b>



## Traffic Count Summary

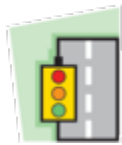
Intersection: Tecumseh Rd E & Manning Rd  
Municipality: Windsor  
Count Date: Dec 12, 2019

### - Traffic Summary

#### East Approach Totals

#### West Approach Totals

Hour	Includes Cars, Medium Trucks, Heavy Trucks, Bicycles						Includes Cars, Medium Trucks, Heavy Trucks, Bicycles					
	Left	Thru	Right	U-Turn	Total	Peds	Left	Thru	Right	U-Turn	Total	Peds
<b>07:00 - 08:00</b>	107	140	15	0	262	0	58	76	188	0	322	0
<b>08:00 - 09:00</b>	144	217	37	0	398	0	86	97	210	0	393	3
<b>09:00 - 10:00</b>	140	174	21	0	335	4	107	96	223	0	426	4
BREAK												
<b>11:00 - 12:00</b>	140	150	33	0	323	0	115	157	341	0	613	0
<b>12:00 - 13:00</b>	160	190	50	0	400	4	142	185	367	0	694	1
<b>13:00 - 14:00</b>	155	166	46	0	367	0	117	186	368	0	671	2
BREAK												
<b>15:00 - 16:00</b>	151	187	53	0	391	2	164	244	421	0	829	1
<b>16:00 - 17:00</b>	155	192	61	0	408	0	179	239	355	0	773	1
<b>17:00 - 18:00</b>	188	184	53	0	425	1	146	274	324	0	744	0
<b>GRAND TOTAL</b>	<b>1340</b>	<b>1600</b>	<b>369</b>	<b>0</b>	<b>3309</b>	<b>11</b>	<b>1114</b>	<b>1554</b>	<b>2797</b>	<b>0</b>	<b>5465</b>	<b>12</b>



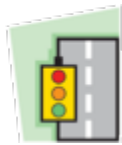
**Ontario Traffic Inc.**  
TRAFFIC MONITORING + SERVICES & PRODUCTS

## Traffic Count Data

Intersection: Tecumseh Rd E & Manning Rd  
Municipality: Windsor  
Count Date: Dec 12, 2019

### North Approach -

Start Time	Cars					Medium Trucks					Heavy Trucks					Bicycles					Total Peds
	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	
07:00	3	57	9	0	69	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	13	64	20	0	97	0	2	2	0	4	0	0	0	0	0	0	0	0	0	0	0
07:30	7	80	17	0	104	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0
07:45	6	82	21	0	109	0	6	2	0	8	0	0	0	0	0	0	0	0	0	0	0
08:00	6	84	44	0	134	0	3	2	0	5	1	0	0	0	1	0	0	0	0	0	0
08:15	7	60	26	0	93	0	2	2	0	4	0	0	0	0	0	0	0	0	0	0	0
08:30	9	81	22	0	112	1	4	1	0	6	0	0	0	0	0	0	0	0	0	0	0
08:45	13	91	24	0	128	1	4	0	0	5	0	0	0	0	0	0	0	0	0	0	0
09:00	6	87	28	0	121	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0
09:15	4	79	39	0	122	0	2	1	0	3	0	0	0	0	0	0	0	0	0	0	0
09:30	5	66	30	0	101	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0
09:45	4	67	30	0	101	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
<b>SUBTOTAL</b>	83	898	310	0	1291	3	27	11	0	41	1	1	0	0	2	0	0	0	0	0	0



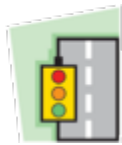
**Ontario Traffic Inc.**  
TRAFFIC MONITORING SERVICES & PRODUCTS

## Traffic Count Data

Intersection: Tecumseh Rd E & Manning Rd  
Municipality: Windsor  
Count Date: Dec 12, 2019

### North Approach -

Start Time	Cars					Medium Trucks					Heavy Trucks					Bicycles					Total Peds	
	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total		
11:00	9	66	26	0	101	0	5	2	0	7	0	1	0	0	1	0	0	0	0	0	0	
11:15	3	66	26	0	95	1	1	1	0	3	0	0	0	0	0	0	2	0	0	0	2	
11:30	8	81	25	0	114	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	
11:45	12	90	24	0	126	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:00	13	72	28	0	113	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	
12:15	10	98	38	0	146	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	
12:30	6	71	29	0	106	0	1	2	0	3	0	0	0	0	0	0	2	0	0	0	2	
12:45	13	79	48	0	140	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	3
13:00	15	97	37	0	149	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	14	77	29	0	120	0	2	2	0	4	0	0	0	0	0	0	0	0	0	0	0	0
13:30	14	88	30	0	132	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
13:45	8	78	21	0	107	0	2	1	0	3	0	1	0	0	1	0	0	0	0	0	0	0
<b>SUBTOTAL</b>	125	963	361	0	1449	1	18	9	0	28	0	4	0	0	4	0	4	0	0	0	4	3



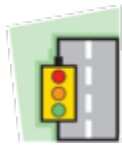
**Ontario Traffic Inc.**  
TRAFFIC MONITORING SERVICES & PRODUCTS

## Traffic Count Data

Intersection: Tecumseh Rd E & Manning Rd  
Municipality: Windsor  
Count Date: Dec 12, 2019

### North Approach -

Start Time	Cars					Medium Trucks					Heavy Trucks					Bicycles					Total Peds
	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	
15:00	12	104	25	0	141	1	6	0	0	7	0	1	0	0	1	0	0	0	0	0	0
15:15	9	132	35	0	176	0	4	1	0	5	0	0	0	0	0	0	0	0	0	0	1
15:30	15	117	34	0	166	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
15:45	18	119	29	0	166	0	4	1	0	5	0	1	0	0	1	0	0	0	0	0	0
16:00	11	100	39	0	150	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0
16:15	16	80	33	0	129	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	1
16:30	21	93	31	0	145	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
16:45	18	72	31	0	121	1	1	2	0	4	0	0	0	0	0	0	0	0	0	0	0
17:00	24	101	21	0	146	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
17:15	15	96	41	0	152	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0
17:30	14	97	27	0	138	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	13	96	24	0	133	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>SUBTOTAL</b>	186	1207	370	0	1763	4	23	5	0	32	0	2	0	0	2	0	0	0	0	0	2
<b>GRAND TOTAL</b>	394	3068	1041	0	4503	8	68	25	0	101	1	7	0	0	8	0	4	0	0	4	5



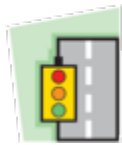
**Ontario Traffic Inc.**  
TRAFFIC MONITORING SERVICES & PRODUCTS

## Traffic Count Data

Intersection: Tecumseh Rd E & Manning Rd  
Municipality: Windsor  
Count Date: Dec 12, 2019

### South Approach -

Start Time	Cars					Medium Trucks					Heavy Trucks					Bicycles					Total Peds
	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	
07:00	26	22	8	0	56	1	6	1	0	8	2	0	2	0	4	0	0	0	0	0	0
07:15	46	35	4	0	85	0	6	0	0	6	0	0	1	0	1	0	0	0	0	0	0
07:30	31	42	11	0	84	1	7	1	0	9	1	1	0	0	2	0	0	0	0	0	0
07:45	59	69	10	0	138	1	11	1	0	13	6	0	0	0	6	0	0	0	0	0	0
08:00	46	72	9	0	127	2	3	2	0	7	2	0	1	0	3	0	0	0	0	0	3
08:15	58	66	10	0	134	2	3	0	0	5	2	1	0	0	3	0	0	0	0	0	0
08:30	63	48	13	0	124	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
08:45	80	65	14	0	159	1	2	1	0	4	1	0	1	0	2	0	0	0	0	0	0
09:00	54	59	12	0	125	3	0	3	0	6	0	0	0	0	0	0	0	0	0	0	0
09:15	71	58	19	0	148	0	3	2	0	5	0	0	0	0	0	0	0	0	0	0	0
09:30	56	42	11	0	109	0	2	1	0	3	0	0	0	0	0	0	0	0	0	0	0
09:45	69	51	10	0	130	1	1	0	0	2	1	0	0	0	1	0	0	0	0	0	1
<b>SUBTOTAL</b>	659	629	131	0	1419	12	44	12	0	68	15	3	5	0	23	0	0	0	0	0	6



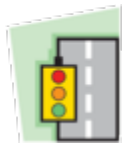
**Ontario Traffic Inc.**  
TRAFFIC MONITORING SERVICES & PRODUCTS

## Traffic Count Data

Intersection: Tecumseh Rd E & Manning Rd  
Municipality: Windsor  
Count Date: Dec 12, 2019

### South Approach -

Start Time	Cars					Medium Trucks					Heavy Trucks					Bicycles					Total Peds
	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	
11:00	73	57	26	0	156	1	0	2	0	3	2	1	0	0	3	0	0	0	0	0	0
11:15	71	89	20	0	180	0	2	2	0	4	2	2	0	0	4	0	0	0	0	0	0
11:30	70	71	25	0	166	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	0
11:45	57	91	20	0	168	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	0
12:00	79	81	34	0	194	2	1	0	0	3	2	1	1	0	4	0	0	0	0	0	0
12:15	64	60	30	0	154	0	2	2	0	4	3	0	1	0	4	0	2	0	0	0	2
12:30	79	74	24	0	177	3	1	1	0	5	1	0	0	0	1	0	0	0	0	0	0
12:45	75	86	27	0	188	0	2	1	0	3	0	0	0	0	0	0	0	0	0	0	0
13:00	78	78	32	0	188	0	3	5	0	8	0	0	1	0	1	0	0	0	0	0	0
13:15	62	82	21	0	165	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
13:30	82	69	22	0	173	2	3	1	0	6	1	0	0	0	1	0	0	0	0	0	0
13:45	68	69	26	0	163	0	9	0	0	9	1	0	0	0	1	0	0	0	0	0	1
<b>SUBTOTAL</b>	858	907	307	0	2072	8	24	16	0	48	13	5	3	0	21	0	2	0	0	2	3



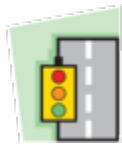
**Ontario Traffic Inc.**  
TRAFFIC MONITORING + SERVICES & PRODUCTS

## Traffic Count Data

Intersection: Tecumseh Rd E & Manning Rd  
Municipality: Windsor  
Count Date: Dec 12, 2019

### South Approach -

Start Time	Cars					Medium Trucks					Heavy Trucks					Bicycles					Total Peds
	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	
15:00	73	98	33	0	204	0	2	1	0	3	2	0	0	0	2	0	1	0	0	1	0
15:15	89	119	33	0	241	1	1	1	0	3	1	0	0	0	1	0	0	0	0	0	0
15:30	65	130	41	0	236	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0
15:45	100	122	32	0	254	2	4	1	0	7	0	0	0	0	0	0	0	0	0	0	0
16:00	95	114	41	0	250	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0
16:15	78	106	35	0	219	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
16:30	56	116	39	0	211	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0	0
16:45	83	122	38	0	243	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
17:00	85	106	37	0	228	0	1	2	0	3	0	0	0	0	0	0	0	0	0	0	1
17:15	87	145	46	0	278	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	81	107	43	0	231	0	0	0	0	0	1	0	1	0	2	0	0	0	0	0	1
17:45	85	131	27	0	243	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>SUBTOTAL</b>	977	1416	445	0	2838	6	12	6	0	24	4	0	1	0	5	0	1	0	0	1	2
<b>GRAND TOTAL</b>	2494	2952	883	0	6329	26	80	34	0	140	32	8	9	0	49	0	3	0	0	3	11



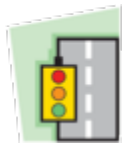
**Ontario Traffic Inc.**  
TRAFFIC MONITORING SERVICES & PRODUCTS

## Traffic Count Data

Intersection: Tecumseh Rd E & Manning Rd  
Municipality: Windsor  
Count Date: Dec 12, 2019

### East Approach -

Start Time	Cars					Medium Trucks					Heavy Trucks					Bicycles					Total Peds	
	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total		
07:00	24	28	4	0	56	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
07:15	28	27	6	0	61	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0
07:30	27	45	1	0	73	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
07:45	27	38	2	0	67	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
08:00	39	53	5	0	97	1	0	0	0	1	1	1	0	0	2	0	1	0	0	1	0	0
08:15	34	45	4	0	83	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0
08:30	40	57	10	0	107	4	1	0	0	5	0	1	0	0	1	0	0	0	0	0	0	0
08:45	22	57	18	0	97	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0
09:00	26	55	5	0	86	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
09:15	34	46	5	0	85	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2
09:30	39	26	6	0	71	1	2	0	0	3	1	0	0	0	1	0	0	0	0	0	0	1
09:45	38	43	3	0	84	0	1	2	0	3	0	0	0	0	0	0	0	0	0	0	0	0
<b>SUBTOTAL</b>	378	520	69	0	967	9	7	3	0	19	4	3	1	0	8	0	1	0	0	1	4	4



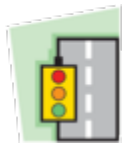
**Ontario Traffic Inc.**  
TRAFFIC MONITORING SERVICES & PRODUCTS

## Traffic Count Data

Intersection: Tecumseh Rd E & Manning Rd  
Municipality: Windsor  
Count Date: Dec 12, 2019

### East Approach -

Start Time	Cars					Medium Trucks					Heavy Trucks					Bicycles					Total Peds
	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	
11:00	33	37	7	0	77	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0
11:15	36	40	6	0	82	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0
11:30	33	41	11	0	85	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
11:45	34	29	9	0	72	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0	0
12:00	35	44	24	0	103	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
12:15	42	53	15	0	110	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
12:30	43	52	3	0	98	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
12:45	39	38	8	0	85	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
13:00	39	31	13	0	83	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0
13:15	31	32	10	0	73	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
13:30	32	41	9	0	82	2	1	0	0	3	1	0	0	0	1	0	0	0	0	0	0
13:45	48	58	13	0	119	1	1	1	0	3	0	0	0	0	0	0	0	0	0	0	0
<b>SUBTOTAL</b>	445	496	128	0	1069	6	8	1	0	15	4	1	0	0	5	0	1	0	0	1	4



**Ontario Traffic Inc.**  
TRAFFIC MONITORING SERVICES & PRODUCTS

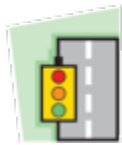
## Traffic Count Data

Intersection: Tecumseh Rd E & Manning Rd  
Municipality: Windsor  
Count Date: Dec 12, 2019

### East Approach -

Start Time	Cars					Medium Trucks					Heavy Trucks					Bicycles					Total Peds
	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	
15:00	40	60	9	0	109	0	1	2	0	3	0	1	0	0	1	0	0	0	0	0	0
15:15	26	38	13	0	77	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
15:30	38	51	18	0	107	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0
15:45	44	36	11	0	91	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
16:00	37	54	18	0	109	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	45	48	17	0	110	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	37	42	13	0	92	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0
16:45	34	48	13	0	95	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
17:00	39	42	18	0	99	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
17:15	37	47	12	0	96	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	68	45	10	0	123	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
17:45	44	49	13	0	106	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>SUBTOTAL</b>	489	560	165	0	1214	3	2	2	0	7	2	1	0	0	3	0	0	0	0	0	3
<b>GRAND TOTAL</b>	1312	1576	362	0	3250	18	17	6	0	41	10	5	1	0	16	0	2	0	0	2	11





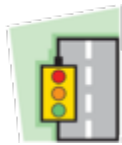
**Ontario Traffic Inc.**  
TRAFFIC MONITORING SERVICES & PRODUCTS

## Traffic Count Data

Intersection: Tecumseh Rd E & Manning Rd  
Municipality: Windsor  
Count Date: Dec 12, 2019

### West Approach -

Start Time	Cars					Medium Trucks					Heavy Trucks					Bicycles					Total Peds
	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	
11:00	25	36	68	0	129	1	2	0	0	3	0	0	2	0	2	0	0	0	0	0	0
11:15	27	35	76	0	138	0	3	3	0	6	0	0	2	0	2	0	0	0	0	0	0
11:30	28	38	92	0	158	1	1	1	0	3	0	0	1	0	1	0	0	0	0	0	0
11:45	31	42	92	0	165	2	0	2	0	4	0	0	2	0	2	0	0	0	0	0	0
12:00	37	52	89	0	178	0	0	1	0	1	0	0	1	0	1	0	0	0	0	0	0
12:15	37	50	93	0	180	1	2	2	0	5	0	0	3	0	3	0	0	0	0	0	1
12:30	35	43	98	0	176	1	0	2	0	3	0	0	1	0	1	0	0	0	0	0	0
12:45	30	35	77	0	142	1	3	0	0	4	0	0	0	0	0	0	0	0	0	0	0
13:00	21	52	87	0	160	1	0	1	0	2	0	0	1	0	1	0	0	0	0	0	1
13:15	36	36	69	0	141	0	0	1	0	1	0	0	3	0	3	0	0	0	0	0	0
13:30	23	55	98	0	176	1	1	2	0	4	0	1	1	0	2	0	0	0	0	0	1
13:45	35	41	102	0	178	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0
<b>SUBTOTAL</b>	365	515	1041	0	1921	9	12	18	0	39	0	1	17	0	18	0	0	0	0	0	3



**Ontario Traffic Inc.**  
TRAFFIC MONITORING + SERVICES & PRODUCTS

## Traffic Count Data

Intersection: Tecumseh Rd E & Manning Rd  
Municipality: Windsor  
Count Date: Dec 12, 2019

### West Approach -

Start Time	Cars					Medium Trucks					Heavy Trucks					Bicycles					Total Peds
	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	
15:00	30	61	122	0	213	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0
15:15	49	63	103	0	215	0	3	0	0	3	0	0	0	0	0	0	0	1	0	1	1
15:30	41	54	110	0	205	1	0	0	0	1	0	0	2	0	2	0	0	0	0	0	0
15:45	43	63	79	0	185	0	0	1	0	1	0	0	1	0	1	0	0	0	0	0	0
16:00	52	51	81	0	184	0	2	3	0	5	0	0	0	0	0	0	0	0	0	0	0
16:15	50	66	96	0	212	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
16:30	34	58	78	0	170	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0
16:45	43	62	94	0	199	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0
17:00	35	79	74	0	188	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0
17:15	35	64	63	0	162	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0
17:30	39	68	92	0	199	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0
17:45	36	63	91	0	190	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
<b>SUBTOTAL</b>	487	752	1083	0	2322	2	5	11	0	18	0	0	5	0	5	0	0	1	0	1	2
<b>GRAND TOTAL</b>	1090	1525	2714	0	5329	23	24	47	0	94	1	5	35	0	41	0	0	1	0	1	12



# Peak Hour Diagram

## Specified Period

From: 07:00:00  
To: 10:00:00

## One Hour Peak

From: 08:30:00  
To: 09:30:00

**Intersection:** Tecumseh Rd E & Manning Rd  
**Site ID:** 1939200004  
**Count Date:** Dec 12, 2019

**Weather conditions:**

**\*\* Signalized Intersection \*\***

**Major Road:** runs N/S

### North Approach

	Out	In	Total
	483	365	848
MT	16	11	27
HT	0	1	1
	0	0	0
<b>Totals</b>	<b>499</b>	<b>377</b>	<b>876</b>

	0	0	0	0
HT	0	0	0	0
MT	2	11	3	0
	113	338	32	0
<b>Totals</b>	<b>115</b>	<b>349</b>	<b>35</b>	<b>0</b>

### East Approach

	Out	In	Total
	375	189	564
MT	7	10	17
HT	3	2	5
	0	0	0
<b>Totals</b>	<b>385</b>	<b>201</b>	<b>586</b>

	HT	MT		Totals
0	0	0	0	0
0	0	6	97	103
0	1	1	99	101
0	4	6	214	224

Peds: 0



Totals		MT	HT	
0	0	0	0	0
38	38	0	0	0
218	215	1	2	0
129	122	6	1	0

### West Approach

	Out	In	Total
	410	596	1006
MT	13	7	20
HT	5	3	8
	0	0	0
<b>Totals</b>	<b>428</b>	<b>606</b>	<b>1034</b>

Totals				
<b>273</b>	<b>236</b>	<b>65</b>	<b>0</b>	
	268	230	58	0
MT	4	5	6	0
HT	1	1	1	0
	0	0	0	0

### South Approach

	Out	In	Total
	556	674	1230
MT	15	23	38
HT	3	5	8
	0	0	0
<b>Totals</b>	<b>574</b>	<b>702</b>	<b>1276</b>

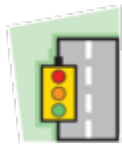
- Cars

MT - Medium Trucks

HT - Heavy Trucks

- Bicycles

## Comments



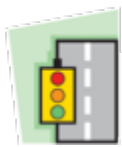
**Ontario Traffic Inc.**  
TRAFFIC MONITORING SERVICES & PRODUCTS

## Peak Hour Summary

Intersection: Tecumseh Rd E & Manning Rd  
Count Date: Dec 12, 2019  
Period: 07:00 - 10:00

### Peak Hour Data (08:30 - 09:30)

Start Time	North Approach						South Approach						East Approach						West Approach						Total Vehicles	
	←	↑	→	↻	Peds	Total	←	↑	→	↻	Peds	Total	←	↑	→	↻	Peds	Total	←	↑	→	↻	Peds	Total		
08:30	10	85	23	0	0	118	63	49	13	0	2	125	44	59	10	0	0	113	19	24	57	0	0	100	456	
08:45	14	95	24	0	0	133	82	67	16	0	0	165	24	57	18	0	0	99	22	28	60	0	1	110	507	
09:00	7	88	28	0	0	123	57	59	15	0	0	131	27	55	5	0	1	87	31	31	62	0	1	124	465	
09:15	4	81	40	0	0	125	71	61	21	0	0	153	34	47	5	0	2	86	31	18	45	0	0	94	458	
<b>Grand Total</b>	<b>35</b>	<b>349</b>	<b>115</b>	<b>0</b>	<b>0</b>	<b>499</b>	<b>273</b>	<b>236</b>	<b>65</b>	<b>0</b>	<b>2</b>	<b>574</b>	<b>129</b>	<b>218</b>	<b>38</b>	<b>0</b>	<b>3</b>	<b>385</b>	<b>103</b>	<b>101</b>	<b>224</b>	<b>0</b>	<b>2</b>	<b>428</b>	<b>1886</b>	
Approach %	7	69.9	23	0	-	-	47.6	41.1	11.3	0	-	-	33.5	56.6	9.9	0	-	-	24.1	23.6	52.3	0	-	-	-	
Totals %	1.9	18.5	6.1	0	-	26.5	14.5	12.5	3.4	0	-	30.4	6.8	11.6	2	0	-	20.4	5.5	5.4	11.9	0	-	22.7	-	
<b>PHF</b>	<b>0.63</b>	<b>0.92</b>	<b>0.72</b>	<b>0</b>	<b>0</b>	<b>0.94</b>	<b>0.83</b>	<b>0.88</b>	<b>0.77</b>	<b>0</b>	<b>0</b>	<b>0.87</b>	<b>0.73</b>	<b>0.92</b>	<b>0.53</b>	<b>0</b>	<b>0</b>	<b>0.85</b>	<b>0.83</b>	<b>0.81</b>	<b>0.9</b>	<b>0</b>	<b>0</b>	<b>0.86</b>	<b>0.93</b>	
Cars	32	338	113	0	0	483	268	230	58	0	0	556	122	215	38	0	0	375	97	99	214	0	0	410	1824	
% Cars	91.4	96.8	98.3	0	0	96.8	98.2	97.5	89.2	0	0	96.9	94.6	98.6	100	0	0	97.4	94.2	98	95.5	0	0	95.8	96.7	
Medium Trucks	3	11	2	0	0	16	4	5	6	0	0	15	6	1	0	0	0	7	6	1	6	0	0	13	51	
% Medium Trucks	8.6	3.2	1.7	0	0	3.2	1.5	2.1	9.2	0	0	2.6	4.7	0.5	0	0	0	1.8	5.8	1	2.7	0	0	3	2.7	
Heavy Trucks	0	0	0	0	0	0	1	1	1	0	0	3	1	2	0	0	0	3	0	1	4	0	0	5	11	
% Heavy Trucks	0	0	0	0	0	0	0.4	0.4	1.5	0	0	0.5	0.8	0.9	0	0	0	0.8	0	1	1.8	0	0	1.2	0.6	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Peds					0	-					2	-					3	-					2	-	7	
% Peds					0	-					28.6	-					42.9	-					28.6	-	-	



# Peak Hour Diagram

**Specified Period**

From: 11:00:00  
To: 14:00:00

**One Hour Peak**

From: 12:00:00  
To: 13:00:00

**Intersection:** Tecumseh Rd E & Manning Rd  
**Site ID:** 1939200004  
**Count Date:** Dec 12, 2019

**Weather conditions:**

**\*\* Signalized Intersection \*\***

**Major Road:** runs N/S

**North Approach**

	Out	In	Total
	505	490	995
MT	8	9	17
HT	2	1	3
	2	2	4
<b>Totals</b>	<b>517</b>	<b>502</b>	<b>1019</b>

	0	2	0	0
HT	0	2	0	0
MT	2	6	0	0
	143	320	42	0
<b>Totals</b>	<b>145</b>	<b>330</b>	<b>42</b>	<b>0</b>



**East Approach**

	Out	In	Total
	396	337	733
MT	2	9	11
HT	2	2	4
	0	0	0
<b>Totals</b>	<b>400</b>	<b>348</b>	<b>748</b>

**Peds: 3**

	HT	MT		Totals
0	0	0	0	<b>0</b>
0	0	3	139	<b>142</b>
0	0	5	180	<b>185</b>
0	5	5	357	<b>367</b>

**Peds: 1**



**Peds: 4**

Totals		MT	HT	
<b>0</b>	0	0	0	0
<b>50</b>	50	0	0	0
<b>190</b>	187	2	1	0
<b>160</b>	159	0	1	0

**Peds: 2**

**West Approach**

	Out	In	Total
	676	627	1303
MT	13	9	22
HT	5	7	12
	0	0	0
<b>Totals</b>	<b>694</b>	<b>643</b>	<b>1337</b>

Totals				
<b>308</b>	<b>310</b>	<b>121</b>	<b>0</b>	
	297	301	115	0
MT	5	6	4	0
HT	6	1	2	0
	0	2	0	0

**South Approach**

	Out	In	Total
	713	836	1549
MT	15	11	26
HT	9	8	17
	2	2	4
<b>Totals</b>	<b>739</b>	<b>857</b>	<b>1596</b>

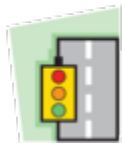
- Cars

MT - Medium Trucks

HT - Heavy Trucks

- Bicycles

**Comments**



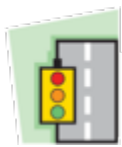
**Ontario Traffic Inc.**  
TRAFFIC MONITORING + SERVICES & PRODUCTS

## Peak Hour Summary

Intersection: Tecumseh Rd E & Manning Rd  
Count Date: Dec 12, 2019  
Period: 11:00 - 14:00

### Peak Hour Data (12:00 - 13:00)

Start Time	North Approach						South Approach						East Approach						West Approach						Total Vehicles
	←	↑	→	↻	Peds	Total	←	↑	→	↻	Peds	Total	←	↑	→	↻	Peds	Total	←	↑	→	↻	Peds	Total	
12:00	13	75	28	0	0	116	83	83	35	0	0	201	36	44	24	0	1	104	37	52	91	0	0	180	601
12:15	10	100	38	0	0	148	67	64	33	0	0	164	42	54	15	0	0	111	38	52	98	0	1	188	611
12:30	6	74	31	0	0	111	83	75	25	0	2	183	43	53	3	0	0	99	36	43	101	0	0	180	573
12:45	13	81	48	0	3	142	75	88	28	0	0	191	39	39	8	0	3	86	31	38	77	0	0	146	565
<b>Grand Total</b>	<b>42</b>	<b>330</b>	<b>145</b>	<b>0</b>	<b>3</b>	<b>517</b>	<b>308</b>	<b>310</b>	<b>121</b>	<b>0</b>	<b>2</b>	<b>739</b>	<b>160</b>	<b>190</b>	<b>50</b>	<b>0</b>	<b>4</b>	<b>400</b>	<b>142</b>	<b>185</b>	<b>367</b>	<b>0</b>	<b>1</b>	<b>694</b>	<b>2350</b>
Approach %	8.1	63.8	28	0	-	-	41.7	41.9	16.4	0	-	-	40	47.5	12.5	0	-	-	20.5	26.7	52.9	0	-	-	-
Totals %	1.8	14	6.2	0	-	22	13.1	13.2	5.1	0	-	31.4	6.8	8.1	2.1	0	-	17	6	7.9	15.6	0	-	29.5	-
<b>PHF</b>	<b>0.81</b>	<b>0.83</b>	<b>0.76</b>	<b>0</b>	<b>0.87</b>	<b>0.87</b>	<b>0.93</b>	<b>0.88</b>	<b>0.86</b>	<b>0</b>	<b>0.92</b>	<b>0.92</b>	<b>0.93</b>	<b>0.88</b>	<b>0.52</b>	<b>0</b>	<b>0.9</b>	<b>0.9</b>	<b>0.93</b>	<b>0.89</b>	<b>0.91</b>	<b>0</b>	<b>0.92</b>	<b>0.92</b>	<b>0.96</b>
Cars	42	320	143	0	-	505	297	301	115	0	-	713	159	187	50	0	-	396	139	180	357	0	-	676	2290
% Cars	100	97	98.6	0	-	97.7	96.4	97.1	95	0	-	96.5	99.4	98.4	100	0	-	99	97.9	97.3	97.3	0	-	97.4	97.4
Medium Trucks	0	6	2	0	-	8	5	6	4	0	-	15	0	2	0	0	-	2	3	5	5	0	-	13	38
% Medium Trucks	0	1.8	1.4	0	-	1.5	1.6	1.9	3.3	0	-	2	0	1.1	0	0	-	0.5	2.1	2.7	1.4	0	-	1.9	1.6
Heavy Trucks	0	2	0	0	-	2	6	1	2	0	-	9	1	1	0	0	-	2	0	0	5	0	-	5	18
% Heavy Trucks	0	0.6	0	0	-	0.4	1.9	0.3	1.7	0	-	1.2	0.6	0.5	0	0	-	0.5	0	0	1.4	0	-	0.7	0.8
Bicycles	0	2	0	0	-	2	0	2	0	0	-	2	0	0	0	0	-	0	0	0	0	0	-	0	4
% Bicycles	0	0.6	0	0	-	0.4	0	0.6	0	0	-	0.3	0	0	0	0	-	0	0	0	0	0	-	0	0.2
Peds					3	-					2	-					4	-					1	-	10
% Peds					30	-					20	-					40	-					10	-	-



# Peak Hour Diagram

**Specified Period**

From: 15:00:00  
To: 18:00:00

**One Hour Peak**

From: 15:15:00  
To: 16:15:00

**Intersection:** Tecumseh Rd E & Manning Rd  
**Site ID:** 1939200004  
**Count Date:** Dec 12, 2019

**Weather conditions:**

**\*\* Signalized Intersection \*\***

**Major Road:** runs N/S

**North Approach**

	Out	In	Total
	658	730	1388
MT	15	8	23
HT	1	0	1
	0	0	0
<b>Totals</b>	<b>674</b>	<b>738</b>	<b>1412</b>

	0	0	0	0
HT	0	1	0	0
MT	2	13	0	0
	137	468	53	0
<b>Totals</b>	<b>139</b>	<b>482</b>	<b>53</b>	<b>0</b>



**Peds: 1**

**East Approach**

	Out	In	Total
	384	431	815
MT	2	8	10
HT	1	0	1
	0	0	0
<b>Totals</b>	<b>387</b>	<b>439</b>	<b>826</b>

<b>Totals</b>		MT	HT	
<b>0</b>	0	0	0	0
<b>60</b>	60	0	0	0
<b>179</b>	179	0	0	0
<b>148</b>	145	2	1	0

	HT	MT		<b>Totals</b>
0	0	0	0	<b>0</b>
0	0	1	185	<b>186</b>
0	0	5	231	<b>236</b>
1	3	4	373	<b>381</b>



**West Approach**

	Out	In	Total
	789	665	1454
MT	10	5	15
HT	3	1	4
	1	0	1
<b>Totals</b>	<b>803</b>	<b>671</b>	<b>1474</b>

<b>Totals</b>				
<b>353</b>	<b>492</b>	<b>150</b>	<b>0</b>	
	349	485	147	0
MT	3	7	3	0
HT	1	0	0	0
	0	0	0	0

**South Approach**

	Out	In	Total
	981	986	1967
MT	13	19	32
HT	1	5	6
	0	1	1
<b>Totals</b>	<b>995</b>	<b>1011</b>	<b>2006</b>

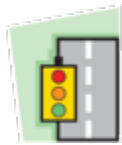
- Cars

MT - Medium Trucks

HT - Heavy Trucks

- Bicycles

**Comments**



**Ontario Traffic Inc.**  
TRAFFIC MONITORING SERVICES & PRODUCTS

## Peak Hour Summary

Intersection: Tecumseh Rd E & Manning Rd  
Count Date: Dec 12, 2019  
Period: 15:00 - 18:00

### Peak Hour Data (15:15 - 16:15)

Start Time	North Approach						South Approach						East Approach						West Approach						Total Vehicles
	←	↑	→	↻	Peds	Total	←	↑	→	↻	Peds	Total	←	↑	→	↻	Peds	Total	←	↑	→	↻	Peds	Total	
15:15	9	136	36	0	1	181	91	120	34	0	0	245	26	38	13	0	2	77	49	66	104	0	1	219	722
15:30	15	118	34	0	0	167	65	130	42	0	0	237	39	51	18	0	0	108	42	54	112	0	0	208	720
15:45	18	124	30	0	0	172	102	126	33	0	0	261	46	36	11	0	0	93	43	63	81	0	0	187	713
16:00	11	104	39	0	0	154	95	116	41	0	0	252	37	54	18	0	0	109	52	53	84	0	0	189	704
<b>Grand Total</b>	<b>53</b>	<b>482</b>	<b>139</b>	<b>0</b>	<b>1</b>	<b>674</b>	<b>353</b>	<b>492</b>	<b>150</b>	<b>0</b>	<b>0</b>	<b>995</b>	<b>148</b>	<b>179</b>	<b>60</b>	<b>0</b>	<b>2</b>	<b>387</b>	<b>186</b>	<b>236</b>	<b>381</b>	<b>0</b>	<b>1</b>	<b>803</b>	<b>2859</b>
Approach %	7.9	71.5	20.6	0	-	-	35.5	49.4	15.1	0	-	-	38.2	46.3	15.5	0	-	-	23.2	29.4	47.4	0	-	-	-
Totals %	1.9	16.9	4.9	0	-	23.6	12.3	17.2	5.2	0	-	34.8	5.2	6.3	2.1	0	-	13.5	6.5	8.3	13.3	0	-	-	28.1
<b>PHF</b>	<b>0.74</b>	<b>0.89</b>	<b>0.89</b>	<b>0</b>	<b>0.93</b>	<b>0.93</b>	<b>0.87</b>	<b>0.95</b>	<b>0.89</b>	<b>0</b>	<b>0.95</b>	<b>0.95</b>	<b>0.8</b>	<b>0.83</b>	<b>0.83</b>	<b>0</b>	<b>0.89</b>	<b>0.89</b>	<b>0.89</b>	<b>0.89</b>	<b>0.85</b>	<b>0</b>	<b>0.92</b>	<b>0.92</b>	<b>0.99</b>
Cars	53	468	137	0	-	658	349	485	147	0	-	981	145	179	60	0	-	384	185	231	373	0	-	789	2812
% Cars	100	97.1	98.6	0	-	97.6	98.9	98.6	98	0	-	98.6	98	100	100	0	-	99.2	99.5	97.9	97.9	0	-	98.3	98.4
Medium Trucks	0	13	2	0	-	15	3	7	3	0	-	13	2	0	0	0	-	2	1	5	4	0	-	10	40
% Medium Trucks	0	2.7	1.4	0	-	2.2	0.8	1.4	2	0	-	1.3	1.4	0	0	0	-	0.5	0.5	2.1	1	0	-	1.2	1.4
Heavy Trucks	0	1	0	0	-	1	1	0	0	0	-	1	1	0	0	0	-	1	0	0	3	0	-	3	6
% Heavy Trucks	0	0.2	0	0	-	0.1	0.3	0	0	0	-	0.1	0.7	0	0	0	-	0.3	0	0	0.8	0	-	0.4	0.2
Bicycles	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	1	1
% Bicycles	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0.3	0	-	0.1	0
Peds					1	-					0	-					2	-					1	-	4
% Peds					25	-					0	-					50	-					25	-	-



**Ontario Traffic Inc.**  
TRAFFIC MONITORING  SERVICES & PRODUCTS

## Project #19392 - Dillon Consulting

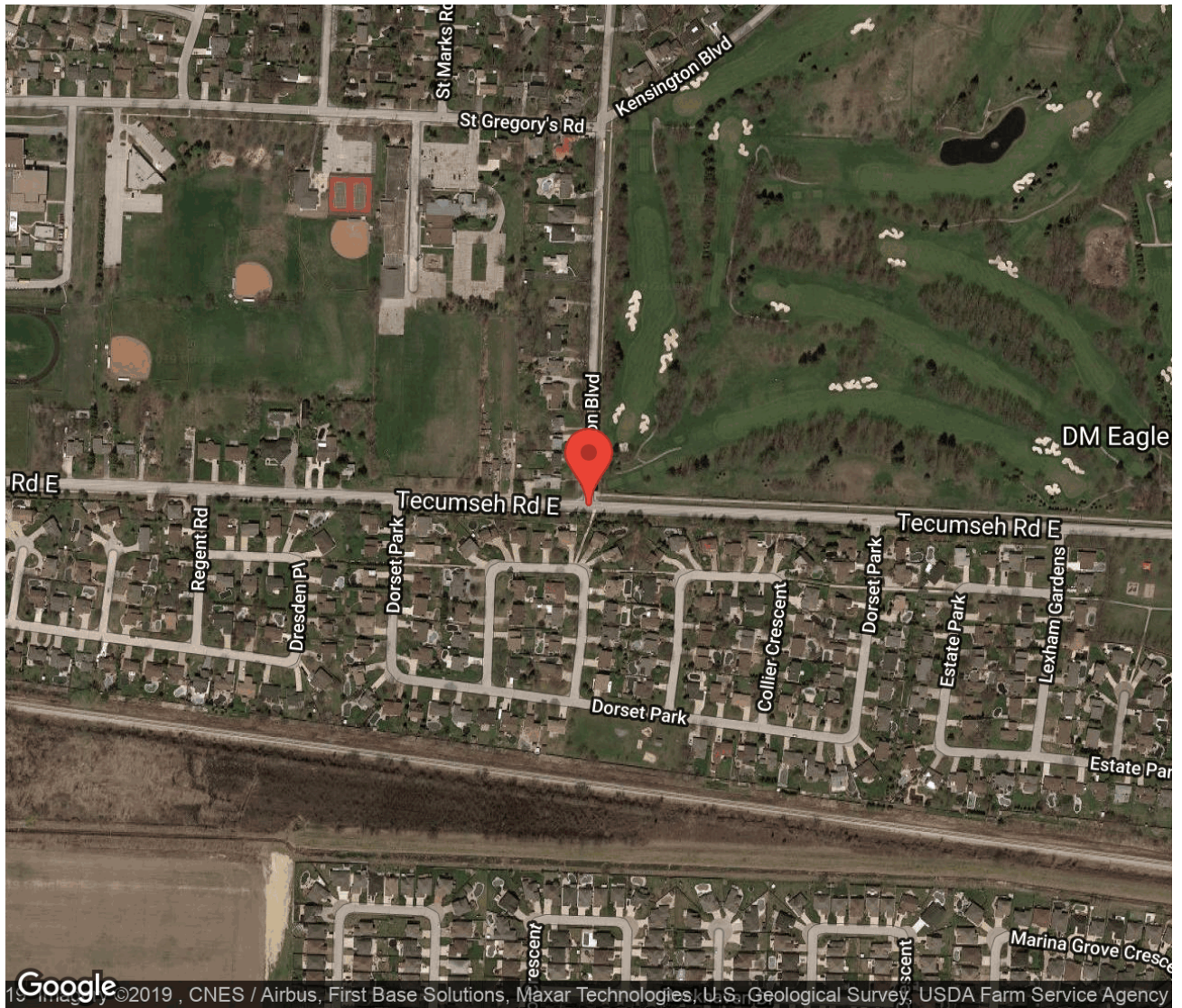
### Intersection Count Report

**Intersection:** Tecumseh Rd E & Arlington Blvd  
**Municipality:** Windsor  
**Count Date:** Dec 12, 2019  
**Site Code:** 1939200005  
**Count Categories:** Cars, Medium Trucks, Heavy Trucks, Peds, Bicycles  
**Count Period:** 07:00-10:00, 11:00-14:00, 15:00-18:00  
**Weather:** Clear



# Traffic Count Map

Intersection: Tecumseh Rd E & Arlington Blvd  
Municipality: Windsor  
Count Date: Dec 12, 2019



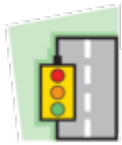


## Traffic Count Summary

Intersection: Tecumseh Rd E & Arlington Blvd  
Municipality: Windsor  
Count Date: Dec 12, 2019

### - Traffic Summary

Hour	North Approach Totals						South Approach Totals					
	Includes Cars, Medium Trucks, Heavy Trucks, Bicycles						Includes Cars, Medium Trucks, Heavy Trucks, Bicycles					
	Left	Thru	Right	U-Turn	Total	Peds	Left	Thru	Right	U-Turn	Total	Peds
07:00 - 08:00	50	1	45	0	96	0	0	0	0	0	0	0
08:00 - 09:00	53	0	34	0	87	0	0	0	0	0	0	0
09:00 - 10:00	31	0	44	0	75	0	0	0	0	0	0	0
BREAK												
11:00 - 12:00	31	0	26	0	57	0	0	0	0	0	0	0
12:00 - 13:00	29	0	29	0	58	0	0	0	0	0	0	0
13:00 - 14:00	38	0	33	0	71	0	0	0	0	0	0	0
BREAK												
15:00 - 16:00	61	0	46	0	107	1	0	0	0	0	0	0
16:00 - 17:00	80	0	37	0	117	0	0	0	0	0	0	0
17:00 - 18:00	58	0	26	0	84	0	0	0	1	0	1	0
<b>GRAND TOTAL</b>	<b>431</b>	<b>1</b>	<b>320</b>	<b>0</b>	<b>752</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>

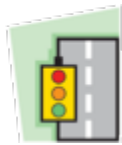


## Traffic Count Summary

Intersection: Tecumseh Rd E & Arlington Blvd  
Municipality: Windsor  
Count Date: Dec 12, 2019

### - Traffic Summary

Hour	East Approach Totals						West Approach Totals					
	Includes Cars, Medium Trucks, Heavy Trucks, Bicycles						Includes Cars, Medium Trucks, Heavy Trucks, Bicycles					
	Left	Thru	Right	U-Turn	Total	Peds	Left	Thru	Right	U-Turn	Total	Peds
<b>07:00 - 08:00</b>	0	180	89	0	269	0	16	74	0	0	90	0
<b>08:00 - 09:00</b>	0	246	85	0	331	6	20	134	0	0	154	0
<b>09:00 - 10:00</b>	0	183	46	0	229	0	20	113	0	0	133	0
BREAK												
<b>11:00 - 12:00</b>	0	181	23	0	204	1	33	137	0	0	170	0
<b>12:00 - 13:00</b>	0	175	30	0	205	4	28	190	0	0	218	0
<b>13:00 - 14:00</b>	0	165	19	0	184	0	35	212	0	0	247	0
BREAK												
<b>15:00 - 16:00</b>	0	208	61	0	269	11	42	248	0	0	290	0
<b>16:00 - 17:00</b>	0	190	43	0	233	3	46	292	0	0	338	0
<b>17:00 - 18:00</b>	0	212	42	0	254	0	44	335	0	0	379	0
<b>GRAND TOTAL</b>	<b>0</b>	<b>1740</b>	<b>438</b>	<b>0</b>	<b>2178</b>	<b>25</b>	<b>284</b>	<b>1735</b>	<b>0</b>	<b>0</b>	<b>2019</b>	<b>0</b>



**Ontario Traffic Inc.**  
TRAFFIC MONITORING SERVICES & PRODUCTS

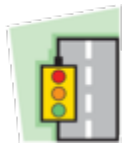
## Traffic Count Data

Intersection: Tecumseh Rd E & Arlington Blvd  
Municipality: Windsor  
Count Date: Dec 12, 2019

### North Approach -

Start Time	Cars					Medium Trucks					Heavy Trucks					Bicycles					Total Peds
	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	
07:00	4	0	6	0	10	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
07:15	9	0	12	0	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	9	0	18	0	27	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
07:45	21	0	9	0	30	5	0	0	0	5	0	0	0	0	0	0	1	0	0	1	0
08:00	13	0	8	0	21	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
08:15	13	0	11	0	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	13	0	7	0	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	12	0	8	0	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	15	0	14	0	29	1	0	4	0	5	0	0	0	0	0	0	0	0	0	0	0
09:15	4	0	9	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	4	0	6	0	10	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
09:45	6	0	11	0	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>SUBTOTAL</b>	123	0	119	0	242	11	0	4	0	15	0	0	0	0	0	0	1	0	0	1	0





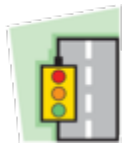
**Ontario Traffic Inc.**  
TRAFFIC MONITORING SERVICES & PRODUCTS

## Traffic Count Data

Intersection: Tecumseh Rd E & Arlington Blvd  
Municipality: Windsor  
Count Date: Dec 12, 2019

### North Approach -

Start Time	Cars					Medium Trucks					Heavy Trucks					Bicycles					Total Peds
	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	
15:00	4	0	9	0	13	2	0	1	0	3	0	0	0	0	0	0	0	0	0	0	0
15:15	13	0	8	0	21	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	1
15:30	16	0	13	0	29	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	23	0	13	0	36	1	0	2	0	3	0	0	0	0	0	0	0	0	0	0	0
16:00	15	0	9	0	24	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
16:15	18	0	6	0	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	22	0	6	0	28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	24	0	16	0	40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	21	0	9	0	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	16	0	3	0	19	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
17:30	15	0	7	0	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	5	0	7	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>SUBTOTAL</b>	192	0	106	0	298	7	0	3	0	10	0	0	0	0	0	0	0	0	0	0	1
<b>GRAND TOTAL</b>	407	0	312	0	719	24	0	8	0	32	0	0	0	0	0	0	1	0	0	1	1



**Ontario Traffic Inc.**  
TRAFFIC MONITORING + SERVICES & PRODUCTS

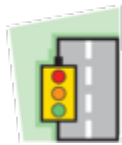
## Traffic Count Data

Intersection: Tecumseh Rd E & Arlington Blvd  
Municipality: Windsor  
Count Date: Dec 12, 2019

### East Approach -

Start Time	Cars					Medium Trucks					Heavy Trucks					Bicycles					Total Peds	
	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total		
07:00	0	28	9	0	37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	39	10	0	49	0	1	2	0	3	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	60	14	0	74	0	0	7	0	7	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	51	42	0	93	0	1	5	0	6	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	49	31	0	80	0	3	1	0	4	0	0	0	0	0	0	0	0	0	0	0	1
08:15	0	56	11	0	67	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:30	0	72	19	0	91	0	1	2	0	3	0	0	0	0	0	0	0	0	0	0	0	4
08:45	0	63	21	0	84	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	46	25	0	71	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	50	5	0	55	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	44	6	0	50	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	39	9	0	48	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0
<b>SUBTOTAL</b>	0	597	202	0	799	0	11	18	0	29	0	1	0	0	1	0	0	0	0	0	0	6





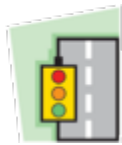
**Ontario Traffic Inc.**  
TRAFFIC MONITORING SERVICES & PRODUCTS

## Traffic Count Data

Intersection: Tecumseh Rd E & Arlington Blvd  
Municipality: Windsor  
Count Date: Dec 12, 2019

### East Approach -

Start Time	Cars					Medium Trucks					Heavy Trucks					Bicycles					Total Peds
	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	
15:00	0	62	20	0	82	0	1	3	0	4	0	0	0	0	0	0	0	0	0	0	1
15:15	0	42	10	0	52	0	1	3	0	4	0	1	0	0	1	0	1	0	0	1	8
15:30	0	55	10	0	65	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	45	15	0	60	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
16:00	0	38	17	0	55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
16:15	0	52	7	0	59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
16:30	0	46	8	0	54	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
16:45	0	51	11	0	62	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	0
17:00	0	52	11	0	63	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0
17:15	0	65	8	0	73	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	48	11	0	59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	45	12	0	57	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>SUBTOTAL</b>	0	601	140	0	741	0	6	6	0	12	0	2	0	0	2	0	1	0	0	1	14
<b>GRAND TOTAL</b>	0	1705	406	0	2111	0	31	32	0	63	0	3	0	0	3	0	1	0	0	1	25



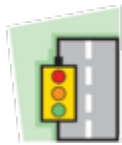
**Ontario Traffic Inc.**  
TRAFFIC MONITORING SERVICES & PRODUCTS

## Traffic Count Data

Intersection: Tecumseh Rd E & Arlington Blvd  
Municipality: Windsor  
Count Date: Dec 12, 2019

### West Approach -

Start Time	Cars					Medium Trucks					Heavy Trucks					Bicycles					Total Peds
	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	
07:00	1	11	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	6	18	0	0	24	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0
07:30	4	16	0	0	20	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0
07:45	5	24	0	0	29	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
08:00	10	20	0	0	30	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
08:15	5	37	0	0	42	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	0
08:30	1	31	0	0	32	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0
08:45	3	42	0	0	45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	4	29	0	0	33	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	5	29	0	0	34	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0
09:30	4	28	0	0	32	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
09:45	7	24	0	0	31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>SUBTOTAL</b>	55	309	0	0	364	0	11	0	0	11	1	1	0	0	2	0	0	0	0	0	0



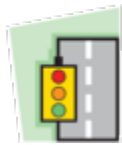
**Ontario Traffic Inc.**  
TRAFFIC MONITORING SERVICES & PRODUCTS

## Traffic Count Data

Intersection: Tecumseh Rd E & Arlington Blvd  
Municipality: Windsor  
Count Date: Dec 12, 2019

### West Approach -

Start Time	Cars					Medium Trucks					Heavy Trucks					Bicycles					Total Peds
	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	
11:00	10	32	0	0	42	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	6	29	0	0	35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	8	35	0	0	43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	9	38	0	0	47	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0
12:00	5	40	0	0	45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	8	46	0	0	54	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
12:30	10	45	0	0	55	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	0
12:45	5	54	0	0	59	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
13:00	13	50	0	0	63	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	7	57	0	0	64	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	9	61	0	0	70	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	5	44	0	0	49	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
<b>SUBTOTAL</b>	95	531	0	0	626	1	6	0	0	7	0	2	0	0	2	0	0	0	0	0	0



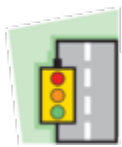
**Ontario Traffic Inc.**  
TRAFFIC MONITORING SERVICES & PRODUCTS

## Traffic Count Data

Intersection: Tecumseh Rd E & Arlington Blvd  
Municipality: Windsor  
Count Date: Dec 12, 2019

### West Approach -

Start Time	Cars					Medium Trucks					Heavy Trucks					Bicycles					Total Peds
	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	
15:00	6	49	0	0	55	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0
15:15	11	66	0	0	77	1	3	0	0	4	0	0	0	0	0	0	0	0	0	0	0
15:30	15	66	0	0	81	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	9	60	0	0	69	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0
16:00	14	59	0	0	73	0	1	0	0	1	0	1	0	0	1	0	1	0	0	1	0
16:15	7	69	0	0	76	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
16:30	13	68	0	0	81	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	12	92	0	0	104	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	11	100	0	0	111	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0
17:15	14	73	0	0	87	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	11	80	0	0	91	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	8	78	0	0	86	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
<b>SUBTOTAL</b>	131	860	0	0	991	1	13	0	0	14	0	1	0	0	1	0	1	0	0	1	0
<b>GRAND TOTAL</b>	281	1700	0	0	1981	2	30	0	0	32	1	4	0	0	5	0	1	0	0	1	0



# Peak Hour Diagram

**Specified Period**

From: 07:00:00  
To: 10:00:00

**One Hour Peak**

From: 07:45:00  
To: 08:45:00

**Intersection:** Tecumseh Rd E & Arlington Blvd  
**Site ID:** 1939200005  
**Count Date:** Dec 12, 2019

**Weather conditions:**

**\*\* Unsignalized Intersection \*\***

**Major Road:** runs E/W

**North Approach**

	Out	In	Total
	95	124	219
MT	7	8	15
HT	0	1	1
	1	0	1
<b>Totals</b>	<b>103</b>	<b>133</b>	<b>236</b>

	0	0	0
HT	0	0	0
MT	0	7	0
	35	60	0
<b>Totals</b>	<b>35</b>	<b>67</b>	<b>0</b>

**East Approach**

	Out	In	Total
	331	172	503
MT	13	12	25
HT	0	0	0
	0	0	0
<b>Totals</b>	<b>344</b>	<b>184</b>	<b>528</b>

	HT	MT		Totals
0	0	0	0	0
0	1	0	21	22
0	0	5	112	117

**Peds: 0**

**Peds: 0**



**Peds: 6**

**Peds: 0**

Totals		MT	HT	
0	0	0	0	0
111	103	8	0	0
233	228	5	0	0

**West Approach**

	Out	In	Total
	133	263	396
MT	5	5	10
HT	1	0	1
	0	0	0
<b>Totals</b>	<b>139</b>	<b>268</b>	<b>407</b>

- Cars

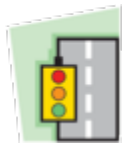
MT - Medium Trucks

HT - Heavy Trucks

- Bicycles

**Comments**





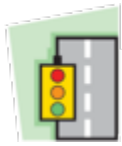
**Ontario Traffic Inc.**  
TRAFFIC MONITORING SERVICES & PRODUCTS

## Peak Hour Summary

Intersection: Tecumseh Rd E & Arlington Blvd  
Count Date: Dec 12, 2019  
Period: 07:00 - 10:00

### Peak Hour Data (07:45 - 08:45)

Start Time	North Approach						South Approach						East Approach						West Approach						Total Vehicles	
	←	↑	→	↻	Peds	Total	←	↑	→	↻	Peds	Total	←	↑	→	↻	Peds	Total	←	↑	→	↻	Peds	Total		
07:45	26		9	0	0	35					0			52	47	0	0	99	5	25			0	0	30	164
08:00	15		8	0	0	23					0			52	32	0	1	84	10	21			0	0	31	138
08:15	13		11	0	0	24					0			56	11	0	1	67	6	38			0	0	44	135
08:30	13		7	0	0	20					0			73	21	0	4	94	1	33			0	0	34	148
<b>Grand Total</b>	<b>67</b>		<b>35</b>	<b>0</b>	<b>0</b>	<b>102</b>					<b>0</b>	<b>0</b>		<b>233</b>	<b>111</b>	<b>0</b>	<b>6</b>	<b>344</b>	<b>22</b>	<b>117</b>			<b>0</b>	<b>0</b>	<b>139</b>	<b>585</b>
Approach %	65.7		34.3	0	-	-					-	-		67.7	32.3	0	-	-	15.8	84.2			0	-	-	
Totals %	11.5		6	0		17.4						0		39.8	19	0		58.8	3.8	20			0		23.8	
<b>PHF</b>	<b>0.64</b>		<b>0.8</b>	<b>0</b>		<b>0.73</b>					<b>0</b>			<b>0.8</b>	<b>0.59</b>	<b>0</b>		<b>0.87</b>	<b>0.55</b>	<b>0.77</b>			<b>0</b>		<b>0.79</b>	<b>0.89</b>
Cars	60		35	0		95					0			228	103	0		331	21	112			0		133	559
% Cars	89.6		100	0		93.1					0			97.9	92.8	0		96.2	95.5	95.7			0		95.7	95.6
Medium Trucks	7		0	0		7					0			5	8	0		13	0	5			0		5	25
% Medium Trucks	10.4		0	0		6.9					0			2.1	7.2	0		3.8	0	4.3			0		3.6	4.3
Heavy Trucks	0		0	0		0					0			0	0	0		0	1	0			0		1	1
% Heavy Trucks	0		0	0		0					0			0	0	0		0	4.5	0			0		0.7	0.2
Bicycles	0		0	0		0					0			0	0	0		0	0	0			0		0	0
% Bicycles	0		0	0		0					0			0	0	0		0	0	0			0		0	0
Peds					0	-					0	-						6	-				0	-	6	
% Peds					0	-					0	-						100	-				0	-		



## Peak Hour Diagram

### Specified Period

From: 11:00:00  
To: 14:00:00

### One Hour Peak

From: 12:45:00  
To: 13:45:00

**Intersection:** Tecumseh Rd E & Arlington Blvd  
**Site ID:** 1939200005  
**Count Date:** Dec 12, 2019

**Weather conditions:**

**\*\* Unsignalized Intersection \*\***

**Major Road:** runs E/W

### North Approach

	Out	In	Total
	60	49	109
MT	2	2	4
HT	0	0	0
	0	0	0
<b>Totals</b>	<b>62</b>	<b>51</b>	<b>113</b>

	0	0	0
HT	0	0	0
MT	1	1	0
	26	34	0
<b>Totals</b>	<b>27</b>	<b>35</b>	<b>0</b>

### East Approach

	Out	In	Total
	184	256	440
MT	4	1	5
HT	0	1	1
	0	0	0
<b>Totals</b>	<b>188</b>	<b>258</b>	<b>446</b>

	HT	MT		Totals
0	0	0	0	<b>0</b>
0	0	0	34	<b>34</b>
0	1	0	222	<b>223</b>

Peds: 0

Peds: 0



Peds: 0

Peds: 0

Totals		MT	HT	
<b>0</b>	0	0	0	0
<b>17</b>	15	2	0	0
<b>171</b>	169	2	0	0

### West Approach

	Out	In	Total
	256	195	451
MT	0	3	3
HT	1	0	1
	0	0	0
<b>Totals</b>	<b>257</b>	<b>198</b>	<b>455</b>

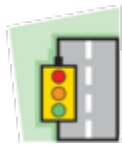
- Cars

MT - Medium Trucks

HT - Heavy Trucks

- Bicycles

### Comments



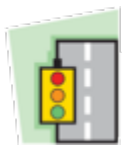
**Ontario Traffic Inc.**  
TRAFFIC MONITORING SERVICES & PRODUCTS

## Peak Hour Summary

Intersection: Tecumseh Rd E & Arlington Blvd  
Count Date: Dec 12, 2019  
Period: 11:00 - 14:00

### Peak Hour Data (12:45 - 13:45)

Start Time	North Approach						South Approach						East Approach						West Approach						Total Vehicles	
	←	↑	→	↻	Peds	Total	←	↑	→	↻	Peds	Total	←	↑	→	↻	Peds	Total	←	↑	→	↻	Peds	Total		
12:45	6		2	0	0	8					0			51	7	0	0	58	5	55			0	0	60	126
13:00	11		10	0	0	21					0			45	6	0	0	51	13	50			0	0	63	135
13:15	7		6	0	0	13					0			44	2	0	0	46	7	57			0	0	64	123
13:30	11		9	0	0	20					0			31	2	0	0	33	9	61			0	0	70	123
<b>Grand Total</b>	<b>35</b>		<b>27</b>	<b>0</b>	<b>0</b>	<b>62</b>					<b>0</b>	<b>0</b>		<b>171</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>188</b>	<b>34</b>	<b>223</b>			<b>0</b>	<b>0</b>	<b>257</b>	<b>507</b>
<b>Approach %</b>	56.5		43.5	0	-	-					-	-		91	9	0	-	-	13.2	86.8			0	-	-	
<b>Totals %</b>	6.9		5.3	0	12.2						0			33.7	3.4	0	37.1		6.7	44			0	50.7		
<b>PHF</b>	<b>0.8</b>		<b>0.68</b>	<b>0</b>	<b>0.74</b>						<b>0</b>			<b>0.84</b>	<b>0.61</b>	<b>0</b>	<b>0.81</b>		<b>0.65</b>	<b>0.91</b>			<b>0</b>	<b>0.92</b>	<b>0.94</b>	
<b>Cars</b>	34		26	0	60						0			169	15	0	184		34	222			0	256	500	
<b>% Cars</b>	97.1		96.3	0	96.8						0			98.8	88.2	0	97.9		100	99.6			0	99.6	98.6	
<b>Medium Trucks</b>	1		1	0	2						0			2	2	0	4		0	0			0	0	6	
<b>% Medium Trucks</b>	2.9		3.7	0	3.2						0			1.2	11.8	0	2.1		0	0			0	0	1.2	
<b>Heavy Trucks</b>	0		0	0	0						0			0	0	0	0		0	1			0	1	1	
<b>% Heavy Trucks</b>	0		0	0	0						0			0	0	0	0		0	0.4			0	0.4	0.2	
<b>Bicycles</b>	0		0	0	0						0			0	0	0	0		0	0			0	0	0	
<b>% Bicycles</b>	0		0	0	0						0			0	0	0	0		0	0			0	0	0	
<b>Peds</b>					0	-					0	-					0	-					0	-	0	
<b>% Peds</b>					0	-					0	-					0	-					0	-		



# Peak Hour Diagram

**Specified Period**

From: 15:00:00  
To: 18:00:00

**One Hour Peak**

From: 16:45:00  
To: 17:45:00

**Intersection:** Tecumseh Rd E & Arlington Blvd  
**Site ID:** 1939200005  
**Count Date:** Dec 12, 2019

**Weather conditions:**

**\*\* Unsignalized Intersection \*\***

**Major Road:** runs E/W

**North Approach**

	Out	In	Total
	111	89	200
MT	1	0	1
HT	0	0	0
	0	0	0
<b>Totals</b>	<b>112</b>	<b>89</b>	<b>201</b>

	0	0	0
HT	0	0	0
MT	0	1	0
	35	76	0
<b>Totals</b>	<b>35</b>	<b>77</b>	<b>0</b>

**East Approach**

	Out	In	Total
	257	421	678
MT	4	4	8
HT	1	0	1
	0	0	0
<b>Totals</b>	<b>262</b>	<b>425</b>	<b>687</b>

	HT	MT		Totals
0	0	0	0	<b>0</b>
0	0	0	48	<b>48</b>
0	0	3	345	<b>348</b>

Peds: 0

Peds: 0



Peds: 0

Peds: 0

Totals		MT	HT	
<b>0</b>	0	0	0	0
<b>41</b>	41	0	0	0
<b>221</b>	216	4	1	0

**West Approach**

	Out	In	Total
	393	251	644
MT	3	4	7
HT	0	1	1
	0	0	0
<b>Totals</b>	<b>396</b>	<b>256</b>	<b>652</b>

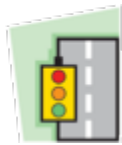
- Cars

MT - Medium Trucks

HT - Heavy Trucks

- Bicycles

**Comments**



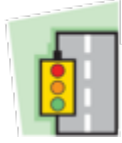
**Ontario Traffic Inc.**  
TRAFFIC MONITORING SERVICES & PRODUCTS

## Peak Hour Summary

Intersection: Tecumseh Rd E & Arlington Blvd  
Count Date: Dec 12, 2019  
Period: 15:00 - 18:00

### Peak Hour Data (16:45 - 17:45)

Start Time	North Approach						South Approach						East Approach						West Approach						Total Vehicles
	←	↑	→	↻	Peds	Total	←	↑	→	↻	Peds	Total	←	↑	→	↻	Peds	Total	←	↑	→	↻	Peds	Total	
16:45	24		16	0	0	40				0				54	11	0	0	65	12	92		0	0	104	209
17:00	21		9	0	0	30				0				54	11	0	0	65	11	103		0	0	114	209
17:15	17		3	0	0	20				0				65	8	0	0	73	14	73		0	0	87	180
17:30	15		7	0	0	22				0				48	11	0	0	59	11	80		0	0	91	172
<b>Grand Total</b>	<b>77</b>		<b>35</b>	<b>0</b>	<b>0</b>	<b>112</b>				<b>0</b>				<b>221</b>	<b>41</b>	<b>0</b>	<b>0</b>	<b>262</b>	<b>48</b>	<b>348</b>		<b>0</b>	<b>0</b>	<b>396</b>	<b>770</b>
Approach %	68.8		31.3	0	-	-				-				84.4	15.6	0	-	-	12.1	87.9		0	-	-	-
Totals %	10		4.5	0	14.5					0				28.7	5.3	0	34		6.2	45.2		0	51.4		
<b>PHF</b>	<b>0.8</b>		<b>0.55</b>	<b>0</b>	<b>0.7</b>					<b>0</b>				<b>0.85</b>	<b>0.93</b>	<b>0</b>	<b>0.9</b>		<b>0.86</b>	<b>0.84</b>		<b>0</b>	<b>0.87</b>	<b>0.92</b>	
Cars	76		35	0	111					0				216	41	0	257		48	345		0	393	761	
% Cars	98.7		100	0	99.1					0				97.7	100	0	98.1		100	99.1		0	99.2	98.8	
Medium Trucks	1		0	0	1					0				4	0	0	4		0	3		0	3	8	
% Medium Trucks	1.3		0	0	0.9					0				1.8	0	0	1.5		0	0.9		0	0.8	1	
Heavy Trucks	0		0	0	0					0				1	0	0	1		0	0		0	0	1	
% Heavy Trucks	0		0	0	0					0				0.5	0	0	0.4		0	0		0	0	0.1	
Bicycles	0		0	0	0					0				0	0	0	0		0	0		0	0	0	
% Bicycles	0		0	0	0					0				0	0	0	0		0	0		0	0	0	
Peds					0	-				0	-						0	-				0	-	0	
% Peds					0	-				0	-						0	-				0	-	-	



**Ontario Traffic Inc.**  
TRAFFIC MONITORING  SERVICES & PRODUCTS

## Project #19392 - Dillon Consulting

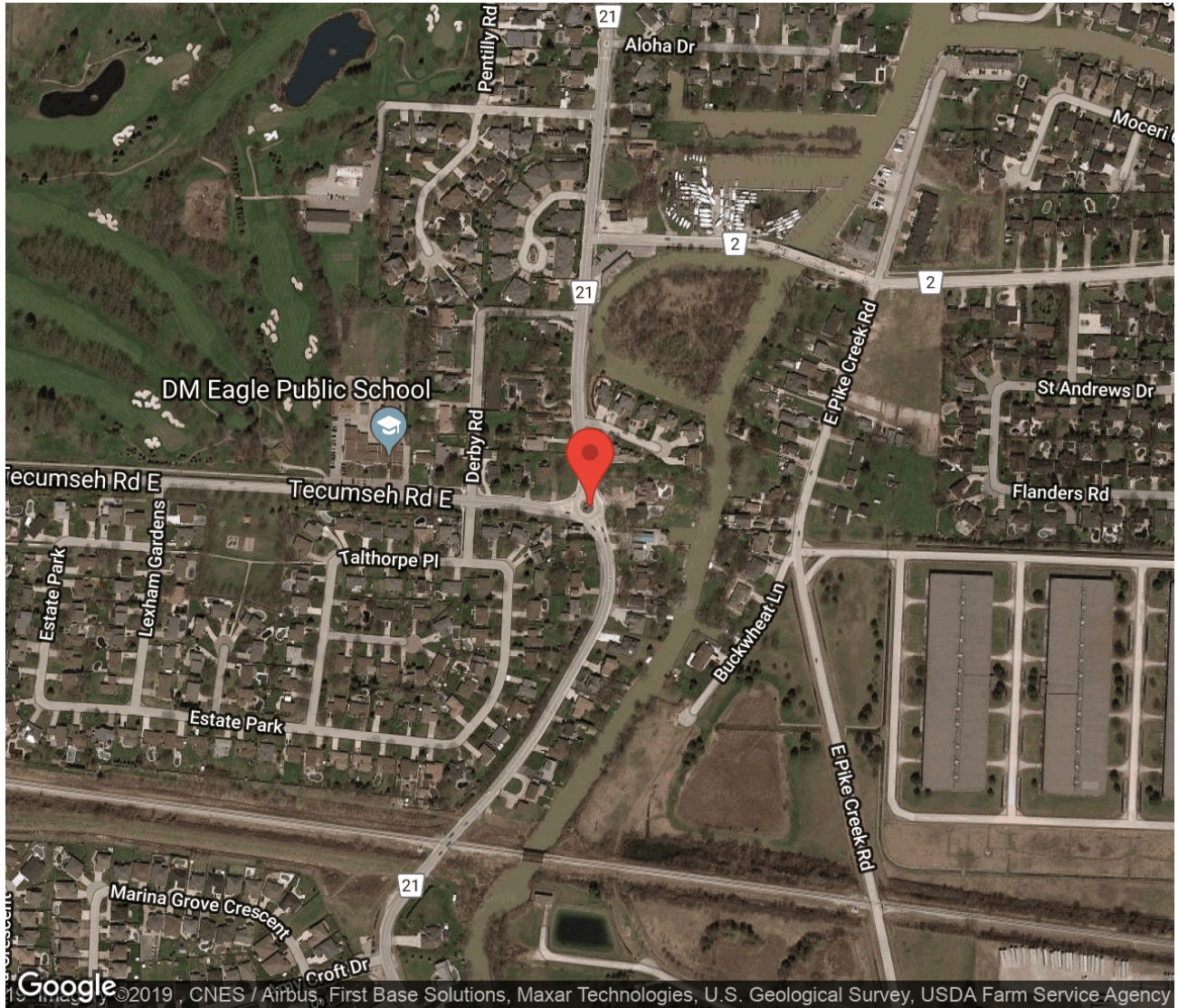
### Intersection Count Report

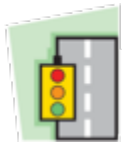
**Intersection:** Tecumseh Rd E & Brighton Rd  
**Municipality:** Windsor  
**Count Date:** Dec 12, 2019  
**Site Code:** 1939200006  
**Count Categories:** Cars, Medium Trucks, Heavy Trucks, Peds, Bicycles  
**Count Period:** 07:00-10:00, 11:00-14:00, 15:00-18:00  
**Weather:** Clear



# Traffic Count Map

Intersection: Tecumseh Rd E & Brighton Rd  
Municipality: Windsor  
Count Date: Dec 12, 2019





## Traffic Count Summary

Intersection: Tecumseh Rd E & Brighton Rd  
Municipality: Windsor  
Count Date: Dec 12, 2019

### - Traffic Summary

Hour	North Approach Totals						South Approach Totals					
	Includes Cars, Medium Trucks, Heavy Trucks, Bicycles						Includes Cars, Medium Trucks, Heavy Trucks, Bicycles					
	Left	Thru	Right	U-Turn	Total	Peds	Left	Thru	Right	U-Turn	Total	Peds
07:00 - 08:00	0	57	138	0	195	0	100	50	0	0	150	0
08:00 - 09:00	0	68	200	0	268	1	116	81	0	0	197	1
09:00 - 10:00	0	61	153	0	214	0	73	58	0	0	131	0
BREAK												
11:00 - 12:00	0	55	157	0	212	0	64	73	0	0	137	0
12:00 - 13:00	0	42	139	0	181	0	72	81	0	0	153	0
13:00 - 14:00	0	62	138	0	200	0	56	76	0	0	132	0
BREAK												
15:00 - 16:00	0	72	150	0	222	0	85	107	0	0	192	0
16:00 - 17:00	0	80	153	0	233	0	111	147	0	0	258	0
17:00 - 18:00	0	77	225	0	302	0	136	132	0	0	268	0
<b>GRAND TOTAL</b>	<b>0</b>	<b>574</b>	<b>1453</b>	<b>0</b>	<b>2027</b>	<b>1</b>	<b>813</b>	<b>805</b>	<b>0</b>	<b>0</b>	<b>1618</b>	<b>1</b>



## Traffic Count Summary

Intersection: Tecumseh Rd E & Brighton Rd  
Municipality: Windsor  
Count Date: Dec 12, 2019

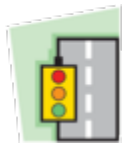
### - Traffic Summary

#### East Approach Totals

#### West Approach Totals

Hour	Includes Cars, Medium Trucks, Heavy Trucks, Bicycles						Includes Cars, Medium Trucks, Heavy Trucks, Bicycles					
	Left	Thru	Right	U-Turn	Total	Peds	Left	Thru	Right	U-Turn	Total	Peds
07:00 - 08:00	0	0	0	0	0	0	55	0	76	0	131	1
08:00 - 09:00	0	0	0	0	0	0	90	0	89	0	179	1
09:00 - 10:00	0	0	0	0	0	0	86	0	60	0	146	0
BREAK												
11:00 - 12:00	0	0	0	0	0	0	114	0	73	0	187	0
12:00 - 13:00	0	0	0	0	0	0	145	0	87	0	232	0
13:00 - 14:00	0	0	0	0	0	0	122	0	87	0	209	0
BREAK												
15:00 - 16:00	0	0	0	0	0	0	185	2	126	0	313	0
16:00 - 17:00	0	0	0	0	0	0	219	0	162	0	381	0
17:00 - 18:00	0	0	0	0	0	0	214	0	150	0	364	0
<b>GRAND TOTAL</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1230</b>	<b>2</b>	<b>910</b>	<b>0</b>	<b>2142</b>	<b>2</b>





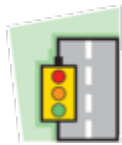
**Ontario Traffic Inc.**  
TRAFFIC MONITORING SERVICES & PRODUCTS

## Traffic Count Data

Intersection: Tecumseh Rd E & Brighton Rd  
Municipality: Windsor  
Count Date: Dec 12, 2019

### North Approach -

Start Time	Cars					Medium Trucks					Heavy Trucks					Bicycles					Total Peds
	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	
11:00	0	10	42	0	52	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0
11:15	0	14	39	0	53	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	14	36	0	50	0	1	1	0	2	0	0	1	0	1	0	0	0	0	0	0
11:45	0	15	37	0	52	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	15	29	0	44	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	0
12:15	0	8	39	0	47	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	7	37	0	44	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
12:45	0	11	30	0	41	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	12	32	0	44	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0
13:15	0	17	30	0	47	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0
13:30	0	11	37	0	48	0	1	1	0	2	0	1	0	0	1	0	0	0	0	0	0
13:45	0	17	37	0	54	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
<b>SUBTOTAL</b>	0	151	425	0	576	0	6	8	0	14	0	2	1	0	3	0	0	0	0	0	0



**Ontario Traffic Inc.**  
TRAFFIC MONITORING + SERVICES & PRODUCTS

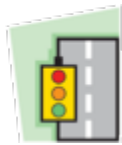
## Traffic Count Data

Intersection: Tecumseh Rd E & Brighton Rd  
Municipality: Windsor  
Count Date: Dec 12, 2019

### North Approach -

Start Time	Cars					Medium Trucks					Heavy Trucks					Bicycles					Total Peds
	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	
15:00	0	10	32	0	42	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
15:15	0	16	34	0	50	0	1	1	0	2	0	0	0	0	0	0	1	0	0	1	0
15:30	0	17	43	0	60	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	25	38	0	63	0	1	2	0	3	0	0	0	0	0	0	0	0	0	0	0
16:00	0	17	39	0	56	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0
16:15	0	23	40	0	63	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	18	34	0	52	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	22	38	0	60	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	23	46	0	69	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	0
17:15	0	13	62	0	75	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	21	69	0	90	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
17:45	0	18	47	0	65	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>SUBTOTAL</b>	0	223	522	0	745	0	3	6	0	9	0	2	0	0	2	0	1	0	0	1	0
<b>GRAND TOTAL</b>	0	556	1430	0	1986	0	13	22	0	35	0	4	1	0	5	0	1	0	0	1	1





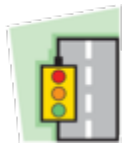
**Ontario Traffic Inc.**  
TRAFFIC MONITORING SERVICES & PRODUCTS

## Traffic Count Data

Intersection: Tecumseh Rd E & Brighton Rd  
Municipality: Windsor  
Count Date: Dec 12, 2019

### South Approach -

Start Time	Cars					Medium Trucks					Heavy Trucks					Bicycles					Total Peds
	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	
11:00	20	17	0	0	37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	13	22	0	0	35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	18	12	0	0	30	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
11:45	13	21	0	0	34	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	23	18	0	0	41	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	18	27	0	0	45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	21	17	0	0	38	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
12:45	10	18	0	0	28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	15	16	0	0	31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	17	22	0	0	39	2	3	0	0	5	0	0	0	0	0	0	0	0	0	0	0
13:30	11	15	0	0	26	1	1	0	0	2	0	1	0	0	1	0	0	0	0	0	0
13:45	7	18	0	0	25	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0
<b>SUBTOTAL</b>	186	223	0	0	409	6	6	0	0	12	0	1	0	0	1	0	0	0	0	0	0



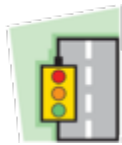
**Ontario Traffic Inc.**  
TRAFFIC MONITORING SERVICES & PRODUCTS

## Traffic Count Data

Intersection: Tecumseh Rd E & Brighton Rd  
Municipality: Windsor  
Count Date: Dec 12, 2019

### South Approach -

Start Time	Cars					Medium Trucks					Heavy Trucks					Bicycles					Total Peds
	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	
15:00	22	23	0	0	45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	17	26	0	0	43	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0
15:30	22	29	0	0	51	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	21	28	0	0	49	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0
16:00	23	33	0	0	56	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	25	37	0	0	62	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
16:30	27	35	0	0	62	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	33	42	0	0	75	1	0	0	0	1	1	0	0	1	0	0	0	0	0	0	0
17:00	29	34	0	0	63	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	40	34	0	0	74	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	38	39	0	0	77	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	29	25	0	0	54	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>SUBTOTAL</b>	326	385	0	0	711	5	0	0	0	5	1	1	0	0	2	0	0	0	0	0	0
<b>GRAND TOTAL</b>	781	792	0	0	1573	31	11	0	0	42	1	2	0	0	3	0	0	0	0	0	1



**Ontario Traffic Inc.**  
TRAFFIC MONITORING + SERVICES & PRODUCTS

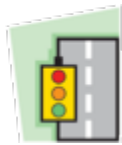
## Traffic Count Data

Intersection: Tecumseh Rd E & Brighton Rd  
Municipality: Windsor  
Count Date: Dec 12, 2019

### West Approach -

Start Time	Cars					Medium Trucks					Heavy Trucks					Bicycles					Total Peds
	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	
07:00	11	0	9	0	20	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
07:15	12	0	13	0	25	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
07:30	14	0	16	0	30	1	0	4	0	5	0	0	0	0	0	0	0	0	0	0	0
07:45	16	0	29	0	45	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	0
08:00	19	0	18	0	37	1	0	2	0	3	0	0	1	0	1	0	0	0	0	0	0
08:15	27	0	24	0	51	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
08:30	17	0	21	0	38	3	0	1	0	4	0	0	0	0	0	0	0	0	0	0	0
08:45	23	0	20	0	43	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0
09:00	16	0	16	0	32	1	0	2	0	3	0	0	0	0	0	0	0	0	0	0	0
09:15	23	0	14	0	37	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
09:30	22	0	17	0	39	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
09:45	21	0	10	0	31	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0
<b>SUBTOTAL</b>	221	0	207	0	428	10	0	17	0	27	0	0	1	0	1	0	0	0	0	0	2





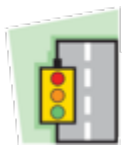
**Ontario Traffic Inc.**  
TRAFFIC MONITORING SERVICES & PRODUCTS

## Traffic Count Data

Intersection: Tecumseh Rd E & Brighton Rd  
Municipality: Windsor  
Count Date: Dec 12, 2019

### West Approach -

Start Time	Cars					Medium Trucks					Heavy Trucks					Bicycles					Total Peds
	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	←	↑	→	↻	Total	
15:00	45	0	34	0	79	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	0
15:15	34	0	28	0	62	2	0	1	0	3	0	0	0	0	0	0	0	0	0	0	0
15:30	49	0	34	0	83	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0
15:45	54	0	28	0	82	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0
16:00	52	0	39	0	91	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
16:15	47	0	42	0	89	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0
16:30	52	0	39	0	91	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	66	0	40	0	106	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0
17:00	51	0	38	0	89	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0
17:15	50	0	29	0	79	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
17:30	52	0	48	0	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	58	0	34	0	92	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>SUBTOTAL</b>	610	0	433	0	1043	8	0	4	0	12	0	0	1	0	1	0	2	0	0	2	0
<b>GRAND TOTAL</b>	1200	0	882	0	2082	29	0	26	0	55	1	0	2	0	3	0	2	0	0	2	2



# Peak Hour Diagram

**Specified Period**

From: 07:00:00  
To: 10:00:00

**One Hour Peak**

From: 07:45:00  
To: 08:45:00

**Intersection:** Tecumseh Rd E & Brighton Rd  
**Site ID:** 1939200006  
**Count Date:** Dec 12, 2019

**Weather conditions:**

**\*\* Unsignalized Intersection \*\***

**Major Road:** runs N/S

**North Approach**

	Out	In	Total
	269	155	424
MT	4	8	12
HT	0	0	0
	0	0	0
<b>Totals</b>	<b>273</b>	<b>163</b>	<b>436</b>

	0	0	0
HT	0	0	0
MT	4	0	0
	207	62	0
<b>Totals</b>	<b>211</b>	<b>62</b>	<b>0</b>

Peds: 0

	HT	MT		Totals
0	0	0	0	0
0	0	4	79	83
0	1	8	92	101



Peds: 1

**West Approach**

	Out	In	Total
	171	333	504
MT	12	14	26
HT	1	0	1
	0	0	0
<b>Totals</b>	<b>184</b>	<b>347</b>	<b>531</b>

<b>Totals</b>	<b>136</b>	<b>80</b>	<b>0</b>
	126	76	0
MT	10	4	0
HT	0	0	0
	0	0	0

**South Approach**

	Out	In	Total
	202	154	356
MT	14	8	22
HT	0	1	1
	0	0	0
<b>Totals</b>	<b>216</b>	<b>163</b>	<b>379</b>

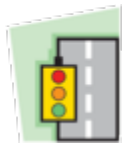
- Cars

MT - Medium Trucks

HT - Heavy Trucks

- Bicycles

**Comments**



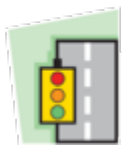
**Ontario Traffic Inc.**  
TRAFFIC MONITORING SERVICES & PRODUCTS

## Peak Hour Summary

Intersection: Tecumseh Rd E & Brighton Rd  
Count Date: Dec 12, 2019  
Period: 07:00 - 10:00

### Peak Hour Data (07:45 - 08:45)

Start Time	North Approach						South Approach						East Approach						West Approach						Total Vehicles	
	←	↑	→	↻	Peds	Total	←	↑	→	↻	Peds	Total	←	↑	→	↻	Peds	Total	←	↑	→	↻	Peds	Total		
07:45		12	55	0	0	67	43	19			0	0	62					0		16		33	0	0	49	178
08:00		11	44	0	0	55	39	20			0	0	59					0		20		21	0	0	41	155
08:15		19	52	0	0	71	28	27			0	1	55					0		27		25	0	1	52	178
08:30		20	60	0	0	80	26	14			0	0	40					0		20		22	0	0	42	162
<b>Grand Total</b>		<b>62</b>	<b>211</b>	<b>0</b>	<b>0</b>	<b>273</b>	<b>136</b>	<b>80</b>			<b>0</b>	<b>1</b>	<b>216</b>					<b>0</b>	<b>0</b>	<b>83</b>		<b>101</b>	<b>0</b>	<b>1</b>	<b>184</b>	<b>673</b>
Approach %		22.7	77.3	0	-	-	63	37			0	-	-					-	-	45.1		54.9	0	-	-	
Totals %		9.2	31.4	0	-	40.6	20.2	11.9			0	-	32.1					0	-	12.3		15	0	-	27.3	
<b>PHF</b>		<b>0.78</b>	<b>0.88</b>	<b>0</b>	<b>0.85</b>	<b>0.85</b>	<b>0.79</b>	<b>0.74</b>			<b>0</b>	<b>0.87</b>	<b>0.87</b>					<b>0</b>	<b>0</b>	<b>0.77</b>		<b>0.77</b>	<b>0</b>	<b>0.88</b>	<b>0.95</b>	
Cars		62	207	0	-	269	126	76			0	-	202					0	-	79		92	0	-	171	642
% Cars		100	98.1	0	-	98.5	92.6	95			0	-	93.5					0	-	95.2		91.1	0	-	92.9	95.4
Medium Trucks		0	4	0	-	4	10	4			0	-	14					0	-	4		8	0	-	12	30
% Medium Trucks		0	1.9	0	-	1.5	7.4	5			0	-	6.5					0	-	4.8		7.9	0	-	6.5	4.5
Heavy Trucks		0	0	0	-	0	0	0			0	-	0					0	-	0		1	0	-	1	1
% Heavy Trucks		0	0	0	-	0	0	0			0	-	0					0	-	0		1	0	-	0.5	0.1
Bicycles		0	0	0	-	0	0	0			0	-	0					0	-	0		0	0	-	0	0
% Bicycles		0	0	0	-	0	0	0			0	-	0					0	-	0		0	0	-	0	0
Peds					0	-					1	-						0	-				1	-		2
% Peds					0	-					50	-						0	-				50	-		



# Peak Hour Diagram

**Specified Period**

From: 11:00:00  
To: 14:00:00

**One Hour Peak**

From: 11:45:00  
To: 12:45:00

**Intersection:** Tecumseh Rd E & Brighton Rd  
**Site ID:** 1939200006  
**Count Date:** Dec 12, 2019

**Weather conditions:**

**\*\* Unsignalized Intersection \*\***

**Major Road:** runs N/S

**North Approach**

	Out	In	Total
	187	223	410
MT	5	5	10
HT	0	0	0
	0	0	0
<b>Totals</b>	<b>192</b>	<b>228</b>	<b>420</b>

	0	0	0
HT	0	0	0
MT	4	1	0
	142	45	0
<b>Totals</b>	<b>146</b>	<b>46</b>	<b>0</b>

Peds: 0



Peds: 0

	HT	MT		Totals
0	0	0	0	0
0	0	4	140	144
0	0	1	88	89

**West Approach**

	Out	In	Total
	228	217	445
MT	5	4	9
HT	0	0	0
	0	0	0
<b>Totals</b>	<b>233</b>	<b>221</b>	<b>454</b>

<b>Totals</b>	<b>75</b>	<b>84</b>	<b>0</b>
	75	83	0
MT	0	1	0
HT	0	0	0
	0	0	0

**South Approach**

	Out	In	Total
	158	133	291
MT	1	2	3
HT	0	0	0
	0	0	0
<b>Totals</b>	<b>159</b>	<b>135</b>	<b>294</b>

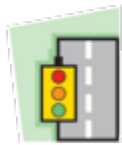
- Cars

MT - Medium Trucks

HT - Heavy Trucks

- Bicycles

**Comments**



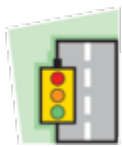
**Ontario Traffic Inc.**  
TRAFFIC MONITORING SERVICES & PRODUCTS

## Peak Hour Summary

Intersection: Tecumseh Rd E & Brighton Rd  
Count Date: Dec 12, 2019  
Period: 11:00 - 14:00

### Peak Hour Data (11:45 - 12:45)

Start Time	North Approach						South Approach						East Approach						West Approach						Total Vehicles	
	←	↑	→	↻	Peds	Total	←	↑	→	↻	Peds	Total	←	↑	→	↻	Peds	Total	←	↑	→	↻	Peds	Total		
11:45		15	37	0	0	52	13	21			0	0	34					0		30		18	0	0	48	134
12:00		15	33	0	0	48	23	18			0	0	41					0		37		23	0	0	60	149
12:15		8	39	0	0	47	18	27			0	0	45					0		48		22	0	0	70	162
12:30		8	37	0	0	45	21	18			0	0	39					0		29		26	0	0	55	139
<b>Grand Total</b>		<b>46</b>	<b>146</b>	<b>0</b>	<b>0</b>	<b>192</b>	<b>75</b>	<b>84</b>			<b>0</b>	<b>0</b>	<b>159</b>					<b>0</b>		<b>144</b>		<b>89</b>	<b>0</b>	<b>0</b>	<b>233</b>	<b>584</b>
Approach %		24	76	0	-	-	47.2	52.8			0	-	-					-		61.8		38.2	0	-	-	
Totals %		7.9	25	0	-	32.9	12.8	14.4			0	-	27.2					0		24.7		15.2	0	-	39.9	
<b>PHF</b>		<b>0.77</b>	<b>0.94</b>	<b>0</b>	<b>0</b>	<b>0.92</b>	<b>0.82</b>	<b>0.78</b>			<b>0</b>	<b>0</b>	<b>0.88</b>					<b>0</b>		<b>0.75</b>		<b>0.86</b>	<b>0</b>	<b>0</b>	<b>0.83</b>	<b>0.9</b>
Cars		45	142	0	-	187	75	83			0	-	158					0		140		88	0	-	228	573
% Cars		97.8	97.3	0	-	97.4	100	98.8			0	-	99.4					0		97.2		98.9	0	-	97.9	98.1
Medium Trucks		1	4	0	-	5	0	1			0	-	1					0		4		1	0	-	5	11
% Medium Trucks		2.2	2.7	0	-	2.6	0	1.2			0	-	0.6					0		2.8		1.1	0	-	2.1	1.9
Heavy Trucks		0	0	0	-	0	0	0			0	-	0					0		0		0	0	-	0	0
% Heavy Trucks		0	0	0	-	0	0	0			0	-	0					0		0		0	0	-	0	0
Bicycles		0	0	0	-	0	0	0			0	-	0					0		0		0	0	-	0	0
% Bicycles		0	0	0	-	0	0	0			0	-	0					0		0		0	0	-	0	0
Peds					0	-					0	-						0				0	-	-	0	0
% Peds					0	-					0	-						0				0	-	-		



# Peak Hour Diagram

**Specified Period**

From: 15:00:00  
To: 18:00:00

**One Hour Peak**

From: 16:45:00  
To: 17:45:00

**Intersection:** Tecumseh Rd E & Brighton Rd  
**Site ID:** 1939200006  
**Count Date:** Dec 12, 2019

**Weather conditions:**

**\*\* Unsignalized Intersection \*\***

**Major Road:** runs N/S

**North Approach**

	Out	In	Total
	294	368	662
MT	1	3	4
HT	2	0	2
	0	0	0
<b>Totals</b>	<b>297</b>	<b>371</b>	<b>668</b>

	0	0	0
HT	0	2	0
MT	1	0	0
	215	79	0
<b>Totals</b>	<b>216</b>	<b>81</b>	<b>0</b>



Peds: 0

	HT	MT		Totals
0	0	0	0	0
0	0	3	219	222
0	1	1	155	157



Peds: 0

**West Approach**

	Out	In	Total
	374	355	729
MT	4	2	6
HT	1	1	2
	0	0	0
<b>Totals</b>	<b>379</b>	<b>358</b>	<b>737</b>

<b>Totals</b>	<b>142</b>	<b>149</b>	<b>0</b>
	140	149	0
MT	1	0	0
HT	1	0	0
	0	0	0



**South Approach**

	Out	In	Total
	289	234	523
MT	1	1	2
HT	1	3	4
	0	0	0
<b>Totals</b>	<b>291</b>	<b>238</b>	<b>529</b>

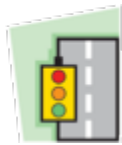
- Cars

MT - Medium Trucks

HT - Heavy Trucks

- Bicycles

**Comments**



**Ontario Traffic Inc.**  
TRAFFIC MONITORING SERVICES & PRODUCTS

## Peak Hour Summary

Intersection: Tecumseh Rd E & Brighton Rd  
Count Date: Dec 12, 2019  
Period: 15:00 - 18:00

### Peak Hour Data (16:45 - 17:45)

Start Time	North Approach						South Approach						East Approach						West Approach						Total Vehicles
	←	↑	→	↻	Peds	Total	←	↑	→	↻	Peds	Total	←	↑	→	↻	Peds	Total	←	↑	→	↻	Peds	Total	
16:45		22	38	0	0	60	35	42		0	0	77					0		66		41	0	0	107	244
17:00		24	47	0	0	71	29	34		0	0	63					0		52		39	0	0	91	225
17:15		13	62	0	0	75	40	34		0	0	74					0		52		29	0	0	81	230
17:30		22	69	0	0	91	38	39		0	0	77					0		52		48	0	0	100	268
<b>Grand Total</b>		<b>81</b>	<b>216</b>	<b>0</b>	<b>0</b>	<b>297</b>	<b>142</b>	<b>149</b>		<b>0</b>	<b>0</b>	<b>291</b>					<b>0</b>	<b>0</b>	<b>222</b>		<b>157</b>	<b>0</b>	<b>0</b>	<b>379</b>	<b>967</b>
Approach %		27.3	72.7	0	-	-	48.8	51.2		0	-	-					-	-	58.6		41.4	0	-	-	
Totals %		8.4	22.3	0	-	30.7	14.7	15.4		0	-	30.1					0	-	23		16.2	0	-	39.2	
PHF		<b>0.84</b>	<b>0.78</b>	<b>0</b>	<b>0</b>	<b>0.82</b>	<b>0.89</b>	<b>0.89</b>		<b>0</b>	<b>0</b>	<b>0.94</b>					<b>0</b>	<b>0</b>	<b>0.84</b>		<b>0.82</b>	<b>0</b>	<b>0</b>	<b>0.89</b>	<b>0.9</b>
Cars		79	215	0	-	294	140	149		0	-	289					0	-	219		155	0	-	374	957
% Cars		97.5	99.5	0	-	99	98.6	100		0	-	99.3					0	-	98.6		98.7	0	-	98.7	99
Medium Trucks		0	1	0	-	1	1	0		0	-	1					0	-	3		1	0	-	4	6
% Medium Trucks		0	0.5	0	-	0.3	0.7	0		0	-	0.3					0	-	1.4		0.6	0	-	1.1	0.6
Heavy Trucks		2	0	0	-	2	1	0		0	-	1					0	-	0		1	0	-	1	4
% Heavy Trucks		2.5	0	0	-	0.7	0.7	0		0	-	0.3					0	-	0		0.6	0	-	0.3	0.4
Bicycles		0	0	0	-	0	0	0		0	-	0					0	-	0		0	0	-	0	0
% Bicycles		0	0	0	-	0	0	0		0	-	0					0	-	0		0	0	-	0	0
Peds					0	-				0	-						0	-			0	-	-		0
% Peds					0	-				0	-						0	-			0	-	-		

## **Appendix C**

### **Vissim Model Measures of Effectiveness**

# Tecumseh Road Microsimulation

Existing Conditions - AM Peak Hour

Measures of Effectiveness Details



Node	Location	Control	Mvmt.	Volume (All)	Modeled Queue (m)		Stop Delay (s)	Delay (s)	LOS	Critical Mvmt		Intersection	
					50th	95th				Delay (s)	LOS	Delay (s)	LOS
10	Lauzon Parkway - Tecumseh Road	Signalized	EBL	183	35	55	15	22	C	29.0	C	24.0	C
10	Lauzon Parkway - Tecumseh Road	Signalized	EBT	605	35	55	18	24	C				
10	Lauzon Parkway - Tecumseh Road	Signalized	EBR	162	35	55	8	14	B				
10	Lauzon Parkway - Tecumseh Road	Signalized	WBL	121	45	70	14	22	C				
10	Lauzon Parkway - Tecumseh Road	Signalized	WBT	795	45	70	22	29	C				
10	Lauzon Parkway - Tecumseh Road	Signalized	WBR	55	45	70	17	27	C				
10	Lauzon Parkway - Tecumseh Road	Signalized	NBL	246	40	60	19	28	C				
10	Lauzon Parkway - Tecumseh Road	Signalized	NBT	396	40	60	20	26	C				
10	Lauzon Parkway - Tecumseh Road	Signalized	NBR	100	40	60	0	5	A				
10	Lauzon Parkway - Tecumseh Road	Signalized	SBL	84	35	50	13	20	B				
10	Lauzon Parkway - Tecumseh Road	Signalized	SBT	563	35	50	22	29	C				
10	Lauzon Parkway - Tecumseh Road	Signalized	SBR	338	35	50	2	11	B				
20	Annie Street - Tecumseh Road	Signalized	EBL	29	15	35	5	8	A	36.0	D	7.2	A
20	Annie Street - Tecumseh Road	Signalized	EBT	723	15	35	2	4	A				
20	Annie Street - Tecumseh Road	Signalized	EBR	32	15	35	0	2	A				
20	Annie Street - Tecumseh Road	Signalized	WBL	41	25	45	9	12	B				
20	Annie Street - Tecumseh Road	Signalized	WBT	947	25	45	6	9	A				
20	Annie Street - Tecumseh Road	Signalized	WBR	27	25	45	3	5	A				
20	Annie Street - Tecumseh Road	Signalized	NBL	16	5	15	22	28	C				
20	Annie Street - Tecumseh Road	Signalized	NBT	0	5	15	0	0	A				
20	Annie Street - Tecumseh Road	Signalized	NBR	13	5	15	0	5	A				
20	Annie Street - Tecumseh Road	Signalized	SBL	12	5	10	28	36	D				
20	Annie Street - Tecumseh Road	Signalized	SBT	0	5	10	0	0	A				
20	Annie Street - Tecumseh Road	Signalized	SBR	14	5	10	0	5	A				
30	Lauzon Road - Tecumseh Road	Signalized	EBL	105	15	40	8	14	B	26.0	C	12.3	B
30	Lauzon Road - Tecumseh Road	Signalized	EBT	554	15	40	4	6	A				
30	Lauzon Road - Tecumseh Road	Signalized	EBR	92	15	40	1	4	A				
30	Lauzon Road - Tecumseh Road	Signalized	WBL	58	30	55	4	8	A				
30	Lauzon Road - Tecumseh Road	Signalized	WBT	765	30	55	8	11	B				
30	Lauzon Road - Tecumseh Road	Signalized	WBR	119	30	55	3	8	A				
30	Lauzon Road - Tecumseh Road	Signalized	NBL	152	20	35	18	26	C				
30	Lauzon Road - Tecumseh Road	Signalized	NBT	146	20	35	15	20	B				
30	Lauzon Road - Tecumseh Road	Signalized	NBR	68	20	35	19	25	C				
30	Lauzon Road - Tecumseh Road	Signalized	SBL	64	20	35	16	21	C				
30	Lauzon Road - Tecumseh Road	Signalized	SBT	153	20	35	14	20	B				
30	Lauzon Road - Tecumseh Road	Signalized	SBR	92	20	35	7	12	B				
40	Yolanda St. Commercial Access - Tecumseh Road	Signalized	EBL	10	10	30	9	15	B	51.0	D	10.5	B
40	Yolanda St. Commercial Access - Tecumseh Road	Signalized	EBT	652	10	30	3	5	A				
40	Yolanda St. Commercial Access - Tecumseh Road	Signalized	EBR	23	10	30	1	3	A				
40	Yolanda St. Commercial Access - Tecumseh Road	Signalized	WBL	24	30	80	11	17	B				
40	Yolanda St. Commercial Access - Tecumseh Road	Signalized	WBT	916	30	80	9	14	B				
40	Yolanda St. Commercial Access - Tecumseh Road	Signalized	WBR	26	30	80	7	11	B				
40	Yolanda St. Commercial Access - Tecumseh Road	Signalized	NBL	18	0	15	28	35	C				
40	Yolanda St. Commercial Access - Tecumseh Road	Signalized	NBT	0	0	15	0	0	A				
40	Yolanda St. Commercial Access - Tecumseh Road	Signalized	NBR	0	0	15	0	0	A				
40	Yolanda St. Commercial Access - Tecumseh Road	Signalized	SBL	0	0	5	0	0	A				
40	Yolanda St. Commercial Access - Tecumseh Road	Signalized	SBT	1	0	5	42	51	D				
40	Yolanda St. Commercial Access - Tecumseh Road	Signalized	SBR	14	0	5	2	6	A				
50	Forest Glade Dr. Commercial Access - Tecumseh Road	Signalized	EBL	40	65	95	25	36	D	39.0	D	24.8	C
50	Forest Glade Dr. Commercial Access - Tecumseh Road	Signalized	EBT	500	65	95	21	31	C				
50	Forest Glade Dr. Commercial Access - Tecumseh Road	Signalized	EBR	112	65	95	17	29	C				
50	Forest Glade Dr. Commercial Access - Tecumseh Road	Signalized	WBL	140	60	100	14	21	C				
50	Forest Glade Dr. Commercial Access - Tecumseh Road	Signalized	WBT	794	60	100	14	20	B				
50	Forest Glade Dr. Commercial Access - Tecumseh Road	Signalized	WBR	112	60	100	12	18	B				

# Tecumseh Road Microsimulation

Existing Conditions - AM Peak Hour

Measures of Effectiveness Details



Node	Location	Control	Mvmt.	Volume (All)	Modeled Queue (m)		Stop Delay (s)	Delay (s)	LOS	Critical Mvmt		Intersection	
					50th	95th				Delay (s)	LOS	Delay (s)	LOS
50	Forest Glade Dr. Commercial Access - Tecumseh R	Signalized	NBL	165	50	80	24	35	C				
50	Forest Glade Dr. Commercial Access - Tecumseh R	Signalized	NBT	104	50	80	26	38	D				
50	Forest Glade Dr. Commercial Access - Tecumseh R	Signalized	NBR	154	50	80	1	8	A				
50	Forest Glade Dr. Commercial Access - Tecumseh R	Signalized	SBL	29	10	30	30	39	D				
50	Forest Glade Dr. Commercial Access - Tecumseh R	Signalized	SBT	53	10	30	24	33	C				
50	Forest Glade Dr. Commercial Access - Tecumseh R	Signalized	SBR	10	10	30	2	8	A				
60	Clover Avenue - Tecumseh Road	Signalized	EBL	254	45	70	19	27	C	37.0	D	28.0	C
60	Clover Avenue - Tecumseh Road	Signalized	EBT	436	45	70	12	17	B				
60	Clover Avenue - Tecumseh Road	Signalized	WBT	686	75	115	25	34	C				
60	Clover Avenue - Tecumseh Road	Signalized	WBR	153	75	115	24	37	D				
60	Clover Avenue - Tecumseh Road	Signalized	SBL	168	40	85	25	32	C				
60	Clover Avenue - Tecumseh Road	Signalized	SBR	366	40	85	3	25	C				
70	Banwell Road - Tecumseh Road	Signalized	EBL	124	20	40	15	21	C	41.0	D	21.6	C
70	Banwell Road - Tecumseh Road	Signalized	EBT	374	20	40	10	14	B				
70	Banwell Road - Tecumseh Road	Signalized	EBR	106	20	40	0	3	A				
70	Banwell Road - Tecumseh Road	Signalized	WBL	111	30	55	12	18	B				
70	Banwell Road - Tecumseh Road	Signalized	WBT	536	30	55	14	18	B				
70	Banwell Road - Tecumseh Road	Signalized	WBR	94	30	55	0	5	A				
70	Banwell Road - Tecumseh Road	Signalized	NBL	202	30	45	31	41	D				
70	Banwell Road - Tecumseh Road	Signalized	NBT	239	30	45	20	28	C				
70	Banwell Road - Tecumseh Road	Signalized	NBR	110	30	45	6	10	A				
70	Banwell Road - Tecumseh Road	Signalized	SBL	145	65	85	15	23	C				
70	Banwell Road - Tecumseh Road	Signalized	SBT	500	65	85	25	33	C				
70	Banwell Road - Tecumseh Road	Signalized	SBR	102	65	85	3	8	A				
80	Metro Driveway - Tecumseh Road	Signalized	EBT	576	5	25	2	3	A	39.0	D	4.4	A
80	Metro Driveway - Tecumseh Road	Signalized	EBR	52	5	25	0	1	A				
80	Metro Driveway - Tecumseh Road	Signalized	WBL	0	10	45	0	0	A				
80	Metro Driveway - Tecumseh Road	Signalized	WBT	730	10	45	3	5	A				
80	Metro Driveway - Tecumseh Road	Signalized	NBL	14	0	15	33	39	D				
80	Metro Driveway - Tecumseh Road	Signalized	NBR	0	0	15	0	0	A				
90	Southfield Drive - Tecumseh Road	Signalized	EBL	39	25	50	12	20	B	23.0	C	12.8	B
90	Southfield Drive - Tecumseh Road	Signalized	EBT	417	25	50	6	12	B				
90	Southfield Drive - Tecumseh Road	Signalized	EBR	116	25	50	2	9	A				
90	Southfield Drive - Tecumseh Road	Signalized	WBL	65	30	55	13	21	C				
90	Southfield Drive - Tecumseh Road	Signalized	WBT	577	30	55	7	12	B				
90	Southfield Drive - Tecumseh Road	Signalized	WBR	15	30	55	3	10	A				
90	Southfield Drive - Tecumseh Road	Signalized	NBL	117	15	30	17	23	C				
90	Southfield Drive - Tecumseh Road	Signalized	NBT	0	15	30	0	0	A				
90	Southfield Drive - Tecumseh Road	Signalized	NBR	53	15	30	0	4	A				
90	Southfield Drive - Tecumseh Road	Signalized	SBL	5	5	15	13	18	B				
90	Southfield Drive - Tecumseh Road	Signalized	SBT	0	5	15	0	0	A				
90	Southfield Drive - Tecumseh Road	Signalized	SBR	41	5	15	0	6	A				

# Tecumseh Road Microsimulation

Existing Conditions - AM Peak Hour

Measures of Effectiveness Details



Node	Location	Control	Mvmt.	Volume (All)	Modeled Queue (m)		Stop Delay (s)	Delay (s)	LOS	Critical Mvmt		Intersection	
					50th	95th				Delay (s)	LOS	Delay (s)	LOS
100	Shawnee Road - Tecumseh Road	Signalized	EBL	0	15	40	0	0	A	32.0	C	8.6	A
100	Shawnee Road - Tecumseh Road	Signalized	EBT	452	15	40	5	9	A				
100	Shawnee Road - Tecumseh Road	Signalized	EBR	23	15	40	3	6	A				
100	Shawnee Road - Tecumseh Road	Signalized	WBL	4	20	40	2	7	A				
100	Shawnee Road - Tecumseh Road	Signalized	WBT	627	20	40	3	7	A				
100	Shawnee Road - Tecumseh Road	Signalized	WBR	3	20	40	0	3	A				
100	Shawnee Road - Tecumseh Road	Signalized	NBL	36	5	20	25	32	C				
100	Shawnee Road - Tecumseh Road	Signalized	NBT	0	5	20	0	0	A				
100	Shawnee Road - Tecumseh Road	Signalized	NBR	4	5	20	25	31	C				
100	Shawnee Road - Tecumseh Road	Signalized	SBL	0	0	0	0	0	A				
100	Shawnee Road - Tecumseh Road	Signalized	SBT	0	0	0	0	0	A				
100	Shawnee Road - Tecumseh Road	Signalized	SBR	2	0	0	0	3	A				
103	Poisson Street - Tecumseh Road	TWSC	EBT	444	0	0	0	0	A	12.0	B	0.2	A
103	Poisson Street - Tecumseh Road	TWSC	EBR	11	0	0	0	1	A				
103	Poisson Street - Tecumseh Road	TWSC	WBL	8	0	0	2	4	A				
103	Poisson Street - Tecumseh Road	TWSC	WBT	623	0	0	0	0	A				
103	Poisson Street - Tecumseh Road	TWSC	NBL	14	0	5	4	12	B				
103	Poisson Street - Tecumseh Road	TWSC	NBR	1	0	5	3	11	B				
106	Ste. Anne Street - Tecumseh Road	TWSC	EBT	412	0	5	0	1	A	7.0	A	0.5	A
106	Ste. Anne Street - Tecumseh Road	TWSC	EBR	32	0	5	0	1	A				
106	Ste. Anne Street - Tecumseh Road	TWSC	WBL	37	0	10	0	2	A				
106	Ste. Anne Street - Tecumseh Road	TWSC	WBT	631	0	10	0	0	A				
106	Ste. Anne Street - Tecumseh Road	TWSC	NBL	0	0	5	0	0	A				
106	Ste. Anne Street - Tecumseh Road	TWSC	NBR	11	0	5	0	7	A				
110	Lesperance Road - Tecumseh Road	Signalized	EBL	83	35	75	14	20	B	29.0	C	20.2	C
110	Lesperance Road - Tecumseh Road	Signalized	EBT	275	35	75	21	29	C				
110	Lesperance Road - Tecumseh Road	Signalized	EBR	65	35	75	5	13	B				
110	Lesperance Road - Tecumseh Road	Signalized	WBL	215	45	120	15	23	C				
110	Lesperance Road - Tecumseh Road	Signalized	WBT	427	45	120	16	22	C				

# Tecumseh Road Microsimulation

Existing Conditions - AM Peak Hour

Measures of Effectiveness Details



Node	Location	Control	Mvmt.	Volume (All)	Modeled Queue (m)		Stop Delay (s)	Delay (s)	LOS	Critical Mvmt		Intersection	
					50th	95th				Delay (s)	LOS	Delay (s)	LOS
110	Lesperance Road - Tecumseh Road	Signalized	WBR	43	45	120	2	8	A				
110	Lesperance Road - Tecumseh Road	Signalized	NBL	141	35	75	11	18	B				
110	Lesperance Road - Tecumseh Road	Signalized	NBT	205	35	75	14	20	B				
110	Lesperance Road - Tecumseh Road	Signalized	NBR	135	35	75	1	5	A				
110	Lesperance Road - Tecumseh Road	Signalized	SBL	63	35	90	11	17	B				
110	Lesperance Road - Tecumseh Road	Signalized	SBT	331	35	90	16	24	C				
110	Lesperance Road - Tecumseh Road	Signalized	SBR	101	35	90	1	7	A				
112	Lesperance Road - Alleyway	TWSC	WBL	15	0	5	2	9	A	9.0	A	0.6	A
112	Lesperance Road - Alleyway	TWSC	WBR	5	0	5	1	8	A				
112	Lesperance Road - Alleyway	TWSC	NBT	478	0	60	0	1	A				
112	Lesperance Road - Alleyway	TWSC	NBR	0	0	60	0	0	A				
112	Lesperance Road - Alleyway	TWSC	SBL	12	0	0	2	5	A				
112	Lesperance Road - Alleyway	TWSC	SBT	598	0	0	0	0	A				
113	Lesperance Road - Lanoue Street	TWSC	WBL	0	0	0	0	0	A	4.0	A	0.0	A
113	Lesperance Road - Lanoue Street	TWSC	WBR	0	0	0	0	0	A				
113	Lesperance Road - Lanoue Street	TWSC	NBT	478	0	60	0	0	A				
113	Lesperance Road - Lanoue Street	TWSC	NBR	0	0	60	0	0	A				
113	Lesperance Road - Lanoue Street	TWSC	SBL	8	0	5	1	4	A				
113	Lesperance Road - Lanoue Street	TWSC	SBT	607	0	5	0	0	A				
120	Lacasse Boulevard - Tecumseh Road	Signalized	EBL	119	20	75	11	17	B	35.0	C	15.6	B
120	Lacasse Boulevard - Tecumseh Road	Signalized	EBT	345	20	75	4	7	A				
120	Lacasse Boulevard - Tecumseh Road	Signalized	WBT	470	50	90	10	18	B				
120	Lacasse Boulevard - Tecumseh Road	Signalized	WBR	126	50	90	8	14	B				
120	Lacasse Boulevard - Tecumseh Road	Signalized	SBL	155	30	50	26	35	C				
120	Lacasse Boulevard - Tecumseh Road	Signalized	SBR	203	30	50	2	10	A				
130	Green Valley Drive - Tecumseh Road	Signalized	EBL	29	15	35	6	10	A	14.0	B	8.4	A
130	Green Valley Drive - Tecumseh Road	Signalized	EBT	429	15	35	4	8	A				
130	Green Valley Drive - Tecumseh Road	Signalized	EBR	33	15	35	2	6	A				
130	Green Valley Drive - Tecumseh Road	Signalized	WBL	32	20	30	7	12	B				
130	Green Valley Drive - Tecumseh Road	Signalized	WBT	503	20	30	5	9	A				
130	Green Valley Drive - Tecumseh Road	Signalized	WBR	42	20	30	3	6	A				
130	Green Valley Drive - Tecumseh Road	Signalized	NBL	4	0	5	8	14	B				
130	Green Valley Drive - Tecumseh Road	Signalized	NBT	0	0	5	0	0	A				
130	Green Valley Drive - Tecumseh Road	Signalized	NBR	0	0	5	0	0	A				
130	Green Valley Drive - Tecumseh Road	Signalized	SBL	18	5	15	5	10	A				
130	Green Valley Drive - Tecumseh Road	Signalized	SBT	0	5	15	0	0	A				
130	Green Valley Drive - Tecumseh Road	Signalized	SBR	82	5	15	1	7	A				
140	Manning Road - Tecumseh Road	Signalized	EBL	114	20	40	8	12	B	25.0	C	16.8	B
140	Manning Road - Tecumseh Road	Signalized	EBT	103	20	40	11	17	B				
140	Manning Road - Tecumseh Road	Signalized	EBR	232	20	40	2	9	A				
140	Manning Road - Tecumseh Road	Signalized	WBL	111	15	30	10	15	B				
140	Manning Road - Tecumseh Road	Signalized	WBT	237	15	30	12	18	B				
140	Manning Road - Tecumseh Road	Signalized	WBR	9	15	30	4	5	A				
140	Manning Road - Tecumseh Road	Signalized	NBL	237	10	35	17	25	C				
140	Manning Road - Tecumseh Road	Signalized	NBT	267	10	35	11	17	B				
140	Manning Road - Tecumseh Road	Signalized	NBR	48	10	35	0	1	A				
140	Manning Road - Tecumseh Road	Signalized	SBL	33	25	40	10	16	B				
140	Manning Road - Tecumseh Road	Signalized	SBT	339	25	40	18	24	C				
140	Manning Road - Tecumseh Road	Signalized	SBR	102	25	40	0	4	A				

# Tecumseh Road Microsimulation

## Existing Conditions - AM Peak Hour

### Measures of Effectiveness Summary



ID	Intersection Name	Control Type	Number of Vehicles	50th Percentile Queue Length (m)	95th Percentile Queue Length (m)	Average Vehicle Delay (sec)	Average Stopping Delay (sec)	LOS
10	Lauzon Parkway - Tecumseh Road	Signalized	3,648	38.7	58.7	24.0	16.9	C
20	Annie Street - Tecumseh Road	Signalized	1,854	20.2	39.8	7.2	4.5	A
30	Lauzon Road - Tecumseh Road	Signalized	2,368	22.4	44.5	12.3	8.4	B
40	Yolanda St. Commercial Access - Tecumseh Road	Signalized	1,684	21.3	58.3	10.5	6.7	B
50	Forest Glade Dr. Commercial Access - Tecumseh Road	Signalized	2,213	57.5	91.8	24.8	16.6	C
60	Clover Avenue - Tecumseh Road	Signalized	2,063	55.9	92.2	28.0	17.5	C
70	Banwell Road - Tecumseh Road	Signalized	2,643	37.6	58.0	21.6	15.6	C
80	Metro Driveway - Tecumseh Road	Signalized	1,372	7.6	35.5	4.4	2.8	A
90	Southfield Drive - Tecumseh Road	Signalized	1,445	25.5	48.8	12.8	7.0	B
100	Shawnee Road - Tecumseh Road	Signalized	1,151	17.4	39.2	8.6	4.5	A
103	Poisson Street - Tecumseh Road	TWSC	1,101	0.0	0.1	0.2	0.1	-
106	Ste. Anne Street - Tecumseh Road	TWSC	1,123	0.0	8.0	0.5	0.0	-
110	Lesperance Road - Tecumseh Road	Signalized	2,084	38.3	93.4	20.2	13.5	C
112	Lesperance Road - Alleyway	TWSC	1,108	0.0	26.0	0.6	0.1	-
113	Lesperance Road - Lanoue Street	TWSC	1,093	0.0	29.1	0.0	0.0	-
120	Lacasse Boulevard - Tecumseh Road	Signalized	1,418	35.1	75.0	15.6	9.1	B
130	Green Valley Drive - Tecumseh Road	Signalized	1,172	16.6	30.7	8.4	4.3	A
140	Manning Road - Tecumseh Road	Signalized	1,832	17.3	36.5	16.8	10.9	B
150	Arlington Boulevard - Tecumseh Road	AWSC	651	26.9	79.3	15.2	1.8	B
160	Brighton Road - Tecumseh Road	Roundabout	697	4.5	21.5	2.3	0.0	A

# Tecumseh Road Microsimulation

Existing Conditions - PM Peak Hour

Measures of Effectiveness Details



Node	Location	Control	Mvmt.	Volume (All)	Modeled Queue (m)		Stop Delay (s)	Delay (s)	LOS	Critical Mvmt		Intersection	
					50th	95th				Delay (s)	LOS	Delay (s)	LOS
10	Lauzon Parkway - Tecumseh Road	Signalized	EBL	299	315	335	74	97	F	201.0	F	66.8	E
10	Lauzon Parkway - Tecumseh Road	Signalized	EBT	1,459	315	335	48	63	E				
10	Lauzon Parkway - Tecumseh Road	Signalized	EBR	319	315	335	43	61	E				
10	Lauzon Parkway - Tecumseh Road	Signalized	WBL	176	75	175	59	74	E				
10	Lauzon Parkway - Tecumseh Road	Signalized	WBT	1,140	75	175	38	50	D				
10	Lauzon Parkway - Tecumseh Road	Signalized	WBR	48	75	175	29	41	D				
10	Lauzon Parkway - Tecumseh Road	Signalized	NBL	295	305	305	151	201	F				
10	Lauzon Parkway - Tecumseh Road	Signalized	NBT	788	305	305	81	102	F				
10	Lauzon Parkway - Tecumseh Road	Signalized	NBR	172	305	305	12	27	C				
10	Lauzon Parkway - Tecumseh Road	Signalized	SBL	140	45	70	46	62	E				
10	Lauzon Parkway - Tecumseh Road	Signalized	SBT	698	45	70	27	34	C				
10	Lauzon Parkway - Tecumseh Road	Signalized	SBR	375	45	70	4	15	B				
20	Annie Street - Tecumseh Road	Signalized	EBL	38	75	140	11	18	B	32.0	C	14.6	B
20	Annie Street - Tecumseh Road	Signalized	EBT	1,680	75	140	10	17	B				
20	Annie Street - Tecumseh Road	Signalized	EBR	36	75	140	10	16	B				
20	Annie Street - Tecumseh Road	Signalized	WBL	4	35	90	16	21	C				
20	Annie Street - Tecumseh Road	Signalized	WBT	1,259	35	90	8	11	B				
20	Annie Street - Tecumseh Road	Signalized	WBR	2	35	90	7	12	B				
20	Annie Street - Tecumseh Road	Signalized	NBL	41	10	20	22	28	C				
20	Annie Street - Tecumseh Road	Signalized	NBT	0	10	20	0	0	A				
20	Annie Street - Tecumseh Road	Signalized	NBR	5	10	20	3	12	B				
20	Annie Street - Tecumseh Road	Signalized	SBL	6	5	10	25	32	C				
20	Annie Street - Tecumseh Road	Signalized	SBT	0	5	10	0	0	A				
20	Annie Street - Tecumseh Road	Signalized	SBR	42	5	10	2	8	A				
30	Lauzon Road - Tecumseh Road	Signalized	EBL	303	125	195	46	63	E	63.0	E	37.1	D
30	Lauzon Road - Tecumseh Road	Signalized	EBT	1,188	125	195	34	49	D				
30	Lauzon Road - Tecumseh Road	Signalized	EBR	241	125	195	30	47	D				
30	Lauzon Road - Tecumseh Road	Signalized	WBL	82	50	75	21	28	C				
30	Lauzon Road - Tecumseh Road	Signalized	WBT	903	50	75	17	24	C				
30	Lauzon Road - Tecumseh Road	Signalized	WBR	120	50	75	12	19	B				
30	Lauzon Road - Tecumseh Road	Signalized	NBL	239	25	40	21	30	C				
30	Lauzon Road - Tecumseh Road	Signalized	NBT	207	25	40	22	28	C				
30	Lauzon Road - Tecumseh Road	Signalized	NBR	37	25	40	27	33	C				
30	Lauzon Road - Tecumseh Road	Signalized	SBL	90	25	50	16	21	C				
30	Lauzon Road - Tecumseh Road	Signalized	SBT	191	25	50	17	25	C				
30	Lauzon Road - Tecumseh Road	Signalized	SBR	138	25	50	15	22	C				
40	Yolanda St. Commercial Access - Tecumseh Road	Signalized	EBL	118	10	25	3	8	A	40.0	D	10.0	B
40	Yolanda St. Commercial Access - Tecumseh Road	Signalized	EBT	1,122	10	25	1	3	A				
40	Yolanda St. Commercial Access - Tecumseh Road	Signalized	EBR	78	10	25	0	2	A				
40	Yolanda St. Commercial Access - Tecumseh Road	Signalized	WBL	5	40	70	12	19	B				
40	Yolanda St. Commercial Access - Tecumseh Road	Signalized	WBT	927	40	70	9	14	B				
40	Yolanda St. Commercial Access - Tecumseh Road	Signalized	WBR	19	40	70	6	10	A				
40	Yolanda St. Commercial Access - Tecumseh Road	Signalized	NBL	95	10	40	30	40	D				
40	Yolanda St. Commercial Access - Tecumseh Road	Signalized	NBT	8	10	40	19	24	C				
40	Yolanda St. Commercial Access - Tecumseh Road	Signalized	NBR	41	10	40	2	7	A				
40	Yolanda St. Commercial Access - Tecumseh Road	Signalized	SBL	96	15	30	27	34	C				
40	Yolanda St. Commercial Access - Tecumseh Road	Signalized	SBT	7	15	30	24	31	C				
40	Yolanda St. Commercial Access - Tecumseh Road	Signalized	SBR	75	15	30	2	7	A				
50	Forest Glade Dr. Commercial Access - Tecumseh Road	Signalized	EBL	11	140	225	27	37	D	41.0	D	28.1	C
50	Forest Glade Dr. Commercial Access - Tecumseh Road	Signalized	EBT	1,041	140	225	25	35	C				
50	Forest Glade Dr. Commercial Access - Tecumseh Road	Signalized	EBR	221	140	225	23	36	D				
50	Forest Glade Dr. Commercial Access - Tecumseh Road	Signalized	WBL	77	45	95	22	30	C				
50	Forest Glade Dr. Commercial Access - Tecumseh Road	Signalized	WBT	715	45	95	9	15	B				
50	Forest Glade Dr. Commercial Access - Tecumseh Road	Signalized	WBR	13	45	95	7	12	B				

# Tecumseh Road Microsimulation

Existing Conditions - PM Peak Hour

Measures of Effectiveness Details



Node	Location	Control	Mvmt.	Volume (All)	Modeled Queue (m)		Stop Delay (s)	Delay (s)	LOS	Critical Mvmt		Intersection	
					50th	95th				Delay (s)	LOS	Delay (s)	LOS
50	Forest Glade Dr. Commercial Access - Tecumseh R	Signalized	NBL	205	45	75	31	41	D				
50	Forest Glade Dr. Commercial Access - Tecumseh R	Signalized	NBT	34	45	75	28	41	D				
50	Forest Glade Dr. Commercial Access - Tecumseh R	Signalized	NBR	133	45	75	2	8	A				
50	Forest Glade Dr. Commercial Access - Tecumseh R	Signalized	SBL	40	15	25	31	39	D				
50	Forest Glade Dr. Commercial Access - Tecumseh R	Signalized	SBT	39	15	25	25	33	C				
50	Forest Glade Dr. Commercial Access - Tecumseh R	Signalized	SBR	32	15	25	2	8	A				
60	Clover Avenue - Tecumseh Road	Signalized	EBL	218	60	105	14	24	C	36.0	D	16.4	B
60	Clover Avenue - Tecumseh Road	Signalized	EBT	970	60	105	8	14	B				
60	Clover Avenue - Tecumseh Road	Signalized	WBT	651	35	70	11	16	B				
60	Clover Avenue - Tecumseh Road	Signalized	WBR	77	35	70	12	18	B				
60	Clover Avenue - Tecumseh Road	Signalized	SBL	102	20	35	28	36	D				
60	Clover Avenue - Tecumseh Road	Signalized	SBR	143	20	35	1	8	A				
70	Banwell Road - Tecumseh Road	Signalized	EBL	242	55	105	14	22	C	33.0	C	23.4	C
70	Banwell Road - Tecumseh Road	Signalized	EBT	746	55	105	16	23	C				
70	Banwell Road - Tecumseh Road	Signalized	EBR	109	55	105	1	6	A				
70	Banwell Road - Tecumseh Road	Signalized	WBL	166	30	45	18	25	C				
70	Banwell Road - Tecumseh Road	Signalized	WBT	450	30	45	15	20	B				
70	Banwell Road - Tecumseh Road	Signalized	WBR	237	30	45	1	7	A				
70	Banwell Road - Tecumseh Road	Signalized	NBL	168	50	80	20	29	C				
70	Banwell Road - Tecumseh Road	Signalized	NBT	490	50	80	25	33	C				
70	Banwell Road - Tecumseh Road	Signalized	NBR	135	50	80	13	20	B				
70	Banwell Road - Tecumseh Road	Signalized	SBL	170	40	70	24	32	C				
70	Banwell Road - Tecumseh Road	Signalized	SBT	288	40	70	25	33	C				
70	Banwell Road - Tecumseh Road	Signalized	SBR	113	40	70	3	7	A				
80	Metro Driveway - Tecumseh Road	Signalized	EBT	935	15	30	2	3	A	40.0	D	6.4	A
80	Metro Driveway - Tecumseh Road	Signalized	EBR	120	15	30	0	2	A				
80	Metro Driveway - Tecumseh Road	Signalized	WBL	6	25	60	8	13	B				
80	Metro Driveway - Tecumseh Road	Signalized	WBT	738	25	60	3	6	A				
80	Metro Driveway - Tecumseh Road	Signalized	NBL	119	20	40	33	40	D				
80	Metro Driveway - Tecumseh Road	Signalized	NBR	3	20	40	11	17	B				
90	Southfield Drive - Tecumseh Road	Signalized	EBL	39	60	100	13	23	C	29.0	C	14.8	B
90	Southfield Drive - Tecumseh Road	Signalized	EBT	785	60	100	9	16	B				
90	Southfield Drive - Tecumseh Road	Signalized	EBR	103	60	100	4	13	B				
90	Southfield Drive - Tecumseh Road	Signalized	WBL	40	35	55	20	29	C				
90	Southfield Drive - Tecumseh Road	Signalized	WBT	618	35	55	7	13	B				
90	Southfield Drive - Tecumseh Road	Signalized	WBR	8	35	55	6	12	B				
90	Southfield Drive - Tecumseh Road	Signalized	NBL	82	10	30	13	19	B				
90	Southfield Drive - Tecumseh Road	Signalized	NBT	2	10	30	9	18	B				
90	Southfield Drive - Tecumseh Road	Signalized	NBR	65	10	30	1	7	A				
90	Southfield Drive - Tecumseh Road	Signalized	SBL	7	5	10	11	15	B				
90	Southfield Drive - Tecumseh Road	Signalized	SBT	5	5	10	10	15	B				
90	Southfield Drive - Tecumseh Road	Signalized	SBR	44	5	10	0	5	A				

# Tecumseh Road Microsimulation

Existing Conditions - PM Peak Hour

Measures of Effectiveness Details



Node	Location	Control	Mvmt.	Volume (All)	Modeled Queue (m)		Stop Delay (s)	Delay (s)	LOS	Critical Mvmt		Intersection	
					50th	95th				Delay (s)	LOS	Delay (s)	LOS
100	Shawnee Road - Tecumseh Road	Signalized	EBL	33	40	80	10	16	B	28.0	C	10.6	B
100	Shawnee Road - Tecumseh Road	Signalized	EBT	789	40	80	7	12	B				
100	Shawnee Road - Tecumseh Road	Signalized	EBR	35	40	80	6	11	B				
100	Shawnee Road - Tecumseh Road	Signalized	WBL	9	20	45	6	13	B				
100	Shawnee Road - Tecumseh Road	Signalized	WBT	622	20	45	3	7	A				
100	Shawnee Road - Tecumseh Road	Signalized	WBR	2	20	45	3	9	A				
100	Shawnee Road - Tecumseh Road	Signalized	NBL	41	5	20	22	28	C				
100	Shawnee Road - Tecumseh Road	Signalized	NBT	0	5	20	0	0	A				
100	Shawnee Road - Tecumseh Road	Signalized	NBR	11	5	20	21	26	C				
100	Shawnee Road - Tecumseh Road	Signalized	SBL	0	0	0	0	0	A				
100	Shawnee Road - Tecumseh Road	Signalized	SBT	1	0	0	17	28	C				
100	Shawnee Road - Tecumseh Road	Signalized	SBR	4	0	0	0	7	A				
103	Poisson Street - Tecumseh Road	TWSC	EBT	770	0	5	0	1	A	15.0	B	0.7	A
103	Poisson Street - Tecumseh Road	TWSC	EBR	29	0	5	0	1	A				
103	Poisson Street - Tecumseh Road	TWSC	WBL	2	0	0	0	1	A				
103	Poisson Street - Tecumseh Road	TWSC	WBT	626	0	0	0	0	A				
103	Poisson Street - Tecumseh Road	TWSC	NBL	11	0	5	7	15	B				
103	Poisson Street - Tecumseh Road	TWSC	NBR	1	0	5	0	8	A				
106	Ste. Anne Street - Tecumseh Road	TWSC	EBT	748	0	20	0	1	A	15.0	B	0.7	A
106	Ste. Anne Street - Tecumseh Road	TWSC	EBR	26	0	20	0	2	A				
106	Ste. Anne Street - Tecumseh Road	TWSC	WBL	11	0	0	3	5	A				
106	Ste. Anne Street - Tecumseh Road	TWSC	WBT	623	0	0	0	0	A				
106	Ste. Anne Street - Tecumseh Road	TWSC	NBL	4	0	5	8	15	B				
106	Ste. Anne Street - Tecumseh Road	TWSC	NBR	3	0	5	2	10	A				
110	Lesperance Road - Tecumseh Road	Signalized	EBL	192	65	120	19	28	C	33.0	C	24.2	C
110	Lesperance Road - Tecumseh Road	Signalized	EBT	461	65	120	20	28	C				
110	Lesperance Road - Tecumseh Road	Signalized	EBR	102	65	120	8	16	B				
110	Lesperance Road - Tecumseh Road	Signalized	WBL	129	40	75	16	23	C				
110	Lesperance Road - Tecumseh Road	Signalized	WBT	367	40	75	18	24	C				

# Tecumseh Road Microsimulation

Existing Conditions - PM Peak Hour

Measures of Effectiveness Details



Node	Location	Control	Mvmt.	Volume (All)	Modeled Queue (m)		Stop Delay (s)	Delay (s)	LOS	Critical Mvmt		Intersection	
					50th	95th				Delay (s)	LOS	Delay (s)	LOS
110	Lesperance Road - Tecumseh Road	Signalized	WBR	51	40	75	2	7	A				
110	Lesperance Road - Tecumseh Road	Signalized	NBL	148	70	75	18	26	C				
110	Lesperance Road - Tecumseh Road	Signalized	NBT	351	70	75	24	31	C				
110	Lesperance Road - Tecumseh Road	Signalized	NBR	230	70	75	5	10	A				
110	Lesperance Road - Tecumseh Road	Signalized	SBL	77	30	70	14	21	C				
110	Lesperance Road - Tecumseh Road	Signalized	SBT	262	30	70	24	33	C				
110	Lesperance Road - Tecumseh Road	Signalized	SBR	117	30	70	1	8	A				
112	Lesperance Road - Alleyway	TWSC	WBL	11	0	5	2	10	A	16.0	C	3.2	A
112	Lesperance Road - Alleyway	TWSC	WBR	10	0	5	8	16	C				
112	Lesperance Road - Alleyway	TWSC	NBT	709	10	60	3	5	A				
112	Lesperance Road - Alleyway	TWSC	NBR	0	10	60	0	0	A				
112	Lesperance Road - Alleyway	TWSC	SBL	11	0	0	5	9	A				
112	Lesperance Road - Alleyway	TWSC	SBT	483	0	0	0	0	A				
113	Lesperance Road - Lanoue Street	TWSC	WBL	0	0	0	0	0	A	5.0	A	3.0	A
113	Lesperance Road - Lanoue Street	TWSC	WBR	0	0	0	0	0	A				
113	Lesperance Road - Lanoue Street	TWSC	NBT	709	5	85	3	5	A				
113	Lesperance Road - Lanoue Street	TWSC	NBR	0	5	85	0	0	A				
113	Lesperance Road - Lanoue Street	TWSC	SBL	9	0	10	3	5	A				
113	Lesperance Road - Lanoue Street	TWSC	SBT	485	0	10	0	0	A				
120	Lacasse Boulevard - Tecumseh Road	Signalized	EBL	140	45	160	9	15	B	38.0	D	16.5	B
120	Lacasse Boulevard - Tecumseh Road	Signalized	EBT	631	45	160	5	9	A				
120	Lacasse Boulevard - Tecumseh Road	Signalized	WBT	473	65	120	10	19	B				
120	Lacasse Boulevard - Tecumseh Road	Signalized	WBR	182	65	120	9	17	B				
120	Lacasse Boulevard - Tecumseh Road	Signalized	SBL	201	30	65	28	38	D				
120	Lacasse Boulevard - Tecumseh Road	Signalized	SBR	79	30	65	2	8	A				
130	Green Valley Drive - Tecumseh Road	Signalized	EBL	96	30	60	5	10	A	18.0	B	10.5	B
130	Green Valley Drive - Tecumseh Road	Signalized	EBT	708	30	60	5	9	A				
130	Green Valley Drive - Tecumseh Road	Signalized	EBR	33	30	60	4	8	A				
130	Green Valley Drive - Tecumseh Road	Signalized	WBL	7	25	45	10	17	B				
130	Green Valley Drive - Tecumseh Road	Signalized	WBT	593	25	45	7	12	B				
130	Green Valley Drive - Tecumseh Road	Signalized	WBR	44	25	45	5	11	B				
130	Green Valley Drive - Tecumseh Road	Signalized	NBL	14	5	10	10	16	B				
130	Green Valley Drive - Tecumseh Road	Signalized	NBT	3	5	10	7	15	B				
130	Green Valley Drive - Tecumseh Road	Signalized	NBR	22	5	10	1	7	A				
130	Green Valley Drive - Tecumseh Road	Signalized	SBL	42	5	15	12	18	B				
130	Green Valley Drive - Tecumseh Road	Signalized	SBT	1	5	15	0	0	A				
130	Green Valley Drive - Tecumseh Road	Signalized	SBR	35	5	15	1	6	A				
140	Manning Road - Tecumseh Road	Signalized	EBL	149	40	80	10	15	B	77.0	E	26.1	C
140	Manning Road - Tecumseh Road	Signalized	EBT	284	40	80	16	23	C				
140	Manning Road - Tecumseh Road	Signalized	EBR	336	40	80	2	12	B				
140	Manning Road - Tecumseh Road	Signalized	WBL	144	15	30	12	17	B				
140	Manning Road - Tecumseh Road	Signalized	WBT	169	15	30	15	22	C				
140	Manning Road - Tecumseh Road	Signalized	WBR	36	15	30	4	6	A				
140	Manning Road - Tecumseh Road	Signalized	NBL	349	55	100	53	77	E				
140	Manning Road - Tecumseh Road	Signalized	NBT	501	55	100	16	25	C				
140	Manning Road - Tecumseh Road	Signalized	NBR	131	55	100	1	3	A				
140	Manning Road - Tecumseh Road	Signalized	SBL	42	30	45	14	19	B				
140	Manning Road - Tecumseh Road	Signalized	SBT	406	30	45	16	23	C				
140	Manning Road - Tecumseh Road	Signalized	SBR	123	30	45	0	5	A				

# Tecumseh Road Microsimulation

## Existing Conditions - PM Peak Hour

### Measures of Effectiveness Summary



ID	Intersection Name	Control Type	Number of Vehicles	50th Percentile Queue Length (m)	95th Percentile Queue Length (m)	Average Vehicle Delay (sec)	Average Stopping Delay (sec)	LOS
10	Lauzon Parkway - Tecumseh Road	Signalized	5,909	202.1	237.3	66.8	50.5	E
20	Annie Street - Tecumseh Road	Signalized	3,113	56.7	115.9	14.6	9.3	B
30	Lauzon Road - Tecumseh Road	Signalized	3,739	78.7	123.3	37.1	26.1	D
40	Yolanda St. Commercial Access - Tecumseh Road	Signalized	2,591	21.4	42.7	10.0	6.2	B
50	Forest Glade Dr. Commercial Access - Tecumseh Road	Signalized	2,561	90.9	153.7	28.1	19.3	C
60	Clover Avenue - Tecumseh Road	Signalized	2,161	47.0	85.3	16.4	10.1	B
70	Banwell Road - Tecumseh Road	Signalized	3,314	44.8	77.5	23.4	16.4	C
80	Metro Driveway - Tecumseh Road	Signalized	1,921	19.2	42.3	6.4	4.2	A
90	Southfield Drive - Tecumseh Road	Signalized	1,798	44.9	74.7	14.8	8.0	B
100	Shawnee Road - Tecumseh Road	Signalized	1,547	30.5	63.4	10.6	5.9	B
103	Poisson Street - Tecumseh Road	TWSC	1,439	0.0	2.8	0.7	0.1	-
106	Ste. Anne Street - Tecumseh Road	TWSC	1,415	0.0	11.0	0.7	0.1	-
110	Lesperance Road - Tecumseh Road	Signalized	2,487	54.5	87.7	24.2	17.0	C
112	Lesperance Road - Alleyway	TWSC	1,224	5.8	34.8	3.2	1.9	-
113	Lesperance Road - Lanoue Street	TWSC	1,203	2.9	54.2	3.0	1.8	-
120	Lacasse Boulevard - Tecumseh Road	Signalized	1,706	50.2	129.1	16.5	9.7	B
130	Green Valley Drive - Tecumseh Road	Signalized	1,598	26.2	50.5	10.5	5.8	B
140	Manning Road - Tecumseh Road	Signalized	2,670	40.1	73.3	26.1	16.8	C
150	Arlington Boulevard - Tecumseh Road	AWSC	886	38.2	85.3	27.4	2.4	C
160	Brighton Road - Tecumseh Road	Roundabout	968	15.0	30.0	3.4	0.3	A

# Tecumseh Road Microsimulation

## Future Traffic Volumes and Lane Geometry - AM Peak Hour

### Measures of Effectiveness Details



Node	Location	Control	Mvmt.	Volume (All)	Modeled Queue (m)		Stop Delay (s)	Delay (s)	LOS	Critical Mvmt		Intersection	
					50th	95th				Delay (s)	LOS	Delay (s)	LOS
10	Lauzon Parkway - Tecumseh Road	Signalized	EBL	186	40	50	16	24	C	29.0	C	23.6	C
10	Lauzon Parkway - Tecumseh Road	Signalized	EBT	610	40	50	17	24	C				
10	Lauzon Parkway - Tecumseh Road	Signalized	EBR	159	40	50	7	13	B				
10	Lauzon Parkway - Tecumseh Road	Signalized	WBL	126	45	70	13	20	B				
10	Lauzon Parkway - Tecumseh Road	Signalized	WBT	792	45	70	21	28	C				
10	Lauzon Parkway - Tecumseh Road	Signalized	WBR	49	45	70	13	22	C				
10	Lauzon Parkway - Tecumseh Road	Signalized	NBL	248	35	65	20	29	C				
10	Lauzon Parkway - Tecumseh Road	Signalized	NBT	391	35	65	20	26	C				
10	Lauzon Parkway - Tecumseh Road	Signalized	NBR	104	35	65	1	5	A				
10	Lauzon Parkway - Tecumseh Road	Signalized	SBL	88	35	50	15	21	C				
10	Lauzon Parkway - Tecumseh Road	Signalized	SBT	559	35	50	21	28	C				
10	Lauzon Parkway - Tecumseh Road	Signalized	SBR	338	35	50	2	11	B				
20	Annie Street - Tecumseh Road	Signalized	EBL	29	15	35	3	7	A	33.0	C	7.1	A
20	Annie Street - Tecumseh Road	Signalized	EBT	736	15	35	2	4	A				
20	Annie Street - Tecumseh Road	Signalized	EBR	33	15	35	0	2	A				
20	Annie Street - Tecumseh Road	Signalized	WBL	35	25	45	10	14	B				
20	Annie Street - Tecumseh Road	Signalized	WBT	951	25	45	6	9	A				
20	Annie Street - Tecumseh Road	Signalized	WBR	28	25	45	3	5	A				
20	Annie Street - Tecumseh Road	Signalized	NBL	17	0	10	17	21	C				
20	Annie Street - Tecumseh Road	Signalized	NBT	0	0	10	0	0	A				
20	Annie Street - Tecumseh Road	Signalized	NBR	12	0	10	0	7	A				
20	Annie Street - Tecumseh Road	Signalized	SBL	12	5	10	28	33	C				
20	Annie Street - Tecumseh Road	Signalized	SBT	0	5	10	0	0	A				
20	Annie Street - Tecumseh Road	Signalized	SBR	15	5	10	0	6	A				
30	Lauzon Road - Tecumseh Road	Signalized	EBL	105	15	35	11	16	B	24.0	C	12.5	B
30	Lauzon Road - Tecumseh Road	Signalized	EBT	569	15	35	4	6	A				
30	Lauzon Road - Tecumseh Road	Signalized	EBR	88	15	35	1	4	A				
30	Lauzon Road - Tecumseh Road	Signalized	WBL	59	30	50	5	9	A				
30	Lauzon Road - Tecumseh Road	Signalized	WBT	771	30	50	7	11	B				
30	Lauzon Road - Tecumseh Road	Signalized	WBR	119	30	50	3	7	A				
30	Lauzon Road - Tecumseh Road	Signalized	NBL	152	20	30	14	21	C				
30	Lauzon Road - Tecumseh Road	Signalized	NBT	146	20	30	19	24	C				
30	Lauzon Road - Tecumseh Road	Signalized	NBR	67	20	30	19	24	C				
30	Lauzon Road - Tecumseh Road	Signalized	SBL	65	20	35	15	21	C				
30	Lauzon Road - Tecumseh Road	Signalized	SBT	151	20	35	16	23	C				
30	Lauzon Road - Tecumseh Road	Signalized	SBR	91	20	35	11	16	B				
40	Yolanda St. Commercial Access - Tecumseh Road	Signalized	EBL	13	15	25	7	13	B	30.0	C	10.4	B
40	Yolanda St. Commercial Access - Tecumseh Road	Signalized	EBT	669	15	25	3	5	A				
40	Yolanda St. Commercial Access - Tecumseh Road	Signalized	EBR	26	15	25	0	3	A				
40	Yolanda St. Commercial Access - Tecumseh Road	Signalized	WBL	25	40	80	12	19	B				
40	Yolanda St. Commercial Access - Tecumseh Road	Signalized	WBT	919	40	80	9	14	B				
40	Yolanda St. Commercial Access - Tecumseh Road	Signalized	WBR	25	40	80	6	10	A				
40	Yolanda St. Commercial Access - Tecumseh Road	Signalized	NBL	18	0	15	24	30	C				
40	Yolanda St. Commercial Access - Tecumseh Road	Signalized	NBT	0	0	15	0	0	A				
40	Yolanda St. Commercial Access - Tecumseh Road	Signalized	NBR	0	0	15	0	0	A				
40	Yolanda St. Commercial Access - Tecumseh Road	Signalized	SBL	0	0	5	0	0	A				
40	Yolanda St. Commercial Access - Tecumseh Road	Signalized	SBT	1	0	5	0	0	A				
40	Yolanda St. Commercial Access - Tecumseh Road	Signalized	SBR	14	0	5	0	6	A				
50	Forest Glade Dr. Commercial Access - Tecumseh Road	Signalized	EBL	40	65	95	27	41	D	41.0	D	26.5	C
50	Forest Glade Dr. Commercial Access - Tecumseh Road	Signalized	EBT	515	65	95	22	33	C				
50	Forest Glade Dr. Commercial Access - Tecumseh Road	Signalized	EBR	110	65	95	18	30	C				
50	Forest Glade Dr. Commercial Access - Tecumseh Road	Signalized	WBL	147	60	100	17	25	C				
50	Forest Glade Dr. Commercial Access - Tecumseh Road	Signalized	WBT	798	60	100	14	21	C				
50	Forest Glade Dr. Commercial Access - Tecumseh Road	Signalized	WBR	110	60	100	13	21	C				

# Tecumseh Road Microsimulation

## Future Traffic Volumes and Lane Geometry - AM Peak Hour

### Measures of Effectiveness Details



Node	Location	Control	Mvmt.	Volume (All)	Modeled Queue (m)		Stop Delay (s)	Delay (s)	LOS	Critical Mvmt		Intersection	
					50th	95th				Delay (s)	LOS	Delay (s)	LOS
50	Forest Glade Dr. Commercial Access - Tecumseh R	Signalized	NBL	165	45	80	27	38	D				
50	Forest Glade Dr. Commercial Access - Tecumseh R	Signalized	NBT	101	45	80	27	39	D				
50	Forest Glade Dr. Commercial Access - Tecumseh R	Signalized	NBR	151	45	80	1	8	A				
50	Forest Glade Dr. Commercial Access - Tecumseh R	Signalized	SBL	33	10	30	29	38	D				
50	Forest Glade Dr. Commercial Access - Tecumseh R	Signalized	SBT	55	10	30	24	32	C				
50	Forest Glade Dr. Commercial Access - Tecumseh R	Signalized	SBR	10	10	30	2	7	A				
60	Clover Avenue - Tecumseh Road	Signalized	EBL	248	45	70	18	26	C	40.0	D	27.9	C
60	Clover Avenue - Tecumseh Road	Signalized	EBT	452	45	70	10	16	B				
60	Clover Avenue - Tecumseh Road	Signalized	WBT	693	75	105	25	34	C				
60	Clover Avenue - Tecumseh Road	Signalized	WBR	153	75	105	22	34	C				
60	Clover Avenue - Tecumseh Road	Signalized	SBL	171	40	85	31	40	D				
60	Clover Avenue - Tecumseh Road	Signalized	SBR	364	40	85	4	24	C				
70	Banwell Road - Tecumseh Road	Signalized	EBL	126	20	40	18	25	C	44.0	D	22.8	C
70	Banwell Road - Tecumseh Road	Signalized	EBT	388	20	40	12	17	B				
70	Banwell Road - Tecumseh Road	Signalized	EBR	111	20	40	0	3	A				
70	Banwell Road - Tecumseh Road	Signalized	WBL	112	30	50	13	18	B				
70	Banwell Road - Tecumseh Road	Signalized	WBT	557	30	50	15	20	B				
70	Banwell Road - Tecumseh Road	Signalized	WBR	95	30	50	0	5	A				
70	Banwell Road - Tecumseh Road	Signalized	NBL	203	30	40	34	44	D				
70	Banwell Road - Tecumseh Road	Signalized	NBT	236	30	40	20	27	C				
70	Banwell Road - Tecumseh Road	Signalized	NBR	105	30	40	7	12	B				
70	Banwell Road - Tecumseh Road	Signalized	SBL	150	65	85	16	23	C				
70	Banwell Road - Tecumseh Road	Signalized	SBT	502	65	85	24	33	C				
70	Banwell Road - Tecumseh Road	Signalized	SBR	100	65	85	4	9	A				
80	Metro Driveway - Tecumseh Road	Signalized	EBT	586	10	25	2	3	A	42.0	D	4.4	A
80	Metro Driveway - Tecumseh Road	Signalized	EBR	56	10	25	0	2	A				
80	Metro Driveway - Tecumseh Road	Signalized	WBL	0	20	50	0	0	A				
80	Metro Driveway - Tecumseh Road	Signalized	WBT	751	20	50	3	5	A				
80	Metro Driveway - Tecumseh Road	Signalized	NBL	13	0	15	36	42	D				
80	Metro Driveway - Tecumseh Road	Signalized	NBR	0	0	15	0	0	A				
90	Southfield Drive - Tecumseh Road	Signalized	EBL	38	30	55	10	19	B	23.0	C	13.3	B
90	Southfield Drive - Tecumseh Road	Signalized	EBT	435	30	55	7	14	B				
90	Southfield Drive - Tecumseh Road	Signalized	EBR	118	30	55	4	9	A				
90	Southfield Drive - Tecumseh Road	Signalized	WBL	66	35	60	12	20	B				
90	Southfield Drive - Tecumseh Road	Signalized	WBT	603	35	60	7	13	B				
90	Southfield Drive - Tecumseh Road	Signalized	WBR	34	35	60	3	9	A				
90	Southfield Drive - Tecumseh Road	Signalized	NBL	109	15	30	13	19	B				
90	Southfield Drive - Tecumseh Road	Signalized	NBT	0	15	30	0	0	A				
90	Southfield Drive - Tecumseh Road	Signalized	NBR	53	15	30	1	5	A				
90	Southfield Drive - Tecumseh Road	Signalized	SBL	5	5	15	16	23	C				
90	Southfield Drive - Tecumseh Road	Signalized	SBT	0	5	15	0	0	A				
90	Southfield Drive - Tecumseh Road	Signalized	SBR	40	5	15	0	5	A				

# Tecumseh Road Microsimulation

## Future Traffic Volumes and Lane Geometry - AM Peak Hour

### Measures of Effectiveness Details



Node	Location	Control	Mvmt.	Volume (All)	Modeled Queue (m)		Stop Delay (s)	Delay (s)	LOS	Critical Mvmt		Intersection	
					50th	95th				Delay (s)	LOS	Delay (s)	LOS
100	Shawnee Road - Tecumseh Road	Signalized	EBL	9	20	40	7	12	B	34.0	C	8.3	A
100	Shawnee Road - Tecumseh Road	Signalized	EBT	459	20	40	5	9	A				
100	Shawnee Road - Tecumseh Road	Signalized	EBR	25	20	40	5	10	A				
100	Shawnee Road - Tecumseh Road	Signalized	WBL	9	20	40	3	8	A				
100	Shawnee Road - Tecumseh Road	Signalized	WBT	644	20	40	3	6	A				
100	Shawnee Road - Tecumseh Road	Signalized	WBR	26	20	40	2	5	A				
100	Shawnee Road - Tecumseh Road	Signalized	NBL	36	5	20	25	33	C				
100	Shawnee Road - Tecumseh Road	Signalized	NBT	0	5	20	0	0	A				
100	Shawnee Road - Tecumseh Road	Signalized	NBR	3	5	20	28	34	C				
100	Shawnee Road - Tecumseh Road	Signalized	SBL	15	0	10	23	30	C				
100	Shawnee Road - Tecumseh Road	Signalized	SBT	0	0	10	0	0	A				
100	Shawnee Road - Tecumseh Road	Signalized	SBR	26	0	10	0	5	A				
103	Poisson Street - Tecumseh Road	TWSC	EBT	446	0	5	0	0	A	12.0	B	0.8	A
103	Poisson Street - Tecumseh Road	TWSC	EBR	24	0	5	0	1	A				
103	Poisson Street - Tecumseh Road	TWSC	WBL	9	5	10	1	4	A				
103	Poisson Street - Tecumseh Road	TWSC	WBT	658	5	10	0	1	A				
103	Poisson Street - Tecumseh Road	TWSC	NBL	14	0	5	4	12	B				
103	Poisson Street - Tecumseh Road	TWSC	NBR	1	0	5	0	7	A				
106	Ste. Anne Street - Tecumseh Road	TWSC	EBT	412	0	10	0	1	A	8.0	A	0.6	A
106	Ste. Anne Street - Tecumseh Road	TWSC	EBR	48	0	10	0	1	A				
106	Ste. Anne Street - Tecumseh Road	TWSC	WBL	38	0	10	1	3	A				
106	Ste. Anne Street - Tecumseh Road	TWSC	WBT	668	0	10	0	0	A				
106	Ste. Anne Street - Tecumseh Road	TWSC	NBL	2	0	5	0	0	A				
106	Ste. Anne Street - Tecumseh Road	TWSC	NBR	11	0	5	1	8	A				
110	Lesperance Road - Tecumseh Road	Signalized	EBL	88	45	85	14	21	C	31.0	C	22.7	C
110	Lesperance Road - Tecumseh Road	Signalized	EBT	280	45	85	19	27	C				
110	Lesperance Road - Tecumseh Road	Signalized	EBR	74	45	85	7	17	B				
110	Lesperance Road - Tecumseh Road	Signalized	WBL	205	55	110	14	22	C				
110	Lesperance Road - Tecumseh Road	Signalized	WBT	432	55	110	20	28	C				

# Tecumseh Road Microsimulation

## Future Traffic Volumes and Lane Geometry - AM Peak Hour

### Measures of Effectiveness Details



Node	Location	Control	Mvmt.	Volume (All)	Modeled Queue (m)		Stop Delay (s)	Delay (s)	LOS	Critical Mvmt		Intersection	
					50th	95th				Delay (s)	LOS	Delay (s)	LOS
110	Lesperance Road - Tecumseh Road	Signalized	WBR	44	55	110	1	6	A				
110	Lesperance Road - Tecumseh Road	Signalized	NBL	157	25	60	15	23	C				
110	Lesperance Road - Tecumseh Road	Signalized	NBT	224	25	60	13	19	B				
110	Lesperance Road - Tecumseh Road	Signalized	NBR	139	25	60	1	4	A				
110	Lesperance Road - Tecumseh Road	Signalized	SBL	63	45	120	13	20	B				
110	Lesperance Road - Tecumseh Road	Signalized	SBT	362	45	120	21	31	C				
110	Lesperance Road - Tecumseh Road	Signalized	SBR	119	45	120	3	10	A				
112	Lesperance Road - Alleyway	TWSC	WBL	11	0	10	3	11	B	11.0	B	0.7	A
112	Lesperance Road - Alleyway	TWSC	WBR	10	0	10	2	10	A				
112	Lesperance Road - Alleyway	TWSC	NBT	509	0	5	0	1	A				
112	Lesperance Road - Alleyway	TWSC	NBR	0	0	5	0	0	A				
112	Lesperance Road - Alleyway	TWSC	SBL	24	0	0	1	5	A				
112	Lesperance Road - Alleyway	TWSC	SBT	622	0	0	0	0	A				
113	Lesperance Road - Lanoue Street	TWSC	WBL	10	5	5	7	16	C	16.0	C	0.8	A
113	Lesperance Road - Lanoue Street	TWSC	WBR	9	5	5	2	10	A				
113	Lesperance Road - Lanoue Street	TWSC	NBT	500	0	10	0	0	A				
113	Lesperance Road - Lanoue Street	TWSC	NBR	0	0	10	0	0	A				
113	Lesperance Road - Lanoue Street	TWSC	SBL	23	0	15	1	4	A				
113	Lesperance Road - Lanoue Street	TWSC	SBT	610	0	15	0	1	A				
120	Lacasse Boulevard - Tecumseh Road	Signalized	EBL	120	20	70	8	13	B	34.0	C	15.1	B
120	Lacasse Boulevard - Tecumseh Road	Signalized	EBT	362	20	70	5	8	A				
120	Lacasse Boulevard - Tecumseh Road	Signalized	WBT	491	60	110	9	17	B				
120	Lacasse Boulevard - Tecumseh Road	Signalized	WBR	126	60	110	8	15	B				
120	Lacasse Boulevard - Tecumseh Road	Signalized	SBL	155	25	50	26	34	C				
120	Lacasse Boulevard - Tecumseh Road	Signalized	SBR	205	25	50	3	10	A				
130	Green Valley Drive - Tecumseh Road	Signalized	EBL	30	20	35	6	11	B	14.0	B	9.0	A
130	Green Valley Drive - Tecumseh Road	Signalized	EBT	441	20	35	4	8	A				
130	Green Valley Drive - Tecumseh Road	Signalized	EBR	39	20	35	2	5	A				
130	Green Valley Drive - Tecumseh Road	Signalized	WBL	27	25	40	8	14	B				
130	Green Valley Drive - Tecumseh Road	Signalized	WBT	532	25	40	5	10	A				
130	Green Valley Drive - Tecumseh Road	Signalized	WBR	42	25	40	4	8	A				
130	Green Valley Drive - Tecumseh Road	Signalized	NBL	4	0	5	7	12	B				
130	Green Valley Drive - Tecumseh Road	Signalized	NBT	0	0	5	0	0	A				
130	Green Valley Drive - Tecumseh Road	Signalized	NBR	0	0	5	0	0	A				
130	Green Valley Drive - Tecumseh Road	Signalized	SBL	18	5	15	7	12	B				
130	Green Valley Drive - Tecumseh Road	Signalized	SBT	0	5	15	0	0	A				
130	Green Valley Drive - Tecumseh Road	Signalized	SBR	82	5	15	1	7	A				
140	Manning Road - Tecumseh Road	Signalized	EBL	115	20	40	10	15	B	24.0	C	17.2	B
140	Manning Road - Tecumseh Road	Signalized	EBT	105	20	40	13	19	B				
140	Manning Road - Tecumseh Road	Signalized	EBR	236	20	40	2	10	A				
140	Manning Road - Tecumseh Road	Signalized	WBL	115	20	35	9	14	B				
140	Manning Road - Tecumseh Road	Signalized	WBT	259	20	35	13	19	B				
140	Manning Road - Tecumseh Road	Signalized	WBR	9	20	35	5	8	A				
140	Manning Road - Tecumseh Road	Signalized	NBL	237	10	25	17	24	C				
140	Manning Road - Tecumseh Road	Signalized	NBT	264	10	25	12	18	B				
140	Manning Road - Tecumseh Road	Signalized	NBR	48	10	25	0	1	A				
140	Manning Road - Tecumseh Road	Signalized	SBL	32	25	35	10	15	B				
140	Manning Road - Tecumseh Road	Signalized	SBT	338	25	35	17	23	C				
140	Manning Road - Tecumseh Road	Signalized	SBR	102	25	35	0	5	A				

# Tecumseh Road Microsimulation

## Future Traffic Volumes and Lane Geometry - AM Peak Hour

### Measures of Effectiveness Summary



ID	Intersection Name	Control Type	Number of Vehicles	50th Percentile Queue Length (m)	95th Percentile Queue Length (m)	Average Vehicle Delay (sec)	Average Stopping Delay (sec)	LOS
10	Lauzon Parkway - Tecumseh Road	Signalized	3,650	39.0	58.4	23.6	16.4	C
20	Annie Street - Tecumseh Road	Signalized	1,868	20.1	39.7	7.1	4.5	A
30	Lauzon Road - Tecumseh Road	Signalized	2,383	22.4	40.2	12.5	8.4	B
40	Yolanda St. Commercial Access - Tecumseh Road	Signalized	1,710	28.9	55.9	10.4	6.6	B
50	Forest Glade Dr. Commercial Access - Tecumseh Road	Signalized	2,235	56.5	91.7	26.5	17.5	C
60	Clover Avenue - Tecumseh Road	Signalized	2,081	55.9	88.1	27.9	17.5	C
70	Banwell Road - Tecumseh Road	Signalized	2,685	37.5	55.4	22.8	16.4	C
80	Metro Driveway - Tecumseh Road	Signalized	1,406	15.2	38.3	4.4	2.8	A
90	Southfield Drive - Tecumseh Road	Signalized	1,501	30.0	53.4	13.3	7.0	B
100	Shawnee Road - Tecumseh Road	Signalized	1,252	18.9	38.4	8.3	4.7	A
103	Poisson Street - Tecumseh Road	TWSC	1,152	2.9	7.9	0.8	0.1	-
106	Ste. Anne Street - Tecumseh Road	TWSC	1,179	0.0	9.9	0.6	0.0	-
110	Lesperance Road - Tecumseh Road	Signalized	2,187	43.4	95.5	22.7	15.0	C
112	Lesperance Road - Alleyway	TWSC	1,176	0.0	2.3	0.7	0.1	-
113	Lesperance Road - Lanoue Street	TWSC	1,152	0.1	12.7	0.8	0.1	-
120	Lacasse Boulevard - Tecumseh Road	Signalized	1,459	38.1	82.0	15.1	8.8	B
130	Green Valley Drive - Tecumseh Road	Signalized	1,215	21.2	35.7	9.0	4.4	A
140	Manning Road - Tecumseh Road	Signalized	1,860	18.3	33.3	17.2	11.1	B
150	Arlington Boulevard - Tecumseh Road	AWSC	677	27.2	67.7	22.3	2.8	C
160	Brighton Road - Tecumseh Road	Roundabout	709	8.2	26.1	2.3	0.0	A

# Tecumseh Road Microsimulation

## Future Traffic Volumes - PM Peak Hour

### Measures of Effectiveness Details



Node	Location	Control	Mvmt.	Volume (All)	Modeled Queue (m)		Stop Delay (s)	Delay (s)	LOS	Critical Mvmt		Intersection	
					50th	95th				Delay (s)	LOS	Delay (s)	LOS
10	Lauzon Parkway - Tecumseh Road	Signalized	EBL	297	325	330	72	95	F	180.0	F	61.7	E
10	Lauzon Parkway - Tecumseh Road	Signalized	EBT	1,529	325	330	47	60	E				
10	Lauzon Parkway - Tecumseh Road	Signalized	EBR	322	325	330	39	58	E				
10	Lauzon Parkway - Tecumseh Road	Signalized	WBL	176	70	140	51	65	E				
10	Lauzon Parkway - Tecumseh Road	Signalized	WBT	1,145	70	140	34	44	D				
10	Lauzon Parkway - Tecumseh Road	Signalized	WBR	48	70	140	31	43	D				
10	Lauzon Parkway - Tecumseh Road	Signalized	NBL	299	280	305	137	180	F				
10	Lauzon Parkway - Tecumseh Road	Signalized	NBT	827	280	305	72	90	F				
10	Lauzon Parkway - Tecumseh Road	Signalized	NBR	176	280	305	11	27	C				
10	Lauzon Parkway - Tecumseh Road	Signalized	SBL	140	45	70	43	57	E				
10	Lauzon Parkway - Tecumseh Road	Signalized	SBT	701	45	70	25	33	C				
10	Lauzon Parkway - Tecumseh Road	Signalized	SBR	375	45	70	4	15	B				
20	Annie Street - Tecumseh Road	Signalized	EBL	36	70	145	12	19	B	32.0	C	13.5	B
20	Annie Street - Tecumseh Road	Signalized	EBT	1,726	70	145	9	15	B				
20	Annie Street - Tecumseh Road	Signalized	EBR	34	70	145	8	14	B				
20	Annie Street - Tecumseh Road	Signalized	WBL	4	30	75	19	25	C				
20	Annie Street - Tecumseh Road	Signalized	WBT	1,258	30	75	7	11	B				
20	Annie Street - Tecumseh Road	Signalized	WBR	2	30	75	8	13	B				
20	Annie Street - Tecumseh Road	Signalized	NBL	41	10	20	22	28	C				
20	Annie Street - Tecumseh Road	Signalized	NBT	0	10	20	0	0	A				
20	Annie Street - Tecumseh Road	Signalized	NBR	5	10	20	2	11	B				
20	Annie Street - Tecumseh Road	Signalized	SBL	6	5	10	25	32	C				
20	Annie Street - Tecumseh Road	Signalized	SBT	0	5	10	0	0	A				
20	Annie Street - Tecumseh Road	Signalized	SBR	42	5	10	1	7	A				
30	Lauzon Road - Tecumseh Road	Signalized	EBL	298	115	215	49	69	E	69.0	E	37.3	D
30	Lauzon Road - Tecumseh Road	Signalized	EBT	1,258	115	215	33	48	D				
30	Lauzon Road - Tecumseh Road	Signalized	EBR	240	115	215	29	45	D				
30	Lauzon Road - Tecumseh Road	Signalized	WBL	81	50	75	23	31	C				
30	Lauzon Road - Tecumseh Road	Signalized	WBT	906	50	75	17	23	C				
30	Lauzon Road - Tecumseh Road	Signalized	WBR	120	50	75	12	20	B				
30	Lauzon Road - Tecumseh Road	Signalized	NBL	239	30	45	23	33	C				
30	Lauzon Road - Tecumseh Road	Signalized	NBT	207	30	45	22	29	C				
30	Lauzon Road - Tecumseh Road	Signalized	NBR	37	30	45	25	30	C				
30	Lauzon Road - Tecumseh Road	Signalized	SBL	90	25	45	16	21	C				
30	Lauzon Road - Tecumseh Road	Signalized	SBT	191	25	45	16	25	C				
30	Lauzon Road - Tecumseh Road	Signalized	SBR	139	25	45	15	21	C				
40	Yolanda St. Commercial Access - Tecumseh Road	Signalized	EBL	116	10	30	3	8	A	40.0	D	10.3	B
40	Yolanda St. Commercial Access - Tecumseh Road	Signalized	EBT	1,184	10	30	1	3	A				
40	Yolanda St. Commercial Access - Tecumseh Road	Signalized	EBR	80	10	30	0	2	A				
40	Yolanda St. Commercial Access - Tecumseh Road	Signalized	WBL	8	40	100	15	23	C				
40	Yolanda St. Commercial Access - Tecumseh Road	Signalized	WBT	929	40	100	10	15	B				
40	Yolanda St. Commercial Access - Tecumseh Road	Signalized	WBR	19	40	100	7	12	B				
40	Yolanda St. Commercial Access - Tecumseh Road	Signalized	NBL	95	10	35	30	40	D				
40	Yolanda St. Commercial Access - Tecumseh Road	Signalized	NBT	8	10	35	19	24	C				
40	Yolanda St. Commercial Access - Tecumseh Road	Signalized	NBR	41	10	35	2	7	A				
40	Yolanda St. Commercial Access - Tecumseh Road	Signalized	SBL	96	15	30	27	34	C				
40	Yolanda St. Commercial Access - Tecumseh Road	Signalized	SBT	7	15	30	24	32	C				
40	Yolanda St. Commercial Access - Tecumseh Road	Signalized	SBR	75	15	30	2	8	A				
50	Forest Glade Dr. Commercial Access - Tecumseh Road	Signalized	EBL	11	150	185	27	38	D	46.0	D	29.0	C
50	Forest Glade Dr. Commercial Access - Tecumseh Road	Signalized	EBT	1,108	150	185	24	35	C				
50	Forest Glade Dr. Commercial Access - Tecumseh Road	Signalized	EBR	216	150	185	22	35	C				
50	Forest Glade Dr. Commercial Access - Tecumseh Road	Signalized	WBL	81	50	100	26	36	D				
50	Forest Glade Dr. Commercial Access - Tecumseh Road	Signalized	WBT	709	50	100	10	16	B				
50	Forest Glade Dr. Commercial Access - Tecumseh Road	Signalized	WBR	14	50	100	8	13	B				

# Tecumseh Road Microsimulation

## Future Traffic Volumes - PM Peak Hour

### Measures of Effectiveness Details



Node	Location	Control	Mvmt.	Volume (All)	Modeled Queue (m)		Stop Delay (s)	Delay (s)	LOS	Critical Mvmt		Intersection	
					50th	95th				Delay (s)	LOS	Delay (s)	LOS
50	Forest Glade Dr. Commercial Access - Tecumseh R	Signalized	NBL	205	45	95	33	44	D				
50	Forest Glade Dr. Commercial Access - Tecumseh R	Signalized	NBT	34	45	95	33	46	D				
50	Forest Glade Dr. Commercial Access - Tecumseh R	Signalized	NBR	132	45	95	2	9	A				
50	Forest Glade Dr. Commercial Access - Tecumseh R	Signalized	SBL	40	10	25	29	39	D				
50	Forest Glade Dr. Commercial Access - Tecumseh R	Signalized	SBT	39	10	25	25	33	C				
50	Forest Glade Dr. Commercial Access - Tecumseh R	Signalized	SBR	32	10	25	2	8	A				
60	Clover Avenue - Tecumseh Road	Signalized	EBL	214	70	120	16	26	C	36.0	D	16.9	B
60	Clover Avenue - Tecumseh Road	Signalized	EBT	1,040	70	120	9	15	B				
60	Clover Avenue - Tecumseh Road	Signalized	WBT	659	40	65	11	16	B				
60	Clover Avenue - Tecumseh Road	Signalized	WBR	78	40	65	10	17	B				
60	Clover Avenue - Tecumseh Road	Signalized	SBL	101	20	35	29	36	D				
60	Clover Avenue - Tecumseh Road	Signalized	SBR	143	20	35	1	8	A				
70	Banwell Road - Tecumseh Road	Signalized	EBL	241	55	110	16	24	C	35.0	C	24.4	C
70	Banwell Road - Tecumseh Road	Signalized	EBT	802	55	110	18	25	C				
70	Banwell Road - Tecumseh Road	Signalized	EBR	110	55	110	1	7	A				
70	Banwell Road - Tecumseh Road	Signalized	WBL	167	30	45	19	26	C				
70	Banwell Road - Tecumseh Road	Signalized	WBT	461	30	45	16	21	C				
70	Banwell Road - Tecumseh Road	Signalized	WBR	236	30	45	1	7	A				
70	Banwell Road - Tecumseh Road	Signalized	NBL	167	50	80	20	27	C				
70	Banwell Road - Tecumseh Road	Signalized	NBT	490	50	80	25	33	C				
70	Banwell Road - Tecumseh Road	Signalized	NBR	135	50	80	13	20	B				
70	Banwell Road - Tecumseh Road	Signalized	SBL	170	40	70	26	35	C				
70	Banwell Road - Tecumseh Road	Signalized	SBT	289	40	70	26	34	C				
70	Banwell Road - Tecumseh Road	Signalized	SBR	113	40	70	3	8	A				
80	Metro Driveway - Tecumseh Road	Signalized	EBT	995	15	30	2	3	A	40.0	D	6.4	A
80	Metro Driveway - Tecumseh Road	Signalized	EBR	120	15	30	0	3	A				
80	Metro Driveway - Tecumseh Road	Signalized	WBL	6	25	45	6	13	B				
80	Metro Driveway - Tecumseh Road	Signalized	WBT	752	25	45	3	6	A				
80	Metro Driveway - Tecumseh Road	Signalized	NBL	119	20	40	33	40	D				
80	Metro Driveway - Tecumseh Road	Signalized	NBR	3	20	40	11	17	B				
90	Southfield Drive - Tecumseh Road	Signalized	EBL	38	65	110	13	22	C	30.0	C	14.7	B
90	Southfield Drive - Tecumseh Road	Signalized	EBT	851	65	110	8	16	B				
90	Southfield Drive - Tecumseh Road	Signalized	EBR	103	65	110	7	14	B				
90	Southfield Drive - Tecumseh Road	Signalized	WBL	38	30	60	20	30	C				
90	Southfield Drive - Tecumseh Road	Signalized	WBT	629	30	60	7	13	B				
90	Southfield Drive - Tecumseh Road	Signalized	WBR	27	30	60	4	9	A				
90	Southfield Drive - Tecumseh Road	Signalized	NBL	82	10	25	13	19	B				
90	Southfield Drive - Tecumseh Road	Signalized	NBT	2	10	25	0	2	A				
90	Southfield Drive - Tecumseh Road	Signalized	NBR	65	10	25	1	6	A				
90	Southfield Drive - Tecumseh Road	Signalized	SBL	7	5	10	16	21	C				
90	Southfield Drive - Tecumseh Road	Signalized	SBT	5	5	10	12	18	B				
90	Southfield Drive - Tecumseh Road	Signalized	SBR	44	5	10	1	5	A				

# Tecumseh Road Microsimulation

## Future Traffic Volumes - PM Peak Hour

### Measures of Effectiveness Details



Node	Location	Control	Mvmt.	Volume (All)	Modeled Queue (m)		Stop Delay (s)	Delay (s)	LOS	Critical Mvmt		Intersection	
					50th	95th				Delay (s)	LOS	Delay (s)	LOS
100	Shawnee Road - Tecumseh Road	Signalized	EBL	72	50	95	9	17	B	45.0	D	10.3	B
100	Shawnee Road - Tecumseh Road	Signalized	EBT	818	50	95	7	12	B				
100	Shawnee Road - Tecumseh Road	Signalized	EBR	34	50	95	6	13	B				
100	Shawnee Road - Tecumseh Road	Signalized	WBL	12	20	40	5	11	B				
100	Shawnee Road - Tecumseh Road	Signalized	WBT	617	20	40	2	5	A				
100	Shawnee Road - Tecumseh Road	Signalized	WBR	38	20	40	2	6	A				
100	Shawnee Road - Tecumseh Road	Signalized	NBL	41	10	20	24	31	C				
100	Shawnee Road - Tecumseh Road	Signalized	NBT	0	10	20	0	0	A				
100	Shawnee Road - Tecumseh Road	Signalized	NBR	11	10	20	19	26	C				
100	Shawnee Road - Tecumseh Road	Signalized	SBL	22	0	15	23	31	C				
100	Shawnee Road - Tecumseh Road	Signalized	SBT	1	0	15	34	45	D				
100	Shawnee Road - Tecumseh Road	Signalized	SBR	29	0	15	1	6	A				
103	Poisson Street - Tecumseh Road	TWSC	EBT	786	0	30	0	1	A	16.0	C	1.1	A
103	Poisson Street - Tecumseh Road	TWSC	EBR	46	0	30	0	1	A				
103	Poisson Street - Tecumseh Road	TWSC	WBL	2	5	15	3	6	A				
103	Poisson Street - Tecumseh Road	TWSC	WBT	645	5	15	0	1	A				
103	Poisson Street - Tecumseh Road	TWSC	NBL	11	0	5	8	16	C				
103	Poisson Street - Tecumseh Road	TWSC	NBR	1	0	5	0	7	A				
106	Ste. Anne Street - Tecumseh Road	TWSC	EBT	754	0	30	0	2	A	14.0	B	1.2	A
106	Ste. Anne Street - Tecumseh Road	TWSC	EBR	46	0	30	0	2	A				
106	Ste. Anne Street - Tecumseh Road	TWSC	WBL	12	0	10	4	8	A				
106	Ste. Anne Street - Tecumseh Road	TWSC	WBT	684	0	10	0	0	A				
106	Ste. Anne Street - Tecumseh Road	TWSC	NBL	4	0	5	6	14	B				
106	Ste. Anne Street - Tecumseh Road	TWSC	NBR	3	0	5	4	11	B				
110	Lesperance Road - Tecumseh Road	Signalized	EBL	199	85	120	22	32	C	33.0	C	26.2	C
110	Lesperance Road - Tecumseh Road	Signalized	EBT	464	85	120	24	33	C				
110	Lesperance Road - Tecumseh Road	Signalized	EBR	117	85	120	13	23	C				
110	Lesperance Road - Tecumseh Road	Signalized	WBL	133	45	95	14	22	C				
110	Lesperance Road - Tecumseh Road	Signalized	WBT	387	45	95	20	27	C				

# Tecumseh Road Microsimulation

## Future Traffic Volumes - PM Peak Hour

### Measures of Effectiveness Details



Node	Location	Control	Mvmt.	Volume (All)	Modeled Queue (m)		Stop Delay (s)	Delay (s)	LOS	Critical Mvmt		Intersection	
					50th	95th				Delay (s)	LOS	Delay (s)	LOS
110	Lesperance Road - Tecumseh Road	Signalized	WBR	55	45	95	3	9	A				
110	Lesperance Road - Tecumseh Road	Signalized	NBL	199	70	75	22	31	C				
110	Lesperance Road - Tecumseh Road	Signalized	NBT	358	70	75	24	31	C				
110	Lesperance Road - Tecumseh Road	Signalized	NBR	237	70	75	5	10	A				
110	Lesperance Road - Tecumseh Road	Signalized	SBL	77	40	85	16	23	C				
110	Lesperance Road - Tecumseh Road	Signalized	SBT	279	40	85	23	31	C				
110	Lesperance Road - Tecumseh Road	Signalized	SBR	148	40	85	1	9	A				
112	Lesperance Road - Alleyway	TWSC	WBL	11	0	10	6	15	B	20.0	C	4.1	A
112	Lesperance Road - Alleyway	TWSC	WBR	10	0	10	11	20	C				
112	Lesperance Road - Alleyway	TWSC	NBT	789	50	60	4	6	A				
112	Lesperance Road - Alleyway	TWSC	NBR	0	50	60	0	0	A				
112	Lesperance Road - Alleyway	TWSC	SBL	21	0	10	13	19	C				
112	Lesperance Road - Alleyway	TWSC	SBT	506	0	10	0	0	A				
113	Lesperance Road - Lanoue Street	TWSC	WBL	10	5	10	11	21	C	21.0	C	5.2	A
113	Lesperance Road - Lanoue Street	TWSC	WBR	9	5	10	9	21	C				
113	Lesperance Road - Lanoue Street	TWSC	NBT	774	20	85	4	8	A				
113	Lesperance Road - Lanoue Street	TWSC	NBR	0	20	85	0	0	A				
113	Lesperance Road - Lanoue Street	TWSC	SBL	20	0	10	8	11	B				
113	Lesperance Road - Lanoue Street	TWSC	SBT	499	0	10	0	0	A				
120	Lacasse Boulevard - Tecumseh Road	Signalized	EBL	139	60	150	11	18	B	39.0	D	17.9	B
120	Lacasse Boulevard - Tecumseh Road	Signalized	EBT	645	60	150	6	10	A				
120	Lacasse Boulevard - Tecumseh Road	Signalized	WBT	501	80	135	11	21	C				
120	Lacasse Boulevard - Tecumseh Road	Signalized	WBR	180	80	135	10	17	B				
120	Lacasse Boulevard - Tecumseh Road	Signalized	SBL	201	30	65	29	39	D				
120	Lacasse Boulevard - Tecumseh Road	Signalized	SBR	79	30	65	3	10	A				
130	Green Valley Drive - Tecumseh Road	Signalized	EBL	97	30	55	6	11	B	21.0	C	10.4	B
130	Green Valley Drive - Tecumseh Road	Signalized	EBT	707	30	55	5	9	A				
130	Green Valley Drive - Tecumseh Road	Signalized	EBR	47	30	55	3	7	A				
130	Green Valley Drive - Tecumseh Road	Signalized	WBL	7	30	45	10	15	B				
130	Green Valley Drive - Tecumseh Road	Signalized	WBT	630	30	45	7	12	B				
130	Green Valley Drive - Tecumseh Road	Signalized	WBR	45	30	45	4	9	A				
130	Green Valley Drive - Tecumseh Road	Signalized	NBL	14	5	10	10	15	B				
130	Green Valley Drive - Tecumseh Road	Signalized	NBT	3	5	10	15	21	C				
130	Green Valley Drive - Tecumseh Road	Signalized	NBR	22	5	10	1	6	A				
130	Green Valley Drive - Tecumseh Road	Signalized	SBL	42	5	15	12	17	B				
130	Green Valley Drive - Tecumseh Road	Signalized	SBT	1	5	15	0	0	A				
130	Green Valley Drive - Tecumseh Road	Signalized	SBR	35	5	15	1	7	A				
140	Manning Road - Tecumseh Road	Signalized	EBL	151	40	65	12	17	B	84.0	F	28.8	C
140	Manning Road - Tecumseh Road	Signalized	EBT	280	40	65	15	22	C				
140	Manning Road - Tecumseh Road	Signalized	EBR	336	40	65	2	12	B				
140	Manning Road - Tecumseh Road	Signalized	WBL	145	20	35	11	16	B				
140	Manning Road - Tecumseh Road	Signalized	WBT	204	20	35	15	21	C				
140	Manning Road - Tecumseh Road	Signalized	WBR	36	20	35	6	9	A				
140	Manning Road - Tecumseh Road	Signalized	NBL	349	65	135	58	84	F				
140	Manning Road - Tecumseh Road	Signalized	NBT	502	65	135	24	34	C				
140	Manning Road - Tecumseh Road	Signalized	NBR	129	65	135	1	4	A				
140	Manning Road - Tecumseh Road	Signalized	SBL	42	25	40	13	19	B				
140	Manning Road - Tecumseh Road	Signalized	SBT	402	25	40	17	24	C				
140	Manning Road - Tecumseh Road	Signalized	SBR	124	25	40	0	5	A				

# Tecumseh Road Microsimulation

## Future Traffic Volumes - PM Peak Hour

### Measures of Effectiveness Summary



ID	Intersection Name	Control Type	Number of Vehicles	50th Percentile Queue Length (m)	95th Percentile Queue Length (m)	Average Vehicle Delay (sec)	Average Stopping Delay (sec)	LOS
10	Lauzon Parkway - Tecumseh Road	Signalized	6,035	201.0	229.1	61.7	46.8	E
20	Annie Street - Tecumseh Road	Signalized	3,154	52.1	113.1	13.5	8.3	B
30	Lauzon Road - Tecumseh Road	Signalized	3,806	75.4	133.9	37.3	26.1	D
40	Yolanda St. Commercial Access - Tecumseh Road	Signalized	2,658	21.1	55.4	10.3	6.4	B
50	Forest Glade Dr. Commercial Access - Tecumseh Road	Signalized	2,621	98.5	139.4	29.0	19.6	C
60	Clover Avenue - Tecumseh Road	Signalized	2,235	54.6	92.6	16.9	10.7	B
70	Banwell Road - Tecumseh Road	Signalized	3,381	44.9	79.6	24.4	17.4	C
80	Metro Driveway - Tecumseh Road	Signalized	1,995	19.1	36.3	6.4	4.1	A
90	Southfield Drive - Tecumseh Road	Signalized	1,891	46.0	82.0	14.7	7.7	B
100	Shawnee Road - Tecumseh Road	Signalized	1,695	35.4	68.6	10.3	5.7	B
103	Poisson Street - Tecumseh Road	TWSC	1,491	2.2	23.3	1.1	0.1	-
106	Ste. Anne Street - Tecumseh Road	TWSC	1,503	0.0	20.6	1.2	0.1	-
110	Lesperance Road - Tecumseh Road	Signalized	2,653	63.3	94.5	26.2	18.4	C
112	Lesperance Road - Alleyway	TWSC	1,337	29.5	39.5	4.1	2.7	-
113	Lesperance Road - Lanoue Street	TWSC	1,312	11.9	54.2	5.2	2.6	-
120	Lacasse Boulevard - Tecumseh Road	Signalized	1,745	63.0	130.5	17.9	10.8	B
130	Green Valley Drive - Tecumseh Road	Signalized	1,650	28.2	47.9	10.4	5.9	B
140	Manning Road - Tecumseh Road	Signalized	2,700	43.1	80.9	28.8	19.0	C
150	Arlington Boulevard - Tecumseh Road	AWSC	917	45.1	95.8	31.4	2.8	C
160	Brighton Road - Tecumseh Road	Roundabout	1,002	15.0	30.0	3.2	0.3	A

# Tecumseh Road Microsimulation

## Future Traffic Volumes and Lane Geometry - AM Peak Hour

### Measures of Effectiveness Details



Node	Location	Control	Mvmt.	Volume (All)	Modeled Queue (m)		Stop Delay (s)	Delay (s)	LOS	Critical Mvmt		Intersection	
					50th	95th				Delay (s)	LOS	Delay (s)	LOS
10	Lauzon Parkway - Tecumseh Road	Signalized	EBL	186	35	55	17	25	C	29.0	C	23.3	C
10	Lauzon Parkway - Tecumseh Road	Signalized	EBT	616	35	55	18	24	C				
10	Lauzon Parkway - Tecumseh Road	Signalized	EBR	158	35	55	7	13	B				
10	Lauzon Parkway - Tecumseh Road	Signalized	WBL	126	50	65	12	18	B				
10	Lauzon Parkway - Tecumseh Road	Signalized	WBT	794	50	65	20	28	C				
10	Lauzon Parkway - Tecumseh Road	Signalized	WBR	48	50	65	12	22	C				
10	Lauzon Parkway - Tecumseh Road	Signalized	NBL	247	40	55	20	29	C				
10	Lauzon Parkway - Tecumseh Road	Signalized	NBT	390	40	55	19	26	C				
10	Lauzon Parkway - Tecumseh Road	Signalized	NBR	104	40	55	0	5	A				
10	Lauzon Parkway - Tecumseh Road	Signalized	SBL	88	35	50	15	22	C				
10	Lauzon Parkway - Tecumseh Road	Signalized	SBT	560	35	50	20	27	C				
10	Lauzon Parkway - Tecumseh Road	Signalized	SBR	338	35	50	2	10	A				
20	Annie Street - Tecumseh Road	Signalized	EBL	30	15	35	2	6	A	33.0	C	6.6	A
20	Annie Street - Tecumseh Road	Signalized	EBT	738	15	35	2	4	A				
20	Annie Street - Tecumseh Road	Signalized	EBR	34	15	35	0	2	A				
20	Annie Street - Tecumseh Road	Signalized	WBL	34	25	40	9	13	B				
20	Annie Street - Tecumseh Road	Signalized	WBT	943	25	40	6	8	A				
20	Annie Street - Tecumseh Road	Signalized	WBR	28	25	40	4	6	A				
20	Annie Street - Tecumseh Road	Signalized	NBL	16	0	10	20	24	C				
20	Annie Street - Tecumseh Road	Signalized	NBT	0	0	10	0	0	A				
20	Annie Street - Tecumseh Road	Signalized	NBR	12	0	10	0	6	A				
20	Annie Street - Tecumseh Road	Signalized	SBL	12	5	10	28	33	C				
20	Annie Street - Tecumseh Road	Signalized	SBT	0	5	10	0	0	A				
20	Annie Street - Tecumseh Road	Signalized	SBR	14	5	10	1	6	A				
30	Lauzon Road - Tecumseh Road	Signalized	EBL	106	15	30	10	16	B	24.0	C	12.0	B
30	Lauzon Road - Tecumseh Road	Signalized	EBT	570	15	30	4	6	A				
30	Lauzon Road - Tecumseh Road	Signalized	EBR	90	15	30	1	4	A				
30	Lauzon Road - Tecumseh Road	Signalized	WBL	61	30	50	5	10	A				
30	Lauzon Road - Tecumseh Road	Signalized	WBT	770	30	50	8	10	A				
30	Lauzon Road - Tecumseh Road	Signalized	WBR	118	30	50	3	7	A				
30	Lauzon Road - Tecumseh Road	Signalized	NBL	152	20	30	15	22	C				
30	Lauzon Road - Tecumseh Road	Signalized	NBT	146	20	30	18	22	C				
30	Lauzon Road - Tecumseh Road	Signalized	NBR	67	20	30	19	24	C				
30	Lauzon Road - Tecumseh Road	Signalized	SBL	64	20	35	16	20	B				
30	Lauzon Road - Tecumseh Road	Signalized	SBT	150	20	35	15	22	C				
30	Lauzon Road - Tecumseh Road	Signalized	SBR	92	20	35	9	14	B				
40	Yolanda St. Commercial Access - Tecumseh Road	Signalized	EBL	12	15	25	8	14	B	25.0	C	10.4	B
40	Yolanda St. Commercial Access - Tecumseh Road	Signalized	EBT	669	15	25	3	5	A				
40	Yolanda St. Commercial Access - Tecumseh Road	Signalized	EBR	25	15	25	0	3	A				
40	Yolanda St. Commercial Access - Tecumseh Road	Signalized	WBL	23	40	75	10	18	B				
40	Yolanda St. Commercial Access - Tecumseh Road	Signalized	WBT	918	40	75	9	14	B				
40	Yolanda St. Commercial Access - Tecumseh Road	Signalized	WBR	24	40	75	8	12	B				
40	Yolanda St. Commercial Access - Tecumseh Road	Signalized	NBL	19	0	15	20	25	C				
40	Yolanda St. Commercial Access - Tecumseh Road	Signalized	NBT	0	0	15	0	0	A				
40	Yolanda St. Commercial Access - Tecumseh Road	Signalized	NBR	0	0	15	0	0	A				
40	Yolanda St. Commercial Access - Tecumseh Road	Signalized	SBL	0	0	5	0	0	A				
40	Yolanda St. Commercial Access - Tecumseh Road	Signalized	SBT	1	0	5	0	0	A				
40	Yolanda St. Commercial Access - Tecumseh Road	Signalized	SBR	14	0	5	0	6	A				
50	Forest Glade Dr. Commercial Access - Tecumseh Road	Signalized	EBL	40	65	95	26	39	D	39.0	D	26.2	C
50	Forest Glade Dr. Commercial Access - Tecumseh Road	Signalized	EBT	516	65	95	21	32	C				
50	Forest Glade Dr. Commercial Access - Tecumseh Road	Signalized	EBR	108	65	95	17	28	C				
50	Forest Glade Dr. Commercial Access - Tecumseh Road	Signalized	WBL	143	60	105	18	24	C				
50	Forest Glade Dr. Commercial Access - Tecumseh Road	Signalized	WBT	796	60	105	14	22	C				
50	Forest Glade Dr. Commercial Access - Tecumseh Road	Signalized	WBR	110	60	105	13	20	B				

# Tecumseh Road Microsimulation

## Future Traffic Volumes and Lane Geometry - AM Peak Hour

### Measures of Effectiveness Details



Node	Location	Control	Mvmt.	Volume (All)	Modeled Queue (m)		Stop Delay (s)	Delay (s)	LOS	Critical Mvmt		Intersection	
					50th	95th				Delay (s)	LOS	Delay (s)	LOS
50	Forest Glade Dr. Commercial Access - Tecumseh R	Signalized	NBL	166	45	85	26	37	D				
50	Forest Glade Dr. Commercial Access - Tecumseh R	Signalized	NBT	102	45	85	26	38	D				
50	Forest Glade Dr. Commercial Access - Tecumseh R	Signalized	NBR	153	45	85	2	8	A				
50	Forest Glade Dr. Commercial Access - Tecumseh R	Signalized	SBL	32	10	30	28	37	D				
50	Forest Glade Dr. Commercial Access - Tecumseh R	Signalized	SBT	56	10	30	24	32	C				
50	Forest Glade Dr. Commercial Access - Tecumseh R	Signalized	SBR	10	10	30	1	5	A				
60	Clover Avenue - Tecumseh Road	Signalized	EBL	250	45	75	18	28	C	38.0	D	27.6	C
60	Clover Avenue - Tecumseh Road	Signalized	EBT	452	45	75	11	16	B				
60	Clover Avenue - Tecumseh Road	Signalized	WBT	685	70	100	24	33	C				
60	Clover Avenue - Tecumseh Road	Signalized	WBR	154	70	100	22	34	C				
60	Clover Avenue - Tecumseh Road	Signalized	SBL	176	40	80	30	38	D				
60	Clover Avenue - Tecumseh Road	Signalized	SBR	366	40	80	4	24	C				
70	Banwell Road - Tecumseh Road	Signalized	EBL	126	25	45	18	26	C	50.0	D	23.5	C
70	Banwell Road - Tecumseh Road	Signalized	EBT	388	25	45	13	18	B				
70	Banwell Road - Tecumseh Road	Signalized	EBR	110	25	45	0	3	A				
70	Banwell Road - Tecumseh Road	Signalized	WBL	108	30	45	11	16	B				
70	Banwell Road - Tecumseh Road	Signalized	WBT	545	30	45	15	20	B				
70	Banwell Road - Tecumseh Road	Signalized	WBR	96	30	45	1	6	A				
70	Banwell Road - Tecumseh Road	Signalized	NBL	202	35	45	38	50	D				
70	Banwell Road - Tecumseh Road	Signalized	NBT	236	35	45	20	28	C				
70	Banwell Road - Tecumseh Road	Signalized	NBR	104	35	45	6	12	B				
70	Banwell Road - Tecumseh Road	Signalized	SBL	148	65	85	16	24	C				
70	Banwell Road - Tecumseh Road	Signalized	SBT	501	65	85	24	33	C				
70	Banwell Road - Tecumseh Road	Signalized	SBR	100	65	85	4	9	A				
80	Metro Driveway - Tecumseh Road	Signalized	EBT	587	10	25	2	4	A	41.0	D	4.8	A
80	Metro Driveway - Tecumseh Road	Signalized	EBR	56	10	25	0	1	A				
80	Metro Driveway - Tecumseh Road	Signalized	WBL	0	15	45	0	0	A				
80	Metro Driveway - Tecumseh Road	Signalized	WBT	740	15	45	2	5	A				
80	Metro Driveway - Tecumseh Road	Signalized	NBL	13	0	15	35	41	D				
80	Metro Driveway - Tecumseh Road	Signalized	NBR	0	0	15	0	0	A				
90	Southfield Drive - Tecumseh Road	Signalized	EBL	38	40	100	20	34	C	40.0	D	19.7	B
90	Southfield Drive - Tecumseh Road	Signalized	EBT	434	40	100	8	14	B				
90	Southfield Drive - Tecumseh Road	Signalized	EBR	119	40	100	1	6	A				
90	Southfield Drive - Tecumseh Road	Signalized	WBL	66	100	220	26	40	D				
90	Southfield Drive - Tecumseh Road	Signalized	WBT	594	100	220	16	26	C				
90	Southfield Drive - Tecumseh Road	Signalized	WBR	46	100	220	10	18	B				
90	Southfield Drive - Tecumseh Road	Signalized	NBL	108	15	30	12	18	B				
90	Southfield Drive - Tecumseh Road	Signalized	NBT	0	15	30	0	0	A				
90	Southfield Drive - Tecumseh Road	Signalized	NBR	52	15	30	2	6	A				
90	Southfield Drive - Tecumseh Road	Signalized	SBL	5	5	15	14	22	C				
90	Southfield Drive - Tecumseh Road	Signalized	SBT	0	5	15	0	0	A				
90	Southfield Drive - Tecumseh Road	Signalized	SBR	40	5	15	1	6	A				

# Tecumseh Road Microsimulation

## Future Traffic Volumes and Lane Geometry - AM Peak Hour

### Measures of Effectiveness Details



Node	Location	Control	Mvmt.	Volume (All)	Modeled Queue (m)		Stop Delay (s)	Delay (s)	LOS	Critical Mvmt		Intersection	
					50th	95th				Delay (s)	LOS	Delay (s)	LOS
100	Shawnee Road - Tecumseh Road	Signalized	EBL	10	35	95	14	22	C	37.0	D	10.7	B
100	Shawnee Road - Tecumseh Road	Signalized	EBT	456	35	95	6	12	B				
100	Shawnee Road - Tecumseh Road	Signalized	EBR	26	35	95	6	10	A				
100	Shawnee Road - Tecumseh Road	Signalized	WBL	5	50	95	8	16	B				
100	Shawnee Road - Tecumseh Road	Signalized	WBT	648	50	95	4	8	A				
100	Shawnee Road - Tecumseh Road	Signalized	WBR	12	50	95	4	8	A				
100	Shawnee Road - Tecumseh Road	Signalized	NBL	35	5	20	25	32	C				
100	Shawnee Road - Tecumseh Road	Signalized	NBT	0	5	20	0	0	A				
100	Shawnee Road - Tecumseh Road	Signalized	NBR	3	5	20	30	37	D				
100	Shawnee Road - Tecumseh Road	Signalized	SBL	14	0	10	24	31	C				
100	Shawnee Road - Tecumseh Road	Signalized	SBT	0	0	10	0	0	A				
100	Shawnee Road - Tecumseh Road	Signalized	SBR	26	0	10	2	8	A				
103	Poisson Street - Tecumseh Road	TWSC	EBT	438	0	15	0	1	A	14.0	B	1.2	A
103	Poisson Street - Tecumseh Road	TWSC	EBR	12	0	15	0	1	A				
103	Poisson Street - Tecumseh Road	TWSC	WBL	8	0	10	2	4	A				
103	Poisson Street - Tecumseh Road	TWSC	WBT	646	0	10	0	1	A				
103	Poisson Street - Tecumseh Road	TWSC	NBL	14	0	5	6	14	B				
103	Poisson Street - Tecumseh Road	TWSC	NBR	1	0	5	2	10	A				
106	Ste. Anne Street - Tecumseh Road	TWSC	EBT	406	0	45	0	2	A	10.0	A	2.2	A
106	Ste. Anne Street - Tecumseh Road	TWSC	EBR	28	0	45	0	2	A				
106	Ste. Anne Street - Tecumseh Road	TWSC	WBL	38	0	50	2	5	A				
106	Ste. Anne Street - Tecumseh Road	TWSC	WBT	666	0	50	0	2	A				
106	Ste. Anne Street - Tecumseh Road	TWSC	NBL	2	0	5	0	0	A				
106	Ste. Anne Street - Tecumseh Road	TWSC	NBR	10	0	5	1	10	A				
110	Lesperance Road - Tecumseh Road	Signalized	EBL	86	35	80	14	24	C	32.0	C	17.8	B
110	Lesperance Road - Tecumseh Road	Signalized	EBT	276	35	80	6	14	B				
110	Lesperance Road - Tecumseh Road	Signalized	EBR	75	35	80	6	12	B				
110	Lesperance Road - Tecumseh Road	Signalized	WBL	212	40	105	12	22	C				
110	Lesperance Road - Tecumseh Road	Signalized	WBT	439	40	105	8	14	B				

# Tecumseh Road Microsimulation

## Future Traffic Volumes and Lane Geometry - AM Peak Hour

### Measures of Effectiveness Details



Node	Location	Control	Mvmt.	Volume (All)	Modeled Queue (m)		Stop Delay (s)	Delay (s)	LOS	Critical Mvmt		Intersection	
					50th	95th				Delay (s)	LOS	Delay (s)	LOS
110	Lesperance Road - Tecumseh Road	Signalized	WBR	44	40	105	6	11	B				
110	Lesperance Road - Tecumseh Road	Signalized	NBL	158	25	55	21	32	C				
110	Lesperance Road - Tecumseh Road	Signalized	NBT	220	25	55	10	16	B				
110	Lesperance Road - Tecumseh Road	Signalized	NBR	139	25	55	1	7	A				
110	Lesperance Road - Tecumseh Road	Signalized	SBL	62	40	110	16	25	C				
110	Lesperance Road - Tecumseh Road	Signalized	SBT	365	40	110	15	23	C				
110	Lesperance Road - Tecumseh Road	Signalized	SBR	118	40	110	3	12	B				
112	Lesperance Road - Alleyway	TWSC	WBL	12	5	10	2	9	A	9.0	A	0.2	A
112	Lesperance Road - Alleyway	TWSC	WBR	9	5	10	1	8	A				
112	Lesperance Road - Alleyway	TWSC	NBT	508	0	0	0	0	A				
112	Lesperance Road - Alleyway	TWSC	NBR	0	0	0	0	0	A				
112	Lesperance Road - Alleyway	TWSC	SBL	22	0	0	1	5	A				
112	Lesperance Road - Alleyway	TWSC	SBT	626	0	0	0	0	A				
113	Lesperance Road - Lanoue Street	TWSC	WBL	10	5	5	6	16	C	16.0	C	0.8	A
113	Lesperance Road - Lanoue Street	TWSC	WBR	9	5	5	2	10	A				
113	Lesperance Road - Lanoue Street	TWSC	NBT	501	0	15	0	0	A				
113	Lesperance Road - Lanoue Street	TWSC	NBR	0	0	15	0	0	A				
113	Lesperance Road - Lanoue Street	TWSC	SBL	24	0	20	1	4	A				
113	Lesperance Road - Lanoue Street	TWSC	SBT	615	0	20	0	1	A				
120	Lacasse Boulevard - Tecumseh Road	Signalized	EBL	120	20	60	8	14	B	34.0	C	14.3	B
120	Lacasse Boulevard - Tecumseh Road	Signalized	EBT	362	20	60	3	6	A				
120	Lacasse Boulevard - Tecumseh Road	Signalized	WBT	494	65	100	9	16	B				
120	Lacasse Boulevard - Tecumseh Road	Signalized	WBR	126	65	100	8	14	B				
120	Lacasse Boulevard - Tecumseh Road	Signalized	SBL	155	25	50	26	34	C				
120	Lacasse Boulevard - Tecumseh Road	Signalized	SBR	204	25	50	2	10	A				
130	Green Valley Drive - Tecumseh Road	Signalized	EBL	30	20	35	7	12	B	16.0	B	9.3	A
130	Green Valley Drive - Tecumseh Road	Signalized	EBT	442	20	35	5	9	A				
130	Green Valley Drive - Tecumseh Road	Signalized	EBR	42	20	35	2	6	A				
130	Green Valley Drive - Tecumseh Road	Signalized	WBL	28	25	40	7	14	B				
130	Green Valley Drive - Tecumseh Road	Signalized	WBT	532	25	40	6	10	A				
130	Green Valley Drive - Tecumseh Road	Signalized	WBR	42	25	40	2	6	A				
130	Green Valley Drive - Tecumseh Road	Signalized	NBL	4	0	5	10	16	B				
130	Green Valley Drive - Tecumseh Road	Signalized	NBT	0	0	5	0	0	A				
130	Green Valley Drive - Tecumseh Road	Signalized	NBR	0	0	5	0	0	A				
130	Green Valley Drive - Tecumseh Road	Signalized	SBL	18	5	20	8	14	B				
130	Green Valley Drive - Tecumseh Road	Signalized	SBT	0	5	20	0	0	A				
130	Green Valley Drive - Tecumseh Road	Signalized	SBR	84	5	20	1	6	A				
140	Manning Road - Tecumseh Road	Signalized	EBL	116	20	40	8	14	B	26.0	C	17.0	B
140	Manning Road - Tecumseh Road	Signalized	EBT	106	20	40	10	16	B				
140	Manning Road - Tecumseh Road	Signalized	EBR	234	20	40	1	8	A				
140	Manning Road - Tecumseh Road	Signalized	WBL	114	15	35	8	13	B				
140	Manning Road - Tecumseh Road	Signalized	WBT	255	15	35	12	20	B				
140	Manning Road - Tecumseh Road	Signalized	WBR	10	15	35	6	10	A				
140	Manning Road - Tecumseh Road	Signalized	NBL	240	10	30	17	26	C				
140	Manning Road - Tecumseh Road	Signalized	NBT	266	10	30	12	18	B				
140	Manning Road - Tecumseh Road	Signalized	NBR	49	10	30	0	1	A				
140	Manning Road - Tecumseh Road	Signalized	SBL	32	25	35	10	15	B				
140	Manning Road - Tecumseh Road	Signalized	SBT	344	25	35	16	23	C				
140	Manning Road - Tecumseh Road	Signalized	SBR	102	25	35	0	4	A				

# Tecumseh Road Microsimulation

## Future Traffic Volumes and Lane Geometry - AM Peak Hour

### Measures of Effectiveness Summary



ID	Intersection Name	Control Type	Number of Vehicles	50th Percentile Queue Length (m)	95th Percentile Queue Length (m)	Average Vehicle Delay (sec)	Average Stopping Delay (sec)	LOS
10	Lauzon Parkway - Tecumseh Road	Signalized	3,655	40.0	56.3	23.3	16.1	C
20	Annie Street - Tecumseh Road	Signalized	1,861	20.0	37.0	6.6	4.5	A
30	Lauzon Road - Tecumseh Road	Signalized	2,386	22.4	38.6	12.0	8.6	B
40	Yolanda St. Commercial Access - Tecumseh Road	Signalized	1,705	28.9	53.0	10.4	6.5	B
50	Forest Glade Dr. Commercial Access - Tecumseh Road	Signalized	2,232	56.5	95.0	26.2	17.2	C
60	Clover Avenue - Tecumseh Road	Signalized	2,083	53.8	86.4	27.6	17.3	C
70	Banwell Road - Tecumseh Road	Signalized	2,664	39.7	56.2	23.5	16.7	C
80	Metro Driveway - Tecumseh Road	Signalized	1,396	12.6	35.5	4.8	2.2	A
90	Southfield Drive - Tecumseh Road	Signalized	1,502	64.5	146.4	19.7	11.7	B
100	Shawnee Road - Tecumseh Road	Signalized	1,235	41.0	89.9	10.7	5.7	B
103	Poisson Street - Tecumseh Road	TWSC	1,119	0.0	11.9	1.2	0.1	-
106	Ste. Anne Street - Tecumseh Road	TWSC	1,150	0.0	47.6	2.2	0.1	-
110	Lesperance Road - Tecumseh Road	Signalized	2,194	35.5	89.5	17.8	10.1	B
112	Lesperance Road - Alleyway	TWSC	1,177	0.1	0.2	0.2	0.0	-
113	Lesperance Road - Lanoue Street	TWSC	1,159	0.1	17.6	0.8	0.1	-
120	Lacasse Boulevard - Tecumseh Road	Signalized	1,461	40.3	74.5	14.3	8.2	B
130	Green Valley Drive - Tecumseh Road	Signalized	1,222	21.1	36.1	9.3	5.1	A
140	Manning Road - Tecumseh Road	Signalized	1,868	17.3	34.7	17.0	10.4	B
150	Arlington Boulevard - Tecumseh Road	AWSC	675	27.3	73.5	21.2	2.9	C
160	Brighton Road - Tecumseh Road	Roundabout	710	6.9	23.7	2.3	0.0	A

# Tecumseh Road Microsimulation

## Future Traffic Volumes and Lane Geometry - PM Peak Hour

### Measures of Effectiveness Details



Node	Location	Control	Mvmt.	Volume (All)	Modeled Queue (m)		Stop Delay (s)	Delay (s)	LOS	Critical Mvmt		Intersection	
					50th	95th				Delay (s)	LOS	Delay (s)	LOS
10	Lauzon Parkway - Tecumseh Road	Signalized	EBL	303	325	330	76	102	F	184.0	F	63.9	E
10	Lauzon Parkway - Tecumseh Road	Signalized	EBT	1,530	325	330	46	59	E				
10	Lauzon Parkway - Tecumseh Road	Signalized	EBR	322	325	330	41	58	E				
10	Lauzon Parkway - Tecumseh Road	Signalized	WBL	178	75	140	65	79	E				
10	Lauzon Parkway - Tecumseh Road	Signalized	WBT	1,144	75	140	36	45	D				
10	Lauzon Parkway - Tecumseh Road	Signalized	WBR	48	75	140	31	44	D				
10	Lauzon Parkway - Tecumseh Road	Signalized	NBL	294	265	305	139	184	F				
10	Lauzon Parkway - Tecumseh Road	Signalized	NBT	810	265	305	78	101	F				
10	Lauzon Parkway - Tecumseh Road	Signalized	NBR	175	265	305	9	23	C				
10	Lauzon Parkway - Tecumseh Road	Signalized	SBL	140	45	65	39	53	D				
10	Lauzon Parkway - Tecumseh Road	Signalized	SBT	698	45	65	26	34	C				
10	Lauzon Parkway - Tecumseh Road	Signalized	SBR	374	45	65	4	15	B				
20	Annie Street - Tecumseh Road	Signalized	EBL	36	85	165	12	18	B	32.0	C	19.1	B
20	Annie Street - Tecumseh Road	Signalized	EBT	1,734	85	165	15	25	C				
20	Annie Street - Tecumseh Road	Signalized	EBR	36	85	165	9	14	B				
20	Annie Street - Tecumseh Road	Signalized	WBL	4	30	80	24	30	C				
20	Annie Street - Tecumseh Road	Signalized	WBT	1,256	30	80	7	11	B				
20	Annie Street - Tecumseh Road	Signalized	WBR	2	30	80	11	16	B				
20	Annie Street - Tecumseh Road	Signalized	NBL	41	10	20	24	31	C				
20	Annie Street - Tecumseh Road	Signalized	NBT	0	10	20	0	0	A				
20	Annie Street - Tecumseh Road	Signalized	NBR	5	10	20	4	12	B				
20	Annie Street - Tecumseh Road	Signalized	SBL	6	5	10	25	32	C				
20	Annie Street - Tecumseh Road	Signalized	SBT	0	5	10	0	0	A				
20	Annie Street - Tecumseh Road	Signalized	SBR	42	5	10	1	7	A				
30	Lauzon Road - Tecumseh Road	Signalized	EBL	300	140	215	55	76	E	76.0	E	40.5	D
30	Lauzon Road - Tecumseh Road	Signalized	EBT	1,263	140	215	38	54	D				
30	Lauzon Road - Tecumseh Road	Signalized	EBR	244	140	215	30	45	D				
30	Lauzon Road - Tecumseh Road	Signalized	WBL	81	50	85	24	31	C				
30	Lauzon Road - Tecumseh Road	Signalized	WBT	905	50	85	17	24	C				
30	Lauzon Road - Tecumseh Road	Signalized	WBR	120	50	85	12	20	B				
30	Lauzon Road - Tecumseh Road	Signalized	NBL	239	30	45	26	37	D				
30	Lauzon Road - Tecumseh Road	Signalized	NBT	207	30	45	22	29	C				
30	Lauzon Road - Tecumseh Road	Signalized	NBR	37	30	45	29	36	D				
30	Lauzon Road - Tecumseh Road	Signalized	SBL	90	25	50	16	21	C				
30	Lauzon Road - Tecumseh Road	Signalized	SBT	191	25	50	17	26	C				
30	Lauzon Road - Tecumseh Road	Signalized	SBR	139	25	50	15	22	C				
40	Yolanda St. Commercial Access - Tecumseh Road	Signalized	EBL	114	10	30	4	9	A	38.0	D	10.2	B
40	Yolanda St. Commercial Access - Tecumseh Road	Signalized	EBT	1,180	10	30	1	3	A				
40	Yolanda St. Commercial Access - Tecumseh Road	Signalized	EBR	80	10	30	0	2	A				
40	Yolanda St. Commercial Access - Tecumseh Road	Signalized	WBL	5	40	85	13	23	C				
40	Yolanda St. Commercial Access - Tecumseh Road	Signalized	WBT	926	40	85	10	15	B				
40	Yolanda St. Commercial Access - Tecumseh Road	Signalized	WBR	19	40	85	8	13	B				
40	Yolanda St. Commercial Access - Tecumseh Road	Signalized	NBL	95	10	40	29	38	D				
40	Yolanda St. Commercial Access - Tecumseh Road	Signalized	NBT	8	10	40	19	24	C				
40	Yolanda St. Commercial Access - Tecumseh Road	Signalized	NBR	41	10	40	1	7	A				
40	Yolanda St. Commercial Access - Tecumseh Road	Signalized	SBL	96	15	30	26	33	C				
40	Yolanda St. Commercial Access - Tecumseh Road	Signalized	SBT	7	15	30	24	31	C				
40	Yolanda St. Commercial Access - Tecumseh Road	Signalized	SBR	75	15	30	2	8	A				
50	Forest Glade Dr. Commercial Access - Tecumseh Road	Signalized	EBL	11	160	195	28	37	D	44.0	D	28.2	C
50	Forest Glade Dr. Commercial Access - Tecumseh Road	Signalized	EBT	1,114	160	195	24	34	C				
50	Forest Glade Dr. Commercial Access - Tecumseh Road	Signalized	EBR	221	160	195	24	36	D				
50	Forest Glade Dr. Commercial Access - Tecumseh Road	Signalized	WBL	78	45	105	21	29	C				
50	Forest Glade Dr. Commercial Access - Tecumseh Road	Signalized	WBT	709	45	105	10	16	B				
50	Forest Glade Dr. Commercial Access - Tecumseh Road	Signalized	WBR	14	45	105	9	16	B				

# Tecumseh Road Microsimulation

## Future Traffic Volumes and Lane Geometry - PM Peak Hour

### Measures of Effectiveness Details



Node	Location	Control	Mvmt.	Volume (All)	Modeled Queue (m)		Stop Delay (s)	Delay (s)	LOS	Critical Mvmt		Intersection	
					50th	95th				Delay (s)	LOS	Delay (s)	LOS
50	Forest Glade Dr. Commercial Access - Tecumseh R	Signalized	NBL	205	45	80	30	41	D				
50	Forest Glade Dr. Commercial Access - Tecumseh R	Signalized	NBT	34	45	80	31	44	D				
50	Forest Glade Dr. Commercial Access - Tecumseh R	Signalized	NBR	132	45	80	1	8	A				
50	Forest Glade Dr. Commercial Access - Tecumseh R	Signalized	SBL	40	10	30	28	37	D				
50	Forest Glade Dr. Commercial Access - Tecumseh R	Signalized	SBT	39	10	30	26	34	C				
50	Forest Glade Dr. Commercial Access - Tecumseh R	Signalized	SBR	32	10	30	2	8	A				
60	Clover Avenue - Tecumseh Road	Signalized	EBL	216	70	120	16	27	C	36.0	D	17.2	B
60	Clover Avenue - Tecumseh Road	Signalized	EBT	1,045	70	120	9	16	B				
60	Clover Avenue - Tecumseh Road	Signalized	WBT	653	40	65	10	15	B				
60	Clover Avenue - Tecumseh Road	Signalized	WBR	77	40	65	11	16	B				
60	Clover Avenue - Tecumseh Road	Signalized	SBL	102	20	35	28	36	D				
60	Clover Avenue - Tecumseh Road	Signalized	SBR	143	20	35	1	8	A				
70	Banwell Road - Tecumseh Road	Signalized	EBL	242	60	105	15	23	C	33.0	C	23.6	C
70	Banwell Road - Tecumseh Road	Signalized	EBT	801	60	105	17	24	C				
70	Banwell Road - Tecumseh Road	Signalized	EBR	109	60	105	1	6	A				
70	Banwell Road - Tecumseh Road	Signalized	WBL	166	30	45	17	24	C				
70	Banwell Road - Tecumseh Road	Signalized	WBT	455	30	45	16	21	C				
70	Banwell Road - Tecumseh Road	Signalized	WBR	236	30	45	1	7	A				
70	Banwell Road - Tecumseh Road	Signalized	NBL	168	50	80	20	27	C				
70	Banwell Road - Tecumseh Road	Signalized	NBT	490	50	80	25	33	C				
70	Banwell Road - Tecumseh Road	Signalized	NBR	135	50	80	13	20	B				
70	Banwell Road - Tecumseh Road	Signalized	SBL	170	40	70	24	31	C				
70	Banwell Road - Tecumseh Road	Signalized	SBT	289	40	70	25	33	C				
70	Banwell Road - Tecumseh Road	Signalized	SBR	113	40	70	4	8	A				
80	Metro Driveway - Tecumseh Road	Signalized	EBT	989	15	30	2	4	A	40.0	D	6.8	A
80	Metro Driveway - Tecumseh Road	Signalized	EBR	118	15	30	0	2	A				
80	Metro Driveway - Tecumseh Road	Signalized	WBL	6	25	45	6	12	B				
80	Metro Driveway - Tecumseh Road	Signalized	WBT	745	25	45	3	6	A				
80	Metro Driveway - Tecumseh Road	Signalized	NBL	119	20	40	33	40	D				
80	Metro Driveway - Tecumseh Road	Signalized	NBR	3	20	40	11	17	B				
90	Southfield Drive - Tecumseh Road	Signalized	EBL	36	135	190	26	47	D	51.0	D	23.8	C
90	Southfield Drive - Tecumseh Road	Signalized	EBT	847	135	190	17	29	C				
90	Southfield Drive - Tecumseh Road	Signalized	EBR	103	135	190	7	16	B				
90	Southfield Drive - Tecumseh Road	Signalized	WBL	40	70	130	37	51	D				
90	Southfield Drive - Tecumseh Road	Signalized	WBT	623	70	130	10	19	B				
90	Southfield Drive - Tecumseh Road	Signalized	WBR	37	70	130	7	13	B				
90	Southfield Drive - Tecumseh Road	Signalized	NBL	83	10	25	13	19	B				
90	Southfield Drive - Tecumseh Road	Signalized	NBT	2	10	25	5	8	A				
90	Southfield Drive - Tecumseh Road	Signalized	NBR	66	10	25	5	12	B				
90	Southfield Drive - Tecumseh Road	Signalized	SBL	7	5	10	7	12	B				
90	Southfield Drive - Tecumseh Road	Signalized	SBT	5	5	10	8	13	B				
90	Southfield Drive - Tecumseh Road	Signalized	SBR	44	5	10	1	6	A				

# Tecumseh Road Microsimulation

## Future Traffic Volumes and Lane Geometry - PM Peak Hour

### Measures of Effectiveness Details



Node	Location	Control	Mvmt.	Volume (All)	Modeled Queue (m)		Stop Delay (s)	Delay (s)	LOS	Critical Mvmt		Intersection	
					50th	95th				Delay (s)	LOS	Delay (s)	LOS
100	Shawnee Road - Tecumseh Road	Signalized	EBL	70	115	195	15	25	C	45.0	D	13.4	B
100	Shawnee Road - Tecumseh Road	Signalized	EBT	820	115	195	9	16	B				
100	Shawnee Road - Tecumseh Road	Signalized	EBR	35	115	195	10	17	B				
100	Shawnee Road - Tecumseh Road	Signalized	WBL	12	45	90	11	20	B				
100	Shawnee Road - Tecumseh Road	Signalized	WBT	634	45	90	3	7	A				
100	Shawnee Road - Tecumseh Road	Signalized	WBR	26	45	90	4	8	A				
100	Shawnee Road - Tecumseh Road	Signalized	NBL	41	10	20	23	30	C				
100	Shawnee Road - Tecumseh Road	Signalized	NBT	0	10	20	0	0	A				
100	Shawnee Road - Tecumseh Road	Signalized	NBR	11	10	20	19	26	C				
100	Shawnee Road - Tecumseh Road	Signalized	SBL	22	0	15	23	30	C				
100	Shawnee Road - Tecumseh Road	Signalized	SBT	1	0	15	34	45	D				
100	Shawnee Road - Tecumseh Road	Signalized	SBR	29	0	15	3	8	A				
103	Poisson Street - Tecumseh Road	TWSC	EBT	780	5	115	1	4	A	23.0	C	2.8	A
103	Poisson Street - Tecumseh Road	TWSC	EBR	29	5	115	1	3	A				
103	Poisson Street - Tecumseh Road	TWSC	WBL	2	0	15	3	7	A				
103	Poisson Street - Tecumseh Road	TWSC	WBT	649	0	15	0	1	A				
103	Poisson Street - Tecumseh Road	TWSC	NBL	11	0	5	14	23	C				
103	Poisson Street - Tecumseh Road	TWSC	NBR	1	0	5	2	11	B				
106	Ste. Anne Street - Tecumseh Road	TWSC	EBT	751	0	100	1	4	A	28.0	D	3.2	A
106	Ste. Anne Street - Tecumseh Road	TWSC	EBR	25	0	100	1	3	A				
106	Ste. Anne Street - Tecumseh Road	TWSC	WBL	11	0	60	6	10	A				
106	Ste. Anne Street - Tecumseh Road	TWSC	WBT	685	0	60	1	2	A				
106	Ste. Anne Street - Tecumseh Road	TWSC	NBL	4	0	5	18	28	D				
106	Ste. Anne Street - Tecumseh Road	TWSC	NBR	3	0	5	1	10	A				
110	Lesperance Road - Tecumseh Road	Signalized	EBL	198	70	120	16	27	C	34.0	C	21.7	C
110	Lesperance Road - Tecumseh Road	Signalized	EBT	470	70	120	10	17	B				
110	Lesperance Road - Tecumseh Road	Signalized	EBR	116	70	120	8	15	B				
110	Lesperance Road - Tecumseh Road	Signalized	WBL	137	40	95	23	33	C				
110	Lesperance Road - Tecumseh Road	Signalized	WBT	391	40	95	10	17	B				

# Tecumseh Road Microsimulation

## Future Traffic Volumes and Lane Geometry - PM Peak Hour

### Measures of Effectiveness Details



Node	Location	Control	Mvmt.	Volume (All)	Modeled Queue (m)		Stop Delay (s)	Delay (s)	LOS	Critical Mvmt		Intersection	
					50th	95th				Delay (s)	LOS	Delay (s)	LOS
110	Lesperance Road - Tecumseh Road	Signalized	WBR	54	40	95	9	18	B				
110	Lesperance Road - Tecumseh Road	Signalized	NBL	200	70	75	25	34	C				
110	Lesperance Road - Tecumseh Road	Signalized	NBT	357	70	75	18	25	C				
110	Lesperance Road - Tecumseh Road	Signalized	NBR	237	70	75	4	13	B				
110	Lesperance Road - Tecumseh Road	Signalized	SBL	77	30	85	22	32	C				
110	Lesperance Road - Tecumseh Road	Signalized	SBT	277	30	85	20	27	C				
110	Lesperance Road - Tecumseh Road	Signalized	SBR	147	30	85	3	12	B				
112	Lesperance Road - Alleyway	TWSC	WBL	11	5	10	9	18	C	21.0	C	2.8	A
112	Lesperance Road - Alleyway	TWSC	WBR	10	5	10	12	21	C				
112	Lesperance Road - Alleyway	TWSC	NBT	789	10	60	2	4	A				
112	Lesperance Road - Alleyway	TWSC	NBR	0	10	60	0	0	A				
112	Lesperance Road - Alleyway	TWSC	SBL	21	0	5	4	10	A				
112	Lesperance Road - Alleyway	TWSC	SBT	512	0	5	0	0	A				
113	Lesperance Road - Lanoue Street	TWSC	WBL	10	5	10	10	20	C	20.0	C	2.7	A
113	Lesperance Road - Lanoue Street	TWSC	WBR	9	5	10	9	20	C				
113	Lesperance Road - Lanoue Street	TWSC	NBT	773	0	85	1	4	A				
113	Lesperance Road - Lanoue Street	TWSC	NBR	0	0	85	0	0	A				
113	Lesperance Road - Lanoue Street	TWSC	SBL	18	0	10	3	7	A				
113	Lesperance Road - Lanoue Street	TWSC	SBT	501	0	10	0	0	A				
120	Lacasse Boulevard - Tecumseh Road	Signalized	EBL	143	80	140	11	18	B	37.0	D	17.0	B
120	Lacasse Boulevard - Tecumseh Road	Signalized	EBT	644	80	140	6	10	A				
120	Lacasse Boulevard - Tecumseh Road	Signalized	WBT	502	80	135	10	19	B				
120	Lacasse Boulevard - Tecumseh Road	Signalized	WBR	181	80	135	8	17	B				
120	Lacasse Boulevard - Tecumseh Road	Signalized	SBL	201	30	65	27	37	D				
120	Lacasse Boulevard - Tecumseh Road	Signalized	SBR	79	30	65	2	9	A				
130	Green Valley Drive - Tecumseh Road	Signalized	EBL	97	30	50	5	10	A	20.0	B	10.4	B
130	Green Valley Drive - Tecumseh Road	Signalized	EBT	706	30	50	5	9	A				
130	Green Valley Drive - Tecumseh Road	Signalized	EBR	43	30	50	3	7	A				
130	Green Valley Drive - Tecumseh Road	Signalized	WBL	7	25	45	10	17	B				
130	Green Valley Drive - Tecumseh Road	Signalized	WBT	629	25	45	7	12	B				
130	Green Valley Drive - Tecumseh Road	Signalized	WBR	44	25	45	6	12	B				
130	Green Valley Drive - Tecumseh Road	Signalized	NBL	14	5	10	12	18	B				
130	Green Valley Drive - Tecumseh Road	Signalized	NBT	3	5	10	13	20	B				
130	Green Valley Drive - Tecumseh Road	Signalized	NBR	22	5	10	1	6	A				
130	Green Valley Drive - Tecumseh Road	Signalized	SBL	42	5	15	9	15	B				
130	Green Valley Drive - Tecumseh Road	Signalized	SBT	1	5	15	0	0	A				
130	Green Valley Drive - Tecumseh Road	Signalized	SBR	35	5	15	1	7	A				
140	Manning Road - Tecumseh Road	Signalized	EBL	152	40	60	10	15	B	119.0	F	33.5	C
140	Manning Road - Tecumseh Road	Signalized	EBT	277	40	60	14	22	C				
140	Manning Road - Tecumseh Road	Signalized	EBR	335	40	60	2	13	B				
140	Manning Road - Tecumseh Road	Signalized	WBL	145	20	30	11	17	B				
140	Manning Road - Tecumseh Road	Signalized	WBT	201	20	30	15	22	C				
140	Manning Road - Tecumseh Road	Signalized	WBR	36	20	30	7	10	A				
140	Manning Road - Tecumseh Road	Signalized	NBL	351	100	140	82	119	F				
140	Manning Road - Tecumseh Road	Signalized	NBT	504	100	140	23	34	C				
140	Manning Road - Tecumseh Road	Signalized	NBR	131	100	140	2	5	A				
140	Manning Road - Tecumseh Road	Signalized	SBL	42	25	45	12	19	B				
140	Manning Road - Tecumseh Road	Signalized	SBT	407	25	45	17	24	C				
140	Manning Road - Tecumseh Road	Signalized	SBR	123	25	45	0	5	A				

# Tecumseh Road Microsimulation

## Future Traffic Volumes and Lane Geometry - PM Peak Hour

### Measures of Effectiveness Summary



ID	Intersection Name	Control Type	Number of Vehicles	50th Percentile Queue Length (m)	95th Percentile Queue Length (m)	Average Vehicle Delay (sec)	Average Stopping Delay (sec)	LOS
10	Lauzon Parkway - Tecumseh Road	Signalized	6,016	198.9	228.0	63.9	48.5	E
20	Annie Street - Tecumseh Road	Signalized	3,162	60.7	126.6	19.1	11.7	B
30	Lauzon Road - Tecumseh Road	Signalized	3,816	87.3	137.6	40.5	28.6	D
40	Yolanda St. Commercial Access - Tecumseh Road	Signalized	2,646	21.1	50.3	10.2	6.4	B
50	Forest Glade Dr. Commercial Access - Tecumseh Road	Signalized	2,629	102.4	144.4	28.2	19.3	C
60	Clover Avenue - Tecumseh Road	Signalized	2,236	54.7	92.7	17.2	10.4	B
70	Banwell Road - Tecumseh Road	Signalized	3,374	46.6	78.0	23.6	16.8	C
80	Metro Driveway - Tecumseh Road	Signalized	1,980	19.1	36.3	6.8	4.1	A
90	Southfield Drive - Tecumseh Road	Signalized	1,893	97.1	149.3	23.8	13.5	C
100	Shawnee Road - Tecumseh Road	Signalized	1,701	80.6	142.7	13.4	7.5	B
103	Poisson Street - Tecumseh Road	TWSC	1,472	2.7	69.9	2.8	0.7	-
106	Ste. Anne Street - Tecumseh Road	TWSC	1,479	0.0	80.7	3.2	1.1	-
110	Lesperance Road - Tecumseh Road	Signalized	2,661	55.9	94.5	21.7	13.7	C
112	Lesperance Road - Alleyway	TWSC	1,343	6.0	37.4	2.8	1.4	-
113	Lesperance Road - Lanoue Street	TWSC	1,311	0.1	54.2	2.7	0.8	-
120	Lacasse Boulevard - Tecumseh Road	Signalized	1,750	72.0	126.0	17.0	10.0	B
130	Green Valley Drive - Tecumseh Road	Signalized	1,643	26.2	45.3	10.4	5.8	B
140	Manning Road - Tecumseh Road	Signalized	2,704	55.9	81.8	33.5	21.8	C
150	Arlington Boulevard - Tecumseh Road	AWSC	916	40.1	107.5	29.3	2.8	C
160	Brighton Road - Tecumseh Road	Roundabout	1,006	15.0	27.9	3.3	0.3	A