

Appendix S1

Existing Signal Timing Plans (2007 PM Peak)

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	0.0		0.0	0.0		0.0	20.0		0.0	0.0		0.0
Storage Lanes	0		0	0		0	1		0	0		0
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Leading Detector (m)	15.0	15.0		15.0	15.0		15.0	15.0		15.0	15.0	
Trailing Detector (m)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (k/h)		50			50			50			50	
Link Distance (m)		1006.1			391.0			738.2			329.8	
Travel Time (s)		72.4			28.2			53.2			23.7	
Volume (vph)	333	12	96	5	13	31	80	327	2	28	529	213
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phases	4	4		8	8		2	2		6	6	
Minimum Initial (s)	6.0	6.0		20.0	20.0		6.0	6.0		20.0	20.0	
Minimum Split (s)	25.0	25.0		25.0	25.0		25.0	25.0		25.0	25.0	
Total Split (s)	25.0	25.0	0.0	25.0	25.0	0.0	25.0	25.0	0.0	25.0	25.0	0.0
Total Split (%)	50.0%	50.0%	0.0%	50.0%	50.0%	0.0%	50.0%	50.0%	0.0%	50.0%	50.0%	0.0%
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.5	1.5		1.5	1.5		1.5	1.5		1.5	1.5	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		Min	Min		Min	Min	
Act Effct Green (s)		22.0			22.0		22.0	22.0			22.0	
Actuated g/C Ratio		0.44			0.44		0.44	0.44			0.44	
v/c Ratio		0.41			0.07		0.46	0.44			0.58	
Uniform Delay, d1		7.6			2.9		9.8	9.7			8.5	
Control Delay		9.0			5.0		19.3	11.8			10.5	
Queue Delay		0.0			0.0		0.0	0.5			0.0	
Total Delay		9.0			5.0		19.3	12.3			10.5	
LOS		A			A		B	B			B	
Approach Delay		9.0			5.0			13.6			10.5	
Approach LOS		A			A			B			B	
Intersection Summary												
Area Type:	Other											
Cycle Length: 50												
Actuated Cycle Length: 50												
Natural Cycle: 50												
Control Type: Semi Act-Uncoord												
Maximum v/c Ratio: 0.58												
Intersection Signal Delay: 10.7	Intersection LOS: B											
Intersection Capacity Utilization 74.7%	ICU Level of Service D											
Analysis Period (min) 15												

Splits and Phases: 1: Keith Wilson Rd & Vedder Rd

	ø2		ø4
25 s		25 s	
	ø6		ø8
25 s		25 s	

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	60.0		0.0	50.0		0.0	50.0		0.0	60.0		0.0
Storage Lanes	1		0	1		1	1		0	1		0
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Leading Detector (m)	15.0	15.0		15.0	15.0	15.0	15.0	15.0		15.0	15.0	
Trailing Detector (m)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (k/h)		50			50			50			50	
Link Distance (m)		1296.3			397.3			522.5			805.9	
Travel Time (s)		93.3			28.6			37.6			58.0	
Volume (vph)	151	225	58	223	216	188	38	415	157	398	517	189
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Turn Type	pm+pt			pm+pt		Perm	pm+pt			pm+pt		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8		8	2			6		
Detector Phases	7	4		3	8	8	5	2		1	6	
Minimum Initial (s)	6.0	8.0		6.0	8.0	8.0	6.0	10.0		6.0	10.0	
Minimum Split (s)	11.0	28.5		11.0	26.5	26.5	11.0	29.5		11.0	20.5	
Total Split (s)	27.0	42.0	0.0	12.0	27.0	27.0	12.0	33.0	0.0	25.0	46.0	0.0
Total Split (%)	24.1%	37.5%	0.0%	10.7%	24.1%	24.1%	10.7%	29.5%	0.0%	22.3%	41.1%	0.0%
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5		3.5	3.5	
All-Red Time (s)	1.5	2.0		1.5	2.0	2.0	1.5	2.0		1.5	2.0	
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None	None	None	C-Min		None	C-Min	
Act Effct Green (s)	39.6	27.1		35.3	23.8	23.8	41.0	32.4		64.3	54.9	
Actuated g/C Ratio	0.35	0.24		0.32	0.21	0.21	0.37	0.29		0.57	0.49	
v/c Ratio	0.46	0.70		0.60	0.60	0.41	0.14	0.62		0.78	0.46	
Uniform Delay, d1	24.3	37.0		25.8	39.8	0.0	13.3	31.6		19.8	17.9	
Control Delay	25.4	38.4		34.0	45.1	7.1	9.8	30.7		32.8	16.8	
Queue Delay	0.7	0.0		0.1	0.0	0.0	0.0	0.0		65.7	0.0	
Total Delay	26.1	38.4		34.1	45.1	7.1	9.8	30.7		98.4	16.8	
LOS	C	D		C	D	A	A	C		F	B	
Approach Delay		34.1			29.8			29.4			46.2	
Approach LOS		C			C			C			D	

Intersection Summary

Area Type: Other

Cycle Length: 112

Actuated Cycle Length: 112

Offset: 106 (95%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.78

Intersection Signal Delay: 36.9

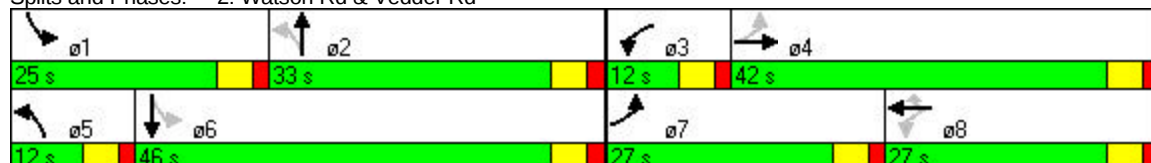
Intersection LOS: D

Intersection Capacity Utilization 79.6%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 2: Watson Rd & Vedder Rd



2007 Chilliwack Transportation Plan

3: Stevenson Rd & Vedder Rd

PM Peak
2007 Traffic Condition

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		10%			10%			10%			10%	
Storage Length (m)	25.0		0.0	25.0		0.0	70.0		0.0	35.0		0.0
Storage Lanes	1		0	1		0	1		0	1		0
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Leading Detector (m)	15.0	15.0		15.0	15.0		15.0	15.0		15.0	15.0	
Trailing Detector (m)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (k/h)		50			50			50			50	
Link Distance (m)		1228.3			663.0			486.7			528.0	
Travel Time (s)		88.4			47.7			35.0			38.0	
Volume (vph)	45	49	32	79	49	22	57	776	80	35	1125	97
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Turn Type	pm+pt			pm+pt			pm+pt			pm+pt		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phases	7	4		3	8		5	2		1	6	
Minimum Initial (s)	7.0	10.0		7.0	10.0		7.0	15.0		7.0	15.0	
Minimum Split (s)	12.0	26.0		12.0	26.0		12.0	23.0		15.0	23.0	
Total Split (s)	15.0	28.0	0.0	15.0	28.0	0.0	15.0	54.0	0.0	15.0	54.0	0.0
Total Split (%)	13.4%	25.0%	0.0%	13.4%	25.0%	0.0%	13.4%	48.2%	0.0%	13.4%	48.2%	0.0%
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.5	1.5		1.5	1.5		1.5	1.5		1.5	1.5	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	C-Min		None	C-Min	
Act Effect Green (s)	22.2	14.4		24.0	15.3		81.4	76.1		80.1	73.4	
Actuated g/C Ratio	0.20	0.13		0.21	0.14		0.73	0.68		0.72	0.66	
v/c Ratio	0.17	0.37		0.29	0.31		0.27	0.42		0.11	0.62	
Uniform Delay, d1	34.8	31.7		35.6	34.7		4.5	10.0		4.5	13.2	
Control Delay	31.4	31.5		34.3	33.9		12.6	9.1		7.4	17.4	
Queue Delay	0.1	0.0		0.2	0.0		0.0	0.0		0.0	0.0	
Total Delay	31.5	31.5		34.5	33.9		12.6	9.1		7.4	17.4	
LOS	C	C		C	C		B	A		A	B	
Approach Delay		31.5			34.2			9.3			17.1	
Approach LOS		C			C			A			B	

Intersection Summary

Area Type: Other

Cycle Length: 112

Actuated Cycle Length: 112

Offset: 88 (79%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.62

Intersection Signal Delay: 16.0

Intersection LOS: B

Intersection Capacity Utilization 61.1%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 3: Stevenson Rd & Vedder Rd

			
ø1	ø2	ø3	ø4
15 s	54 s	15 s	28 s
			
ø5	ø6	ø7	ø8
15 s	54 s	15 s	28 s

2007 Chilliwack Transportation Plan
4: Spruce Dr / Britton Ave & Vedder Rd

PM Peak
2007 Traffic Condition

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	0.0		0.0	70.0		0.0	65.0		0.0	50.0		0.0
Storage Lanes	0		0	1		1	1		0	1		0
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Leading Detector (m)	15.0	15.0		15.0	15.0	15.0	15.0	15.0		15.0	15.0	
Trailing Detector (m)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (k/h)		50			50			50			50	
Link Distance (m)		791.7			272.3			403.4			730.9	
Travel Time (s)		57.0			19.6			29.0			52.6	
Volume (vph)	72	9	11	39	19	72	19	918	38	108	1233	104
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Turn Type	Perm			Perm		Perm	pm+pt			pm+pt		
Protected Phases		8			4		1	6		5	2	
Permitted Phases	8			4		4	6			2		
Detector Phases	8	8		4	4	4	1	6		5	2	
Minimum Initial (s)	10.0	10.0		10.0	10.0	10.0	7.0	12.0		7.0	12.0	
Minimum Split (s)	28.5	28.5		28.5	28.5	28.5	12.0	30.0		12.0	30.0	
Total Split (s)	31.5	31.5	0.0	31.5	31.5	31.5	15.0	65.5	0.0	15.0	65.5	0.0
Total Split (%)	28.1%	28.1%	0.0%	28.1%	28.1%	28.1%	13.4%	58.5%	0.0%	13.4%	58.5%	0.0%
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5		3.5	3.5	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	1.5	1.5		1.5	1.5	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None	None	None	C-Min		None	C-Min	
Act Effct Green (s)		16.5		16.5	16.5	16.5	86.4	77.4		88.5	84.7	
Actuated g/C Ratio		0.15		0.15	0.15	0.15	0.77	0.69		0.79	0.76	
v/c Ratio		0.47		0.22	0.08	0.26	0.09	0.43		0.30	0.55	
Uniform Delay, d1		41.0		42.0	41.1	0.0	2.6	7.6		2.4	7.0	
Control Delay		41.8		40.9	38.6	9.2	3.8	8.9		2.9	3.9	
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		41.8		40.9	38.6	9.2	3.8	8.9		2.9	3.9	
LOS		D		D	D	A	A	A		A	A	
Approach Delay		41.8			23.0			8.8			3.9	
Approach LOS		D			C			A			A	

Intersection Summary

Area Type: Other

Cycle Length: 112

Actuated Cycle Length: 112

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

Natural Cycle: 80

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.55

Intersection Signal Delay: 7.9

Intersection LOS: A

Intersection Capacity Utilization 65.0%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 4: Spruce Dr / Britton Ave & Vedder Rd

	ø1		ø2		ø4
15 s		65.5 s		31.5 s	
	ø5		ø6		ø8
15 s		65.5 s		31.5 s	

2007 Chilliwack Transportation Plan
5: Knight Street & Vedder Rd

PM Peak
2007 Traffic Condition

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	40.0		0.0	40.0		0.0	65.0		0.0	55.0		0.0
Storage Lanes	1		0	1		1	1		0	1		0
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Leading Detector (m)	15.0	15.0		15.0	15.0	15.0	15.0	15.0		15.0	15.0	
Trailing Detector (m)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (k/h)		50			50			50			50	
Link Distance (m)		366.0			731.6			730.9			332.1	
Travel Time (s)		26.4			52.7			52.6			23.9	
Volume (vph)	180	164	153	206	136	89	143	891	79	119	1134	55
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Turn Type	pm+pt			pm+pt		Perm	pm+pt			pm+pt		
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases	8			4		4	6			2		
Detector Phases	3	8		7	4	4	1	6		5	2	
Minimum Initial (s)	8.0	10.0		8.0	10.0	10.0	8.0	20.0		8.0	20.0	
Minimum Split (s)	15.0	28.5		15.0	27.5	27.5	13.0	30.0		13.0	30.0	
Total Split (s)	15.0	30.0	0.0	17.0	32.0	32.0	13.0	51.0	0.0	14.0	52.0	0.0
Total Split (%)	13.4%	26.8%	0.0%	15.2%	28.6%	28.6%	11.6%	45.5%	0.0%	12.5%	46.4%	0.0%
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5		3.5	3.5	
All-Red Time (s)	1.5	2.0		1.5	2.0	2.0	1.5	1.5		1.5	1.5	
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None	None	None	C-Min		None	C-Min	
Act Effct Green (s)	36.9	25.0		41.0	27.0	27.0	60.9	50.4		61.2	50.6	
Actuated g/C Ratio	0.33	0.22		0.37	0.24	0.24	0.54	0.45		0.55	0.45	
v/c Ratio	0.45	0.84		0.75	0.33	0.21	0.67	0.68		0.49	0.82	
Uniform Delay, d1	24.8	36.6		25.1	35.1	0.0	14.9	24.1		11.2	26.7	
Control Delay	28.0	49.3		41.6	36.4	7.5	30.2	25.0		27.9	22.5	
Queue Delay	0.4	0.0		3.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	28.4	49.3		44.6	36.4	7.5	30.2	25.0		27.9	22.5	
LOS	C	D		D	D	A	C	C		C	C	
Approach Delay		41.8			34.3			25.7			23.0	
Approach LOS		D			C			C			C	

Intersection Summary

Area Type: Other

Cycle Length: 112

Actuated Cycle Length: 112

Offset: 72 (64%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.84

Intersection Signal Delay: 28.1

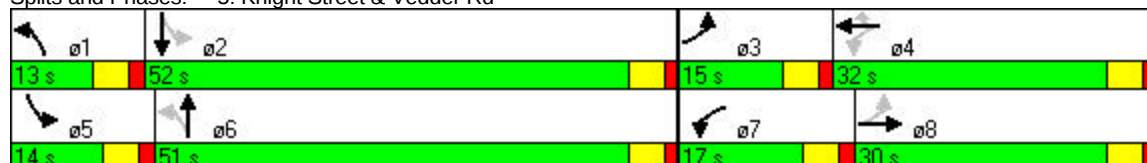
Intersection LOS: C

Intersection Capacity Utilization 83.8%

ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 5: Knight Street & Vedder Rd



2007 Chilliwack Transportation Plan
6: Luckakuck Way & Vedder Rd

PM Peak
2007 Traffic Condition

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	85.0		25.0	35.0		55.0	105.0		45.0	85.0		25.0
Storage Lanes	1		1	1		1	1		1	1		1
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Leading Detector (m)	15.0	15.0	15.0	15.0	15.0	15.0	15.0	15.0	15.0	15.0	15.0	15.0
Trailing Detector (m)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (k/h)		50			50			50			50	
Link Distance (m)		222.2			169.7			332.1			341.2	
Travel Time (s)		16.0			12.2			23.9			24.6	
Volume (vph)	500	374	166	427	254	107	188	825	298	193	1003	303
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Turn Type	Split		Perm	Split		Perm	Prot		Perm	Prot		pm+ov
Protected Phases	4	4		8	8		5	2		1	6	4
Permitted Phases			4			8			2			6
Detector Phases	4	4	4	8	8	8	5	2	2	1	6	4
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	7.0	10.0	10.0	7.0	10.0	10.0
Minimum Split (s)	27.0	27.0	27.0	27.0	27.0	27.0	12.0	27.5	27.5	12.0	27.5	27.0
Total Split (s)	29.0	29.0	29.0	31.0	31.0	31.0	19.0	28.0	28.0	24.0	33.0	29.0
Total Split (%)	25.9%	25.9%	25.9%	27.7%	27.7%	27.7%	17.0%	25.0%	25.0%	21.4%	29.5%	25.9%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	2.0	2.0	1.5	2.0	1.5
Lead/Lag							Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	None	None	None	C-Min	C-Min	None	C-Min	None
Act Effct Green (s)	25.6	25.6	25.6	24.4	24.4	24.4	16.9	31.2	31.2	18.7	33.0	61.7
Actuated g/C Ratio	0.23	0.23	0.23	0.22	0.22	0.22	0.15	0.28	0.28	0.17	0.29	0.55
v/c Ratio	0.84	0.85	0.42	0.68	0.70	0.27	0.77	0.92	0.56	0.72	0.74	0.34
Uniform Delay, d1	41.1	41.3	17.9	40.2	40.4	0.0	45.7	39.2	13.1	44.1	35.6	4.3
Control Delay	63.6	56.2	23.9	46.3	43.4	7.3	67.1	61.9	30.5	53.0	39.8	6.1
Queue Delay	0.8	8.1	0.0	0.2	0.7	0.0	0.0	0.0	0.0	0.2	0.0	0.0
Total Delay	64.4	64.2	23.9	46.4	44.0	7.3	67.1	61.9	30.5	53.2	39.8	6.1
LOS	E	E	C	D	D	A	E	E	C	D	D	A
Approach Delay		57.9			39.7			55.5			34.7	
Approach LOS		E			D			E			C	

Intersection Summary

Area Type: Other

Cycle Length: 112

Actuated Cycle Length: 112

Offset: 79 (71%), Referenced to phase 2:NBT and 6:SBT, Start of Green

Natural Cycle: 95

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.92

Intersection Signal Delay: 46.6

Intersection LOS: D

Intersection Capacity Utilization 76.4%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 6: Luckakuck Way & Vedder Rd

 ø1	 ø2	 ø4	 ø8
24 s	28 s	29 s	31 s
 ø5	 ø6		
19 s	33 s		

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		2%			0%			-2%			2%	
Storage Length (m)	0.0		0.0	0.0		0.0	40.0		0.0	0.0		0.0
Storage Lanes	2		0	1		1	1		0	1		0
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Leading Detector (m)	15.0	15.0		15.0	15.0	15.0	15.0	15.0		15.0	15.0	
Trailing Detector (m)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Turning Speed (k/h)	25		15	25		15	25		15	25		15
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (k/h)		50			50			50			50	
Link Distance (m)		69.1			260.0			247.7			356.1	
Travel Time (s)		5.0			18.7			17.8			25.6	
Volume (vph)	365	0	318	0	0	0	115	1297	0	0	1442	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Turn Type	Split			Split		Perm	Prot			Prot		
Protected Phases	4	4		8	8		1	6		5	2	
Permitted Phases						8						
Detector Phases	4	4		8	8	8	1	6		5	2	
Minimum Initial (s)	8.0	8.0		8.0	8.0	8.0	7.0	20.0		7.0	20.0	
Minimum Split (s)	33.0	33.0		13.0	13.0	13.0	12.0	25.5		12.0	26.5	
Total Split (s)	35.0	35.0	0.0	14.0	14.0	14.0	20.0	60.0	0.0	13.0	53.0	0.0
Total Split (%)	28.7%	28.7%	0.0%	11.5%	11.5%	11.5%	16.4%	49.2%	0.0%	10.7%	43.4%	0.0%
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5		3.5	3.5	
All-Red Time (s)	1.5	1.5		1.5	1.5	1.5	1.5	2.0		1.5	2.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	Min	Min		None	None	None	None	C-Max		None	C-Min	
Act Effct Green (s)	22.5	22.5					15.9	93.5			74.5	
Actuated g/C Ratio	0.18	0.18					0.13	0.77			0.61	
v/c Ratio	0.64	0.64					0.54	0.36			0.52	
Uniform Delay, d1	46.0	4.5					49.6	4.6			13.4	
Control Delay	46.9	10.2					54.7	5.3			15.5	
Queue Delay	0.0	0.0					0.3	0.0			0.0	
Total Delay	46.9	10.2					55.0	5.3			15.5	
LOS	D	B					D	A			B	
Approach Delay		29.8						9.4			15.5	
Approach LOS		C						A			B	

Intersection Summary

Area Type: Other

Cycle Length: 122

Actuated Cycle Length: 122

Offset: 2 (2%), Referenced to phase 2:SBT and 6:NBT, Start of Green

Natural Cycle: 85

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.64

Intersection Signal Delay: 15.8

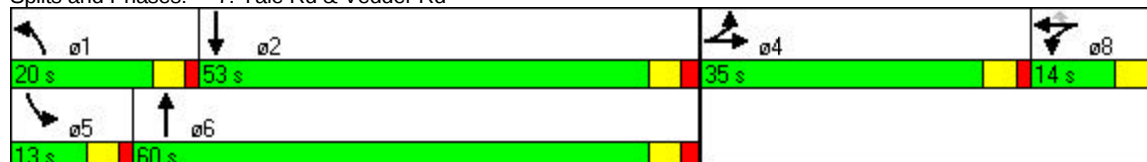
Intersection LOS: B

Intersection Capacity Utilization 63.9%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 7: Yale Rd & Vedder Rd



2007 Chilliwack Transportation Plan
8: Airport Rd & Yale Rd

PM Peak
2007 Traffic Condition

												
Lane Group	WBL	WBR	WBR2	NBL	NBT	NBR	SBL	SBT	SBR	SEL2	SEL	SER
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	0.0	0.0		30.0		0.0	35.0		0.0		0.0	0.0
Storage Lanes	2	1		1		0	1		0		0	1
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Leading Detector (m)	15.0		15.0	15.0	15.0		15.0	15.0		15.0	15.0	15.0
Trailing Detector (m)	0.0		0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (k/h)	50				50			50			50	
Link Distance (m)	728.2				320.6			498.6			144.0	
Travel Time (s)	52.4				23.1			35.9			10.4	
Volume (vph)	277	5	147	34	1403	359	88	1304	6	5	8	40
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Turn Type	Prot		custom	pm+pt			pm+pt			Split		Perm
Protected Phases	8		1	5	2		1	6		4	4	
Permitted Phases			1	2			6					4
Detector Phases	8		1	5	2		1	6		4	4	4
Minimum Initial (s)	10.0		7.0	7.0	15.0		7.0	15.0		7.0	7.0	7.0
Minimum Split (s)	26.5		12.0	12.0	20.5		12.0	24.5		25.5	25.5	25.5
Total Split (s)	26.5	0.0	12.0	12.0	53.5	0.0	12.0	53.5	0.0	25.5	25.5	25.5
Total Split (%)	22.6%	0.0%	10.2%	10.2%	45.5%	0.0%	10.2%	45.5%	0.0%	21.7%	21.7%	21.7%
Yellow Time (s)	3.5		3.5	3.5	3.5		3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	2.0		1.5	1.5	2.0		1.5	2.0		2.0	2.0	2.0
Lead/Lag			Lead	Lead	Lag		Lead	Lag				
Lead-Lag Optimize?			Yes	Yes	Yes		Yes	Yes				
Recall Mode	None		None	None	C-Min		None	C-Min		None	None	None
Act Effct Green (s)	18.1		11.3	77.9	68.7		82.5	75.5			10.1	10.1
Actuated g/C Ratio	0.15		0.10	0.66	0.58		0.70	0.64			0.09	0.09
v/c Ratio	0.59		0.54	0.17	0.96		0.38	0.63			0.10	0.25
Uniform Delay, d1	46.2		0.0	5.9	23.7		5.7	14.6			50.9	0.0
Control Delay	48.0		14.3	8.9	37.2		12.4	17.0			49.6	15.4
Queue Delay	0.0		0.0	0.5	0.0		1.9	0.0			0.0	0.0
Total Delay	48.0		14.3	9.4	37.2		14.3	17.0			49.6	15.4
LOS	D		B	A	D		B	B			D	B
Approach Delay	36.5				36.7			16.8			24.1	
Approach LOS	D				D			B			C	

Intersection Summary

Area Type: Other

Cycle Length: 117.5

Actuated Cycle Length: 117.5

Offset: 48 (41%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 150

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.96

Intersection Signal Delay: 28.9

Intersection LOS: C

Intersection Capacity Utilization 83.6%

ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 8: Airport Rd & Yale Rd

			
12 s	53.5 s	25.5 s	26.5 s
			
12 s	53.5 s		

2007 Chilliwack Transportation Plan
9: Hocking Ave & Yale Rd

PM Peak
2007 Traffic Condition

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	35.0		0.0	60.0		0.0	50.0		0.0	45.0		0.0
Storage Lanes	1		0	1		0	1		0	1		0
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Leading Detector (m)	15.0	15.0		15.0	15.0		15.0	15.0		15.0	15.0	
Trailing Detector (m)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (k/h)		50			50			50			50	
Link Distance (m)		171.5			456.6			498.6			806.9	
Travel Time (s)		12.3			32.9			35.9			58.1	
Volume (vph)	83	63	66	163	60	253	127	1123	119	174	1151	90
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Turn Type	pm+pt			pm+pt			pm+pt			pm+pt		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phases	7	4		3	8		5	2		1	6	
Minimum Initial (s)	6.0	10.0		6.0	10.0		6.0	10.0		6.0	10.0	
Minimum Split (s)	11.0	28.0		11.0	28.0		11.0	33.0		11.0	33.0	
Total Split (s)	12.0	29.0	0.0	12.0	29.0	0.0	15.0	59.0	0.0	12.0	56.0	0.0
Total Split (%)	10.7%	25.9%	0.0%	10.7%	25.9%	0.0%	13.4%	52.7%	0.0%	10.7%	50.0%	0.0%
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.5	1.5		1.5	1.5		1.5	1.5		1.5	1.5	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	C-Min		None	C-Min	
Act Effct Green (s)	28.0	18.8		30.6	22.4		69.2	57.9		71.3	59.4	
Actuated g/C Ratio	0.25	0.17		0.27	0.20		0.62	0.52		0.64	0.53	
v/c Ratio	0.45	0.43		0.51	0.74		0.57	0.75		0.69	0.73	
Uniform Delay, d1	29.2	27.8		30.7	20.0		13.4	21.9		18.4	20.8	
Control Delay	35.6	29.1		36.6	27.3		24.6	24.9		35.8	24.2	
Queue Delay	0.3	0.0		0.0	0.0		0.7	0.0		17.0	0.0	
Total Delay	35.9	29.1		36.6	27.3		25.2	24.9		52.9	24.2	
LOS	D	C		D	C		C	C		D	C	
Approach Delay		31.8			30.5			24.9			27.7	
Approach LOS		C			C			C			C	

Intersection Summary

Area Type: Other

Cycle Length: 112

Actuated Cycle Length: 112

Offset: 105 (94%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 85

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.75

Intersection Signal Delay: 27.2

Intersection LOS: C

Intersection Capacity Utilization 81.6%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 9: Hocking Ave & Yale Rd

			
12 s	59 s	12 s	29 s
			
15 s	56 s	12 s	29 s

2007 Chilliwack Transportation Plan
10: Hodgins Ave & Yale Rd

PM Peak
2007 Traffic Condition

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	0.0		0.0	0.0		0.0	45.0		0.0	30.0		0.0
Storage Lanes	1		0	1		0	1		0	1		0
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Leading Detector (m)	15.0	15.0		15.0	15.0		15.0	15.0		15.0	15.0	
Trailing Detector (m)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (k/h)		50			50			50			50	
Link Distance (m)		172.2			116.0			806.9			170.0	
Travel Time (s)		12.4			8.4			58.1			12.2	
Volume (vph)	91	199	357	227	172	31	287	695	214	44	528	42
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Turn Type	Perm			Perm			pm+pt			Perm		
Protected Phases		4			8		5	2			6	
Permitted Phases	4			8			2			6		
Detector Phases	4	4		8	8		5	2		6	6	
Minimum Initial (s)	10.0	10.0		10.0	10.0		7.0	10.0		10.0	10.0	
Minimum Split (s)	29.0	29.0		29.0	29.0		15.0	30.0		27.0	27.0	
Total Split (s)	21.5	21.5	0.0	21.5	21.5	0.0	16.5	52.5	0.0	36.0	36.0	0.0
Total Split (%)	29.1%	29.1%	0.0%	29.1%	29.1%	0.0%	22.3%	70.9%	0.0%	48.6%	48.6%	0.0%
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.5	1.5		1.5	1.5		1.5	1.5		1.5	1.5	
Lead/Lag							Lead			Lag	Lag	
Lead-Lag Optimize?							Yes			Yes	Yes	
Recall Mode	None	None		None	None		None	Min		Min	Min	
Act Effct Green (s)	18.6	18.6		18.6	18.6		33.6	33.6		17.7	17.7	
Actuated g/C Ratio	0.32	0.32		0.32	0.32		0.58	0.58		0.30	0.30	
v/c Ratio	0.37	0.99		1.94	0.38		0.53	0.49		0.30	0.58	
Uniform Delay, d1	15.3	15.9		19.8	14.4		6.3	6.2		15.4	16.6	
Control Delay	22.3	55.0		470.4	18.2		9.5	6.8		18.0	17.4	
Queue Delay	0.0	0.0		0.0	0.0		0.1	0.0		0.0	0.0	
Total Delay	22.3	55.0		470.4	18.2		9.6	6.8		18.0	17.4	
LOS	C	D		F	B		A	A		B	B	
Approach Delay		50.4			257.1			7.4			17.5	
Approach LOS		D			F			A			B	

Intersection Summary

Area Type: Other

Cycle Length: 74

Actuated Cycle Length: 58.3

Natural Cycle: 90

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.94

Intersection Signal Delay: 56.3

Intersection LOS: E

Intersection Capacity Utilization 92.7%

ICU Level of Service F

Analysis Period (min) 15

Splits and Phases: 10: Hodgins Ave & Yale Rd

					
ø2	ø4	ø6	ø5	ø3	ø1
52.5 s	21.5 s	36 s	16.5 s		

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Leading Detector (m)	15.0	15.0		15.0	15.0	15.0	15.0	15.0		15.0	15.0	
Trailing Detector (m)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (k/h)		50			50			50			50	
Link Distance (m)		64.6			92.2			150.7			250.7	
Travel Time (s)		4.7			6.6			10.9			18.1	
Volume (vph)	60	98	2	5	114	16	14	434	28	48	289	50
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Turn Type	Perm			Perm		Perm	Perm			Perm		
Protected Phases		6			2			4			8	
Permitted Phases	6	6		2	2	2	4			8		
Detector Phases	6	6		2	2	2	4	4		8	8	
Minimum Initial (s)	7.0	7.0		7.0	7.0	7.0	7.0	7.0		7.0	7.0	
Minimum Split (s)	21.0	21.0		21.0	21.0	21.0	21.0	21.0		21.0	21.0	
Total Split (s)	21.0	21.0	0.0	21.0	21.0	21.0	24.0	24.0	0.0	24.0	24.0	0.0
Total Split (%)	46.7%	46.7%	0.0%	46.7%	46.7%	46.7%	53.3%	53.3%	0.0%	53.3%	53.3%	0.0%
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5		3.5	3.5	
All-Red Time (s)	1.5	1.5		1.5	1.5	1.5	1.5	1.5		1.5	1.5	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Min	Min		Min	Min	Min	C-Max	C-Max		C-Max	C-Max	
Act Effect Green (s)		11.9			11.9	11.9		27.1			27.1	
Actuated g/C Ratio		0.26			0.26	0.26		0.60			0.60	
v/c Ratio		0.41			0.27	0.04		0.48			0.42	
Uniform Delay, d1		13.5			13.1	0.0		4.9			4.5	
Control Delay		14.0			12.8	5.9		7.4			6.8	
Queue Delay		0.1			0.0	0.0		0.0			0.0	
Total Delay		14.1			12.8	5.9		7.4			6.8	
LOS		B			B	A		A			A	
Approach Delay		14.1			12.0			7.4			6.8	
Approach LOS		B			B			A			A	
Intersection Summary												
Area Type:	Other											
Cycle Length: 45												
Actuated Cycle Length: 45												
Offset: 32 (71%), Referenced to phase 4:NETL and 8:SWTL, Start of Green												
Natural Cycle: 45												
Control Type: Actuated-Coordinated												
Maximum v/c Ratio: 0.48												
Intersection Signal Delay: 8.7	Intersection LOS: A											
Intersection Capacity Utilization 63.3%	ICU Level of Service B											
Analysis Period (min) 15												

Splits and Phases: 11: Spadina Ave & Yale Rd

	
ø2	ø4
21 s	24 s
	
ø6	ø8
21 s	24 s

2007 Chilliwack Transportation Plan
12: Princess Ave & Yale Rd

PM Peak
2007 Traffic Condition

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	0.0		0.0	30.0		0.0	0.0		0.0	0.0		0.0
Storage Lanes	0		0	1		0	0		0	0		0
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Leading Detector (m)	15.0	15.0		15.0	15.0		15.0	15.0		15.0	15.0	
Trailing Detector (m)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (k/h)		50			50			50			50	
Link Distance (m)		166.1			73.8			250.7			89.9	
Travel Time (s)		12.0			5.3			18.1			6.5	
Volume (vph)	28	112	29	28	75	10	53	340	37	38	309	17
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phases	4	4		8	8		2	2		6	6	
Minimum Initial (s)	6.0	6.0		6.0	6.0		7.0	7.0		7.0	7.0	
Minimum Split (s)	24.0	24.0		24.0	24.0		23.0	23.0		23.0	23.0	
Total Split (s)	24.0	24.0	0.0	24.0	24.0	0.0	24.0	24.0	0.0	24.0	24.0	0.0
Total Split (%)	50.0%	50.0%	0.0%	50.0%	50.0%	0.0%	50.0%	50.0%	0.0%	50.0%	50.0%	0.0%
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.5	1.5		1.5	1.5		1.5	1.5		1.5	1.5	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		C-Min	C-Min		C-Min	C-Min	
Act Effct Green (s)		11.3		11.3	11.3			33.5			33.5	
Actuated g/C Ratio		0.24		0.24	0.24			0.70			0.70	
v/c Ratio		0.43		0.10	0.21			0.40			0.33	
Uniform Delay, d1		14.0		15.3	13.8			3.6			3.4	
Control Delay		13.2		13.2	12.7			5.9			5.4	
Queue Delay		0.0		0.0	0.0			0.1			0.4	
Total Delay		13.3		13.2	12.7			6.0			5.8	
LOS		B		B	B			A			A	
Approach Delay		13.3			12.8			6.0			5.8	
Approach LOS		B			B			A			A	
Intersection Summary												
Area Type:	Other											
Cycle Length: 48												
Actuated Cycle Length: 48												
Offset: 14 (29%), Referenced to phase 2:NETL and 6:SWTL, Start of Green												
Natural Cycle: 50												
Control Type: Actuated-Coordinated												
Maximum v/c Ratio: 0.43												
Intersection Signal Delay: 7.8					Intersection LOS: A							
Intersection Capacity Utilization 54.7%					ICU Level of Service A							
Analysis Period (min) 15												

Splits and Phases: 12: Princess Ave & Yale Rd

	ø2		ø4
24 s		24 s	
	ø6		ø8
24 s		24 s	

2007 Chilliwack Transportation Plan
13: Wellington Ave & Young Rd

PM Peak
2007 Traffic Condition

	WBL2	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	SBR2	NEL
Lane Group												
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Leading Detector (m)	15.0	15.0	15.0	15.0	15.0	15.0		15.0	15.0			15.0
Trailing Detector (m)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0			0.0
Right Turn on Red				Yes			Yes				Yes	
Link Speed (k/h)			50			50			50			50
Link Distance (m)			166.4			91.0			199.0			89.9
Travel Time (s)			12.0			6.6			14.3			6.5
Volume (vph)	153	51	22	39	334	81	105	4	229	23	43	339
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Turn Type	Perm		Perm	Perm	pm+pt			Perm				Perm
Protected Phases		8			5	2			6			
Permitted Phases	8	8	8	8	2			6				8
Detector Phases	8	8	8	8	5	2		6	6			8
Minimum Initial (s)	12.0	12.0	12.0	12.0	10.0	12.0		12.0	12.0			12.0
Minimum Split (s)	31.0	31.0	31.0	31.0	21.0	27.0		27.0	27.0			31.0
Total Split (s)	38.0	38.0	38.0	38.0	21.0	52.0	0.0	31.0	31.0	0.0	0.0	38.0
Total Split (%)	42.2%	42.2%	42.2%	42.2%	23.3%	57.8%	0.0%	34.4%	34.4%	0.0%	0.0%	42.2%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5		3.5	3.5			3.5
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	1.5		1.5	1.5			1.5
Lead/Lag					Lead			Lag	Lag			
Lead-Lag Optimize?					Yes			Yes	Yes			
Recall Mode	None	None	None	None	Min	C-Min		Min	Min			None
Act Effect Green (s)		35.0	35.0	35.0		49.0			34.0			35.0
Actuated g/C Ratio		0.39	0.39	0.39		0.54			0.38			0.39
v/c Ratio		0.42	0.03	0.07		1.08			0.48			0.97
Uniform Delay, d1		20.0	17.0	0.0		14.7			20.5			27.0
Control Delay		23.0	17.3	5.9		79.7			23.5			68.7
Queue Delay		0.0	0.0	0.0		27.5			0.0			54.8
Total Delay		23.0	17.3	5.9		107.2			23.5			123.5
LOS		C	B	A		F			C			F
Approach Delay			20.1			107.2			23.5			105.8
Approach LOS			C			F			C			F

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 90

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

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.08

Intersection Signal Delay: 74.4

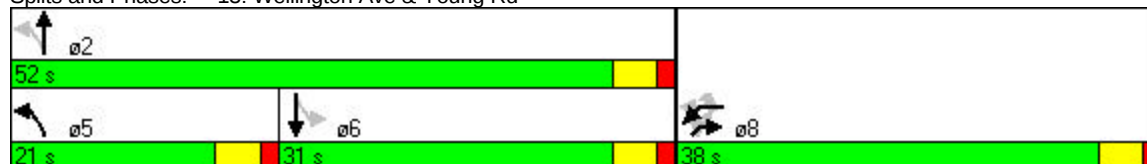
Intersection LOS: E

Intersection Capacity Utilization 88.9%

ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 13: Wellington Ave & Young Rd

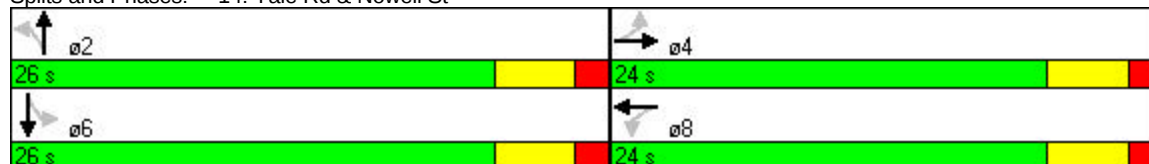




Lane Group	NER	NER2
Lane Configurations		
Ideal Flow (vphpl)	1900	1900
Total Lost Time (s)	3.0	3.0
Leading Detector (m)	15.0	
Trailing Detector (m)	0.0	
Right Turn on Red		Yes
Link Speed (k/h)		
Link Distance (m)		
Travel Time (s)		
Volume (vph)	6	54
Peak Hour Factor	0.90	0.90
Turn Type		
Protected Phases	8	
Permitted Phases		
Detector Phases	8	
Minimum Initial (s)	12.0	
Minimum Split (s)	31.0	
Total Split (s)	38.0	0.0
Total Split (%)	42.2%	0.0%
Yellow Time (s)	3.5	
All-Red Time (s)	1.5	
Lead/Lag		
Lead-Lag Optimize?		
Recall Mode	None	
Act Effct Green (s)	35.0	
Actuated g/C Ratio	0.39	
v/c Ratio	0.10	
Uniform Delay, d1	1.8	
Control Delay	6.2	
Queue Delay	0.0	
Total Delay	6.2	
LOS	A	
Approach Delay		
Approach LOS		
Intersection Summary		

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Leading Detector (m)	15.0	15.0		15.0	15.0		15.0	15.0		15.0	15.0	
Trailing Detector (m)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (k/h)		50			50			50			50	
Link Distance (m)		166.4			393.2			106.0			180.3	
Travel Time (s)		12.0			28.3			7.6			13.0	
Volume (vph)	39	407	15	31	306	9	19	38	51	43	36	31
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phases	4	4		8	8		2	2		6	6	
Minimum Initial (s)	7.0	7.0		7.0	7.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	23.0	23.0		23.0	23.0		26.0	26.0		26.0	26.0	
Total Split (s)	24.0	24.0	0.0	24.0	24.0	0.0	26.0	26.0	0.0	26.0	26.0	0.0
Total Split (%)	48.0%	48.0%	0.0%	48.0%	48.0%	0.0%	52.0%	52.0%	0.0%	52.0%	52.0%	0.0%
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.5	1.5		1.5	1.5		1.5	1.5		1.5	1.5	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	C-Max	C-Max		C-Max	C-Max		Min	Min		Min	Min	
Act Effect Green (s)		31.8			31.8			12.2			12.2	
Actuated g/C Ratio		0.64			0.64			0.24			0.24	
v/c Ratio		0.45			0.34			0.26			0.29	
Uniform Delay, d1		4.6			4.2			7.8			10.9	
Control Delay		6.3			5.3			9.8			12.5	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		6.3			5.3			9.8			12.5	
LOS		A			A			A			B	
Approach Delay		6.3			5.3			9.8			12.5	
Approach LOS		A			A			A			B	
Intersection Summary												
Area Type:	Other											
Cycle Length: 50												
Actuated Cycle Length: 50												
Offset: 14 (28%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green												
Natural Cycle: 50												
Control Type: Actuated-Coordinated												
Maximum v/c Ratio: 0.45												
Intersection Signal Delay: 7.0	Intersection LOS: A											
Intersection Capacity Utilization 50.5%	ICU Level of Service A											
Analysis Period (min) 15												

Splits and Phases: 14: Yale Rd & Nowell St

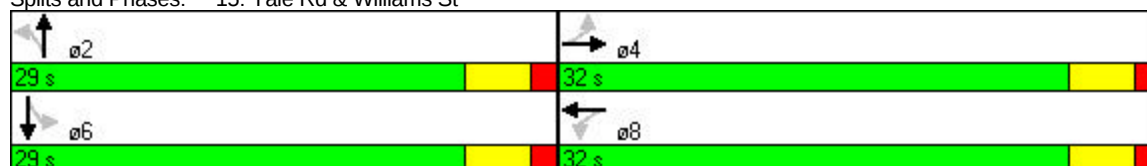


2007 Chilliwack Transportation Plan
15: Yale Rd & Williams St

PM Peak
2007 Traffic Condition

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	30.0		0.0	30.0		0.0	0.0		0.0	0.0		0.0
Storage Lanes	1		0	1		0	0		0	0		0
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Leading Detector (m)	15.0	15.0		15.0	15.0		15.0	15.0		15.0	15.0	
Trailing Detector (m)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (k/h)		50			50			50			50	
Link Distance (m)		393.2			235.0			193.0			293.1	
Travel Time (s)		28.3			16.9			13.9			21.1	
Volume (vph)	51	400	33	52	315	45	23	64	47	46	45	30
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phases	4	4		8	8		2	2		6	6	
Minimum Initial (s)	6.0	6.0		6.0	6.0		12.0	12.0		12.0	12.0	
Minimum Split (s)	32.0	32.0		32.0	32.0		29.0	29.0		29.0	29.0	
Total Split (s)	32.0	32.0	0.0	32.0	32.0	0.0	29.0	29.0	0.0	29.0	29.0	0.0
Total Split (%)	52.5%	52.5%	0.0%	52.5%	52.5%	0.0%	47.5%	47.5%	0.0%	47.5%	47.5%	0.0%
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.5	1.5		1.5	1.5		1.5	1.5		1.5	1.5	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		Min	Min		Min	Min	
Act Effct Green (s)	16.5	16.5		16.5	16.5			14.3			14.3	
Actuated g/C Ratio	0.45	0.45		0.45	0.45			0.39			0.39	
v/c Ratio	0.16	0.57		0.20	0.48			0.22			0.21	
Uniform Delay, d1	6.0	7.3		6.1	6.7			4.8			5.5	
Control Delay	6.2	8.5		6.7	7.5			7.6			8.5	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	6.2	8.5		6.7	7.5			7.6			8.5	
LOS	A	A		A	A			A			A	
Approach Delay		8.2			7.4			7.6			8.5	
Approach LOS		A			A			A			A	
Intersection Summary												
Area Type:	Other											
Cycle Length: 61												
Actuated Cycle Length: 36.9												
Natural Cycle: 65												
Control Type: Semi Act-Uncoord												
Maximum v/c Ratio: 0.57												
Intersection Signal Delay: 7.9	Intersection LOS: A											
Intersection Capacity Utilization 51.2%	ICU Level of Service A											
Analysis Period (min) 15												

Splits and Phases: 15: Yale Rd & Williams St

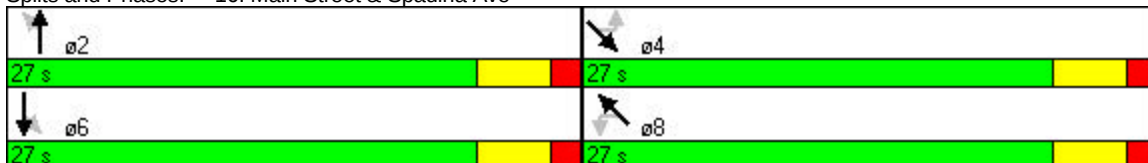


2007 Chilliwack Transportation Plan
16: Main Street & Spadina Ave

PM Peak
2007 Traffic Condition

												
Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	0.0		0.0	25.0		0.0	0.0		0.0	0.0		0.0
Storage Lanes	1		0	1		0	0		0	0		0
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Leading Detector (m)	15.0	15.0		15.0	15.0		15.0	15.0		15.0	15.0	
Trailing Detector (m)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (k/h)		50			50			50			50	
Link Distance (m)		160.6			206.9			288.0			64.6	
Travel Time (s)		11.6			14.9			20.7			4.7	
Volume (vph)	59	236	21	31	176	16	15	142	20	14	110	20
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		
Detector Phases	2	2		6	6		4	4		8	8	
Minimum Initial (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Minimum Split (s)	27.0	27.0		27.0	27.0		27.0	27.0		27.0	27.0	
Total Split (s)	27.0	27.0	0.0	27.0	27.0	0.0	27.0	27.0	0.0	27.0	27.0	0.0
Total Split (%)	50.0%	50.0%	0.0%	50.0%	50.0%	0.0%	50.0%	50.0%	0.0%	50.0%	50.0%	0.0%
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.5	1.5		1.5	1.5		1.5	1.5		1.5	1.5	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	C-Min	C-Min		C-Min	C-Min		None	None		None	None	
Act Effct Green (s)	38.7	38.7		38.7	38.7			12.3			12.3	
Actuated g/C Ratio	0.72	0.72		0.72	0.72			0.23			0.23	
v/c Ratio	0.08	0.21		0.05	0.16			0.46			0.38	
Uniform Delay, d1	2.8	3.0		2.7	2.8			17.7			16.5	
Control Delay	4.5	4.4		4.4	4.2			16.7			15.3	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.1	
Total Delay	4.5	4.4		4.4	4.2			16.7			15.4	
LOS	A	A		A	A			B			B	
Approach Delay		4.4			4.2			16.7			15.4	
Approach LOS		A			A			B			B	
Intersection Summary												
Area Type:	Other											
Cycle Length: 54												
Actuated Cycle Length: 54												
Offset: 36 (67%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green												
Natural Cycle: 55												
Control Type: Actuated-Coordinated												
Maximum v/c Ratio: 0.46												
Intersection Signal Delay: 8.7					Intersection LOS: A							
Intersection Capacity Utilization 41.7%					ICU Level of Service A							
Analysis Period (min) 15												

Splits and Phases: 16: Main Street & Spadina Ave

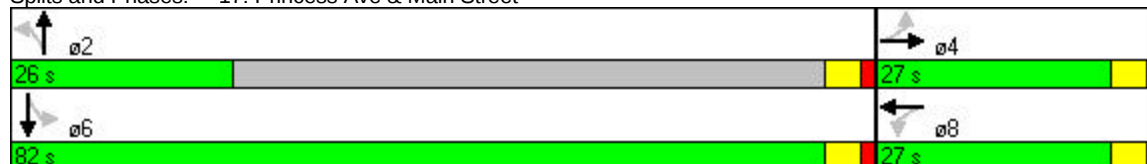


2007 Chilliwack Transportation Plan
17: Princess Ave & Main Street

PM Peak
2007 Traffic Condition

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Leading Detector (m)	15.0	15.0		15.0	15.0		15.0	15.0		15.0	15.0	
Trailing Detector (m)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (k/h)		50			50			50			50	
Link Distance (m)		822.6			166.1			206.9			92.2	
Travel Time (s)		59.2			12.0			14.9			6.6	
Volume (vph)	6	70	20	50	96	24	26	156	32	40	119	5
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phases	4	4		8	8		2	2		6	6	
Minimum Initial (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Minimum Split (s)	27.0	27.0		27.0	27.0		26.0	26.0		82.0	82.0	
Total Split (s)	27.0	27.0	0.0	27.0	27.0	0.0	26.0	26.0	0.0	82.0	82.0	0.0
Total Split (%)	24.8%	24.8%	0.0%	24.8%	24.8%	0.0%	23.9%	23.9%	0.0%	75.2%	75.2%	0.0%
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.5	1.5		1.5	1.5		1.5	1.5		1.5	1.5	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		C-Min	C-Min		C-Min	C-Min	
Act Effect Green (s)		19.2			19.2			83.8			83.8	
Actuated g/C Ratio		0.18			0.18			0.77			0.77	
v/c Ratio		0.33			0.64			0.17			0.14	
Uniform Delay, d1		35.1			40.1			3.0			3.2	
Control Delay		35.2			44.1			3.9			4.1	
Queue Delay		0.0			0.0			0.0			1.0	
Total Delay		35.2			44.1			3.9			5.1	
LOS		D			D			A			A	
Approach Delay		35.2			44.1			3.9			5.1	
Approach LOS		D			D			A			A	
Intersection Summary												
Area Type:	Other											
Cycle Length: 109												
Actuated Cycle Length: 109												
Offset: 42 (39%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green												
Natural Cycle: 110												
Control Type: Actuated-Coordinated												
Maximum v/c Ratio: 0.64												
Intersection Signal Delay: 19.5	Intersection LOS: B											
Intersection Capacity Utilization 38.1%	ICU Level of Service A											
Analysis Period (min) 15												

Splits and Phases: 17: Princess Ave & Main Street



2007 Chilliwack Transportation Plan
18: Wellington Ave & Main Street

PM Peak
2007 Traffic Condition



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	ø4
Lane Configurations		↗		↖	↖		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	
Leading Detector (m)		15.0	15.0	15.0	15.0		
Trailing Detector (m)		0.0	0.0	0.0	0.0		
Right Turn on Red		Yes				Yes	
Link Speed (k/h)	50			50	50		
Link Distance (m)	816.3			202.6	92.2		
Travel Time (s)	58.8			14.6	6.6		
Volume (vph)	0	111	71	96	198	0	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	
Turn Type		custom	Perm				
Protected Phases		2		1	2		4
Permitted Phases		2	1				
Detector Phases		2	1	1	2		
Minimum Initial (s)		7.0	7.0	7.0	7.0		7.0
Minimum Split (s)		12.0	12.0	12.0	12.0		25.0
Total Split (s)	0.0	24.0	16.0	16.0	24.0	0.0	25.0
Total Split (%)	0.0%	36.9%	24.6%	24.6%	36.9%	0.0%	38%
Yellow Time (s)		3.5	3.5	3.5	3.5		3.5
All-Red Time (s)		1.5	1.5	1.5	1.5		1.5
Lead/Lag		Lag	Lead	Lead	Lag		
Lead-Lag Optimize?		Yes	Yes	Yes	Yes		
Recall Mode		C-Min	None	None	C-Min		None
Act Effect Green (s)		45.0		14.0	45.0		
Actuated g/C Ratio		0.69		0.22	0.69		
v/c Ratio		0.09		0.47	0.18		
Uniform Delay, d1		0.0		22.2	3.5		
Control Delay		0.1		24.7	4.6		
Queue Delay		0.0		0.0	0.0		
Total Delay		0.1		24.7	4.6		
LOS		A		C	A		
Approach Delay				24.7	4.6		
Approach LOS				C	A		

Intersection Summary

Area Type: Other

Cycle Length: 65

Actuated Cycle Length: 65

Offset: 2 (3%), Referenced to phase 2:NBL, Start of Green

Natural Cycle: 50

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.47

Intersection Signal Delay: 10.6

Intersection LOS: B

Intersection Capacity Utilization 26.6%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 18: Wellington Ave & Main Street



2007 Chilliwack Transportation Plan
19: Young Rd & Luckakuck Way

PM Peak
2007 Traffic Condition

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	50.0		20.0	50.0		50.0	50.0		0.0	0.0		0.0
Storage Lanes	1		1	1		1	1		0	0		0
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Leading Detector (m)	15.0	15.0	15.0	15.0	15.0	15.0	15.0	15.0				
Trailing Detector (m)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (k/h)		50			50			50			50	
Link Distance (m)		131.4			153.3			109.2			145.8	
Travel Time (s)		9.5			11.0			7.9			10.5	
Volume (vph)	140	445	638	70	214	14	564	121	76	0	0	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Turn Type	pm+pt		Perm	pm+pt		Perm	Split					
Protected Phases	1	6		5	2		3	3				
Permitted Phases	6		6	2		2						
Detector Phases	1	6	6	5	2	2	3	3				
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	10.0	10.0				
Minimum Split (s)	10.0	27.0	27.0	10.0	18.0	18.0	17.0	17.0				
Total Split (s)	20.0	25.0	25.0	20.0	25.0	25.0	45.0	45.0	0.0	0.0	0.0	0.0
Total Split (%)	22.2%	27.8%	27.8%	22.2%	27.8%	27.8%	50.0%	50.0%	0.0%	0.0%	0.0%	0.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5				
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5				
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Recall Mode	Min	Min	Min	None	None	None	None	None				
Act Effct Green (s)	30.8	24.7	24.7	23.3	17.2	17.2	23.2	23.2				
Actuated g/C Ratio	0.50	0.40	0.40	0.36	0.27	0.27	0.38	0.38				
v/c Ratio	0.24	0.65	0.87	0.24	0.47	0.04	0.65	0.64				
Uniform Delay, d1	7.4	15.7	10.5	8.5	20.3	0.0	16.6	15.7				
Control Delay	11.0	25.5	28.8	11.4	23.2	11.0	17.9	17.0				
Queue Delay	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
Total Delay	11.0	25.5	28.8	11.4	23.2	11.0	17.9	17.1				
LOS	B	C	C	B	C	B	B	B				
Approach Delay		25.6			19.8			17.5				
Approach LOS		C			B			B				

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 61

Natural Cycle: 60

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.87

Intersection Signal Delay: 22.1

Intersection LOS: C

Intersection Capacity Utilization 58.7%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 19: Young Rd & Luckakuck Way

 ø1	 ø2	 ø3
20 s	25 s	45 s
 ø5	 ø6	
20 s	25 s	

2007 Chilliwack Transportation Plan
20: Airport Rd & Young Rd

PM Peak
2007 Traffic Condition

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	35.0		20.0	55.0		20.0	50.0		0.0	45.0		40.0
Storage Lanes	1		0	1		0	1		0	1		0
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Leading Detector (m)	15.0	15.0		15.0	15.0		15.0	15.0		15.0	15.0	
Trailing Detector (m)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (k/h)		50			50			50			50	
Link Distance (m)		728.2			317.1			243.1			291.1	
Travel Time (s)		52.4			22.8			17.5			21.0	
Volume (vph)	184	238	187	206	125	62	97	601	261	49	712	150
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Turn Type	pm+pt			pm+pt			pm+pt			pm+pt		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phases	7	4		3	8		5	2		1	6	
Minimum Initial (s)	7.0	10.0		7.0	10.0		7.0	12.0		7.0	12.0	
Minimum Split (s)	15.0	30.0		15.0	30.0		15.0	25.0		15.0	30.0	
Total Split (s)	20.0	36.0	0.0	20.0	37.0	0.0	20.0	47.0	0.0	20.0	47.0	0.0
Total Split (%)	16.1%	29.0%	0.0%	16.1%	29.8%	0.0%	16.1%	37.9%	0.0%	16.1%	37.9%	0.0%
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.5	1.5		1.5	1.5		1.5	1.5		1.5	1.5	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	Min		None	Min	
Act Effct Green (s)	46.0	30.4		39.2	28.6		45.0	36.6		41.7	35.0	
Actuated g/C Ratio	0.45	0.30		0.39	0.27		0.43	0.36		0.40	0.35	
v/c Ratio	0.34	0.86		0.72	0.41		0.40	0.75		0.23	0.79	
Uniform Delay, d1	15.4	30.5		25.4	29.9		16.2	27.4		15.8	30.2	
Control Delay	20.4	44.1		33.9	31.1		18.5	29.4		16.7	32.7	
Queue Delay	0.4	0.0		0.6	0.0		0.2	0.0		0.0	0.0	
Total Delay	20.8	44.1		34.5	31.1		18.7	29.4		16.8	32.7	
LOS	C	D		C	C		B	C		B	C	
Approach Delay		37.1			32.9			28.3			31.9	
Approach LOS		D			C			C			C	

Intersection Summary

Area Type: Other

Cycle Length: 124

Actuated Cycle Length: 101.1

Natural Cycle: 90

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.86

Intersection Signal Delay: 31.9

Intersection LOS: C

Intersection Capacity Utilization 79.5%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 20: Airport Rd & Young Rd

			
ø1	ø2	ø3	ø4
20 s	47 s	20 s	36 s
			
ø5	ø6	ø7	ø8
20 s	47 s	20 s	37 s

2007 Chilliwack Transportation Plan
21: Hocking Ave & Young Rd

PM Peak
2007 Traffic Condition

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	35.0		0.0	0.0		0.0	40.0		0.0	0.0		0.0
Storage Lanes	1		0	1		0	1		0	1		0
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Leading Detector (m)	15.0	15.0		15.0	15.0		15.0	15.0		15.0	15.0	
Trailing Detector (m)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (k/h)		50			50			50			50	
Link Distance (m)		456.6			188.3			122.1			399.8	
Travel Time (s)		32.9			13.6			8.8			28.8	
Volume (vph)	227	29	146	74	55	24	75	649	39	15	681	193
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Turn Type	pm+pt			pm+pt			pm+pt			pm+pt		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phases	7	4		3	8		5	2		1	6	
Minimum Initial (s)	7.0	10.0		7.0	10.0		7.0	15.0		7.0	15.0	
Minimum Split (s)	15.0	24.0		15.0	25.0		15.0	21.0		15.0	21.0	
Total Split (s)	15.0	25.0	0.0	15.0	25.0	0.0	20.0	45.0	0.0	20.0	45.0	0.0
Total Split (%)	14.3%	23.8%	0.0%	14.3%	23.8%	0.0%	19.0%	42.9%	0.0%	19.0%	42.9%	0.0%
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.5	1.5		1.5	1.5		1.5	1.5		1.5	1.5	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	Max		None	Max	
Act Effct Green (s)	23.0	13.9		20.6	12.9		52.9	49.4		50.6	44.1	
Actuated g/C Ratio	0.27	0.16		0.24	0.15		0.61	0.59		0.55	0.52	
v/c Ratio	0.60	0.48		0.26	0.31		0.25	0.37		0.05	0.53	
Uniform Delay, d1	26.1	5.3		23.7	28.1		5.9	10.9		5.9	13.5	
Control Delay	31.4	11.3		24.1	28.8		8.2	11.9		8.0	16.3	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	31.4	11.3		24.1	28.8		8.2	11.9		8.0	16.3	
LOS	C	B		C	C		A	B		A	B	
Approach Delay		22.6			26.6			11.5			16.2	
Approach LOS		C			C			B			B	

Intersection Summary

Area Type: Other

Cycle Length: 105

Actuated Cycle Length: 84.3

Natural Cycle: 80

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.60

Intersection Signal Delay: 16.5

Intersection LOS: B

Intersection Capacity Utilization 65.1%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 21: Hocking Ave & Young Rd

			
ø1	ø2	ø3	ø4
20 s	45 s	15 s	25 s
			
ø5	ø6	ø7	ø8
20 s	45 s	15 s	25 s

2007 Chilliwack Transportation Plan
22: Chilliwack Central Rd & Young Rd

PM Peak
2007 Traffic Condition

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	30.0		0.0	30.0		0.0	70.0		0.0	50.0		0.0
Storage Lanes	1		0	1		0	1		0	1		0
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Leading Detector (m)	15.0	15.0		15.0	15.0		15.0	15.0		15.0	15.0	
Trailing Detector (m)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (k/h)		50			50			50			50	
Link Distance (m)		272.3			1240.1			399.8			501.1	
Travel Time (s)		19.6			89.3			28.8			36.1	
Volume (vph)	36	24	43	130	36	160	33	584	136	166	725	15
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Turn Type	pm+pt			pm+pt			pm+pt			pm+pt		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phases	7	4		3	8		5	2		1	6	
Minimum Initial (s)	7.0	10.0		7.0	10.0		7.0	20.0		7.0	20.0	
Minimum Split (s)	15.0	28.0		15.0	29.0		15.0	25.0		15.0	25.0	
Total Split (s)	14.0	27.0	0.0	14.0	27.0	0.0	18.0	26.0	0.0	18.0	26.0	0.0
Total Split (%)	16.5%	31.8%	0.0%	16.5%	31.8%	0.0%	21.2%	30.6%	0.0%	21.2%	30.6%	0.0%
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.5	1.5		1.5	1.5		1.5	1.5		1.5	1.5	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	Min		None	Min	
Act Effct Green (s)	16.7	12.6		19.0	13.6		35.2	30.0		39.4	36.9	
Actuated g/C Ratio	0.25	0.18		0.29	0.21		0.50	0.48		0.60	0.59	
v/c Ratio	0.12	0.21		0.31	0.45		0.10	0.48		0.41	0.39	
Uniform Delay, d1	18.4	10.0		19.2	4.6		5.4	13.0		5.4	10.4	
Control Delay	15.9	13.4		17.3	8.7		9.6	18.1		9.8	13.2	
Queue Delay	0.0	0.0		0.1	0.0		0.0	0.0		0.2	0.0	
Total Delay	15.9	13.4		17.5	8.7		9.6	18.1		10.0	13.2	
LOS	B	B		B	A		A	B		A	B	
Approach Delay		14.3			12.2			17.7			12.6	
Approach LOS		B			B			B			B	

Intersection Summary

Area Type: Other

Cycle Length: 85

Actuated Cycle Length: 62.9

Natural Cycle: 85

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.48

Intersection Signal Delay: 14.5

Intersection LOS: B

Intersection Capacity Utilization 60.6%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 22: Chilliwack Central Rd & Young Rd

			
ø1	ø2	ø3	ø4
18 s	26 s	14 s	27 s
			
ø5	ø6	ø7	ø8
18 s	26 s	14 s	27 s

2007 Chilliwack Transportation Plan
23: First Ave & Young Rd

PM Peak
2007 Traffic Condition

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	80.0		0.0	20.0		0.0	40.0		30.0	25.0		0.0
Storage Lanes	1		1	1		0	1		1	1		0
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Leading Detector (m)	15.0	15.0	15.0	15.0	15.0		15.0	15.0	15.0	15.0	15.0	
Trailing Detector (m)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (k/h)		50			50			50			50	
Link Distance (m)		222.2			1223.8			249.0			135.1	
Travel Time (s)		16.0			88.1			17.9			9.7	
Volume (vph)	90	304	55	145	191	34	80	372	100	90	306	42
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Turn Type	pm+pt		Perm	pm+pt			pm+pt		Perm	pm+pt		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8			2		2	6		
Detector Phases	7	4	4	3	8		5	2	2	1	6	
Minimum Initial (s)	7.0	10.0	10.0	7.0	10.0		7.0	10.0	10.0	7.0	10.0	
Minimum Split (s)	12.0	20.0	20.0	12.0	20.0		15.0	22.0	22.0	15.0	22.0	
Total Split (s)	12.0	20.0	20.0	12.0	20.0	0.0	15.0	23.0	23.0	15.0	23.0	0.0
Total Split (%)	17.1%	28.6%	28.6%	17.1%	28.6%	0.0%	21.4%	32.9%	32.9%	21.4%	32.9%	0.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5		1.5	1.5	1.5	1.5	1.5	
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	None		None	Min	Min	None	Min	
Act Effct Green (s)	22.8	16.9	16.9	22.8	16.9		25.6	18.9	18.9	25.9	19.1	
Actuated g/C Ratio	0.36	0.28	0.28	0.36	0.28		0.41	0.31	0.31	0.41	0.32	
v/c Ratio	0.20	0.64	0.12	0.44	0.25		0.18	0.70	0.20	0.26	0.34	
Uniform Delay, d1	10.8	20.3	0.0	11.2	15.9		9.1	19.5	2.1	9.2	15.9	
Control Delay	13.4	28.7	7.1	16.7	18.8		10.4	27.4	6.9	11.0	18.0	
Queue Delay	0.0	0.0	0.0	0.5	0.0		0.0	0.0	0.0	0.1	0.0	
Total Delay	13.4	28.7	7.1	17.2	18.8		10.4	27.4	6.9	11.2	18.0	
LOS	B	C	A	B	B		B	C	A	B	B	
Approach Delay		23.0			18.2			21.2			16.6	
Approach LOS		C			B			C			B	

Intersection Summary

Area Type: Other

Cycle Length: 70

Actuated Cycle Length: 60.4

Natural Cycle: 70

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.70

Intersection Signal Delay: 19.9

Intersection LOS: B

Intersection Capacity Utilization 62.8%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 23: First Ave & Young Rd

			
ø1	ø2	ø3	ø4
15 s	23 s	12 s	20 s
			
ø5	ø6	ø7	ø8
15 s	23 s	12 s	20 s

2007 Chilliwack Transportation Plan
24: Princess Ave & Young Rd

PM Peak
2007 Traffic Condition

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	25.0		0.0	0.0		0.0	35.0		0.0	0.0		0.0
Storage Lanes	0		1	0		0	1		0	1		0
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Leading Detector (m)	15.0	15.0	15.0	15.0	15.0		15.0	15.0		15.0	15.0	
Trailing Detector (m)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Turning Speed (k/h)	25		15	25		15	25		15	25		15
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (k/h)		50			50			50			50	
Link Distance (m)		73.8			82.2			135.1			91.0	
Travel Time (s)		5.3			5.9			9.7			6.6	
Volume (vph)	55	47	68	27	25	11	43	420	32	11	212	6
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Turn Type	Perm		Perm	Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4		4	8			2			6		
Detector Phases	4	4	4	8	8		2	2		6	6	
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0		7.0	7.0		7.0	7.0	
Minimum Split (s)	22.0	22.0	22.0	22.0	22.0		27.0	27.0		27.0	27.0	
Total Split (s)	22.0	22.0	22.0	22.0	22.0	0.0	27.0	27.0	0.0	27.0	27.0	0.0
Total Split (%)	44.9%	44.9%	44.9%	44.9%	44.9%	0.0%	55.1%	55.1%	0.0%	55.1%	55.1%	0.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5		1.5	1.5		1.5	1.5	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None	None	None	None		C-Min	C-Min		C-Min	C-Min	
Act Effect Green (s)		10.6	10.6		10.6		35.2	35.2		35.2	35.2	
Actuated g/C Ratio		0.22	0.22		0.22		0.72	0.72		0.72	0.72	
v/c Ratio		0.33	0.19		0.19		0.06	0.38		0.03	0.18	
Uniform Delay, d1		17.2	0.0		13.7		2.5	3.2		2.4	2.7	
Control Delay		16.2	5.0		13.2		3.9	5.1		3.9	4.0	
Queue Delay		0.1	0.0		0.0		0.0	0.2		0.0	0.0	
Total Delay		16.3	5.0		13.2		3.9	5.2		3.9	4.0	
LOS		B	A		B		A	A		A	A	
Approach Delay		11.8			13.2			5.1			4.0	
Approach LOS		B			B			A			A	

Intersection Summary

Area Type: Other

Cycle Length: 49

Actuated Cycle Length: 49

Offset: 37 (76%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 50

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.38

Intersection Signal Delay: 6.5

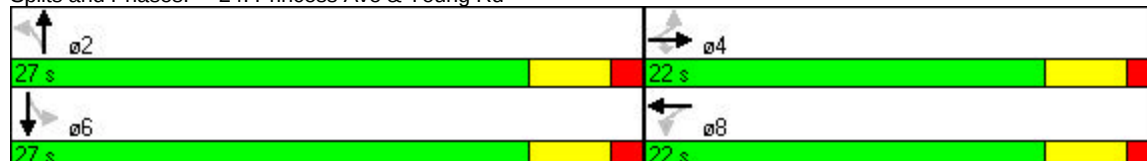
Intersection LOS: A

Intersection Capacity Utilization 50.0%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 24: Princess Ave & Young Rd

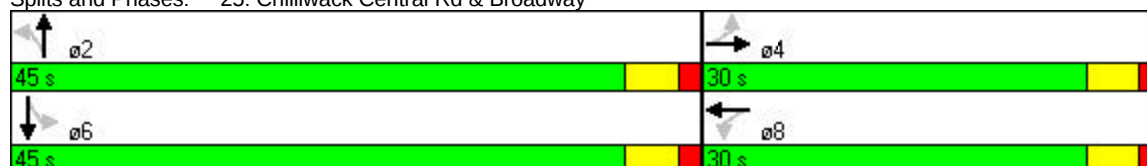


2007 Chilliwack Transportation Plan
25: Chilliwack Central Rd & Broadway

PM Peak
2007 Traffic Condition

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	0.0		0.0	0.0		0.0	50.0		0.0	45.0		0.0
Storage Lanes	0		0	0		0	1		0	1		0
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Leading Detector (m)	15.0	15.0		15.0	15.0		15.0	15.0		15.0	15.0	
Trailing Detector (m)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (k/h)		50			50			50			50	
Link Distance (m)		1240.1			305.0			339.4			779.4	
Travel Time (s)		89.3			22.0			24.4			56.1	
Volume (vph)	123	143	10	38	119	32	15	358	62	24	190	59
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phases	4	4		8	8		2	2		6	6	
Minimum Initial (s)	12.0	12.0		12.0	12.0		15.0	15.0		15.0	15.0	
Minimum Split (s)	27.0	27.0		23.0	23.0		23.0	23.0		23.0	23.0	
Total Split (s)	30.0	30.0	0.0	30.0	30.0	0.0	45.0	45.0	0.0	45.0	45.0	0.0
Total Split (%)	40.0%	40.0%	0.0%	40.0%	40.0%	0.0%	60.0%	60.0%	0.0%	60.0%	60.0%	0.0%
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.5	1.5		1.5	1.5		1.5	1.5		1.5	1.5	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		Min	Min		Min	Min	
Act Effct Green (s)		17.5			17.5		23.3	23.3		23.3	23.3	
Actuated g/C Ratio		0.39			0.39		0.57	0.57		0.57	0.57	
v/c Ratio		0.55			0.32		0.03	0.44		0.06	0.27	
Uniform Delay, d1		11.9			9.9		4.8	5.9		4.9	4.7	
Control Delay		12.9			9.9		8.1	9.5		8.4	7.7	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay		12.9			9.9		8.1	9.5		8.4	7.7	
LOS		B			A		A	A		A	A	
Approach Delay		12.9			9.9			9.5			7.8	
Approach LOS		B			A			A			A	
Intersection Summary												
Area Type:	Other											
Cycle Length: 75												
Actuated Cycle Length: 41.2												
Natural Cycle: 50												
Control Type: Actuated-Uncoordinated												
Maximum v/c Ratio: 0.55												
Intersection Signal Delay: 10.0					Intersection LOS: A							
Intersection Capacity Utilization 57.9%					ICU Level of Service B							
Analysis Period (min) 15												

Splits and Phases: 25: Chilliwack Central Rd & Broadway



2007 Chilliwack Transportation Plan
26: First Ave & Broadway St

PM Peak
2007 Traffic Condition

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	40.0		0.0	50.0		0.0	50.0		0.0	40.0		0.0
Storage Lanes	1		1	1		0	1		0	1		0
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Leading Detector (m)	15.0	15.0	15.0	15.0	15.0		15.0	15.0		15.0	15.0	
Trailing Detector (m)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (k/h)		50			50			50			50	
Link Distance (m)		1223.8			609.1			779.4			909.5	
Travel Time (s)		88.1			43.9			56.1			65.5	
Volume (vph)	91	248	59	67	169	45	100	273	70	24	170	48
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Turn Type	pm+pt		Perm	pm+pt			pm+pt			pm+pt		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8			2			6		
Detector Phases	7	4	4	3	8		5	2		1	6	
Minimum Initial (s)	7.0	10.0	10.0	7.0	10.0		7.0	10.0		7.0	10.0	
Minimum Split (s)	15.0	21.0	21.0	15.0	21.0		15.0	21.0		15.0	21.0	
Total Split (s)	20.0	25.0	25.0	20.0	25.0	0.0	20.0	36.0	0.0	20.0	36.0	0.0
Total Split (%)	19.8%	24.8%	24.8%	19.8%	24.8%	0.0%	19.8%	35.6%	0.0%	19.8%	35.6%	0.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5		1.5	1.5		1.5	1.5	
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	None	None	None	None		None	Max		None	Max	
Act Effct Green (s)	27.2	18.6	18.6	25.6	17.8		45.1	41.6		41.4	35.3	
Actuated g/C Ratio	0.33	0.23	0.23	0.31	0.22		0.54	0.52		0.47	0.44	
v/c Ratio	0.27	0.64	0.16	0.23	0.58		0.19	0.40		0.07	0.30	
Uniform Delay, d1	19.0	30.3	0.0	18.7	28.7		8.0	13.3		8.0	14.3	
Control Delay	18.9	34.0	8.2	18.3	32.2		11.0	16.9		11.6	19.3	
Queue Delay	0.1	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	19.0	34.0	8.2	18.4	32.2		11.0	16.9		11.6	19.3	
LOS	B	C	A	B	C		B	B		B	B	
Approach Delay		26.7			28.9			15.6			18.6	
Approach LOS		C			C			B			B	

Intersection Summary

Area Type: Other

Cycle Length: 101

Actuated Cycle Length: 80.6

Natural Cycle: 75

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.64

Intersection Signal Delay: 22.1

Intersection LOS: C

Intersection Capacity Utilization 56.7%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 26: First Ave & Broadway St

			
20 s	36 s	20 s	25 s
			
20 s	36 s	20 s	25 s

2007 Chilliwack Transportation Plan
27: Yale Rd & Menzies St

PM Peak
2007 Traffic Condition



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (m)	70.0			0.0	0.0	25.0
Storage Lanes	1			0	1	1
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0
Leading Detector (m)	15.0	15.0	15.0		15.0	15.0
Trailing Detector (m)	0.0	0.0	0.0		0.0	0.0
Right Turn on Red				Yes		Yes
Link Speed (k/h)		50	50		50	
Link Distance (m)		178.0	499.1		558.9	
Travel Time (s)		12.8	35.9		40.2	
Volume (vph)	378	230	246	134	128	213
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Turn Type	pm+pt					Perm
Protected Phases	7	4	8		6	
Permitted Phases	4					6
Detector Phases	7	4	8		6	6
Minimum Initial (s)	6.0	15.0	15.0		8.0	8.0
Minimum Split (s)	15.0	31.0	31.0		31.0	31.0
Total Split (s)	25.0	65.0	65.0	0.0	30.0	30.0
Total Split (%)	20.8%	54.2%	54.2%	0.0%	25.0%	25.0%
Yellow Time (s)	3.5	3.5	3.5		3.5	3.5
All-Red Time (s)	1.5	1.5	1.5		1.5	1.5
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Recall Mode	None	None	None		Min	Min
Act Effct Green (s)	44.2	44.2	22.4		13.1	13.1
Actuated g/C Ratio	0.69	0.69	0.35		0.21	0.21
v/c Ratio	0.52	0.20	0.65		0.38	0.46
Uniform Delay, d1	3.7	3.3	15.4		21.6	0.0
Control Delay	6.4	3.9	18.1		25.4	5.5
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	6.4	3.9	18.1		25.4	5.5
LOS	A	A	B		C	A
Approach Delay		5.5	18.1		12.9	
Approach LOS		A	B		B	

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 63.6

Natural Cycle: 80

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.65

Intersection Signal Delay: 11.0

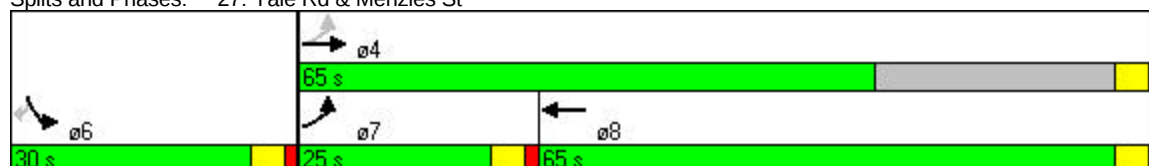
Intersection LOS: B

Intersection Capacity Utilization 59.2%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 27: Yale Rd & Menzies St



2007 Chilliwack Transportation Plan
28: Yale Rd & Broadway St

PM Peak
2007 Traffic Condition

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↗		↘	↗	↘	↗
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (m)		0.0	50.0		0.0	45.0
Storage Lanes		0	1		1	1
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0
Leading Detector (m)	15.0		15.0	15.0	15.0	15.0
Trailing Detector (m)	0.0		0.0	0.0	0.0	0.0
Right Turn on Red		Yes				Yes
Link Speed (k/h)	50			50	50	
Link Distance (m)	607.4			178.0	909.5	
Travel Time (s)	43.7			12.8	65.5	
Volume (vph)	394	51	148	251	59	311
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Turn Type			pm+pt			Perm
Protected Phases	4		3	8	2	
Permitted Phases			8			2
Detector Phases	4		3	8	2	2
Minimum Initial (s)	15.0		6.0	15.0	7.0	7.0
Minimum Split (s)	24.0		12.0	24.0	21.0	21.0
Total Split (s)	27.0	0.0	12.0	39.0	21.0	21.0
Total Split (%)	45.0%	0.0%	20.0%	65.0%	35.0%	35.0%
Yellow Time (s)	3.5		3.5	3.5	3.5	3.5
All-Red Time (s)	1.5		1.5	1.5	1.5	1.5
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?	Yes		Yes			
Recall Mode	None		None	None	Min	Min
Act Effct Green (s)	20.2		29.1	29.1	10.9	10.9
Actuated g/C Ratio	0.44		0.60	0.63	0.24	0.24
v/c Ratio	0.61		0.32	0.24	0.16	0.54
Uniform Delay, d1	10.1		3.3	3.5	14.4	0.0
Control Delay	14.0		5.4	4.4	16.5	4.6
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	14.0		5.4	4.4	16.5	4.6
LOS	B		A	A	B	A
Approach Delay	14.0			4.8	6.6	
Approach LOS	B			A	A	

Intersection Summary

Area Type: Other

Cycle Length: 60

Actuated Cycle Length: 46.2

Natural Cycle: 60

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.61

Intersection Signal Delay: 8.7

Intersection LOS: A

Intersection Capacity Utilization 49.8%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 28: Yale Rd & Broadway St

↖ ø2	↘ ø3	→ ø4
21 s	12 s	27 s
	↖ ø8	
	39 s	

2007 Chilliwack Transportation Plan
29: Luckakuck Way & Mall Entrances

PM Peak
2007 Traffic Condition

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	40.0		0.0	70.0		0.0	15.0		0.0	0.0		0.0
Storage Lanes	1		0	1		0	1		0	1		0
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Leading Detector (m)	15.0	15.0		15.0	15.0		15.0	15.0		15.0	15.0	
Trailing Detector (m)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (k/h)		50			50			50			50	
Link Distance (m)		253.3			222.2			110.2			141.0	
Travel Time (s)		18.2			16.0			7.9			10.2	
Volume (vph)	153	563	53	25	572	50	320	40	34	65	46	133
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Turn Type	pm+pt			pm+pt			pm+pt			pm+pt		
Protected Phases	1	6		5	2		3	8		7	4	
Permitted Phases	6			2			8			4		
Detector Phases	1	6		5	2		3	8		7	4	
Minimum Initial (s)	5.0	10.0		5.0	10.0		5.0	7.0		5.0	7.0	
Minimum Split (s)	10.0	23.0		10.0	25.0		10.0	24.0		10.0	24.0	
Total Split (s)	21.0	43.0	0.0	12.0	34.0	0.0	32.0	45.0	0.0	12.0	25.0	0.0
Total Split (%)	18.8%	38.4%	0.0%	10.7%	30.4%	0.0%	28.6%	40.2%	0.0%	10.7%	22.3%	0.0%
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.5	1.5		1.5	1.5		1.5	1.5		1.5	1.5	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	C-Min		None	C-Min		None	Min		None	Min	
Act Effct Green (s)	64.1	57.3		56.2	48.2		41.9	32.2		22.6	13.7	
Actuated g/C Ratio	0.57	0.51		0.50	0.43		0.37	0.29		0.20	0.12	
v/c Ratio	0.50	0.38		0.07	0.45		0.71	0.15		0.24	0.65	
Uniform Delay, d1	11.8	18.1		11.3	23.0		26.6	15.7		24.2	18.6	
Control Delay	16.4	19.6		10.9	16.9		32.6	16.5		24.5	23.1	
Queue Delay	1.2	0.0		0.0	0.0		2.4	0.0		0.0	0.0	
Total Delay	17.6	19.6		10.9	16.9		35.1	16.5		24.5	23.1	
LOS	B	B		B	B		D	B		C	C	
Approach Delay		19.2			16.7			31.6			23.5	
Approach LOS		B			B			C			C	

Intersection Summary

Area Type: Other

Cycle Length: 112

Actuated Cycle Length: 112

Offset: 59 (53%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green

Natural Cycle: 70

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.71

Intersection Signal Delay: 21.3

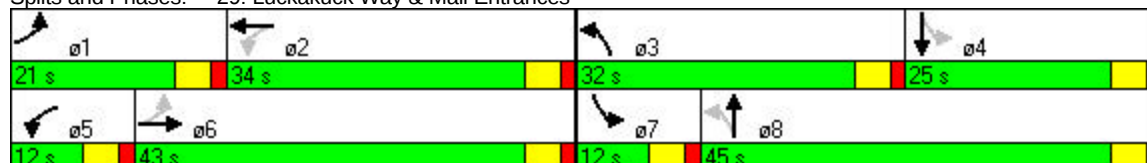
Intersection LOS: C

Intersection Capacity Utilization 67.5%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 29: Luckakuck Way & Mall Entrances



2007 Chilliwack Transportation Plan
30: Cultus Lake Rd & Vedder Mnt Rd

PM Peak
2007 Traffic Condition

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (m)	0.0	25.0		0.0	0.0	
Storage Lanes	1	1		0	0	
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0
Leading Detector (m)	15.0	15.0	15.0		15.0	15.0
Trailing Detector (m)	0.0	0.0	0.0		0.0	0.0
Right Turn on Red		Yes		Yes		
Link Speed (k/h)	50		50			50
Link Distance (m)	116.7		120.8			130.0
Travel Time (s)	8.4		8.7			9.4
Volume (vph)	38	158	163	59	228	132
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Turn Type		Free			pm+pt	
Protected Phases	2		4		3	8
Permitted Phases		Free			8	
Detector Phases	2		4		3	8
Minimum Initial (s)	10.0		10.0		7.0	10.0
Minimum Split (s)	21.0		21.0		15.0	21.0
Total Split (s)	25.0	0.0	25.0	0.0	15.0	25.0
Total Split (%)	38.5%	0.0%	38.5%	0.0%	23.1%	38.5%
Yellow Time (s)	3.5		3.5		3.5	3.5
All-Red Time (s)	1.5		1.5		1.5	1.5
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	Min		None		None	Max
Act Effct Green (s)	12.0	40.0	22.0			22.0
Actuated g/C Ratio	0.30	1.00	0.55			0.55
v/c Ratio	0.08	0.11	0.24			0.75
Uniform Delay, d1	10.0	0.0	4.0			6.9
Control Delay	10.4	0.1	4.8			14.6
Queue Delay	0.0	0.0	0.0			0.0
Total Delay	10.4	0.1	4.8			14.6
LOS	B	A	A			B
Approach Delay	2.1		4.8			14.6
Approach LOS	A		A			B

Intersection Summary

Area Type: Other

Cycle Length: 65

Actuated Cycle Length: 40

Natural Cycle: 60

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.75

Intersection Signal Delay: 8.7

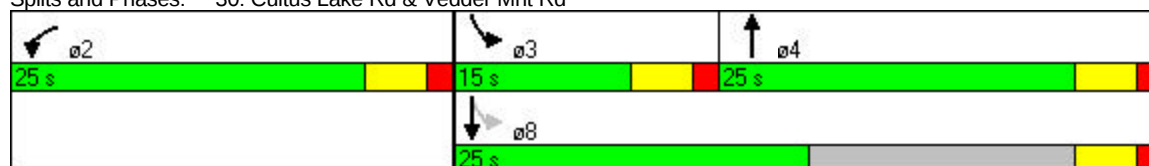
Intersection LOS: A

Intersection Capacity Utilization 50.1%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 30: Cultus Lake Rd & Vedder Mnt Rd



2007 Chilliwack Transportation Plan
31: Luckakuck Way & Topaz Dr

PM Peak
2007 Traffic Condition

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	0.0		0.0	30.0		0.0	40.0		0.0	50.0		0.0
Storage Lanes	0		0	1		0	1		1	1		0
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Leading Detector (m)	15.0	15.0		15.0	15.0		15.0	15.0	15.0	15.0	15.0	
Trailing Detector (m)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (k/h)		50			50			50			50	
Link Distance (m)		84.1			253.3			112.0			115.1	
Travel Time (s)		6.1			18.2			8.1			8.3	
Volume (vph)	24	425	98	167	463	25	103	75	89	122	83	37
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Turn Type	Perm			Perm			Perm			Perm	Perm	
Protected Phases		2			6			8				4
Permitted Phases	2			6			8		8	4		
Detector Phases	2	2		6	6		8	8	8	4	4	
Minimum Initial (s)	10.0	10.0		10.0	10.0		7.0	7.0	7.0	7.0	7.0	
Minimum Split (s)	32.0	32.0		32.0	32.0		34.0	34.0	34.0	34.0	34.0	
Total Split (s)	33.0	33.0	0.0	33.0	33.0	0.0	34.0	34.0	34.0	34.0	34.0	0.0
Total Split (%)	49.3%	49.3%	0.0%	49.3%	49.3%	0.0%	50.7%	50.7%	50.7%	50.7%	50.7%	0.0%
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.5	1.5		1.5	1.5		1.5	1.5	1.5	1.5	1.5	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	C-Min	C-Min		Min	Min		Min	Min	Min	Min	Min	
Act Effct Green (s)		47.6		47.6	47.6		13.4	13.4	13.4	13.4	13.4	
Actuated g/C Ratio		0.71		0.71	0.71		0.20	0.20	0.20	0.20	0.20	
v/c Ratio		0.27		0.39	0.21		0.45	0.22	0.25	0.52	0.19	
Uniform Delay, d1		3.1		3.9	3.2		23.6	22.4	0.0	23.9	15.2	
Control Delay		3.9		7.9	3.9		23.5	21.3	5.5	24.0	14.8	
Queue Delay		0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay		3.9		7.9	3.9		23.5	21.3	5.5	24.0	14.8	
LOS		A		A	A		C	C	A	C	B	
Approach Delay		3.9			4.9			16.9			19.4	
Approach LOS		A			A			B			B	

Intersection Summary

Area Type: Other

Cycle Length: 67

Actuated Cycle Length: 67

Offset: 14 (21%), Referenced to phase 2:EBTL, Start of Green

Natural Cycle: 70

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.52

Intersection Signal Delay: 8.5

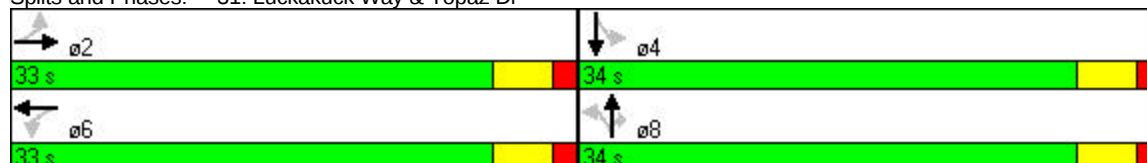
Intersection LOS: A

Intersection Capacity Utilization 52.6%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 31: Luckakuck Way & Topaz Dr



2007 Chilliwack Transportation Plan
32: Thomas Rd & Vedder Rd

PM Peak
2007 Traffic Condition

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	25.0		0.0	15.0		0.0	40.0		0.0	35.0		0.0
Storage Lanes	1		0	1		0	1		0	1		0
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Leading Detector (m)	15.0	15.0		15.0	15.0		15.0	15.0		15.0	15.0	
Trailing Detector (m)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (k/h)		50			50			50			50	
Link Distance (m)		96.0			539.0			329.8			522.5	
Travel Time (s)		6.9			38.8			23.7			37.6	
Volume (vph)	61	36	35	142	20	47	42	552	156	123	599	61
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Turn Type	Perm			Perm			pm+pt			pm+pt		
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phases	4	4		8	8		5	2		1	6	
Minimum Initial (s)	8.0	8.0		8.0	8.0		5.0	10.0		5.0	10.0	
Minimum Split (s)	20.0	20.0		19.0	19.0		10.0	18.5		10.0	21.5	
Total Split (s)	24.0	24.0	0.0	24.0	24.0	0.0	17.0	71.0	0.0	16.0	71.0	0.0
Total Split (%)	21.4%	21.4%	0.0%	21.4%	21.4%	0.0%	15.2%	63.4%	0.0%	14.3%	63.4%	0.0%
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.5	1.5		1.5	1.5		1.5	2.0		1.5	2.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	C-Min		None	C-Min	
Act Effct Green (s)	20.3	20.3		20.3	20.3		82.1	73.8		83.9	76.5	
Actuated g/C Ratio	0.18	0.18		0.18	0.18		0.73	0.66		0.75	0.68	
v/c Ratio	0.29	0.23		0.70	0.21		0.11	0.65		0.34	0.58	
Uniform Delay, d1	39.6	19.5		42.9	11.3		3.3	11.0		3.3	9.7	
Control Delay	41.1	22.2		54.0	16.4		4.4	15.2		5.6	11.8	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.1	0.0	
Total Delay	41.1	22.3		54.0	16.4		4.4	15.2		5.7	11.8	
LOS	D	C		D	B		A	B		A	B	
Approach Delay		31.0			42.0			14.5			10.8	
Approach LOS		C			D			B			B	

Intersection Summary

Area Type: Other

Cycle Length: 112

Actuated Cycle Length: 112

Offset: 22 (20%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 65

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.70

Intersection Signal Delay: 17.2

Intersection LOS: B

Intersection Capacity Utilization 69.9%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 32: Thomas Rd & Vedder Rd

		
16 s	71 s	24 s
		
17 s	71 s	24 s

2007 Chilliwack Transportation Plan
33: Spadina Ave & First Ave

PM Peak
2007 Traffic Condition

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Leading Detector (m)	15.0	15.0	15.0	15.0	15.0	15.0	15.0	15.0		15.0	15.0	
Trailing Detector (m)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (k/h)		50			50			50			50	
Link Distance (m)		92.2			73.6			240.2			222.2	
Travel Time (s)		6.6			5.3			17.3			16.0	
Volume (vph)	90	9	55	15	10	22	37	400	28	16	335	67
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Turn Type	Split		Perm	Perm		Perm	Perm			Perm		
Protected Phases	6	6			2			4			8	
Permitted Phases			6	2		2	4			8		
Detector Phases	6	6	6	2	2	2	4	4		8	8	
Minimum Initial (s)	25.0	25.0	25.0	25.0	25.0	25.0	6.0	6.0		6.0	6.0	
Minimum Split (s)	30.0	30.0	30.0	30.0	30.0	30.0	33.0	33.0		33.0	33.0	
Total Split (s)	30.0	30.0	30.0	30.0	30.0	30.0	33.0	33.0	0.0	33.0	33.0	0.0
Total Split (%)	32.3%	32.3%	32.3%	32.3%	32.3%	32.3%	35.5%	35.5%	0.0%	35.5%	35.5%	0.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5		3.5	3.5	
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5		1.5	1.5	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Min	Min	Min	None	None	None	None	None		None	None	
Act Effct Green (s)		29.8	29.8		27.1	27.1	16.7	16.7		16.7	16.7	
Actuated g/C Ratio		0.44	0.44		0.34	0.34	0.25	0.25		0.25	0.25	
v/c Ratio		0.14	0.08		0.10	0.04	0.23	0.54		0.11	0.51	
Uniform Delay, d1		12.1	0.0		22.6	0.0	21.3	22.8		20.7	21.5	
Control Delay		19.6	6.6		21.4	8.8	26.5	24.6		25.4	23.4	
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		19.6	6.6		21.4	8.8	26.5	24.6		25.4	23.4	
LOS		B	A		C	A	C	C		C	C	
Approach Delay		15.0			15.6			24.8			23.4	
Approach LOS		B			B			C			C	
Intersection Summary												
Area Type:	Other											
Cycle Length: 93												
Actuated Cycle Length: 67.7												
Natural Cycle: 95												
Control Type: Actuated-Uncoordinated												
Maximum v/c Ratio: 0.54												
Intersection Signal Delay: 22.5							Intersection LOS: C					
Intersection Capacity Utilization 63.6%							ICU Level of Service B					
Analysis Period (min) 15												

Splits and Phases: 33: Spadina Ave & First Ave

		
ø2	ø6	ø4
30 s	30 s	33 s
		
		ø8
		33 s

2007 Chilliwack Transportation Plan
34: South Sumas Rd & Vedder Rd

PM Peak
2007 Traffic Condition

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	5%			0%	0%	
Storage Length (m)	40.0	0.0	0.0			0.0
Storage Lanes	1	1	0			0
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0
Leading Detector (m)	15.0	15.0	15.0	15.0	15.0	
Trailing Detector (m)	0.0	0.0	0.0	0.0	0.0	
Right Turn on Red		Yes				Yes
Link Speed (k/h)	50			50	50	
Link Distance (m)	534.1			805.9	486.7	
Travel Time (s)	38.5			58.0	35.0	
Volume (vph)	66	75	64	680	1052	81
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Turn Type		Perm	Perm			
Protected Phases	4			2	6	
Permitted Phases		4	2			
Detector Phases	4	4	2	2	6	
Minimum Initial (s)	10.0	10.0	25.0	25.0	25.0	
Minimum Split (s)	24.0	24.0	30.0	30.0	30.0	
Total Split (s)	24.0	24.0	32.0	32.0	32.0	0.0
Total Split (%)	42.9%	42.9%	57.1%	57.1%	57.1%	0.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None	None	C-Min	C-Min	C-Min	
Act Effect Green (s)	13.8	13.8		39.8	39.8	
Actuated g/C Ratio	0.25	0.25		0.71	0.71	
v/c Ratio	0.17	0.20		0.45	0.50	
Uniform Delay, d1	18.2	6.4		4.1	4.3	
Control Delay	15.9	8.0		6.4	4.8	
Queue Delay	0.0	0.0		0.0	0.0	
Total Delay	15.9	8.0		6.4	4.8	
LOS	B	A		A	A	
Approach Delay	11.7			6.4	4.8	
Approach LOS	B			A	A	

Intersection Summary

Area Type: Other

Cycle Length: 56

Actuated Cycle Length: 56

Offset: 6 (11%), Referenced to phase 2:NBT and 6:SBT, Start of Green

Natural Cycle: 55

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.50

Intersection Signal Delay: 5.8

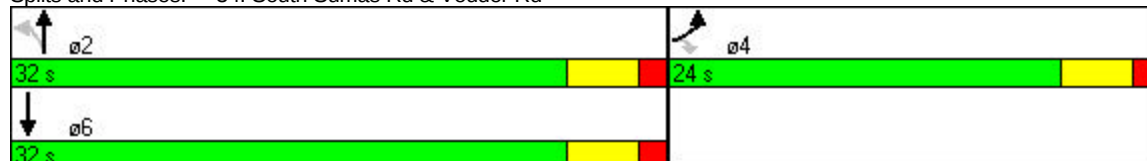
Intersection LOS: A

Intersection Capacity Utilization 70.8%

ICU Level of Service C

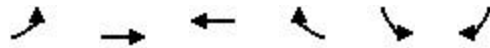
Analysis Period (min) 15

Splits and Phases: 34: South Sumas Rd & Vedder Rd



2007 Chilliwack Transportation Plan
35: Hodgins Ave & Corbould St

PM Peak
2007 Traffic Condition



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (m)	30.0			0.0	30.0	0.0
Storage Lanes	1			0	1	1
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0
Leading Detector (m)	15.0	15.0	15.0		15.0	15.0
Trailing Detector (m)	0.0	0.0	0.0		0.0	0.0
Turning Speed (k/h)	25			15	25	15
Right Turn on Red				Yes		Yes
Link Speed (k/h)		50	50		50	
Link Distance (m)		373.6	363.6		191.2	
Travel Time (s)		26.9	26.2		13.8	
Volume (vph)	119	252	243	133	125	93
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Turn Type	Perm					Perm
Protected Phases		4	8		6	
Permitted Phases	4					6
Detector Phases	4	4	8		6	6
Minimum Initial (s)	10.0	10.0	10.0		7.0	7.0
Minimum Split (s)	38.0	38.0	38.0		29.0	29.0
Total Split (s)	38.0	38.0	38.0	0.0	30.0	30.0
Total Split (%)	55.9%	55.9%	55.9%	0.0%	44.1%	44.1%
Yellow Time (s)	3.5	3.5	3.5		3.5	3.5
All-Red Time (s)	1.5	1.5	1.5		1.5	1.5
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None	None	None		Min	Min
Act Effct Green (s)	14.5	14.5	14.5		10.3	10.3
Actuated g/C Ratio	0.47	0.47	0.47		0.33	0.33
v/c Ratio	0.36	0.32	0.48		0.23	0.17
Uniform Delay, d1	5.2	5.1	4.7		7.3	0.0
Control Delay	7.1	5.8	5.8		9.0	3.2
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	7.1	5.8	5.8		9.0	3.2
LOS	A	A	A		A	A
Approach Delay		6.2	5.8		6.5	
Approach LOS		A	A		A	

Intersection Summary

Area Type: Other

Cycle Length: 68

Actuated Cycle Length: 31

Natural Cycle: 70

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.48

Intersection Signal Delay: 6.1

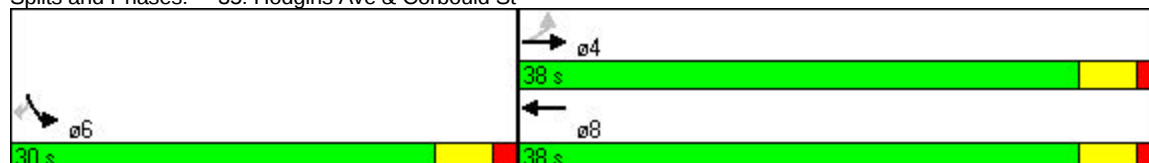
Intersection LOS: A

Intersection Capacity Utilization 46.2%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 35: Hodgins Ave & Corbould St



												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	0.0		0.0	0.0		0.0	0.0		50.0	0.0		0.0
Storage Lanes	0		0	0		0	0		1	0		1
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Leading Detector (m)	15.0	15.0		15.0	15.0		15.0	15.0		15.0	15.0	15.0
Trailing Detector (m)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Turning Speed (k/h)	25		15	25		15	25		15	25		15
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (k/h)		50			50			50			50	
Link Distance (m)		91.1			56.0			298.3			458.2	
Travel Time (s)		6.6			4.0			21.5			33.0	
Volume (vph)	44	47	159	217	59	84	98	352	170	30	298	39
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Turn Type	Perm			Perm			Perm			pm+pt		Perm
Protected Phases		4			8			2		1	6	
Permitted Phases	4			8			2			6		6
Detector Phases	4	4		8	8		2	2		1	6	6
Minimum Initial (s)	10.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0	10.0
Minimum Split (s)	23.0	23.0		23.0	23.0		23.0	23.0		15.0	30.0	30.0
Total Split (s)	40.0	40.0	0.0	40.0	40.0	0.0	45.0	45.0	0.0	15.0	60.0	60.0
Total Split (%)	40.0%	40.0%	0.0%	40.0%	40.0%	0.0%	45.0%	45.0%	0.0%	15.0%	60.0%	60.0%
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	1.5	1.5		1.5	1.5		1.5	1.5		1.5	1.5	1.5
Lead/Lag							Lag	Lag		Lead		
Lead-Lag Optimize?							Yes	Yes		Yes		
Recall Mode	None	None		None	None		Min	Min		None	Min	Min
Act Effect Green (s)		37.0			37.0			42.0			42.0	42.0
Actuated g/C Ratio		0.44			0.44			0.49			0.49	0.49
v/c Ratio		0.38			0.86			0.86			0.42	0.05
Uniform Delay, d1		9.9			20.6			18.3			13.7	0.0
Control Delay		11.9			41.1			31.9			15.1	3.9
Queue Delay		0.0			0.0			0.0			0.0	0.0
Total Delay		11.9			41.1			31.9			15.1	3.9
LOS		B			D			C			B	A
Approach Delay		11.9			41.1			31.9			14.0	
Approach LOS		B			D			C			B	

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 85

Natural Cycle: 100

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.86

Intersection Signal Delay: 26.7

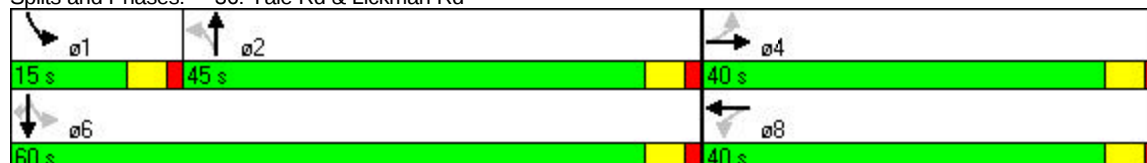
Intersection LOS: C

Intersection Capacity Utilization 99.9%

ICU Level of Service F

Analysis Period (min) 15

Splits and Phases: 36: Yale Rd & Lickman Rd



2007 Chilliwack Transportation Plan
37: Luckakuck Way & Lickman Rd

PM Peak
2007 Traffic Condition

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	0.0		0.0	0.0		15.0	50.0		0.0	50.0		0.0
Storage Lanes	0		0	0		1	1		0	1		0
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Leading Detector (m)	15.0	15.0		15.0	15.0	15.0	15.0	15.0		15.0	15.0	
Trailing Detector (m)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Turning Speed (k/h)	25		15	25		15	25		15	25		15
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (k/h)		50			50			50			50	
Link Distance (m)		123.0			64.1			771.3			206.9	
Travel Time (s)		8.9			4.6			55.5			14.9	
Volume (vph)	50	49	9	26	40	146	8	256	35	260	367	59
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Turn Type	Perm			Perm		Perm	Perm			pm+pt		
Protected Phases		4			8			2		1	6	
Permitted Phases	4			8		8	2			6		
Detector Phases	4	4		8	8	8	2	2		1	6	
Minimum Initial (s)	10.0	10.0		10.0	10.0	10.0	10.0	10.0		7.0	10.0	
Minimum Split (s)	27.0	27.0		27.0	27.0	27.0	35.0	35.0		15.0	35.0	
Total Split (s)	25.0	25.0	0.0	25.0	25.0	25.0	45.0	45.0	0.0	25.0	45.0	0.0
Total Split (%)	26.3%	26.3%	0.0%	26.3%	26.3%	26.3%	47.4%	47.4%	0.0%	26.3%	47.4%	0.0%
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5		3.5	3.5	
All-Red Time (s)	1.5	1.5		1.5	1.5	1.5	1.5	1.5		1.5	1.5	
Lead/Lag							Lag	Lag		Lead		
Lead-Lag Optimize?							Yes	Yes		Yes		
Recall Mode	None	None		None	None	None	Min	Min		None	Min	
Act Effect Green (s)		13.0			13.0	13.0	22.0	22.0		31.4	33.1	
Actuated g/C Ratio		0.26			0.26	0.26	0.46	0.46		0.63	0.70	
v/c Ratio		0.29			0.17	0.30	0.02	0.37		0.40	0.37	
Uniform Delay, d1		16.3			16.3	0.0	8.3	9.6		3.2	3.4	
Control Delay		17.4			17.0	4.9	12.4	13.9		5.7	5.0	
Queue Delay		0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		17.4			17.0	4.9	12.4	13.9		5.8	5.0	
LOS		B			B	A	B	B		A	A	
Approach Delay		17.4			8.7			13.8			5.3	
Approach LOS		B			A			B			A	

Intersection Summary

Area Type: Other

Cycle Length: 95

Actuated Cycle Length: 47.4

Natural Cycle: 80

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.40

Intersection Signal Delay: 8.8

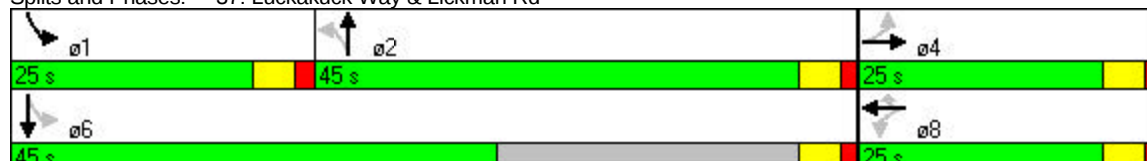
Intersection LOS: A

Intersection Capacity Utilization 53.8%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 37: Luckakuck Way & Lickman Rd



2007 Chilliwack Transportation Plan
38: Knight Street & Topaz Dr

PM Peak
2007 Traffic Condition

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Leading Detector (m)	15.0	15.0		15.0	15.0		15.0	15.0		15.0	15.0	
Trailing Detector (m)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turning Speed (k/h)	25		15	25		15	25		15	25		15
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (k/h)		50			50			50			50	
Link Distance (m)		228.0			95.3			186.1			112.0	
Travel Time (s)		16.4			6.9			13.4			8.1	
Volume (vph)	109	127	8	16	179	148	4	9	17	164	22	191
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		2			6			8			4	
Permitted Phases	2	2		6			8			4	4	
Detector Phases	2	2		6	6		8	8		4	4	
Minimum Initial (s)	15.0	15.0		15.0	15.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	33.0	33.0		33.0	33.0		22.0	22.0		22.0	22.0	
Total Split (s)	20.0	20.0	0.0	20.0	20.0	0.0	15.0	15.0	0.0	15.0	15.0	0.0
Total Split (%)	57.1%	57.1%	0.0%	57.1%	57.1%	0.0%	42.9%	42.9%	0.0%	42.9%	42.9%	0.0%
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.5	1.5		1.5	1.5		1.5	1.5		1.5	1.5	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Max	Max		Max	Max		None	None		None	None	
Act Effct Green (s)	35.8	35.8			35.8			12.5		12.5	12.5	
Actuated g/C Ratio	0.70	0.70			0.70			0.23		0.23	0.23	
v/c Ratio	0.17	0.11			0.30			0.08		0.57	0.27	
Uniform Delay, d1	3.0	2.7			1.8			7.0		18.9	1.7	
Control Delay	4.5	3.6			3.1			9.8		23.5	4.4	
Queue Delay	0.0	0.0			0.0			0.0		0.0	0.0	
Total Delay	4.5	3.6			3.1			9.8		23.5	4.4	
LOS	A	A			A			A		C	A	
Approach Delay		4.0			3.1			9.8			12.7	
Approach LOS		A			A			A			B	
Intersection Summary												
Area Type:	Other											
Cycle Length: 35												
Actuated Cycle Length: 51.2												
Natural Cycle: 55												
Control Type: Actuated-Uncoordinated												
Maximum v/c Ratio: 0.57												
Intersection Signal Delay: 7.2	Intersection LOS: A											
Intersection Capacity Utilization 57.6%	ICU Level of Service B											
Analysis Period (min) 15												

Splits and Phases: 38: Knight Street & Topaz Dr



												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	30.0		0.0	30.0		0.0	30.0		0.0	30.0		0.0
Storage Lanes	1		0	1		0	1		0	1		0
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Leading Detector (m)	15.0	15.0		15.0	15.0		15.0	15.0		15.0	15.0	
Trailing Detector (m)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turning Speed (k/h)	25		15	25		15	25		15	25		15
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (k/h)		50			50			50			50	
Link Distance (m)		363.6			172.2			160.7			216.3	
Travel Time (s)		26.2			12.4			11.6			15.6	
Volume (vph)	29	342	44	88	316	55	33	71	112	168	94	35
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phases	4	4		8	8		2	2		6	6	
Minimum Initial (s)	10.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	29.0	29.0		29.0	29.0		28.0	28.0		28.0	28.0	
Total Split (s)	30.0	30.0	0.0	30.0	30.0	0.0	30.0	30.0	0.0	30.0	30.0	0.0
Total Split (%)	50.0%	50.0%	0.0%	50.0%	50.0%	0.0%	50.0%	50.0%	0.0%	50.0%	50.0%	0.0%
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.5	1.5		1.5	1.5		1.5	1.5		1.5	1.5	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		Min	Min		Min	Min	
Act Effect Green (s)	16.3	16.3		16.3	16.3		14.8	14.8		14.8	14.8	
Actuated g/C Ratio	0.44	0.44		0.44	0.44		0.40	0.40		0.40	0.40	
v/c Ratio	0.10	0.53		0.32	0.51		0.07	0.27		0.42	0.19	
Uniform Delay, d1	6.1	7.3		6.8	7.1		6.8	2.7		7.9	5.1	
Control Delay	7.6	9.3		9.6	9.0		8.8	4.8		11.1	7.1	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	7.6	9.3		9.6	9.0		8.8	4.8		11.1	7.1	
LOS	A	A		A	A		A	A		B	A	
Approach Delay		9.1			9.1			5.4			9.4	
Approach LOS		A			A			A			A	

Intersection Summary

Area Type: Other

Cycle Length: 60

Actuated Cycle Length: 37.4

Natural Cycle: 60

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.53

Intersection Signal Delay: 8.6

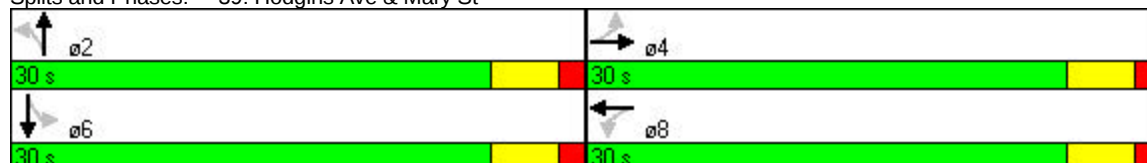
Intersection LOS: A

Intersection Capacity Utilization 62.2%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 39: Hodgins Ave & Mary St



2007 Chilliwack Transportation Plan
40: Cheam Ave & Young Rd

PM Peak
2007 Traffic Condition

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	30.0		0.0	30.0		0.0	30.0		0.0	0.0		0.0
Storage Lanes	1		0	0		0	1		0	1		0
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Leading Detector (m)	15.0	15.0		15.0	15.0		15.0	15.0		15.0	15.0	
Trailing Detector (m)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (k/h)		50			50			50			50	
Link Distance (m)		326.1			159.0			501.1			249.0	
Travel Time (s)		23.5			11.4			36.1			17.9	
Volume (vph)	75	1	137	1	0	2	94	559	0	2	605	39
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Turn Type	Perm			Perm			pm+pt			Perm		
Protected Phases		4			8		5	2			6	
Permitted Phases	4			8			2			6		
Detector Phases	4	4		8	8		5	2		6	6	
Minimum Initial (s)	7.0	7.0		7.0	7.0		7.0	15.0		15.0	15.0	
Minimum Split (s)	27.0	27.0		27.0	27.0		15.0	25.0		25.0	25.0	
Total Split (s)	20.0	20.0	0.0	15.0	15.0	0.0	20.0	40.0	0.0	33.0	33.0	0.0
Total Split (%)	27.4%	27.4%	0.0%	20.5%	20.5%	0.0%	27.4%	54.8%	0.0%	45.2%	45.2%	0.0%
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.5	1.5		1.5	1.5		1.5	1.5		1.5	1.5	
Lead/Lag							Lead			Lag	Lag	
Lead-Lag Optimize?							Yes			Yes	Yes	
Recall Mode	None	None		None	None		None	Min		Min	Min	
Act Effct Green (s)	12.5	12.5			12.5		40.0	40.1		31.0	31.0	
Actuated g/C Ratio	0.21	0.21			0.21		0.64	0.70		0.54	0.54	
v/c Ratio	0.28	0.34			0.01		0.19	0.25		0.00	0.37	
Uniform Delay, d1	20.3	0.1			6.3		2.6	3.0		6.5	8.2	
Control Delay	17.9	5.3			14.3		4.4	3.6		10.5	10.0	
Queue Delay	0.0	0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay	17.9	5.3			14.3		4.4	3.6		10.5	10.0	
LOS	B	A			B		A	A		B	B	
Approach Delay		9.7			14.3			3.7			10.0	
Approach LOS		A			B			A			B	

Intersection Summary

Area Type: Other

Cycle Length: 73

Actuated Cycle Length: 57.3

Natural Cycle: 70

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.37

Intersection Signal Delay: 7.3

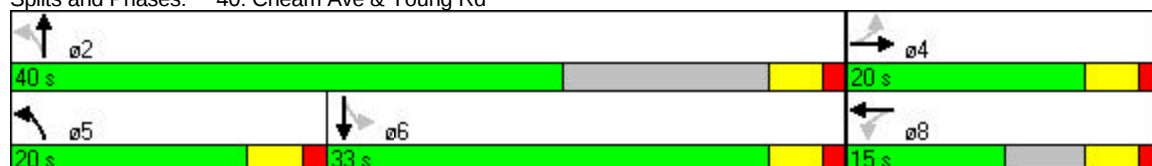
Intersection LOS: A

Intersection Capacity Utilization 48.3%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 40: Cheam Ave & Young Rd



												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Leading Detector (m)	15.0	15.0		15.0	15.0		15.0	15.0		15.0	15.0	15.0
Trailing Detector (m)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (k/h)		50			50			50			50	
Link Distance (m)		116.0			326.1			159.0			240.2	
Travel Time (s)		8.4			23.5			11.4			17.3	
Volume (vph)	289	119	68	25	137	35	54	120	27	40	102	362
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Turn Type	Prot			Prot			Perm			Perm		Perm
Protected Phases	7	4		3	8			2			6	
Permitted Phases							2	2		6		6
Detector Phases	7	4		3	8		2	2		6	6	6
Minimum Initial (s)	15.0	20.0		7.0	7.0		7.0	7.0		7.0	7.0	7.0
Minimum Split (s)	25.5	25.5		15.0	25.5		26.0	26.0		26.0	26.0	26.0
Total Split (s)	45.0	45.0	0.0	23.0	30.0	0.0	30.0	30.0	0.0	30.0	30.0	30.0
Total Split (%)	42.9%	42.9%	0.0%	21.9%	28.6%	0.0%	28.6%	28.6%	0.0%	28.6%	28.6%	28.6%
Yellow Time (s)	4.0	4.0		4.0	4.0		4.5	4.5		4.5	4.5	4.5
All-Red Time (s)	1.5	1.5		1.5	1.5		1.5	1.5		1.5	1.5	1.5
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Recall Mode	None	None		None	None		Min	Min		Min	Min	Min
Act Effect Green (s)	17.9	27.6		10.4	13.4		19.7	19.7		19.7	19.7	19.7
Actuated g/C Ratio	0.34	0.52		0.19	0.26		0.41	0.41		0.41	0.41	0.41
v/c Ratio	0.27	0.22		0.08	0.39		0.12	0.22		0.11	0.15	0.45
Uniform Delay, d1	16.3	8.6		21.9	15.6		12.2	11.9		12.1	12.3	0.0
Control Delay	14.9	8.4		22.6	17.2		17.0	16.6		17.0	16.9	3.7
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	14.9	8.4		22.6	17.2		17.0	16.6		17.0	16.9	3.7
LOS	B	A		C	B		B	B		B	B	A
Approach Delay		12.3			17.9			16.7			7.4	
Approach LOS		B			B			B			A	

Intersection Summary

Area Type: Other

Cycle Length: 105

Actuated Cycle Length: 48.4

Natural Cycle: 80

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.45

Intersection Signal Delay: 12.0

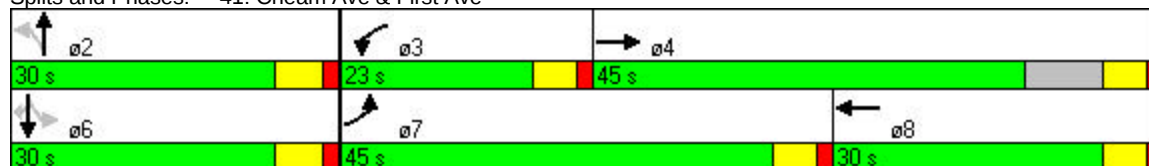
Intersection LOS: B

Intersection Capacity Utilization 49.6%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 41: Cheam Ave & First Ave

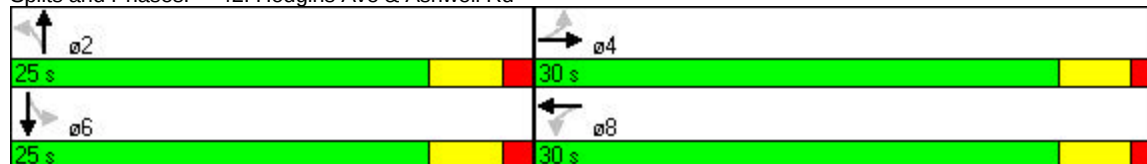


2007 Chilliwack Transportation Plan
42: Hodgins Ave & Ashwell Rd

PM Peak
2007 Traffic Condition

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Leading Detector (m)	15.0	15.0		15.0	15.0		15.0	15.0		15.0	15.0	
Trailing Detector (m)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (k/h)		50			50			50			50	
Link Distance (m)		165.1			373.6			477.6			198.6	
Travel Time (s)		11.9			26.9			34.4			14.3	
Volume (vph)	114	247	53	24	173	26	66	62	28	29	31	73
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phases	4	4		8	8		2	2		6	6	
Minimum Initial (s)	15.0	15.0		15.0	15.0		7.0	7.0		7.0	7.0	
Minimum Split (s)	30.0	30.0		30.0	30.0		25.0	25.0		25.0	25.0	
Total Split (s)	30.0	30.0	0.0	30.0	30.0	0.0	25.0	25.0	0.0	25.0	25.0	0.0
Total Split (%)	54.5%	54.5%	0.0%	54.5%	54.5%	0.0%	45.5%	45.5%	0.0%	45.5%	45.5%	0.0%
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.5	1.5		1.5	1.5		1.5	1.5		1.5	1.5	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		Min	Min		Min	Min	
Act Effct Green (s)		19.6			19.6			11.3			11.3	
Actuated g/C Ratio		0.53			0.53			0.30			0.30	
v/c Ratio		0.55			0.27			0.35			0.27	
Uniform Delay, d1		5.4			4.3			8.5			4.2	
Control Delay		8.1			5.5			10.5			6.5	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		8.1			5.5			10.5			6.5	
LOS		A			A			B			A	
Approach Delay		8.1			5.5			10.5			6.5	
Approach LOS		A			A			B			A	
Intersection Summary												
Area Type:	Other											
Cycle Length: 55												
Actuated Cycle Length: 37.1												
Natural Cycle: 55												
Control Type: Actuated-Uncoordinated												
Maximum v/c Ratio: 0.55												
Intersection Signal Delay: 7.6					Intersection LOS: A							
Intersection Capacity Utilization 60.3%					ICU Level of Service B							
Analysis Period (min) 15												

Splits and Phases: 42: Hodgins Ave & Ashwell Rd



2007 Chilliwack Transportation Plan
43: Promontory Rd & Thomas Rd

PM Peak
2007 Traffic Condition

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Leading Detector (m)	15.0	15.0		15.0	15.0		15.0	15.0		15.0	15.0	
Trailing Detector (m)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (k/h)		50			50			50			50	
Link Distance (m)		397.3			453.4			517.0			289.2	
Travel Time (s)		28.6			32.6			37.2			20.8	
Volume (vph)	8	541	9	129	537	10	15	0	144	12	2	16
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		2			6			4			4	
Permitted Phases	2			6			4			4		
Detector Phases	2	2		6	6		4	4		4	4	
Minimum Initial (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Minimum Split (s)	22.0	22.0		22.0	22.0		22.0	22.0		22.0	22.0	
Total Split (s)	25.0	25.0	0.0	25.0	25.0	0.0	25.0	25.0	0.0	25.0	25.0	0.0
Total Split (%)	50.0%	50.0%	0.0%	50.0%	50.0%	0.0%	50.0%	50.0%	0.0%	50.0%	50.0%	0.0%
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.5	1.5		1.5	1.5		1.5	1.5		1.5	1.5	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Min	Min		Min	Min		Min	Min		Min	Min	
Act Effct Green (s)	19.8	19.8		19.8	19.8			9.7			9.7	
Actuated g/C Ratio	0.56	0.56		0.56	0.56			0.27			0.27	
v/c Ratio	0.04	0.58		0.65	0.58			0.32			0.07	
Uniform Delay, d1	3.6	5.1		5.5	5.1			0.9			4.3	
Control Delay	4.4	7.7		23.9	7.6			4.1			7.6	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	4.4	7.7		23.9	7.6			4.1			7.6	
LOS	A	A		C	A			A			A	
Approach Delay		7.6			10.7			4.1			7.6	
Approach LOS		A			B			A			A	
Intersection Summary												
Area Type:	Other											
Cycle Length: 50												
Actuated Cycle Length: 35.6												
Natural Cycle: 50												
Control Type: Actuated-Uncoordinated												
Maximum v/c Ratio: 0.65												
Intersection Signal Delay: 8.7					Intersection LOS: A							
Intersection Capacity Utilization 56.2%					ICU Level of Service B							
Analysis Period (min) 15												

Splits and Phases: 43: Promontory Rd & Thomas Rd

								
25 s			25 s			25 s		
								
25 s			25 s			25 s		

2007 Chilliwack Transportation Plan
44: Vibe Rd & Yale Rd

PM Peak
2007 Traffic Condition



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W		W	W	W	W
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0
Leading Detector (m)	15.0		15.0	15.0	15.0	
Trailing Detector (m)	0.0		0.0	0.0	0.0	
Turning Speed (k/h)	25	15	25			15
Right Turn on Red		Yes				Yes
Link Speed (k/h)	50			50	50	
Link Distance (m)	139.5			356.1	320.6	
Travel Time (s)	10.0			25.6	23.1	
Volume (vph)	166	100	32	1630	1548	73
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Turn Type			Perm			
Protected Phases	4			2	6	
Permitted Phases			2			
Detector Phases	4		2	2	6	
Minimum Initial (s)	7.0		10.0	10.0	10.0	
Minimum Split (s)	22.0		21.0	21.0	21.0	
Total Split (s)	15.0	0.0	55.0	55.0	55.0	0.0
Total Split (%)	21.4%	0.0%	78.6%	78.6%	78.6%	0.0%
Yellow Time (s)	3.5		3.5	3.5	3.5	
All-Red Time (s)	1.5		1.5	1.5	1.5	
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None		Min	Min	Min	
Act Effct Green (s)	12.1		41.3	41.3	41.3	
Actuated g/C Ratio	0.20		0.69	0.69	0.69	
v/c Ratio	0.77		0.32	0.73	0.73	
Uniform Delay, d1	19.4		3.5	5.6	5.5	
Control Delay	37.8		10.7	7.0	7.0	
Queue Delay	0.0		0.0	0.0	0.0	
Total Delay	37.8		10.7	7.0	7.0	
LOS	D		B	A	A	
Approach Delay	37.8			7.1	7.0	
Approach LOS	D			A	A	

Intersection Summary

Area Type: Other

Cycle Length: 70

Actuated Cycle Length: 59.5

Natural Cycle: 60

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.77

Intersection Signal Delay: 9.3

Intersection LOS: A

Intersection Capacity Utilization 67.1%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 44: Vibe Rd & Yale Rd

2007 Chilliwack Transportation Plan
45: Manuel Rd & Vedder Rd

PM Peak
2007 Traffic Condition

							
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	ø4
Lane Configurations			 		 	 	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Storage Length (m)	0.0	0.0		0.0	45.0		
Storage Lanes	0	0		0	1		
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	
Leading Detector (m)			15.0		15.0	15.0	
Trailing Detector (m)			0.0		0.0	0.0	
Right Turn on Red		Yes		Yes			
Link Speed (k/h)	50		50			50	
Link Distance (m)	394.0		528.0			403.4	
Travel Time (s)	28.4		38.0			29.0	
Volume (vph)	0	0	705	45	40	1115	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	
Turn Type					Perm		
Protected Phases			2			2	4
Permitted Phases					2		
Detector Phases			2		2	2	
Minimum Initial (s)			10.0		10.0	10.0	4.0
Minimum Split (s)			15.0		15.0	15.0	23.0
Total Split (s)	0.0	0.0	35.0	0.0	35.0	35.0	23.0
Total Split (%)	0.0%	0.0%	60.3%	0.0%	60.3%	60.3%	40%
Yellow Time (s)			3.5		3.5	3.5	2.0
All-Red Time (s)			1.5		1.5	1.5	0.0
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode			C-Min		C-Min	C-Min	None
Act Effct Green (s)			58.0		58.0	58.0	
Actuated g/C Ratio			1.00		1.00	1.00	
v/c Ratio			0.23		0.08	0.35	
Uniform Delay, d1			0.0		0.0	0.0	
Control Delay			0.2		0.3	0.3	
Queue Delay			0.0		0.0	0.0	
Total Delay			0.2		0.3	0.3	
LOS			A		A	A	
Approach Delay			0.2			0.3	
Approach LOS			A			A	
Intersection Summary							
Area Type:	Other						
Cycle Length: 58							
Actuated Cycle Length: 58							
Offset: 6 (10%), Referenced to phase 2:NBSB, Start of Green							
Natural Cycle: 45							
Control Type: Actuated-Coordinated							
Maximum v/c Ratio: 0.35							
Intersection Signal Delay: 0.2				Intersection LOS: A			
Intersection Capacity Utilization 35.9%				ICU Level of Service A			
Analysis Period (min) 15							

Splits and Phases: 45: Manuel Rd & Vedder Rd

 	ø2	  	ø4
35 s		23 s	

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Turning Speed (k/h)	25		15	25		15	25		15	25		15
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (k/h)		50			50			50			50	
Link Distance (m)		235.0			607.4			142.0			120.0	
Travel Time (s)		16.9			43.7			10.2			8.6	
Volume (vph)	10	473	10	10	392	10	10	10	10	10	10	10
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Minimum Split (s)	21.0	21.0		21.0	21.0		17.0	17.0		17.0	17.0	
Total Split (s)	22.0	22.0	0.0	22.0	22.0	0.0	18.0	18.0	0.0	18.0	18.0	0.0
Total Split (%)	55.0%	55.0%	0.0%	55.0%	55.0%	0.0%	45.0%	45.0%	0.0%	45.0%	45.0%	0.0%
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.5	1.5		1.5	1.5		1.5	1.5		1.5	1.5	
Lead/Lag												
Lead-Lag Optimize?												
Act Effect Green (s)	19.0	19.0		19.0	19.0		15.0			15.0		
Actuated g/C Ratio	0.48	0.48		0.48	0.48		0.38			0.38		
v/c Ratio	0.03	0.60		0.04	0.50		0.05			0.05		
Uniform Delay, d1	5.6	7.6		5.6	7.2		5.3			5.3		
Control Delay	6.0	11.2		6.2	9.6		6.8			6.8		
Queue Delay	0.0	0.0		0.0	0.0		0.0			0.0		
Total Delay	6.0	11.2		6.2	9.6		6.8			6.8		
LOS	A	B		A	A		A			A		
Approach Delay		11.1			9.5		6.8			6.8		
Approach LOS		B			A		A			A		

Intersection Summary

Area Type: Other

Cycle Length: 40

Actuated Cycle Length: 40

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

Natural Cycle: 40

Control Type: Pretimed

Maximum v/c Ratio: 0.60

Intersection Signal Delay: 10.2

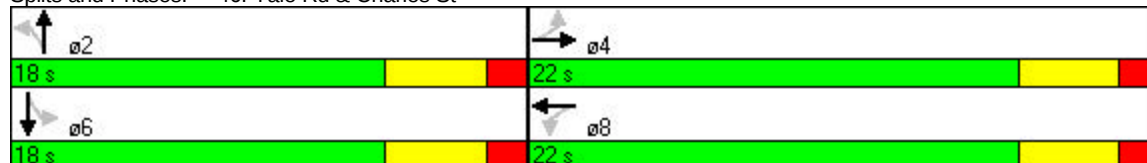
Intersection LOS: B

Intersection Capacity Utilization 35.5%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 46: Yale Rd & Charles St



2007 Chilliwack Transportation Plan
47: Keith Wilson Rd & Peach Rd

PM Peak
2007 Traffic Condition

							
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	ø4
Lane Configurations							
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	
Leading Detector (m)	15.0			15.0			
Trailing Detector (m)	0.0			0.0			
Turning Speed (k/h)		15	25		25	15	
Right Turn on Red		Yes				Yes	
Link Speed (k/h)	50			50	50		
Link Distance (m)	136.0			724.1	440.1		
Travel Time (s)	9.8			52.1	31.7		
Volume (vph)	471	0	0	351	0	0	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	
Turn Type							
Protected Phases	2			2			4
Permitted Phases							
Detector Phases	2			2			
Minimum Initial (s)	5.0			5.0			7.0
Minimum Split (s)	17.0			17.0			19.0
Total Split (s)	10.0	0.0	0.0	10.0	0.0	0.0	26.0
Total Split (%)	27.8%	0.0%	0.0%	27.8%	0.0%	0.0%	72%
Yellow Time (s)	3.5			3.5			3.5
All-Red Time (s)	1.5			1.5			1.5
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	Min			Min			None
Act Effct Green (s)	120.0			120.0			
Actuated g/C Ratio	1.00			1.00			
v/c Ratio	0.28			0.21			
Uniform Delay, d1	0.0			0.0			
Control Delay	0.4			0.3			
Queue Delay	0.0			0.0			
Total Delay	0.4			0.3			
LOS	A			A			
Approach Delay	0.4			0.3			
Approach LOS	A			A			
Intersection Summary							
Area Type:	Other						
Cycle Length: 36							
Actuated Cycle Length: 120							
Natural Cycle: 40							
Control Type: Actuated-Uncoordinated							
Maximum v/c Ratio: 0.28							
Intersection Signal Delay: 0.3	Intersection LOS: A						
Intersection Capacity Utilization 28.1%	ICU Level of Service A						
Analysis Period (min) 15							

Splits and Phases: 47: Keith Wilson Rd & Peach Rd

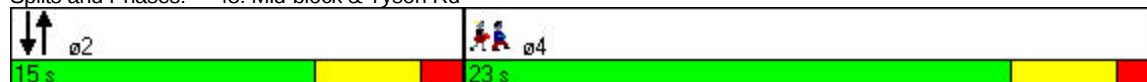
		ø2			ø4
10 s			26 s		

2007 Chilliwack Transportation Plan
48: Mid-block & Tyson Rd

PM Peak
2007 Traffic Condition

							
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	ø4
Lane Configurations							
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	
Leading Detector (m)			15.0			15.0	
Trailing Detector (m)			0.0			0.0	
Turning Speed (k/h)	25	15		15	25		
Right Turn on Red		Yes		Yes			
Link Speed (k/h)	50		50			50	
Link Distance (m)	250.0		609.0			162.0	
Travel Time (s)	18.0		43.8			11.7	
Volume (vph)	0	0	127	0	0	117	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	
Turn Type							
Protected Phases			2			2	4
Permitted Phases							
Detector Phases			2			2	
Minimum Initial (s)			10.0			10.0	7.0
Minimum Split (s)			21.0			21.0	23.0
Total Split (s)	0.0	0.0	15.0	0.0	0.0	15.0	23.0
Total Split (%)	0.0%	0.0%	39.5%	0.0%	0.0%	39.5%	61%
Yellow Time (s)			3.5			3.5	3.5
All-Red Time (s)			1.5			1.5	1.5
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode			Min			Min	None
Act Effct Green (s)			120.0			120.0	
Actuated g/C Ratio			1.00			1.00	
v/c Ratio			0.07			0.07	
Uniform Delay, d1			0.0			0.0	
Control Delay			0.1			0.1	
Queue Delay			0.0			0.0	
Total Delay			0.1			0.1	
LOS			A			A	
Approach Delay			0.1			0.1	
Approach LOS			A			A	
Intersection Summary							
Area Type:	Other						
Cycle Length: 38							
Actuated Cycle Length: 120							
Natural Cycle: 45							
Control Type: Actuated-Uncoordinated							
Maximum v/c Ratio: 0.07							
Intersection Signal Delay: 0.1				Intersection LOS: A			
Intersection Capacity Utilization 11.7%				ICU Level of Service A			
Analysis Period (min) 15							

Splits and Phases: 48: Mid-block & Tyson Rd

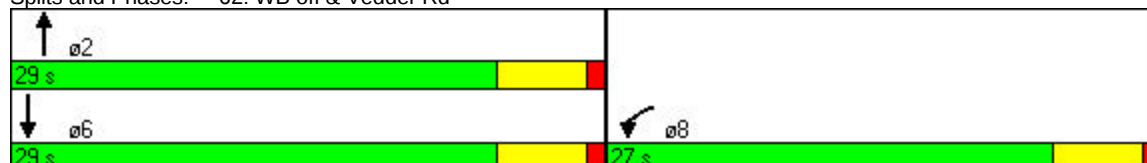


2007 Chilliwack Transportation Plan
62: WB off & Vedder Rd

PM Peak
2007 Traffic Condition

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	 		 		 	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.6	3.6	3.6	3.6	3.6	3.6
Grade (%)	4%		-4%			4%
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (m)	15.0		15.0			15.0
Trailing Detector (m)	0.0		0.0			0.0
Right Turn on Red	Yes		Yes			
Link Speed (k/h)	50		50			50
Link Distance (m)	99.7		36.7			167.0
Travel Time (s)	7.2		2.6			12.0
Volume (vph)	137	0	1350	0	0	750
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Turn Type						
Protected Phases	8		2			6
Permitted Phases						
Detector Phases	8		2			6
Minimum Initial (s)	7.0		10.0			10.0
Minimum Split (s)	26.3		18.4			15.4
Total Split (s)	27.0	0.0	29.0	0.0	0.0	29.0
Total Split (%)	48.2%	0.0%	51.8%	0.0%	0.0%	51.8%
Yellow Time (s)	4.3		4.4			4.4
All-Red Time (s)	1.0		1.0			1.0
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None		C-Min			C-Min
Act Effct Green (s)	11.4		39.8			39.8
Actuated g/C Ratio	0.20		0.71			0.71
v/c Ratio	0.22		0.58			0.34
Uniform Delay, d1	19.7		5.0			3.8
Control Delay	17.3		8.9			5.7
Queue Delay	0.0		0.0			0.0
Total Delay	17.3		8.9			5.7
LOS	B		A			A
Approach Delay	17.3		8.9			5.7
Approach LOS	B		A			A
Intersection Summary						
Area Type:	Other					
Cycle Length: 56						
Actuated Cycle Length: 56						
Offset: 16 (29%), Referenced to phase 2:NBT and 6:SBT, Start of Green						
Natural Cycle: 60						
Control Type: Actuated-Coordinated						
Maximum v/c Ratio: 0.58						
Intersection Signal Delay: 8.4				Intersection LOS: A		
Intersection Capacity Utilization 33.2%				ICU Level of Service A		
Analysis Period (min) 15						

Splits and Phases: 62: WB off & Vedder Rd



												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.6	3.6	3.6	3.6	3.6	3.6	3.6	3.6	3.6	3.6	3.6	3.6
Grade (%)		5%			0%			4%			-4%	
Storage Length (m)	0.0		0.0	0.0		0.0	0.0		0.0	35.0		0.0
Storage Lanes	1		0	0		0	0		0	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (m)	15.0	15.0						15.0		15.0	15.0	
Trailing Detector (m)	0.0	0.0						0.0		0.0	0.0	
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (k/h)		50			50			50			50	
Link Distance (m)		81.0			58.2			68.0			85.1	
Travel Time (s)		5.8			4.2			4.9			6.1	
Volume (vph)	400	10	0	0	0	0	0	927	0	32	1250	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Turn Type	Split									pm+pt		
Protected Phases	4	4						2		1	6	
Permitted Phases										6		
Detector Phases	4	4						2		1	6	
Minimum Initial (s)	7.0	7.0						10.0		6.0	10.0	
Minimum Split (s)	25.0	25.0						18.5		11.6	18.5	
Total Split (s)	25.0	25.0	0.0	0.0	0.0	0.0	0.0	19.0	0.0	12.0	31.0	0.0
Total Split (%)	44.6%	44.6%	0.0%	0.0%	0.0%	0.0%	0.0%	33.9%	0.0%	21.4%	55.4%	0.0%
Yellow Time (s)	4.0	4.0						4.5		4.5	4.5	
All-Red Time (s)	1.0	1.0						1.0		1.1	1.0	
Lead/Lag								Lag		Lead		
Lead-Lag Optimize?								Yes		Yes		
Recall Mode	None	None						C-Min		None	C-Min	
Act Effct Green (s)	13.7	13.7						29.4		34.3	34.3	
Actuated g/C Ratio	0.24	0.24						0.53		0.61	0.61	
v/c Ratio	0.55	0.58						0.57		0.08	0.63	
Uniform Delay, d1	18.5	18.6						11.4		4.3	6.8	
Control Delay	19.2	19.5						15.6		6.2	9.4	
Queue Delay	0.0	0.0						0.0		0.0	0.0	
Total Delay	19.2	19.5						15.6		6.2	9.4	
LOS	B	B						B		A	A	
Approach Delay		19.4						15.6			9.3	
Approach LOS		B						B			A	

Intersection Summary

Area Type: Other

Cycle Length: 56

Actuated Cycle Length: 56

Offset: 15 (27%), Referenced to phase 2:NBT and 6:SBTL, Start of Green

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.63

Intersection Signal Delay: 13.1

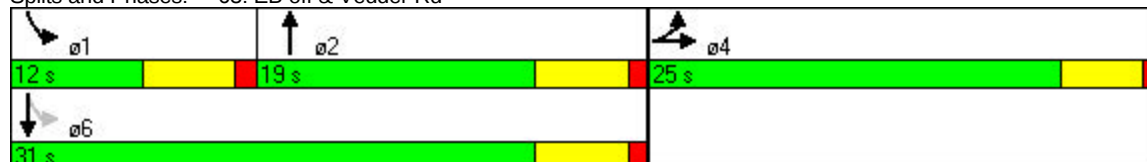
Intersection LOS: B

Intersection Capacity Utilization 43.6%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 63: EB off & Vedder Rd



2007 Chilliwack Transportation Plan
67: Hwy 1 EB off & Lickman Rd

PM Peak
2007 Traffic Condition

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Leading Detector (m)	15.0		15.0					15.0		15.0	15.0	
Trailing Detector (m)	0.0		0.0					0.0		0.0	0.0	
Turning Speed (k/h)	25		15	25		15	25		15	25		15
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (k/h)		50			50			50			50	
Link Distance (m)		186.9			124.3			206.9			298.3	
Travel Time (s)		13.5			8.9			14.9			21.5	
Volume (vph)	218	0	62	0	0	0	0	402	50	50	624	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Turn Type	custom		custom							Perm		
Protected Phases								2			6	
Permitted Phases	4		4							6		
Detector Phases	4		4					2		6	6	
Minimum Initial (s)	10.0		10.0					10.0		10.0	10.0	
Minimum Split (s)	21.0		21.0					21.0		21.0	21.0	
Total Split (s)	21.0	0.0	21.0	0.0	0.0	0.0	0.0	39.0	0.0	39.0	39.0	0.0
Total Split (%)	35.0%	0.0%	35.0%	0.0%	0.0%	0.0%	0.0%	65.0%	0.0%	65.0%	65.0%	0.0%
Yellow Time (s)	3.5		3.5					3.5		3.5	3.5	
All-Red Time (s)	1.5		1.5					1.5		1.5	1.5	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None		None					Min		Min	Min	
Act Effct Green (s)	14.5		14.5					30.4			30.4	
Actuated g/C Ratio	0.28		0.28					0.59			0.59	
v/c Ratio	0.48		0.14					0.45			0.71	
Uniform Delay, d1	15.0		0.0					5.4			7.2	
Control Delay	17.5		5.5					7.1			11.2	
Queue Delay	0.0		0.0					0.0			0.0	
Total Delay	17.5		5.5					7.1			11.2	
LOS	B		A					A			B	
Approach Delay								7.1			11.2	
Approach LOS								A			B	

Intersection Summary

Area Type: Other

Cycle Length: 60

Actuated Cycle Length: 51.1

Natural Cycle: 60

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.71

Intersection Signal Delay: 10.6

Intersection LOS: B

Intersection Capacity Utilization 81.9%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 67: Hwy 1 EB off & Lickman Rd

 ø2	 ø4
39 s	21 s
 ø6	
39 s	